



Final Environmental Assessment

RM 620, Austin District

Project limits: From SH 71 to Hudson Bend Road

CSJ Numbers: 0683-02-066, 0683-02-072, and 0683-02-073

Travis County, Texas

July 2020

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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List of Abbreviations and Acronyms

AADT	Annual Average Daily Traffic
ACT	Antiquities Code of Texas
APE	Area of Potential Effects
AOI	Area of Influence
BCP	Balcones Canyonlands Preserve
BMPs	Best Management Practices
CAMPO	Capital Area Metropolitan Planning Organization
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CGP	Construction General Permit
CMP	Congestion Management Process
CO	Carbon Monoxide
CWA	Clean Water Act
CZP	Contributing Zone Plan
EA	Environmental Assessment
EIS	Environmental Impact Statement
EJ	Environmental Justice
EMST	Ecological Mapping Systems of Texas
EO	Executive Order
EPA	Environmental Protection Agency
EPIC	Environmental Permits, Issues, and Commitments
ESA	Endangered Species Act
ETC	Estimated Time of Completion
ETJ	Extraterritorial Jurisdiction
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FPPA	Farmland Protection Policy Act
FWCA	Fish and Wildlife Coordination Act
GCWA	Golden-cheeked Warbler
IH	Interstate Highway
IPAC	Information for Planning and Consultation
ISA	Initial Site Assessment
LEP	Limited English Proficiency
LOS	Level of Service
LPST	Leaking Petroleum Storage Tanks
MBTA	Migratory Bird Treaty Act
MOU	Memorandum of Understanding
MSAT	Mobile Source Air Toxics
MS4	Municipal Separate Storm Sewer System
NAAQS	National Ambient Air Quality Standards
NCHRP	National Cooperative Highway Research Program
NEPA	National Environmental Policy Act of 1969
NHD	National Hydrography Dataset
NHPA	National Historic Preservation Act
NOA	Notice of Availability
NOI	Notice of Intent
NOT	Notice of Termination
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
NWP	Nationwide Permit
OWJ	Official with Jurisdiction
PCN	Pre-construction Notification
PM	Particulate Matter
PS&E	Plans, Specifications, and Estimates
PST	Petroleum Storage Tank

ROE	Right-of-Entry
ROW	Right-of-Way
RM	Ranch-to-Market Road
RTEST	Rare, Threatened, Endangered Species of Texas
RTP	Regional Transportation Plan
SAL	State Antiquities Landmark
SGCN	Species of Greatest Conservation Need
SH	State Highway
SHPO	State Historic Preservation Officer
STIP	Statewide Transportation Improvement Program
SUP	Shared-use Path
SW3P	Storm Water Pollution Prevention Plan
TAC	Texas Administrative Code
TCEQ	Texas Commission on Environmental Quality
TDM	Transportation Demand Management
TERP	Texas Emissions Reduction Plan
THC	Texas Historical Commission
TIP	Transportation Improvement Program
TPDES	Texas Pollutant Discharge Elimination System
TP&P	Transportation Planning and Programming Division
TPWD	Texas Parks and Wildlife Department
TSSWCB	Texas State Soil and Water Conservation Board
TWDB	Texas Water Development Board
TxDOT	Texas Department of Transportation
TxDOT-ENV	TxDOT Environmental Affairs Division
USACE	United States Army Corps of Engineers
USC	United States Code
USCG	United States Coast Guard
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VPD	Vehicles Per Day
VCM	Voluntary Conservation Measure

1.0 INTRODUCTION

The Texas Department of Transportation (TxDOT) is proposing improvements to Ranch-to-Market Road (RM) 620 from State Highway (SH) 71 to Hudson Bend Road in Travis County, Texas. The proposed improvements would widen the existing four-lane divided rural roadway to a six-lane divided urban roadway, add raised medians, and add a continuous shared-use path (SUP) along both sides of the road throughout the corridor. The project length is approximately 9.2 miles 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. **Appendix A** shows the project location in relation to Travis County and the cities of Austin, Lakeway, and Bee Cave. **Appendix B** contains photographs of the project area.

The purpose of this environmental assessment (EA) is to study the potential environmental consequences of the proposed project and determine whether such consequences warrant preparation of an Environmental Impact Statement (EIS). Because the proposed project would be funded in part by the Federal Highway Administration (FHWA), this EA complies with FHWA's National Environmental Policy Act (NEPA) regulations as well as relevant TxDOT rules for environmental review of projects and guidance for conducting NEPA studies on behalf of FHWA. 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. Code (U.S.C.) 327 and a Memorandum of Understanding (MOU) dated December 9, 2019, and executed by FHWA and TxDOT.

A public hearing was held on February 20, 2020, to present the findings of this EA and the proposed design to the public, and to receive public comments. Written comments were solicited through the public notice and public hearing process. All comments received have been thoroughly considered by TxDOT.

Based on information contained in this EA and any comments submitted during the public hearing comment period, TxDOT has determined that environmental effects are not sufficiently substantial to warrant preparation of an EIS. TxDOT has determined that there are no significant adverse effects and will therefore prepare and sign a Finding of No Significant Impact (FONSI), which will be made available to the public.

2.0 PROJECT DESCRIPTION

2.1 Existing Facility

RM 620 runs 23.2 miles from SH 71 in Bee Cave, Travis County to Interstate Highway (IH) 35 in Round Rock, Williamson County and has several major intersections. Through most of its length RM 620 functions as both a local thoroughfare and commuter highway. The proposed project encompasses the approximate 8.0 mile southernmost segment between SH 71 and Hudson Bend Road in western Travis County, as well as 0.8 mile of SH 71 and 0.4 mile of Bee Cave Parkway.

Within the project limits, existing RM 620 has two, 11-foot wide lanes with 10-foot wide shoulders in each direction, separated by a 14-foot wide continuous center turn lane. There are no bicycle or pedestrian accommodations within the corridor, and drainage is provided by open ditches. The existing right-of-way (ROW) in the project area is typically 140 feet wide and totals approximately 173.2 acres. **Appendix D** includes typical sections of the existing roadway.

2.2 Proposed Facility

The proposed RM 620 facility would consist of three, 11-foot wide lanes in each direction, separated by an 18-foot wide raised median, with curb and gutter drainage. Bicycle and pedestrian accommodations would also be constructed and would consist of a 10-foot wide SUP, where feasible. In constrained areas along the roadway, accommodations would consist of either an 8-foot wide SUP or a 6-foot wide sidewalk. The proposed ROW would typically be 190 feet wide. The project would require approximately 30.5 acres of additional ROW and 11.3 acres of driveway license areas to implement; no permanent easements are needed. A driveway license area is generally defined as an agreement between TxDOT and a property owner for TxDOT to access a property during construction to rebuild a driveway. A schematic (plan view) of the proposed improvements is included in **Appendix C** and a proposed typical section is included in **Appendix D**.

Federal regulations [23 Code of Federal Regulations (CFR) 771.111(f)(1)] require that federally funded transportation projects have logical termini. Simply stated, this means that a project must have rational beginning and ending points. Those points may not be created simply to avoid proper analysis of environmental impacts. The southern limit of the proposed RM 620 project is SH 71, which is the origin of RM 620. Construction would be needed along SH 71, approximately 1,000 feet east of RM 620 and approximately 2,100 feet west of RM 620 to transition the proposed improvements back into existing SH 71. The northern limit of the proposed project is Hudson Bend Road. This end point was chosen as a

1 logical terminus because Hudson Bend Road is a major traffic generator. Approximately
2 1,500 feet of construction north of the Hudson Bend Road intersection would be needed to
3 transition back to the existing RM 620 configuration.
4

5 Federal regulations [23 CFR 771.111(f)(2)] require that a project have independent utility
6 and be a reasonable expenditure even if no other transportation improvements are made in
7 the area. This means a project must be able to provide benefit by itself, and that the project
8 not compel further expenditures to make the project useful. Stated another way, a project
9 must be able to satisfy its purpose and need with no other project being built. As proposed,
10 the RM 620 project addresses specific transportation needs identified within the project
11 limits. Specifically, the proposed project would improve mobility and safety when compared
12 to existing conditions. The mobility and safety benefits associated with the proposed
13 additional travel lanes and raised median stand alone. Realization of these benefits is not
14 dependent upon other projects/future actions; thus, the proposed project passes the test of
15 independent utility. Further, because the project would stand alone and is not dependent
16 upon other (future) improvements to properly function, it would not compel further
17 expenditure of funds. For this reason, it cannot and does not irretrievably commit future
18 federal funds.
19

20 Federal law [23 CFR 771.111(f)(3)] prohibits a project from restricting consideration of
21 alternatives for other reasonably foreseeable transportation improvements. This means that
22 a project must not dictate or restrict any future roadway alternatives. As proposed, the
23 RM 620 project would in no way limit consideration of improvements, or alternatives for
24 construction of such improvements, in adjoining sections of RM 620 or SH 71. For this
25 reason, the proposed project does not foreclose consideration of alternatives for other
26 reasonably foreseeable transportation improvements.
27

28 The proposed project includes three CSJs. CSJ 0683-02-066, which includes the
29 environmental study from SH 71 to Hudson Bend Road, is not individually listed in the
30 CAMPO 2040 Regional Transportation Plan (RTP); however, it is incorporated in the RTP
31 under a broader project listing from SH 71 to Anderson Mill Road. CSJ 0683-02-072 and
32 0683-02-073, which covers SH 71 to Oak Grove Boulevard, are funded for construction and
33 are listed in the 2019–2022 Statewide Transportation Improvement Program (STIP), the
34 Capital Area Metropolitan Planning Organization (CAMPO) 2019–2022 Transportation
35 Improvement Program (TIP), as revised and the CAMPO 2040 RTP. The estimated cost of the
36 sections of the proposed RM 620 project which are funded for construction is \$71.9 million.
37 The project would be financed with a combination of state and federal financing. A copy of
38 the applicable pages from the current STIP, TIP and RTP are included in **Appendix E**.
39

1 **3.0 PURPOSE AND NEED**

2 **3.1 Need**

3 This project is needed to address local plans/policies and because the capacity of RM 620
4 between SH 71 and Hudson Bend Road is inadequate to meet current and future traffic
5 volumes, resulting in congestion, reduced mobility, and safety issues along this stretch of
6 roadway.

7 **3.2 Supporting Facts and/or Data**

8 Congestion and Mobility

9 RM 620 functions as both a local thoroughfare and commuter highway. Along most of its
10 length, RM 620 provides the sole access to subdivisions, businesses and schools, as well as
11 the primary access route to Lake Travis recreational facilities. The proposed project extends
12 through portions of Bee Cave, Lakeway and their respective extraterritorial jurisdictions
13 (ETJs) within Travis County.

14
15 According to the TxDOT Transportation Planning and Programming Division (TP&P) traffic
16 projections from August 2018, the annual average daily traffic (AADT) along RM 620 within
17 the project limits is anticipated to increase by almost 40 percent between years 2023 and
18 2043. **Table 3-1** lists the traffic data for the RM 620 corridor.

19
20 *Table 3-1: Annual Average Daily Traffic along RM 620*

Limits	2023 AADT	2043 AADT	Percent Increase
From SH 71 to Colorado River	56,550	77,950	37.8%

21
22 Level of Service (LOS) is defined in terms of A through F, with LOS A being the best and LOS
23 F being the worst. In general LOS A allows free flow; LOS B allows reasonable free flow; LOS
24 C is stable flow; LOS D is approaching unstable flow; LOS E is unstable flow (i.e., operating at
25 capacity); and LOS F is forced or breakdown flow. As reported in the February 2017 RM 620
26 Corridor Improvement Study, LOS data for the existing (2015) am and pm peak hours at
27 intersections within the corridor is varied, with LOS E and F reported for three intersections
28 within the project limits. The LOS at each intersection within the corridor for the No Build
29 Alternative in the Future Year (2035) is D, E or F, with only one intersection operating at LOS
30 D during both the am and pm peak. The Build Alternative would result in a measurable
31 improvement in traffic operating conditions compared to the Future Year 2035 No Build
32 condition. In both the am and pm peak hours, all intersections, with the exception of two,
33 would improve by multiple levels of service under the Build Alternative.

1 According to the U.S. Census Bureau, the jurisdictions within the project area grew
2 significantly between 1990 and 2017. Overall, Travis County grew by over 100 percent, the
3 City of Lakeway by nearly 250 percent, and the City of Bee Cave grew by nearly 2,500
4 percent. According to population projections from the Texas Water Development Board
5 (TWDB), continued significant growth in the project area is anticipated through 2040. The
6 population of Travis County is projected to grow by approximately 70 percent; the
7 populations in the cities of Lakeway and Bee Cave are expected to grow by 120 percent and
8 nearly 60 percent, respectively.

9

10 The infrastructure within the project area needs to be able to accommodate this projected
11 population increase in order to reduce congestion and maintain mobility for local and
12 through travelers.

13

14 Safety

15 Over the three-year period (2014–2016), 744 crashes were reported within the project
16 limits. Rear-end collisions comprise the dominant crash pattern during the three-year time
17 period, representing approximately 46 percent of the total crashes. The average crash rate
18 for RM 620 between SH 71 and Hudson Bend Road does not exceed the statewide average
19 for urban roadways with four or more lanes (undivided) for this period. Although the overall
20 corridor crash rates were lower than the statewide averages, the corridor’s increasing traffic
21 congestion, rolling terrain, site distance restrictions and high driveway densities in some
22 areas support the proposed RM 620 improvements.

23

24 An additional crash rate analysis that focused on the section of RM 620 with the most
25 crashes was conducted to supplement the analysis. The results indicate that the crash rates
26 for the section of RM 620 between Bee Cave Parkway and Lakeway Boulevard exceeded the
27 statewide average rates for urban farm-to-market roads and were comparable to the
28 statewide average rates for urban roadways with four or more lanes (undivided) for the
29 period between 2014 and 2016.

30

31 Local Planning

32 The improvements to RM 620 and the addition of pedestrian bicycle accommodations has
33 been part of the long-range regional plans and Lakeway’s thoroughfare plan for many years,
34 as identified in the City of Lakeway Comprehensive Plan Revised (2003) and the CAMPO
35 2045 Regional Active Transportation Plan (2017). The City of Lakeway plan lists “traffic
36 generated by growth in the developing areas of the ETJ will affect access and circulation in
37 the City; increasing development and traffic on RM 620 will increase the need for traffic
38 management policies; and non-motorized transportation facilities need to link all areas of
39 the City” as some of the main considerations along the corridor.

1 Similarly, the City of Bee Cave plan presents mobility goals and strategies, which include the
2 need to “improve the character, safety, and functionality of the street network through
3 transportation planning and improvements that address all modes and provide safe access
4 to all types of users”. This project supports the goals and objectives identified in regional
5 plans.

6 **3.3 Purpose**

7 The purpose of the proposed project is to address local plans/policies, reduce congestion,
8 improve mobility, and improve safety along RM 620 between SH 71 and Hudson Bend Road.

1 **4.0 ALTERNATIVES**

2 The alternatives identification and evaluation process conducted for the proposed project,
3 described in **Section 4.3** (below), resulted in the narrowing of the field of alternatives down
4 to two alternatives: the Build Alternative and the No Build Alternative. These two alternatives
5 are evaluated in detail in **Section 5.0** of this EA.

6 **4.1 Build Alternative**

7 The Build Alternative, described in **Section 2.2**, satisfies the project purpose and need. The
8 addition of travel lanes and raised medians would improve mobility and safety in the rapidly
9 growing areas of Bee Cave and Lakeway. The addition of SUPs on both sides of the road
10 would also improve safety by removing conflict points and hazards in vehicle travel lanes.
11 The proposed modifications in access associated with the medians and break points are
12 justified based on the needs within the project limits; the change would improve circulation,
13 traffic operation and overall safety when compared to existing conditions. Because the Build
14 Alternative satisfies the project’s purpose and need, it is the recommended alternative.

15 **4.2 No Build Alternative**

16 Under the No Build Alternative, the proposed improvements to RM 620 would not be
17 constructed. The No Build Alternative would not require the conversion of approximately
18 30.5 acres from existing land uses to transportation use (ROW) nor would other project-
19 related impacts occur. The No Build Alternative would not address local plans/policies,
20 reduce congestion, enhance mobility or improve safety within the corridor. Consequently, the
21 anticipated benefits of the proposed project would not be realized and conditions in the RM
22 620 corridor would continue to deteriorate and pose safety and mobility issues as growth in
23 the area continues. For this reason, the No Build Alternative does not meet the purpose and
24 need for the proposed improvements (described in **Section 3.0**) and is not the
25 recommended alternative.

26
27 Although the No Build Alternative fails to meet the project’s purpose and need and is not the
28 recommended alternative, it was carried forward (per the requirements of NEPA) as the
29 baseline for comparison. The No Build Alternative is evaluated in this EA along with the Build
30 Alternative.

31 **4.3 Preliminary Alternatives Considered but Eliminated from Further Consideration**

32 RM 620 is an existing major thoroughfare with a lot of adjacent development. Therefore,
33 instead of developing preliminary alternatives, a large study area along both sides of the
34 road was utilized to support the initial development of this project. Environmental and

1 engineering constraints were identified early and used to support the development of a
2 schematic design that avoids/minimizes social, economic and environmental impacts while
3 addressing the purpose and need of the project. The analysis was dynamic in nature and
4 focused on an ongoing avoidance and minimization process. Design modifications were
5 incorporated based on stakeholder input and resources considered. Measures included, but
6 were not limited to, avoiding and minimizing impact on Golden-cheeked Warbler (*Dendroica*
7 *chrysoparia*) (GCWA) habitat, limiting ROW impact on businesses, and addressing
8 considerations at Bee Cave Central Park, a Section 4(f) and Chapter 26 resource. Through
9 this process the Build Alternative was developed, and there were no preliminary alternatives
10 considered that needed to be eliminated from further consideration.

11

12

5.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

In support of this EA, the following technical reports and forms were prepared:

- Air Quality Technical Report
- Archeological Survey Report
- Biological Evaluation Form and Tier I Site Assessment Form
- Community Impacts Assessment Technical Report Form
- Hazardous Materials Initial Site Assessment
- Historic Resources Survey Report
- Traffic Noise Technical Report
- Water Resources Technical Report
- Indirect Impacts Technical Report
- Biological Evaluation
- Section 4(f) *De Minimis* Checklist
- Chapter 26 Compliance Checklist
- Documentation of Public Meeting #1
- Documentation of Public Meeting #2
- Documentation of Public Hearing

These technical reports and forms listed are incorporated by reference in this EA. Copies of the technical reports are on file and available for review at the TxDOT-Austin District, 7901 N Interstate Hwy 35, Austin, TX 78753. The content included in the individual technical reports and summarized in this EA is based on a conservative study area. This approach was used to support environmental clearance of the project based on worst-case scenario since ROW and driveway license area requirements have not been finalized. The schematic, included in **Appendix C**, depicts the existing ROW and a current proposed ROW/driveway license area footprint, which is smaller than the study area reflected in the technical reports and summarized in this EA. Where applicable, resource existing conditions and impacts that differ between the approved technical report and the current schematic are further explained in the appropriate sections of this EA.

For purposes of environmental study, project-related effects are categorized as direct, indirect and cumulative. Direct effects are defined as those impacts which are caused by the action and occur at the same time and place. Indirect effects, while being reasonably foreseeable, are also caused by the action, but occur later in time or are farther removed in distance. Encroachment-alteration effects are a type of indirect impact, removed from the proposed project in both time and distance, and defined as those impacts that alter the behavior and function of the physical environment. Other indirect effects pertain primarily to induced growth. Cumulative effects result from the incremental impacts of an action when considered together with other past, present and reasonably foreseeable future actions

1 regardless of who takes the other actions. This section (**Section 5.0**) addresses direct,
2 indirect (encroachment-alteration and induced growth) and cumulative effects that would
3 result from the proposed RM 620 project.

4 **5.1 Right-Of-Way/Displacements**

5 Build Alternative: The Build Alternative would require the acquisition of approximately 30.5
6 acres of new (additional) ROW, none of which has been previously acquired through early
7 acquisition. The additional ROW would be necessary to accommodate the increased
8 pavement width, side slope grading, existing terrain, detention/water quality ponds,
9 drainage structures, SUP, utilities, and to maintain property access. Retaining walls have
10 been incorporated at multiple locations to minimize impacts. The additional ROW would be
11 acquired from a total of 211 parcels.

12
13 The additional ROW would not result in the required displacement of any residences or
14 commercial properties. All ROW acquisition would be completed in accordance with the
15 Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1979, as
16 amended.

17
18 No Build Alternative: Under the No Build Alternative, no project-related ROW would be
19 acquired; thus, no project-related displacements would occur.

20 **5.2 Land Use**

21 The project is located within the cities of Lakeway and Bee Cave as well as unincorporated
22 areas of western Travis County. The general character is planned suburban. Land use
23 immediately adjacent to RM 620 is predominantly commercial; civic, multi-family/single-
24 family residential, and undeveloped use are also present but to a lesser extent. Commercial
25 uses include all types of businesses, including but not limited to, retail shops, salons,
26 restaurants, grocery stores, commercial strip centers, professional services, automobile
27 repair shops, gasoline service stations, physicians' offices and storage facilities. High
28 density residential neighborhoods are prevalent just beyond the corridor. Environmental
29 constraints including the Balcones Canyonlands Preserve (BCP) parcels and the City of Bee
30 Cave Central Park are present in the southern portion of the corridor. Three cemeteries are
31 also located adjacent to the corridor – Teck Cemetery, Bee Cave Baptist Church Cemetery,
32 and Pecht Cemetery.

33
34 Build Alternative: Development is largely built out in the project area. The project would
35 create additional capacity and improve mobility along the RM 620 corridor; however, it is not
36 anticipated that the proposed project would induce development or increase the rate or
37 intensity of development in the area. The communities have been experiencing and will

1 continue to experience growth and housing construction, independent of the project. Land
2 use on the acquired ROW would change from residential, open space, or commercial to
3 transportation use.

4
5 No Build Alternative: Under the No Build Alternative, the additional ROW would not be
6 obtained and there would be no project-related land use impacts.

7 **5.3 Farmlands**

8 The Farmland Protection Policy Act (FPPA) seeks to preserve the agricultural use of soils that
9 are particularly productive. The Natural Resources Conservation Service (NRCS) implements
10 the FPPA through regulations and by classifying soil series in terms of suitability for farming.

11
12 Build Alternative: The project is located in an urbanized area. According to NRCS, no land
13 within the project area is mapped as prime farmland or farmland of statewide importance.
14 Therefore, no major impacts to farming, including haying activities are anticipated as a
15 result of the Build Alternative. No further consideration for the protection of farmland is
16 required by FPPA regulations.

17
18 No Build Alternative: Under the No Build Alternative, no transportation-related impacts to
19 prime farmland would occur. Undeveloped lands currently used for agriculture would likely
20 continue to be used for crop production or pasture unless the property owner pursues urban
21 site development.

22 **5.4 Utilities Relocation**

23 Build Alternative: The proposed project would require the adjustment or relocation of
24 underground and/or overhead utilities. At the current phase of project development, the
25 locations of utilities potentially requiring adjustment or relocation have not yet been fully
26 identified. Impacted utilities would be identified during the final design phase. At that time,
27 coordination with utility owners and service providers would occur and
28 relocation/adjustment plans would be developed. Utility relocations and adjustments would
29 be accomplished with the minimal practical disruption in service to utility customers.

30
31 No Build Alternative: Under the No Build Alternative there would be no project-related
32 impacts to utilities.

33 **5.5 Bicycle and Pedestrian Facilities**

34 Build Alternative: Existing bicycle/pedestrian facilities occur in some portions of the project
35 area. A bike lane starts along southbound RM 620 near the southern driveway of the Lake

1 Travis Elementary School and runs south to the intersection with Clara Van Street. There are
2 also bike lanes along the right turn lanes from RM 620 onto Lakeway Boulevard, Flint Rock
3 Road, Spillman Loop, Cavalier Drive, and Bee Cave Parkway (both northbound and
4 southbound), into the Glen Heather shopping center, and onto Main Street at the Lakeway
5 Town Centre shopping center. Bicycle striping appears at the beginning of each of these
6 right turn lanes, along with 'yield to bicycle' signage.

7
8 The Build Alternative would add 10-foot wide SUPs, where feasible, along both sides of
9 RM 620 within the project limits. In constrained areas along the roadway, accommodations
10 would consist of either an 8-foot wide SUP or a 6-foot wide sidewalk. The proposed
11 SUP/sidewalk would improve pedestrian and bicycle accommodations within the corridor
12 and provide connections to the following existing sidewalks and multi-use trails:

- 13 • Bee Cave Hike and Bike Trail Segment 1, which extends along RM 620 from Falcon
14 Head Boulevard to Bee Cave Central Park and then onward to the Galleria Shopping
15 Center.
- 16 • Lakeway Boulevard Hike and Bike Trail, which can be accessed from RM 620 at
17 Lakeway Boulevard. The crushed granite path that meanders down the middle of the
18 boulevard median can be accessed approximately 0.10 mile from the intersection of
19 RM 620 and Lakeway Boulevard and provides extensive connections to the west and
20 north within the city of Lakeway.
- 21 • Sidewalks along Main Street leading to HEB and the Oaks at Lakeway shopping
22 center.

23
24 No Build Alternative: Under the No Build Alternative, there would be no project-related
25 impacts and improvements to bicycle/pedestrian facilities would not occur.

26 5.6 Community Impacts

27 The study area for the community impact assessment includes parcels adjacent to the
28 existing ROW as well as neighborhoods and developments that would most likely experience
29 access, travel pattern, and community cohesion impacts as a result of the proposed project.
30 Fifty-three community facilities were identified within the study area and consist of one
31 cemetery, two police/sheriff stations, three fire stations, twelve educational facilities, two
32 senior living facilities, nine places of worship, a city hall, a post office, two utility district
33 offices, six medical facilities, two thrift stores, a funeral home, five art/culture facilities (i.e.,
34 dance and academies), two parks, and four other recreational facilities.

35
36 There are 14 predominately minority Census blocks within the Community Impact
37 Assessment study area; these areas fall generally within the northern half of the corridor.
38 These populations are considered environmental justice (EJ) populations. No Census block

1 groups in the study area have a median income below the Department of Health and Human
2 Services poverty level. Potential direct impacts to the EJ populations were analyzed to
3 ensure these groups would not be adversely or disproportionately affected by the Build
4 Alternative.

5
6 Socioeconomic and demographic information about the affected communities is found in
7 the **Community Impact Assessment Technical Report Form**, available for review at the TxDOT
8 Austin District office.

9
10 Build Alternative: Required displacements would not occur as a result of the proposed
11 project. Proposed ROW acquisition is needed and would be conducted in accordance with
12 the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as
13 amended. Substantial impacts to the community are not anticipated as a result of the
14 proposed ROW acquisition.

15
16 Vehicle travel patterns would change due to the elimination of continuous left turn lanes,
17 requiring motorists to turn right onto RM 620 from most streets and driveways and then
18 make a U-turn at the closest median opening. The project area is served by Travis County
19 (Austin-Travis County EMS) for emergency medical services. The cities of Bee Cave and
20 Lakeway are within Emergency Service District 6 and served by Lake Travis Fire and Rescue.
21 Medical and emergency room services are available within the corridor at VIK Complete Care
22 ER and Urgent Care and Baylor Scott & White Medical Center. Police services are provided
23 by the Bee Cave Police Department and the Travis County Sheriff's office.

24
25 The construction of the raised medians and the reduction in possible left turns throughout
26 most of the corridor would slightly increase response times. Median openings are proposed
27 at the intersection of RM 620 and General Williamson Drive providing fully directional
28 access for Fire Station 601. Median openings are not proposed at Pheasant Lane, which
29 provides access for Lake Travis Fire Rescue training operations. With respect to Lake Travis
30 Fire Rescue Station 603 off SH 71, following meetings with Lake Travis Fire Rescue
31 representatives, the design of the proposed driveway access and raised median at SH 71
32 were refined to allow emergency responders to head both east and west on SH 71.

33
34 While the changes in access may negatively impact response times in the corridor, the
35 additional lanes are expected to increase mobility, which would allow more space for
36 vehicles to pull over allowing emergency responders to pass, thus positively impacting
37 response times. Although project-related delays would be anticipated during construction,
38 every reasonable effort would be made to minimize delays. Further, TxDOT would proactively
39 communicate with emergency service providers throughout the duration of construction;

1 thus, ensuring emergency service providers have accurate, up-to-date information
2 concerning lane closures and construction activities that could impact response times.

3
4 Existing residents and businesses adjacent to the project area are currently separated by
5 RM 620. The proposed project would not create a new separation; however, it would
6 increase the separation. The proposed SUP would allow people within the community to
7 access the area or participate in local activities without the use of motor vehicles. While the
8 proposed project would widen the separation created by the existing roadway, overall
9 mobility would be improved by allowing faster travel times to/from communities along the
10 RM 620 corridor. Changes to existing facilities along the corridor are limited to changes in
11 access, which would not affect their overall use. Overall, community cohesion would improve
12 due to the addition of alternative modes of travel and the improved mobility and safety.

13
14 The proposed project would not disproportionately and adversely affect EJ populations. No
15 required displacements would occur. ROW acquisition is needed from 211 parcels along the
16 corridor; however, the minority Census blocks would not be affected more than non-minority
17 Census blocks. No disproportionately high and adverse impacts on minority populations are
18 anticipated as a result of the proposed project and there are no low-income populations
19 within the study area. The proposed roadway improvements, inclusive of the SUP, would
20 benefit the community as a whole, including EJ populations.

21
22 Executive Order (EO) 13166, “Improving Access to Services for Persons with Limited English
23 Proficiency,” requires federal agencies to examine the services they provide, identify any
24 need for services to those with Limited English Proficiency (LEP), and develop and
25 implement a system to provide those services so that LEP persons can have meaningful
26 access to them. Based on data from the 2017 American Community Survey, block groups
27 located within and adjacent to the project area have an LEP population ranging from
28 approximately 0.2 to 9.0 percent. Spanish speakers make up the largest portion of the LEP
29 population with 2.2 percent. Other LEP populations are Indo-European (0.9 percent) and
30 Asian and Pacific Islander (0.7%); no LEP populations were noted as Other (0.0%). Within the
31 proposed project limits, all observed signs were in English.

32
33 To comply with EO 13166 and to ensure full and fair public participation for the proposed
34 project, newspaper advertisements for the public meetings held in October 2018 and June
35 2019 and for the public hearing held in February 2020 were published in both English and
36 Spanish. Comment forms were also made available in English and Spanish, and a project
37 team member was available at the public meetings and public hearing to accommodate the
38 communication needs of individuals speaking Spanish. No requests for assistance in
39 another language other than English were requested.

1 Information about LEP accommodations and impacts on the community and access/travel
2 pattern modifications is found in the **Community Impact Assessment Technical Report Form**,
3 available for review at the TxDOT Austin District office.

4
5 No Build Alternative: Under the No Build Alternative, there would be no RM 620 project-
6 related impacts to communities. The communities in the project area would continue to
7 have increased traffic which, in turn, would result in reduced mobility and safety in the
8 project area. Additionally, no RM 620 project-related impacts to minority or low-income
9 populations would occur under the No Build Alternative as the proposed project would not
10 be constructed.

11 **5.7 Visual/Aesthetic Impacts**

12 This segment of RM 620 is a four-lane divided rural roadway with 10-foot wide shoulders
13 and no continuous bicycle/pedestrian facilities. The existing ROW consists mainly of
14 urbanized land and paved roadway. Outside of the existing ROW is predominantly
15 developed; however, some undeveloped open grassy areas and woodlands are present.
16 RM 620 is a dominant visual feature in the project area.

17
18 Build Alternative: Visual impacts resulting from the Build Alternative would include roadway
19 widening. The viewsheds of existing residences and business facilities would be directly
20 impacted by the increase in roadway width. However, the existing RM 620 alignment is a
21 dominant visual feature in the project area; therefore, the widening along the existing
22 developed roadway corridor would have a minimal effect on the visual and aesthetics as
23 perceived by motorists as well as neighboring residences and businesses. The proposed
24 noise barriers to mitigate the effects of roadway noise at Falcon Head Apartments and the
25 Villas on Travis Apartments would affect the visual character at these locations.

26
27 No Build Alternative: The No Build Alternative would not result in RM 620 project-related
28 visual impacts along the corridor as the proposed improvements would not be constructed.

29 **5.8 Cultural Resources**

30 Cultural resources are structures, buildings, archeological sites, districts (a collection of
31 related structures, buildings, and/or archeological sites), cemeteries, and objects. Both
32 federal and state laws require consideration of cultural resources during project planning. At
33 the federal level, NEPA and the National Historic Preservation Act (NHPA) of 1966, among
34 others, apply to transportation projects such as this one. In addition, state laws such as the
35 Antiquities Code of Texas (ACT) apply to these projects. Compliance with these laws often
36 requires consultation with the Texas Historical Commission (THC)/Texas State Historic
37 Preservation Officer (SHPO) and/or federally-recognized tribes to determine the project's

1 effects on cultural resources. The evaluation of impacts to cultural resources has been
2 conducted in accordance with the Programmatic Agreement among the FHWA, TxDOT, the
3 SHPO and the Advisory Council on Historic Preservation Regarding the Implementation of
4 Transportation Undertakings. Review and coordination of this project followed approved
5 procedures for compliance with federal and state laws.

6 5.8.1 Archeology

7 An intensive pedestrian survey was conducted for the project in the moderate to high
8 probability areas that have avoided significant ground disturbances identified within the
9 Area of Potential Effects (APE). The purpose of the archeological survey was to ensure
10 compliance with Section 106 of the NHPA, as amended, and the ACT. An inventory of
11 archeological resources (as defined by Code of Federal Regulations, Title 36, Section 800.4
12 [36 CFR 800.4]) was conducted within the proposed project area to identify and evaluate
13 any identified resources for their eligibility for inclusion in the National Register of Historic
14 Places (NRHP), as per Section 106 (36 CFR Part 800), or for designation as State Antiquities
15 Landmarks (SAL) under the ACT and Texas Administrative Code (TAC), Title 13, Chapter 26
16 (13 TAC 26). For purposes of the archeological investigations, a buffer of 100 feet from the
17 existing ROW was included in the study area to account for potential changes in ROW
18 requirements (see explanation in **Section 5.0**). The information discussed below reflects the
19 findings from the expanded study area. The conclusions of these archeological
20 investigations also apply to the current schematic shown in **Appendix C**.

21
22 Build Alternative: The intensive archeological survey included shovel testing under Texas
23 Antiquities Permit Number 8910. The survey effort was conducted May 21–24, 2019, with a
24 total of 75 shovel tests being excavated over a total of 49.24 acres. Only parcels where right
25 of entry (ROE) was granted were surveyed. The survey resulted in the discovery of one
26 isolated find, a projectile point tip. The artifact was not collected during the survey. No new
27 sites were observed during the survey. Previously recorded sites were also revisited during
28 the survey; however, none of these sites were recommended for further work within the APE
29 and were also recommended not eligible for listing to the NRHP or as a SAL.

30
31 The SHPO concurred with the findings on July 11, 2019 (see **Appendix G**). Following ROW
32 negotiations and prior to construction of the proposed project, additional archeological
33 investigations would be needed in the remaining moderate to high probability areas where
34 ROE was not received. The **Archeological Background Study Report, Antiquities Permit
35 Application for Archeology, THC Permit, and Archeological Survey Report** prepared for the
36 proposed project are available at the TxDOT Austin District office.
37

1 Coordination with federally-recognized Native American tribes was initiated through the bulk
2 early coordination effort on March 10, 2017. No response was received from the federally-
3 recognized Native American tribes. The coordination letter is included in **Appendix G**.

4
5 In the event that cultural resources are encountered during construction, TxDOT would
6 immediately initiate cultural resource discovery procedures. All work in the vicinity of the
7 discovery would cease until a specialist from TxDOT and/or the THC could arrive on site and
8 assess the discovery's significance and the need, if any, for additional investigation.

9
10 No Build Alternative: As construction of the proposed RM 620 project would not occur, there
11 would be no project-related impacts on archeological resources associated with the No Build
12 Alternative.

13 5.8.2 Historic Properties

14 In compliance with the Programmatic Agreement for Transportation Undertakings, as
15 executed among FHWA, TxDOT, the State Historic Preservation Officer, and the Advisory
16 Council on Historic Preservation, an historic resource survey was conducted for the
17 proposed RM 620 project. For purposes of the historic investigations, a buffer of 50 feet
18 from the driveway license area shapes was included in the study area to account for
19 potential changes in driveway license area requirements (see explanation in **Section 5.0**).
20 This amounted to a larger APE that covered all parcels with structures that needed to be
21 evaluated for historic-age resources. The information discussed below reflects the findings
22 from the expanded study area. The conclusions of these historic resource investigations also
23 apply to the current schematic shown in **Appendix C**.

24
25 Build Alternative: Project historians surveyed the project APE in May 2019 and documented
26 32 properties with historic-age resources. One of the properties within the APE, the Bee
27 Cave Baptist Church Cemetery, has been determined eligible for listing in the NRHP. While
28 the Bee Cave Baptist Church Cemetery is within the project's APE, TxDOT does not propose
29 to acquire any ROW from the cemetery. The cemetery is set back from the roadway and any
30 new widening of the road in the vicinity of the cemetery would not affect any of its character-
31 defining features nor its historic integrity. Project historians recommend that none of the
32 remaining properties within the APE are eligible for listing in the NRHP.

33
34 Pursuant to Stipulation IX, Appendix 6 "Undertakings with the Potential to Cause Effects per
35 36 CFR 800.16(i)" of the Section 106 PA and the MOU, TxDOT historians determined that
36 there is no effect to historic, non-archeological properties in the APE. Individual project
37 coordination with SHPO was not required (see **Appendix G** for the clearance memo). The
38 **Historic Project Coordination Request Form, Historic Research Design, and Historic**

1 **Resources Survey Report** prepared for the proposed project are available at the TxDOT
2 Austin District office.

3

4 No Build Alternative: Because the proposed RM 620 improvements would not be
5 constructed, the No Build Alternative would not result in project-related impacts to historic
6 resources.

7 **5.9 Protected Lands**

8 Section 4(f) of the U.S. Department of Transportation Act protects publicly owned and
9 accessible parks, recreation areas, and wildlife and waterfowl refuges and historic sites.
10 Chapter 26 of the Texas Parks and Wildlife Code includes provisions similar to the federal
11 Section 4(f) regulation, including requiring a finding that there is no feasible and prudent
12 alternative to the use or taking of the protected land, that the project includes all reasonable
13 planning to minimize harm and that a public hearing be held prior to the approval of the use
14 of land from these publicly-owned park properties.

15

16 The City of Bee Cave Central Park, a Section 4(f) and Chapter 26 resource, is located along
17 Bee Cave Parkway west of RM 620 in the southern portion of the project area. The public
18 park facility includes benches, pavilions, restrooms, and other recreational facilities. The
19 proposed project would include improvements within the park; therefore, the provisions of
20 Section 4(f) and Chapter 26 apply. Parcels belonging to the BCP (a Section 4(f) and Chapter
21 26 resource) also occur adjacent to the existing ROW in two locations. Three BCP parcels
22 adjoin the existing ROW on the east side of RM 620 between Bee Cave Parkway and Ladera
23 Boulevard, and three parcels adjoin the existing ROW north and south of Murfin Road on the
24 east side of RM 620. No ROW, easements, or improvements would be required in any BCP
25 parcels; therefore, no impacts to this resource would occur.

26

27 Section 6(f) of the Land and Water Conservation Fund Act requires that recreational facilities
28 receiving U.S. Department of Interior funding from the Land and Water Conservation Fund
29 Act as allocated by the Texas Parks and Wildlife Department (TPWD) may not be converted
30 to non-recreational uses unless approval is received from TPWD and the National Park
31 Service. There are no Section 6(f) resources in the proposed project area.

32

33 Build Alternative: The Build Alternative would require the use of approximately 0.4 acre from
34 the City of Bee Cave Central Park, a Section 4(f) and Chapter 26 resource. The use of
35 parkland ROW would be needed to accommodate the addition of an eastbound left turn lane
36 and an eastbound right turn lane from Bee Cave Parkway onto northbound and southbound
37 RM 620, respectively. The improvements would extend the roadway pavement along Bee
38 Cave Parkway out approximately 21 feet (tapering to 10 feet) from the existing pavement on

1 the south side of the road, and out approximately 9 feet (tapering to 2 feet) on the north
2 side of the road. These improvements would result in impacts to the existing
3 bicycle/pedestrian path on the park property.
4

5 Coordination with the City of Bee Cave Parks Department, the official with jurisdiction (OWJ)
6 over the park, was conducted to discuss improvements in the park and Section 4(f) *de*
7 *minimis* applicability. The City of Bee Cave Parks Department provided some
8 comments/concerns, and requested design measures to mitigate impacts, including trail
9 connections in the park. These design measures were incorporated into the project design,
10 and include connections of the RM 620 proposed SUP to the existing park paths on the
11 south and north sides of Bee Cave Parkway. The OWJ concurred with TxDOT's *de minimis*
12 finding that the proposed project would have no adverse effects to the City of Bee Cave
13 Central Park (see **Appendix G** for the concurrence letter). TxDOT Environmental Affairs
14 Division (TxDOT-ENV) approved the Section 4(f) *de minimis* documentation on March 13,
15 2020.
16

17 Impacts within the park boundaries were presented at the June 26, 2019 public meeting
18 and February 20, 2020 public hearing and also in the public meeting/hearing notifications.
19 No comments were received from the public within the 15-day comment periods regarding
20 the proposed use of the park. Compliance with Chapter 26 regulations for impacts to the
21 park were followed for the public hearing. TxDOT-ENV approved the Chapter 26
22 documentation on April 20, 2020.
23

24 No Build Alternative: Because the proposed RM 620 improvements would not be
25 constructed, the No Build Alternative would not result in project-related impacts to Section
26 4(f), 6(f) or Chapter 26 resources.

27 **5.10 Water Resources**

28 Water resources occurring in the project area were researched by desktop review of web
29 resources from the United States Geological Survey (USGS) National Hydrography Dataset
30 (NHD) and 7.5-minute topographic data for the Mansfield Dam and Bee Cave quadrangles,
31 Texas Commission on Environmental Quality (TCEQ), TWDB, Federal Emergency
32 Management Agency (FEMA), USFWS National Wetlands Inventory (NWI) mapping, Texas
33 State Soil and Water Conservation Board (TSSWCB), and aerial photography. Desktop
34 mapping of water resources was performed using Geographic Information System mapping,
35 utilizing spatial data obtained from USGS, FEMA, TSSWCB, and USFWS. For purposes of the
36 water resource investigations, a buffer of 100 feet from the existing ROW was included in
37 the study area to account for potential changes in ROW requirements (see explanation in
38 **Section 5.0**). The information discussed below reflects the findings and conclusions from the

1 expanded study area, which differ from the current schematic shown in **Appendix C**. Those
2 differences are further explained for the Build Alternative in the applicable sections below.

3 5.10.1 Clean Water Act Section 404

4 Pursuant to Section 404 of the Clean Water Act (CWA), an investigation was conducted to
5 identify potential jurisdictional waters of the U.S., including wetlands, within the project area.
6 Field reconnaissance conducted on April 17, 2019 identified potentially jurisdictional waters
7 of the U.S. that could be impacted by the proposed project. Two potentially jurisdictional
8 creeks cross the expanded study area - an unnamed tributary to Little Barton Creek, which
9 crosses the project area five times, and an unnamed tributary to Honey Creek. Two
10 potentially jurisdictional wetlands associated with the tributary to Little Barton Creek, are
11 also located in the expanded study area. Detailed information can be found in the **Water**
12 **Resources Technical Report** prepared for the proposed project, available at the TxDOT
13 Austin District office.

14
15 Build Alternative: Approximately 212 linear feet (0.04 acre) of permanent impacts to
16 jurisdictional water features would occur within the expanded study area. Of this amount,
17 approximately 170 linear feet (0.04 acre) would be impacted by the improvements shown
18 on the current schematic. The placement of temporary or permanent dredge or fill material
19 into potentially jurisdictional waters of the U.S. would be authorized under Nationwide
20 Permit (NWP) 14. A Pre-Construction Notification (PCN) is not anticipated. Although impacts
21 to waters of the U.S. do not trigger a PCN, the project did require USFWS consultation under
22 the Endangered Species Act of 1973 (ESA). Since TxDOT is the lead federal agency, TxDOT
23 would not have to submit a PCN to the USACE to comply with NWP General Condition 18
24 (Endangered Species) because TxDOT will retain documentation that shows ESA Section 7
25 compliance.

26
27 **Table 5-1** identifies the jurisdictional features and the one anticipated impact. More details
28 are provided in the **Water Resources Technical Report**.

29
30 No Build Alternative: Because the proposed RM 620 improvements would not be
31 constructed, the No Build Alternative would not result in project-related impacts to
32 jurisdictional wetlands and other waters of the U.S.

1

Table 5-1: Project Area Surface Waters

Feature ID*	Feature Name	Delineated Area (Linear Feet / Acres)	Proposed Work or Structure	Potential Impacts (Linear Feet / Acres)	Potentially Jurisdictional?	Anticipated Permit
1a	Unnamed tributary to Little Barton Creek	380 LF / 0.08 ac	Culvert Expansion	212 LF / 0.04 ac	Yes	NWP 14 without PCN
1b	Unnamed tributary to Little Barton Creek	206 LF / 0.02 ac	Bridge Expansion	None	Yes	None
1c	Unnamed tributary to Little Barton Creek	534 LF / 0.07 ac	None	None	Yes	None
1d	Unnamed tributary to Little Barton Creek	593 LF / 0.09 ac	None	None	Yes	None
1d	Herbaceous emergent wetland	0.01 ac	None	None	Yes	None
1e**	Unnamed tributary to Little Barton Creek	167 LF / 0.08 ac	None	None	Yes	None
1e**	Herbaceous emergent wetland	0.03 ac	None	None	Yes	None
2**	Unnamed tributary to Honey Creek	261 LF / 0.04 ac	None	None	Yes	None
Totals		2,141 LF / 0.42 ac	N/A	212 LF / 0.04 ac	N/A	N/A

2 *Features 1a-1e would likely be considered one single and complete crossing by USACE.

3 **Feature 1e and Feature 2 are only crossed by the expanded study area. These features are not included within the
4 current proposed project area.

5 5.10.2 Clean Water Act Section 401

6 Build Alternative: General Condition 25 of the NWP Program requires applicants using NWP
7 14 to comply with Section 401 of the CWA. Compliance with Section 401 requires the use of
8 best management practices (BMPs) to manage water quality on construction sites. General
9 Condition 12 also requires applicants using NWP 14 to use appropriate soil erosion and
10 sedimentation controls.

11
12 Section 401 Water Quality Certification would be required for the proposed project. The
13 Section 401 Certification requirements for NWP 14 would be met by implementing a Storm
14 Water Pollution Prevention Plan (SW3P). The SW3P would include at least one BMP from the
15 Tier I 401 Water Quality Certification Conditions for NWPs as published by the TCEQ. These
16 BMPs would address each of the following categories:

17

- 1 • Category I Erosion Control would be addressed by using permanent seeding/sodding.
- 2 • Category II Post-Construction Total Suspended Solids Control would be addressed by
- 3 installing vegetative filter strips.
- 4 • Category III Sedimentation Control would be addressed by installing silt fences.

5
6 Other approved methods would be substituted if necessary, using one of the BMPs from the
7 identical category.

8
9 The potential for project-related encroachment-alteration effects on water quality would be
10 mitigated through temporary and permanent (post-construction) BMPs as described above.
11 Water resources could receive an increased amount of sediment if storm water were
12 released from the project area despite the use of BMPs. To minimize the potential for
13 adverse impacts, BMPs would be regularly inspected and proactively maintained.

14
15 No Build Alternative: Because the proposed RM 620 improvements would not be
16 constructed, the No Build Alternative would not result in project-related impacts to water
17 quality.

18 5.10.3 Executive Order 11990 Wetlands

19 EO 11990 Protection of Wetlands (42 Federal Register 26961, May 24, 1977) provides the
20 requirement “to avoid to the extent possible the long- and short-term adverse impacts
21 associated with the destruction or modification of wetlands and to avoid direct or indirect
22 support of new construction in wetlands wherever there is a practicable alternative.”

23
24 Build Alternative: Based on the current design analysis, as well as the analysis within the
25 expanded study area, there would be no impact to wetlands; therefore, EO 11990 does not
26 apply.

27
28 No Build Alternative: Because the proposed RM 620 improvements would not be
29 constructed, the No Build Alternative would not result in project-related impacts to wetlands.

30 5.10.4 Rivers and Harbors Act

31 The Rivers and Harbors Act of 1899 generally prohibits the construction of structures over or
32 in navigable waters of the U.S. without Congressional approval, which has been delegated to
33 the United States Coast Guard (USCG). The Rivers and Harbors Act of 1899 also prohibits
34 excavation or fill within navigable waters of the U.S. without the approval of the United
35 States Army Corps of Engineers (USACE). Based on a project scoping analysis, it was
36 determined that neither the Build Alternative nor the No Build Alternative would have an
37 impact on any Section 9/10 waters, as defined by the Rivers and Harbors Act of 1899.

1 5.10.5 Clean Water Act Section 303(d)

2 According to the 2018 Texas Integrated Report - Texas 303(d) List (Category 5) and the
3 2018 Index of All Impaired Waters accessed March 30, 2020, the project does not cross an
4 impaired stream nor is it located within five stream miles upstream of an impaired
5 waterbody. Accordingly, no project-related impacts will occur to impaired waterways.

6
7 Build Alternative: No impaired streams are crossed or are located within five stream miles of
8 the proposed project. Therefore, the proposed project would not result in project-related
9 impacts to impaired waterways.

10
11 No Build Alternative: Because the proposed RM 620 improvements would not be
12 constructed, the No Build Alternative would not result in project-related impacts to impaired
13 waterways.

14 5.10.6 Clean Water Act Section 402

15 Build Alternative: This project would include five or more acres of earth disturbance. TxDOT
16 would comply with TCEQ's Texas Pollutant Discharge Elimination System (TPDES)
17 Construction General Permit (CGP). A SW3P would be implemented, and a construction site
18 notice would be posted at the construction site. A Notice of Intent (NOI) and a Notice of
19 Termination (NOT) would be required. The proposed project is located partially within the
20 boundaries of the City of Bee Cave's Level 1 small Municipal Separate Storm Sewer System
21 (MS4) and the City of Lakeway's MS4 Phase I permits. Compliance with applicable MS4
22 regulations would be required within Bee Cave and Lakeway city limits.

23
24 Since TPDES CGP authorization and compliance (and the associated documentation) occur
25 outside of the environmental clearance process, compliance is ensured by the policies and
26 procedures that govern the design and construction phases of the project. The TxDOT
27 Project Development Process Manual and the Plans, Specifications, and Estimates (PS&E)
28 Preparation Manual require a SW3P be included in the plans of all projects that disturb one
29 or more acres. The Construction Contract Administration Manual requires that the
30 appropriate CGP authorization documents (notice of intent or site notice) be completed,
31 posted, and submitted to the TCEQ and the MS4 operator. It also requires that projects be
32 inspected to ensure compliance with the CGP.

33
34 The PS&E Preparation Manual requires that all projects include Standard Specification Item
35 506 (Temporary Erosion, Sedimentation, and Environmental Controls), and the "Required
36 Specification Checklists" require Special Provision 506-003 on all projects that need
37 authorization under the CGP. These documents require the project contractor to comply with
38 the CGP and SWP3, and to complete the appropriate authorization documents.

1
2 No Build Alternative: Under the No Build Alternative, there would be no earth disturbance
3 and compliance with the TPDES CGP and coordination with the MS4 operator would not be
4 required.

5 5.10.7 Floodplains

6 Build Alternative: As detailed in the **Water Resources Technical Report**, portions of the
7 proposed project are located within a FEMA designated 100-year floodplain. The hydraulic
8 design for this project would be in accordance with current FHWA and TxDOT design policies.
9 The facility would permit the conveyance of the 100-year flood, inundation of the roadway
10 being acceptable, without causing damage to the facility, stream, or other property. The
11 proposed project would not increase the base flood elevation to a level that would violate
12 applicable floodplain regulations and ordinances. Coordination with the local Floodplain
13 Administrator would be required.

14
15 This project is subject to and would comply with federal EO 11988 on Floodplain
16 Management. The department implements this EO on a programmatic basis through its
17 Hydraulic Design Manual. Adherence to the TxDOT Hydraulic Design Manual ensures that
18 this project would not result in a “significant encroachment” as defined by FHWA’s rules
19 implementing EO 11988 at 23 CFR 650-105(q).

20
21 Since the proposed project crosses floodplains, the following is provided:

- 22
23 1) Avoiding and minimizing floodplain crossings were considered during design of the
24 Build Alternative. The proposed project must be located in floodplains because in
25 order to avoid floodplains, a significant realignment of RM 620 would be required,
26 resulting in much higher ROW and project costs, as well as potential residential and
27 commercial displacements. Additionally, no longitudinal encroachments on the
28 floodplain would occur.
- 29 2) The only alternative considered during the course of project development that would
30 avoid encroachments on floodplains was the No Build Alternative, which does not
31 satisfy the purpose and need for the proposed project.
- 32 3) The proposed project would conform to state and local floodplain protection
33 standards.

34
35 No Build Alternative: Because the proposed RM 620 improvements would not be
36 constructed, the No Build Alternative would not result in project-related impacts to
37 floodplains.

1 5.10.8 Wild and Scenic Rivers

2 Based on a project scoping analysis, it was determined that neither the Build Alternative nor
3 the No Build Alternative would have an impact on this resource category or subject matter.
4 (NOTE: No designated Wild and Scenic Rivers are located within project area.)

5 5.10.9 Coastal Barrier Resources

6 Based on a project scoping analysis, it was determined that neither the Build Alternative nor
7 the No Build Alternative would have an impact on this resource category or subject matter.
8 (NOTE: Project area is not located in a coastal area.)

9 5.10.10 Coastal Zone Management

10 Based on a project scoping analysis, it was determined that neither the Build Alternative nor
11 the No Build Alternative would have an impact on this resource category or subject matter.
12 (NOTE: Project area is not located in a coastal area.)

13 5.10.11 Edwards Aquifer

14 The Edwards Aquifer is a karst aquifer that underlies 3,600 square miles across ten
15 counties in south-central and central Texas. The Edwards Aquifer is the primary source of
16 water for San Antonio and the surrounding areas. Springs and streams originating in the
17 Contributing Zone eventually flow across the Recharge Zone where surface water can
18 infiltrate into the aquifer.

19
20 Build Alternative: The southern portion of the project area overlays the Edwards Aquifer
21 Contributing Zone. A TCEQ Contributing Zone Plan (CZP) is required to be prepared and
22 approved for the portion of the project located in the Contributing Zone before construction
23 can commence. Permanent BMPs, including water quality ponds, are required and included
24 in the project design to achieve an 80 percent reduction of increase in total suspended
25 solids attributed to the proposed project within the Contributing Zone.

26
27 No Build Alternative: Because the proposed RM 620 improvements would not be
28 constructed, the No Build Alternative would not result in project-related impacts to the
29 Edwards Aquifer.

30 5.10.12 International Boundary and Water Commission

31 Based on a project scoping analysis, it was determined that neither the Build Alternative nor
32 the No Build Alternative would have an impact on this resource category or subject matter.
33 (NOTE: Project area is not located along the international boundary with Mexico.)

1 5.10.13 Drinking Water Systems

2 Build Alternative: Water service is provided to the city of Bee Cave by the West Travis County
3 Public Utility Agency; the remainder of the project area is serviced by Travis County WCID 17
4 and Lakeway Municipal Utility District. These entities rely on surface water sources from
5 Lake Travis and other local lakes for drinking water. The TWDB does not identify any water
6 wells within the project area. In accordance with TxDOT's Standard Specifications for
7 Construction and Maintenance of Highways, Streets and Bridges (Item 103, Disposal of
8 Wells), any drinking water wells would need to be properly removed and disposed of during
9 construction of the project. The project would not impact water services or drinking water
10 systems. Utilities conflicts would be coordinated with the city utility departments and
11 resolved prior to construction commencing.

12
13 No Build Alternative: Because the proposed RM 620 improvements would not be
14 constructed, the No Build Alternative would not result in project-related impacts to the
15 drinking water systems.

16 **5.11 Biological Resources**

17 For information regarding biological resources refer to the **Tier I Site Assessment** and
18 **Biological Evaluation Form** available at the TxDOT Austin District office. For purposes of the
19 biological resource investigations, a buffer of 100 feet from the existing ROW was included
20 in the study area to account for potential changes in ROW requirements (see explanation in
21 **Section 5.0**). The information discussed below reflects the findings and conclusions from the
22 expanded study area, which differ from the current schematic shown in **Appendix C**. Those
23 differences are further explained for the Build Alternative in the applicable sections below.

24 5.11.1 Texas Parks and Wildlife Coordination

25 Coordination with TWPD for the project was triggered by impacts to vegetation exceeding the
26 thresholds outlined in the 2013 MOU (2017 Revision) (see **Section 5.11.2**) and by the
27 presence of suitable habitat for several state listed species and species of greatest
28 conservation need (SGCN) within the project area (see **Section 5.11.11**). Early coordination
29 with TPWD regarding potential effects to natural resources was conducted; coordination was
30 completed on April 3, 2020. The coordination correspondence is included in **Appendix G**.

31 5.11.2 Impacts to Vegetation

32 The Tier I Site Assessment Form, prepared for this project, describes 19 different vegetation
33 communities that were mapped within the project area by TPWD's Ecological Mapping
34 Systems of Texas (EMST). These are shown below in **Table 5-2**.

Table 5-2: EMST Vegetation Types Mapped by TPWD in Project Area

Ecoregion	MOU Vegetation Type	Common Name	EMST Mapped Acreage	MOU Acreage	Field Verified Acreage	Coordination Threshold (acres)
Edwards Plateau	Agriculture	Barren	4.09	4.09	0.77	10
	Edwards Plateau: Savanna, Woodland, and Shrubland	Edwards Plateau: Savanna Grassland	10.10	46.37	51.94	3
		Edwards Plateau: Ashe Juniper - Live Oak Shrubland	9.13			
		Edwards Plateau: Ashe Juniper - Live Oak Slope Shrubland	0.13			
		Edwards Plateau: Ashe Juniper Motte and Woodland	17.39			
		Edwards Plateau: Ashe Juniper Slope Forest	1.68			
		Edwards Plateau: Deciduous Oak / Evergreen Motte and Woodland	4.46			
		Edwards Plateau: Live Oak Motte and Woodland	1.06			
		Edwards Plateau: Post Oak Motte and Woodland	0.31			
		Edwards Plateau: Oak / Hardwood Slope Forest	2.11			
	Riparian	Edwards Plateau: Riparian Ashe Juniper Forest	0.69	3.79	3.45	0.1
		Edwards Plateau: Riparian Ashe Juniper Shrubland	0.32			
		Edwards Plateau: Riparian Hardwood / Ashe Juniper Forest	0.15			
		Edwards Plateau: Riparian Hardwood Forest	2.40			
		Edwards Plateau: Riparian Herbaceous Vegetation	0.24			
	Disturbed Prairie	Native Invasive: Mesquite Shrubland	2.21	2.34	3.24	2
		Native Invasive: Juniper Woodland	0.13			
	Urban	Urban High Intensity	153.73	375.96	373.16	N/A
		Urban Low Intensity	222.23			
	Totals			432.56	432.56	432.56

1 Vegetation within the project area is representative of the vegetation associations common
2 to the western side of the Edwards Plateau where the climate becomes more arid. In this
3 region, Plateau live oak woodland is eventually restricted to north and east facing slopes
4 and floodplains, and dry slopes are covered with open shrublands of juniper (*Juniperus*
5 spp.), sumac (*Rhus* spp.), sotol (*Dasyliirion* spp.), acacia (*Acacia* spp.), honey mesquite
6 (*Prosopis glandulosa*), and ceniza (*Leucophyllum frutescens*) (Griffith et al., 2007).
7 However, the project area is also heavily influenced by the high level of development;
8 therefore, in many places the understory has been cleared and most developed tracts are
9 manicured or maintained in some way. Undeveloped tracts may still have woodland
10 structure, but these areas may be isolated by adjacent developed parcels.

11
12 As detailed in §2.206 of the 2013 MOU, coordination with the TPWD is required for projects
13 based on certain thresholds, including the disturbance of habitat in an area equal to or
14 greater than the area of disturbance indicated in the Threshold Table Programmatic
15 Agreement. Vegetation within the proposed project falls into five MOU vegetation types:
16 Agriculture; Edwards Plateau: Savanna, Woodland, and Shrubland; Riparian; Disturbed
17 Prairie; and Urban. The Threshold Table Programmatic Agreement sets a disturbance
18 threshold of 10.0 acres for Agriculture; 3.0 acres for Edwards Plateau: Savanna, Woodland,
19 and Shrubland; 0.1 acre for Riparian; and 2.0 acres for Disturbed Prairie. No thresholds
20 have been established for Urban vegetation.

21
22 Build Alternative: Vegetation impacts quantified in **Table 5-2** show that the proposed project
23 (expanded study area) would exceed the threshold for three MOU vegetation types: Edwards
24 Plateau: Savanna, Woodland, and Shrubland; Riparian; and Disturbed Prairie. Impacts
25 resulting from the current schematic shown in **Appendix C** would exceed the threshold for
26 two MOU vegetation types (Riparian and Edwards Plateau: Savanna, Woodland, and
27 Shrubland). Early coordination with TPWD regarding effects to vegetation communities was
28 conducted in accordance with provisions of the 2013 MOU and coordination was completed
29 on April 3, 2020. The coordination correspondence is included in **Appendix G**.

30
31 The vast majority of the project area is characterized as urban, with only approximately 13
32 percent of the project area comprised of vegetation. Impacts to vegetation would be avoided
33 or minimized by limiting disturbance to only that which is necessary to construct the
34 proposed project. The removal of native vegetation, particularly mature native trees and
35 shrubs, would be avoided to the greatest extent practicable. A native and locally-adapted
36 seed mix would be used in the landscaping and re-vegetation of disturbed areas.

37
38 No Build Alternative: If the No Build Alternative were implemented, the proposed project
39 would not be constructed. No effects to vegetation related to the construction of the RM 620

1 improvements would occur. Existing land use and activities, including routine mowing, would
2 continue to periodically affect vegetation communities.

3 5.11.3 Executive Order 13112 on Invasive Species

4 Build Alternative: This project is subject to and would comply with federal EO 13112 on
5 Invasive Species. The department implements this EO on a programmatic basis through its
6 Roadside Vegetation Management Manual and Landscape and Aesthetics Design Manual.
7 In compliance with EO 13112, a native and locally-adapted seed mix would be used in the
8 landscaping and re-vegetation of disturbed areas.

9

10 No Build Alternative: If the No Build Alternative were implemented, the proposed project
11 would not be constructed; thus, the provisions of EO 13112 would not be triggered.

12 5.11.4 Executive Memorandum on Environmentally and Economically Beneficial 13 Landscaping

14 Build Alternative: This project is subject to and would comply with the federal Executive
15 Memorandum on Environmentally and Economically Beneficial Landscaping, effective April
16 26, 1994. The department implements this Executive Memorandum on a programmatic
17 basis through its Roadside Vegetation Management Manual and Landscape and Aesthetics
18 Design Manual. With the exception of reseeded of disturbed areas, landscaping is not
19 currently planned for the proposed project. A native and locally-adapted seed mix would be
20 used.

21

22 No Build Alternative: If the No Build Alternative were implemented, the proposed project
23 would not be constructed; thus, the provisions of the Executive Memorandum would not be
24 triggered.

25 5.11.5 Impacts to Wildlife

26 Within the urban areas along RM 620, native vegetation/natural habitat is minimal and
27 limited to approximately 57 acres of the approximately 433-acre expanded study area (or
28 approximately 12 acres of the approximately 217-acre project area shown on the current
29 schematic). As such, wildlife is limited to those species adapted to an urban environment.
30 Within the rural areas along the corridor, native vegetation/natural habitat is present and
31 consists generally of live oak/Ashe juniper woodlands, riparian areas, and disturbed prairie,
32 which is desirable habitat for a variety of wildlife.

33

34 Build Alternative: The proposed project would result in vegetation clearing along the existing
35 and proposed ROW. This clearing activity would remove habitat for wildlife. Adjacent areas

1 are similar in vegetative composition and are in close proximity to the construction limits
2 which allow wildlife to relocate to nearby parcels. Revegetation would occur within the
3 disturbed areas and clearing of trees and shrubs would be avoided to the extent possible.
4

5 No Build Alternative: Under the No Build Alternative, the proposed RM 620 improvements
6 would not be constructed; thus, there would be no project-related impacts to wildlife.

7 5.11.6 Migratory Bird Protection

8 The Migratory Bird Treaty Act (MBTA) of 1918 makes it unlawful to kill, capture, collect,
9 possess, buy, sell, trade or transport any migratory bird, nest or egg in part or in whole,
10 without a federal permit issued in accordance with the Act's policies and regulations. No
11 evidence of migratory bird nests was observed during the April 2019 field investigations.
12

13 Build Alternative: This project would comply with applicable provisions of the MBTA and
14 Texas Parks and Wildlife Code Title 5, Subtitle B, Chapter 64, Birds. It is the department's
15 policy to avoid removal and destruction of active bird nests except through federal or state
16 approved options. In addition, it is the department's policy, where appropriate and
17 practicable to:

18 1) use measures to prevent or discourage birds from building nests on man-made structures
19 within portions of the project area planned for construction, and 2) schedule construction
20 activities outside the typical nesting season. Migratory birds may arrive in the project area to
21 breed during construction of the proposed project. Appropriate measures would be taken to
22 avoid adverse impacts on migratory birds; thus, migratory birds protected under the MBTA
23 would not be impacted by the Build Alternative. Specific BMPs implemented to protect state
24 listed species and SGCN are outlined in **Section 8.0**.
25

26 No Build Alternative: Under the No Build Alternative, the proposed RM 620 improvements
27 would not be constructed; thus, there would be no project-related impacts to migratory birds.

28 5.11.7 Fish and Wildlife Coordination Act

29 The Fish and Wildlife Coordination Act (FWCA) of 1958 requires that federal agencies obtain
30 comments from USFWS and TPWD whenever a project has the potential to impact fish and
31 wildlife through waterbody modifications.
32

33 Build Alternative: The proposed project would impact waters of the U.S., and a Section 404
34 permit would be required. The project would be covered by a NWP 14 without PCN;
35 therefore, coordination under the FWCA would not be required.
36

1 No Build Alternative: The No Build Alternative would not impact any stream or water
2 features; therefore, it would not be subject to regulation under the FWCA.

3 5.11.8 Bald and Golden Eagle Protection Act

4 Build Alternative: The project area does not contain suitable habitat for Bald or Golden
5 Eagles; therefore, no impacts to these species would occur.

6
7 No Build Alternative: Under the No Build Alternative, the proposed RM 620 improvements
8 would not be constructed; thus, there would be no project-related impacts to Bald or Golden
9 Eagles.

10 5.11.9 Magnuson-Stevens Fishery Conservation Management Act

11 Based on a project scoping analysis, it was determined that neither the Build Alternative nor
12 the No Build Alternative would have an impact on this resource category or subject matter.
13 (NOTE: Project is not located in a coastal area.)

14 5.11.10 Marine Mammal Protection Act

15 Based on a project scoping analysis, it was determined that neither the Build Alternative nor
16 the No Build Alternative would have an impact on this resource category or subject matter.
17 (NOTE: Project is not located in a coastal area.)

18 5.11.11 Threatened, Endangered, and Candidate Species

19 ***Federally Listed Species***

20 ESA Section 7 requires federally listed threatened, endangered, or candidate species and
21 the ecosystems upon which they rely to be conserved to the extent possible. An Information
22 for Planning and Consultation (IPaC) report was generated for the project area to identify
23 those federally listed species that may occur or have suitable habitat within the corridor. The
24 official species list obtained from the USFWS IPaC dated July 6, 2020 indicates the
25 expanded study area (and current proposed project area) is within the range of 18 federally
26 listed threatened, endangered or candidate species with the potential of occurring, provided
27 the preferred habitat is found in sufficient quality and quantity to attract those species.

28
29 As detailed in the Biological Evaluation Form and Biological Evaluation (prepared for
30 consultation with the USFWS), desktop analysis and field investigations conducted in June
31 2018 indicate that potential habitat for one federally listed threatened, endangered, or
32 candidate species, the GCWA, occurs in the project area. The GCWA is listed as Endangered
33 without critical habitat. A total of 88.3 acres of potential GCWA habitat was identified within

1 the action area, which includes the project area and additional areas within 300 feet of the
2 project area. No species-specific presence/absence surveys were conducted. Due to the
3 proximity of the project to known occupied habitat, the habitat identified within the action
4 area was assumed to be occupied for purposes of the Biological Evaluation.

5
6 Build Alternative: The Build Alternative would impact approximately 5.3 acres of the 88.3
7 acres of potential GCWA habitat identified in the action area. Avoidance and minimization
8 measures have been incorporated into the project design, which include avoiding BCP
9 property and using retaining walls in potential habitat areas to limit overall ROW needs in
10 high cut or fill areas. Voluntary conservation measures (VCMs) such as phased construction
11 to ensure clearing is conducted during the non-breeding season and avoiding the creation of
12 new gaps in woodland areas greater than 16 feet are also proposed (see **Section 8.1** for a
13 full list of VCMs). While impacts to habitat areas will be avoided and minimized where
14 possible, additional project effects could potentially occur in GCWA habitat areas. Additional
15 effects are likely to be similar to effects described in the Biological Evaluation (i.e., effects to
16 existing edges, impacting a small percentage of a habitat patch). If the final total acreage of
17 project direct effects to habitat areas exceeds 7.5 acres (minimum GCWA territory size),
18 then TxDOT will purchase mitigation credits for the affected habitat at an appropriate,
19 permitted conservation bank.

20
21 A may affect, but not likely to adversely affect is appropriate for the GCWA because the
22 amount of woody vegetation removed in any single patch would be smaller than an
23 individual GCWA territory; vegetation removal would only occur along the edges and outside
24 the GCWA nesting season; and indirect effects such as increased construction noise would
25 be insignificant and discountable.

26
27 A **Biological Evaluation** was completed and is available at the TxDOT Austin District Office.
28 Informal Section 7 consultation with the USFWS was conducted by TxDOT. The USFWS
29 concluded in their March 6, 2020 letter that due to the VCMs and avoidance and
30 minimization measures proposed by TxDOT they concurred that the project may affect but
31 was not likely to adversely affect GCWA. The response letter from USFWS is included in
32 **Appendix G** and the VCMs that TxDOT would implement for the project are included in
33 **Section 8.1**.

34
35 No Build Alternative: Under the No Build Alternative, the proposed RM 620 project would
36 not occur; therefore, there would be no project-related effects on any federally listed
37 threatened, endangered, or candidate species.

1 **State Listed Species**

2 Desktop analysis and field investigations conducted in June 2018, indicate that suitable
3 habitat for one state listed species, the GCWA (also a federally listed species) exists within
4 the expanded study area (and current proposed project area).
5

6 Build Alternative: One state listed species, the GCWA, may be impacted by the proposed
7 project since suitable habitat occurs within the project area. Impacts to the GCWA are
8 discussed above due to federal listing. The timber rattlesnake (*Crotalus horridus*) and Texas
9 tortoise (*Gopherus berlandieri*) were previously listed as state threatened species during
10 TPWD coordination; however, both species were delisted in changes to state threatened and
11 endangered species lists adopted by TPWD following coordination.
12

13 No Build Alternative: Under the No Build Alternative, the proposed RM 620 project would not
14 occur; therefore, there would be no project-related impacts on any state listed threatened or
15 endangered species.

16 **Species of Greatest Conservation Need**

17 Those species included on TPWD's Rare, Threatened, Endangered Species of Texas (RTEST)
18 Travis County list, but which have no federal or state regulatory status are classified as
19 species of greatest conservation need (SGCN). Potentially suitable habitat for 54 SGCN
20 exists within the expanded study area (and current proposed project area). The spot-tailed
21 earless lizard (*Holbrookia lacerata*) was previously listed as an SGCN during TPWD
22 coordination; however, the species is no longer on the RTEST of Travis County, as of the
23 June 26, 2020 update.
24

25 Build Alternative: Native animals or plants designated as a SGCN are generally those that
26 are declining or rare and in need of attention to recover or to prevent the need to list under
27 state or federal regulation. Lists of SGCN were developed through expert consultation and
28 public feedback. Ranks are based on multiple criteria including range extent, known
29 occurrences, abundance, and threats. It should be noted that none of these species is
30 currently afforded regulatory protection.
31

32 In accordance with the BMP Programmatic Agreement between TxDOT and TPWD, BMPs
33 have been identified and will be implemented to avoid and minimize impacts to many of
34 these species. The BMPs are further discussed in **Section 8.0**.
35

36 No Build Alternative: Under the No Build Alternative, the proposed RM 620 project would not
37 occur; therefore, there would be no project-related impacts on SGCN.

1 **5.12 Air Quality**

2 For information regarding air quality refer to the **Air Quality Technical Report** available at the
3 TxDOT Austin District office.

4
5 Build Alternative:

6 ***Transportation Conformity***

7 The project is located in an area in attainment or unclassifiable for all national ambient air
8 quality standards (NAAQS); therefore, the transportation conformity rules do not apply.

9
10 ***Hot-Spot Analysis***

11 The proposed project is not located within a carbon monoxide (CO) or particulate matter
12 (PM) nonattainment or maintenance area; therefore, a project level hot-spot analysis is not
13 required.

14
15 ***Traffic Air Quality Analysis***

16 Traffic for the estimated time of completion (ETC) year (2024) and design year (2043) is
17 estimated to be 57,465 vehicles per day (vpd) and 77,950 vpd, respectively. A prior TxDOT
18 modeling study and previous analyses of similar projects demonstrated that it is unlikely
19 that the CO standard would ever be exceeded as a result of any project with an AADT below
20 140,000 vpd. The AADT projections for the project do not exceed 140,000 vpd; therefore, a
21 Traffic Air Quality Analysis is not required.

22
23 ***Mobile Source Air Toxics***

24 A qualitative mobile source air toxics (MSAT) assessment has been conducted relative to the
25 Build and No Build Alternative. As documented in the technical report, all project
26 alternatives may result in increased exposure to MSAT emissions in certain locations
27 although the concentrations and duration of exposure are uncertain. Because of this
28 uncertainty, the health effects from these emissions cannot be estimated. However, on a
29 regional basis, the Environmental Protection Agency's (EPA's) vehicle and fuel regulations,
30 coupled with fleet turnover, will over time cause substantial reductions that, in almost all
31 cases, will cause region-wide MSAT levels to be significantly lower than today.

32
33 ***Congestion Management Process***

34 This project is within an attainment or unclassifiable area for ozone and CO; therefore, a
35 project level Congestion Management Process (CMP) analysis is not required.

36
37 ***Construction Air Emissions***

38 During the construction phase of this project, temporary increases in PM and MSAT
39 emissions may occur from construction activities. The primary construction-related

1 emissions of PM are fugitive dust from site preparation, and the primary construction-related
2 emissions of MSAT are diesel particulate matter from diesel powered construction
3 equipment and vehicles.
4

5 The potential impacts of particulate matter emissions would be minimized by using fugitive
6 dust control measures contained in standard specifications, as appropriate. The Texas
7 Emissions Reduction Plan (TERP) provides financial incentives to reduce emissions from
8 vehicles and equipment. TxDOT encourages construction contractors to use this and other
9 local and federal incentive programs to the fullest extent possible to minimize diesel
10 emissions. Information about the TERP program can be found at:

11 <https://www.tceq.texas.gov/airquality/terp>.
12

13 However, considering the temporary and transient nature of construction-related emissions,
14 the use of fugitive dust control measures, the encouragement of the use of TERP, and
15 compliance with applicable regulatory requirements, it is not anticipated that emissions
16 from construction of this project would have any significant impact on air quality in the area.
17

18 No Build Alternative: The No Build Alternative would result in gradually increasing vehicle
19 miles travelled as traffic volumes increase and traffic congestion worsens on the existing
20 roadway system over time. Actual and predicted trends in both criteria pollutant and MSAT
21 emissions would be expected to continue in the future, regardless of the alternative chosen.

22 **5.13 Hazardous Materials**

23 In August 2019, a **Hazardous Materials Initial Site Assessment (ISA)** was completed to
24 summarize potential hazardous materials within and adjacent to the project corridor. The
25 ISA included a site reconnaissance and environmental regulatory database search for the
26 project area. The ISA was completed to identify sites or facilities that might pose a potential
27 for hazardous materials impacts to the proposed project. Due to uncertainty regarding the
28 proposed ROW and driveway license area requirements during development of the ISA, risk
29 assessments were made more conservatively for potential hazardous materials sites. For all
30 petroleum storage tank (PST) sites, a statement was added that 'Any PST system or
31 component that would be displaced due to ROW acquisition or driveway reconstruction will
32 be handled through TxDOT's established ROW acquisition procedures.' No other required
33 structural (i.e., building) displacements are anticipated as a result of the proposed project,
34 so no other hazardous materials impacts resulting from structural work would occur. For
35 leaking petroleum storage tank (LPST) sites, a conservative risk assessment was made to
36 account for potential changes in the project area.
37

1 Build Alternative: Based on an evaluation of the sites identified in the environmental
2 regulatory database search, three regulatory sites were determined to be a moderate risk to
3 the project. No high risk sites were identified. The moderate environmental risk sites are
4 shown on the **Resource-specific Maps** in **Appendix F**. Below is a summary of the moderate
5 risk sites:
6

- 7 1. 7 Eleven #36559, 3636 Ranch Road 620 N, Austin (HazMat ID 22). This is an active
8 gasoline station and convenience store located at the northeast corner of Hudson
9 Bend Road and RM 620 at the northern end of the project corridor. There are active
10 PSTs at this site. A release occurred in 1996, and according to the database report
11 no groundwater impacts or apparent threats to receptors were identified, final
12 concurrence for the site was issued in 1999. A strip ROW acquisition is proposed
13 from this property along RM 620. While no groundwater was reportedly impacted,
14 due to the presence of active tanks, proximity within proposed ROW, and the
15 upgradient location this site is a moderate environmental risk.
- 16 2. Circle K #2704681, 1405 Ranch Road 620 S, Lakeway (HazMat ID 30). This is an
17 active gas station located at the northeast corner of Gebron Drive and RM 620.
18 Active PSTs are located on site. According to the database report, a release was
19 reported in November 1991. Groundwater at the site has reportedly been impacted;
20 final concurrence was issued for the site in 1997. No ROW acquisition is proposed
21 from this location. Based on the regulatory information, the existing active tanks,
22 proximity to the existing ROW and upgradient location, this facility is considered a
23 moderate environmental risk.
- 24 3. Trading Post Exxon, 12635 W Hwy 71, Bee Cave (HazMat ID 83). This is a former
25 gasoline station, with a mapped location along SH 71. According to the database
26 report, a release occurred in 1993 with no groundwater impact and no impact to
27 receptors. Final concurrence was issued in 1999, with all tanks reportedly removed
28 from the ground. The tanks are documented as having been removed, and there is
29 no documented groundwater contamination; however, due to the upgradient location
30 and close proximity to the existing ROW at the time of the analysis, this facility was
31 considered a moderate environmental risk to the project. Based on the current
32 schematic, the distance of this site from the proposed project improvements would
33 make this a low risk site.

34
35 The proposed project does not include the demolition of buildings, but may require bridge
36 improvements. Asbestos containing materials may be present in the bridge structures.
37 Asbestos inspections, notification, and removal, as applicable, would be addressed prior to
38 demolition in accordance with regulatory requirements. Detailed information about the
39 hazardous materials evaluation conducted for the project can be found in the **ISA** available
40 for review at the TxDOT Austin District office.

1
 2 No Build Alternative: As construction of the proposed RM 620 improvements would not
 3 occur, there would be no project-related hazardous material impacts associated with the No
 4 Build Alternative.

5 **5.14 Traffic Noise**

6 A traffic noise analysis was conducted for the proposed project in accordance with TxDOT's
 7 (FHWA approved) 2011 Guidelines for Analysis and Abatement of Highway Traffic Noise.
 8 Details on the traffic noise analysis can be found in the **Traffic Noise Technical Report**
 9 available for review at the TxDOT Austin District office.

10
 11 Build Alternative: Predicted traffic noise levels are included in the Traffic Noise Technical
 12 Report and receiver locations have been included on the **Resource-specific Maps** in
 13 **Appendix F**. Based on the modeled noise analysis, there are 23 projected noise impacts
 14 within the corridor. Barrier analyses were conducted, and results indicated that a barrier
 15 would be feasible and reasonable for five of the impacted receivers that represent Falcon
 16 Head Apartment Complex (R15), Villas on Travis Residential Apartment Complex – South
 17 (R52), and Village on Travis Residential Apartment Complex – North (R55, R55B, R55C).
 18 Specifics regarding the proposed barriers are included in **Table 5-3** below.

19
 20 *Table 5-3: Noise Barrier Proposal (preliminary)*

Traffic Noise Barrier	Representative Receiver (s)	Total # Benefitted Receivers	Height (feet)	Length (feet)	Total Cost	Cost per Benefitted Receiver
Falcon Head Apartments	R15	10	14	933	\$235,116	\$23,512
Villas on Travis Apartments - South	R52	6	16	461	\$132,768	\$22,128
Villas on Travis Apartments - North	R55, R55B, R55C	35	18	746	\$241,704	\$6,906

21
 22 The final decision to construct the proposed noise barriers would not be made until
 23 completion of the project design, utility evaluation and polling of adjacent property owners.

24
 25 A copy of this traffic noise analysis would be made available to local officials to ensure, to
 26 the maximum extent possible, future developments are planned, designed and programmed
 27 in a manner that would avoid traffic noise impacts. On the date of approval of this document
 28 (Date of Public Knowledge), TxDOT is no longer responsible for providing noise abatement
 29 for new development adjacent to the proposed project.

1
2 No Build Alternative: The proposed project would not be constructed under the No Build
3 Alternative. Traffic noise levels at modeled receiver locations would be expected to increase
4 due to the increase in traffic volumes that would occur over time.

5 **5.15 Induced Growth**

6 The Council on Environmental Quality (CEQ) defines indirect effects as those “caused by the
7 action and are later in time or farther removed in distance, but are still reasonably
8 foreseeable. Indirect impacts may include growth inducing effects and other effects related
9 to induced changes in the pattern of land use, population density or growth rate, and related
10 effects on air and water and other natural systems, including ecosystems” (40 CFR Section
11 1508.8).

12
13 Build Alternative: An analysis of indirect impacts was conducted that followed the processes
14 outlined in TxDOT’s Indirect Impacts Analysis Guidance (2019) and the 2002 National
15 Cooperative Highway Research Program (NCHRP) Report 466 *Desk Reference for Estimating*
16 *the Indirect Effects of Proposed Transportation Projects* (NCHRP 2002). The Area of
17 Influence (AOI) for the proposed project encompasses the entire Build Alternative and
18 adjacent areas where development or accelerated rates of development could potentially
19 occur. The AOI is approximately 4.7 square miles (3,007 acres) in Travis County and
20 intersects the cities of Bee Cave and Lakeway.

21
22 Based on the analysis of existing and future land use, historic and projected population, and
23 access, it is anticipated that the proposed project would not induce development or increase
24 the rate or intensity of development in the AOI. Roughly 18 percent of the AOI is
25 developable, and it is anticipated that future development would be driven primarily by
26 increased population growth in the region and not the proposed RM 620 project. Further,
27 none of the questionnaire respondents expected the proposed project would induce
28 development in their jurisdictions.

29
30 Encroachment alteration impacts may occur to vegetation/wildlife habitat and water
31 resources, including floodplains, 303(d) impaired waters, and waters of the U.S. as a result
32 of the proposed project. Potential encroachment alteration effects to vegetation and wildlife
33 habitats may occur in the proposed detention basin areas, as well as other undeveloped
34 areas needed for the proposed roadway, as tree removal may result in habitat
35 fragmentation, which could change the behavior of wildlife within or adjacent to those areas.
36 The potential for project-related encroachment alteration effects on waters of the U.S. and
37 water quality could occur during construction, which has the highest likelihood of creating
38 pollutants and sediment that could impact waters if storm water runoff enters surface water

1 features prior to being treated. Build-up of sediment could also reduce the water storage
2 capacity of floodplain. Minimizing tree clearing, as well as temporary (construction phase)
3 and permanent (post-construction) BMPs, would minimize the potential for encroachment
4 alteration impacts to vegetation/wildlife habitat and water resources.

5
6 The **Indirect Impacts Analysis Technical Report** provides a detailed discussion of the indirect
7 effects analysis and is available for review at the TxDOT Austin District office.

8
9 No Build Alternative: As construction of the proposed RM 620 improvements would not
10 occur, there would be no project-induced growth under the No Build Alternative.

11 **5.16 Cumulative Impacts**

12 The CEQ defines cumulative impacts as those which result from the incremental impact of
13 the action when added to other past, present, and reasonably foreseeable future actions
14 regardless of what agency (Federal or non-Federal) or person undertakes such other actions.
15 Cumulative impacts can result from individually minor but collectively significant actions
16 taking place over a period of time (40 CFR §1508.7).

17
18 Build Alternative: A Risk Assessment for Cumulative Impacts was conducted and concluded
19 that a cumulative impacts analysis is not required. This determination was made since the
20 project was determined not to have substantial direct or indirect impacts on any resource
21 and would not impact resources in poor or declining health.

22
23 No Build Alternative: As construction of the proposed RM 620 improvements would not
24 occur, there would be no cumulative impacts under the No Build Alternative.

25 **5.17 Construction Phase Impacts**

26 Construction-phase impacts are temporary (short-term; only occurring during actual
27 construction) and potentially encompass a range of issues.

28 **Construction Noise**

29
30 Build Alternative: Noise associated with the construction of the proposed project is difficult
31 to predict. Heavy machinery, the major source of noise in construction, is constantly moving
32 in unpredictable patterns. However, construction normally occurs during daylight hours
33 when occasional loud noises are more tolerable. None of the receivers are expected to be
34 exposed to construction noise for a long duration; therefore, any extended disruption of
35 normal activities is not expected. Provisions would be included in the plans and
36 specifications that require the contractor to make every reasonable effort to minimize

1 construction noise through abatement measures such as work hour controls and proper
2 maintenance of muffler systems.

3

4 ***Fugitive Dust and Air Pollution***

5 Build Alternative: During the construction phase of this project, temporary increases in PM
6 and MSAT emissions may occur from construction activities. The primary construction-
7 related emissions of PM are fugitive dust from site preparation, and the primary construction
8 related emissions of MSAT are diesel PM from diesel powered construction equipment and
9 vehicles. The potential impacts of PM emissions would be minimized by using fugitive dust
10 control measures contained in standard specifications, as appropriate. The TERP provides
11 financial incentives to reduce emissions from vehicles and equipment. TxDOT encourages
12 construction contractors to use this and other local and federal incentive programs to the
13 fullest extent possible to minimize diesel emissions.

14

15 Considering the temporary and transient nature of construction-related emissions, the use
16 of fugitive dust control measures, the encouragement of the use of TERP, and compliance
17 with applicable regulatory requirements; it is not anticipated that emissions from
18 construction of this project would have any substantial impact on air quality in the area.

19

20 ***Light Pollution***

21 Build Alternative: Construction normally occurs during daylight hours; however, construction
22 could occur during the night-time hours to minimize impacts to the traveling public during
23 the daylight hours. Due to the close proximity of businesses and residents to the project, if
24 construction were to occur during the night-time hours, it would be of short duration.
25 Construction during the night-time hours would follow any local policies and ordinances
26 established for construction activities, such as light limitations.

27

28 ***Vibration Impacts***

29 Build Alternative: Construction activities would be limited to the proposed project footprint.
30 Vibration from construction equipment would be of short duration; however, excessive
31 vibration from construction is not anticipated.

32

33 ***Temporary Lane, Road or Bridge Closures***

34 Build Alternative: During the construction phase, traffic would follow the existing traffic
35 patterns. Traffic control plans would be prepared and implemented in coordination with the
36 cities and the county. Construction that would require cross street closures would be
37 scheduled so only one crossing in an area is affected at one time. Where detours are
38 required, clear and visible signage for an alternative route would be displayed. Work on
39 RM 620 would be phased in such a manner to allow the roadway to remain open during
40 construction. Access to businesses and residences would be maintained at all times and no

1 detours are anticipated. However, in the event that road closures or detours are required,
2 county and local public safety officials would be notified of the proposed road closures or
3 detours. Detour timing and necessary rerouting of emergency vehicles would be coordinated
4 with the proper local agencies. Motorists would be inconvenienced during construction of
5 the project due to lane and cross-street closures; however, these closures would be of short
6 duration and alternate routes would be provided.

7
8 Residents and businesses in the immediate construction area would be notified in advance
9 of proposed construction activities using a variety of techniques, including signage,
10 electronic media, community newspapers, and other techniques. The proposed project
11 would not restrict access to any existing public or community services, businesses,
12 commercial areas, or employment centers.

13 14 ***Construction-Phase Water Quality Impacts***

15 Build Alternative: A NWP 14 would be used for impacts to jurisdictional waters in the project
16 area. During the construction phase, appropriate measures would be taken to maintain
17 normal downstream flows to the maximum extent practicable. Construction activities would
18 require compliance with the State of Texas Water Quality Certification Program. The 401
19 Certification requirements would be met by implementing BMPs from the TCEQ 401 Water
20 Quality Certification Conditions for NWPs. Construction equipment, spoil material, supplies,
21 forms, and buildings shall not be placed or stored in the floodway during construction
22 activities. Any item that may be transported by flood flows shall not be stored within the
23 floodway. Any work within jurisdictional areas would be coordinated with USACE and
24 permitted, as necessary.

25 26 ***Construction-Phase Biological Impacts***

27 Build Alternative: Temporary impacts to natural resources due to construction could result
28 from the implementation of the proposed project. These include disturbances to wildlife and
29 vegetative communities. Implementation of the Build Alternative would involve the removal
30 of grasses, shrubs and trees during the construction phase, affecting the natural, erosion-
31 inhibiting ground cover and resulting in the loss of habitat for both resident and migratory
32 species. Disturbed areas would be restored, reseeded and re-contoured as necessary
33 according to TxDOT specifications, making these effects largely temporary.

34
35 No Build Alternative: Under the No Build Alternative, construction would not occur and
36 would not result in noise, dust or light pollution; impacts associated with physical
37 construction activities, temporary lane, road closures; and other traffic disruptions
38 associated with construction.

6.0 AGENCY COORDINATION

This section identifies all coordination with agencies outside TxDOT that are required to be conducted for the Build Alternative. The list below identifies the agencies requiring coordination and the status of efforts to coordinate the proposed project.

- SHPO (see **Section 5.8**): archeological and historic resource surveys were conducted and results coordinated with the THC and ENV. See **Appendix G** for the SHPO Clearance Memo for archeology dated July 11, 2019, and the TxDOT-ENV Clearance Memo for historic, non-archeological properties dated July 9, 2019.
- Tribal Coordination: coordination with federally-recognized Native American tribes was coordinated through the bulk project early coordination process March 10, 2017. No response was received from the federally recognized Native American tribes. The coordination letter is included in **Appendix G**.
- FEMA (see **Section 5.10**): the proposed project includes work within a FEMA designated 100-year floodplain; therefore, coordination with the local floodplain administrator would be required.
- TPWD (see **Section 5.11**): early coordination with TPWD regarding potential effects to natural resources was conducted and coordination was completed on April 3, 2020. The coordination correspondence is included in **Appendix G**.
- TCEQ: per the TxDOT-TCEQ MOU, TxDOT provided TCEQ with a Notice of Availability (NOA) to afford them the opportunity to review and comment on the project. No response was received from TCEQ. The coordination email sent to TCEQ is included in **Appendix G**.
- USFWS (see **Section 5.11**): the project may affect, but is not likely to adversely affect the GCWA; therefore, informal consultation under Section 7 of the ESA was conducted. The response letter from USFWS is included in **Appendix G**. Since TxDOT is the lead federal agency, TxDOT would not have to submit a PCN to the USACE to comply with NWP General Condition 18 (Endangered Species) because TxDOT will retain documentation that shows ESA Section 7 compliance.
- Section 4(f) (see **Section 5.9**): the project would include improvements within Bee Cave Central Park. TxDOT pursued a *de minimis* finding for those impacts and coordinated with the City of Bee Cave Parks Department, the OWJ, on the determination. The OWJ concurred with the *de minimis* finding. The coordination letter is included in **Appendix G**.

7.0 PUBLIC INVOLVEMENT

Stakeholder Meetings

In person meetings were conducted with the affected property owners and other stakeholders along the corridor. A total of 137 meetings have been held to date with the cities of Bee Cave and Lakeway, various property owners, businesses, Travis Fire Rescue, schools, and other stakeholders along the project corridor. Specific discussions focused on changes in access, drainage, ROW acquisition and property impacts, construction and schedule. Stakeholder meetings are ongoing.

Public Meeting

Two public meetings were held for this project. The purpose of the public meetings was to share project information and updates and collect public input on the project. Maps, drawings and project information were on display and representatives from TxDOT and project consultants were available to answer questions about the proposed project improvements.

The first public meeting was held on October 10, 2018. The meeting was held from 5 p.m. to 7 p.m. in an open house format with no formal presentation at the Lakeway Activity Center, located at 105 Cross Creek, Lakeway, Texas. Approximately 97 individuals attended the meeting. A total of 33 comments were received within the 15-day comment period that ended on October 25, 2018. The comments submitted were regarding design or engineering considerations (raised medians, left turns), property impacts, access and pedestrian accommodations. Several individuals acknowledged the safety concerns within the corridor due to the current continuous left turn lane. The comment and response matrix for the first public meeting is included in **Appendix I**.

The second public meeting was held on June 26, 2019. The meeting was held from 5 p.m. to 7 p.m. in an open house format with no formal presentation at Bee Cave City Hall, located at 4000 Galleria Parkway, Bee Cave, Texas. Approximately 157 individuals attended the meeting. A total of 66 comments were received within the 15-day comment period that ended on July 11, 2019. The comment and response matrix from the second public meeting is also included in **Appendix I**.

Public Hearing

A public hearing was held on February 20, 2020. All required notices and procedures, as required by TxDOT's rules governing the Environmental Review of Transportation Projects and outlined in TxDOT's Public Involvement Handbook, were followed. The NOA of the Draft EA was published in both English and Spanish in various newspapers that serve the project area, and was also available online at www.txdot.gov. Approximately 243 members of the

1 public were in attendance and 105 comments were received. The comments submitted
2 were regarding property and side street access, noise, the entrance at Falcon Head
3 Boulevard, and the SUP.

4
5 The project team considered comments received during the stakeholder meetings, public
6 meetings, and public hearing. The following design modifications were made based on
7 public and stakeholder input:

- 8
- 9 • Revisions to locations and sizes of 16 detention and water quality ponds, resulting in
10 an overall reduction in proposed ROW.
- 11 • Revision to design at Falcon Head Boulevard to match existing 3-lane configuration,
12 resulting in reduction in proposed ROW.
- 13 • Revision to design at five parcels, resulting in reduction in proposed ROW.
- 14 • Revisions to driveway designs at five parcels to accommodate large truck access and
15 other design features.
- 16 • Realignment of Texas Street at RM 620, resulting in reduction in proposed ROW at
17 one parcel.
- 18 • Lengthening RM 620 turning bays at Flint Rock Road, Dave Drive, General
19 Williamson Drive, and side street turn bays at Spillman Loop.
- 20 • Increase in proposed ROW to accommodate standard length of turn bays at Lakeway
21 Boulevard and Clara Van Street.
- 22 • Revision to northbound Flintrock Trace one-way termination to next adjacent
23 driveway of the Lohmans Crossing Shopping Center.
- 24 • Restriping right-turn only at Aria Drive to right-through.
- 25 • Introduction of a hooded northbound RM 620 left-turn at Lakeway Commons
26 Shopping Center, resulting in addition of proposed ROW.
- 27 • Introduction of a hooded westbound SH 71 left-turn to a business/commercial center
28 just east of RM 620.
- 29 • Revision to RM 620 travel-way shift near Dave Drive, resulting in overall increase in
30 proposed ROW.
- 31 • Revision to RM 620 entrance to Randall's Grocery Store, resulting in a decrease in
32 proposed ROW and an increase in the driveway license area.
- 33 • Revised design at Flintrock Tract, resulting in an increase in proposed ROW.
- 34

35 The design modifications can be seen on the schematic shown in **Appendix C**. The comment
36 and response matrix from the public hearing is included in **Appendix I**. The full
37 **Documentation of Public Hearing** is available for review at the TxDOT Austin District office.

38
39 A notice of impending construction would be provided to owners of adjoining property and
40 affected local governments and public officials. The notice may be provided via a sign or

- 1 signs posted in the ROW, mailed notice, printed notice distributed by hand, or notice via
- 2 website when the recipient has previously been informed of the relevant website address.
- 3 This notice would be provided after the environmental decision (i.e. FONSI), but before
- 4 earthmoving or other activities requiring the use of heavy equipment begin.

8.0 POST-ENVIRONMENTAL CLEARANCE ACTIVITIES AND DESIGN/CONSTRUCTION COMMITMENTS

8.1 Post-Environmental Clearance Activities

Activities to be completed after environmental clearance are listed and discussed as follows:

1. Noise: Traffic noise barriers are proposed to abate traffic noise. In accordance with TxDOT Guidelines for Analysis and Abatement of Roadway Traffic Noise, polling of adjacent property owners will take place to determine whether or not property owners desire the noise barriers. Additionally, traffic noise workshops will be held to provide information on the proposed noise barriers to adjacent property owners. The traffic noise workshops would be held after the FONSI. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.
2. Utilities: Utility relocations would be required throughout the corridor. Utility agreements and notice to owners would be required for this project prior to construction.
3. Archeology: Following ROW negotiations and prior to construction of the proposed project, additional archeological investigations would be needed in the remaining moderate to high probability areas where ROE was not received.
4. Section 404: The proposed project would require a NWP 14 without a PCN. The proposed project would comply with all general conditions of the NWP.
5. Section 401: The Section 401 Certification requirements for NWP 14 would be met by implementing a SW3P. The SW3P would include at least one BMP for erosion control, sediment control, and post-construction TSS control from the Tier 1 401 Water Quality Certification Conditions for NWPs as published by the TCEQ.
6. Section 402: Project contractor will comply with the CGP, SW3P, and complete the appropriate authorization documents.
7. Wetlands: Minimize impacts to wetlands during construction by keeping the construction footprint as small as possible while enabling construction that meets all requirements for the proposed project's implementation. Current design does not include wetland impacts. BMPs would be implemented during construction as appropriate.
8. Floodplains: Notification and coordination with the local floodplain administrator is required because the project is within the 100-year floodplain. This coordination will be completed prior to the start of construction.
9. Edwards Aquifer: The proposed project would require a CZP and coordination with TCEQ under the Edwards Rules.

1 10. Invasive Species: Preserve native vegetation to the extent practical. The contractor
2 must adhere to Construction Specification Requirements Specs 162, 164, 192, 193,
3 506, 730, 751, & 752 in order to comply with requirements for invasive species,
4 beneficial landscaping, and tree/brush removal commitments.

5 11. Migratory Birds: Before construction, use measures to prevent or discourage birds
6 from building nests on man-made structures within portions of the project area
7 planned for construction and, schedule construction activities outside the typical
8 nesting season to the extent practicable.

9 12. Threatened, Endangered, and Candidate Species: The proposed project would affect
10 federal and state listed endangered species. The project may also impact SGCNs. To
11 mitigate potential effects to the federally listed GCWA, the following VCMs would be
12 implemented:

- 13 • Removal of woody vegetation in the potential habitat patches would be phased
14 such that occurs outside of the breeding season (i.e., between September 15
15 and March 1).
- 16 • No new linear strips creating canopy gaps greater than 16 feet would be
17 created.
- 18 • All vegetation removal in potential habitat would occur along existing edges, so
19 no new edge habitat would be created.
- 20 • No temporary staging areas would be located within areas of potential GCWA
21 habitat.

22
23 To mitigate the potential impacts to SGCNs, the following BMPs will be implemented,
24 per the 2013 MOU (2017 Revision):

25
26 For the Western Burrowing Owl and all other migratory birds, the following Bird BMPs
27 and MBTA guidelines, as present as a Special Note on the PS&E Environmental
28 Permits, Issues, and Commitments (EPIC) sheet, would be implemented:

- 29 • Prior to construction, perform daytime surveys for nests including under
30 bridges and in culverts to determine if they are active before removal. Nests
31 that are active should not be disturbed.
- 32 • Do not disturb, destroy, or remove active nests, including ground nesting birds,
33 during the nesting season;
- 34 • Avoid removal of unoccupied, inactive nests, as practicable;
- 35 • Prevent the establishment of active nests during the nesting season in TxDOT
36 owned and operated facilities and structures proposed for replacement or
37 repair;
- 38 • Do not collect, capture, relocate, or transport birds, eggs, young, or active
39 nests without a permit.

- 1 • In the event that migratory birds are encountered on-site during project
2 construction, TxDOT will take all appropriate actions to prevent the take of
3 migratory birds, their active nests, eggs, or young by the use of proper phasing
4 of the project or other appropriate actions to include:
 - 5 ○ No active migratory bird nests (nests containing eggs and/or young) will
6 be removed or destroyed at any time of the year.
 - 7 ○ No colonial nests (swallows, for example) on or in structures will be
8 removed until all nests in the colony become inactive.
 - 9 ○ Measures, to the extent practicable, will be used to prevent or
10 discourage migratory birds from building nests within portions of the
11 project area planned for construction.
 - 12 ○ Inactive nests will be removed from the project area to minimize the
13 potential for reuse by migratory birds.
 - 14 ○ Construction or demolition activities will be scheduled outside the
15 typical nesting season (February 15 to October 1), and will comply with
16 the previously listed prohibitive provisions of the MBTA, which apply
17 year-round.
- 18 • The Migratory Bird Treaty Act of 1918 states that it is unlawful to kill, capture,
19 collect, possess, buy, sell, trade, or transport any migratory bird, nest, young,
20 feather, or egg in part or in whole, without a Federal permit issued in
21 accordance within the Act's policies and regulations. The contractor would
22 remove all old migratory bird nests from any structure where work would be
23 done from October 1 to February 15. In addition, the contractor would be
24 prepared to prevent migratory birds from building nest(s) between February 15
25 and October 1. In the event that migratory birds are encountered on-site during
26 project construction, efforts to avoid adverse impacts on protected birds,
27 active nests, eggs, and/or young would be observed.

28 For the Cave myotis, the following Bat BMPs would apply:

- 29 • For activities that have the potential to impact structures, cliffs or caves, or
30 trees; a qualified biologist will perform a habitat assessment and occupancy
31 survey of the feature(s) with roost potential as early in the planning process as
32 possible or within one year before project letting.
- 33 • For roosts where occupancy is strongly suspected but unconfirmed during the
34 initial survey, revisit feature(s) at most four weeks prior to scheduled
35 disturbance to confirm absence of bats.
- 36 • If bats are present or recent signs of occupation (i.e., piles of guano, distinct
37 musky odor, or staining and rub marks at potential entry points) are observed,
38 take appropriate measures to ensure that bats are not harmed, such as
39 implementing non-lethal exclusion activities or timing or phasing of
40 construction.

- Exclusion devices can be installed by a qualified individual between September 1 and March 31. Exclusion devices should be used for a minimum of seven days when minimum nighttime temperatures are above 50°F and minimum daytime temperatures are above 70°F. Prior to exclusion, ensure that alternate roosting habitat is available in the immediate area. If no suitable roosting habitat is available, installation of alternate roosts is recommended to replace the loss of an occupied roost. If alternate roost sites are not provided, bats may seek shelter in other inappropriate sites, such as buildings, in the surrounding area.
- If feature(s) used by bats are removed as a result of construction, replacement structures should incorporate bat-friendly design or artificial roosts should be constructed to replace these features, as practicable.
- Conversion of property containing cave or cliff features to transportation purposes should be avoided where feasible.
- Large hollow trees, snags (dead standing trees), and trees with shaggy bark should be surveyed for colonies and, if found, should not be disturbed until the bats are no longer occupying these features. Post-occupancy surveys should be conducted by a qualified biologist prior to tree removal from the landscape.
- Retain mature, large diameter hardwood forest species and native/ornamental palm trees where feasible.
- In all instances, avoid harm or death to bats. Bats should only be handled as a last resort and after communication with TPWD.

For the Texas garter snake, the following Terrestrial Reptile BMPs would apply:

- Apply hydromulching and/or hydroseeding in areas for soil stabilization and/or revegetation of disturbed areas where feasible. If hydromulching and/or hydroseeding are not feasible due to site conditions, utilize erosion control blankets or mats that contain no netting or contain loosely woven, natural fiber netting is preferred. Plastic netting should be avoided to the extent practicable.
- For open trenches and excavated pits, install escape ramps at an angle of less than 45 degrees (1:1) in areas left uncovered. Visually inspect excavation areas for trapped wildlife prior to backfilling.
- Inform contractors that if reptiles are found on project site allow species to safely leave the project area.
- Avoid or minimize disturbing or removing downed trees, rotting stumps, and leaf litter where feasible.
- Contractors will be advised of potential occurrence in the project area, and to avoid harming the species if encountered.

The following Amphibian and Reptile BMPs would be implemented:

- Contractors will be advised of potential occurrence in the project area, and to avoid harming the species if encountered.

- 1 • Minimize impacts to wetland, temporary and permanent open water features,
2 including depressions, and riverine habitats.
- 3 • Maintain hydrologic regime and connections between wetlands and other
4 aquatic features.
- 5 • Project specific locations proposed within state-owned ROW should be located
6 in uplands away from aquatic features.

7 13. Detours: County and local public safety officials would be notified of any road
8 closures or detours during construction. Detour timing and necessary rerouting of
9 emergency vehicles would be coordinated with the proper local agencies during
10 construction.

11 14. Air Quality: Implement fugitive dust control measures contained in standard
12 specifications to minimize potential impacts of PM emissions during construction.

13 15. Hazardous Materials: Three sites are considered a moderate environmental risk.
14 Additional investigation and/or research is warranted to determine if these sites may
15 potentially affect the proposed project. Any unanticipated hazardous materials
16 encountered during construction would be handled according to the applicable
17 federal, state and local regulations per TxDOT Standard Specification.

18 16. Hazardous Materials for Bridge Structures: Bridge structures being demolished or
19 renovated will need to be assessed and mitigated for asbestos and lead containing-
20 paint, as needed, within the construction process according to Standard Specification
21 Item 6.10 (and applicable Provisions), and the TxDOT guidance document: Guidance
22 for Handling Asbestos in Construction Projects, dated January 26, 2007.

23 17. Public Involvement: Before construction, a notice of impending construction will be
24 provided to owners of adjoining property and affected local governments and public
25 officials.

26 8.2 Design/Construction Commitments

27 1. Archeological Resources: If unanticipated archaeological deposits are encountered
28 during construction, work in the immediate area will cease, and TxDOT archaeological
29 staff will be contacted to initiate post-review discovery procedures.

30 2. Wetlands: The construction contractor would be required to avoid and minimize
31 unnecessary impacts on wetlands during construction.

32 3. Construction (TPDES): The contractor shall comply with the CGP and SW3P;
33 complete, post and submit notice of intent and notice of termination to TCEQ and the
34 MS4 operator; and inspect the project to ensure compliance with the CGP.

35 4. Drinking Water Systems: If any unknown wells are encountered during construction
36 activities, they would need to be properly plugged in accordance with state statutes.

37 5. Hazardous Materials: The contractor would take appropriate measures to prevent,
38 minimize, and control the spill of hazardous materials in the construction staging

- 1 area. All construction materials used for the proposed project would be removed as
2 soon as the work schedules permit. The contractor would initiate early regulatory
3 agency coordination during project development.
- 4 6. Vegetation: The contractor would avoid and minimize disturbance of vegetation and
5 soils. All disturbed areas would be revegetated, according to TxDOT specifications, as
6 soon as it becomes practicable. In accordance with EO 13112 on Invasive Species,
7 the Executive Memorandum on Beneficial Landscaping, and the 1999 FHWA
8 guidance on invasive species, all revegetation would, to the extent practicable, use
9 only native species. Furthermore, BMPs would be used to control and prevent the
10 spread of invasive species.
- 11 7. Migratory Birds: The contractor would take all appropriate actions to prevent the take
12 of migratory birds, their active nests, eggs or young by the use of proper phasing of
13 the project or other appropriate actions. Refer to **Section 8.1** for applicable BMPs.
- 14 8. Air Quality: The TERP provides financial incentives to reduce emissions from vehicles
15 and equipment. TxDOT encourages construction contractors to use this and other
16 local and federal incentive programs to the fullest extent possible to minimize diesel
17 emissions.
- 18 9. Threatened, Endangered, and Candidate Species: The contractor would implement
19 VCMs to mitigate effects to the GCWA. Additionally, if any species on the Travis
20 County threatened and endangered species list is sighted in the project area during
21 construction, construction would stop and the contractor would notify the TxDOT Area
22 Engineer. Refer to **Section 8.1** for applicable VCMs and BMPs.

1 **9.0 CONCLUSION**

2 The Build Alternative, described in **Section 2.2**, satisfies the project purpose and need by
3 addressing local plans/policies, reducing congestion, improving mobility and increasing
4 safety within the corridor. Because the Build Alternative satisfies the project’s purpose and
5 need, it is the recommended alternative.

6
7 Implementation of the proposed project would not result in a significant impact on the
8 human or natural environment. Therefore, a FONSI is recommended.

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27 https://www.traviscountytexas.gov/images/tnr/Docs/lwtp-Growth_Guidance_Plan.pdf
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29 Summary of Select Plans, Ordinances, and Rules. Found at:
30 [https://www.traviscountytexas.gov/images/tnr/Docs/lwtp-](https://www.traviscountytexas.gov/images/tnr/Docs/lwtp-Summary_of_Select_Plans_Ordinances_and_Rules.pdf)
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11.0 APPENDICES

RM 620 Project
From SH 71 to Hudson Bend Road
Travis County, Texas

CSJs: 0683-02-066, 0683-02-072, and 0683-02-073

Final Environmental Assessment

Appendix	Description	Number of Pages
A	Project Location Map	1
B	Project Photos	6
C	Schematics	16
D	Typical Sections	1
E	Plan and Program Excerpts	9
F	Resource-specific Maps	6
G	Resource Agency Coordination	28
H	Section 4(f) Documentation	4
I	Comment and Response Matrix from Public Meetings and Public Hearing	130

APPENDIX A
PROJECT LOCATION MAP



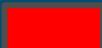
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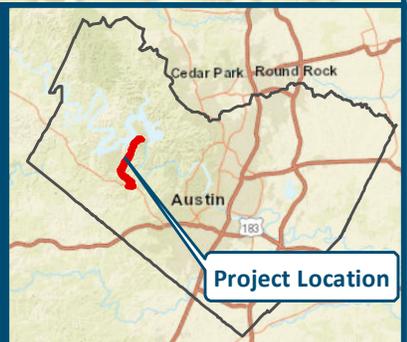
Ranch-to-Market Road (RM) 620

From SH 71 to Hudson Bend Road

Travis County, Texas

CSJs: 0683-02-066, 0683-02-072, 0683-02-073

 Project Location



APPENDIX B
PROJECT PHOTOS



Photograph 1. View facing southwest from Hudson Bend Road at the northern project limits.



Photograph 2. View of typical existing ROW along an undeveloped portion of RM 620.



Photograph 3. View from near the southern project terminus, facing northwest at RM 620.



Photograph 4. View facing west from the eastern project limits on SH 71.



Photograph 5. View facing east from the western project limits on SH 71.



Photograph 6. Walking path in City of Bee Cave Central Park off RM 620. Some ROW in the park will be used to connect the project's proposed shared-use path to the existing path in the park.



Photograph 7. View looking north from SH 71 at the OHWM of Feature 1a, an unnamed tributary to Little Barton Creek. Minor impacts to this creek would occur due to culvert expansion.



Photograph 8. View facing south beneath the Bee Cave Parkway bridge over Feature 1b, an unnamed tributary to Little Barton Creek. No impacts would occur to this portion of the creek.



Photograph 9. View of the potential wetland and OHWM of Feature 1d, an unnamed tributary to Little Barton Creek. No impacts would occur to this potential wetland or creek.



Photograph 10. View facing south from existing RM 620 ROW. This area provides suitable habitat for the federally endangered Golden-cheeked Warbler.

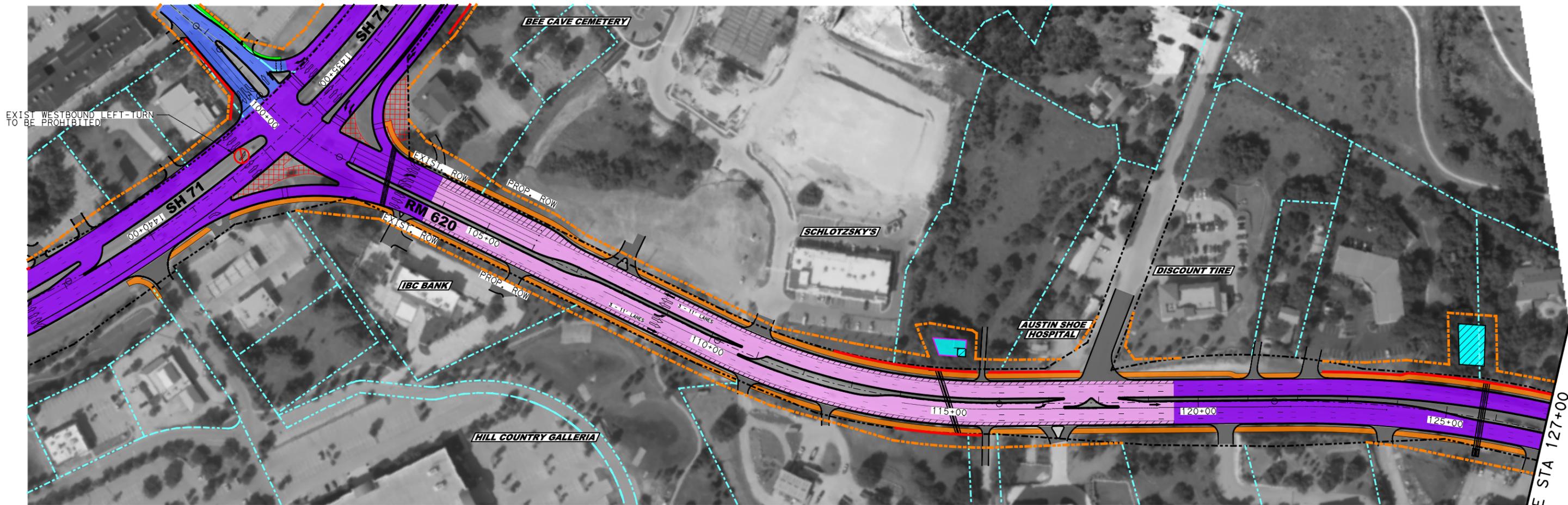


Photograph 11. View of 7-Eleven Store 36559, an active PST site at the northernmost project limit. Due to a past release at the site and partial ROW acquisitions of the property, this site poses a moderate risk to the project.



Photograph 12. View of Circle K Store 2704681, an active PST site. Due to a past release at the site and its proximity to project construction, this site poses a moderate risk to the project.

APPENDIX C
SCHEMATICS



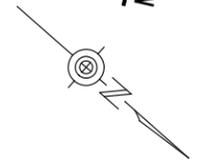
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	MAINLANE RECONSTRUCTION		PROPOSED NOISE BARRIER
	DRIVEWAY		PROPOSED CENTERLINE
	SIDE STREET WIDENING		PROPOSED ROW
	SIDE STREET RECONSTRUCTION		EXISTING ROW
	PROPOSED 8' SUP		EXISTING PARCEL LINES
	PROPOSED 10' SUP		EXISTING LANE
	PROPOSED SIDEWALK		PROPOSED LANE
	DETENTION POND		
	WATER QUALITY POND		

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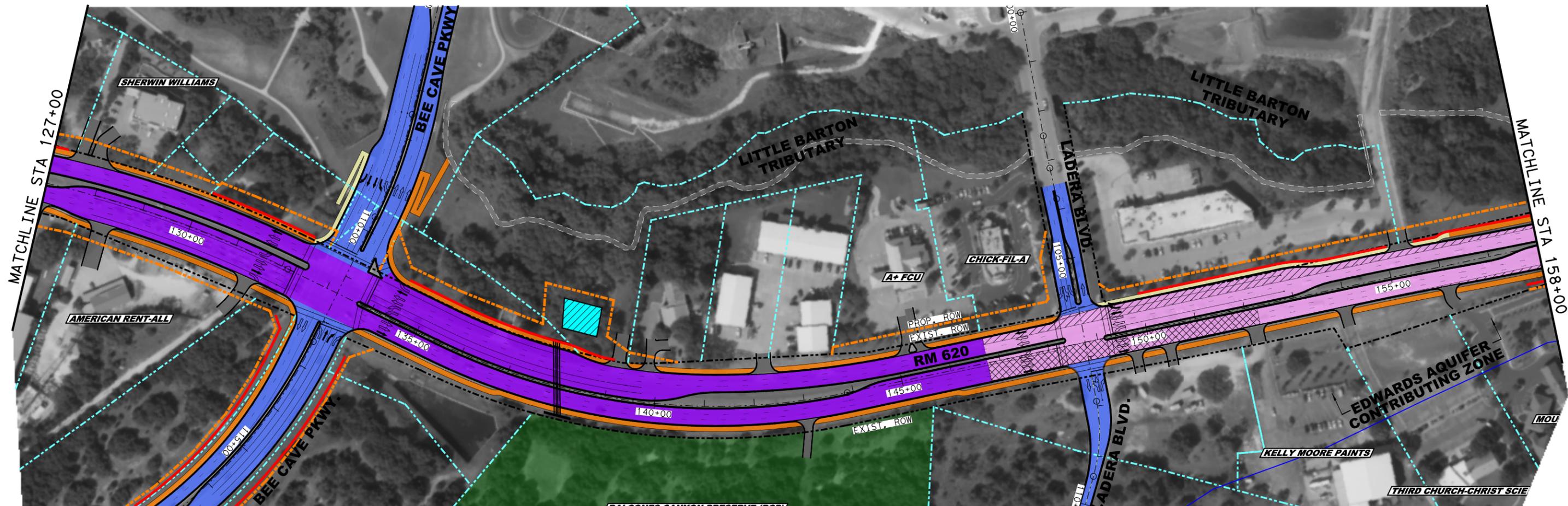
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**RM 620 SCHEMATIC EXHIBIT
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BEE CAVE & LAKEWAY, TEXAS**

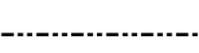
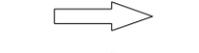
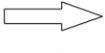
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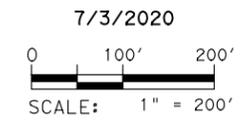


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	DRIVEWAY		PROPOSED CENTERLINE
	SIDE STREET WIDENING		PROPOSED ROW
	SIDE STREET RECONSTRUCTION		EXISTING ROW
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	PROPOSED SIDEWALK		PROPOSED LANE
	DETENTION POND		
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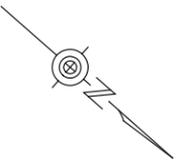
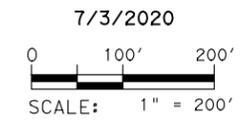


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	SIDE STREET RECONSTRUCTION		EXISTING ROW
	PROPOSED 8' SUP		EXISTING PARCEL LINES
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	DETENTION POND		
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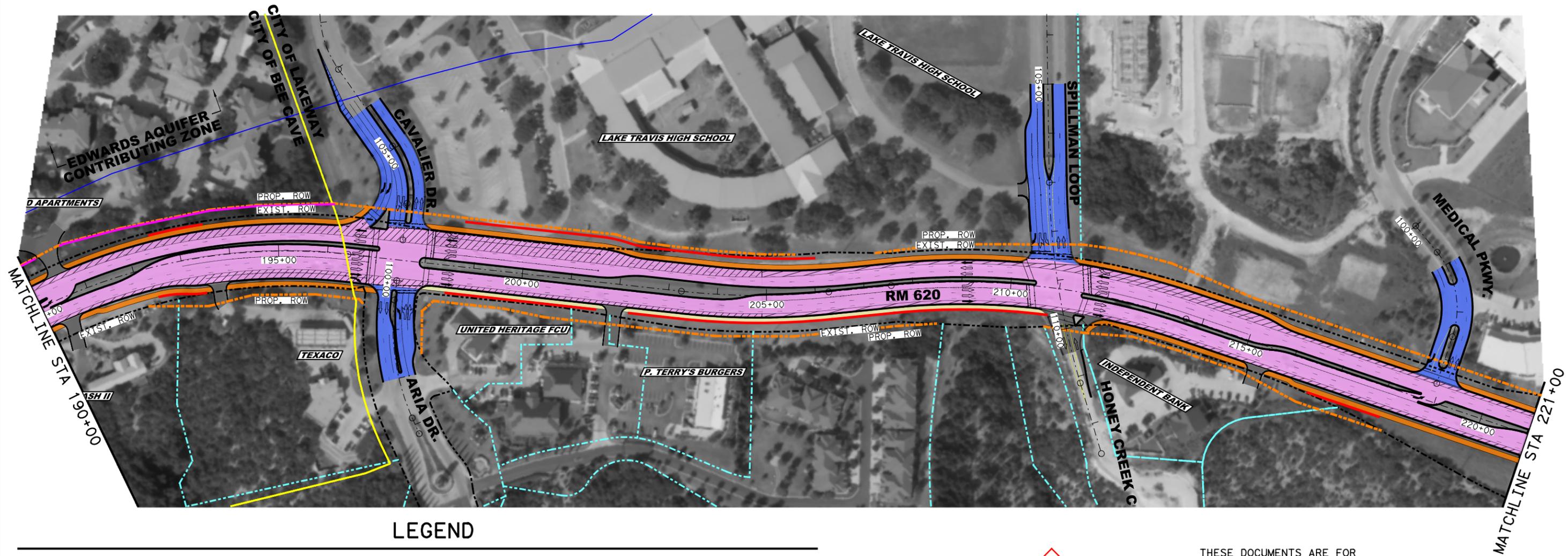
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**RM 620 SCHEMATIC EXHIBIT
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BEE CAVE & LAKEWAY, TEXAS**

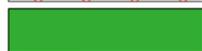
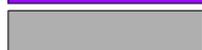
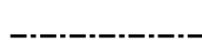
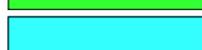
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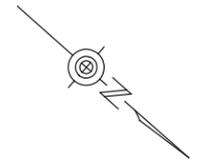
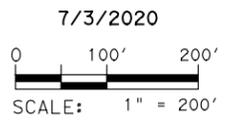


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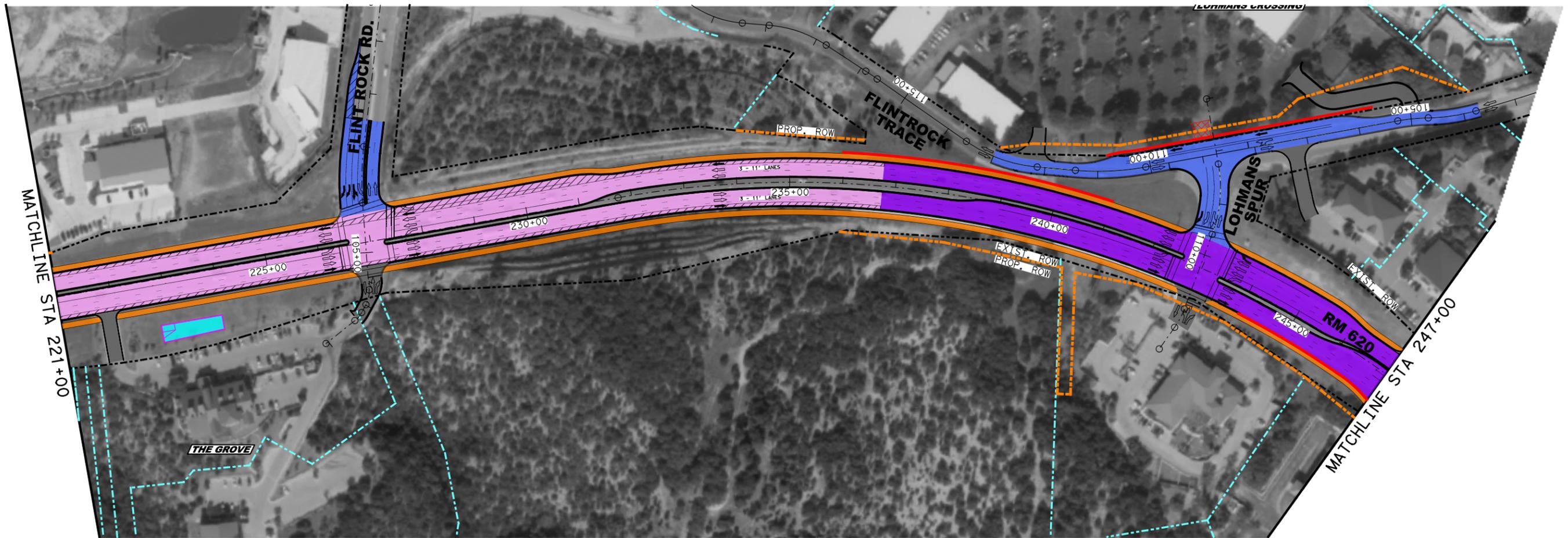
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	WATER QUALITY POND		

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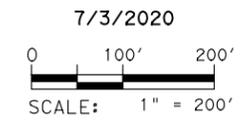


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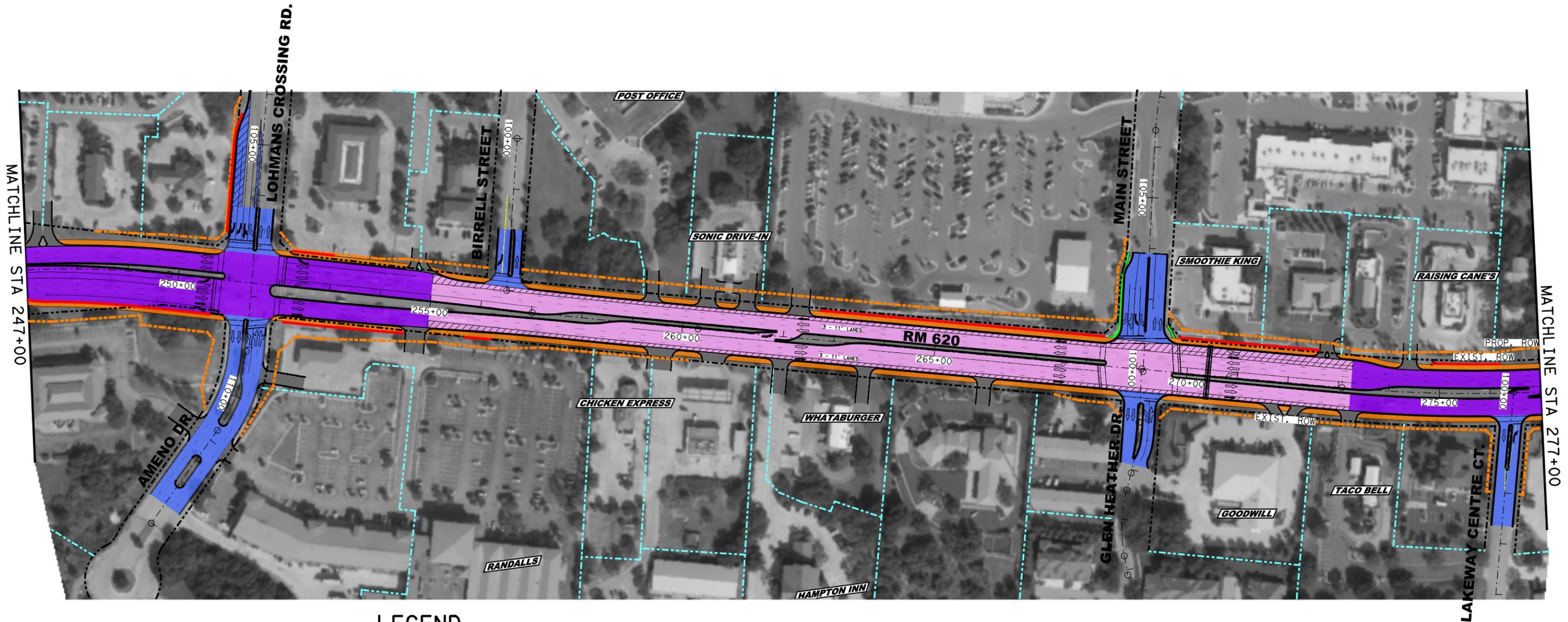
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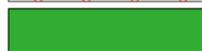
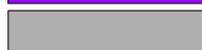
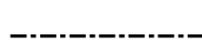
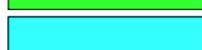
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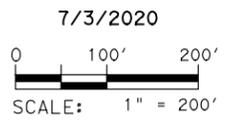


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	PROPOSED SIDEWALK		PROPOSED LANE
	DETENTION POND		
	WATER QUALITY POND		

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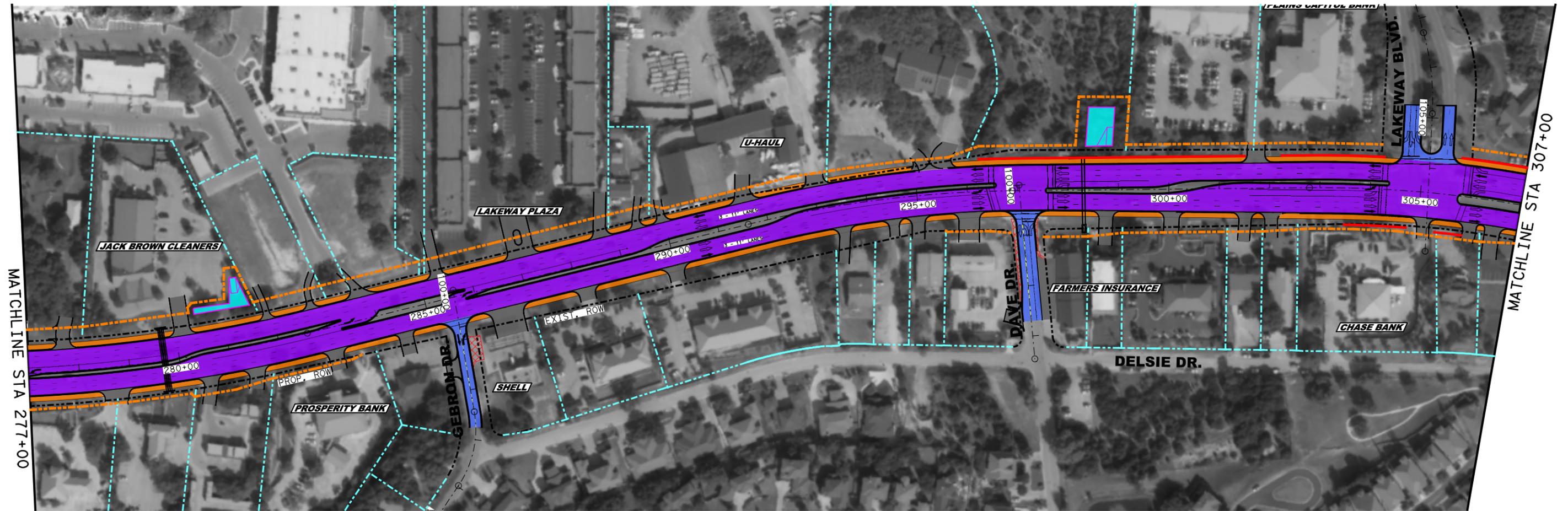


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STA 247+00 TO STA 277+00
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BEE CAVE & LAKEWAY, TEXAS**

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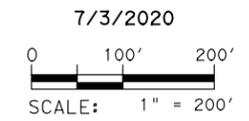


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	DETENTION POND		
	WATER QUALITY POND		

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 BEE CAVE & LAKEWAY, TEXAS**

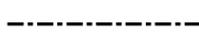
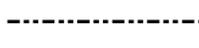
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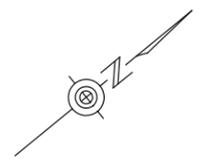
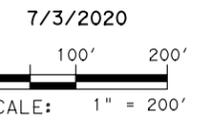


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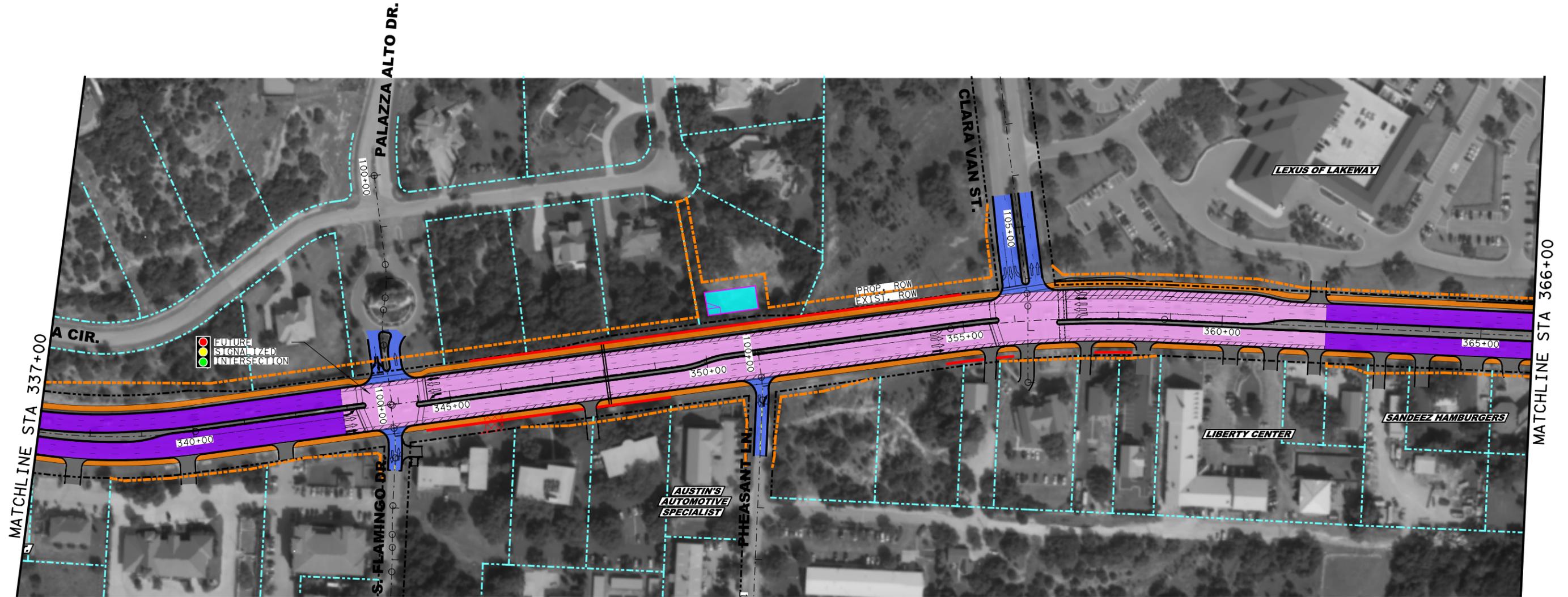
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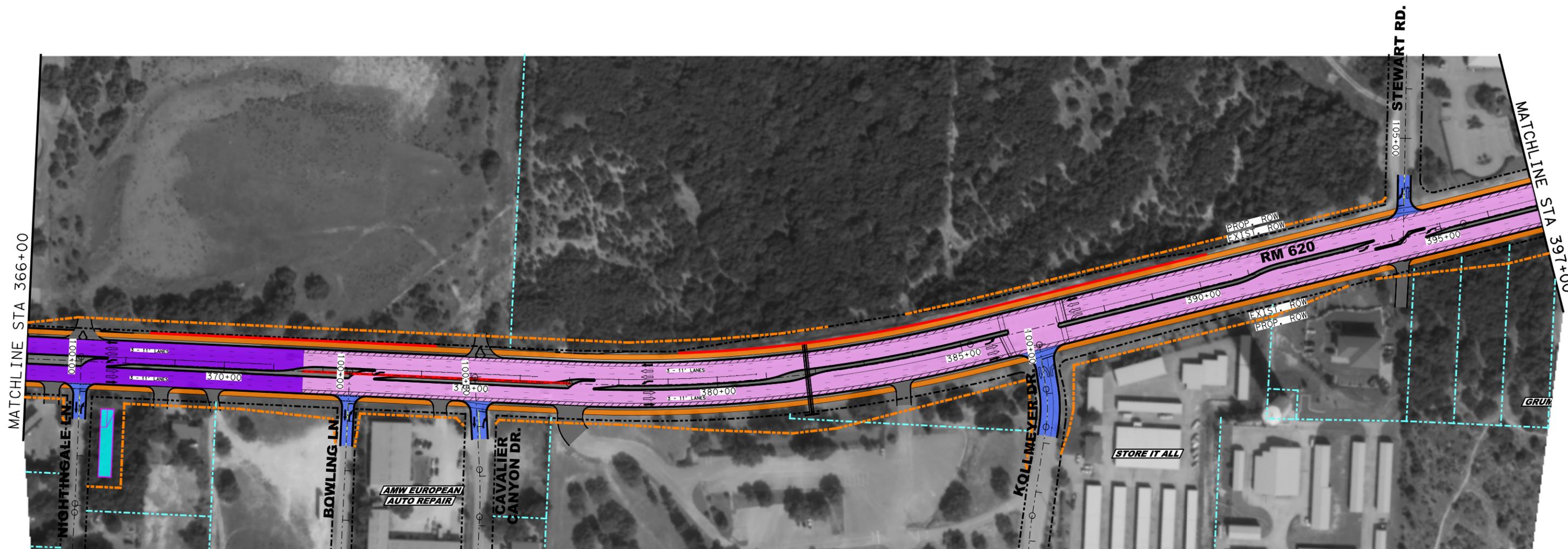
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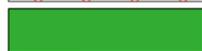
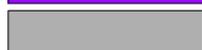
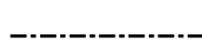
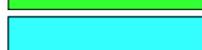


APPENDIX C	
RM 620 SCHEMATIC EXHIBIT STA 337+00 TO STA 366+00 RM 620, FROM SH71 TO HUDSON BEND BEE CAVE & LAKEWAY, TEXAS	
 TEXAS DEPARTMENT OF TRANSPORTATION	 RODRIGUEZ TRANSPORTATION GROUP <small>FIRM #587</small>

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LEGEND

	MAINLANE OVERLAY / RESTRIPE		REMOVAL
	MAINLANE WIDENING		BALCONES CANYONLANDS
	MAINLANE VARIABLE DEPTH OVERLAY		PROPOSED RETAINING WALL
	MAINLANE RECONSTRUCTION		PROPOSED NOISE BARRIER
	DRIVEWAY		PROPOSED CENTERLINE
	SIDE STREET WIDENING		PROPOSED ROW
	SIDE STREET RECONSTRUCTION		EXISTING ROW
	PROPOSED 8' SUP		EXISTING PARCEL LINES
	PROPOSED 10' SUP		EXISTING LANE
	PROPOSED SIDEWALK		PROPOSED LANE
	DETENTION POND		
	WATER QUALITY POND		

**PRELIMINARY
SUBJECT TO CHANGE**

THESE DOCUMENTS ARE FOR INTERIM REVIEW AND NOT FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.
RESPONSIBLE ENGINEER:
RODRIGUEZ TRANSPORTATION GROUP, INC.
BROCK MILLER, P.E.
TEXAS REGISTRATION NO. 67161

7/3/2020
0 100' 200'
SCALE: 1" = 200'



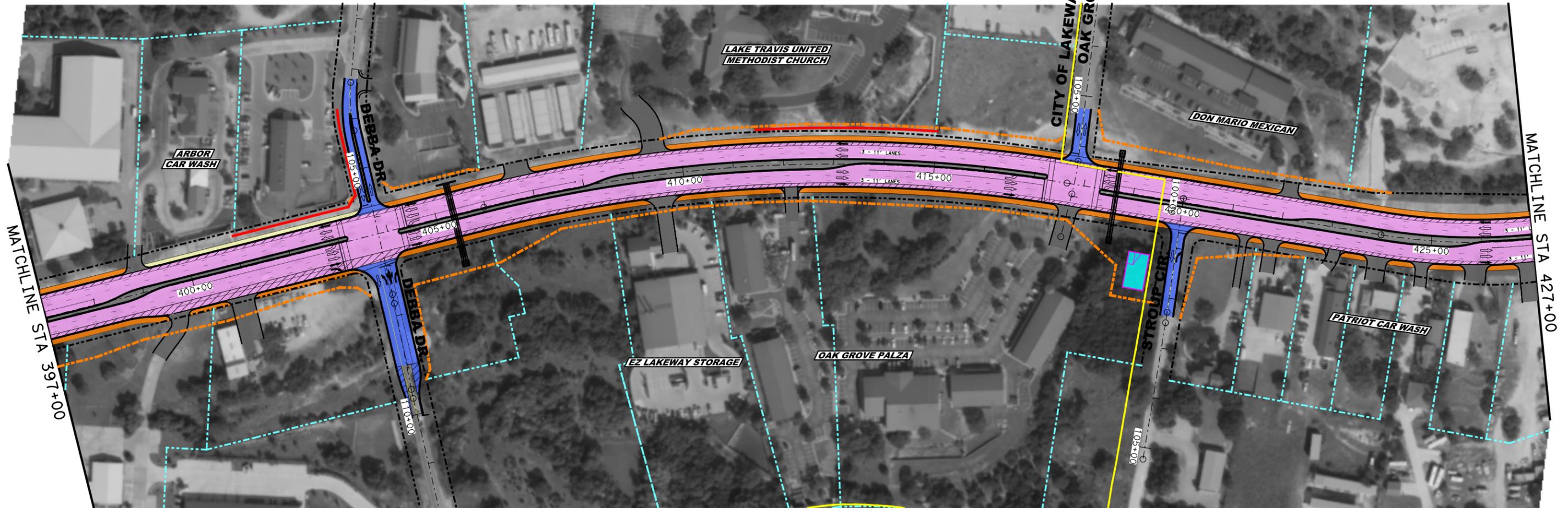
SHEET 10 OF 16

APPENDIX C

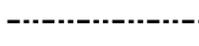
**RM 620 SCHEMATIC EXHIBIT
STA 366+00 TO STA 397+00
RM 620, FROM SH71 TO HUDSON BEND
BEE CAVE & LAKEWAY, TEXAS**

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RTG RODRIGUEZ TRANSPORTATION GROUP
FRM #587



LEGEND

	MAINLANE OVERLAY / RESTRIPE		REMOVAL
	MAINLANE WIDENING		BALCONES CANYONLANDS
	MAINLANE VARIABLE DEPTH OVERLAY		PROPOSED RETAINING WALL
	MAINLANE RECONSTRUCTION		PROPOSED NOISE BARRIER
	DRIVEWAY		PROPOSED CENTERLINE
	SIDE STREET WIDENING		PROPOSED ROW
	SIDE STREET RECONSTRUCTION		EXISTING ROW
	PROPOSED 8' SUP		EXISTING PARCEL LINES
	PROPOSED 10' SUP		EXISTING LANE
	PROPOSED SIDEWALK		PROPOSED LANE
	DETENTION POND		
	WATER QUALITY POND		

**PRELIMINARY
SUBJECT TO CHANGE**

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 RESPONSIBLE ENGINEER:
 RODRIGUEZ TRANSPORTATION GROUP, INC.
 BROCK MILLER, P.E.
 TEXAS REGISTRATION NO. 67161

7/3/2020

 SCALE: 1" = 200'

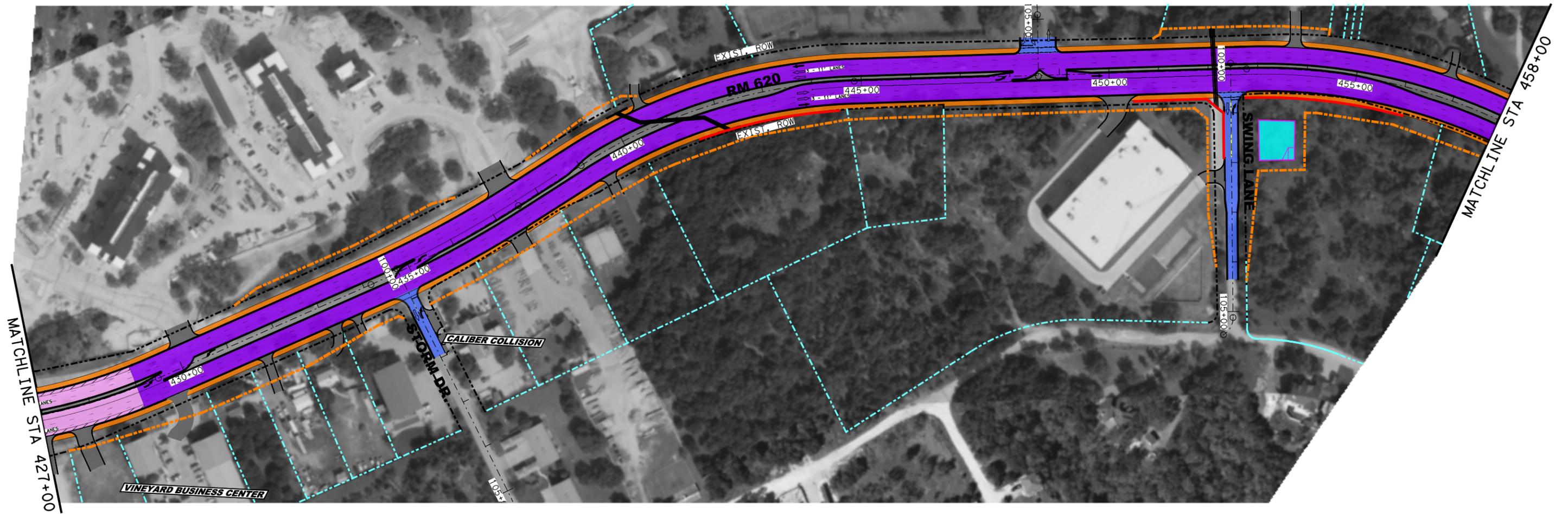


APPENDIX C

**RM 620 SCHEMATIC EXHIBIT
 STA 397+00 TO STA 427+00
 RM 620, FROM SH71 TO HUDSON BEND
 BEE CAVE & LAKEWAY, TEXAS**

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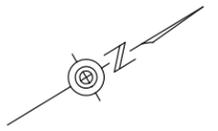
LEGEND

	MAINLANE OVERLAY / RESTRIPE		REMOVAL
	MAINLANE WIDENING		BALCONES CANYONLANDS
	MAINLANE VARIABLE DEPTH OVERLAY		PROPOSED RETAINING WALL
	MAINLANE RECONSTRUCTION		PROPOSED NOISE BARRIER
	DRIVEWAY		PROPOSED CENTERLINE
	SIDE STREET WIDENING		PROPOSED ROW
	SIDE STREET RECONSTRUCTION		EXISTING ROW
	PROPOSED 8' SUP		EXISTING PARCEL LINES
	PROPOSED 10' SUP		EXISTING LANE
	PROPOSED SIDEWALK		PROPOSED LANE
	DETENTION POND		
	WATER QUALITY POND		

**PRELIMINARY
SUBJECT TO CHANGE**

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RESPONSIBLE ENGINEER:
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BROCK MILLER, P.E.
TEXAS REGISTRATION NO. 67161

7/3/2020
0 100' 200'
SCALE: 1" = 200'



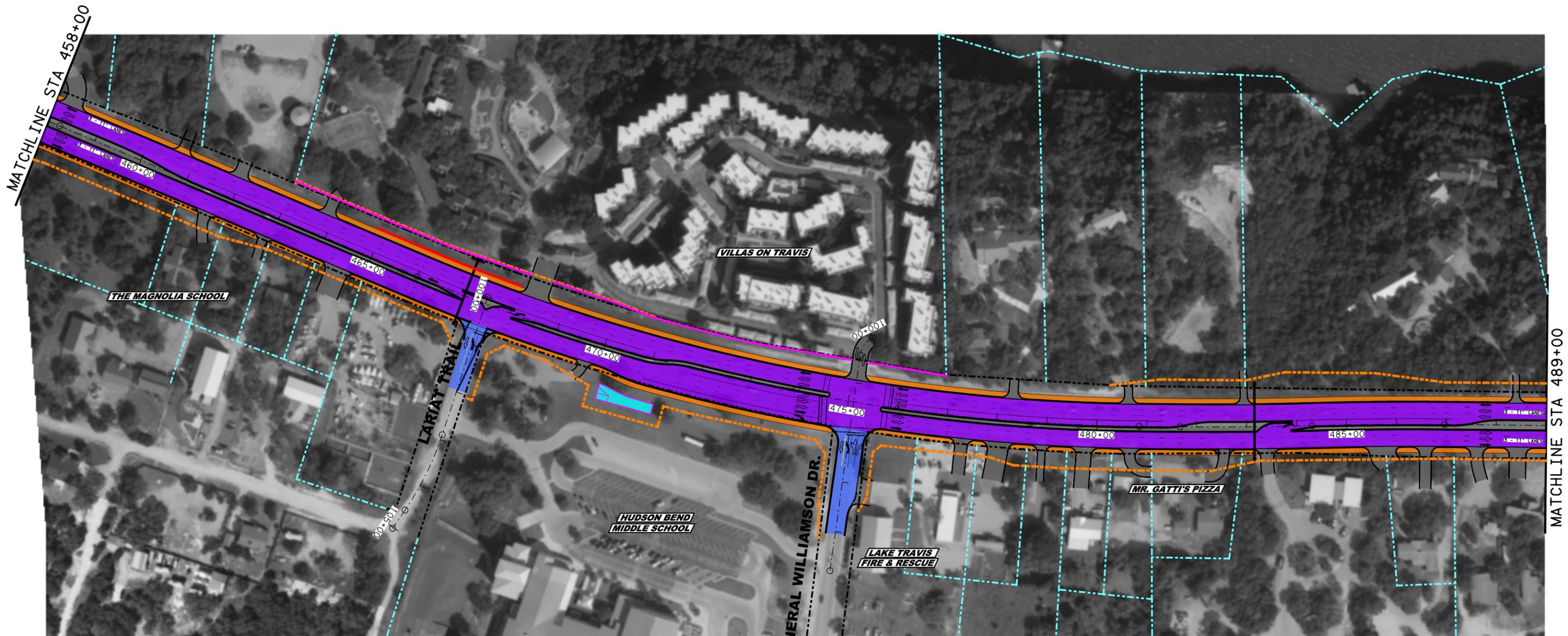
APPENDIX C

**RM 620 SCHEMATIC EXHIBIT
STA 427+00 TO STA 458+00
RM 620, FROM SH71 TO HUDSON BEND
BEE CAVE & LAKEWAY, TEXAS**

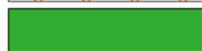
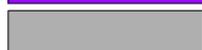
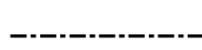
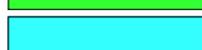
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FRM #587

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LEGEND

	MAINLANE OVERLAY / RESTRIPE		REMOVAL
	MAINLANE WIDENING		BALCONES CANYONLANDS
	MAINLANE VARIABLE DEPTH OVERLAY		PROPOSED RETAINING WALL
	MAINLANE RECONSTRUCTION		PROPOSED NOISE BARRIER
	DRIVEWAY		PROPOSED CENTERLINE
	SIDE STREET WIDENING		PROPOSED ROW
	SIDE STREET RECONSTRUCTION		EXISTING ROW
	PROPOSED 8' SUP		EXISTING PARCEL LINES
	PROPOSED 10' SUP		EXISTING LANE
	PROPOSED SIDEWALK		PROPOSED LANE
	DETENTION POND		
	WATER QUALITY POND		

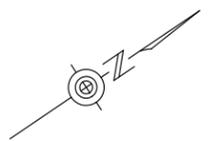
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RESPONSIBLE ENGINEER:
 RODRIGUEZ TRANSPORTATION GROUP, INC.
 BROCK MILLER, P.E.
 TEXAS REGISTRATION NO. 67161

7/3/2020

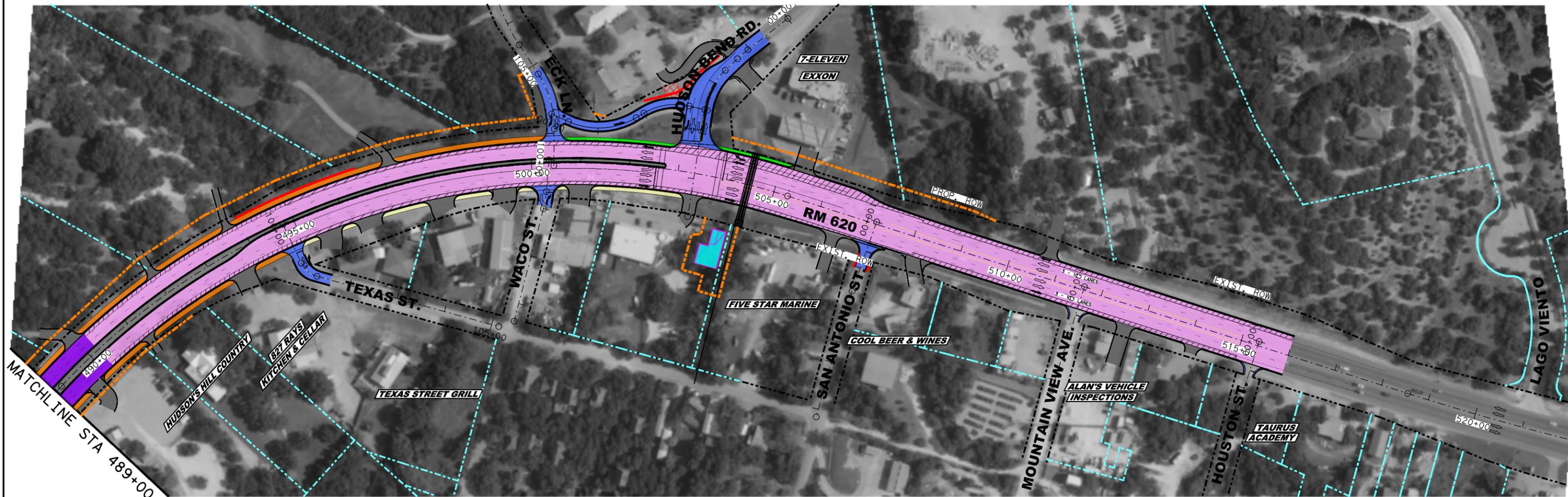


SCALE: 1" = 200'



**PRELIMINARY
 SUBJECT TO CHANGE**

APPENDIX C	
RM 620 SCHEMATIC EXHIBIT STA 458+00 TO STA 489+00 RM 620, FROM SH71 TO HUDSON BEND BEE CAVE & LAKEWAY, TEXAS	
 TEXAS DEPARTMENT OF TRANSPORTATION	 RTG RODRIGUEZ TRANSPORTATION GROUP

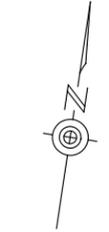
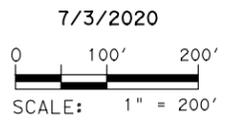


LEGEND

	MAINLANE OVERLAY / RESTRIPE		REMOVAL
	MAINLANE WIDENING		BALCONES CANYONLANDS
	MAINLANE VARIABLE DEPTH OVERLAY		PROPOSED RETAINING WALL
	MAINLANE RECONSTRUCTION		PROPOSED NOISE BARRIER
	DRIVEWAY		PROPOSED CENTERLINE
	SIDE STREET WIDENING		PROPOSED ROW
	SIDE STREET RECONSTRUCTION		EXISTING ROW
	PROPOSED 8' SUP		EXISTING PARCEL LINES
	PROPOSED 10' SUP		EXISTING LANE
	PROPOSED SIDEWALK		PROPOSED LANE
	DETENTION POND		
	WATER QUALITY POND		

**PRELIMINARY
SUBJECT TO CHANGE**

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BROCK MILLER, P.E.
TEXAS REGISTRATION NO. 67161



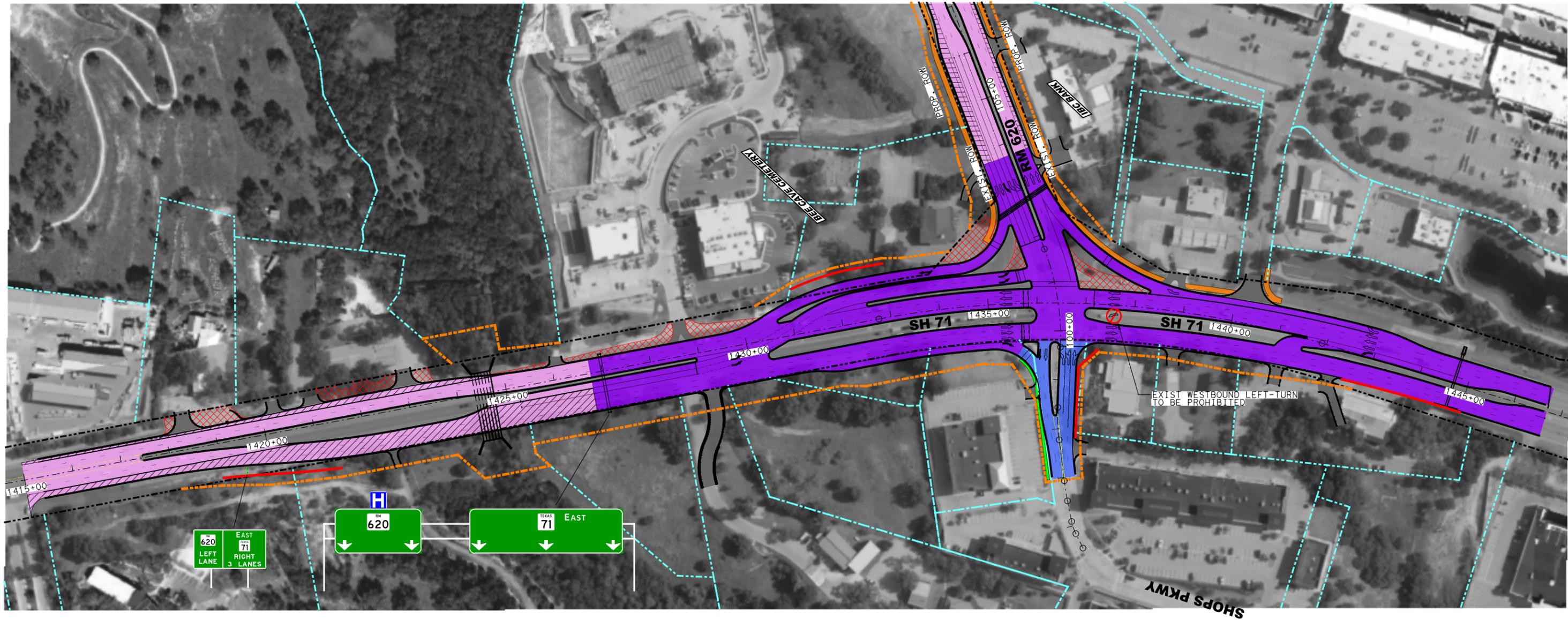
APPENDIX C

**RM 620 SCHEMATIC EXHIBIT
STA 489+00 TO END PROJECT
RM 620, FROM SH71 TO HUDSON BEND
BEE CAVE & LAKEWAY, TEXAS**

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FRM #587

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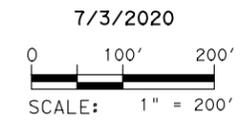


LEGEND

	MAINLANE OVERLAY / RESTRIPE		REMOVAL
	MAINLANE WIDENING		BALCONES CANYONLANDS
	MAINLANE VARIABLE DEPTH OVERLAY		PROPOSED RETAINING WALL
	MAINLANE RECONSTRUCTION		PROPOSED NOISE BARRIER
	DRIVEWAY		PROPOSED CENTERLINE
	SIDE STREET WIDENING		PROPOSED ROW
	SIDE STREET RECONSTRUCTION		EXISTING ROW
	PROPOSED 8' SUP		EXISTING PARCEL LINES
	PROPOSED 10' SUP		EXISTING LANE
	PROPOSED SIDEWALK		PROPOSED LANE
	DETENTION POND		
	WATER QUALITY POND		

**PRELIMINARY
SUBJECT TO CHANGE**

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 TEXAS REGISTRATION NO. 67161



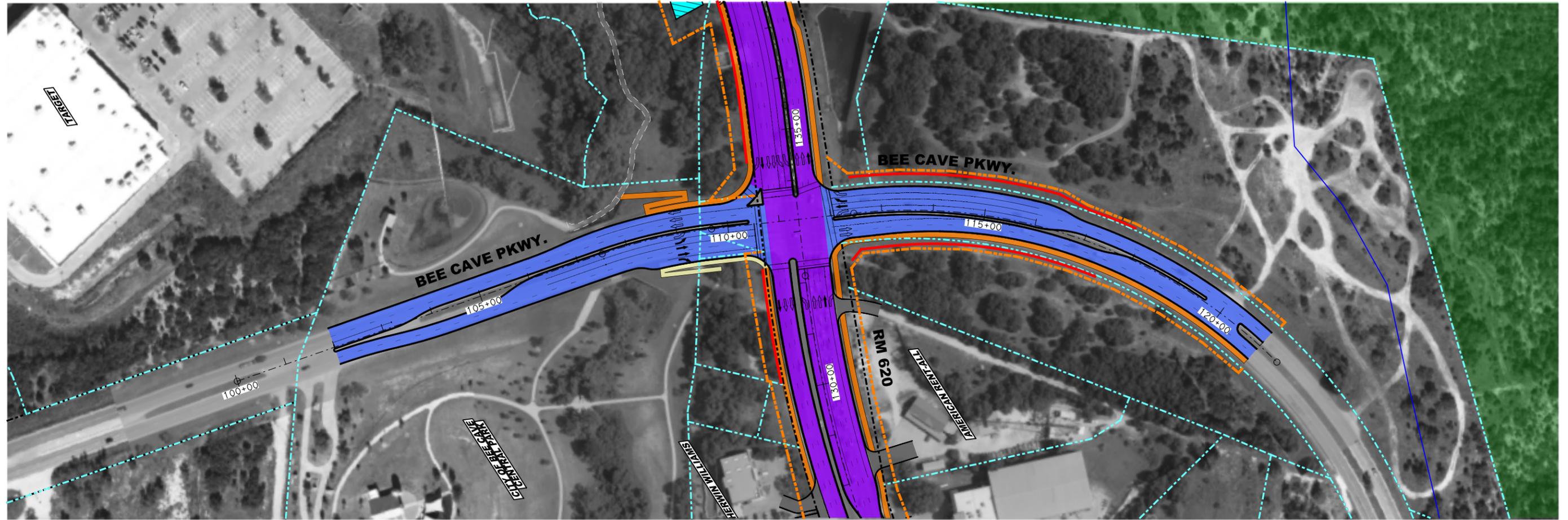
APPENDIX C

**RM 620 SCHEMATIC EXHIBIT
 RM 620 AT SH 71
 RM 620, FROM SH71 TO HUDSON BEND
 BEE CAVE & LAKEWAY, TEXAS**

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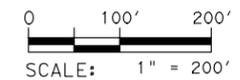
LEGEND

	MAINLANE OVERLAY / RESTRIPE		REMOVAL
	MAINLANE WIDENING		BALCONES CANYONLANDS
	MAINLANE VARIABLE DEPTH OVERLAY		PROPOSED RETAINING WALL
	MAINLANE RECONSTRUCTION		PROPOSED NOISE BARRIER
	DRIVEWAY		PROPOSED CENTERLINE
	SIDE STREET WIDENING		PROPOSED ROW
	SIDE STREET RECONSTRUCTION		EXISTING ROW
	PROPOSED 8' SUP		EXISTING PARCEL LINES
	PROPOSED 10' SUP		EXISTING LANE
	PROPOSED SIDEWALK		PROPOSED LANE
	DETENTION POND		
	WATER QUALITY POND		

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SUBJECT TO CHANGE**

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RESPONSIBLE ENGINEER:
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TEXAS REGISTRATION NO. 67161

7/3/2020

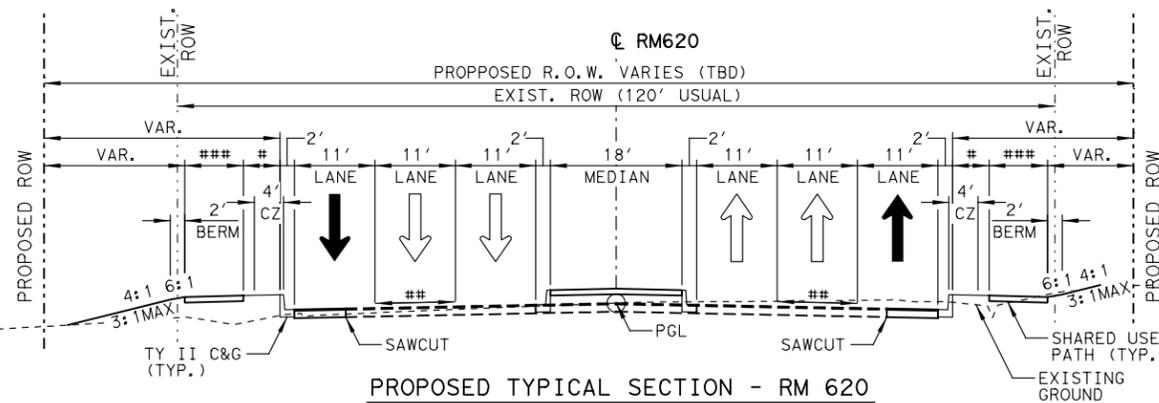
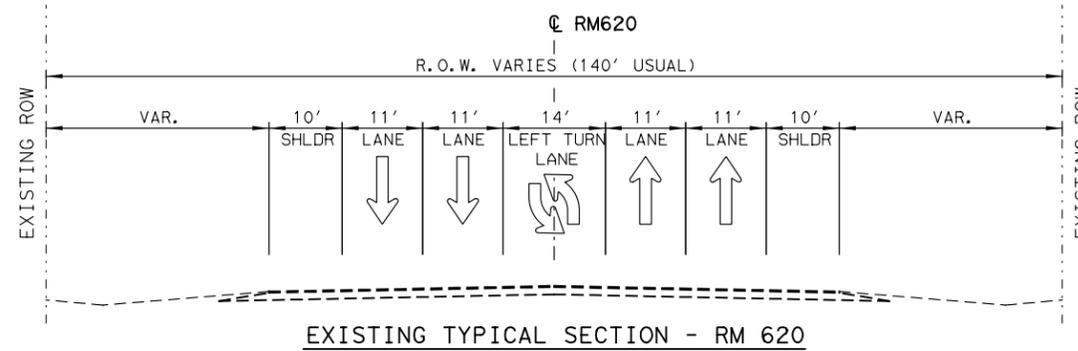


SHEET 16 OF 16

APPENDIX C

**RM 620 SCHEMATIC EXHIBIT
RM 620 AT BEE CAVE PARKWAY
RM 620, FROM SH71 TO HUDSON BEND
BEE CAVE & LAKEWAY, TEXAS**

APPENDIX D
TYPICAL SECTIONS



VARIES 0' TO 5'
 ## VARIES (SEE SUPER ELEVATION TABLES)
 ### 10' USUAL AND 8' MINIMUM

6 LANE DIVIDED

RTG RODRIGUEZ TRANSPORTATION GROUP

Firm No. 587
 This document is released for the purposes of interim review under the authority of Marco E. Garcia, P.E. 125518 on 9/30/2019. It is not to be used for construction, bidding or permitting purposes.

9/30/2019

\$SN#OF#



RTG RODRIGUEZ TRANSPORTATION GROUP FIRM #587

RM 620

TYPICAL SECTIONS

DESIGNED:	FED. RD DIV. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
CHECKED:		TEXAS		RM 620
DRAWN:	STATE DISTRICT	COUNTY	CONTROL No.	SECTION No.
CHECKED:	AUS	TRAVIS	0683	02
			066	\$SN\$

APPENDIX E
PLAN AND PROGRAM EXCERPTS

Transportation Improvement Program

2019-2022

Adopted: May 7, 2018
Revised: January 14, 2019



Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis	0683-02-072	RM 620	C		TxDOT	2022	\$18,000,000.00
Limits (From):	SH 71				MPO ID:	51-00232-00		
Limits (To):	Aria Dr/Cavalier Dr.				Revision Date:	11/1/2018		
Description:	Upgrade existing four-lane roadway to a six-lane divided roadway				History:			

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$2,430,000.00							
Right-of-Way:	\$12,300,000.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$18,000,000.00	2	\$14,400,000.00	\$3,600,000.00	\$0.00	\$0.00	\$0.00	\$18,000,000.00
Construction Engineering	\$1,440,000.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$1,800,000.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$1,069,200.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$37,039,200.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	\$18,000,000.00	9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$14,400,000.00	\$3,600,000.00	\$0.00	\$0.00	\$0.00	\$18,000,000.00

Roadway Projects

District	County	CSJ	Roadway	Phase	City	Sponsor	Fiscal Year	Year of Expenditure Cost
Austin	Travis	0683-02-073	RM 620	C		TxDOT	2022	\$41,000,000.00
Limits (From):	Aria Dr/Cavalier Dr.				MPO ID:	51-00233-00		
Limits (To):	Oak Grove Blvd.				Revision Date:	11/1/2018		
Description:	Upgrade existing four-lane roadway to a six-lane divided roadway				History:			

Remarks:

Total Project Cost Information		Authorized Funding by Category/Share						
		<u>Category</u>	<u>Federal</u>	<u>State</u>	<u>Regional</u>	<u>Local</u>	<u>LC</u>	<u>Total</u>
Preliminary Engineering:	\$4,612,500.00							
Right-of-Way:	\$5,400,000.00	1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction:	\$41,000,000.00	2	\$32,800,000.00	\$8,200,000.00	\$0.00	\$0.00	\$0.00	\$41,000,000.00
Construction Engineering	\$3,280,000.00	3	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Contingencies:	\$4,100,000.00	4	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Indirects:	\$2,435,400.00	5	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Bond Financing:	\$0.00	6	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Potential Change Orders:	\$0.00	7	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Cost:	\$60,827,900.00	8	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Cost of Approved Phases:	\$41,000,000.00	9	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		12	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Total	\$32,800,000.00	\$8,200,000.00	\$0.00	\$0.00	\$0.00	\$41,000,000.00



2019-2022 Statewide Transportation Improvement Program

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
CAMPO - HIGHWAY PROJECTS
FY 2022

2019-2022 STIP		11/2018 Revision: Approved 12/19/2018							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
AUSTIN	CAMPO	TRAVIS	0683-02-072	2022	RM 620	C	OTHER	\$ 18,000,000	
LIMITS FROM SH 71		PROJECT SPONSOR TxDOT							
LIMITS TO Aria Dr/Cavalier Dr.		REVISION DATE 11/2018							
PROJECT Upgrade existing four-lane roadway to a six-lane divided roadway		MPO PROJ NUM 51-00232-00							
DESCR		FUNDING CAT(S) 2M							
REMARKS		PROJECT HISTORY 10/23/18: Revised to Show Correct Federal/State Breakdown							
P7									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	2,430,000	COST OF APPROVED PHASES \$ 18,000,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	12,300,000		2M	\$ 14,400,000	\$ 3,600,000	\$ 0	\$ 0	\$ 0	\$ 18,000,000
CONSTR \$	18,000,000		TOTAL	\$ 14,400,000	\$ 3,600,000	\$ 0	\$ 0	\$ 0	\$ 18,000,000
CONST ENG \$	1,440,000								
CONTING \$	1,800,000								
INDIRECT \$	1,069,200								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	37,039,200								

2019-2022 STIP		07/2018 Revision: Approved 09/28/2018							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
AUSTIN	CAMPO	TRAVIS	0000-00-000	2022	RM 620	C	OTHER	\$ 18,000,000	
LIMITS FROM SH 71		PROJECT SPONSOR TxDOT							
LIMITS TO Aria Dr/Cavalier Dr.		REVISION DATE 07/2018							
PROJECT Upgrade existing four-lane roadway to a six-lane divided roadway		MPO PROJ NUM 51-00232-00							
DESCR		FUNDING CAT(S) 2M							
REMARKS		PROJECT HISTORY							
P7									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	2,430,000	COST OF APPROVED PHASES \$ 18,000,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	12,300,000		2M	\$ 0	\$ 18,000,000	\$ 0	\$ 0	\$ 0	\$ 18,000,000
CONSTR \$	18,000,000		TOTAL	\$ 0	\$ 18,000,000	\$ 0	\$ 0	\$ 0	\$ 18,000,000
CONST ENG \$	1,440,000								
CONTING \$	1,800,000								
INDIRECT \$	1,069,200								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	37,039,200								

2019-2022 STIP		11/2018 Revision: Approved 12/19/2018							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
AUSTIN	CAMPO	WILLIAMSON	3417-02-030	2022	FM 734	C	OTHER	\$ 45,800,000	
LIMITS FROM RM 1431		PROJECT SPONSOR TxDOT, City of Austin							
LIMITS TO SH 45		REVISION DATE 11/2018							
PROJECT Reconstruct Existing 4-Lane Divided Roadway to a 6-Lane Divided Roadway		MPO PROJ NUM 61-00133-00							
DESCR		FUNDING CAT(S) 2M,3LC							
REMARKS		PROJECT HISTORY 10/23/18: Revised Project Description and Corrected Federal/State Breakdown							
P7									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	5,719,573	COST OF APPROVED PHASES \$ 45,800,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	0		2M	\$ 23,040,000	\$ 5,760,000	\$ 0	\$ 0	\$ 0	\$ 28,800,000
CONSTR \$	45,800,000		3LC	\$ 0	\$ 0	\$ 0	\$ 17,000,000	\$ 17,000,000	
CONST ENG \$	3,660,527		TOTAL	\$ 23,040,000	\$ 5,760,000	\$ 0	\$ 17,000,000	\$ 45,800,000	
CONTING \$	4,575,659								
INDIRECT \$	2,717,941								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	62,473,700								

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
CAMPO - HIGHWAY PROJECTS
FY 2022

2019-2022 STIP		07/2018 Revision: Approved 09/28/2018							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
AUSTIN	CAMPO	WILLIAMSON	0000-00-000	2022	FM 734	C	OTHER	\$ 45,800,000	
LIMITS FROM RM 1431		PROJECT SPONSOR TxDOT, City of Austin							
LIMITS TO SH 45		REVISION DATE 07/2018							
PROJECT Upgrade to a six-lane divided roadway		MPO PROJ NUM 61-00133-00							
DESCR		FUNDING CAT(S) 2M,3LC							
REMARKS		PROJECT HISTORY							
P7									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	5,719,573								
ROW PURCH \$	0	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
CONSTR \$	45,756,586		2M	\$ 0	\$ 28,800,000	\$ 0	\$ 0	\$ 0	\$ 28,800,000
CONST ENG \$	3,660,527		3LC	\$ 0	\$ 0	\$ 0	\$ 17,000,000	\$ 0	\$ 17,000,000
CONTING \$	4,575,659	\$ 45,800,000	TOTAL	\$ 0	\$ 28,800,000	\$ 0	\$ 17,000,000	\$ 0	\$ 45,800,000
INDIRECT \$	2,717,941								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	62,430,286								

2019-2022 STIP		07/2018 Revision: Approved 09/28/2018							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
AUSTIN	CAMPO	TRAVIS	0000-00-000	2022	Pearce Lane	C	OTHER	\$ 22,000,000	
LIMITS FROM Kellam Road		PROJECT SPONSOR Travis County							
LIMITS TO Travis/Bastrop County Line		REVISION DATE 07/2018							
PROJECT Widen existing two-lane facility to a four-lane divided arterial with bike lanes		MPO PROJ NUM 51-00230-00							
DESCR and sidewalks		FUNDING CAT(S) 7							
REMARKS Awarded 5,500,000 TDCs		PROJECT HISTORY							
P7									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	1,870,000								
ROW PURCH \$	1,650,000	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
CONSTR \$	22,000,000		7	\$ 22,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 22,000,000
CONST ENG \$	0		TOTAL	\$ 22,000,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 22,000,000
CONTING \$	0	\$ 22,000,000							
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	25,520,000								

2019-2022 STIP		11/2018 Revision: Approved 12/19/2018							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
AUSTIN	CAMPO	TRAVIS	0683-02-073	2022	RM 620	C	OTHER	\$ 41,000,000	
LIMITS FROM Aria Dr/Cavalier Dr.		PROJECT SPONSOR TxDOT							
LIMITS TO Oak Grove Blvd.		REVISION DATE 11/2018							
PROJECT Upgrade existing four-lane roadway to a six-lane divided roadway		MPO PROJ NUM 51-00233-00							
DESCR		FUNDING CAT(S) 2M							
REMARKS		PROJECT HISTORY							
P7		10/23/18: Revised to Show Correct Federal/State Breakdown							
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	4,612,500								
ROW PURCH \$	5,400,000	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
CONSTR \$	41,000,000		2M	\$ 32,800,000	\$ 8,200,000	\$ 0	\$ 0	\$ 0	\$ 41,000,000
CONST ENG \$	3,280,000		TOTAL	\$ 32,800,000	\$ 8,200,000	\$ 0	\$ 0	\$ 0	\$ 41,000,000
CONTING \$	4,100,000	\$ 41,000,000							
INDIRECT \$	2,435,400								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	60,827,900								

CAMPO 2040 REGIONAL TRANSPORTATION PLAN

Adopted May 11, 2015

Administrative Amendments

September 21, 2015



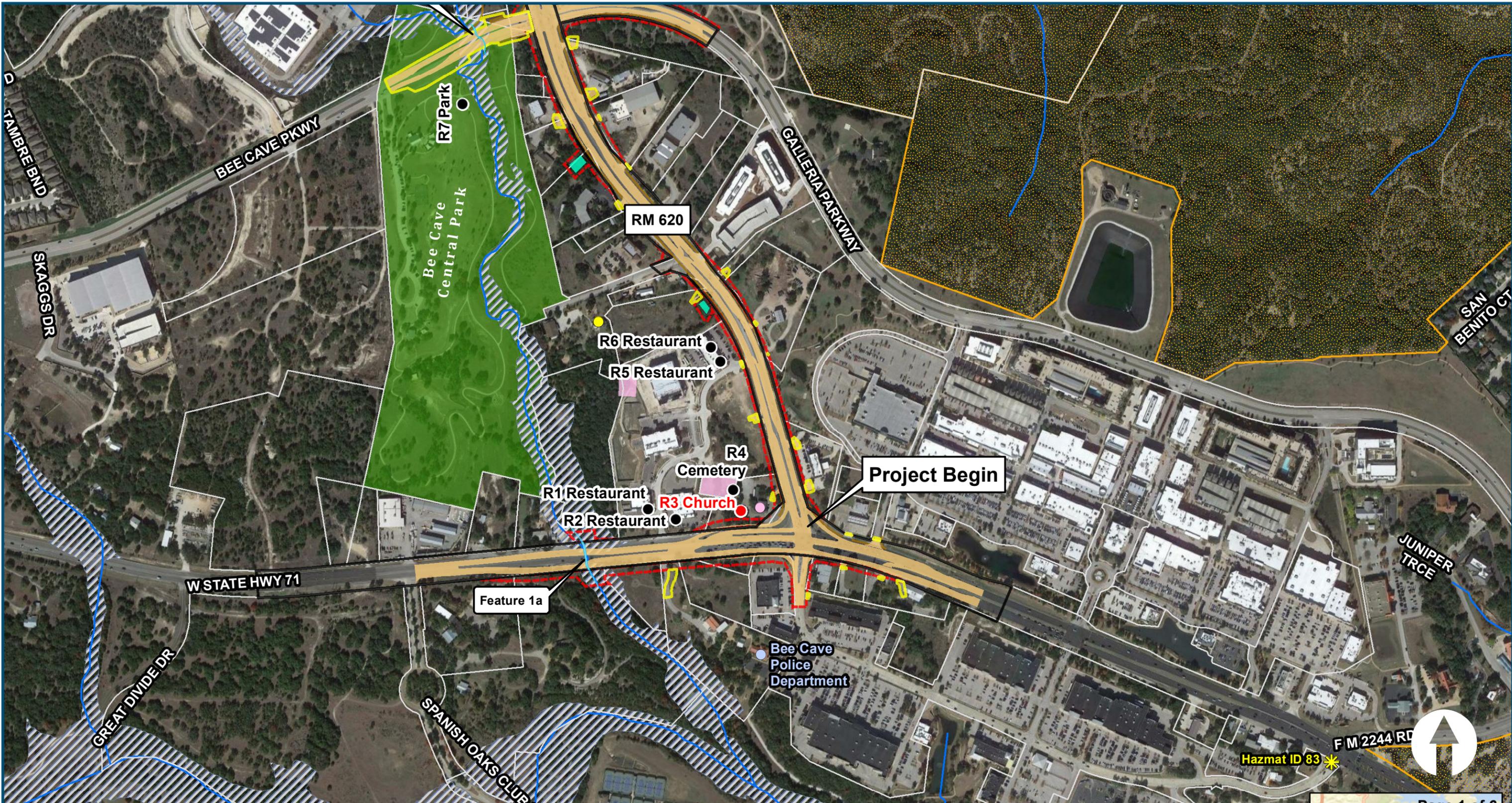
Road Projects (continued)

ID	Sponsor	Cosponsor	County	Project	Limits/Location	Description	Let Year	YOE Cost (Millions)	Funding Source
179	Buda		Hays	FM 2001	IH 35 - SH 21	Widen to 4-lane divided	2017	\$15.6	Local
180	Lockhart		Caldwell	FM 2001 Expansion / Silent Valley Rd	.14 Miles south of SH 142 - Silent Valley Rd	Northward extension of City Line Road from a point .14 miles south of SH 143 to intersect Silent Valley Road	2040	\$1.2	Local
181	Travis		Travis	FM 2304 (Manchaca Rd)	FM 1626 - Ravenscroft Drive	Improve to MAD-4	2020	\$12.0	Regional
182	Hays	San Marcos	Hays	FM 2439 / Hunter Rd	Bishop - RM 12/Wonder World Dr	MAD-2	2020	\$3.6	Local
183	San Marcos		Hays	FM 2439 / Hunter Rd	SH 80 - Bishop	MNR-2	2020	\$4.4	Local
184	Hays		Hays	FM 2439 / Hunter Rd	Centerpoint Rd - Comal County Line	MAD-4	2025	\$5.2	Local
185	Buda		Hays	FM 2770	FM 1626 - Main St	Widen to 4-lane undivided	2024	\$20.4	Local
186	Kyle		Hays	FM 2770	FM 1626 - FM 150	MAD-4	2025	\$20.5	Local
187	Travis		Travis	FM 3238 (Hamilton Pool Rd)	east side of Pedernales River - RM 12	Improve to MAD-2	2018	\$23.1	Local
188	Travis		Travis	FM 3238 (Hamilton Pool Rd)	RM 12 - SH 71 W	Improve to MAD-2	2025	\$40.0	Local
189	Williamson		Williamson	FM 3405	US 183 - RM 2338	Widen from 2 lanes to 4 lanes	2015	\$24.8	Local
190	Hays		Hays	RM 12	FM 150 W - Winters Mill Pkwy	MAD-2	2025	\$61.0	Local
191	Hays		Hays	RM 12	FM 3237 - RM 32	MAD-2	2025	\$24.5	Local
192	Hays		Hays	RM 12	Fitzhugh Rd - FM 150 W	MAD-4	2025	\$5.8	Local
193	Hays		Hays	RM 12	FM 2439/Hunter Rd - SH 123	MAD-6	2025	\$4.5	Local
194	Hays		Hays / Travis	RM 12	FM 3238 - Fitzhugh Rd	MAD-2	2025	\$11.6	Local
195	Hays		Hays	RM 12	Winters Mill - FM 3237	MAD-2; designate as BR 12	2025	\$11.7	Local
196	Hays		Hays	RM 12	RM 32 - Old RR 12/SH 80	PKWY-4	2025	\$96.2	Local
197	Wimberley		Hays	RM 12 and FM 3237 Intersection Improvement	RM 12 - north and south of FM 3237 - FM 3237 - east of RM 12	Engineering, design and right-of-way purchase to add turn lanes and pedestrian crossings	2016	\$0.4	Regional
198	Hays		Hays	RM 32	Comal County Line - RM 12	MAD-2	2030	\$25.9	Local
199	Cedar Park	TxDOT	Williamson	RM 620	Pecan Park Blvd - Anderson Mill Road	Improve to MAD-6	2025	\$25.0	Regional
200	Travis		Travis	RM 620	Anderson Mill Rd. - SH 71 W	Widen to MAD-6	2025	\$52.0	Regional
201	Travis		Travis	RM 620 Bypass	620 - RR 2222	3 lanes, 2-lane west, 1 east	2020	\$8.0	Local
202	Buda	TxDOT	Hays	RM 967	Goforth Rd - IH 35	Widen to 4-lane undivided	2017	\$17.3	Local
203	Williamson		Williamson	RM 1431	Sam Bass - IH 35	Reconstruct and widen to 6 lane divided	2025	\$39.8	Regional

Table 36: Corridor Studies

ID	Submitter	Corridor	Limits/Location
1	City of Austin	Airport Boulevard (Completed)	Lamar Boulevard - US 183
2	City of Austin	Brodie Lane Corridor	Slaughter Lane - FM 1626
3	City of Austin	Burnet-Anderson Corridor Plan	Burnet Road from 45th Street to US 183, and Anderson Lane from MoPac to the railroad tracks
4	Capital Metro	Central Corridor Study	
5	TxDOT	FM 150	RM 12 - IH 35
6	CTRMA	FM 620	RM 2222 to US 183
7	TxDOT	FM 734	RM 1431 - US 290
9	TxDOT	FM 812	US 183 - SH 21
10	TxDOT / Bastrop County	FM 969	US 183 - SH 71
11	City of Austin	FM 969 (Completed)	US 183 - Webberville
12	TxDOT	FM 973	US 79 - US 183
13	TxDOT	FM 1825	IH 35 - SH130
14	TxDOT	FM 1826	US 290 - Nutty Brown Rd
15	City of Austin	Guadalupe Street Corridor (Underway)	MLK to 29th Street
16	TxDOT	IH 35	SH 130 - Posey Rd
17	City of Austin	Lamar Boulevard / Burnet Road (Completed)	US 183 - IH 35 / Koenig Lane - Mopac
18	TxDOT / CTRMA	Loop 360	US 183 to US 290W
19	TxDOT	MOKAN	Georgetown - Austin
20	Capital Metro	Project Connect	
21	Capital Metro	Project Connect East Corridor Study	Central Austin - Elgin along US 290
22	Capital Metro	Project Connect NW Corridor Study	Central Austin - Mopac - US 183 - Liberty Hill
23	Capital Metro	Project Connect SW Corridor Study	Central Austin - IH 35 - San Marcos
24	City of Austin	Riverside Drive (Completed)	IH 35 - SH 71
25	TxDOT	RM 2222	RM 620 - Loop 1
26	CTRMA	RM 2222	Loop 360 to RM 620
27	TxDOT	RM 2243	US 183 - IH 35
28	TxDOT	RM 620	US 183 - SH 71
29	TxDOT / Hays County / Bastrop County	SH 21	San Marcos (SH 80) - Bastrop (SH 71)
30	Bastrop County	SH 21	Lee Co Ln - Cardinal Ln
31	TxDOT	SH 29	IH 35 - SH 95
32	Bastrop County / TxDOT	SH 71	Travis County Line/SH 130 to SH 21
33	Bastrop County	SH 95	Piney Creek to Phelan Rd
34	Bastrop County	SH 304	Trigg Rd to Caldwell County Line
35	City of Austin	South Lamar Boulevard Center (Underway)	Riverside Dr - Ben White Boulevard
36	TxDOT	US 79	IH 35 - Milam County Line
37	TxDOT	US 183	SH 71 - SH 130
38	Caldwell County	US 183 Luling relief route alternative	US 183 north of Luling to US 183/SH 80 south of Luling
40	TxDOT	US 290 E	SH 130 - SH 95
41	TxDOT	US 290 W	RM 12 - RM 1826
42	CAMPO	Regional Arterial Study	
43	TxDOT	US 281	Lampasas/Burnet County Line - Burnet/Blanco County Line

APPENDIX F
RESOURCE-SPECIFIC MAPS

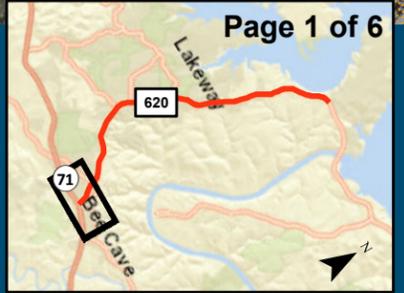


Project Resource Map

RM 620
 From SH71 to Hudson Bend Road
 Travis County, Texas
 CSJs: 0683-02-066, 0683-02-072,
 and 0683-02-073

- | | | |
|---|------------------------|--|
| Existing ROW | NRHP-Eligible Resource | Parcel |
| Proposed ROW | Cemetery | Moderate Risk Hazardous Materials Site |
| Driveway License Area | NRHP-Eligible Cemetery | Representative Noise Receiver |
| Proposed Pavement | Parks | Benefitted Noise Receiver |
| Proposed Detention Basin / Water Quality Pond | Community Facility | Impacted Noise Receiver |
| Proposed Sidewalk / Shared Use Path | Place of Worship | Non-Impacted Noise Receiver |
| | Hospital | Proposed Noise Barrier |

- Balcones Canyonlands Preserve Tracts
- Delineated Creek/OHWM
- Delineated Wetland
- NHD Creek
- 100 year Floodplain

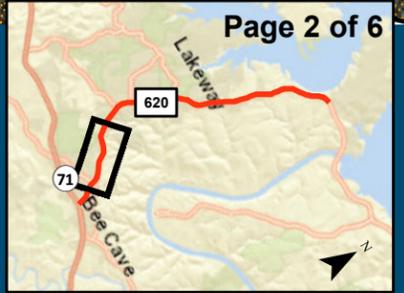


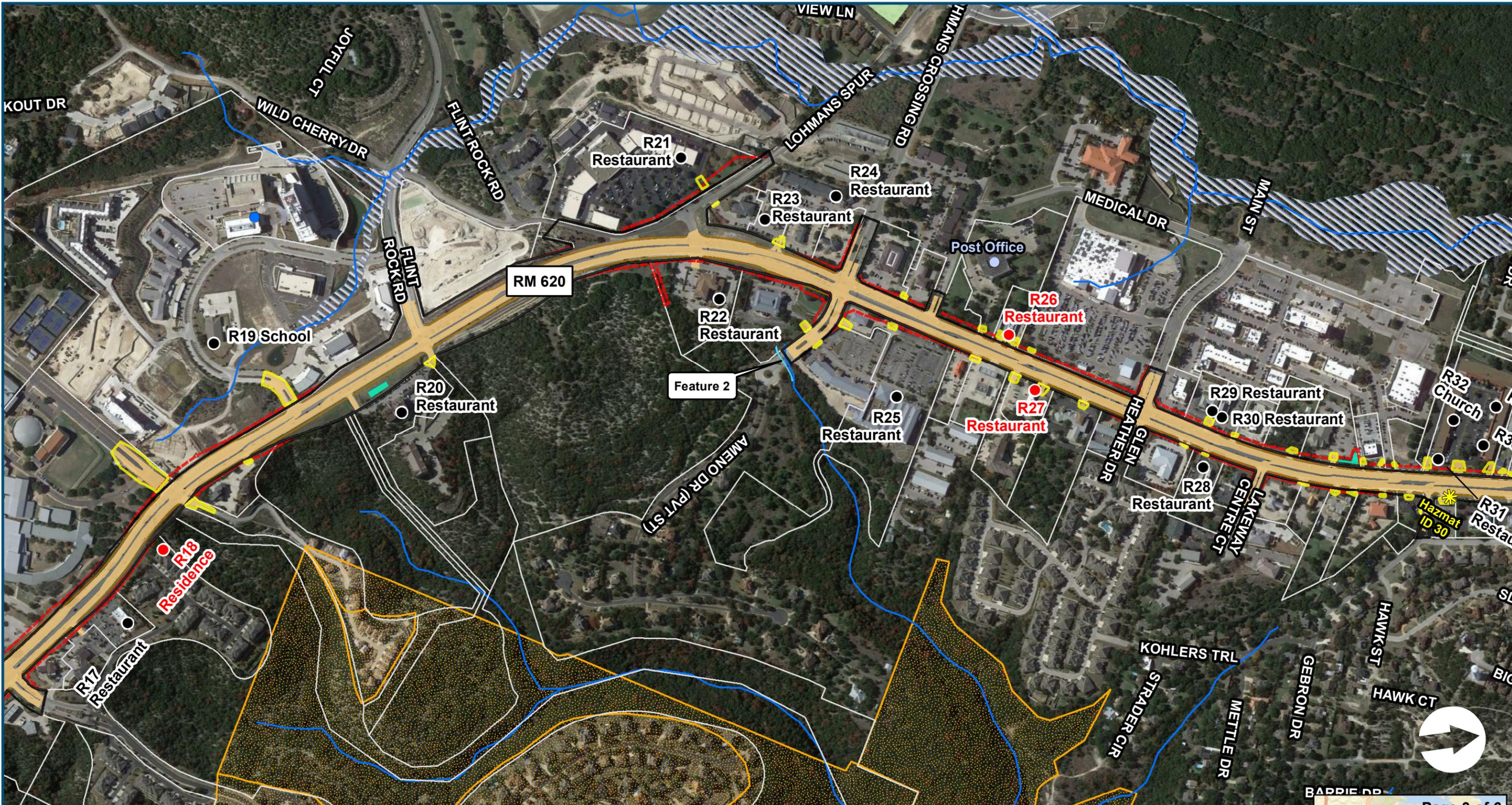


Project Resource Map

RM 620
 From SH71 to Hudson Bend Road
 Travis County, Texas
 CSJs: 0683-02-066, 0683-02-072,
 and 0683-02-073

- | | | | |
|---|------------------------|--|--------------------------------------|
| Existing ROW | NRHP-Eligible Resource | Parcel | Balcones Canyonlands Preserve Tracts |
| Proposed ROW | Cemetery | Moderate Risk Hazardous Materials Site | Delineated Creek/OHWM |
| Driveway License Area | NRHP-Eligible Cemetery | Representative Noise Receiver | Delineated Wetland |
| Proposed Pavement | Parks | Benefitted Noise Receiver | NHD Creek |
| Proposed Detention Basin / Water Quality Pond | Community Facility | Impacted Noise Receiver | 100 year Floodplain |
| Proposed Sidewalk / Shared Use Path | Place of Worship | Non-Impacted Noise Receiver | |
| | Hospital | Proposed Noise Barrier | |

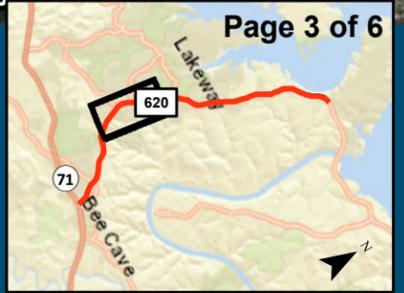
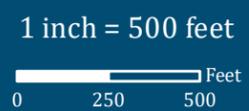


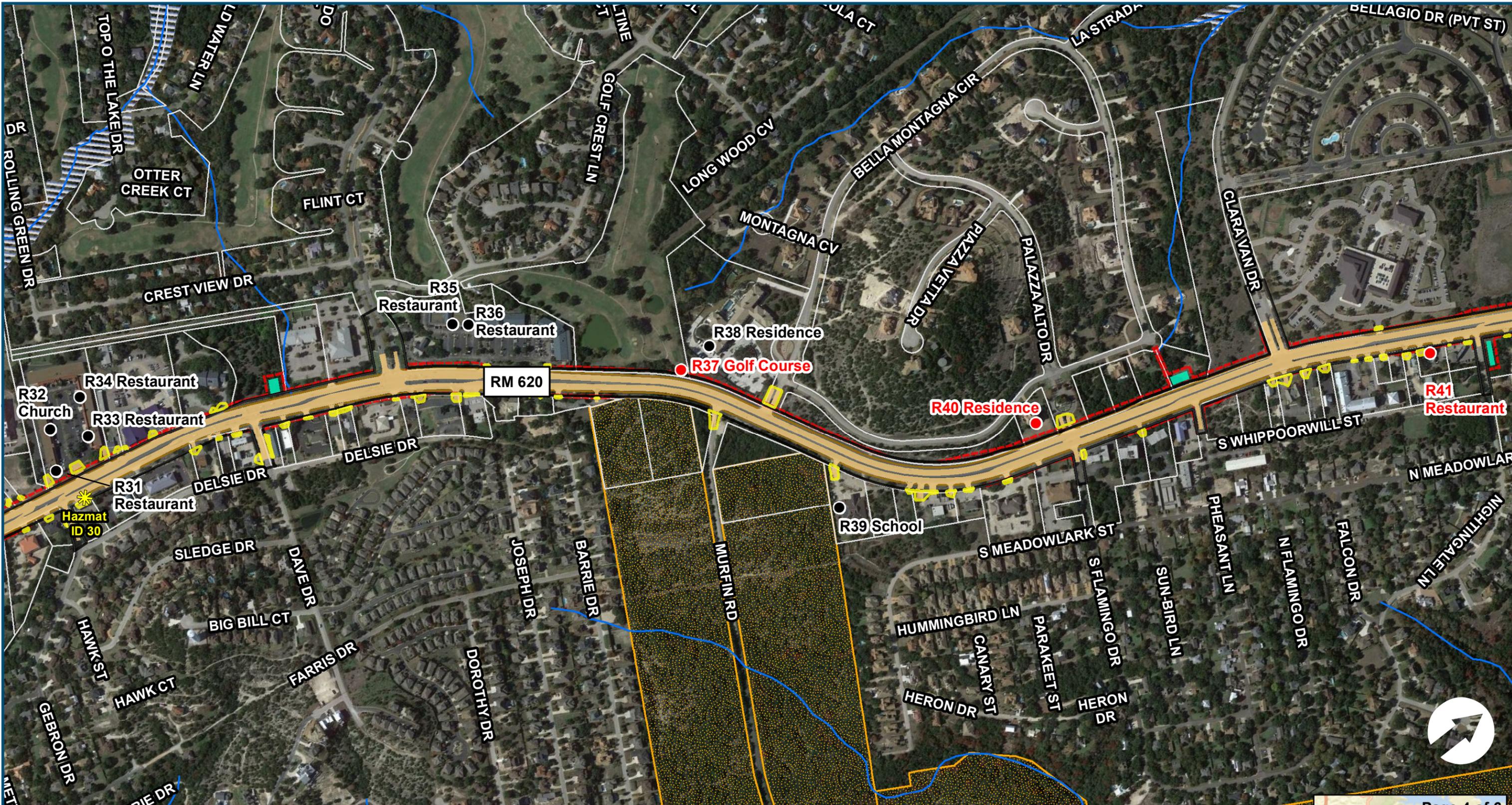


Project Resource Map

RM 620
 From SH71 to Hudson Bend Road
 Travis County, Texas
 CSJs: 0683-02-066, 0683-02-072,
 and 0683-02-073

- Existing ROW
- Proposed ROW
- Driveway License Area
- Proposed Pavement
- Proposed Detention Basin / Water Quality Pond
- Proposed Sidewalk / Shared Use Path
- NRHP-Eligible Resource
- Cemetery
- NRHP-Eligible Cemetery
- Parks
- Community Facility
- Place of Worship
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- Delineated Creek/OHWM
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- 100 year Floodplain

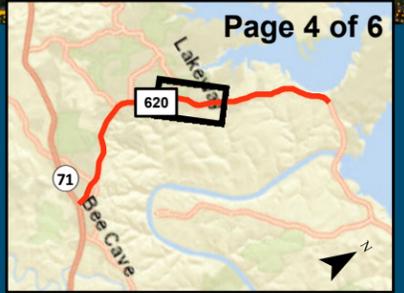
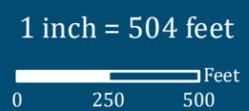




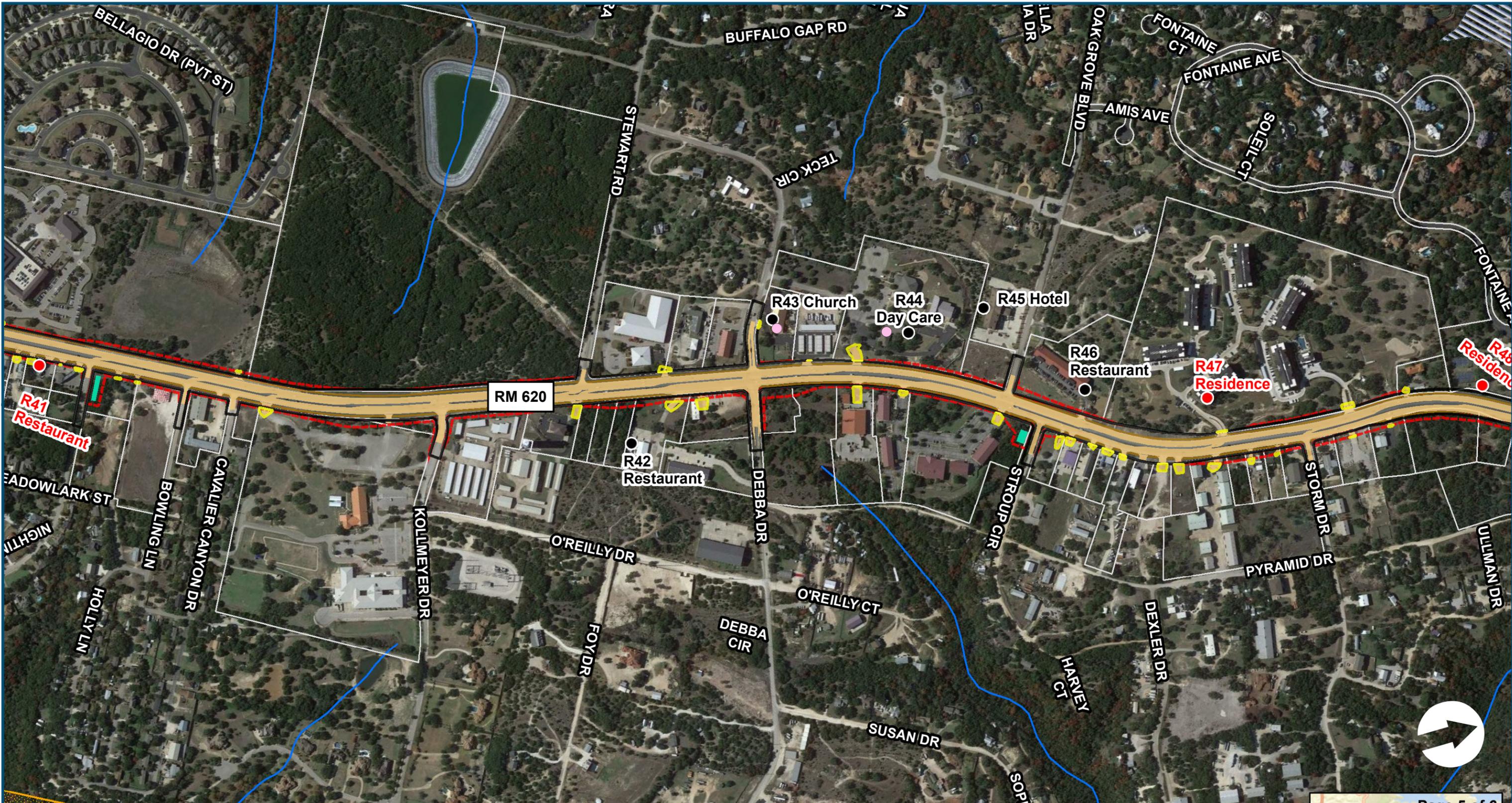
Project Resource Map

RM 620
 From SH71 to Hudson Bend Road
 Travis County, Texas
 CSJs: 0683-02-066, 0683-02-072,
 and 0683-02-073

- Existing ROW
- Proposed ROW
- Driveway License Area
- Proposed Pavement
- Proposed Detention Basin / Water Quality Pond
- Proposed Sidewalk / Shared Use Path
- NRHP-Eligible Resource
- Cemetery
- NRHP-Eligible Cemetery
- Parks
- Community Facility
- Place of Worship
- Hospital
- Parcel
- ✱ Moderate Risk Hazardous Materials Site
- Representative Noise Receiver
- Benefitted Noise Receiver
- Impacted Noise Receiver
- Non-Impacted Noise Receiver
- Proposed Noise Barrier
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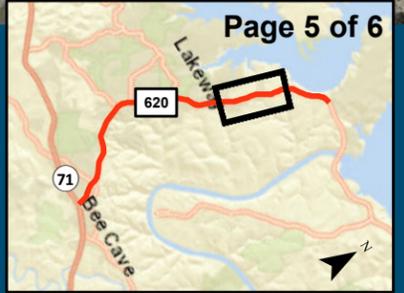
Basemap: Texas Google Imagery 2019, ESRI World Street 2019

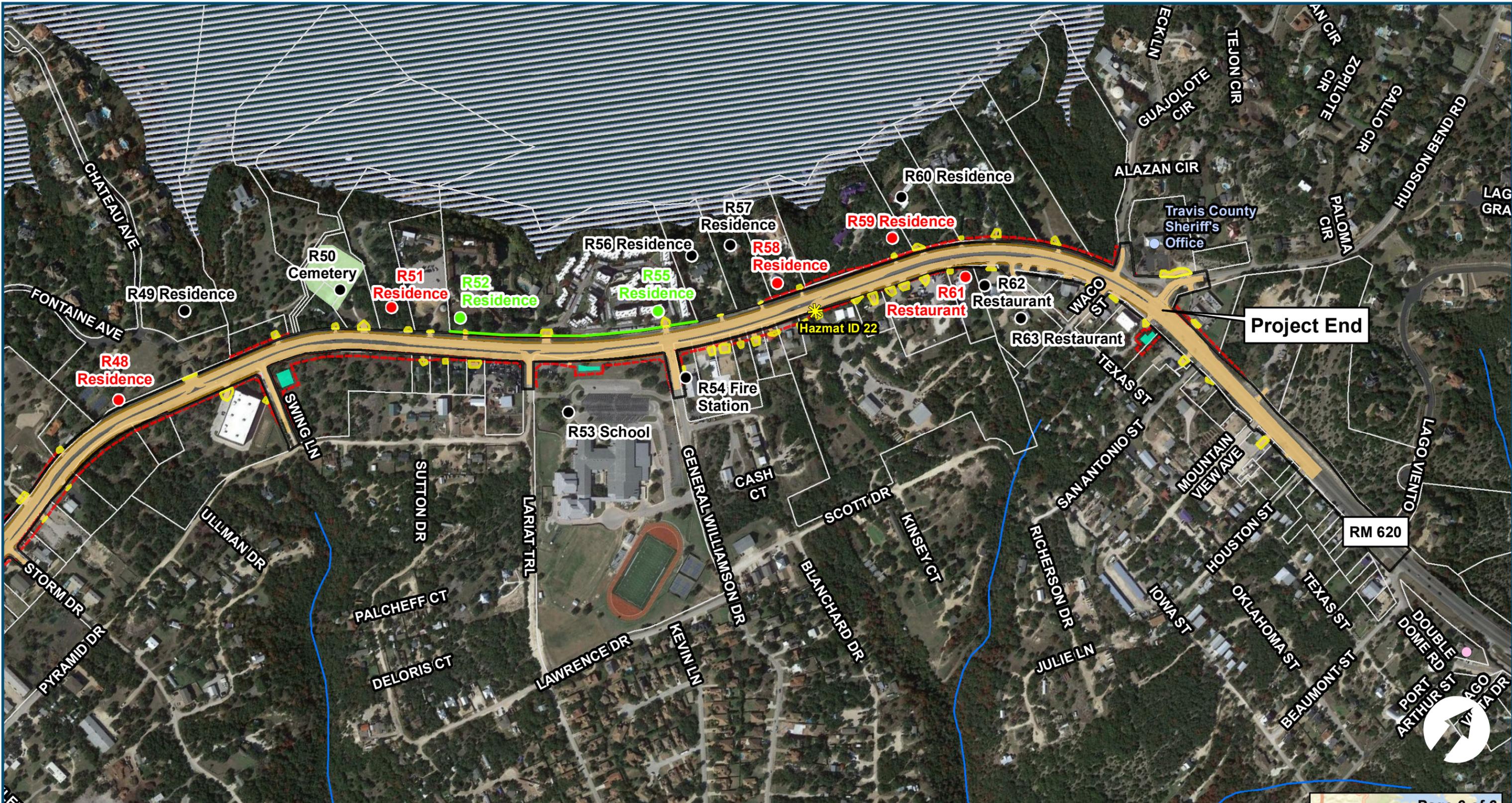


Project Resource Map

RM 620
 From SH71 to Hudson Bend Road
 Travis County, Texas
 CSJs: 0683-02-066, 0683-02-072,
 and 0683-02-073

- | | | | |
|---|------------------------|--|--------------------------------------|
| Existing ROW | NRHP-Eligible Resource | Parcel | Balcones Canyonlands Preserve Tracts |
| Proposed ROW | Cemetery | Moderate Risk Hazardous Materials Site | Delineated Creek/OHWM |
| Driveway License Area | NRHP-Eligible Cemetery | Representative Noise Receiver | Delineated Wetland |
| Proposed Pavement | Parks | Benefitted Noise Receiver | NHD Creek |
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| Proposed Sidewalk / Shared Use Path | Place of Worship | Non-Impacted Noise Receiver | |
| | Hospital | Proposed Noise Barrier | |

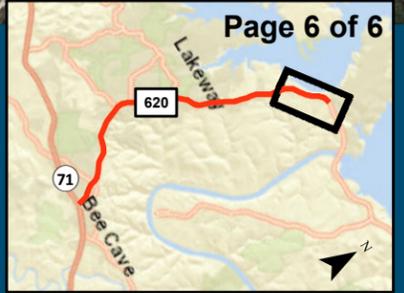




Project Resource Map

RM 620
 From SH71 to Hudson Bend Road
 Travis County, Texas
 CSJs: 0683-02-066, 0683-02-072,
 and 0683-02-073

- Existing ROW
- Proposed ROW
- Driveway License Area
- Proposed Pavement
- Proposed Detention Basin / Water Quality Pond
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- ✦ Balcones Canyonlands Preserve Tracts
- ~ Delineated Creek/OHWM
- ~ Delineated Wetland
- ~ NHD Creek
- 100 year Floodplain



Basemap: Texas Google Imagery 2019, ESRI World Street 2019

APPENDIX G
RESOURCE AGENCY COORDINATION



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

July 11, 2019

Section 106/Antiquities Code of Texas: Archeological Review (Permit #8910)
Ranch-to-Market Road (RM) 620: State Highway (SH) 71 – Hudson Bend Road (Rd)
Austin District; Travis County (0683-02-066)

Ms. Patricia A. Mercado-Allinger
Division Director/State Archeologist
Archeology Division
Texas Historical Commission
PO Box 12276
Austin, TX 78711-2276

Dear Ms. Mercado-Allinger:

The proposed project will be undertaken with Federal funding. In accordance with Section 106 (and the Programmatic Agreement among the Texas Department of Transportation [TxDOT], the Texas State Historical Preservation Officer [TSHPO], the Federal Highway Administration [FHWA], and the Advisory Council on Historic Preservation) and the Antiquities Code of Texas (and the Memorandum of Understanding between the Texas Historical Commission [THC] and TxDOT), this letter initiates consultation for the proposed undertaking.

The following proposed project would improve RM 620 in Travis Counties, Texas in TxDOT's Austin District. TxDOT proposes various improvements that would widen the existing 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 in Travis County, Texas. The project will also require the modification of existing paved driveways throughout the corridor to match the proposed grade. The northern terminus of the proposed improvements would be located at the intersection of Lago Viento and RM 620 and continue south approximately 8.0 miles until intersecting with Highway 71. Improvements continue on Highway 71, approximately 0.2 mile east of the intersection of RM 620 and Highway 71 and approximately 0.55 mile to the west of the same intersection. Within the length of RM 620, there are a number of small offshoots branching off to include intersecting roads. The total project length is approximately 13.04 miles. The Area of Potential Effect (APE) is defined as the horizontal footprint of the proposed project and the vertical depth of construction impacts. This includes the project length, the amount of existing ROW (170.52 acres), proposed new ROW (55.68 acres), easements (none) and the depth of construction impacts. Depth of impacts will match the existing RM 620 roadway profile for an average of 2 feet (0.6 meters) at widening areas, 6–10 feet (1.8–3 meters) at storm sewers and cross-culverts, with a maximum depth of 15 feet (4.6 meters).

Archeologists from HDR Engineering (HDR), on behalf of TxDOT, conducted an intensive survey of the APE. Work was conducted May 21–24, 2019 by a team of archeologists and consisted of a 100 percent intensive pedestrian survey of the portion of the APE where access was granted resulting in the excavation of 75 shovel tests over a total of 49.24 acres of proposed new ROW. Only parcels where right of entry (ROE) was granted were surveyed. The survey resulted in the discovery of one isolated find, a projectile point tip. The artifact was not collected during the survey. No new sites were observed during the survey. Previously recorded sites

OUR VALUES: People • Accountability • Trust • Honesty

OUR MISSION: Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.

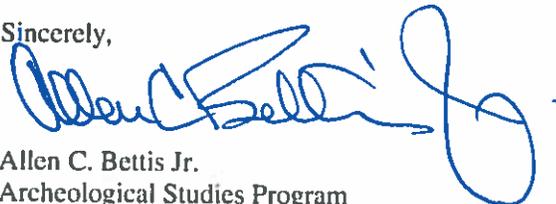
An Equal Opportunity Employer

41TV1904, 41TV1905, and 41TV1906 were revisited and are recommended not eligible within the proposed ROW as a State Antiquities Landmark (SAL) or for inclusion in the National Register of Historic Places (NRHP) under Criterion D due to the paucity of artifacts and general lack of site integrity. No further work is recommended within the 49.24-acre portion of the APE that has been surveyed. Access was denied or no response was received to ROE inquiries for the remaining 232 parcels, comprising a total of 383.76 acres. Of these 232 parcels, 169 appear to have been previously disturbed, requiring no survey (Appendix B). A cultural resources survey is recommended for the remaining 63 parcels once ROE has been established. Included in the 63 parcels are Parcel 817340 and Parcel 119016, where existing sites 41TV1813 and 41TV1924 are located respectively. A site revisit is recommended at both sites. Cultural resources survey is recommended on the remaining 63 parcels that did not originally grant ROE and appear to be undisturbed. TxDOT agrees with their findings. Based on the above information, *TxDOT recommends that the archeological inventory of the parcels granted access is adequate and complete. TxDOT recommends that proposed project, thus far, would have No Effect on any eligible archeological sites of any kind, no further archeological investigations are needed for the portion of the APE that has been inventoried, the surveyed parcels within the APE were found to be relatively disturbed and sterile within the APE, and the surveyed portion of the proposed project should be allowed to proceed to construction. TxDOT further recommends that the remainder of the archeological inventory (the remaining 63 parcels) be deferred until that time that access is possible. No construction should be allowed in this area and once the survey is complete, the entire draft report shall be coordinated with your office.*

Please find attached for your review and comments the archeological contractor's draft survey report; *Report for Archeological Survey, CSJ 0683-02-066, RM 620 from SH 71 to Hudson Bend Road, Travis County, Texas. Austin District.* If you have no objections to the recommendations made or any comments on this report and find it acceptable, please sign below to indicate your concurrence and stamp the draft cover as acceptable.

Thank you for your consideration in this matter. If you have any questions or further need of assistance, please contact Allen Bettis of the TxDOT Archeological Studies Program at (512) 416-2747.

Sincerely,



Allen C. Bettis Jr.
Archeological Studies Program
Environmental Affairs Division

Attachment
cc w/o attachments:

Melanie Johnson: HDR Engineering – Austin
Sonya Hernandez, Dallas District Office
ACB PA File

Concurrence by:
for Mark S. Wolfe, State Historic Preservation Officer



7/11/19
Date

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

**DRAFT REPORT
ACCEPTABLE**
by William A. Mark
for Mark Wolfe
Executive Director, THC
Date 7/11/19
Track# _____



Report for Archaeological Survey

CSJ 0683-02-066, RM 620 from SH 71 to
Hudson Bend Road
Travis County, Austin District

Melanie Johnson, Principal Investigator; Antiquities Permit No. 8910
Amy Leuchtman, Author and Project Archaeologist
June 2019

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



MEMO

July 9, 2019

TO: Administrative File
From: Rebekah Dobrasko

District: Austin
County: Travis
CSJ#: 0683-02-066
Highway: RM 620
Let Date: August 2023

Project Limits: From SH 71 to Hudson Bend Road

Project Description: Stipulation IX, Appendix 6. Widen roadway. Approximately 56 acres new ROW. No effect to historic, non-archeological properties.

SUBJECT: Internal review under the Section 106 Programmatic Agreement (Section 106 PA) among the Texas Department of Transportation, Texas State Historic Preservation Officer, Advisory Council on Historic Preservation, and Federal Highway Administration; and the Memorandum of Understanding (MOU) between the Texas Historical Commission and the Texas Department of Transportation

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

Proposed Project:

The Texas Department of Transportation – Austin District proposes to widen RM 620 from four lanes to six lanes. In addition, the project will add raised medians and a shared-use bicycle and pedestrian path along both sides of the roadway for the project length. The overall project is approximately 9.2 miles in total, with less than one mile of work proposed along SH 71 and along Bee Caves Road. TxDOT proposes to acquire approximately 56 acres of new right-of-way to accomplish this project.

Determination of Eligibility:

TxDOT historians reviewed the National Register of Historic Places (NRHP), the list of State Antiquities Landmarks (SAL), the list of Recorded Texas Historic Landmarks (RTHL) and TxDOT files and found the following historically significant resource within the area of potential effect (APE). Per our Section 106 Programmatic Agreement, the APE for this project is 150 feet from existing and proposed new right-of-way along the length of the project.

1. Bee Cave Baptist Church Cemetery, eligible for listing in the NRHP

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OUR MISSION: *Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.*

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

March 10, 2017

RE: Early Coordination for Section 106 Consultation

To: Representatives of Federally-recognized Tribes with Interest in TxDOT Projects

The purpose of this letter is to share additional information about TxDOT's consultation program. The TxDOT Early Tribal Coordination Tool has been refreshed, including new projects. The attached table also identifies current proposed projects and the number of nearby archeological sites, if any, that the TxDOT Early Tribal Coordination Tool map depicts. This letter provides more detail about both the TxDOT Early Tribal Coordination Tool and the table.

TxDOT Early Coordination Tool

This web-based map depicts both minor and major TxDOT projects within your area of interest and any known archeological sites within a kilometer of each project. This map may now contain different projects than when the tool was first sent to you. The tool will be refreshed quarterly with new projects.

Area of Potential Effects

Each project's provisional area of effects (APE) is defined in the Early Tribal Coordination Tool as the area within 500 feet of a roadway segment. As TxDOT develops detailed plans for each project and finalizes the APE, this provisional APE in most cases will likely be refined to a smaller area and will include depths of impact.

Identification Efforts

Archeological sites do occur in proximity to some of the projects, and new sites may be discovered through further investigations. Archeological sites that qualify for inclusion in the National Register of Historic Properties are, however, rare. TxDOT thus expects that most of these projects will have no effect on archeological historic properties. All of the depicted projects have been or will be reviewed by the Environmental Affairs' Archeology Branch to verify that the projects will have no effect.

****YOU MAY COMMENT AT ANY TIME DURING THIS EARLY COORDINATION PROCESS AND USE OF THE TOOL DOES NOT PRECLUDE YOU FROM ENTERING INTO CONSULTATION PER SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA).**

Findings and Recommendations

We will continue to send you consultation letters on any project whose area of potential effects includes Native American sites and on all major projects. Major projects:

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- include border crossing facility construction, conversion of non-freeways to freeways, new location non-freeways, new location freeways, widening non-freeways, and widening freeways; and
- require new right-of-way.

Major projects would cause more than 100 cubic yards of ground disturbance to previously-undisturbed areas. Such projects may affect areas that have not been previously surveyed.

For minor projects, TxDOT will conduct investigations of the final APE. These investigations will comprise review of available background information and, in some cases, field studies. TxDOT will not provide further information about such minor projects unless these investigations reveal the presence of a site.

Many projects developed by TxDOT have a trivial chance of affecting sites. Similar to categorical exclusions, these trivial projects include repaving or striping roads and do not appear in the Early Coordination Tool. Note that many projects currently listed as minor projects may be determined to be trivial and not warrant study as project design advances, per a Programmatic Agreement with Federal Highway Administration, Advisory Council on Historic Preservation and State Historic Preservation Office (Texas Historical Commission).

Table of Projects and Sites

The attachment contains a Microsoft Excel table of the projects, the number of any known archeological sites within the provisional APE of each project, and the type(s) of study conducted for the project. The table can be sorted in various ways, such as by county, project status, and let date. Further details about projects can be found in TxDOT's online tracking system, ECOS. The Early Coordination Tool also provides additional details about sites that occur within the provisional APE.

If you have any questions about these tools or would like to consult on any of the projects listed, please contact Laura Cruzada at 512/416-2638, laura.cruzada@txdot.gov or Chantal McKenzie, 512/416/2770, chantal.mckenzie@txdot.gov. When replying by US Mail, please ensure that the envelope address references the Archeological Studies Branch, Environmental Affairs Division.

Thank you for your attention to this matter.

Sincerely,



Scott Pletka, Deputy Section Director
Environmental Affairs Division

Enclosure

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

OUR GOALS

MAINTAIN A SAFE SYSTEM ▪ ADDRESS CONGESTION ▪ CONNECT TEXAS COMMUNITIES ▪ BEST IN CLASS STATE AGENCY

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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

From: Sonya Hernandez <Sonya.Hernandez@txdot.gov>
Sent: Friday, April 3, 2020 7:53 PM
To: Darren Dodson
Subject: FW: TxDOT Early Coordination_RM 620 Added Capacity Project (CSJ 0683-02-066)
Attachments: NRCS-plant value to deer in hill country.pdf

Here you go!

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

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

From: Suzanne Walsh [mailto:Suzanne.Walsh@tpwd.texas.gov]
Sent: Friday, April 03, 2020 4:11 PM
To: Sonya Hernandez <Sonya.Hernandez@txdot.gov>
Cc: Dennis Palafox <Dennis.Palafox@txdot.gov>
Subject: RE: TxDOT Early Coordination_RM 620 Added Capacity Project (CSJ 0683-02-066)

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.

Hi Sonya,

Thanks for the response and considering my comments. We appreciate that TxDOT added some Amphibian BMPs to the project and will also examine the feasibility of incorporating some additional Water Quality, Reptile, and Wildlife Crossings BMPs during PS&E. We would appreciate being updated about the final measure that TxDOT selects to help alert the driving public along the known portion of animal-vehicle conflict on RM 620. We are glad to hear that TxDOT will continue coordinating with the Lakeway Citizens group regarding a potential wildlife crossing. TPWD is available to assist with wildlife crossing design and monitoring for this project or any other future projects for the Lakeway area. Please contact me if the district needs any further assistance with selecting plant species less palatable to white-tailed deer. I have attached a NRCS Biology Technical Note titled "Vulnerability ratings of native plants to deer browsing in the Texas Hill County" that may be useful for the district. With that being said, I am closing coordination for the project.

Thank you for submitting the following project for early coordination: RM 620 from SH 71 to Hudson Bend (CSJ: 0683-02-066). TPWD appreciates TxDOT's commitment to implement the practices listed in the Tier I Site Assessment form submitted on August 19, 201 and in the emails below. Based on a review of the documentation, the avoidance and mitigation efforts described, and provided that project plans do not change, TPWD considers coordination to be complete. However, please note it is the responsibility of the project proponent to comply with all federal, state, and local laws that protect plants, fish, and wildlife.

According to §2.204(g) of the 2013 TxDOT-TPWD MOU, TxDOT agreed to provide TXNDD reporting forms for observations of tracked SGCN (which includes federal- and state-listed species) occurrences within TxDOT project areas. Please keep this mind when completing project due diligence tasks. For TXNDD submission guidelines, please visit the following link: http://tpwd.texas.gov/huntwild/wild/wildlife_diversity/txnndd/submit.phtml

Sincerely,

Suzanne Walsh
Transportation Conservation Coordinator
(512) 389-4579

From: Sonya Hernandez <Sonya.Hernandez@txdot.gov>
Sent: Thursday, April 2, 2020 11:08 AM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Cc: Dennis Palafox <Dennis.Palafox@txdot.gov>
Subject: RE: TxDOT Early Coordination_RM 620 Added Capacity Project (CSJ 0683-02-066)

ALERT: This email came from an external source. Do not open attachments or click on links in unknown or unexpected emails.

Good morning Suzanne,
Please see the information below in response to your latest email. The project team intends to pursue a Finding of No Significant Impact decision within the next month.
Thanks,
Sonya

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

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

- 1) There were a few inconsistencies in environmental documents for the project regarding species or BMPs planned for implementation:
 - TPWD notes that the approved draft EA (file labeled 2019-12-19 09_51_45_2019.12.16_RM620_Approved Draft EA) indicates that TxDOT will implement the following BMPs:
 - All Bat BMPs in the 2017 BMP PA will be applied for the cave myotis bat
 - **Response: The required Bat BMPs from the MOU will be implemented as part of the project. However, the additional (recommended) Bat BMPs from the 2017 BMP PA will not be incorporated into the project design.**

- TPWD notes that the species impact table states that bracted twistflower is unlikely to occur in the project area. This candidate species was included as a one of the species in the Tier I form that is within the range of state threatened, threatened, or SGCN species and having potential suitable habitat.
 - **Response: The approved Tier I Form, dated June 17, 2019 does not include the determination that the bracted twistflower has suitable habitat in the project area. There was an earlier version of the Tier I Form, dated March 13, 2019 where the preliminary determination of suitable habitat was made. However, that determination was modified based on a follow up site visit with right-of-entry on April 17, 2019.**
- The species impact table states for the cave myotis bat under habitat present column that unknown bat species was present at the bridge at Bee Cave Parkway and Little Barton Creek. We recommend contacting the staff at Bee Cave’s Central Park for further information about the bat colony, which are believed to be Mexican free-tailed bats (see <https://www.statesman.com/news/20190905/bee-caves-bats-give-congress-avenue-cousins-competition>). The draft approved EA indicates that the bridge will be expanded at this location (labeled as feature 1b), but no work would occur in this area of the creek. TPWD recommends that any work at this bridge location be performed outside of the young rearing period between May to October to avoid impacts to bats, particularly when young bats are non-volant.
 - **Response: Work would be done along Bee Cave Parkway to accommodate the addition of turn lanes; however, no modifications to the existing bridge would occur so there would be no impacts to the bat colony under the bridge. Therefore, TxDOT will not commit to work along Bee Cave Parkway being conducted outside the young rearing period between May and October.**
- The Tier I form indicates that TxDOT will implement the Water Quality BMPs in the 2017 BMP PA but the approved draft EA does not include these BMPs. Please confirm that Water Quality BMPs will be included for the project
 - **Response: The approved Tier I Form, dated June 17, 2019 does not indicate that Water Quality BMPs would be implemented. BMPs would be included to satisfy the TCEQ SW3P and CWA Section 401 Water Quality Certification requirements; TxDOT will look into the feasibility of incorporating the following Water Quality BMPs during PS&E:**
 - **Install wet-bottomed detention ponds to benefit wildlife and downstream water quality.**
 - **Remove rubbish (which does not include brush piles or snags) found near bridges on TxDOT ROW and dispose of it properly to minimize the risk of pollution.**
 - **Minimize the use of equipment in streams and riparian areas during construction. When possible, equipment access should be from banks or bridge decks.**
 - **When temporary stream crossings are unavoidable, remove stream crossings when they are no longer needed and stabilize banks and soils around the crossing.**

2) The Tier I form and species impact table indicates that the project is within the range of and potentially suitable habitat is present for the following species in Travis County for which impacts may occur, but no approved BMPs exist within the 2017 BMP PA. TPWD recommends TxDOT commit to implementing the following BMPs for this project to these species, some of which are already planned for implementation:

- Apply the full Bat BMPs as written in the 2017 BMP PA to the following additional species:

big brown bat, big free-tailed bat, eastern bat, hoary bat, Mexican free-tailed bat, tricolored bat

- **Response: The required Bat BMPs from the MOU will be implemented as part of the project for the cave myotis bat. However, TxDOT will not apply the full Bat BMPs, as written in the 2017 BMP PA, to the big brown bat, big free-tailed bat, eastern bat, hoary bat, Mexican free-tailed bat, or tricolored bat. The additional (recommended) Bat BMPs from 2017 BMP PA will also not be incorporated into the project design.**
- Apply the full Terrestrial Reptile BMPs as written in 2017 BMP to the following additional species:
 - eastern box turtle, northern spot-tailed lizard, slender glass lizard, western box turtle
 - **Response: The required Terrestrial Reptile BMPs from the MOU will be implemented as part of the project for the spot-tailed earless lizard, Texas garter snake, timber rattlesnake, and Texas tortoise. However, TxDOT will not apply the full Terrestrial Reptile BMPs, as written in the 2017 BMP PA, to the eastern box turtle, northern spot-tailed lizard, slender glass lizard, or western box turtle. The additional (recommended) Terrestrial Reptile BMPs from 2017 BMP PA will also not be incorporated into the project design. However, TxDOT will look into the feasibility of incorporating Type I or Type III curbs during PS&E.**
- Apply the plains spotted skunk BMP to the following additional species:
 - western hog-nose skunk, long-tailed weasel, mink, southern short-tailed shrew, and woodland vole
 - **Response: TxDOT will not commit to applying the plains spotted skunk BMP to the western hog-nose skunk, long-tailed weasel, mink, southern short-tailed shrew, or woodland vole.**
- Apply the Amphibian and Reptile BMPs as written in 2017 BMP PA to the following species:
 - Strecker's chorus frog
 - **Response: TxDOT will not commit to applying all of the Amphibian and Reptile BMPs, as written in the 2017 BMP PA, to the Strecker's chorus frog. However, TxDOT will incorporate the following Amphibian and Reptile BMPs:**
 - **Contractors will be advised of potential occurrence in the project area, and to avoid harming the species if encountered.**
 - **Minimize impacts to wetland, temporary and permanent open water features, including depressions, and riverine habitats.**
 - **Maintain hydrologic regime and connections between wetlands and other aquatic features.**
 - **Project specific locations (PSLs) proposed within state-owned ROW should be located in uplands away from aquatic features.**
 - **TxDOT will look into the feasibility of incorporating the following Amphibian and Reptile BMPs during PS&E:**
 - **Apply hydromulching and/or hydroseeding in areas for soil stabilization and/or revegetation of disturbed areas where feasible. If hydromulching and/or hydroseeding are not feasible due to site conditions, using erosion control blankets or mats that contain no netting, or only contain loosely woven natural fiber netting is preferred. Plastic netting should be avoided to the extent practicable.**
 - **If gutters and curbs are part of the roadway design, where feasible install gutters that do not include the side box inlet and include sloped (i.e. mountable) curbs to allow small animals to leave the roadway. If this**

modification to the entire curb system is not possible, install sections of sloped curb on either side of the storm water drain for several feet to allow small animals to leave the roadway. Priority areas for these design recommendations are those with nearby wetlands or other aquatic features.

- 3) TPWD recommends surveying for rare plant species during flowering (usually the most advantageous time to observe many rare plant species) to determine if they occur within the project area. If SCGN plants are found within the project area, but outside the project footprint, please protect them with temporary barrier fencing and alert contractors to avoid disturbing the plants. If SCGN plants are found within the project footprint, please contact us at WHAB_TXDOT@tpwd.texas.gov to discuss options to seed bank or otherwise conserve populations prior to construction. Please submit records to the TXNDD for any SCGN plants found and copy our email address.
 - **Response: TxDOT will not commit to surveying for SCGN plant species. Surveys for the bracted twistflower were conducted in April 2019 and no individuals of the species were observed in the accessible portions of the project ROW.**
- 4) TxDOT and TPWD met with a Lakeway Citizens Group in December 2019 to discuss concerns of animal-vehicle conflict within the RM 620 project area. During the meeting, the citizen group presented the Lakeway Police Department data on the number of vehicle collisions with white-tailed deer. Their data showed that RM 620 was a roadway of known deer-vehicle conflict within Lakeway. TxDOT's Crash Records Information System (CRIS) database appears to show similar findings with a greater number of reported animal-vehicle collisions occurring on RM 620 compared to other city streets in Lakeway (RM 620 = 10, Lohman's Crossing = 1, and Lakeway Blvd = 2; using query that filters the first harmful event equal to animal for 2016 to 2020). TxDOT's CRIS data showed that animal-vehicle collisions on RM 620 occurred on a stretch between Dave Drive and Stewart Road. Several animal-vehicle collisions were concentrated within the northern section of the RM 620 project limits between Nightingale Lane and Stewart Road.

With the increased lanes and capacity being provided by this project along with the rolling topography and site distance constraints along portions of RM 620, TPWD has concerns about the ability for deer to move safely and that conflicts between deer and vehicles will increase within this area. Wildlife crossing structures with fencing are the most effective measure to reduce animal-vehicle collisions. These structures can include either a bridge or culvert that enable wildlife to safely cross over or under the roadway. Existing bridge and culverts can be retrofitted or modified to facilitate the passage of wildlife by the addition of fencing to direct wildlife to bridge or culverts, creating pathway or installing passage benches for wildlife movement, cleaning out debris material that impedes movement, or incorporating vegetative cover. Texas ranks third in the nation according to insurance claims involving animal-vehicle collisions with the cities of Austin and San Antonio having the highest number of animal-vehicle collisions. TPWD recommends retrofitting existing bridges and culverts to enhance wildlife passage within the project limits. The city of Lakeway has a high density of white-tailed deer and this project could serve as a model to take into account the guidance provided by TxDOT's recently completed study on the Incorporation of Wildlife Crossings into TxDOT's Projects and Operations (hereafter TxDOT's report). We understand that most existing structures may not provide retrofit opportunities for larger animals such as deer, which may need culverts of 8-ft x 8-ft for wildlife passage, but the bridge crossing at Bee Cave Parkway and the box culverts at SH 71 may offer potential opportunities to direct wildlife through these existing structures. TPWD is available to assist with the planning of any retrofits for this project area or any other future projects for the Lakeway area that may warrant this recommendation.

TPWD noted that TxDOT has included a proposed retaining wall on the western side of RM 620 along part of the stretch between Nightingale Lane and Stewart Road where most of the animal-vehicle collisions were reported in TxDOT's CRIS database. TPWD recommends that TxDOT consider the addition of an animal detection system to help alert drivers of this increased area with known animal-vehicle conflict. The animal detection system was one of four measures to reduce the number of animal-vehicle collisions in TxDOT's report by 80%. Other

options that may be less effective in reducing the number of collisions include installing deer crossing warning signage. Signage with flashing lights or seasonal message boards rather than standard warning signs might be more effective to alert the traveling public of the potential to encounter deer in the roadway. Further, TPWD recommends camera monitoring to assess wildlife passage in areas with proposed retaining walls and encourages TxDOT to collaborate with Lakeway Citizen Group in monitoring efforts. Monitoring will allow TxDOT to determine if the proposed retaining walls and other measures implemented have an impact on the number of deer-vehicle collisions. John Maresh discussed TxDOT efforts to document animal mortality with the Roadkill of Texas project on iNaturalist during the 2019 TxDOT Environmental Conference. It would be useful to collaborate with the Lakeway Citizen Group and the Lakeway Police Department to enter their data and any future data into the Roadkill of Texas project. Also, this project may also provide an opportunity to work with the TxDOT Maintenance Division where efforts could be focused on collecting carcass survey data along RM 620.

TPWD notes that TxDOT anticipates a reduction in operating vehicle speed on RM 620. Although the effectiveness of vehicle speed in reducing animal-vehicle collisions may be low, the reduction of the speed limit will allow drivers to have additional time and distance to react to wildlife in the roadway. Additionally, TPWD recommends that TxDOT consider the plant species in the re-vegetation of the ROW. Native species should be selected, but care should be taken to also select species that are less palatable to deer. Please contact TPWD for any assistance that we may provide on plant selection.

- **Response: TxDOT typically only provides wildlife crossings for threatened, endangered, or rare species and/or in areas where there is a continuous wildlife corridor that won't potentially be developed in the future (e.g., parks and wildlife preserves and refuges). During PS&E, TxDOT will look into incorporating some sort of animal detection system, deer crossing warning signage, signage with flashing lights or seasonal message boards, to help alert drivers of this increased area with known animal-vehicle conflict. TxDOT will also look into re-vegetating the ROW with native plant species, but ones that are less palatable to deer. TxDOT will continue its coordination with the Lakeway Citizens Group regarding the implementation of a wildlife crossing along RM 620 just south of Clara Van Street, per the Group's recommendations. If we can come to an agreement about a wildlife crossing, those details will be incorporated during PS&E.**

From: Suzanne Walsh [<mailto:Suzanne.Walsh@tpwd.texas.gov>]

Sent: Wednesday, March 04, 2020 9:36 AM

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

Cc: Dennis Palafox <Dennis.Palafox@txdot.gov>

Subject: RE: TxDOT Early Coordination_RM 620 Added Capacity Project (CSJ 0683-02-066)

Hi Sonya,

I am sorry that it has taken me awhile to get back to you with comments and recommendations. Please see my comment and recommendations below and let me know if you have any questions.

Thanks,
Suzanne

1) There were a few inconsistencies in environmental documents for the project regarding species or BMPs planned for implementation:

- TPWD notes that the approved draft EA (file labeled 2019-12-19 09_51_45_2019.12.16_RM620_Approved Draft EA) indicates that TxDOT will implement the following BMPs:
 - All Bat BMPs in the 2017 BMP PA will be applied for the cave myotis bat
- TPWD notes that the species impact table states that bracted twistflower is unlikely to occur in the project area. This candidate species was included as a one of the species in the Tier I form that is within the range of state threatened, threatened, or SGCN species and having potential suitable habitat.
- The species impact table states for the cave myotis bat under habitat present column that unknown bat species was present at the bridge at Bee Cave Parkway and Little Barton Creek. We recommend contacting the staff at Bee Cave's Central Park for further information about the bat colony, which are believed to be Mexican free-tailed bats (see <https://www.statesman.com/news/20190905/bee-caves-bats-give-congress-avenue-cousins-competition>). The draft approved EA indicates that the bridge will be expanded at this location (labeled as feature 1b), but no work would occur in this area of the creek. TPWD recommends that any work at this bridge location be performed outside of the young rearing period between May to October to avoid impacts to bats, particularly when young bats are non-volant.
- The Tier I form indicates that TxDOT will implement the Water Quality BMPs in the 2017 BMP PA but the approved draft EA does not include these BMPs. Please confirm that Water Quality BMPs will be included for the project

2) The Tier I form and species impact table indicates that the project is within the range of and potentially suitable habitat is present for the following species in Travis County for which impacts may occur, but no approved BMPs exist within the 2017 BMP PA. TPWD recommends TxDOT commit to implementing the following BMPs for this project to these species, some of which are already planned for implementation:

- Apply the full Bat BMPs as written in the 2017 BMP PA to the following additional species:
big brown bat, big free-tailed bat, eastern bat, hoary bat, Mexican free-tailed bat, tricolored bat
- Apply the full Terrestrial Reptile BMPs as written in 2017 BMP to the following additional species:
eastern box turtle, northern spot-tailed lizard, slender glass lizard, western box turtle
- Apply the plains spotted skunk BMP to the following additional species:
western hog-nose skunk, long-tailed weasel, mink, southern short-tailed shrew, and woodland vole
- Apply the Amphibian and Reptile BMPs as written in 2017 BMP PA to the following species:

Strecker's chorus frog

- 3) TPWD recommends surveying for rare plant species during flowering (usually the most advantageous time to observe many rare plant species) to determine if they occur within the project area. If SCGN plants are found within the project area, but outside the project footprint, please protect them with temporary barrier fencing and alert contractors to avoid disturbing the plants. If SCGN plants are found with the project footprint, please contact us at WHAB_TXDOT@tpwd.texas.gov to discuss options to seed bank or otherwise conserve populations prior to construction. Please submit records to the TXNDD for any SCGN plants found and copy our email address.
- 4) TxDOT and TPWD met with a Lakeway Citizens Group in December 2019 to discuss concerns of animal-vehicle conflict within the RM 620 project area. During the meeting, the citizen group presented the Lakeway Police Department data on the number of vehicle collisions with white-tailed deer. Their data showed that RM 620 was a roadway of known deer-vehicle conflict within Lakeway. TxDOT's Crash Records Information System (CRIS) database appears to show similar findings with a greater number of reported animal-vehicle collisions occurring on RM 620 compared to other city streets in Lakeway (RM 620 = 10, Lohman's Crossing = 1, and Lakeway Blvd = 2; using query that filters the first harmful event equal to animal for 2016 to 2020). TxDOT's CRIS data showed that animal-vehicle collisions on RM 620 occurred on a stretch between Dave Drive and Stewart Road. Several animal-vehicle collisions were concentrated within the northern section of the RM 620 project limits between Nightingale Lane and Stewart Road.

With the increased lanes and capacity being provided by this project along with the rolling topography and site distance constraints along portions of RM 620, TPWD has concerns about the ability for deer to move safely and that conflicts between deer and vehicles will increase within this area. Wildlife crossing structures with fencing are the most effective measure to reduce animal-vehicle collisions. These structures can include either a bridge or culvert that enable wildlife to safely cross over or under the roadway. Existing bridge and culverts can be retrofitted or modified to facilitate the passage of wildlife by the addition of fencing to direct wildlife to bridge or culverts, creating pathway or installing passage benches for wildlife movement, cleaning out debris material that impedes movement, or incorporating vegetative cover. Texas ranks third in the nation according to insurance claims involving animal-vehicle collisions with the cities of Austin and San Antonio having the highest number of animal-vehicle collisions. TPWD recommends retrofitting existing bridges and culverts to enhance wildlife passage within the project limits. The city of Lakeway has a high density of white-tailed deer and this project could serve as a model to take into account the guidance provided by TxDOT's recently completed study on the Incorporation of Wildlife Crossings into TxDOT's Projects and Operations (hereafter TxDOT's report). We understand that most existing structures may not provide retrofit opportunities for larger animals such as deer, which may need culverts of 8-ft x 8-ft for wildlife passage, but the bridge crossing at Bee Cave Parkway and the box culverts at SH 71 may offer potential opportunities to direct wildlife through these existing structures. TPWD is available to assist with the planning of any retrofits for this project area or any other future projects for the Lakeway area that may warrant this recommendation.

TPWD noted that TxDOT has included a proposed retaining wall on the western side of RM 620 along part of the stretch between Nightingale Lane and Stewart Road where most of the animal-vehicle collisions were reported in TxDOT's CRIS database. TPWD recommends that TxDOT consider the addition of an animal detection system to help alert drivers of this increased area with known animal-vehicle conflict. The animal detection system was one of four measures to reduce the number of animal-vehicle collisions in TxDOT's report by 80%. Other options that may be less effective in reducing the number of collisions include installing deer crossing warning signage. Signage with flashing lights or seasonal message boards rather than standard warning signs might be more effective to alert the traveling public of the potential to encounter deer in the roadway. Further, TPWD

recommends camera monitoring to assess wildlife passage in areas with proposed retaining walls and encourages TxDOT to collaborate with Lakeway Citizen Group in monitoring efforts. Monitoring will allow TxDOT to determine if the proposed retaining walls and other measures implemented have an impact of the number of deer-vehicle collisions. John Maresh discussed TxDOT efforts to document animal mortality with the Roadkill of Texas project on iNaturalist during the 2019 TxDOT Environmental Conference. It would be useful to collaborate with the Lakeway Citizen Group and the Lakeway Police Department to enter their data and any future data into the Roadkill of Texas project. Also, this project may also provide an opportunity to work with the TxDOT Maintenance Division where efforts could be focused on collecting carcass survey data along RM 620.

TPWD notes that TxDOT anticipates a reduction in operating vehicle speed on RM 620. Although the effectiveness of vehicle speed in reducing animal-vehicle collisions may be low, the reduction of the speed limit will allow drivers to have additional time and distance to react to wildlife in the roadway. Additionally, TPWD recommends that TxDOT consider the plant species in the re-vegetation of the ROW. Native species should be selected, but care should be taken to also select species that are less palatable to deer. Please contact TPWD for any assistance that we may provide on plant selection.

Listed below are webpages for references/resources on animal-vehicle conflict that may be useful for the district:

- TxDOT is a member of the Deer-Vehicle Crash Information Clearinghouse: <https://iowaltap.iastate.edu/deer-vehicle-crash-information-clearinghouse/>
- US State DOT Wildlife Crossing Structures Homepage (<https://transportation.libguides.com/c.php?g=849313&p=6075360>)
- Southeastern US DOT Wildlife Crossing Structure Homepage (includes TxDOT's research project on incorporating wildlife crossings and Roadkill of Texas): <https://transportation.libguides.com/c.php?g=849313&p=6075362>
- Wildlife-Vehicle Collision Reduction Study: Report To Congress: <https://www.fhwa.dot.gov/publications/research/safety/08034/08034.pdf>
- Montana Department of Transportation Wildlife Accommodation Process: https://www.mdt.mt.gov/other/webdata/external/research/DOCS/RESEARCH_PROJ/WAP/Final_Report.pdf
- Maine Audubon Terrestrial Wildlife Crossing Survey Report: [http://roadsandwildlife.org/data/files/Documents/Maine%20Audubon %20Maine%20Terrestrial%20Wildlife%20Crossings%20Survey%20Report %20Potential%20for%20Retrofitting%20Transportation%20.pdf](http://roadsandwildlife.org/data/files/Documents/Maine%20Audubon%20Maine%20Terrestrial%20Wildlife%20Crossings%20Survey%20Report%20Potential%20for%20Retrofitting%20Transportation%20.pdf)
- Deer-vehicle crash, ecological, and economic impacts of reduced roadside mowing: <https://intrans.iastate.edu/app/uploads/sites/10/2018/11/DVC-Mowing.pdf>
- Minnesota Department of Transportation Deer Crossing Signs: <http://www.dot.state.mn.us/trafficeng/signing/doc/deer-crossing-signs-informational-sheet.pdf>
- Online course from National Conservation Training Center on Innovative Approaches to Wildlife/Highway Interactions: <https://nctc.fws.gov/courses/csp/csp7089/index.html>

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

Sent: Friday, January 24, 2020 1:43 PM

To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>

Subject: RE: TxDOT Early Coordination_RM 620 Added Capacity Project (CSJ 0683-02-066)

Hi Suzanne,

I'm just following up on our coordination for this project. Can you give me the status?

Thanks,
Sonya

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

Sonya.Hernandez@txdot.gov

Office: 512-832-7096

From: Sonya Hernandez
Sent: Friday, December 20, 2019 3:22 PM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Subject: RE: TxDOT Early Coordination_RM 620 Added Capacity Project (CSJ 0683-02-066)

Ok, just FYI, our draft EA has been approved and we will be moving forward to a hearing on February 20th. You should see the e-mail announcement sometime in early February.

Thanks and happy holidays!
Sonya

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

Sonya.Hernandez@txdot.gov

Office: 512-832-7096

From: Suzanne Walsh [<mailto:Suzanne.Walsh@tpwd.texas.gov>]
Sent: Friday, December 20, 2019 3:07 PM
To: Sonya Hernandez <Sonya.Hernandez@txdot.gov>
Subject: RE: TxDOT Early Coordination_RM 620 Added Capacity Project (CSJ 0683-02-066)

Hi Sonya,

Thank you for your patience and I appreciate the responses to my questions. I wanted to let you know that I received the Lakeway data from Annie and will continue reviewing it when I return back to the office after the holidays. Hope you have a great holiday!

Thanks,
Suzanne

From: Sonya Hernandez <Sonya.Hernandez@txdot.gov>
Sent: Thursday, December 5, 2019 9:02 AM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Subject: RE: TxDOT Early Coordination_RM 620 Added Capacity Project (CSJ 0683-02-066)

Hi Suzanne,
Please see our responses to your questions below:

Has TxDOT done any surveys for golden-cheeked warbler?

We've identified potential habitat but have not done presence/absence surveys. For purposes of the Biological Evaluation, we assumed GCW presence in the habitat areas. We worked with the design engineers to avoid habitat areas, to the maximum extent practicable, through the use of alignment shifts and retaining walls.

The species impact table indicates that TxDOT will consult with the FWS for this project.

We plan to consult with the USFWS. The draft consultation document is in review at TxDOT right now and will be submitted to USFWS before the end of the year.

Has TxDOT coordinated with the City of Austin and Travis County as well?

We have not scheduled or held any meetings specifically with City of Austin or Travis County regarding the project. Letters and fliers were sent to the City of Austin and Travis County before the RM 620 open houses; however, we have not received any specific input from them. Our biologists, Andy and Dennis, have had informal discussions with some of the City of Austin BCP employees since the project is adjacent to their parcels but they did not voice any concerns because we are not taking ROW from those parcels.

Has TxDOT surveyed for rare plants in the project area?

Consultant biologists surveyed for rare plants during fieldwork conducted in April 2019. Approximately 1/3 of the parcels needed for ROW acquisition were accessible, and no rare plants were found during the surveys. No surveys were done at BCCP lands because no ROW would be acquired from those parcels.

Could you provide more information about the impacts from the bridge and culvert expansion at the unnamed tributary to Little Barton Creek?

The bridge at Bee Cave Parkway over the tributary to Little Barton Creek would not be modified as a result of the proposed project. There would be culvert extensions at the tributary where it crosses SH 71 (headwall work on the north side and extension on the south side), which would result in impacts to riparian vegetation.

Thanks,
Sonya

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

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

From: Suzanne Walsh [<mailto:Suzanne.Walsh@tpwd.texas.gov>]
Sent: Tuesday, November 26, 2019 4:30 PM

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

Subject: RE: TxDOT Early Coordination_RM 620 Added Capacity Project (CSJ 0683-02-066)

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.

Hi Sonya,

I am sorry for the delay in responding. I had a couple of questions about the project.

Has TxDOT done any surveys for golden-cheeked warbler? The species impact table indicates that TxDOT will consult with the FWS for this project. Has TxDOT coordinated with the City of Austin and Travis County as well?

Has TxDOT surveyed for rare plants in the project area?

Could you provide more information about the impacts from the bridge and culvert expansion at the unnamed tributary to Little Barton Creek?

Thanks,
Suzanne

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

Sent: Thursday, September 12, 2019 4:37 PM

To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>

Subject: RE: TxDOT Early Coordination_RM 620 Added Capacity Project (CSJ 0683-02-066)

Hi Suzanne,

You can download the files from our PI page here:

<https://www.txdot.gov/inside-txdot/projects/studies/austin/rm620-sh71-hudson-bend-rd.html>

Thanks,
Sonya

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

Sonya.Hernandez@txdot.gov

Office: 512-832-7096

From: Suzanne Walsh [<mailto:Suzanne.Walsh@tpwd.texas.gov>]

Sent: Thursday, September 12, 2019 4:34 PM

To: Sonya Hernandez

Subject: RE: TxDOT Early Coordination_RM 620 Added Capacity Project (CSJ 0683-02-066)

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.

Hi Sonya,

Could you send me a schematic for the project or tell me the file name if it's in ECOS?

Thanks,
Suzanne

Suzanne Walsh, Ph.D.
Transportation Conservation Coordinator
Wildlife Division – Wildlife Habitat Assessment Program
Texas Parks and Wildlife Department
4200 Smith School Road
Austin, TX 78744
Phone: (512) 389-4579

From: John Ney <John.Ney@tpwd.texas.gov>
Sent: Wednesday, August 21, 2019 3:35 PM
To: Sonya Hernandez <Sonya.Hernandez@txdot.gov>
Cc: Jessica Schmerler <Jessica.Schmerler@tpwd.texas.gov>; Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>; WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>; Laura Zebehazy <Laura.Zebehazy@tpwd.texas.gov>
Subject: RE: TxDOT Early Coordination_RM 620 Added Capacity Project (CSJ 0683-02-066)

Yes, I will reassign this one to Suzanne, the project ID number will remain the same.

Thank you,

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

From: Sonya Hernandez [<mailto:Sonya.Hernandez@txdot.gov>]
Sent: Wednesday, August 21, 2019 3:27 PM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>; John Ney <John.Ney@tpwd.texas.gov>
Cc: Jessica Schmerler <Jessica.Schmerler@tpwd.texas.gov>; Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Subject: RE: TxDOT Early Coordination_RM 620 Added Capacity Project (CSJ 0683-02-066)

Good afternoon John,

Yesterday, the Director of the TxDOT Natural Resources Section at ENV (Clover Clamons) notified us that we are supposed to identify the level of State or NEPA documentation we are doing in our coordination emails to you all. When I initially sent this over, I didn't know this was required and didn't identify that we are doing an Environmental Assessment (EA) under NEPA for this project. Apparently these reviews are supposed to be assigned to Suzanne Walsh. Can this review be reassigned?

Thanks,
Sonya

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

Sonya.Hernandez@txdot.gov

Office: 512-832-7096

From: WHAB_TxDOT [mailto:WHAB_TxDOT@tpwd.texas.gov]
Sent: Wednesday, August 21, 2019 11:44 AM
To: Sonya Hernandez
Cc: Jessica Schmerler
Subject: RE: TxDOT Early Coordination_RM 620 Added Capacity Project (CSJ 0683-02-066)

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.

The TPWD Wildlife Habitat Assessment Program has received your request and has assigned it project ID # 42378. The Habitat Assessment Biologist who will complete your project review is copied on this email.

Thank you,

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

From: Sonya Hernandez [<mailto:Sonya.Hernandez@txdot.gov>]
Sent: Monday, August 19, 2019 10:51 AM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Subject: TxDOT Early Coordination_RM 620 Added Capacity Project (CSJ 0683-02-066)

Good Morning,

I am sending information on the RM 620 Added Capacity Project, CSJ 0683-02-066, over for early coordination. This project, located in Travis County through Bee Cave and Lakeway, is federally funded with limits from State Highway (SH) 71 to Hudson Bend Road.

The proposed improvements would widen the existing 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 Caves Road.

The following attachments will be delivered via the TxDOT Drop Box with the same subject - TxDOT Early Coordination_RM 620 Added Capacity Project (CSJ 0683-02-066).

Please let me know if you have any questions.

Thanks,
 Sonya

RM 620 Added Capacity Project (CSJ 0683-02-066)		
TPWD Early Coordination File Index		
No.	Content	File Name
1	Tier I Site Assessment	2019.08.12_RM620_TierIForm.pdf
2	Tier I Site Assessment Attachments: Project Location Maps Project Photos EMST NDD USFWS Species List (03/2019) TPWD Species List (04/2019) Species Impact Table Edwards Plateau Species of Greatest Conservation Need	2019.08.12_RM620_TierI_Attachments.pdf

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

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



United States Department of the Interior

FISH AND WILDLIFE SERVICE
10711 Burnet Road, Suite 200
Austin, Texas 78758
512 490-0057
FAX 490-0974



March 6, 2020

Mr. Carlos Swonke
Director, Environmental Affairs Division
Texas Department of Transportation
125 East 11th Street
Austin, TX 78701-2483

Consultation Number: 02ETAU002020-I-0867

RE: RM 620 from State Highway 71 to Hudson Bend Road
CSJ 0683-02-066

Dear Mr. Swonke:

This responds to the Texas Department of Transportation's (TxDOT) February 12, 2020, letter, and attached Biological Evaluation (BE), requesting informal consultation on the proposed improvement to Ranch to Market (RM) 620 from State Highway 71 to Hudson Bend Road (proposed project) in Travis County, Texas. The proposed project length is 9.2 miles, which includes 8.0 miles of improvement along RM 620, 0.8 mile of improvements along SH 71 and 0.4 mile of improvements along Bee Cave Road. TxDOT submitted supporting documentation to the U.S. Fish and Wildlife Service (Service) requesting concurrence that the proposed project, may affect, but is not likely to adversely affect the Golden-cheeked warbler (*Setophaga chrysoparia*) (GCWA) species listed pursuant to the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*). No Critical habitat occurs within the proposed project area or action area.

Section 7 of the Act requires that all Federal agencies consult with the Service to ensure that the actions authorized, funded, or carried out by such agencies do not jeopardize the continued existence of any threatened or endangered species or adversely modify or destroy designated critical habitat of such species. The Federal Highway Administration (FHWA) assigned responsibility for compliance with the National Environmental Policy Act (NEPA) and all federal resource agency consultations, including section 7 formal consultations, to TxDOT in an MOU dated December 9, 2019 (23 U.S.C. 327). TxDOT has the authority to complete consultations under the MOU.

The proposed project would add three, 11-foot wide lanes in each direction, separated by an 18-foot wide raised median, with curb and gutter drainage. Bicycle and pedestrian accommodations would consist of a 10-foot wide shared-use path, where feasible. In constrained areas along the roadway, accommodations would consist of either an 8-foot wide shared-use path or a 6-foot wide sidewalk. The project covers approximately 9.2 miles of roadway along RM 620 between

State Highway 71 and Hudson Bend Road in Austin. The proposed project is expected to increase traffic capacity, improve mobility, and enhance safety in the area. The existing right of way (ROW) totals approximately 173 acres and an additional 40 acres of new ROW are needed for new the travel lanes, shared-use path (SUP), and storm water detention facilities. TxDOT proposed to construct the project in 3 phases (Phase 1 Lakeway Blvd to Hudson Bend Road; Phase 2 State Highway 71 to Flintrock Road; Phase 3 Flintrock Road to Lakeway Blvd.) however details for the construction of those phases has not been determined.

TxDOT defines the project area where direct impacts may occur as approximately 173 acres of existing ROW, 40 acres of newly acquired ROW, and 13 acres of driveway license areas totaling 233 acres. The Action Area includes an additional 300-foot buffer (to account for potential indirect effects, such as noise and activity, to habitat not immediately adjacent to the ROW), totaling 1,006 acres. Vegetation within the Project Area is representative to associations along the western side of the Edwards Plateau except for areas influenced by development. The Action Area is urbanized with commercial and suburban residential properties however; some remaining undeveloped properties not under conservation status remain.

The proposed project will include relatively shallow roadway excavation (36 inches or less) combined with deeper excavations for storm water detention basins and utilities. The direct effects associated with the proposed project will alter or remove approximately 5.3 acres of vegetation potentially used by the GCWA. Excavation is needed for construction activities including construction of roadway pavement section, ditches, water quality ponds, storm sewer, and utility relocation. TxDOT has designed the project to minimize impacts on the GCWA.

Species Information

The GCWA, a small migratory bird, breeds exclusively in the mixed Ashe juniper/deciduous woodlands of the Edwards Plateau, Lampasas Cut-Plain, and Llano Uplift regions of central Texas from March to August¹. In July, the GCWA migrates southward into the mountainous regions of southern Mexico and Central America. Typical nesting habitat is found in tall, dense, mature stands of Ashe juniper (*Juniperus ashei*) mixed with trees such as Texas (Spanish) oak (*Quercus falcate*), Lacey oak (*Quercus laceyi*), shin (scalybark) oak (*Quercus havardii*), live oak (*Quercus virginiana*), post oak (*Quercus stellata*), Texas ash (*Fraxinus texensis*), cedar elm (*Ulmus crassifolia*), hackberry (*Celtis occidentalis*), bigtooth maple (*Acer grandidentatum*), sycamore (*Acer pseudoplatanus*), Arizona walnut (*Juglans major*), escarpment cherry (*Prunus serotina* var. *eximia*), and pecan (*Carya illinoensis*)². This type of woodland generally grows in relatively moist areas such as steep-sided canyons, slopes, and adjacent uplands. A mix of juniper and deciduous trees on the slopes, along drainage bottoms, and in creeks and draws provide an ideal mix of vegetation for these birds. GCWAs can also be found in drier, upland juniper-oak (i.e., Texas oak, live oak, post oak, blackjack oak (*Quercus marilandica*) woodlands over flat topography. Vegetation within the project area does represent vegetative associations

¹ United States Fish and Wildlife Service. 2014. Golden-checked warbler 5 Year Review: Summary and Evaluation.

² Texas Parks and Wildlife. "Golden-cheeked Warbler leaflet".

https://tpwd.texas.gov/publications/pwdpubs/media/pwd_bk_w7000_0013_golden_cheeked_warbler.pdf

common to the Western side of the Edwards Plateau and those used by the GCWA include juniper (*Juniperus* spp), sumac (*Rhus* spp.), stool (*Dasyilirion* spp.), acacia (*Acacia* spp.), honey mesquite (*Prosopis glandulosa*), and ceniza (*Leucophyllum frutescens*). Generally, GCWAs require mature 15-foot tall trees with trunk diameters of over 5 inches for nesting. Habitat fragmentation and loss remain the most serious threats to the GCWA since habitat loss can result in direct population reductions and translates to small woodland patches. Within these small patches, brood parasitism and predation may intensify as a result of the increased proportion of habitat edge to interior area. When distance between patches is increased, recolonization of vacated habitat may be more difficult.

TxDOT has minimized the amount of habitat removal by:

- Avoiding impacts to Balcones Canyonlands Preserve (BCP) parcels located adjacent to the existing ROW
- Shifting of the roadway design, use of retaining walls, and removal of the buffer distance between the road and the SUP,
- Re-design of the Murfin Road intersection,
- Using retaining walls at locations to reduce edge effects.

Voluntary Conservation Measures

TxDOT will implement the following voluntary conservation measures (VCMs) for the project:

- Removal of woody vegetation in the potential habitat patches will be phased such that occurs outside of the breeding season (i.e., between September 15 and March 1),
- No new linear strips creating canopy gaps greater than 16 feet would be created,
- All vegetation removal in potential habitat will occur along existing edges, so no new edge habitat will be created,
- No temporary staging areas would be located within areas of GCWA habitat.

Analysis and Conclusions

The Project area is located within the Balcones Canyonlands ecoregion of the Edwards Plateau. The majority of the project area is urbanized where the understory has been cleared and most developed tracts are manicured or maintained. However, some undeveloped land does occur within the Action Area. TxDOT determined there to be 88.3 acres (35.6 acres of suitable habitat and 52.7 acres of marginal habitat) of potential GCWA habitat within the Action Area. Balcones Canyonlands Preserve (BCP) parcels provide suitable habitat for GCWA and occur adjacent to and adjoin the existing ROW along portions of the Project area. For this project, TxDOT was not able to conduct presence/absence surveys and therefore assumed that all potential GCWA habitat was occupied.

TxDOT suggests increases in noise during the construction phase would be temporary, of short duration, and could occur during the breeding season. Additionally, traffic noise is expected to increase over the long-term (2020 to 2040). Noise analysis for the Project indicates a one (1) decibel (dB) decrease to a two (2) dB increase compared to the existing noise levels in areas

where GCWA habitat is located. TxDOT believes the noise effects to be barely audible and insignificant due to the attenuating effects of GCWA habitat sloping away from the ROW.

The proposed project will involve the relocation of utilities currently within and adjacent to the existing ROW. TxDOT expects some of the utilities to be relocated within private easements, which may result in additional vegetation removal. Additionally, approximately 1,400 linear feet of utilities lie within private easements outside of the existing ROW and located within GCWA habitat. Should the relocations be necessary, TxDOT anticipates 0.8 acres of additional vegetation removal along the existing edges and would require ESA compliance with individual property owners.

In accordance with the Programmatic Consultation dated July 27, 2017, the Service agreed that specific project actions taken by TxDOT may effect, but are not likely to adversely affect the GCWA. Review of the RM 620 project indicates that the acquisition of an additional 40 acres for ROW usage lies outside of the confines of the Programmatic Consultation triggering an independent consultation. Otherwise, we believe TxDOT has maintained consistency with the Programmatic Consultation with regard to the RM 620 project with the cumulative removal of GCWA habitat limited to 5.3 acres (an average of 0.3 acre per habitat patch which remains less than the specified 2 acres in any given habitat patch).

Due to the VCMs and the avoidance and minimization measures proposed by TxDOT we concur with TxDOT's conclusion that the project may affect, but likely will not adversely affect *Setophaga chrysoparia* pursuant to section 7 of the Act. Therefore, no further endangered species consultation will be required unless: 1) the identified action is subsequently modified in a manner that causes an effect on a listed species or designated critical habitat; 2) new information reveals the identified action may affect federally protected species or designated critical habitat in a manner or to an extent not previously considered; or 3) a new species is listed or a critical habitat is designated under the Act that may be affected by the identified action. If new effects are identified in the future, the project proposal should be resubmitted to our office for further consideration.

If you have any questions, comments, or need additional information, please contact Ms. Donna Anderson at (281) 212-1505.

Sincerely,



Adam Zerrenner
Project Leader
Austin Ecological Services Field Office

cc: Clover Clamons, TxDOT ENV, Austin, TX (electronic)
Dennis Palafox, TxDOT ENV, Austin, TX (electronic)
Andy Blair, TxDOT-AUS, Austin, TX (electronic)

APPENDIX H
SECTION 4(F) DOCUMENTATION



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

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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:

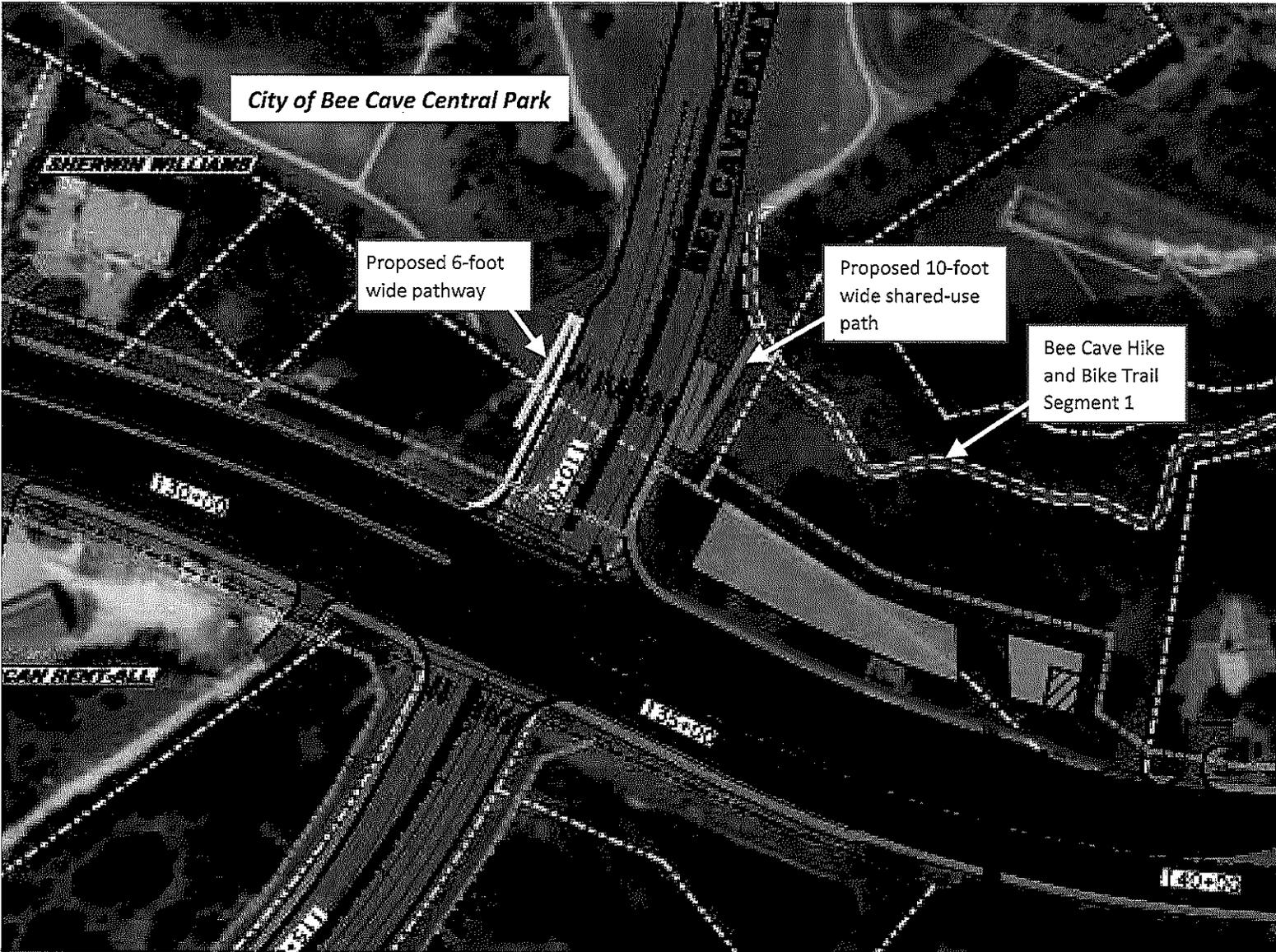
[http://environment.fhwa.dot.gov/\(S1vyep545s3wmhuubnvexkmm2\)/4f/index.asp](http://environment.fhwa.dot.gov/(S1vyep545s3wmhuubnvexkmm2)/4f/index.asp)

Conclusion

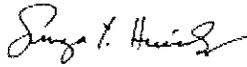
In accordance with 23 CRF 774.3(b), I hereby request your signed concurrence with the finding of no adverse effects. Furthermore, TxDOT determined that the proposed project activities meet the requirements of a *de minimis* finding under Section 4(f).

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

RM 620 Project
Proposed Improvements within City of Bee Cave Central Park



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: <u>Lanie Marcotte, P. Engineer</u>	DATE: <u>2-10-2020</u>
<small>[Insert Name and Title of Official with Jurisdiction]</small>	

APPENDIX I
COMMENT/RESPONSE MATRICES
FROM PUBLIC MEETINGS AND PUBLIC HEARING

**RM 620 South (SH 71 to Hudson Bend Road)
Comment/Response Matrix
Open House – Oct. 10, 2018**

Comment Number	Commenter Name	Date Received	Source	Comment	Response
1	Ann Smith	10/10/2018	Comment Form	I feel traffic congestion could be alleviated at Lohman's Crossing and 620 by making the 3rd lane approaching Lohman's Crossing from the North right turn only, and having a continuous right turn over (?? word illegible) from Lohman's Crossing onto 620 South into the 3rd lane south of the intersection.	Comment noted. The project team is studying current and future traffic volumes and movements to determine the optimum layout configurations for turn lanes and access that will improve safety and mobility along RM 620 South.
				Adding a bicycle lane to 620 would be very dangerous. Bicyclists should be encouraged to use smaller streets, or have designated bike paths not on the highway. The existing bike lanes are perilous at best, and when they cross a right turn lane, both the bicyclist and motorist are at risk.	As shown in schematics at the October 10 open house, the current idea is to enhance bicyclist and pedestrian safety along RM 620 South by adding a 10-foot continuous bicyclist/pedestrian shared-use paths on both sides of the corridor. The shared-use paths would be separated from the vehicle travel lanes. We will coordinate with local officials and their plans to develop bicyclist/pedestrian paths in the area to make sure they are compatible with local plans and promote safety. The shared-use paths along RM 620 South would be crossed by driveways constructed for vehicular traffic, including emergency vehicles.
2	Art Losoya	10/10/2018	Comment Form	I recently purchased the property at [REDACTED] I plan to update the existing car wash with new equipment & reopen under new/my management. The concern I have is with the amount of space that is proposed to be used as ROW. I need maximum amount of space to stack cars in the driveway as they exit the car wash. The current plan is to use almost all of the existing driveway which will virtually shut down my business! The solution is either to add wastewater connection so I can push the building back or leave driveway as is. Can TxDOT support adding wastewater connection? Thank you for your time! [REDACTED]	The right of way needs for safety and mobility improvements to RM 620 South have not yet been determined. We realize right of way information is of critical importance to adjacent property owners and businesses, but the detailed engineering studies on improvements to this section of RM 620 are in the early stages. More right of way information will be available to the public in coming months. The right of way purchase procedure is governed by state and federal law and includes a formal appraisal process, a negotiation process and – if applicable – a relocation assistance program. TxDOT must wait on detailed discussions with individual property owners until additional information regarding right of way needs is developed.
3	Bob Laws	10/10/2018	Comment Form	I am requesting that you strongly consider a light in front of the post office (Lakeway). Many accidents have occurred there. Across from the post office is Chicken Express, Valero Gas Station, and 34,000 sq. ft. of rental space, Dogtopia Pet Handling which is a drop off of pets and Champions Training of gymnastics. A lot of traffic to not be able to turn left onto 620 for mothers and children. Thanks. [REDACTED]	The project team is studying current and future traffic volumes and movements to determine the optimum layout configurations for turn lanes and access that will improve safety and mobility along RM 620 South. The location and operation of existing traffic signals is also being evaluated to determine where improvements may be considered. The evaluation will consider the number of vehicles and pedestrians currently using intersections along the corridor. The team also considers the layout of the intersection, development in the area, delays experienced by motorists during peak hours, average vehicle speeds, future road construction plans and the number and types of recorded traffic crashes.
4	Cathy Heyman	10/13/2018	Email	Hi, Mr. Tamez, It was a pleasure to meet and talk with you at the Lakeway Activity Center Open House last week. Since the meeting, I've been giving some thought to the changes described. Here are my hopes: 1) Make an alternative entrance to the Lake Travis High School that is not on 620 at all. The log jams that occur when school begins and ends would be avoided and the young drivers would be safer without having to negotiate such heavy traffic on a major thoroughfare. I sit in traffic for a mile or more on either side of the school that is a direct result of the student's comings and goings. I suspect this would require an alternative street behind the high school. How that's accomplished, I leave to you, but doing so will make you a hero of us older folks who no longer have children in the school system and so struggle with seeing the reward for the sacrifice of yielding to youth.	We appreciate your comments and input. Beyond the RM 620 corridor and associated right of way, TxDOT does not have any development approval authority. But we will pass this issue to the appropriate local governments although Lake Travis High School is not in either the City of Lakeway or Bee Cave.

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				<p>2) Rather than this enormous 10-lane expansion, might there be more attractive and safe ways to enable people to access the shopping centers on either side of 620? It's hard to turn out of parking lots into speeding traffic, for instance, from the veterinary clinic near the entrance to Lakeway, or from the Lakeway shopping center just before the light into Lakeway coming from the dam. Sorry, don't know east/west/north... My hope is that "feeder" or "access" roads can be constructed that enable people to leave the busy, fast lanes of 620 in order to access the many businesses on either side. I grew up in Houston and am used to feeder roads. It's possible to make them attractive.</p> <p>In summary, what stands out to me as problems are congestion (1) and difficulty maneuvering off and on 620 from businesses (2). I'm afraid the increased congestion has made the present solution of "chicken lanes" yet another problem.</p> <p>Thank you for listening. Warm regards, Cathy [REDACTED]</p>	<p>We appreciate your comments and input. As noted in the previous RM 620 feasibility study, the proposed project will provide mobility and safety benefits by widening the existing four-lane divided rural roadway into a six-lane divided urban roadway with a raised median and continuous bicycle/pedestrian shared-use path along the corridor. Hence the "chicken lanes" will be replaced with raised medians. The construction of access roads would require significant additional ROW, resulting in the elimination of commercial property on one or both sides along much of RM 620. This would be prohibitively expensive and have severe impacts on the community.</p>
5	Celia Osborne	10/10/2018	Comment Form	<p>Thank God you are ridding us of the middle "suicide" lane. People are using it to dash into HEB exist and not use the light. Sometimes it is very challenging to merge off the middle lane. Those white divider sticks are very dangerous and distracting especially around Oak Grove and Primrose School.</p>	<p>Thank you. Comment noted. Throughout the corridor, there are many driveways and cross streets that intersect RM 620. This results in numerous left-turns along RM 620 and contributes to its high crash rate.</p> <p>Even driveways designated as right in/out are frequently ignored by drivers who make illegal left turns and causing a serious safety problem. The existing continuous left-turn lane runs down the center of the entire RM 620 corridor. It is heavily used but provides little opportunity for turning movements. It also used as an acceleration/deceleration lane, which frequently leads to conflicting uses and a growing number of crashes.</p> <p>To improve safety, TxDOT is considering replacing the continuous left-turn lane with a raised median. A raised median will allow for safer left turns by controlling the locations where turns are allowed. It would also allow for a better traffic flow along RM 620 by reducing the conflict points for vehicles from the existing continuous left-turn lane. Replacing existing continuous left-turn lanes with raised medians has been shown to reduce the number and severity of crashes.</p> <p>Locations where left-turns will be allowed has yet to be determined and will be included as part of the extensive public outreach effort for the project.</p>

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
6	Christine Columbus - on behalf of Terrence Irion	10/17/2018	Email	<p>See 2-page letter addressed to Terry McCoy in Attachment D of the RM 620 South Open House Summary Report for full comment text.</p> <p>Good afternoon, Please find the above referenced document per Terry Irion. Should you have any questions, please do not hesitate to contact Terry at [REDACTED] or at [REDACTED].</p> <p>Thank you, Christine Columbus Legal Assistant Sprouse Shrader Smith PLLC</p>	<p>Thank you for your comments and input. The project team is in communication with the City of Bee Cave regarding the City's pedestrian/biking trail and also a conceptual future pedestrian bridge. With respect to your comment regarding buried power lines, see Attachment E-5 of the RM 620 South Open House Summary Report for TxDOT response to Terrence Irion.</p>
7	Christopher Levy	10/15/2018	Email	<p>In reviewing this study, I have concerns around why the Steiner Ranch Area is being prioritized over the much faster growing Lakeway 620 - 71 Corridor. Does this study take into account the extreme growth rate of Lakeway on 71 and the therefore increased demand on 620 in front of Lakeway?? Why not work the problem from both ends?</p>	<p>Dear Mr. Levy: Although it may not be evident, we are working all areas of RM 620. We are about to start construction on the 620/2222 bypass to address congestion at 2222; we have a funded project to improve 620 from SH 71 to Oak Grove from its current five lanes to a six lane raised median divided roadway which will be under construction by 2022; and we are developing an implementation plan to chart the expansion of 620 from 2222 to 183.</p> <p>These are all quite complicated and expensive projects which we are moving as quickly as the process and funding allow. We fully understand the safety and congestion concerns all along 620 and will continue to pursue remedies. We ask your continued patience as improvements in congested areas are far more complicated than they appear.</p> <p>Thank you. Feel free to contact me if you have further questions. Bruce Byron Public Engagement Officer Austin District</p>

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
				<p>Bruce, Thanks for your follow up. My comments inline below. Regards, CL</p> <p><i>Dear Mr. Levy: Although it may not be evident, we are working all areas of RM 620. We are about to start construction on the 620/2222 bypass to address congestion at 2222;</i> [<CL>] This doesn't do much for the section of 620 in front of Lakeway though. But we understand the issues here.</p> <p><i>we have a funded project to improve 620 from SH 71 to Oak Grove from its current five lanes to a six lane raised median divided roadway which will be under construction by 2022; and we are developing an implementation plan to chart the expansion of 620 from 2222 to 183.</i></p> <p>[<CL>] Same comment here. Both of these efforts are for communities outside of Lakeway. I guess I am struggling with why the Lakeway section of 620 is seemingly going to stay untouched. We really need some relief as well. These efforts you describe, no offense, are addressing communities with much smaller tax proceeds to the state and county as well. How did Lakeway get prioritized so low in these efforts? Without some relief, the continued traffic is going to decrease the viability of our extremely popular and well known and successful School District as well.</p> <p><i>These are all quite complicated and expensive projects which we are moving as quickly as the process and funding allow. We fully understand the safety and congestion concerns all along 620 and will continue to pursue remedies. We ask your continued patience as improvements in congested areas are far more complicated than they appear.</i> [<CL>] It just seems your priorities are every but Lakeway. That concerns me. I feel like you should provide equal relief to all corners of the County and not just the ones you want to see built up.</p>	<p>I'm sorry, I must not be clear. The widening of 620 from SH 71 to Oak Grove Blvd includes ALL of the Lakeway City limits. It is currently undergoing environmental review and then design and is fully funded for construction. We had an open house last week in Lakeway to discuss the project and will have another one to display details of our right of way requirements as the proposed improvements will not fit in the existing right of way. I will ask our consultant to place you on our contact list. I hope this helps. Regards, Bruce</p>
				<p>Bruce, So noted. I missed the open house unfortunately. This is very reassuring then to hear. I thought you were referring to Oak Hill by chance. So in this case does that mean people with businesses along the Lakeway 620 Corridor have to take a haircut on their driveways and parking lots? Thanks again for the response. CL</p>	<p>Yes, there will be impact to local businesses. A lot will depend on any revised alignment. How much we don't know and will present in detail in our next open house sometime in February/March timeframe. -Bruce <i>(the next open house is tentatively scheduled for early 2019)</i></p>

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
8	D. Daves	10/10/2018	Comment Form	The overdevelopment of the area has led to this situation. We need to be aware of people cycling & animals crossing. Take all into consideration.	<p>TxDOT does not have any development approval authority, but we continue to work with local officials to address the transportation needs of the rapidly growing RM 620 corridor.</p> <p>As shown in schematics at the October 10 open house, the current idea is to enhance bicyclist and pedestrian safety along RM 620 South by adding a 10-foot continuous bicyclist/pedestrian shared-use paths on both sides of the corridor. The shared-use paths would be separated from the vehicle travel lanes. We will coordinate with local officials and their plans to develop bicyclist/pedestrian paths in the area to make sure they are compatible with local plans and promote safety. The shared-use paths along RM 620 South would be crossed by driveways constructed for vehicular traffic, including emergency vehicles.</p>
9	Dennis Hogan	10/10/2018	Comment Form	1. RE: Raised median & sidewalks – Because 620 is our only ingress/egress North & South, in the event of wildfire and or major traffic accident or tie up, the sidewalks should be built to a spec. to carry the weight of all emergency equipment. Fire trucks, ambulance, police, and towing vehicles.	<p>As shown in schematics at the October 10 open house, the RM 620 project includes adding an additional travel lane in each direction. Building sidewalks capable of handling emergency vehicles would be the equivalent to adding two more lanes which would require significant additional ROW. This would result in greater impacts to adjacent property and utility owners, and would be prohibitively expensive.</p>
				2. The raised median will stop many of the left turn traffic coming out of The Oaks Shopping Center headed north (from Main St. to Lakeway Blvd.). It will also cause a real problem for the subdivision on the east side of 620 along that same stretch. The traffic light @ Dave & 620 is already causing a backup of traffic on Dave trying to access 620 as the road way of Dave is constricted by private property.	<p>Throughout the corridor, there are many driveways and cross streets that intersect RM 620. This results in numerous left-turns along RM 620 and contributes to its high crash rate.</p> <p>Even driveways designated as right in/out are frequently ignored by drivers who make illegal left turns and causing a serious safety problem. The existing continuous left-turn lane runs down the center of the entire RM 620 corridor. It is heavily used but provides little opportunity for turning movements. It also used as an acceleration/deceleration lane, which frequently leads to conflicting uses and a growing number of crashes.</p> <p>To improve safety, TxDOT is considering replacing the continuous left-turn lane with a raised median. A raised median will allow for safer left turns by controlling the locations where turns are allowed. It would also allow for a better traffic flow along RM 620 by reducing the conflict points for vehicles from the existing continuous left-turn lane. Replacing existing continuous left-turn lanes with raised medians has been shown to reduce the number and severity of crashes.</p> <p>Locations where left-turns will be allowed has yet to be determined and will be included as part of the extensive public outreach effort for the project.</p>
10	Diane B. Hyatt	10/10/2018	Comment Form	This project is behind the curve as far as overdeveloped was allowed without proper transportation/traffic studies. The roads are overcrowded and dangerous.	TxDOT does not have any development approval authority, but we continue to work with local officials to address the transportation needs of the rapidly growing RM 620 corridor.
				Careful planning and a real alternatives analysis is needed to find a good fit. However, if development continues unrestrained, no roadway will be sufficient.	The Project Team will consider a variety of methods to improve safety and mobility along RM 620 South and public involvement will be critical in a successful planning and analysis process.

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
11	Doug Cota	10/10/2018	Comment Form	Please don't take all the parking at [REDACTED] Lots of land on the other side of 620. You will kill our businesses that have been there for years. I know you own the right of way but it would kill us. Thanks, Doug	The right of way needs for safety and mobility improvements to RM 620 South have not yet been determined. We realize right of way information is of critical importance to adjacent property owners and businesses, but the detailed engineering studies on improvements to this section of RM 620 are in the early stages. More right of way information will be available to the public in coming months. The right of way purchase procedure is governed by state and federal law and includes a formal appraisal process, a negotiation process and – if applicable – a relocation assistance program.
12	Eric Oler	10/10/2018	Comment Form	(Imagine Center) My building has a large detention pond up by the highway. Our property has a dangerous driveway to get on to 620 (W). It is hopeful that you will put in a red light as people frequently have accidents there when exiting the property. I have almost had "20" head on collisions exiting the property just in the last 2 years. [REDACTED]	The right of way needs for safety and mobility improvements to RM 620 South have not yet been determined. We realize right of way information is of critical importance to adjacent property owners and businesses, but the detailed engineering studies on improvements to this section of RM 620 are in the early stages. More right of way information will be available to the public in coming months. The right of way purchase procedure is governed by state and federal law and includes a formal appraisal process, a negotiation process and – if applicable – a relocation assistance program. Detention basin volume will be mitigated for if it is determined that a portion of the basin will be need to be acquired for the safety and mobility improvements. The project team is studying current and future traffic volumes and movements to determine the optimum layout configurations for turn lanes and access that will improve safety and mobility along RM 620 South. The location and operation of existing traffic signals is also being evaluated to determine where improvements may be considered. The evaluation will consider the number of vehicles and pedestrians currently using intersections along the corridor. The team also considers the layout of the intersection, development in the area, delays experienced by motorists during peak hours, average vehicle speeds, future road construction plans and the number and types of recorded traffic crashes.
13	Gerald Abbott	10/10/2018	Comment Form	I have been here 4 years. I have never seen such discourteous drivers. Lower the speed limit on 620. I never see a State Patrol on 620. Sometimes I am traveling on 620 and someone will come around me like a shot and cut in front of me within two feet of my bumper without signaling. If you are at all cautious about turning left by going into the turning lane they will come by you within inches of your car. I am very careful. I look front and back so as not to confront these terrible drivers. In Minnesota all of our kids take drivers' education at the school at nominal cost. Here you go to private schools at great cost. It is interesting to see the priorities. You will never solve these problems with asphalt. It is driver competence and courtesy. I drive like I am on my last trip back before I get killed.	We agree with you on the importance of driver courtesy and responsibility on traffic safety. TxDOT's "Be Safe. Drive Smart." public awareness campaign is aimed at saving lives and reducing crashes. Information about the campaign can be found online at: https://www.txdot.gov/driver/share-road/be-safe-drive-smart.html . TxDOT's Traffic Safety Division develops safety initiatives aimed at reducing fatalities and serious injuries from motor vehicle crashes. Numerous traffic safety resources can be found online at: https://www.txdot.gov/inside-txdot/division/traffic.html . In determining speed limits for RM 620 South, TxDOT's goal is to set limits that maximize safety and are respected and obeyed by motorists. By state law, the posted speed limit cannot be set arbitrarily and requires traffic and engineering studies performed to strict standards to justify a posted speed limit. Based on those studies, speed limits on state highways may be set by the Texas Transportation Commission or by a city if the highway is within city limits. The design speed for the existing RM 620 roadway is 55 mph. The selected design speed for the RM 620 improvements is 45 mph, a reduction of 10 mph. The design speed is different than the posted speed limit. However, the lower design speed is expected to translate to determination of a lower posted speed limit.

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
14	James Nelson	10/10/2018	Email	<p>Subject: TXDOT 'Lakeway' RM620 Planning</p> <p>Thanks for taking a bit of your time this evening to talk about the planning process for improving mobility RM 620 South. Though we are not the largest municipality impacted by the current status and efforts to improve the route - our City Government has the obligation to be sure our residents are adequately informed. I registered at the event as an 'elected official', but wanted to reach out to you in order to be sure that we are on the list of key officials that are regularly updated and also asked for input. If you would, please add our City Manager and Mayor to that list as well.</p> <p>Wendy Smith May, [REDACTED] Eric Ovlen (Mayor), [REDACTED]</p> <p>Thank you, James Nelson Council Member/Treasurer The Village of The Hills [REDACTED] [REDACTED] [REDACTED] www.villageofthehills.org</p>	<p>Thank you for your comments and we appreciate your input. The City Manager and Mayor have been added to the contact list for this project</p>
15	Janet Ross	10/10/2018	Comment Form	<p>We live @ [REDACTED] on your map (our driveway is @ [REDACTED])</p> <p>1. We want access to both directions of travel from our driveway.</p>	<p>Throughout the corridor, there are many driveways and cross streets that intersect RM 620. This results in numerous left-turns along RM 620 and contributes to its high crash rate.</p> <p>Even driveways designated as right in/out are frequently ignored by drivers who make illegal left turns and causing a serious safety problem. The existing continuous left-turn lane runs down the center of the entire RM 620 corridor. It is heavily used but provides little opportunity for turning movements. It also used as an acceleration/deceleration lane, which frequently leads to conflicting uses and a growing number of crashes.</p> <p>To improve safety, TxDOT is considering replacing the continuous left-turn lane with a raised median. A raised median will allow for safer left turns by controlling the locations where turns are allowed. It would also allow for a better traffic flow along RM 620 by reducing the conflict points for vehicles from the existing continuous left-turn lane. Replacing existing continuous left-turn lanes with raised medians has been shown to reduce the number and severity of crashes.</p> <p>Locations where left-turns will be allowed has yet to be determined and will be included as part of the extensive public outreach effort for the project.</p>

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
				2. TRAFFIC heading SOUTH enters the existing turn lane to turn left on Gen. Wmson. Drive early, posing a hazard to us when we are travelling North & want to turn left into our driveway.	The project team is studying current and future traffic volumes and movements to determine the optimum layout configurations for turn lanes and access that will improve safety and mobility along RM 620 South. The location and operation of existing traffic signals is also being evaluated to determine where improvements may be considered. The evaluation will consider the number of vehicles and pedestrians currently using intersections along the corridor. The team also considers the layout of the intersection, development in the area, delays experienced by motorists during peak hours, average vehicle speeds, future road construction plans and the number and types of recorded traffic crashes. The safety and mobility improvements provided by the proposed median will require motorists to adjust to a new way of accessing properties by performing U-turns at defined cross-over locations.
				3. NOISE is increasing with increased traffic. What can you do to provide noise mitigation?	A traffic noise analysis study, in accordance with federal and state laws and procedures, will be conducted as part of the effort to improve RM 620 South. Generally, a traffic noise analysis consists of field studies, prediction of future traffic noise levels for proposed roadway alternatives, and identification of impacted noise locations. If traffic noise impacts are expected to occur at one or more receivers, noise abatement measures will be considered to mitigate the traffic noise impacts.
16	Kathy Strimple	10/10/2018	Comment Form	(HEB) We recently opened a new grocery store in Lakeway, at [REDACTED]. The company's investment here was significant including offsite public infrastructure to ensure a successful business. I have two major concerns with the proposed project. First, we depend on customer access from RR 620, and will need to retain full access at this location. Second, we have improvement located close to the ROW line at RR 620. Any taking from our property would eliminate our car wash and prohibit access for fuel deliveries to our fuel station. Both are vital to the success of our store. ROW should be obtained from the other side of the road, or the cross section modified to fit within existing ROW. And our access should remain as it is today.	<p>The right of way needs for safety and mobility improvements to RM 620 South have not yet been determined. We realize right of way information is of critical importance to adjacent property owners and businesses, but the detailed engineering studies on improvements to this section of RM 620 are in the early stages. More right of way information will be available to the public in coming months. The right of way purchase procedure is governed by state and federal law and includes a formal appraisal process, a negotiation process and – if applicable – a relocation assistance program.</p> <p>Throughout the corridor, there are many driveways and cross streets that intersect RM 620. This results in numerous left-turns along RM 620 and contributes to its high crash rate.</p> <p>Even driveways designated as right in/out are frequently ignored by drivers who make illegal left turns and causing a serious safety problem. The existing continuous left-turn lane runs down the center of the entire RM 620 corridor. It is heavily used but provides little opportunity for turning movements. It also used as an acceleration/deceleration lane, which frequently leads to conflicting uses and a growing number of crashes.</p> <p>To improve safety, TxDOT is considering replacing the continuous left-turn lane with a raised median. A raised median will allow for safer left turns by controlling the locations where turns are allowed. It would also allow for a better traffic flow along RM 620 by reducing the conflict points for vehicles from the existing continuous left-turn lane.</p> <p>Locations where left-turns will be allowed has yet to be determined and will be included as part of the extensive public outreach effort for the project.</p>

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
17	Kerry Keller	10/10/2018	Comment Form	(Austin Engineering Co., Inc.) Stx. – 483+00 to 486+00 we will need median break to allow heavy haul truck to enter & depart from either direction. Thank you. [REDACTED]	<p>Throughout the corridor, there are many driveways and cross streets that intersect RM 620. This results in numerous left-turns along RM 620 and contributes to its high crash rate.</p> <p>Even driveways designated as right in/out are frequently ignored by drivers who make illegal left turns and causing a serious safety problem. The existing continuous left-turn lane runs down the center of the entire RM 620 corridor. It is heavily used but provides little opportunity for turning movements. It also used as an acceleration/deceleration lane, which frequently leads to conflicting uses and a growing number of crashes.</p> <p>To improve safety, TxDOT is considering replacing the continuous left-turn lane with a raised median. A raised median will allow for safer left turns by controlling the locations where turns are allowed. It would also allow for a better traffic flow along RM 620 by reducing the conflict points for vehicles from the existing continuous left-turn lane. Replacing existing continuous left-turn lanes with raised medians has been shown to reduce the number and severity of crashes.</p> <p>Locations where left-turns will be allowed has yet to be determined and will be included as part of the extensive public outreach effort for the project.</p>
18	Kim Millikan	10/10/2018	Comment Form	<p>Spend a couple of days on 620 from early morning thru evening commute and you will easily identify problems:</p> <ul style="list-style-type: none"> • Too many driveways • Too many left turns • Too congested • No connectivity between centers/businesses except 620. Parking lots don't connect! <p>Aside (not important) \$ spent on "beautifying" the wall between Lohman's Spur & Flintrock was a waste of \$!</p>	<p>Comment noted. In addition to using previously collected traffic and crash data, the project team is spending time along the corridor to study and observe traffic and access patterns during both peak and off-peak time periods. TxDOT is committed to working with local officials to address the safety and mobility needs of the rapidly growing RM 620 corridor.</p>
19	Lindsey Oskoui	10/10/2018	Comment Form	<p>(Director of Planning & Development, City of Bee Cave)</p> <ul style="list-style-type: none"> • Bee Cave's Hike & Bike Connectivity Plan contemplates a pedestrian bridge in the vicinity of Bee Cave Pkwy. & Ranch Road 620 • Buried power lines would be consistent with code requirement for power lines on privately developed property in Bee Cave • City had nearly completed a 10' multi-use path from Falconhead Blvd. to Bee Cave Central Park roughly parallel to, but offset from 620 in the vicinity of the creek, intend to extend it from Falconhead Blvd. to high school 	<p>As shown in schematics at the October 10 open house, the current idea is to enhance bicyclist and pedestrian safety along RM 620 South by adding a 10-foot continuous bicyclist/pedestrian shared-use paths on both sides of the corridor. The shared-use paths would be separated from the vehicle travel lanes. We will coordinate with local officials and their plans to develop bicyclist/pedestrian paths in the area to make sure they are compatible with local plans and promote safety. The shared-use paths along RM 620 South would be crossed by driveways constructed for vehicular traffic, including emergency vehicles.</p> <p>With respect to your comment regarding buried power lines see Attachment E-5 of the RM 620 South Open House Summary Report for TxDOT response to Terrence Irion.</p>
20	Lynn Kirchenbauer	10/11/2018	Comment Form	<p>I liked the self-serve aspects of the gathering. The placards were great and the maps of RR 620 on the tables were excellent. Much better than people sitting in rows, listening to a speaker and raising their hands to report their issues with that road! One suggestion: None of the electronic signs said that the open house was for TxDOT. More people may have shown up had they known the topic for the open house. Thank you!</p>	<p>Thank you. Comment noted.</p>

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21	Mark Woodruff	10/10/2018	Comment Form	The new median in front of Walgreens is very dangerous. Because it is raised, but the spaces for drainage cause tires to be jerked and cars to careen across traffic. Suggestion: Median with a smooth top and holes for drainage.	The anticipated improvements would replace the current median in this limited area which has drainage slots, with a wider surfaced raised median without slots. The proposed improvements would include an enclosed storm drain system. Curb inlets would be placed along the inside median curb or outside curb, to capture stormwater runoff from the roadway, thus eliminating the need for drainage slots.
22	Martin Boyer	10/10/2018	Comment Form	I am a business owner in Lakeway with great concerns about how this project could end up affecting me. The proposed improvement project stands to adversely affect any business even threatening to put it out of business. It is a family-owned boat dealership on a 5.5 acre parcel w/desirable Hwy 620 frontage on the west side of the Hwy. Since 1984 when we built our showroom we have always had frontage access. This critical access has given us the necessary ability to bring our showroom display boats in and out of our new boat showroom. The door is located on the west facing side of the building that we use to access the building when we need to rotate the inventory displayed. Under the current project proposal I would no longer have access to the frontage that is proposed as a pedestrian/bike lane. This would put me out of business immediately and make our showroom hostage to these changes. We would no longer be able to rotate inventory in or out of our showroom rendering our most prestigious & lucrative building absolutely worthless. This would drive us out of business almost immediately.	The right of way needs for safety and mobility improvements to RM 620 South have not yet been determined. We realize right of way information is of critical importance to adjacent property owners and businesses, but the detailed engineering studies on improvements to this section of RM 620 are in the early stages. More right of way information will be available to the public in coming months. The right of way purchase procedure is governed by state and federal law and includes a formal appraisal process, a negotiation process and – if applicable – a relocation assistance program.
23	Martin Boyer	10/10/2018	Email	<p>Hector, I'm following up the conversation we had at the TX DOT open house this evening at the Lakeway Activity Center. It's critical that all the important decision makers on this expansion project are fully informed and able to consider the potential impact it represents on my business.</p> <p>As a boat dealer we require almost daily access to the highway frontage for the purpose of rotating out showroom display inventory (boats). I'm very nervous about the proposed expansion as it relates to this fact. As it is proposed it stands to completely prevent us in a very adverse way from being able to successfully rotate our showroom inventory. The current proposal will literally cripple our business and stands to even put us out of business.</p> <p>I'd appreciate you putting me in contact with David who you said administers TX DOTs right-of-way considerations. I'm hopeful that by discussing my concerns now he and I might both have the full benefit of time in order to fully consider the implications of this project on my property and my business.</p> <p>Thank you in advance for your time. -Martin Boyer</p>	<p>Hello Mr. Boyer,</p> <p>I spoke with David and he told me that since we do not know if we will need any of your property, it is premature to discuss it. As soon as we determine whether we need any of your property, we will discuss with you what can be done. I copied Brock Miller who is our consultant working on this project.</p> <p>Thank you, Hector R. Tamez, P.E. Transportation Engineer Advanced Project Development Austin District</p>

**RM 620 South (SH 71 to Hudson Bend Road)
Comment/Response Matrix
Open House – Oct. 10, 2018**

Comment Number	Commenter Name	Date Received	Source	Comment	Response
24	Nancy Stokes Hearn & Steve Hearn	10/10/2018	Comment Form	Hearn Co., LLC. We are located at [REDACTED] We operate Stokes Sign Company. We are concerned about losing our parking for our business and the businesses in our office park. Station 270 the corner of Glen Heather and 620. If we are unable to provide parking for our customers, our employees and our tenants, we will not be able to operate our business.	The right of way needs for safety and mobility improvements to RM 620 South have not yet been determined. We realize right of way information is of critical importance to adjacent property owners and businesses, but the detailed engineering studies on improvements to this section of RM 620 are in the early stages. More right of way information will be available to the public in coming months. The right of way purchase procedure is governed by state and federal law and includes a formal appraisal process, a negotiation process and – if applicable – a relocation assistance program.
25	No Name	10/10/2018	Comment Form	Concerned that more 620 traffic S.W. bound will use Lakeway as a “short cut” to SH 71 west of Bee Cave. A large volume of commercial & private traffic already is doing this. How might TxDOT work with Lakeway, Bee Cave, and other 620 accessed communities to limit as best possible such “short cut” traffic? [REDACTED]	TxDOT does not have any development approval authority, but we continue to work with local officials to address the transportation needs of the rapidly growing RM 620 corridor. Cut through traffic is frequently a problem when highways become congested. TxDOT's role is to increase the capacity of the highway to lessen congestion. We are happy to work with the local governments but local roads and land use are their jurisdiction.
26	No Name	10/10/2018	Comment Form	At [REDACTED] currently not able to take a left (west) direction (legally). Request configuration of entry/exit to allow for a left turn out of the sub-division (Canyons at Lake Travis).	This location is beyond the limits of the proposed improvements (SH 71 to Hudson Bend), but TxDOT is aware of this problem. Scenic Overlook Trail was required to be a right in/out intersection because the sight lines make it unsafe for either left turns or traffic signals. The Austin District Traffic Section is looking at this area and we have referred this concern to them.
27	No Name	10/10/2018	Comment Form	The ingress/egress for Scenic Overlook Trail, Cloudy Ridge, and Mansfield Dam Road is dangerous and deserves careful consideration. There is a gate that could be taken down to allow Scenic Overlook Trail and neighborhood to use Cloudy Ridge or vice versa.	This location is beyond the limits of the proposed improvements (SH 71 to Hudson Bend), but TxDOT is aware of this problem. Scenic Overlook Trail was required to be a right in/out intersection because the sight lines make it unsafe for either left turns or traffic signals. The Austin District Traffic Section is looking at this area and we have referred this concern to them.
28	No Name	10/10/2018	Comment Form	Motorists outnumber bicycle riders. Please make traffic easing take precedence over bicycle riders & walkers.	As shown in schematics at the October 10 open house, the current idea is to enhance bicyclist and pedestrian safety along RM 620 South by adding a 10-foot continuous bicyclist/pedestrian shared-use paths on both sides of the corridor. The shared-use paths would be separated from the vehicle travel lanes. We will coordinate with local officials and their plans to develop bicyclist/pedestrian paths in the area to make sure they are compatible with local plans and promote safety. The shared-use paths along RM 620 South would be crossed by driveways constructed for vehicular traffic, including emergency vehicles.
29	Pam Filas	10/10/2018	Comment Form	Current problem – white flexible posts for turn lane at Murfin Rd. & Bella Montagna Circle has made it more dangerous. Additionally, Belmont Village retirement home is accessed at that location. It was safer before the temporary posts created opposing turns.	Comment noted. The project team is studying current and future traffic volumes and movements to determine the optimum layout configurations for turn lanes and access that will improve safety and mobility along RM 620 South.

**RM 620 South (SH 71 to Hudson Bend Road)
 Comment/Response Matrix
 Open House – Oct. 10, 2018**

Comment Number	Commenter Name	Date Received	Source	Comment	Response
30	Pete Mora	10/10/2018	Comment Form	Contact information for 2 properties if need to exercise right of way. • Lakeway Autowash and Storage [REDACTED] • Office Center at Lakeway [REDACTED] Please contact Pete Mora [REDACTED]. Thanks.	Thank you. Comment noted. The right of way needs for safety and mobility improvements to RM 620 South have not yet been determined. We realize right of way information is of critical importance to adjacent property owners and businesses, but the detailed engineering studies on improvements to this section of RM 620 are in the early stages. More right of way information will be available to the public in coming months. The right of way purchase procedure is governed by state and federal law and includes a formal appraisal process, a negotiation process and – if applicable – a relocation assistance program.

**RM 620 South (SH 71 to Hudson Bend Road)
Comment/Response Matrix
Open House – Oct. 10, 2018**

Comment Number	Commenter Name	Date Received	Source	Comment	Response
31	Richard F. Newhouse	10/14/2018	Email	<p>Please accept my thanks for the opportunity to attend the October 10th Open House for the subject project. It gave me the chance to get a good overview of the project status and to interact with TxDOT and consultant staff. I would like offer the following comments for your consideration as input as the project progress forward toward a second Open House and ultimately a Public Hearing and Environmental Finding:</p> <p>(1) I have not had the opportunity to review any of the studies, reports or documents which were produced in bringing the project to this stage of development, but would certainly like to do so if possible.</p> <p>(2) Having stated question #1, you can perhaps better understand this question: what is the purpose of the mountable raised median and has this type of median been tested and approved for such use. I recognize your goal to improve safety along the corridor. Since the barrier is mountable, is it intended to eliminate head-on accidents that were in the existing two-way turn lane or to prevent cross over accidents, or both? Are there- or will there be- accident analyses, collision diagrams, etc. available to better understand the accident situation along the corridor as well as recommendations as to how best to address this safety issue, including whether some form of modified "Jersey Barrier", for example, might be considered.</p> <p>(3) Regarding the goal of adding travel capacity, clearly adding a third directional lane will help accomplish this. The addition of the raised median, however, and the resultant elimination of left-turns into and out of adjacent properties and businesses will result in additional U-Turns and diverted traffic at adjacent intersections effecting not only signal timing and safety, but resultant capacity/ thruput at these intersections as well. Is there, or will there be, a signalized capacity analysis conducted at each impacted location? Has consideration been given to providing limited openings in the barrier at key locations to allow left-turns to mitigate anticipated U-Turns?</p> <p>(4) Have any "Before & After Studies" been conducted at locations where these types of upgrades have been implemented to determine the resultant impacts?</p> <p>(5) Will a "Benefit-Cost" analyses" be included in any of the planned studies?</p> <p>Your consideration of my comments is appreciated. Richard F. Newhouse, P.E. [REDACTED]</p>	<p>We appreciate your input. Responses to your comments are provided below:</p> <p>(1) A previous feasibility study was prepared for the RM 620 corridor covering SH 71 to US 183. That report and other materials developed as part of that effort can be accessed on TxDOT's website at: https://www.txdot.gov/inside-txdot/projects/studies/austin/rm620/rm-620-feasibility.html</p> <p>(2) A review of crash locations, frequency, and types was included in the RM 620 Feasibility Study. This led to one of the key recommendations included in that study... "Converting the center two-way left-turn lane into a divided median with raised curbs and controlled openings for access points would provide a safe haven for turning vehicles to wait for openings and would also decrease head-on collisions. Raised medians generally result in an overall crash reduction of approximately 35 percent as compared to undivided roadways." A concrete barrier similar to the "Jersey Barrier" you mention is typically considered only for higher speed controlled access facilities. For RM 620, the negative impacts to sight lines would be the primary drawback.</p> <p>(3) The project team is studying current and future traffic volumes and movements to determine the optimum layout configurations for turn lanes and access that will improve safety and mobility along RM 620 South. The location and operation of existing traffic signals is also being evaluated to determine where improvements may be considered. Locations for non-signalized limited access median openings will be included in the final geometric schematic layout. The safety and mobility improvements provided by the proposed median will require motorists to adjust to a new way of accessing properties by performing U-turns at defined cross-over locations.</p> <p>(4) Over the years, TxDOT, FHWA, and other entities have commissioned studies to confirm the beneficial mobility and safety effects of converting continuous turn lanes to raised medians. One such study, completed in 2004 by the Texas Transportation Institute is titled "Estimating the impacts of Access Management Techniques: Final Results". It can be found online here: https://static.tti.tamu.edu/tti.tamu.edu/documents/O-4221-2.pdf</p> <p>(5) No.</p>
32	William Gunn	10/10/2018	Comment Form	<p>I would encourage TxDOT design to take a serious look at traffic circles as an alternative to stop lights. I would suggest a comprehensive look at states using traffic circles and United Kingdom and Germany. Thanks! [REDACTED]</p>	<p>The Project Team will consider a variety of methods to improve safety and mobility along RM 620 South, including the possible use of innovative intersections. The Team has vast experience in designing conventional intersections as well as innovative intersections such as modern roundabouts and continuous flow intersections. Public input will be important and stressed as alternatives are considered.</p>
33	William Kilgore	10/17/2018	Comment Form	<p>We cannot do this project too soon. It is surely needed. RM 620 is dangerous and busy! Ideally, a future project will complete the work all the way to Toll Road 45 in Cedar Park. Thank you.</p>	<p>Thank you. Comment noted.</p>

RM 620 South – Open House
June 26, 2019
Comment/Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
1	Ben Eckermann	6/26/2019	Comment Form	In the interest of improving traffic flow on 620, run the traffic light on 620 & Lohman's Spur be removed? It is too close to the Lohmans Crossing light, and has low flow due to the westbound approach to 620 being very short. Also, since Flint Rock was extended to 620 a year or so ago, this light is redundant. [REDACTED]	<p>We are looking at signal light needs and will consider your suggestion. Currently no traffic signals are being added or removed along the limits of the project.</p> <p>Removing the signal at the Spur was considered as part of the RM 620 study. The result of removing the signal at the Spur would cause a significant impact on the adjacent signals (Lohmans Crossing, Flint Rock). The Spur is currently proposed to be re-configured to best serve the current traffic patterns, which is generally to and from the north (Lohmans Crossing) and further south on RM 620.</p>
2	Bill Walters	6/26/2019	Comment Form	As the developer of the park at Bee Cave at 71 and 620, there is willingness to provide an easement to the planned senior project to the north. That tract must take access via the Discount Drive Road. The denial of access into the park at Bee Cave from eastbound 71 is a taking – please relook at the...(remainder of comment illegible)	Additional evaluation will be completed to determine the amount of eastbound SH71 trips rerouted to the northbound left-turn access on RM 620.
3	Bob Cohen	6/26/2019	Comment Form	Losing the left turn lane on 71 just west of 71 is very problematic for all of us at 3944 RR 620. Having to proceed to the intersection and turn left on 620 just to enter our property for everyone who is traveling eastbound on 71 will undoubtedly hurt our business. Please reconsider this part of your plan.	The proposed project includes raised medians on RM 620 and on SH 71 at the proposed displaced left turn to RM 620. The purpose is to improve roadway safety by reducing conflict points and physically separating opposing traffic, resulting in fewer right-angle crashes and less severe crashes. Safety will be enhanced with the raised medians. In most cases, access can be made by traveling a short distance to the next left-turn/U-turn opening.
4	Chloe King	6/27/2019	Email	I understand TxDOT proposed only 1 lane able to enter Lake Travis High School from Aria, from the Ridge at Alta Vista neighborhood. There needs to be 2 lanes going from the gas station, residential side of Aria into Lake Travis High School. With the 2 lanes present now it takes 3-4 cycles to get through that light in the mornings. It would be a big mistake to have only one lane going across the street. Too many high schoolers stop at that gas station for breakfast every morning.	<p>After re-evaluating the turning movement volumes, modeled queuing, and adjacent commercial driveways on Aria Drive, the proposed westbound right-turn only will be reverted to the existing shared through-right lane maneuver. We will try to widen the approach so that this lane would be best utilized.</p> <p>Therefore, the westbound Aria Drive approach to RM 620 will include a left turn, a shared left-through lane, and a shared through-right turn lane.</p>
5	Christal Fisher	6/26/2019	Comment Form	Please try to address the dangerous situation caused by all of the traffic going through (in & out) of the Chick-Fil-A. Extreme congestion and no place for pedestrian traffic to walk into the store or safely park.	This proposed project will improve safety and mobility on RM 620 from SH 71 to Hudson Bend Road. The 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. Safety will be enhanced with the raised medians. A shared-use path for bicyclists and pedestrians along both sides of RM 620 South is included to enhance the use of the state highway system by bicyclists and pedestrians, and to integrate these modes of travel into project development. The scope of the project does not include improvements to parking or vehicular/pedestrian circulation within the Chick-Fil-A parking lot, which is on private property beyond the proposed RM 620 corridor ROW.

RM 620 South – Open House
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Comment/Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
6	Christia Churchill	7/11/2019	Email	<p>I am the parent of a child who attends Lake Hills Montessori Bee Cave. I feel that a median at that stretch of 620 would create more hazards in already over-wrought road system. Specifically, I have the following concerns:</p> <ul style="list-style-type: none"> • 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. <p>Please let me know if you have any questions. Best regards, Christia Churchill, [REDACTED]</p>	<p>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. Safety will be enhanced with the raised medians. In most cases, access can be made by traveling a short distance to the next left-turn/U-turn opening.</p> <p>Thank you for your input regarding school traffic. The design team is still evaluating the median access points along the corridor.</p>

RM 620 South – Open House
June 26, 2019
Comment/Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
7	Connie Sheldon	6/21/2019	Email	<p>Hi Hector - I tried to meet up with you at the CAMPO meeting this week. I am not available for the TXDOT open house on 6/26. I have a prior commitment. Are you planning to have another TXDOT open house in Lakeway? From what I heard today at a public meeting; this meeting is very Bee Cave focused. Why are you working only with Bee Cave and not with the whole area? The flyer was given to me at the CAMPO meeting spends a whole paragraph on the Bee Cave Park. While I realize this a concern, there are a number of concerns in Lakeway as well including the huge number of curb-cuts which cause much of the problems in Lakeway. There is planned to be a bike and pedestrian sidewalk, but given the traffic on 620, who much will this be used. I would recommend having a public meeting later in the year with Lakeway. People here are extremely concerned about mobility.</p>	<p>(email response sent by Randall Dillard on 6/24/19) Hector Tamez at TxDOT forwarded your email and ask me to provide answers to your questions. We are working with both the city of Lakeway and Bee Cave for the RM 620 South project. Due to the rapid and projected growth in the area, the project is to improve safety and mobility along RM 620 from SH 71 to Hudson Bend Road. Funding has been allocated for improvements from SH 71 to Oak Grove Boulevard.</p> <p>We held our first open house on the project in October 2018 in Lakeway and we will likely hold our public hearing early next year in Lakeway.</p> <p>The focus on Bee Cave Central Park in the flyer you mention is due to federal environmental requirements that we must notify the community of potential impacts to parks even though we will have minimal impacts. The language in the flyer regarding the park was specific to meet federal requirements.</p> <p>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.</p> <p>We will be posting all materials shown at the meeting by Friday on the TxDOT website. Comments received before July 11, 2019 will be included in the open house record. For more information, the project website is: https://www.txdot.gov/inside-txdot/projects/studies/austin/rm620-sh71-hudson-bend-rd.html and the meeting notice is posted at: https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/austin/062619.html</p> <p>We regret we will not be able to visit with you at the open house, but we invite you to view the materials online and provide us with any comments you have. Thank you for your interest in this project. Please feel free to contact me by email or my phone number listed below.</p>

RM 620 South – Open House
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Comment/Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
8	Craig & Melanie Straube	6/28/2019	Email	Please add me to the mailing list and send the plans for my property's driveway/frontage. Crelanie Holdings LLC, [REDACTED] Craig and Melanie Straube, Owners	(email response sent by Randall Dillard on 6/28/19) Thank you for your email regarding the RM 620 South improvement project. As requested, below is a screenshot of the schematic that was shown at the recent public meeting with a red arrow at the bottom pointing to your property. Also, we are adding your contact information to the RM 620 South mailing list so you will get future email notifications about the project. We suggest it would be beneficial to meet with you in person to discuss the project. We are currently working to determine the availability of employees of TxDOT and the consultant engineer working on the project. Once we have the availability, we will contact you to schedule a time convenient for you to meet in Lakeway. In the meantime, please contact me by email or at the phone number below if you have any questions. (see Attachment D of the RM 620 Open House Summary Report for full comment and to view screenshot of property)
9	Cynthia Agrasanchez	7/3/2019	Email	I hope this email finds you well. I am one of 120 parents that goes to Lake Hills Montessori every school day. It is already dangerous and a highly congested area during drop off and pick up times. A median would potentially endanger the kids even more (i.e. potential increase in accidents, increase time for EMT/firefighters to arrive at school, etc.). We really appreciate that you assess the project carefully and thoughtfully.	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. Safety will be enhanced with the raised medians. In most cases, access can be made by traveling a short distance to the next left-turn/U-turn opening. Thank you for your input regarding school traffic. The design team is still evaluating the median access points along the corridor.
10	Darlene Ghavimi	7/11/2019	Email	I am a resident of Lakeway and a parent whose child attends Lake Hills Montessori. The plan to put a median on 620 in front of the street entrance that leads to the school is a horrible idea, hazardous, and will lead to accidents that more likely than not will involve the children who attend this school. Over a hundred and twenty parents drop off and pick up students at the school each day. What you are proposing will present a huge obstacle to ingress and egress of the school. Traffic is congested enough without forcing drivers to go to the next traffic light, make a u turn to access the school and then do the same thing when they leave. What will happen is many illegal u turns at the bee cave parkway and 620 intersection resulting in traffic accidents. There are so many other places on 620 where a median is needed and that will work well. Just not here!	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. Safety will be enhanced with the raised medians. In most cases, access can be made by traveling a short distance to the next left-turn/U-turn opening. Thank you for your input regarding school traffic. The design team is still evaluating the median access points along the corridor.

RM 620 South – Open House
June 26, 2019
Comment/Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
11	David Johnson	6/27/2019	Email	<p>I just became aware of a plan to change how people exit Aria Drive onto 620 as part of the widening project.</p> <p>I live in the Ridge at Alta Vista. I turn left out of the subdivision onto 620. As it stands now, it is a VERY short light that only allows about 4 cars to exit at one time. It takes me at least 2-3 cycles to exit my neighborhood every morning because I am mixed in with all the kids going to the high school (they go to LT market in the morning). It is a frustrating situation.</p> <p>What I just learned is there are plans to change the right lane into “right turn only” and have only one lane for straight traffic to the high school AND for those turning left. This will create an absolute nightmare scenario for those going straight and turning left. Forget 3 cycles, now it will take 6 cycles!</p> <p>I think this is a horrible idea. It is already hard to exit the neighborhood. Now it will be even harder if this plan is implemented.</p> <p>The only way to mitigate this problem is if you make the green light MUCH longer than it is now. Otherwise, you will literally have people backed up all the way to the iron gate in my neighborhood and you will have lots of high schoolers late for school.</p> <p>I hope you will reconsider making the right lane “right turn only” or plan to make the green light much longer than it is now.</p>	<p>After re-evaluating the turning movement volumes, modeled queuing, and adjacent commercial driveways on Aria Drive, the proposed westbound right-turn only will be reverted back to the existing shared through-right lane maneuver. We will try to widen the approach so that this lane would be best utilized.</p> <p>Therefore, the westbound Aria Drive approach to RM 620 will include a left turn, a shared left-through, and a shared through-right turn lane.</p>

RM 620 South – Open House
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Comment/Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
12	David Johnson	6/27/2019	Email	<p>I live in the Ridge at Alta Vista community across from Lake Travis High School and have serious concerns with the proposed RM 620 widening project at the intersection of Aria Dr. & RM 620. My understanding is the existing two lanes crossing RM 620 from Aria Dr. into Lake Travis High School would be reduced to one lane. This intersection is complete gridlock weekday mornings due to cars trying to enter Lake Travis High School from Aria. Reducing the entry to one lane would significantly exasperate the problem. A vast majority of the traffic crosses RM 620 into the LTHS instead of turning right. The problem is compounded by traffic cutting through LT Market onto Aria Dr. in an attempt to bypass the gridlock on RM 620. That intersection is very dangerous today. Increasing gridlock on Aria will only worsen the problem, including increased red light running due to sitting at an intersection multiple light cycles. I strongly urge the committee to revert this proposal back to two lanes between Aria Dr. & LTHS. Appreciate your consideration.</p>	<p>After re-evaluating the turning movement volumes, modeled queuing, and adjacent commercial driveways on Aria Drive, the proposed westbound right-turn only will be reverted to the existing shared through-right lane maneuver. We will try to widen the approach so that this lane would be best utilized.</p> <p>Therefore, the westbound Aria Drive approach to RM 620 will include a left turn, a shared left-through lane, and a shared through-right turn lane.</p>

RM 620 South – Open House
June 26, 2019
Comment/Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
13	Dennis A. Hogan	7/11/2019	Email	<p>We attended the open house at the Bee Caves City Hall on 26 June 2019 to view the boards laid out with the proposed changes to RM620. The following are some items that need attention and some additional information.</p> <p>1. We live at 1407 Parker Bend. This is on the east side of RM620 and Gebron is the street we use to get in and out of our subdivision. Your design shows that there will only be right turns allowed from Gebron, turns to the south on RM620 being shut off by the median divider. This means that we will have to take Delsi north to Dave to get out onto RM620 to go south. Here is the question. What are you going to do to make Dave Drive handle all of the autos from the east side of 620? Dave will be the only street of access for south turns. There are hundreds of houses back here and when we try to use Dave to access RM620 to go south, it is always backed up and it will only get worse. What are you responsible for when it comes to opening up Dave with at least five lanes, three exiting onto 620 one lane going south, middle lane going south or north, and one lane going north? Plus, you will need two lanes going into the subdivisions for those turning left from 620 into Dave drive. The little frame building that has ReMax and Thompson Insurance will certainly have to be acquired to make the plan work. What part of this alignment will the state pay for or will that fall to the City of Lakeway?</p>	<p>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. Safety will be enhanced with the raised medians. In most cases, access can be made by traveling a short distance to the next left-turn/U-turn opening.</p> <p>There will be a proposed northbound to southbound U-turn at Dave Drive. This U-turn movement will serve vehicles that will exit Gebron Drive and wish to travel further south. Therefore, it will not be necessary to travel to Dave Drive via Delsie Drive.</p> <p>The efficiency of the intersection at RM 620 and Dave Drive will be improved as a result of the additional lane capacity being provided on RM 620. Additional signal time for the Dave Drive approach would be accommodated as a result of the RM 620 improvements. Further analysis was completed to consider additional (left-turning) traffic on Dave Drive and the results showed that overall intersection delay was acceptable and Dave Drive queues cleared within 1 to 2 cycles.</p>
14	Dennis A. Hogan	7/11/2019	Email	<p>2. At Pheasant Lane you do not show a left turn lane. You must know that the Like Travis Fire Rescue has a building and comes out on Pheasant Lane to go south on RM620. I hope you don't believe that they would have to go north on RM620, do a U Turn at Clara Van St. This is not acceptable. Those vehicles need direct access going north or south.</p> <p>3. The shopping center at the northwest corner of RM620 and Lakeway Blvd. show to have no left-hand turn lane for vehicle coming from the south to use to enter the shopping center. This is unacceptable.</p>	<p>Thank you for your comment regarding the fire station and access. The design team is still evaluating the median access points along the corridor.</p> <p>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. Safety will be enhanced with the raised medians. In most cases, access can be made by traveling a short distance to the next left-turn/U-turn opening.</p>

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
15	Dennis A. Hogan	7/11/2019	Email	<p>4. At Main Street and RM620 you have the developing problem of how to get the vehicle out of the businesses located north of Main St. in that shopping center. The only way to get the vehicle out of that shopping center will be to put a traffic circle in at the intersection of Main Street and Medical Blvd. (See the traffic circle in the Hill Country Galleria. It is a perfect example of how to move traffic from multiple directions.) You that the City of Lakeway is working to extend Main St. to the west over the lake and to Lohmans Crossing. Will the State participate in the cost of these improvements necessary to make your plan work that way you have displayed it?</p> <p>Thank you, Dennis A. Hogan, [REDACTED]</p>	<p>TxDOT is coordinating this project with the City of Lakeway. TxDOT only has authority to work on the State Highway System, which includes RM 620. The project scope only includes RM 620 and not local roads. The local entity has the authority to make improvements to Main Street at Medical Boulevard.</p>
16	Donald Postell	6/26/2019	Comment Form	<p>The proposed split intersection at 620 and 71 will not work. If there is any doubt look at Wm Cannon and 290/71. I don't know why you have an animation showing a great flow when you can video this design not working. Traffic light on top of other lights doesn't work.</p>	<p>TxDOT is proposing a Displaced Left Turn (DLT) intersection at SH 71 and RM 620.</p> <ul style="list-style-type: none"> • DLT intersections are generally beneficial where heavy through movements are conflicting with heavy left-turn movements. This is the case at SH 71 and RM 620. • The distinguishing feature of a DLT intersection is the left-turn crossover, which serves left turns at a signalized intersection upstream of the main intersection. An example of this type of intersection is at SH 71 and US 290. • More green light time is allocated to heavy through movements. • Proposed DLT is projected to improve intersection delay between 50 percent and 65 percent during the 2043 morning and afternoon peak periods compared to the conventional intersection. <p>There are less vehicle conflict points at each separate intersection compared to the conventional intersection, which improves safety.</p> <p>The 290/71 intersection has a continuous flow intersection that moves the left-turn movement down the road several hundred feet in advance of the intersection, eliminating the left-turn traffic signal phase.</p> <p>The existing DLT intersection at William Cannon and 290 were considered interim improvements with little ROW available to build the adequate capacity. Ultimately, the proposed design for a freeway facility will improve the Oak Hill area. Therefore, the existing DLT intersection at William Cannon was not designed to be a complete solution. The proposed DLT at RM620 and SH71 is projected to handle future traffic demands to our design year 2043.</p>

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17	Eric Oler	7/10/2019	Email	<p>As per your request I am writing to provide my comments of why we need to oppose the current TxDOT plan and instead request a red light at the intersection of Stewart Rd at Ranch Rd 620 N. In the interest for all businesses that operate at this location it is critical for this intersection to have a red light as follows:</p> <p>The Imagine Center property has 3 businesses that access the private road at the building at Stewart and 620 plus individual tenants inside of Imagine Center. These 3 core businesses most greatly affected would be:</p> <ol style="list-style-type: none"> 1. Lakeway Floors where large deliveries by 18 wheelers will be hindered and those that can go in/out will have to cut thru residential neighborhoods just to correct their course. 2. Store It All Storage that uses our driveway for 175 storage units with their only driveway behind us is their main access for those units. This business has lots of pickups and deliveries by 18 wheelers and on occasion the “low boy trailers” get stuck and they need to be able to back out across 620. 3. Water District 17, Contact: Henry Marley, District Field Supervisor, Phone [REDACTED]. The water district inspects and services the water tower daily. In addition, I have seen the use of large cranes to service the equipment and at the very top of the water tower itself. Not having a red-light intersection at 620 and Stewart could also negatively impact the servicing of this tower. It could prevent large cranes from being driven to and from the area needed because there is no turn around large enough once they reach the top of the road. <p>a. Comment: I did walk the site today on July 10th and Henry Marley did say that someone from WCID 17 is already stating their concerns about being able to get equipment up to the 130' water tower which services greater Lakeway.</p> <p>I have reviewed your drawing and have proposed a revision that should work for all parties and would like to request an on-site meeting for the proposed amount of land TxDOT wants to purchase. The land is drawn diagonally, and I wish to talk about this and the drainage issues. Thank you. Sincerely, Eric Oler, Imagine Center (Lakeway Floors) [REDACTED]</p>	<p>Thank you for your comment regarding truck turning radius and access to the storage tank. The design team is still evaluating the median access points along the corridor.</p> <p>Your request for a traffic signal at this intersection (Stewart) will be discussed with TxDOT.</p>

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				<p>Enclosure: Letter from Store It All Self Storage, initial proposed and my recommended solution, picture of the building showing the only road leading up to the self-storage facility.</p> <p><i>(Attachment text below)</i></p> <p>As the owner of Store It All Storage located at 15402 Kollmeyer Dr, Lakeway TX, I oppose the proposal to install a raised barrier on RM 620 and instead support installing a traffic signal at the intersection of RM 620 and Stewart. Some of our customers use large moving vans that come to/from the property and at times have to back out of the driveway across the 620 intersection at Stewart. Having raised barriers at this location would prevent this from happening. Please contact me if you should have any question.</p> <p>Thank You, Daniel Myers, [REDACTED]</p> <p>[REDACTED] <i>(see also Eric Oler comment photo attachment #2 and #4 in the RM 620 South Open House Summary Report Attachment D)</i></p>	<p>Thank you for your comment regarding truck turning radius and access to the storage tank. The design team is still evaluating the median access points along the corridor.</p> <p>Your request for a traffic signal at this intersection (Stewart) will be discussed with TxDOT.</p>
18	Eric Perardi	6/26/2019	Comment Form	<p>(Perardi Development LLC) Managing President of Park at Bee Cave POA project located at the property of 620 & 71. I would like to go on record that we will not grant any easements to the north allowing access thru our property. Any access must go through the Discount Tire Road. The parking lots on our sites and property owners do not want cross traffic causing dangerous conditions. We will also like to be in the discussions about left turn access of 71 remaining.</p>	<p>Thank you for your input regarding access. Additional evaluation will be completed to determine the amount of eastbound SH71 trips rerouted to the northbound left-turn access on RM 620.</p>
19	Eric Winter	6/30/2019	Email	<p>1. The last slide on the Meeting Display Boards showing the intersection of eastbound TX 71 & RM 620 does not show how anyone can make a left turn from any of the 4 approached into the intersection.</p>	<p>An animated video was presented at the open house, which showed how each of the three approaches to the intersection will be able to make left turns. You can view this video on the project webpage: https://www.txdot.gov/inside-txdot/projects/studies/austin/rm620-sh71-hudson-bend-rd.html</p>
				<p>Is it TXDOT's intent to eliminate all left turns at this intersection, and have people make right turns and U-turns to go the way they would by making a left turn?</p>	<p>Left turn maneuvers will still be possible from 3 approaches (Northbound, Southbound, and Eastbound). The only left-turn movement that would be prohibited is the westbound SH 71 left-turn to the south (Shops at the Galleria). This left turn was removed due to low demand and to minimize ROW impacts. Left turns to the Galleria can be made at Crosstown Parkway.</p>
				<p>That would also force everyone onto Bee Cave Parkway. Will that intersection also have no let turns?</p>	<p>Left turns will be provided at Bee Cave Parkway.</p>

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				2. How many intersections along the most highly congested part of RM 620 in Lakeway will have left turn lanes?	Within our project limits (SH71 to Hudson Bend), there are 18 signalized intersections. These signalized intersections would allow left turns from the main street as well as the minor street. Between Lakeway Boulevard and Falcon Head Boulevard, left-turns from 4 minor streets will be prohibited. Three of the four intersections will still be allowed left-turns from RM 620 onto the minor street.
				How does TXDOT intend to compensate businesses that will have reduced activity because of lack of access with the new medians?	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.
				Please show at least one Display Board for a 3-block area including 2000 RM 620 (HEB).	Please review roll plot #2 for the PI schematic layout for the roadway section adjacent to HEB. You can find the schematic on the project webpage: https://www.txdot.gov/inside-tdot/projects/studies/austin/rm620-sh71-hudson-bend-rd.html

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20	Erik Rumfield	7/9/2019	Email	<p>This comment is in regard to Chicken Express at 2109 RR 620 South.</p> <p>Our business shares a tract of land with Lakeway Valero and 5 other businesses that are located behind our properties. We all share the same entrance and exit. According to the photos, the modification to 620 will result in a "no left turn exit" as well as a "no left turn entrance". First, no left turn exit. The average traffic count per day for CE is 350-400 cars. Valero is estimating 800 or more per day (24hrs). I'm sure the 5 other businesses behind have a cumulative total of 100 or more vehicles per day. If only half of the vehicles that enter the property need to go southbound on 620, that would be 600 or more vehicles that would have to exit northbound and complete a legal U-turn in order to other direction. How will that affect traffic and safety? Does TxDOT have a plan for the serge of U-turns trying to merge with southbound 620 traffic?</p> <p>Secondly, there is no proposed left turn entrance Between CE and Valero there are minimum of (10) eighteen wheelers per week that would need to enter the property with a left turn. For example, petro trucks, beer trucks, soft drink trucks, food delivery trucks....all coming from I35. Where would these trucks make their legal U-turn in order to enter the property? How would that affect traffic and safety?</p> <p>Whataburger and Hampton Inn have a proposed left turn entrance from 620 southbound to their property. I'm sure their traffic count and commercial truck count is well below ours.</p> <p>I can understand traffic flow and safety are the main concern. However, there should be some consideration to the MANY local businesses that are being affected by this modification. Our local growth is directly dependent on the local merchants. Hopefully, Lakeway city officials and TxDOT can come up with a better design. Our wonderful city is growing by leaps and bounds, but it would be detrimental if the proposed modification caused any number of local businesses to shut their doors.</p> <p>Thank you for the opportunity to comment.</p>	<p>Thank you for your comments regarding the amount of traffic that is estimated to use the Chicken Express driveway during the entire day. Your info will be further evaluated and reviewed with the design team.</p> <p>Based on your daily estimate of about 1,200 total vehicles leaving the driveway and about 600 vehicles destined for southbound RM 620, we can estimate about 60 vehicles that would exit and make a northbound to southbound U-turn maneuver during the peak hour. Furthermore, we can estimate that for every traffic signal cycle (about 25 to 30 cycles per hour) there would be about 2-3 additional vehicles that would exit and make a northbound to southbound U-turn maneuver at main street. The proposed capacity for the left-turn and U-turn maneuvers would operate adequately for this additional traffic.</p> <p>The design team is still evaluating the median access points along the corridor. Your comment regarding truck traffic and U-turns is being evaluated.</p> <p>The field investigations completed during the study process noted areas with driveways with heavy usage and relatively high conflicts. Initial median access was designated at locations with the highest traffic generators. These locations received highest priority while developing recommendations for allowable turning movements at limited-access median openings. The proximity between intersections and distances physically allotted for these median openings were also controlling factors. Since the HEB driveway with proposed median access was the controlling driveway in the vicinity, access to the Chicken Express driveway was not possible.</p>

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21	Fred Werner	7/1/2019	Email/Comment Form	*Email* Attached. I would like to stop by and see the maps again so I can take notes and explain the project to the Bella Montagna Estates HOA and Belmont Village. I know you guys are super busy. - Fred Werner, Bella Montagna Board of Directors	(email response sent by Hector Tamez on 7/2/19) Thank you for your input. I am forwarding your comments to Randall and Liza (Nancy Ledbetter & Associates, Inc.). They will contact you to schedule a meeting with the design team.
				Comment Form The biggest problem is not too much traffic. It is traffic management, primarily back-ups at stoplights. The two existing lanes with the turn median (which is unsafe) are completely adequate to carry traffic if you can keep it moving. I suggest the third lane each way becomes a dedicated accel/decal lane. You can see how well this works at Lohmans Spur.	Travis County's rapid growth has placed increased demand on this already congested highway, including overloading existing intersections and traffic signals. Therefore, we need to add travel capacity to improve safety and mobility along the corridor.
				I suggest a roundabout at the major intersections like Lakeway that continually allows the flow of traffic without it collecting behind a stoplight. Your proposed plan prevents the immediate crossing of the median at the most entry and exit points. While this is safer, it introduces some problems that we would have in the vicinity of Bella Montagna Estates. ESD No. 6 cannot cross the road to travel south for emergencies. Belmont Senior Living visitors have to leave and go south to Lakeway Drive before they can turn and go north. Heavy home construction equipment in our subdivision, especially tractor trailers, will have to enter Bella Montagna at the front (waterfall) entrance which cannot accommodate the turning radius of these vehicles.	Your comments will be evaluated further with the design team. 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. Safety will be enhanced with the raised medians. In most cases, access can be made by traveling a short distance to the next left-turn/U-turn opening.
				The short version of my story is this. Remove lights like the one at Clara Van so that southbound traffic will flow smoothly and not create a backup or the rapid movement of traffic that prevents entry into the traffic stream. Replace it with the roundabout design. Remove the Dave St. stoplight and have this traffic do what we at Bella Montagna will have to do. Get rid of the light at Lohmans Spur and have this traffic enter at Lohmans Crossing. Etc.	Although there are safety benefits from modern roundabouts, there are capacity limits as well. Generally, roundabouts will operate adequately for collector streets under light traffic conditions, and with similar traffic demands from all approaches. RM 620's heavy volume demands would provide little to no opportunities for side street traffic to enter the flow of traffic. Essentially, the northbound and southbound major street approach would dominate the circulatory roadway during peak periods.
				Comment Form cont. No bicycle path. I hardly ever see a bicyclist or pedestrian. It is far too dangerous to have them crossing exit and entry points.	The Texas legislature has directed TxDOT to enhance the use of the state highway system by bicyclists, and to integrate this mode of travel into project development.
				Comment Form cont. I signed up at the Open House to meet with the design team. Please follow up with this to see that I have a chance to explain my recommendations. Where can I see the project maps to take pictures of the project area of interest to me? Thanks.	The project team will be in touch with you to get a meeting scheduled. The information from the meeting is posted to: https://www.txdot.gov/inside-txdot/projects/studies/austin/rm620/rm620-sh71-hudson-bend-rd.html

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22	Gayland Landfried	6/26/2019	Comment Form	Hope this project goes as planned. This will be a great thing for 620 and Lakeway, Bee Caves. I have lived here since 1959. Traffic doesn't work. Emergency responders have a very hard time getting to the scene. Please continue this project. The Hill Country Galleria is thankful.	Thank you for your input.
23	Gerald Mitchell	6/26/2019	Comment Form	NO retaining wall at this address: [REDACTED]	The current project footprint does not anticipate the need for a wall at this location. (SE Corner of RM 620 at Debba Drive)
24	Greg Short	6/26/2019	Comment Form	(1) Can we reduce median on SH 71 at 620 to support more shoulder for emergency vehicles?	The median is designed to allow enough room from the left turn bays. The raised median on RM 620 and on SH 71 at the proposed displaced left turn to RM 620 will improve roadway safety by reducing conflict points and physically separating opposing traffic, resulting in fewer right-angle crashes and less severe crashes.
				(2) Can we upgrade all signals as part of project to radar data collecting to improve signaling options and traffic counts?	Thank you. Your comment is being evaluated. At this time, signal equipment improvements will be addressed during the detailed design phase of the project.
				(3) Can we extend to Hamilton Pool Road with this project by working with Bee Cave?	TxDOT is coordinating this project with the City of Bee Cave. The proposed project's current limits are RM 620 from SH 71 to Hudson Bend Road. These project limits do not include Hamilton Pool Road.

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25	Guyanne Nichols	6/28/2019	Email	<p>I am a resident in the Ridge at Alta Vista, which is the neighborhood off of RR620, which is directly across the street from Lake Travis High School. I am writing to you because I am very concerned about a proposal that I understand that TxDOT is considering relating to the traffic that exits our neighborhood onto 620.</p> <p>Currently, our neighborhood has 2 lanes of traffic that exit onto 620. Both lanes allow drivers to go straight across 620 and directly into the high school. The right lane can go straight or turn right, and the left lane may go straight or turn left. Prior to school each day, our neighborhood exit is already incredibly congested because people turn onto Aria Drive (our entrance and exit road) to either try to avoid lines or to go to the convenience store at our exit prior to their school day.</p> <p>My understanding is that TxDOT is considering reducing one of the lanes of traffic to allow the ability to go straight and the right lane would become a right turn only lane.</p> <p>I want to voice a strong objection to this recommendation! The traffic currently, with 2 options to enter the high school, already backs up almost to our entrance/exit gate as it is. That congestion would only be increased if 1 lane was taken away! Basically, the residents in our neighborhood would be trapped without a proper exit during a few hours each day. That is not safe for the residents in our neighborhood or for the driver's (both young and old) that will be dealing with this proposed change each day.</p> <p>I ask you to please reject a proposal that would take away a lane of traffic to enter a Super 6 High School, meaning that the volume of cars that utilize both lanes is incredibly high. Any feedback that you could provide to me would be very helpful. [REDACTED]</p>	<p>After re-evaluating the turning movement volumes, modeled queuing, and adjacent commercial driveways on Aria Drive, the proposed westbound right-turn only will be reverted to the existing shared through-right lane maneuver. We will try to widen the approach so that this lane would be best utilized.</p> <p>Therefore, the westbound Aria Drive approach to RM 620 will include a left turn, a shared left-through lane, and a shared through-right turn lane.</p>

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26	Haleh Rooholamini	6/27/2019	Email	I am living in the ridge at Alta Vista subdivision, if only the one lane go straight to LTHS the traffic would be bad in the morning, the time for green light is so short and we have to wait 2- 4 times changing the light that we can drop our kids at high school. This is already bad by having two lanes go to high school please consider this issue before the change.	After re-evaluating the turning movement volumes, modeled queuing, and adjacent commercial driveways on Aria Drive, the proposed westbound right-turn only will be reverted to the existing shared through-right lane maneuver. We will try to widen the approach so that this lane would be best utilized. Therefore, the westbound Aria Drive approach to RM 620 will include a left turn, a shared left-through lane, and a shared through-right turn lane.
27	Hayden Milliron	6/27/2019	Email	Could I please request the materials that were presented at the public meeting held for the RM 620 project (from SH 71 to Hudson Bend Road) yesterday?	<i>(email response sent by Hector Tamez on 6/27/19)</i> Thank you for attending the Open House. Here is the link to the project: https://www.txdot.gov/inside-txdot/projects/studies/austin/rm620-sh71-hudson-bend-rd.html We will be placing the materials shown at the Open House within a couple of days. An email blast was sent to the project stakeholder database on July 2, 2019, which included a link to the project page and the open house displays.
28	Heather Goodson	6/26/2019	Comment Form	Project is very much needed! Ped/bicycle accommodation is also very important. Please make sure connections (bike/ped) across RM 620 (e.g. crossing, signals at major intersections) are incorporated into design.	Bicycle/Pedestrian connections are planned for this project.
				Lastly, please make sure there is a campaign to keep the public informed of construction schedule, especially when lane closures/shifts are planned. It will be a great project once completed. Thank you!	TxDOT will use both traditional media and social media to provide the public updates on the project and the construction schedule. Changeable message signs will be utilized along the roadway for additional notification when feasible.

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29	J.C. Duque	7/6/2019	Email	<p>About the proposed RM 620 South Improvements and the light at Aria...I am writing to express concern with some of the changes proposed for the light outside of our neighborhood. Currently there are two lanes, we can use both to drive straight into the LTHS Campus or make a left or right from each lane. During rush hour, morning or afternoon, it takes multiple lights to get true the intersection. I understand one of the proposal on the table is to make only one lane to go straight into the high-school with separate lanes to turn.</p> <p>There is lots of concern in the neighborhood in relation of the changes, we feel that if it is bad now with the two available lanes going stray into the school, is going to be impossible with only one lane.</p> <p>Who could share with us any study done on traffic flow and traffic density on that intersection during the rush hour periods? As we see it, the changes don't make any sense, but I would like to give the benefit of the doubt based on solid analysis.</p> <p>Thank you got your attention. -JC Duque, An Altavista resident</p>	<p>After re-evaluating the turning movement volumes, modeled queuing, and adjacent commercial driveways on Aria Drive, the proposed westbound right-turn only will be reverted to the existing shared through-right lane maneuver. We will try to widen the approach so that this lane would be best utilized.</p> <p>Therefore, the westbound Aria Drive approach to RM 620 will include a left turn, a shared left-through lane, and a shared through-right turn lane.</p>
30	Jared Black	6/26/2019	Comment Form	<p>(Primrose School) We would like to be able to allow our parents to turn north or south out of the school. Access only on the northbound side will severely impact our business. I would also like to place a yellow sign (roadside) with a flashing yellow light to make drivers aware that there is a school ahead. Mainly on the northbound side.</p>	<p>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. Your comment requesting a new sign is being evaluated.</p>
31	Jason Buddin	7/2/2019	Email	<p>These are three independent properties. The drawings show the removal of one of the three access points to the property. This would have a very detrimental effect for the many office tenants in the building and the value of the property. The inability to turn south out of these points will also be detrimental.</p> <p>Please consider the negative aspects of adding bike and pedestrian lanes that will cause great expense and loss of value and not add to traffic relief.</p> <p>Expanding ROW to accommodate bike/pedestrian lanes will be detrimental to this property and the many tenants.</p>	<p>We hope that our meeting with you on 7/22/19 provided the information and answers you were looking for. Please check back on the project web page for updates and the latest information on the project.</p> <p>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. Safety will be enhanced with the raised medians. In most cases, access can be made by traveling a short distance to the next left-turn/U-turn opening.</p> <p>The Texas legislature has directed TxDOT to enhance the use of the state highway system by bicyclists, and to integrate this mode of travel into project development.</p>

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32	Jason Buddin	7/2/2019	Email	The proposed ROW will eliminate the only parking on this property. Will the proposed ROW make the building out of compliance with any Lakeway building standards?	<p>TxDOT does not have any control over local building standards off of state right of way. It will be up to the property owner to coordinate with local governmental agencies regarding compliance with building codes/standards, etc. For further information regarding right of way, please see the following documents:</p> <p>The State Purchase of Right of Way: http://ftp.dot.state.tx.us/pub/txdot-info/row/booklet_15.500.pdf</p> <p>Landowner's Bill of Rights: http://ftp.dot.state.tx.us/pub/txdot-info/library/pubs/cit/conspro/landowners_bill_of_rights.pdf</p>
33	Jodie & Terry Sweeney	7/11/2019	Email	I am a parent of young children who attend Lake Hills Montessori. My family and I urge you to please reconsider this option. Forcing parents to make a U-Turn will cause a major back up risking the safety of our families. Please reconsider this option and look at other ways to improve traffic flow on 620.	<p>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. Safety will be enhanced with the raised medians. In most cases, access can be made by traveling a short distance to the next left-turn/U-turn opening.</p> <p>Thank you for your input regarding school traffic. The design team is still evaluating the median access points along the corridor.</p>

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34	Joe R. Rollins	7/10/2019	Email	<p>Attached you will find Randall’s objection to the current plan that TXDOT has for the expansion/widening of 620 in the Lakeway area. It is imperative that changes be made to the current plan to avoid the irreparable damages to our property and business. I am available at any time to discuss possible solutions that would be acceptable to us. Regards, Joe R Rollins, Director of Real Estate - Randall’s</p> <p><i>(Attachment text below)</i></p> <p>Dear Mr. Tamez: I am the Director of Real Estate for Randall’s Food and Drugs, a division of Albertsons. I have been in the real estate business for 40 years, 30 of those years in the supermarket sector.</p> <p>I write to comment on the proposed improvements to RM 620, in particular, those impacting the Randall’s store and its gas station, located at 2301 Ranch Road, Lakeway, the corner of Ameno Drive and RM 620. I am very familiar with the location and TxDOT’s proposed improvements. I have reviewed the plans referred to as Schematic 2, prepared by Rodriguez Transportation Group, dated June 23, 2019. I have also had a chance to discuss the project and its impact on Randall’s with TxDOT’s engineers at a project meeting at the Lakeway Activity Center on May 24th, 2019.</p> <p>There are 2 parts of the project which require our comments and, unless there are changes, our opposition. First, as currently planned, the project will destroy the operating capability of the gas station. The ROW line shown on Schematic 2 covers an area where the station’s underground storage tanks are located. If TxDOT acquires that portion of the property, the UST’s cannot be used. We are having our engineers review the possibility of relocating the UST’s to another location on site, but based on an initial review, because the property is small, there does not appear to be a way to relocate the USTs and rebuild and reconfigure the fuel dispenser islands that would allow the public to enter, fuel-up, and leave the station safely.</p>	<p>Thank you for your comments. The project footprint has been minimized as much as possible, while still meeting the stated purpose of improving safety and mobility for the travelling public on RM 620. To minimize the project footprint, the project team has eliminated the typical 5' buffer between the sidewalk and shared-use path (SUP) at this location and has also introduced a retaining wall. However, the proposed ROW offset of 25' from the outside face of the proposed wall is needed to incorporate existing utility relocations and to provide adequate ROW for roadway and utility maintenance needs.</p>

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				<p>Second, the proposed medians, median openings and turn lanes in RM 620 are poorly designed, and will have a material adverse impact on the Randall's gas station and supermarket and do not achieve the public safety objectives in a uniform and fair manner to all business and land owners in the area. The proposed raised median from the Ameno Drive intersection extends approximately 650' along the entire frontage of the Randall's property. It is unbroken and, therefore, eliminates all left-turns from southbound traffic on RM 620 into the shopping center. With the primary Lakeway residential development being north of the Randall's store this would be a catastrophe for this store and fuel station. This median also appears to be wider than every other median shown on Schematic 2, creating 3 lanes southbound and 2 turning lanes. A median is also proposed for Ameno Drive, preventing left turns from Ameno into the gas station. Combined, there is no prospect of any southbound traffic ever using the station.</p> <p>North of the Ameno Drive intersection, however, TxDOT's proposed design accommodates the high demand for left-turns in this pre-existing, densely developed retail area. TxDOT appropriately abandons the median and proposes 2 left-turn lanes, one to the HEB Grocery northbound, and the other southbound to Whataburger, adjusting lane length as needed for entry into the businesses, approximately 330' and 140', respectively. Even the raised median at the Glen Heather Drive/Main Street intersection was designed differently from that at Ameno Drive. The nose of that median ends a sufficient distance away from the intersection to permit a left-turn onto Main Street and into the HEB Grocery shopping center. There is no proposed median on Main Street.</p> <p>No such accommodations are made for Randall's. If built as currently designed, the planned improvements to RM 620 and to Ameno Drive will not only have a substantial and material adverse impact on Randall's but are likely to render both the gas station and supermarket incapable of operation. This is a result that we cannot allow to happen, and one which TxDOT should be prepared to take all reasonable steps to avoid, as you did for HEB Grocery and Whataburger. For that reason, we request an opportunity to meet with TxDOT and its engineers to discuss several ways to mitigate these impacts.</p>	<p>The field investigations completed during the study process noted areas with driveways with heavy usage and relatively high conflicts. Initial median access was designated at locations with the highest traffic generators. These locations received highest priority while developing recommendations for allowable turning movements at limited-access median openings. The proximity between intersections and distances physically allotted for these median openings were also controlling factors.</p> <p>Since the HEB driveway with proposed median access was the controlling driveway in the vicinity based on field investigations, access to the Chicken Express driveway was not possible.</p> <p>The design team is still evaluating the median access points along the corridor.</p>

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35	Joe Recer	6/29/2019	Email	<p>1. Thanks for doing away with the "suicide" lane in the middle!</p> <p>2. I am concerned that six lanes will not be enough of an improvement. Have you considered making an eight-lane road? The traffic will only increase. [REDACTED]</p>	The proposed project has been designed based on traffic projections until 2043, that is currently in line with the 3 lanes in each direction roadway. We have also reduced the need for right of way to ensure the least amount of impact to local businesses and organizations.
36	John Colman	6/26/2019	Comment Form	Your traffic projections for the eastbound 71 traffic turning north on 620 is understated. Because...Bee Cave City plans have them closing Hamilton Pool Rd. south of 71 – which will probably take northbound 620 traffic off Bee Cave Pkwy. and have it go east on 71 before turning N on 620. So, Bee Cave City's plan will add to the volume of traffic on this intersection.	We are coordinating the RM 620 project with both the City of Bee Cave and City of Lakeway. We will discuss your comment regarding Bee Cave's plan and its potential impact on SH 71 at RM 620.
37	John Willsey	6/29/2019	Email	<p>Today, there are three feeders into this intersection from Aria, which are crushing in the mornings and also just after school is out.</p> <p>These are: Texaco (which many not only buy gas but also buy breakfast in the AM and clog up the station doing Kid drop off/pickup) P-Terrys shopping center (which is used in afternoons for kid pickup) Neighborhood of Alta Vista (where I live with 2 High School Students)</p> <p>In the afternoons there is gridlock after school is out with many trying to get into the left/straight lane for Left Turns. So, I think making a Left only is a good idea. Perhaps to handle rush hour drop/off pick/up times having the dedicated center lane and a right/straight might further help reduce congestion during those times. If needed some dotted lines/lane indicator crossing the intersection could help keep drivers in the correct lane as they cross 620.</p> <p>Another thing that might help safety is a better or dual crosswalks. My son has said a few times he's almost been hit by cars making the right turn from LTHS onto 620. Drivers seem to look left but frequently do not look right for kids in the crosswalk. The picture does not indicate a crosswalk. But it looks like the existing one is getting two new right turn lanes where it exists today.</p>	<p>After re-evaluating the turning movement volumes, modeled queuing, and adjacent commercial driveways on Aria Drive, the proposed westbound right-turn only will be reverted to the existing shared through-right lane maneuver. We will try to widen the approach so that this lane would be best utilized.</p> <p>Therefore, the westbound Aria Drive approach to RM 620 will include a left turn, a shared left-through lane, and a shared through-right turn lane.</p> <p>There is a proposed crosswalk across the dual eastbound right-turn from Lake Travis High School in the current design. The team is aware of the issue with drivers having to look out for gaps in the southbound traffic and not paying attention to students crossing RM 620. The proposed channelizing "pork chop" island on the eastbound Cavalier approach is expected to improve this situation.</p>

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
38	Jordan Mitchell	7/3/2019	Email	<p>As a local resident I am against the proposed plan constructing a median on 620 in front of the entrance to Lake Hills Montessori School. These are my concerns:</p> <ul style="list-style-type: none"> • There are 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. • In all the years I have been driving - I haven't seen or heard of an accident at this specific intersection. Why create a median that would cause more traffic (i.e. potential accidents) in the area? • What benefit do medians create? I think it's really a waste of taxpayer's money and those funds should go to actually fixing the potholes and relieving traffic in the area. Adding median isn't going to help relieve any traffic. 	<p>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. Safety will be enhanced with the raised medians. In most cases, access can be made by traveling a short distance to the next left-turn/U-turn opening.</p> <p>Thank you for your input regarding school traffic. The design team is still evaluating the median access points along the corridor.</p>
39	Kelsey	6/26/2019	Comment Form	<p>College Station has sensors for better timing – why can't that be implemented on heavily used intersections? Borrow their approach! Where is traffic going at different times of day (e.g. Workers or HS students)? What does the accident data say about drivers in the area? (e.g. Age, destination, # of accidents, time + day of accidents, etc.). Dataaaa is not just a robot on TNG!</p>	<p>Thank you. Your comment is being evaluated. At this time, signal equipment will be address during the detailed design phase of the project. TxDOT is continuously working to improve traffic signal timing on system highways. The department coordinates traffic signal issues with cities across the state to evaluate solutions. In regard to RM 620, Travis County's rapid growth has placed increased demand on this already congested highway, including overloading existing intersections and traffic signals. Therefore, we need to add travel capacity to improve safety and mobility along the corridor.</p>

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40	Kelsey G.	6/26/2019	Comment Form	<p>Many accidents on 620 from student drivers. Failing to stop, to yield to oncoming traffic, speed through light to “make it”. LTISD (not a TxDOT problem) needs to restrict school levels allowed to drive (juniors & up). Traffic from school begins @ Bee Cave Rd. & 620 intersection lights are terribly timed for # of drivers entering and leaving B.C. Rd. & 620 area.</p> <p>Why are so many businesses allowed to connect to a major roadway with no (seemingly) though given to traffic increase? Small arteries feed into steadily increasing artery sizes (blood veins, mold structures, etc.). Poor (city, TxDOT) planning has led us here...can TxDOT borrow ideas from other US cities or non-US cities for solutions? *What’s the data on traffic accidents for Oak Hill and similar designs in TX?</p>	<p>Thank you. Your comment is being evaluated.</p> <p>TxDOT has a long history in promoting highway safety, including working with schools to encourage teen driving safety. A sample of the many safety programs is on the TxDOT website at: www.txdot.gov/driver.html</p> <p>TxDOT is also continuously working to improve traffic signal timing on its highway system. The department coordinates traffic signal issues with cities across the state to evaluate solutions. Adding capacity on RM 620 will help improve safety and mobility. Unless access rights are purchased, TxDOT must to provide access to adjacent property owners along a state highway.</p>
41	Kent O'Brien	6/28/2019	Email/Comment Form	<p>*Email* Please find my attached comments to the above. While I agree with the concept, I believe there will be a severe lack of mobility for needed U-turn movements which will over-tax already over-taxed intersections and impact businesses along the corridor, especially those fronting RM620. Thanks for your work. Please feel free to reach out to me with any questions. (submitted a written comment form as email attachment – text from comment form is below) *Comment Form* While I very much agree with the raised center median concept to enhance safety, I am very concerned about the apparent lack of adequate U-turn opportunities that are provided. Forcing all left turns from cutoff driveways to go to a larger and usually signalized intersection seems very impactful. Additionally, most of these intersections are already overloaded/congested with left turn movements & then to add the U-turn traffic to that congestion would likely further breakdown the operation of the intersection. Also, I am concerned with the lack of adequate turning geometry for U-turns that will slow these movements more & limit use by larger vehicles. I suggest more study with potential of <i>(illegible word?)</i> block U-turn where feasible.</p>	<p>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. Safety will be enhanced with the raised medians. In most cases, access can be made by traveling a short distance to the next left-turn/U-turn opening. Some of these are at mid-block "hooded left" turn locations that are un-signalized. The proposed improvements are expected to decrease traffic delay and congestion by limiting and removing slower moving left-turn traffic along RM 620.</p> <p>As part of the RM 620 study, left-turn lane storage at signalized intersections were evaluated. The projected 95th percentile queues at signalized left-turn bays were checked and compared against the storage bay lengths currently designed. Storage lengths were increased and optimized based on the need and availability of space to do so while considering ROW impacts and constraints.</p>

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42	Kerzon R. Nickens	6/26/2019	Comment Form	The placement of a median in front of property will prevent customers turning left into business. Currently, commercial and non-commercial vehicles use turn lane (south to north traffic). Customers missing the left turn lane will have to travel towards the south end of the bridge and turn around. This will cause a tremendous danger to the southbound traffic exiting the bridge. The frequency of accidents in the middle turn lane is extremely low as compared to other lanes in the stretch of 620.	We hope that our meeting on 7/18/19 provided the information and answers you were looking for. After further review of the design after the Open House No. 2 meeting, the proposed raised median north of Hudson Bend has been removed and is replaced with a continuous turn lane, matching the existing condition out there today.

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
43	Lanny Brustein	7/10/2019	Email	<p>Subject: Business Damages: Massage + Chiro; TxDOT RM 620 South</p> <p>TxDOT's new design plan of extension on RM 620 South, will incapacitate my livelihood and most probably put me out of business.</p> <p>My current building lies at the bottom of a downslope. The business name is on the roof line and excellent for its high visibility and traffic. My business consists of 90% Roof line, grandfathered Pole sign and walk in new business. 10% organic online search once they have driven by my business name multiple times.</p> <p>The barrier in the middle lane of 620 South does NOT allow for customers to turn into the side street again crippling potential customers who pull over and walk in my door.</p> <p>The construction noise; digging, trenching, landfill and leveling off the road to extend a third lane will literally kill my Massage business. The utilities you would be moving are telephone poles, underground gas lines and fiber optic cables a few feet from my front door and are unacceptable.</p> <p>Your plan will completely remove my grandfathered pole sign.</p> <p>TxDOT plans to build a ten (10') foot high wall completely hiding any and all visibility. Vehicles will be traveling at 55mph, dangerously close to the entrance of my health care facility. Parking will be greatly reduced and unclear as to where the mailbox will be.</p> <p>I am a Stroke survivor (10/3/2011) and had lost everything. I had chosen this building, it's exact location and visibility for the sole purpose of starting my life over again. I built this business from nothing and planned on working in this facility to the day I retire. I am not about to start completely over again. -Dr. Lanny B. Brustein</p>	<p>Thank you for your comments. We had the opportunity to discuss the project features during our meeting on 7/25/19. As we discussed, the design team is reviewing options to relocate the "flying T" access to the Discount Tire roadway in front of your business. This will provide additional access options.</p> <p>The design team is also reviewing feasible design modifications to allow southbound U-turns at SH 71. With respect to visibility of your business, we noted that the proposed roadway and shared-use path are at roughly the same elevation as the existing roadway. The primary difference will be the rail on top of the proposed fill retaining wall. As noted during our meeting, the rail type will be determined during the detailed design phase. Certain types of open rails may be considered. Railing on the outside edge of a bridge or wall with adjacent pedestrian walkway must be 42 inches minimum in height, measured from the top of the walkway.</p>

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44	Lauren Belmonti	6/27/2019	Email	We are residents of Hudson Bend. I saw that currently 10M of the budget hasn't been funded for the changes to reach to Hudson Bend Rd. I would like to suggest that while thinking about that phase of the project TX DOT consider adding a pedestrian and bicycle path to Hudson Bend Rd that connects to the 620 improvements. The traffic is increasing in Hudson Bend and is extremely dangerous for kids, cyclists and pedestrians at the moment. Hudson Bend has a ton of residents and connecting them safely to businesses on 620 should be a priority. Thanks, Lauren Belmonti [REDACTED]	Construction phasing will be determined after the current environmental evaluation. Currently, this project is funded from SH 71 to Oak Grove Boulevard. A shared-use path for bicyclists and pedestrians is planned for the remaining part of the project from Oak Grove Boulevard to Hudson Bend Road.
45	Laurie Higginbotham - City of Lakeway	6/27/2019	Email	<p>I wanted to weigh in on the proposed lane change to Aria Drive at RR 620. Right now, there are 2 options to go straight into LTHS (left and straight or right and straight). The new proposal by TxDOT would have only one lane go straight into the high school (the left turn lane) and the right lane would become right turn only. This would be a problematic change for a few reasons.</p> <p>First, as it is with two lanes going straight, there is a long line of cars going into LTHS every morning school is in session. Forcing that into one lane would be unworkable and make the line to get to the high school extremely long. In addition, there is a gas station and food store (LT Market) at that corner used by residents and high school students heavily in the morning. It would be impossible to turn left to use that business if the one line to the high school takes up the left lane. It would also be impossible to exit that facility and turn left from LT Market onto Aria and go to the high school after a trip to LT Market. The left lane would be congested by people going from the Ridge at Alta Vista to the high school AND from people leaving LT Market.</p> <p>As someone who lives in the neighborhood and drives daily every morning to LTHS, I predict a single lane to LTHS would be disastrous for the neighborhood, LT Market and students trying to get to class on time. Please do not make this change.</p>	<p>After re-evaluating the turning movement volumes, modeled queuing, and adjacent commercial driveways on Aria Drive, the proposed westbound right-turn only will be reverted to the existing shared through-right lane maneuver. We will try to widen the approach so that this lane would be best utilized.</p> <p>Therefore, the westbound Aria Drive approach to RM 620 will include a left turn, a shared left-through lane, and a shared through-right turn lane.</p>

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46	Lori Brooke	7/7/2019	Email	I have learned that part of this improvement project includes changing the way the lanes at Aria Dr. would work. In the mornings, when school is in session, the line of traffic on Aria Dr. to the high school and 620 get quite long. However, with two lanes of traffic that go straight across 620 into the high school, it is not too bad. I anticipate much longer lines with only one lane going straight across to the high school. It would become almost impossible to make a right turn from Aria Drive onto 620 if that change is implemented. Unless we can add a third lane, I propose we keep it the way it is. Sincerely, Lori Brooke, Resident of Ridge of Alta Vista	<p>After re-evaluating the turning movement volumes, modeled queuing, and adjacent commercial driveways on Aria Drive, the proposed westbound right-turn only will be reverted to the existing shared through-right lane maneuver. We will try to widen the approach so that this lane would be best utilized.</p> <p>Therefore, the westbound Aria Drive approach to RM 620 will include a left turn, a shared left-through lane, and a shared through-right turn lane.</p>
47	Marc Barenblat	7/11/2019	Email	It's my understanding that concerns are to be addressed to you, as project manager, regarding the median proposed for Highway 620 between Bee Cave Parkway and Highway 71. My daughter currently attends Lake Hills Montessori, located just off that stretch of 620 and to which a perfectly reasonable and inherently safe turn lane continues to provide for daily ingress/egress without incident. In contrast, subjecting the high concentration of student drop-offs and pick-ups - as well as traffic for the similarly situated businesses - to otherwise needless U-turn-causing bottlenecks is befuddling and wasteful at best and child-endangering at worst. Moreover, the U-turn-causing median could add unavailable time to EMS units called to the preschool (or nearby businesses). The proposed median is therefore an unnecessary and potentially unsafe waste of taxpayer dollars and should not happen.	<p>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. Safety will be enhanced with the raised medians. In most cases, access can be made by traveling a short distance to the next left-turn/U-turn opening.</p> <p>Thank you for your input regarding school traffic. The design team is still evaluating the median access points along the corridor.</p>

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48	Marian Henderson	7/5/2019	Email	<p>I have lived in Hudson Bend since 1971, so I have seen amazing increases of traffic out here along highway 620. I am completely in favor of any separate bike/pedestrian sidewalks along 620.</p> <p>I am also in favor of adding a bike/pedestrian sidewalk along Hudson Bend Road. For a long time, there has been lots of public support in Hudson Bend for this. As it is, bicyclers and walkers are very unsafe as they travel along this busy road. Every time I drive in or out of Hudson Bend, I pass walkers or bikers along the road.</p> <p>Is there some way we can make some progress with this issue? I'd love to hear your ideas. Would a public meeting in Hudson Bend be helpful? Or a petition with a lot of local signatures?</p> <p>Thanks for your attention.</p> <p>Best regards, Marian Henderson, [REDACTED]</p>	<p>The proposed project will have 10-foot-wide shared-use paths for bicyclist and pedestrians on RM 620 from SH 71 to Hudson Bend Road. Further into Hudson Bend Road is not in the limits of the project. Hudson Bend Road is not in the State Highway System, so we do not maintain or own the road. Local jurisdictions have the authority to makes changes to this road.</p>
49	Mary Alice Kaspar	6/26/2019	Comment Form	<p>Thank you for helping to address the traffic on Hwy 620! It gets worse every day.</p>	<p>Thank you for your input.</p>
50	Mary E. Parker	6/26/2019	Comment Form	<p>[REDACTED] Hate the left turn into 620 off of South 71 that goes on the other side of traffic like Oak Hill – horrible idea! Concerned about easement agreement over Bee Cave lot by 620 in front of our lot. It is not decided until development where the driveway will be.</p> <p>620 – like the shoulders on roadside rather than 10' walkways each side.</p>	<p>TxDOT is proposing a Displaced Left Turn (DLT) intersection. DLT intersections are generally beneficial where heavy through movements are conflicting with heavy left-turn movements. This is the case at SH 71 and RM 620. There are less vehicle conflict points at each separate intersection compared to the conventional intersection, which improves safety.</p> <p>We appreciate the comment on shoulders, but we are trying to limit the right of way needed to make room for safety and mobility improvements along RM 620. The Texas legislature has directed TxDOT to enhance the use of the state highway system by bicyclists and pedestrians, and to integrate these modes of travel into project development. A shared-use path for bicyclists and pedestrians along both sides of RM 620 South is included to meet the standard.</p> <p>The existing DLT intersections in Oak Hill were considered interim improvements with little ROW available to build the adequate capacity. Ultimately, the proposed design for a freeway facility will improve the Oak Hill area. Therefore, the existing DLT intersections in Oak Hill were not designed to be a complete solution. The proposed DLT at RM 620 and SH 71 is projected to handle future traffic demands to our design year 2043.</p>

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51	Michael E. Bevilacqua, P.E.	7/10/2019	Email	<p>Please see the attached formal comment on behalf of Travis County WCID No. 17 (the District) for the RM 620 South Project from SH 71 to Hudson Bend Road. This comment is regarding site access to the District's Big Daves water storage tank located behind 911 N. Ranch Road 620, Lakeway, TX. Please let me know if you have any questions or need any additional information. We look forward to discussing this comment with you.</p> <p><i>(Attachment text below)</i></p> <p>Travis County Water Control and Improvement District No. 17 (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.). Large cranes, equipment, and delivery trucks are required at this site for routine maintenance and repairs. According to Schematic Drawing #3 on display at the open house held on 6/26/2019 and available online, a left turn exiting this site 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 adequately enter and exit the site. If a red light is not feasible, we request that adequate left turns for entering and exiting the site be available since U-turns at lights or other designated areas will not be a viable option for vehicles and delivery trucks of this size. If you have any questions, or need additional information, please do not hesitate to contact me.</p>	<p>Thank you for your comment regarding truck turning radius and access to the storage tank. The design team is still evaluating the median access points along the corridor.</p> <p>Your request for a traffic signal at this intersection (Stewart) will be discussed with TxDOT.</p>

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
52	Mindy Barenblat	7/3/2019	Email	<p>I am writing to voice concerns about the proposed median on 620 by Lake Hills Montessori. My child is a student there. We chose the school because we could make it work with our morning and evening pick up and drop off routines. I have never had issue using the turn lane that is there and adding a median will be incredibly inconvenient and far more importantly, unsafe.</p> <p>Over 120 parents pick up and drop off at roughly the same time. The majority use the turn lane in at least one direction. Redirecting all of that to U-turns will create bottle necks and be far less safe than the current setup.</p> <p>I would also hate for EMS to need to pass the school before being able to turn in due to a median.</p> <p>I don't see the need, but I clearly see the hazards and inconvenience. I truly hope the plans for a median do not move forward.</p> <p>Thank you for listening and valuing my concerns. Mindy Barenblat </p>	<p>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. Safety will be enhanced with the raised medians. In most cases, access can be made by traveling a short distance to the next left-turn/U-turn opening.</p> <p>Thank you for your input regarding school traffic. The design team is still evaluating the median access points along the corridor.</p>

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53	Mkauai	6/26/2019	Comment Form	<p>The traffic lights on RM 620 are poorly coordinated or not coordinated at all. The back-up from Lohmans Crossing is 2-3 miles in peak periods while there is usually only a queue of 5-8 cars on Lohmans approach. Not sure why the priority is not to give maximum time to 620 and let cars wait a couple of cycles on Lohmans or any other side streets.</p> <p>Just coordinating traffic lights on 620 can improve congestion/speeds by 50% or more. Why do we have to wait 5 years for the 3rd lane to be added when simply re-timing the signals and giving priority to 620 traffic can be done in a couple of months and give significant benefits to flow of traffic and the quality of life in Lakeway.</p> <p>Why not go after the “long-hanging” fruit, i.e. coordinate traffic signals now instead of waiting for over 5 years to add the 3rd lane.</p> <p>TxDOT needs to learn how to time traffic signals and improve progress of traffic, whether it is RM 620 or SH 360.</p> <p>Properly optimized and coordinated signals can improve congestion by up to 50% without spending a lot of \$\$\$.</p> <p>Please look into this issue now.</p>	Thank you. Your comment is being evaluated. Signal optimization is critical along RM 620. The last signal timing project along the RM620 project limits was completed in early 2018. With available resources, TxDOT will continue to maintain the signal operations as efficient as possible.
54	No Name Provided	6/26/2019	Comment Form	Not hugely informative. Expected a presentation with speakers.	There will be a public hearing in early 2020 which will include a presentation.
55	No Name Provided	6/26/2019	Comment Form	The shared use trails between Aria/Cavalier and Bee Cave Parkway need to be 10-12 feet wide to accommodate fast moving bicycles (20mph on flat sections, 30-40mph on downhills).	We are trying to limit the right of way needed to make room for safety and mobility improvements along RM 620. A 10-foot shared use path is consistent with the American Association of State Highway and Transportation Officials (AASHTO).
56	Parker Welch	6/26/2019	Comment Form	<i>(Checked “I do business with TxDOT” box on comment form - had temporary internship with a consultant before the project)</i> Not convinced widening is necessary, been trying the same trick on Texas highways for a century now and it mostly just induces demand. Clean air gains from not idling mostly a spook, especially because more cars end up on roads.	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, traffic on RM 620 south of Lohmans Crossing was approaching 46,000 (vpd) in 2017. By 2043, an expected 78,000 (vpd) will drive RM 620 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.

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				<p>Protected bike lanes (both sides) and wide as possible sidewalks & raised medians & raised crosswalks & pedestrian signal phasing far cheaper and a heck of a lot less climate denial!</p> <p>Metering/dynamically pricing 71 and 2222 entrances if car congestion is such a problem. If some tolls and cameras aren't warranted. Why is 75 million in concrete and asphalt?</p> <p>City should work out buses with CapMetro, heckle Westlake, they serve Elgin and Georgetown for Pete's sake.</p>	<p>The project is proposing a shared-use path up to 10 feet wide all along the project limits. Tolls are not being considered for this project.</p> <p>Inclusion in the Capital Metro system is between local jurisdictions and Capital Metro.</p>
57	Richard Hays	7/5/2019	Email	<p>How will people from Belmont village and Bella Montagna be able enter and exit after changes to 620? [REDACTED]</p>	<p>Please review roll plots #2 and #3 for the PI schematic layout for the roadway section adjacent to the Belmont Village and Bella Montagna. You can find the schematic on the project webpage: https://www.txdot.gov/inside-tdot/projects/studies/austin/rm620-sh71-hudson-bend-rd.html</p> <p>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. Safety will be enhanced with the raised medians. In most cases, access can be made by traveling a short distance to the next left-turn/U-turn opening.</p> <p>The design team is still evaluating the median access points along the corridor.</p>
58	Rick August	6/26/2019	Comment Form	<p>Proposed changes at Hudson Bend Road are inadequate. This neighborhood has more than 3,000 residents and only one entry/exit. Another access road needs to be built. I would suggest behind the 7-Eleven and stonework yard.</p>	<p>TxDOT only has authority to work on the State Highway System, which includes RM 620. The project scope only includes RM 620 and not local roads. Another access road off the State Highway System is not proposed in this project. The improvement to RM 620 is designed to decrease congestion and improve mobility near the Hudson Bend Road intersection.</p> <p>At this time, the current project proposes an additional (RM620) westbound right-turn lane, and an additional (Hudson Bend) southbound right-turn lane.</p>

RM 620 South – Open House
June 26, 2019
Comment/Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
59	Rick Beguelin	7/2/2019	Email	<p>Mr. Tamez, Thank you and TxDOT for the well-done Open House last Wed, June 26, 2019. I own the multi-tenant retail center at 3900 RM 620 So., Bee Cave, Tx 78738. I and two of the tenants, a Hair Salon owner and a Veterinary practice owner, were in attendance. We all will be very adversely affected if three major Project design problems, all against this property, are incorporated as presented.</p> <p>(1) A very large section of this property is being converted to a public Catch Basin, with an even larger amount of land being converted to future maintenance and repair. Both of these chunks of land to be taken for public use stretch across the entire width of the business frontage on 620.</p> <p>(2) Secondly, the building already exists on a downward slope away from 620, situated approximately 15-20 feet below 620. A bicycle/pedestrian path is to be added next to the new 620 lane, between the building and 620. The new auto lane addition plus this path are to be raised in elevation, plus have a wall added to the new height. This will then hide more of the building than is hidden now from 620.</p> <p>(3) Thirdly, the new 620 raised median left turn turnout opposite the middle of our parking lot and building eliminates most of our tenants' customers--the majority from Lakeway--from exiting left onto 620 from the building to return home. Instead, this left turnout only accommodates turning left off 620 into a predominantly quasi-industrial area with low vehicle volume. With 50-60 vehicles in our parking lot and behind the building, in motion throughout the day, it would be simple, safer and less cars on the roads to move the median turnout a few feet farther South, so customers could access from our property entrance into the turnout and U-turn back to Lakeway.</p> <p>It's unfair and a little devastating for our property to face all three of these major problems. The tenants already are worried about what this will do to retaining their customers, and I am afraid of how this older building with a current problem finding and keeping tenants, will be able to stay in business. I look forward to an opportunity to meet with you or your designee to see if we can mitigate some of the downside discussed.</p>	<p>Thank you for your comment. Based on discussions with you during our meeting on 07/25/2019 at the Lakeway Activity Center, the design team is reviewing options to refine the design footprint of the proposed detention basin to reduce the width parallel to RM 620. The proposed basin will follow the northern property line and extend farther west. The proposed ROW delineation will be revised to reflect any proposed changes to the detention basin footprint.</p> <p>The proposed roadway and shared-use path are at roughly the same elevation as the existing roadway. The primary difference will be the rail on top of the proposed fill retaining wall. As noted during our meeting on 7/25/19, the rail type will be determined during the detailed design phase. Certain types of open rails may be considered. Railing on the outside edge of a bridge or wall with adjacent pedestrian walkway must be 42 inches minimum in height, measured from the top of the walkway.</p> <p>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. Safety will be enhanced with the raised medians. In most cases, access can be made by traveling a short distance to the next left-turn/U-turn opening.</p> <p>The design team is still evaluating the median access points along the corridor.</p> <p>We hope that our meeting with you on 7/25/19 provided the information and answers you were looking for. Please check back on the project web page for updates and the latest information on the project.</p>

RM 620 South – Open House
June 26, 2019
Comment/Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
60	Samantha Peyton	7/11/2019	Email	<p>I'm a parent at Lake Hills Montessori School and I'm very concerned about plans for a median going in in front of the school on 620 close to HWY 71. This would make commuting to the school for drop off and pick-ups very difficult for my family.</p> <p>I drive my daughter to school from the Austin area (coming from the east on 71) because we love our school very much. A median would mean I would have to take a much more time-consuming way around to get to the school in the mornings during an already very long & hectic drive for us.</p> <p>Please I really urge you to reconsider this plan. Our school gets heavy traffic with upwards of 120 parents doing pick-ups and drop offs each day. Also, the customers at the Discount Tire would also be impacted negatively by this median when the surrounding businesses hardly get even close to as much traffic as our entry road gets. The Discount Tire is always very busy and I see cars constantly going in and out while I hardly ever see anyone entering and exiting near the other businesses on nearby entry roads off 620.</p> <p>God forbid if anything were to happen to a child at our school, it would mean more precious minutes wasted for EMS or Fire Department to reach our school.</p> <p>Thank you so much for your consideration.</p>	<p>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. Safety will be enhanced with the raised medians. In most cases, access can be made by traveling a short distance to the next left-turn/U-turn opening.</p> <p>Thank you for your input regarding school traffic. The design team is still evaluating the median access points along the corridor.</p>

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
61	Sandra Karnstadt	7/3/2019	Email	<p>I own a school, Lake Hills Montessori which serves children ages 18months to 6 years old. We are located at 3930 RR 620 S. I've just become aware of a proposed concrete median in front of our driveway. I'm concerned for several reasons:</p> <ul style="list-style-type: none"> - We have over 150 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. <p>My business is unique since it is a school and therefore generates cars in large volumes. It would be safest for no median to be added in front of our street. I am certain safety is the goal of TXDOT.</p>	<p>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. Safety will be enhanced with the raised medians. In most cases, access can be made by traveling a short distance to the next left-turn/U-turn opening.</p> <p>Thank you for your input regarding school traffic. The design team is still evaluating the median access points along the corridor.</p>

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Comment/Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
62	Sherry Ellenbogen	6/26/2019	Comment Form	<p>Owners, [REDACTED] - is the land that Mary Parker and I own. We currently have an easement agreement on the tract in front of our 0.376 Acre lot for complete ingress/egress to place a driveway wherever we wish. A retaining wall on your drawing is blocking all access. We need a meeting ASAP!</p> <p>You don't need bike trails – need only room for shoulders for car safety.</p> <p>Hate the 71 eastbound proposal – where traffic turning left on 620 eastbound from 71 is like the Oak Hill death trap!</p>	<p>We will schedule a meeting with you to discuss the retaining wall.</p> <p>The Texas legislature has directed TxDOT to consider bicyclists and pedestrians in project development, and to integrate these modes of travel into project development. A shared-use path for bicyclists and pedestrians along both sides of RM 620 South is included to meet the standard.</p> <p>TxDOT is proposing a Displaced Left Turn (DLT) intersection. DLT intersections are generally beneficial where heavy through movements are conflicting with heavy left-turn movements. This is the case at SH 71 and RM 620. There are less vehicle conflict points at each separate intersection compared to the conventional intersection, which improves safety.</p> <p>The existing DLT intersections in Oak Hill were considered interim improvements with little ROW available to build the adequate capacity. Ultimately, the proposed design for a freeway facility will improve the Oak Hill area. Therefore, the existing DLT intersections in Oak Hill were not designed to be a complete solution. The proposed DLT at RM 620 and SH 71 is projected to handle future traffic demands to our design year 2043.</p>
63	Stacy E. Miller	6/26/2019	Comment Form	I have requested a meeting via Randall Dillard's office. As a property owner who is also a cyclist, I have concerns and suggestions relative to ROW and would like to discuss further.	Thank you for your input. A meeting will be scheduled.
64	Steve Braasch	6/26/2019	Comment Form	I like what I see. The hard medians in Lakeway and up and down 620 need to happen soon! They will save lives now! Good plans!	Thank you for your input.
65	Tim & Carrie Burbey	6/26/2019	Comment Form	We would like to see more pedestrian friendly areas near the Galleria and Hwy 71. There is no sidewalk South 71 Hill Country Galleria and no way to cross 71 to get to N 71 Hill Country Galleria. A pedestrian overpass may work. Also, there is some trail near the Bee Cave Sculpture Garden. We'd love to see this expanded and maintained for walkers/joggers. Thanks for your consideration.	TxDOT shares your interest in making pedestrian friendly areas, but the department does not have the authority to construct pedestrian facilities off of state owned right of way. TxDOT did a feasibility study in 2017 to improve an 18.8-mile segment of RM 620 from SH 71W to US 183. A corridor refinement study is underway to determine how best to improve safety and mobility along this stretch of RM 620. The project is being coordinated with the city of Bee Cave.

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
66	Trish Kormanik	6/26/2019	Comment Form	<p>The 620 S section should start at Mansfield Dam and end at 71 with an overpass from 620 to 71.</p> <p>There are fatalities multiple times a month at the intersection at the bottom of the 620 hill at Hudson Bend. Cars don't know that traffic is stopped at a red light (see small drawing on comment form).</p> <p>Also, there should be no pedestrians walking on the Highway 620 so multimodal funds should be devoted to capacity car/truck/school bus lanes. Without added capacity lanes to 620 N to Hwy 183 – traffic stops for hours. 2222 Needs to increase capacity and have an overpass off of Hwy 620 at the intersection.</p>	<p>This proposed project will improve safety and mobility on RM 620 from SH 71 to Hudson Bend Road. TxDOT did a feasibility study in 2017 to improve an 18.8-mile segment of RM 620 from SH 71W to US 183. A corridor refinement study is underway to determine how best to improve safety and mobility along this stretch of RM 620.</p> <p>The Texas legislature has directed TxDOT to enhance the use of the state highway system by bicyclists and pedestrians, and to integrate these modes of travel into project development. A shared-use path for bicyclists and pedestrians along both sides of RM 620 South is included to meet the directive.</p>

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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!	<p>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.</p> <p>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.</p> <p>In addition to improved mobility, safety is enhanced with the fewer potential vehicle conflict points at the intersection.</p>
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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Comment Number	Commenter Name	Date Received	Source	Comment	Response
3	Al Schuele	3/4/2020	Email	<p>Thank you for your response. Please pass the following input to the project team.</p> <p>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.</p> <p>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.</p>	<p>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.</p> <p>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:</p> <ol style="list-style-type: none"> 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	<p>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.</p>	<p>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.</p> <p>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.</p>

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
4b	Amelia Evans	2/20/2020	Email	<p>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.</p>	<p>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.</p> <p>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.</p> <p>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.</p>
5a	Ammie Gormley	2/21/2020	Email	<p>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.</p>	<p>This separation from traffic would enhance safety for students attending the nine public and private schools near RM 620 in the project area.</p>
5b	Ammie Gormley	2/21/2020	Email	<p>Additional lanes and medians are also helpful as 620 is congested around the high school.</p>	<p>Thank you for your comment.</p>

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
5c	Ammie Gormley	2/21/2020	Email	<p>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.</p>	<p>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.</p> <p>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.</p> <p>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.</p>
6	Ben Eckermann	2/20/2020	Comment Form	<p>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:</p> <ul style="list-style-type: none"> • 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. <p>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.</p>	<p>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.</p> <p>The shared-use paths would be constructed along RM 620 as part of the overall safety and mobility improvement project.</p> <p>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.</p> <p>Transportation projects with TxDOT oversight must take into consideration existing and future needs.</p>

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
7a	Ben Eckermann	2/20/2020	Transcript	<p>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.</p> <p>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.</p>	Comment noted.
7b	Ben Eckermann	2/20/2020	Transcript	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>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.</p> <p>The shared-use paths would be constructed along RM 620 as part of the overall safety and mobility improvement project.</p> <p>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.</p> <p>Transportation projects with TxDOT oversight must take into consideration existing and future needs.</p>

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8	Bob & Paulette Jefferies	2/20/2020	Comment Form	<p>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.</p> <ol style="list-style-type: none"> 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. 	<p>Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input.</p> <p>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.</p> <p>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-stripped 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.</p> <p>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.</p> <p>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.</p>

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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.	<p>The proposed project will address safety and mobility concerns along this section of RM 620 with the following improvements:</p> <ul style="list-style-type: none"> • 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 <p>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.</p> <p>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.</p>

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
10a	Bruce Castner	3/5/2020	Email	<p>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.</p> <p>My comments are as follows:</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>

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10b	Bruce Castner	3/5/2020	Email	<p>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.</p> <p>Thanks so much for allowing public comments.</p>	<p>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.</p> <p>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.</p>

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11	Bruce Morton	2/6/2020	Email	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>My message to the 620 strategists is:</p> <ul style="list-style-type: none"> • 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. 	<p>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.</p> <p>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.</p>

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12	Bryan Anderson	2/21/2020	Email	<p>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.</p> <ol style="list-style-type: none"> 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 <p>Additional savings would be realized by moving RM 620 to the West.</p> <ol style="list-style-type: none"> 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 <p>I would like to have a meeting with engineers and or roadway planners to review these ideas and discuss the options.</p>	<p>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</p> <p>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.</p>

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13	Carrell Killebrew	2/20/2020	Transcript	<p>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.</p>	<p>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.</p> <p>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.</p> <p>In addition to improved mobility, safety is enhanced with the fewer potential vehicle conflict points at the intersection.</p>

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14	Casey & Kim Tisdale	2/20/2020	Comment Form	<ul style="list-style-type: none"> • 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. <p>PROS: The proposed expansion should help with the flow of traffic. Thank you for all considerations in which our neighbors and residents have expressed.</p>	<p>Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
15	Cindy Ryan	3/6/2020	Email	<p>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 delimiters, 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.</p>	<p>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.</p> <p>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</p>

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16a	Corina Stancey	2/20/2020	Email	<p>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.</p>	<p>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.</p> <p>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.</p>
16b	Corina Stancey	2/20/2020	Email	<p>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!</p>	<p>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.</p> <p>The shared-use paths would be constructed along RM 620 as part of the overall safety and mobility improvement project.</p> <p>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.</p> <p>Transportation projects with TxDOT oversight must take into consideration existing and future needs.</p>

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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?	<p>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.</p> <p>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.</p> <p>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</p>
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.	<p>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.</p>
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.	<p>The proposed project will address safety and mobility concerns along this section of RM 620 with the following improvements:</p> <ul style="list-style-type: none"> • 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 <p>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.</p> <p>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.</p>

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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.	<p>The proposed project will address safety and mobility concerns along this section of RM 620 with the following improvements:</p> <ul style="list-style-type: none"> • 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 <p>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.</p> <p>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.</p>

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19	Dana Nunn	2/20/2020	Email	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>The proposed project will address safety and mobility concerns along this section of RM 620 with the following improvements:</p> <ul style="list-style-type: none"> • 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 <p>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.</p> <p>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.</p> <p>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.</p>

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
20	Darien Schlegel	2/21/2020	Email	<p>I attended the RM 620 South Public hearing on February 20, 2020. Below are my comments that I would like to have submitted:</p> <p>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.</p> <p>I would like for the following revisions to be considered:</p> <ol style="list-style-type: none"> 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. <p>I would appreciate you taking my comments into consideration.</p>	<p>Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input.</p> <p>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.</p> <p>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-stripped 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.</p> <p>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.</p> <p>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.</p>

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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.	<p>Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input.</p> <p>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.</p> <p>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-stripped 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.</p> <p>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.</p> <p>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.</p>

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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.	<p>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.</p> <p>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.</p> <p>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.</p>
23	David Millikan	2/20/2020	Comment Form	<p>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.</p> <p>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)</p>	<p>Thank you for your comment.</p> <p>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.</p> <p>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.</p>

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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.	<p>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.</p> <p>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.</p> <p>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.</p>

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25	David Peppard	2/20/2020	Transcript	<p>Hello. My name is David Peppard, P-E-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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input.</p> <p>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.</p> <p>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-stripped 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.</p> <p>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.</p> <p>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.</p>

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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 (<i>illegible word</i>) to the south and north of median.	<p>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.</p> <p>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.</p> <p>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.</p>
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.	<p>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.</p> <p>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.</p> <p>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.</p>

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28	Denise McDonald	2/20/2020	Comment Form	<p>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.</p> <p>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.</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
29	Diane Nordstrom	2/23/2020	Email	<p>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.</p>	<p>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.</p> <p>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.</p> <p>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.</p>

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30	Diane Steinhoff	2/20/2020	Comment Form	<ol style="list-style-type: none"> 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. 	<p>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.</p> <p>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-stripped 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.</p> <p>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.</p>

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31	Doug Strubar	2/20/2020	Comment Form	<p>The 620 crossover at Clara Van Dr. has been left off proposal.</p> <p>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.</p> <p>No left turn onto 620 - will not work, forcing a U-turn at rush hour 8AM, 12PM, 5PM</p> <p>To fix traffic problem, make the median wider to accommodate left turn onto 620.</p> <p>Leave bike and pedestrian lanes off.</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
32	Doug Strubar	2/20/2020	Comment Form	<p>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.</p> <p>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.</p> <p>Focus on main problem. Not making everybody happy – bikes & pedestrians.</p>	<p>The proposed project will address safety and mobility concerns along this section of RM 620 with the following improvements:</p> <ul style="list-style-type: none"> • 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 <p>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.</p> <p>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.</p>

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33	Doug Strubar	2/20/2020	Transcript	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>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.</p> <p>The shared-use paths would be constructed along RM 620 as part of the overall safety and mobility improvement project.</p> <p>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.</p> <p>Transportation projects with TxDOT oversight must take into consideration existing and future needs.</p>

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34	Falconhead HOA Board of Directors (J. Cook, J. Miles, D. Walden)	3/4/2020	US Mail	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input.</p> <p>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.</p> <p>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-stripped 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.</p> <p>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.</p> <p>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.</p>

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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.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>

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36	Frederick Werner	3/6/2020	Email	<p>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.</p> <p>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.</p> <p>If there is any more information I can provide, please let me know. -Frederick Werner, Bella Montagna BOD</p> <p><i>*Reference the Bella Montagna HOA and Belmont Senior Village "Issue Paper" in Attachment F of the RM 620 South Public Hearing Summary Report</i></p>	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	<p>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:</p> <p>1. Loss of Westbound 71 Left Turn Access (U Turn capability) @ 620/71 Interchange</p>	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	<p>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.</p> <p><i>Comments from emailed comment form:</i> We object to the changes to the intersection at Lohmans Spur and 620 as proposed.</p> <p>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.</p>	<p>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.</p> <p>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.</p> <p>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</p>

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39	Jan Gentry-Dunn	2/21/2020	Email	<p>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.</p>	<p>Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
40a	Jane Bui	2/20/2020	Comment Form	<p>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.</p>	<p>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.</p> <p>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.</p>

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40b	Jane Bui	2/20/2020	Comment Form	Agreed that shared-use lanes are dangerous for cyclists.	<p>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.</p> <p>The shared-use paths would be constructed along RM 620 as part of the overall safety and mobility improvement project.</p> <p>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.</p> <p>Transportation projects with TxDOT oversight must take into consideration existing and future needs.</p>

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41	Janet James	2/20/2020	Email	<p>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 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 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.</p>	<p>Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input.</p> <p>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.</p> <p>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-stripped 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.</p> <p>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.</p> <p>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.</p>
42	Janet Wright	2/20/2020	Comment Form	<p>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).</p>	<p>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.</p> <p>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</p>

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43	Jason Homan on behalf of Travis County Water Control	3/3/2020	Email	<p>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.</p> <p>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.</p> <p>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.</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
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.	<p>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.</p> <p>The shared-use paths would be constructed along RM 620 as part of the overall safety and mobility improvement project.</p> <p>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.</p> <p>Transportation projects with TxDOT oversight must take into consideration existing and future needs.</p>
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.	<p>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.</p> <p>The shared-use paths would be constructed along RM 620 as part of the overall safety and mobility improvement project.</p> <p>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.</p> <p>Transportation projects with TxDOT oversight must take into consideration existing and future needs.</p>

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48	Jennifer Reichers on behalf of West Travis County Public Utility Agency	2/24/2020	Email	<p>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.</p> <p>The WTCPUA opposes any portion of the 620 expansion that will impair its ability to maintain permit compliance.</p> <p>RESOLUTION OF THE WEST TRAVIS COUNTY PUBLIC UTILITY AGENCY REGARDING EXPANSION OF RM 620 BY THE TEXAS DEPARTMENT OF TRANSPORTATION</p> <p>THE STATE OF TEXAS §§§§ COUNTIES OF TRAVIS AND HAYS</p> <p><i>*Reference the full resolution in Attachment F of the RM 620 South Public Hearing Summary Report</i></p>	<p>Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
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.

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51	Joe Rollins	2/20/2020	Comment Form	<ul style="list-style-type: none"> • 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 	<p>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.</p> <p>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</p>
52	John Fenley	2/21/2020	Email	<p>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</p> <p>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</p> <p>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</p> <p><i>*Reference the full comment with graphics in Attachment F of the RM 620 South Public Hearing Summary Report</i></p>	<p>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.</p> <p>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.</p> <p>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.</p>

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53	John Hull	2/20/2020	Email	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
54	Jon Penner	2/20/2020	Comment Form	<p>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.</p>	<p>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.</p>

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
55	Jon Penner	3/6/2020	Email	<p>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.</p> <p>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.</p> <p>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.</p> <p>Improperly maintained Traffic Signals and sensors are one of the biggest traffic flow problems we currently have that can be easily corrected.</p>	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?	<p>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.</p> <p>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.</p>

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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.	<p>Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
60a	Karen Skelton	2/25/2020	Email	<p>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:</p> <ol style="list-style-type: none"> 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? 	<p>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.</p>

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
60b	Karen Skelton	2/25/2020	Email	<p>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.</p> <p>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?</p>	<p>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.</p> <p>There are no detention/water quality ponds planned at the southwest quadrant of the SH 71 at RM 620 intersection.</p>
60c	Karen Skelton	2/25/2020	Email	<p>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?</p>	<p>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.</p> <p>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</p>
60d	Karen Skelton	2/25/2020	Email	<p>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.</p> <p>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?</p> <p><i>*Reference the full comment with graphics in Attachment F of the RM 620 South Public Hearing Summary Report</i></p>	<p>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.</p> <p>Sidewalks are not proposed along SH 71.</p>
61	Kerzon Nickens	2/22/2020	US Mail	<p>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.</p> <p>We congratulate you for the efforts to improve Highway 620 and the professional manner in which it is being handled.</p>	<p>Thank you for your comment.</p>

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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.	<p>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.</p> <p>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.</p>
65	Lucas Jacomides	3/6/2020	Email	<p>Please submit my comments (attached) as part of the official hearing record regarding the RM 620 South project.</p> <p><i>Comments from emailed comment form:</i> 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.</p>	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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Comment Number	Commenter Name	Date Received	Source	Comment	Response
66	Luke Darling	3/4/2020	Email	<p>I have many concerns, here is an excerpt from the letter I sent:</p> <ul style="list-style-type: none"> • 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. 	<p>The proposed design provides for a left-in and left-out from this unnamed street where the Montessori school is located. For all traffic, including emergency responders, a U-turn will not be required.</p>
67	Margaret Keedy	3/2/2020	Email	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>The route to access Hudson Bend Road from Eck lane will involve the following movements</p> <ol style="list-style-type: none"> 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. <p>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.</p>

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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	<p>The proposed project will address safety and mobility concerns along this section of RM 620 with the following improvements:</p> <ul style="list-style-type: none"> • 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 <p>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.</p> <p>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.</p>
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).	<p>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.</p>
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.	<p>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.</p>

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
70a	Maryann Carmichael	2/20/2020	Email	<p>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.</p> <p>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.</p> <p>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).</p>	<p>The proposed project will address safety and mobility concerns along this section of RM 620 with the following improvements:</p> <ul style="list-style-type: none"> • 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 <p>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.</p> <p>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.</p> <p>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.</p>

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
70b	Maryann Carmichael	2/20/2020	Email	<p>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.</p> <p>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.</p> <p>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...</p> <p>We have seen exactly zero speeders pulled over in that corridor. They are usually caught out further...EXCESSIVE SPEED IS THE PROBLEM.</p> <p>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.</p>	<p>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.</p> <p>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.</p>

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
70c	Maryann Carmichael	2/20/2020	Email	<p>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.</p> <p>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.)</p> <p>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.</p>	<p>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.</p>
70d	Maryann Carmichael	2/20/2020	Email	<p>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!</p> <p>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!</p>	<p>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.</p>

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
71	Melissa Pollard	2/26/2020	Email	We don't need bicycle lanes! Thank you!	<p>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.</p> <p>The shared-use paths would be constructed along RM 620 as part of the overall safety and mobility improvement project.</p> <p>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.</p> <p>Transportation projects with TxDOT oversight must take into consideration existing and future needs.</p>
72	Michelle Smallwood	2/23/2020	Email	<p>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.</p> <p>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.</p>	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.

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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.

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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.	<p>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.</p> <p>The shared-use paths would be constructed along RM 620 as part of the overall safety and mobility improvement project.</p> <p>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.</p> <p>Transportation projects with TxDOT oversight must take into consideration existing and future needs.</p>
75a	Mike Schofield on behalf of City of Austin	2/6/2020	Email	<p>Paul Terranova and Bruce let me know that you would be the best contact to send comments related to the RM 620 project.</p> <p>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.</p> <p>Thank you for the consideration and let me know if there's anything else we can provide.</p> <p><i>*Reference the full City of Austin comment with graphics in Attachment F of the RM 620 South Public Hearing Summary Report</i></p>	Comment noted.

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75b	Mike Schofield on behalf of City of Austin	2/6/2020	Email	<ul style="list-style-type: none"> 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. <p><i>*Reference entire City of Austin comment with graphics in Attachment F of the RM 620 South Public Hearing Summary Report</i></p>	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	<ul style="list-style-type: none"> 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. <p><i>*Reference the full City of Austin comment with graphics in Attachment F of the RM 620 South Public Hearing Summary Report</i></p>	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	<ul style="list-style-type: none"> 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. <p><i>*Reference the full City of Austin comment with graphics in Attachment F of the RM 620 South Public Hearing Summary Report</i></p>	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	<ul style="list-style-type: none"> 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. <p><i>*Reference the full City of Austin comment with graphics in Attachment F of the RM 620 South Public Hearing Summary Report</i></p>	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	<ul style="list-style-type: none"> 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. <p><i>*Reference the full City of Austin comment with graphics in Attachment F of the RM 620 South Public Hearing Summary Report</i></p>	We will review feasibility of incorporating the suggested revision.
75g	Mike Schofield on behalf of City of Austin	2/6/2020	Email	<ul style="list-style-type: none"> 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. <p><i>*Reference the full City of Austin comment with graphics in Attachment F of the RM 620 South Public Hearing Summary Report</i></p>	We will review feasibility of incorporating the suggested revision.

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
76a	Mustafa Kamal	3/6/2020	Email	<p>There are a few comments/observations I would like to make about the RM 620 South Corridor and the proposed improvements:</p> <ul style="list-style-type: none"> • 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. 	<p>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.</p>
76b	Mustafa Kamal	3/6/2020	Email	<ul style="list-style-type: none"> • 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!!! 	<p>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.</p>

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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.

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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	<p>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.</p> <p>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.</p> <p>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.</p>	<p>Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>

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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.

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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	<p>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.</p> <p>Number two, water company is down there with the chemistry potential issues for fire rescue and response time also.</p> <p>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.</p>	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	<p>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.</p> <p>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.</p> <p>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.</p>	<p>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.</p> <p>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.</p> <p>In addition to improved mobility, safety is enhanced with the fewer potential vehicle conflict points at the intersection.</p> <p>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.</p>

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
85a	Paul Jacobs	2/20/2020	Comment Form	Concerns about no center turn lanes.	<p>The proposed project will address safety and mobility concerns along this section of RM 620 with the following improvements:</p> <ul style="list-style-type: none"> • 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 <p>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.</p> <p>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.</p>
85b	Paul Jacobs	2/20/2020	Comment Form	Concerns about July 1 light for Preserve Lakeway/at Dave Drive - if emergency , fire, etc.	<p>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.</p>

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
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.	<p>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.</p> <p>The shared-use paths would be constructed along RM 620 as part of the overall safety and mobility improvement project.</p> <p>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.</p> <p>Transportation projects with TxDOT oversight must take into consideration existing and future needs.</p>
85d	Paul Jacobs	2/20/2020	Comment Form	Use of “zipper” before project is completed will increase traffic congestion. i.e. More traffic if zippers (barriers) used prematurely.	<p>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.</p>
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!	<p><i>Matthew Cho, TxDOT responded to Mr. Jacobs on Monday, Feb. 24, 2020:</i> 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</p>
87a	Paul Jacobs	3/3/2020	Email	<p>Thanks for the open house at the Lake Travis High School.</p> <p>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.</p>	<p>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.</p>

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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.	<p>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.</p> <p>The shared-use paths would be constructed along RM 620 as part of the overall safety and mobility improvement project.</p> <p>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.</p> <p>Transportation projects with TxDOT oversight must take into consideration existing and future needs.</p>

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87c	Paul Jacobs	3/3/2020	Email	<p>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.</p> <p>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.</p>	<p>The proposed project will address safety and mobility concerns along this section of RM 620 with the following improvements:</p> <ul style="list-style-type: none"> • 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 <p>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.</p> <p>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.</p>

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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.	<p>Access to local businesses along RM 620 will be maintained during construction. Construction is estimated to take approximately 2½ - 3 years to complete.</p> <p>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.</p> <p>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</p>
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	<p>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.</p> <p>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.</p> <p>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.</p>	<p>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.</p>
91	Roger Dooley	2/20/2020	Comment Form	<ol style="list-style-type: none"> 1. Thank you for working on solving 620 traffic problems! 2. Primary concern is impact on the entrance to Falconhead: <ul style="list-style-type: none"> - 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. 	<p>Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input.</p> <p>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.</p> <p>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-stripped 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.</p> <p>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.</p> <p>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.</p>

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92	Rudolph Maier	2/20/2020	Transcript	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>The proposed project will address safety and mobility concerns along this section of RM 620 with the following improvements:</p> <ul style="list-style-type: none"> • 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 <p>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.</p> <p>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.</p> <p>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</p>

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93a	Shane Owenby	2/26/2020	Email	<p>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</p> <p>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.</p>	<p>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.</p>
93b	Shane Owenby	2/26/2020	Email	<p>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.</p>	<p>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.</p> <p>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.</p>

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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	<p>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.</p> <p>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.</p>	<p>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.</p> <p>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-stripped 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.</p> <p>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.</p>
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.	<p>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.</p> <p>Our team will determine whether the future development behind HEB is approved. During our traffic study phase, there were no plans set.</p>

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96	Steven Albert	3/4/2020	Email	<p>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.</p> <p>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:</p> <ol style="list-style-type: none"> 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. <p>The proposed SUP's adjacent to the road are inferior in several respects:</p> <ol style="list-style-type: none"> 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. <p>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.</p>	<p>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.</p> <p>The shared-use paths would be constructed along RM 620 as part of the overall safety and mobility improvement project.</p> <p>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.</p> <p>Transportation projects with TxDOT oversight must take into consideration existing and future needs.</p>

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97	Terrell (Ted) Freemon	2/25/2020	Email	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input.</p> <p>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.</p> <p>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-stripped 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.</p> <p>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.</p> <p>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.</p>

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98a	Terrence Irion	2/20/2020	Email	<p>I live at [REDACTED] in the Falconhead Subdivision. I have two concerns with the design.</p> <p>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.</p> <p>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.</p> <p>What is the point of having public hearings if the comments and suggestions are summarily dismissed?</p> <p>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.</p>	<p>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.</p> <p>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.</p>

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98b	Terrence Irion	2/20/2020	Email	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>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.</p>

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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.	<p>Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>

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100	Theresa Willcox	2/20/2020	Comment Form	<p>Eliminate the retention pond @ Falconhead/620.</p> <p>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.</p> <p>Please keep our beautiful entrance @ Falconhead. Our home values will decrease if you take away our entrance.</p>	<p>Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input.</p> <p>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.</p> <p>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-stripped 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.</p> <p>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.</p> <p>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.</p>

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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.	<p>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.</p> <p>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.</p> <p>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.</p>
102a	Travis Lairsen	2/20/2020	Comment Form	<p>Regarding 113 RR 620 N. Sandeez Hamburger Hut:</p> <p>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.</p>	<p>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.</p>

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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.	<p>The proposed project will address safety and mobility concerns along this section of RM 620 with the following improvements:</p> <ul style="list-style-type: none"> • 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 <p>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.</p> <p>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.</p>

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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.	<p>Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input.</p> <p>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.</p> <p>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-stripped 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.</p> <p>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.</p> <p>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.</p>
104a	Vance McDonald	2/20/2020	Comment Form	I am opposed to the detention pond at the front of the Falconhead subdivision.	<p>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.</p> <p>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.</p>
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!	<p>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.</p>

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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	<p>I do feel 620 needs improvement, but it shouldn't take an entrance away from residents in Falconhead.</p> <p>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.</p>	<p>Several revisions are being made to the intersection of RM 620 and Falcon Head Boulevard based on stakeholder input.</p> <p>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.</p> <p>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-stripped 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.</p> <p>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.</p> <p>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.</p>