



**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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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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				<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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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.	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.
				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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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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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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				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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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>