

PUBLIC COMMENT AND RESPONSE MATRIX

#	Last Name	First Name	Method	Comment (Verbatim)	Response
1	Dubose	Kathy	Written	Good job! Looks like the traffic will flow smoothly. I really like the entrance ramps with dedicated lanes!	Thank you for your comment. It will be included in the project record.
2	Gonzalez	Michael	Written	Add a "turning lane only" to turn east on Bebee. Lane will allow drivers on Bebee, attempting to head northbound, to enter frontage road. Turning lane would identify drivers clearly turning onto Bebee.	Thank you for your comment. While the addition of a dedicated right turn lane onto Bebee Road is not currently warranted by traffic volumes, TxDOT will continue to evaluate the design and make adjustments accordingly.
3	Ingalls	Liz & Scott	Written	Great advertising for the open house on 6/7/16 - Community Impact and message boards. A representative can also speak at the Kyle City Council meeting during public comment time to advertise. Increase police presence on I-35, including doing "speed traps." Have and post signage on I-35 for a phone number to call to report reckless/aggressive drivers. Priority ramp area to begin this portion of project should be at I-35 and Bebee Road. Add HOV lanes. Keep space for future rail. Buy-out 45 and make it I-35 Business Loop. Add screen between N & S I-35 in Austin to stop rock throwing. Thank you for your time.	Thank you for your comment. Safety continues to be an important priority for TxDOT and the Mobility35 program, including coordination with law enforcement. Plans for additional capacity on I-35 are currently underway via the Future Transportation Corridor - learn more at www.My35.org/capital . Suggestions that apply to separate projects/roadways that are not part of the current proposed improvements to I-35 between Kyle Crossing and RM 150 will be forwarded to the appropriate engineering team. A major component of the Mobility35 program is local partnerships; to date we have included the City of Kyle in the process and specific discussions for this project. TxDOT does not advertise websites or phone numbers on message boards in an effort to avoid distracted driving.
4	Moreland	Barbara	Written	Thank you for putting signal lights at 1626 & Kohler Crossing instead of a turn about. This has saved my life. Numbers of times I have almost been broad-sided by oncoming traffic when turning left on Kohler Crossing. 1. The intersection of Kyle Parkway & I-35 needs some type of adjustment. The lights are not long enough for RUSH HOUR traffic. Traffic backs up over the bridge going east and then eastbound traffic can't move. 2. The entrance to HEB at Kyle Parkway is an accident waiting to happen. It needs to be closed ASAP and moved north. 3. The street that runs behind Wendy's at Kyle Parkway needs something done about it. The traffic backs up there and causes the eastbound traffic over the bridge to back up causing the traffic on Kyle Parkway to back up.	Thank you for your comment. Safety and mobility continue to be important priorities for TxDOT and the Mobility35 program. Improvements to connecting streets and traffic control measures on adjacent streets are not part of the current proposed improvements to I-35 between Kyle Crossing and RM 150. Additionally, some of the adjacent roadways are not under TxDOT jurisdiction. However, suggestions will be forwarded to the appropriate agency for their consideration. The 1626/I-35 intersection is anticipated to be improved in a future Mobility35 project - specifically the "Robert S. Light to Yarrington Road" FTC project. Additional information on this project can be found within the Hays County Mobility35 Implementation Plan: http://www.my35.org/capital/about/implementation-plan.htm
5	Sabatino	Tony	Written	Everything looks good. The only thing I would like to see is a dedicated merge lane on I-35 instead of a short amount of time to merge into traffic.	Thank you for your comment. The proposed merge onto I-35 meets current TxDOT design guidelines to encourage safe merging practices. TxDOT will continue to review traffic volumes and flow over time to determine if additional improvements are warranted. An auxiliary or 'merge lane' will be installed as part of a future Mobility35 project.
6	Sides	Patton	Written	The proposed exit ramp before Kyle Crossing/Windy Hill should make it easier to get to my Amberwood neighborhood when I come home from the south. This should also reduce the eastbound traffic on Windy Hill.	Thank you for your comment. It will be included in the project record.
7	Ulary	Annabell	Written	Thank you so much for hosting this public meeting/open house! I discussed this with a staff member during the open house but I wanted to reiterate the desire to have a LOMR completed to readjust the floodplain along Plum Creek. I understand that it is/could be more expensive but an evaluation of the additional cost to raise the bridges to either span the floodplain or have minimal flooding during the 100-year event could possibly show that it wouldn't make a significant impact to a \$22.8M project.	Thank you for your comment. As a state agency, TxDOT is not required to submit Letters of Map Revision (LOMRs), although TxDOT coordinates regularly with local, state and federal agencies regarding these issues. Additionally, the northbound I-35 frontage road bridge over Plum Creek is proposed to be raised approximately 8 feet as part of this project to minimize flooding events in this area. TxDOT requires frontage roads clear the 25-year floodplain, the proposed design meets that criteria.
8	Baldrige	Roy	VOH	If the entrance ramp NB to IH 35 near the AMM Collision Center is closed and replaced by an exit ramp, improvements will be absolutely necessary to the bridge over the creek just north of the existing entrance ramp. During periods of heavy rain, the frontage road is often closed due to high water over that bridge. You also propose closing the exit ramp currently located north of that bridge which would mean, if the frontage road was closed due to high water, vehicles would not be able to access Kyle Parkway and/or FM 1626 without traveling all the way to Kyle Crossing and doubling back on the southbound frontage road.	Thank you for your comment. The northbound I-35 frontage road bridge over Plum Creek is proposed to be raised approximately 8 feet as part of this project to minimize flooding events which interrupt access in this area. TxDOT requires frontage roads clear the 25-year floodplain, the proposed design meets that criteria.