Public Hearing Comment/Response Matrix

RM 2222 and RM 620 Bypass Project
Austin District

RM 620 to Bonaventure Drive and Steiner Ranch Boulevard to RM 2222 CSJs: 2100-01-060 and 0683-02-065 Travis County, Texas
Public Hearing Date: October 26, 2017

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 Chapter 3 of title 23, United States Code, Section 327 and a Memorandum of Understanding dated December 17, 2014, executed between the FHWA and TxDOT.

Comment Page Number in Comments.pdf	Commenter Name	Date Received	Source	Comment Summary	Response
2	Robert Abbott, Lake Travis Fire Rescue Chief	10/27/2017	Transcript	The commenter indicated there is a need to improve mobility during times when emergency vehicles are responding to fires and crashes. He indicates the Lake Travis Fire Recue supports the project.	Thank you for your support of this important project for the community that is needed because the existing capacity of RM 2222 and RM 620 at the RM 620/RM 2222/Bullick Hollow Rd intersection is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on these sections of roadway.
4	Karim Abonguagh	10/26/2017	Comment Form	The commenter is asking if it is possible to provide a buffer along RM 620 to protect cyclists.	Existing shoulder widths of 8' on RM 620 will be maintained. Bicyclists heading north on RM 620 would cross the new signal at Steiner Ranch Blvd. by traveling from the striped bike lane on the southern side of the intersection to the 8' shoulder on the northern side of the intersection.
				The commenter is concerned that the Steiner Ranch Blvd. right turn onto northbound RM 620 will increase congestion at the intersection of RM 620/RM 2222.	This project is needed because the existing capacity of RM 2222 and RM 620 at the RM 620/RM 2222/Bullick Hollow Rd intersection is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on these sections of roadway. The purpose of the proposed project is to reduce congestion and improve mobility for RM 620 and RM 2222. The traffic study supports the proposed project as it is designed.
5	Erick E. Benz	10/31/2017	Transcript and Letter	The commenter suggests that the speed at which vehicles in this area are travelling at are too high and suggests reduced speed limits and replacement of traffic signals with roundabouts as an alternative.	This project is needed because the existing capacity of RM 2222 and RM 620 at the RM 620/RM 2222/Bullick Hollow Rd intersection is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on these sections of roadway. The purpose of the proposed project is to reduce congestion and improve mobility for RM 620 and RM 2222. The traffic study supports the proposed project as it is designed. A reduction to the existing speed limit would require a speed zone study to be peformed, which would occur after the proposed project is constructed.

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8	Erick E. Benz	10/31/2017	Letter	The commenter is concerned that the reduced shoulder width will be inadequate.	Existing shoulder widths of 8' on RM 620 will be maintained. Bicyclists heading north on RM 620 would cross the new signal at Steiner Ranch Blvd. by traveling from the striped bike lane on the southern side of the intersection to the 8' shoulder on the northern side of the intersection.
				The commenter is concerned with the bicycle striping and signage that will be included with the proposed project.	
				The commenter suggests pedestrian and bicycle improvements should be included with the proposed project.	The proposed project will provide continuous sidewalk along eastbound RM 2222 from RM 620 to Bonaventure Dr. and the New Bypass. The proposed project will also provide bicycle facilities on RM 620, RM 2222 and the New Bypass.
10	Glenn Borkland	10/27/2017	Transcript	The commenter suggests an overpass at the RM 620/RM 2222 intersection and does not believe the proposed project will fulfill its intended purpose.	An overpass at the intersection of RM 620/RM 2222 was not considered as a viable build alternative.
13	Tanya Busch	11/7/2017	Letter	The commenter stated that pedestrian and bicyclist need access within the River Place community. She suggested including an elevated pedestrian crosswalk at River Place Boulevard.	The proposed project includes improvements to pedestrian and bicycle access. The River Place Blvd intersection is not within the proposed project limits.
13	Naren Chilukuri	10/27/2017	Transcript	The commenter supports the project.	Thank you for your support of this important project for the community that is needed because the existing capacity of RM 2222 and RM 620 at the RM 620/RM 2222/Bullick Hollow Rd intersection is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on these sections of roadway.

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17	City of Austin	11/14/2017	Email	The commenter is asking if city regulations apply to portions of the project within city ROW.	City Regulations do not apply on portions of TxDOT projects that fall within City ROW (i.e. side streets).
				The commenter suggests the proposed bypass maintain natural surface water flow to geologic features and recharge areas.	The proposed roadway is elevated but would be placed on fill with culverts strategically located to maintain surface water flow. We are currently assessing options to maintain water flow to the geologic feature, including a bottomless culvert concept. We are assessing options to maintain the function of the geologic feature.
				The commenter suggests enhanced environmental oversight for the proposed project and offers to share their expertise.	TxDOT intends to provide enhanced environmental oversight for this project. We are currently assessing contracting options and will have additional information in the future.
				The commeter is concerned with the long term function and water quality benefits of PFC.	TxDOT has been collecting data and analyzing the performance and water quality benefits of PFC in the Austin District specifically. Concentrations of total suspended solids and pollutants associated with particulate material are much lower in the storm water runoff from PFC than that derived from conventional asphalt pavement. The overall performance with PFC in the Austin District has been excellent. PFC will not require additional measures to maintain its permeability over its lifecycle. We welcome a discussion on this very effective pavement and will make arrangements for such in the near future.
				The commenter suggests the City of Austin may be able to cost share or provide technical expertise on water quality and detention improvements.	We welcome the City's input.

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			Email	The commenter suggests assessment of potential benefits of detention and other drainage improvements.	We have considered the use of detention and determined it would require excavation within Karst Zone 1 and areas of potential threatened and endangered species habitat of which we are working to avoid and reduce possible impacts. Also, the right of way that would be needed to install detention ponds would result in relocation of businesses. We are working to reduce community impacts so relocations are not desirable. We are designing to a 25-year storm as requested. We also considered other drainage improvements such as inline detention/oversizing the storm drains; however, they are not being included because of the increase in excavation in Karst Zone 1. The project team is currently looking into improved drainage at Bullick Hollow intersection near Water Treatment Plant No. 4. We are proposing drainage improvements for velocity control and outfall protection at the Bullick Hollow outfall. These would be surface installations and would not require excavation in Karst Zone 1 other than grading. Permeable Friction Course (PFC) is proposed as the pavement on RM 2222 east of RM 620. PFC is a porous asphalt overlay that incorporates storm water treatment within the roadway.
				The commenter suggests treatment of existing pavement, indicates potential cost participation by the City of Austin and mentions information the WPD previously provided to TxDOT.	Thank you for the design example. PFC is proposed as the pavement on RM 2222 east of RM 620. PFC is a porous asphalt overlay that incorporates storm water treatment within the roadway. We have considered the use of detention and determined it would require excavation within Karst Zone 1 and areas of potential threatened and endangered species habitat of which we are working to avoid and reduce possible impacts. We are considering options for control of scour and erosion that could be installed on the surface and within right of way.
18	Scott Crosby, River Place HOA President	10/27/2017	Transcript and Comment Form	The commenter verbally acknowledge his questions were about roadways outside the project limits. He submitted these questions to Bruce Byron, TxDOT Public Engagement Officer.	Scott Crosby's questions about roadways outside the proposed project limits have been responded to by Bruce Byron and no formal comments on the proposed project were received following Bruce Byron's responses.
20	Darren Durrill	11/1/2017	Comment Form	The commenter supports the project.	Thank you for your support of this important project for the community that is needed because the existing capacity of RM 2222 and RM 620 at the RM 620/RM 2222/Bullick Hollow Rd intersection is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on these sections of roadway.

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21	Anne and Raymond Ellison	11/6/2017	Letter	The commenter is concerned with the introduction of two new traffic signals to the area.	The two new signalized intersections will operate in a very different manner than the current RM 620/RM 2222 traffic signal. The existing traffic signal provides green time to 4 different roadway approaches/legs. The two new traffic signals would serve 3 legged intersections that would be optimized to allocate green time to each approach by need. Each of the 2 new traffic signals both allow a free-flowing right turn movement that would further improve operation of each signal, which is lacking at the existing traffic signal.
				The commenter suggests an overpass at the RM 620/RM 2222 intersection.	An overpass at the intersection of RM 620/RM 2222 was not considered as a viable build alternative.
22	Robert Esker	10/26/2017	Comment Form	The commenter is concerned that the two-way left turn lane is being reduced to a striped median.	The proposed project's improvements to RM 620 meet current TxDOT critera, standard details and specifications.

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23	Bob Eyler	10/26/2017	Comment Form	The commenter suggests that the raised median on RM 2222 will impact access and may cause accidents.	The New Bypass and raised median on RM 2222 from RM 620 to the New Bypass will reduce congestion and improve mobility for RM 620 and RM 2222. The traffic study completed with the project identifies the raised median as a key improvement to control the movement of traffic through the project, which improves mobility and travel times for this area.
				The commenter suggests inclusion of reversible lanes on the New Bypass.	The traffic study supports the proposed project as it is designed.
				The commenter is concerned that the new traffic signal on RM 620 at the New Connector will increase congestion in the RM 620/RM 2222 intersection.	This project is needed because the existing capacity of RM 2222 and RM 620 at the RM 620/RM 2222/Bullick Hollow Rd intersection is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on these sections of roadway. The purpose of the proposed project is to reduce congestion and improve mobility for RM 620 and RM 2222. The traffic study supports the proposed project as it is designed.
				The commenter is asking if traffic counts were gathered for traffic travelling to Lakeway.	Lakeway is outside of the proposed project limits.
				The commenter suggests reducing the speed limit on RM 620 and RM 2222.	A reduction to the existing speed limit on RM 620 would require a speed zone study to be performed, which would occur after the proposed project is constructed.
24	Sylvia Fariar	10/26/2017	Comment Form	The commenter supports the project.	Thank you for your support of this important project for the community that is needed because the existing capacity of RM 2222 and RM 620 at the RM 620/RM 2222/Bullick Hollow Rd intersection is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on these sections of roadway. The environmental assessment of the project has been prepared to comply with both TxDOT's environmental review rules and the National Environmental Policy Act (NEPA).

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25	Jannine Farnum	10/26/2017	Comment Form	The commenter suggests inclusion of a second dedicated right turn lane between Steiner Ranch and the New Bypass and to allow one of the right turn lanes to continue north on RM 620.	The traffic study completed with the project indicates the free-flowing right turn lane will operate at an acceptable level of service.
				The commenter suggests the RM 620 southbound left turn onto the New Bypass is not needed.	The left turn lane was provided to improve local circulation that would be reduced by the raised median.
27	Robert Farnum	10/26/2017	Comment Form	The commenter is concerned with the bicycle striping that will be included with the proposed project.	Existing shoulder widths of 8' on RM 620 will be maintained. Bicyclists heading north on RM 620 would cross the new signal at Steiner Ranch Blvd. by traveling from the striped bike lane on the southern side of the intersection to the 8' shoulder on the northern side of the intersection.
28	Mark Farrar	10/26/2017	Comment Form	The commenter supports the project.	Thank you for your support of this important project for the community that is needed because the existing capacity of RM 2222 and RM 620 at the RM 620/RM 2222/Bullick Hollow Rd intersection is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on these sections of roadway.
29	Jimmy Flannigan, City of Austin Councilmember	10/27/2017	Transcript	The commenter supports the project.	Thank you for your support of this important project for the community that is needed because the existing capacity of RM 2222 and RM 620 at the RM 620/RM 2222/Bullick Hollow Rd intersection is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on these sections of roadway.
31	Elaina Fowler	10/27/2017	Transcript	The commenter is concerned that the proposed project might cause vehicles to drive through neighborhoods to avoid RM 2222.	This section of RM 2222 is outside of the proposed project limits.

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33	Paul Gerdes	10/26/2017	Comment Form	The commenter suggests widening RM 2222 from River Place Blvd. to McNeil Drive.	McNeil Drive is outside of the proposed project limits.
				The commenter suggests adding the auxiliary lane from Steiner Ranch Blvd to RM 2222.	This project is needed because the existing capacity of RM 2222 and RM 620 at the RM 620/RM 2222/Bullick Hollow Rd intersection is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on these sections of roadway. The purpose of the proposed project is to reduce congestion and improve mobility for RM 620 and RM 2222. The traffic study supports the proposed project as it is designed.
				The commenter suggests adding an auxiliary lane for westbound RM 2222 from McNeil Drive to RM 620.	This section of RM 2222 is outside of the proposed project limits.
				The commenter supports the project and mentions the RM 620 auxiliary lane limits.	Thank you for your support of this important project for the community that is needed because the existing capacity of RM 2222 and RM 620 at the RM 620/RM 2222/Bullick Hollow Rd intersection is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on these sections of roadway.
34	Gloria Gonzales	10/29/2017	Transcript	The commenter suggests that an alternative route to Vandegrift High School and Four Points Middle School should be looked into before construction of this project.	This project is needed because the existing capacity of RM 2222 and RM 620 at the RM 620/RM 2222/Bullick Hollow Rd intersection is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on these sections of roadway. Vandegrift High School is outside of the proposed project limits and access to Vandegrift High School is not part of the proposed project's purpose and need.
36	Tom Hartman	10/26/2017	Comment Form	The commenter supports the project.	Thank you for your support of this important project for the community that is needed because the existing capacity of RM 2222 and RM 620 at the RM 620/RM 2222/Bullick Hollow Rd intersection is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on these sections of roadway.
37	Tom Hendrics	10/26/2017	Comment Form	The commenter is concerned with access and safety of the Target/Bell Four Points Apartments driveway.	The New Bypass and raised median on RM 2222 from RM 620 to the New Bypass will reduce congestion and improve mobility for RM 620 and RM 2222. The traffic study completed with the project identifies the raised median as a key improvement to control the movement of traffic through the project, which improves mobility and travel times for this area. The proposed median opening at the Target driveway would provide access without significantly reducing the mobility of the corridor. If traffic volumes increase at this location, a future signal warrant study would be conducted.

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38	Megan Henry, Skylar Joseph, and Caitlin Henry	10/27/2017	Transcript	The commenter supports the project.	Thank you for your support of this important project for the community that is needed because the existing capacity of RM 2222 and RM 620 at the RM 620/RM 2222/Bullick Hollow Rd intersection is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on these sections of roadway.
40	Courtney Johnson	10/26/2017	Comment Form	The commenter suggests including a raised median at the Target/Bell Four Points Apartments driveway.	The New Bypass and raised median on RM 2222 from RM 620 to the New Bypass will reduce congestion and improve mobility for RM 620 and RM 2222. The traffic study completed with the project identifies the raised median as a key improvement to control the movement of traffic through the project, which improves mobility and travel times for this area. The proposed median opening at the Target driveway would provide access without significantly reducing the mobility of the corridor. If traffic volumes increase at this location, a future signal warrant study would be conducted.
				The commenter suggests pedestrian and bicycle improvements should be included with the proposed project.	The proposed project will provide a continuous sidewalk along eastbound RM 2222 from RM 620 to Bonaventure Dr. and the New Bypass. The proposed project will also provide bicycle facilities on RM 620, RM 2222 and the New Bypass.

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41	Chris Lee	10/26/2017	Comment Form	The commenter is concerned with the introduction of two new traffic signals to the area.	The two new signalized intersections will operate in a very different manner than the current RM 620/RM 2222 traffic signal. The existing traffic signal provides green time to 4 different roadway approaches/legs. The two new traffic signals would serve 3 legged intersections that would be optimized to allocate green time to each approach by need. Each of the 2 new traffic signals both allow a free-flowing right turn movement that would further improve operation of each signal, which is lacking at the existing traffic signal.
				The commenter is concerned that the proposed project might not fulfill its intended purpose.	This project is needed because the existing capacity of RM 2222 and RM 620 at the RM 620/RM 2222/Bullick Hollow Rd intersection is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on these sections of roadway. The purpose of the proposed project is to reduce congestion and improve mobility for RM 620 and RM 2222. The traffic study supports the proposed project as it is designed.
42	Sara Lee	10/26/2017	Comment Form	The commenter is concerned that the proposed project might not fulfill its intended purpose.	This project is needed because the existing capacity of RM 2222 and RM 620 at the RM 620/RM 2222/Bullick Hollow Rd intersection is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on these sections of roadway. The purpose of the proposed project is to reduce congestion and improve mobility for RM 620 and RM 2222. The traffic study supports the proposed project as it is designed.
43	Chris Levine	10/26/2017	Comment Form	The commenter suggests moving the new bypass termini on RM 2222 to McNeil Drive.	The proposed project has logical termini from RM 620 at Steiner Ranch Blvd to RM 2222 at Bonaventure Drive. McNeil Drive as a temini for the proposed bypass was not considered as a viable build alternative.
				The commenter suggests restricting access to the outside lane of eastbound RM 2222 at McNeil Drive.	McNeil Drive is outside of the proposed project limits.

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44	Chris Levine	11/3/2017	Fax	The commenter suggests moving the new bypass termini on RM 2222 to McNeil Drive.	The proposed project has logical termini from RM 620 at Steiner Ranch Blvd to RM 2222 at Bonaventure Drive. McNeil Drive as a temini for the proposed bypass was not considered as a viable build alternative.
				The commenter suggests restricting access to the outside lane of eastbound RM 2222 at McNeil Drive.	McNeil Drive is outside of the proposed project limits.
				The commenter suggests removal of the existing Sitio Del Rio Blvd traffic signal.	Sitio Del Rio Blvd is outside of the proposed project limits.
				The commenter suggests synchronizing traffic signal timings for the traffic signals in the area of the proposed project.	Traffic signal timing plans were optimized as part of the proposed project to reduce congestion and improve mobility for RM 620 and RM 2222.
45	Jeremy Linton	10/28/2017	Transcript	The commenter is concerned that the proposed project might not fulfill its intended purpose.	This project is needed because the existing capacity of RM 2222 and RM 620 at the RM 620/RM 2222/Bullick Hollow Rd intersection is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on these sections of roadway. The purpose of the proposed project is to reduce congestion and improve mobility for RM 620 and RM 2222. The traffic study supports the proposed project as it is designed.
46	Roger Longenbach	10/26/2017	Email	The commenter suggests RM 2222 should be widened before the new bypass should be built.	This project is needed because the existing capacity of RM 2222 and RM 620 at the RM 620/RM 2222/Bullick Hollow Rd intersection is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on these sections of roadway. The purpose of the proposed project is to reduce congestion and improve mobility for RM 620 and RM 2222. The traffic study supports the proposed project as it is designed.

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47	Suzanne Lucas	11/10/2017	Comment Form	The commenter is concerned that the two-way left turn lane is being reduced to a striped median.	The proposed project's improvements to RM 620 meet current TxDOT critera, standard details and specifications.
				The commenter suggests providing two left turns from westbound RM 2222 to southbound RM 620 at the RM 620/RM 2222 intersection.	With the construction of the New Bypass, traffic modelling does not indicate that two left turn lanes are needed at this location.
				The commenter is concerned with the merge necessary for vehicles travelling from the New Connector to McNeil Drive.	McNeil Drive is outside of the proposed project limits.
				The commenter suggests sound insulation for wildlife in the preserve.	The proposed project's landscaping plan will follow design standards that include tree and shrub installations where possible.

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49	Melinda McAfee	10/26/2017	Comment Form	The commenter suggests that raised medians are needed, especially at Target and the apartments driveways.	The New Bypass and raised median on RM 2222 from RM 620 to the New Bypass will reduce congestion and improve mobility for RM 620 and RM 2222. The traffic study completed with the project identifies the raised median as a key improvement to control the movement of traffic through the project, which improves mobility and travel times for this area. The proposed median opening at the Target and apartments driveway would provide access without significantly reducing the mobility of the corridor. If traffic volumes increase at this location, a future signal warrant study would be conducted.
				The commenter suggests reducing the speed limit on RM 620 and increasing police presence during peak hours.	A reduction to the existing speed limit on RM 620 would require a speed zone study to be performed, which would occur after the proposed project is constructed.
				The commenter supports the project.	Thank you for your support of this important project for the community that is needed because the existing capacity of RM 2222 and RM 620 at the RM 620/RM 2222/Bullick Hollow Rd intersection is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on these sections of roadway.
49	Thomas Means	10/26/2017	Comment Form	The commenter is concerned that wildlife cannot roam freely across the Balcones Canyonlands Preserve.	The environmental effects of development were accounted for in the Balcones Canyonland Conservation Plan. Biological resources in the project area were studied and a biological resources technical report was prepared for the proposed project. Bridges require excavation and this action is avoided where possible within endangered karst species habitat.

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51	Jaime Nassar	10/27/2017	Transcript	The commenter is concerned that lanes will not be added to RM 620 and that the two-way left turn lane is being reduced to a striped median.	The proposed project's improvements to RM 620 meet current TxDOT critera, standard details and specifications.
				The commenter is concerned that the proposed project will not reduce current delays.	The traffic analysis indicated that the "no-build" condition in 2020 would see an increase in the network travel time per vehicle by 40% in the AM peak and 59% in the PM peak. This project is needed because the existing capacity of RM 2222 and RM 620 at the RM 620/RM 2222/Bullick Hollow Rd intersection is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on these sections of roadway. The purpose of the proposed project is to reduce congestion and improve mobility for RM 620 and RM 2222. The traffic study supports the proposed project as it is designed.
				The commenter supports the project.	Thank you for your support of this important project for the community that is needed because the existing capacity of RM 2222 and RM 620 at the RM 620/RM 2222/Bullick Hollow Rd intersection is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on these sections of roadway. The environmental assessment of the project has been prepared to comply with both TxDOT's environmental review rules and the National Environmental Policy Act (NEPA).
53	Nikesh Patel	10/26/2017	Comment Form	The commenter suggests inclusion of a second dedicated right turn lane between Steiner Ranch and the New Bypass.	The traffic study completed with the project indicates the free-flowing right turn lane will operate at an acceptable level of service.
				The commenter suggests increasing the length of the two left turn lanes from RM 2222 to the New Bypass.	The traffic study completed with the project indicates the proposed left turn lane storage is sufficient. The length of the two left turn lanes from westbound RM 2222 to the New Bypass have been maximized while accomodating the left turn from eastbound RM 2222 to northbound River Place Blvd.
				The commenter suggests widening RM 2222 from River Place Blvd. to McNeil Drive or further to the east.	River Place Blvd is outside of the proposed project limits.

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54	Michael Paulson	10/26/2017	Comment Form	The commenter is concerned that the proposed project might not fulfill its intended purpose.	This project is needed because the existing capacity of RM 2222 and RM 620 at the RM 620/RM 2222/Bullick Hollow Rd intersection is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on these sections of roadway. The purpose of the proposed project is to reduce congestion and improve mobility for RM 620 and RM 2222. The traffic study supports the proposed project as it is designed.
55	Debbie Pegary	10/26/2017	Transcript	No Comment	Thank you for attending the hearing.
56	Sydney Polk	10/26/2017	Comment Form	The commenter suggests that the raised median on RM 2222 is not needed during rush hour and will create access issues.	The New Bypass and raised median on RM 2222 from RM 620 to the New Bypass will reduce congestion and improve mobility for RM 620 and RM 2222. The traffic study completed with the project identifies the raised median as a key improvement to control the movement of traffic through the project, which improves mobility and travel times for this area.
57	Ravi Pothukuchy	10/26/2017	Comment Form	The commenter suggests an overpass at the RM 620/RM 2222 intersection.	An overpass at the intersection of RM 620/RM 2222 was not considered as a viable build alternative.
				The commenter is concerned that the proposed project will not reduce current delays.	The traffic analysis indicated that the "no-build" condition in 2020 would see an increase in the network travel time per vehicle by 40% in the AM peak and 59% in the PM peak. This project is needed because the existing capacity of RM 2222 and RM 620 at the RM 620/RM 2222/Bullick Hollow Rd intersection is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on these sections of roadway. The purpose of the proposed project is to reduce congestion and improve mobility for RM 620 and RM 2222. The traffic study supports the proposed project as it is designed.
58	Rick Rivera	10/26/2017	Comment Form	The commenter supports the project.	Thank you for your support of this important project for the community that is needed because the existing capacity of RM 2222 and RM 620 at the RM 620/RM 2222/Bullick Hollow Rd intersection is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on these sections of roadway.

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59	Matthew Schaefer	10/26/2017	Comment Form	The commenter supports the project.	Thank you for your support of this important project for the community that is needed because the existing capacity of RM 2222 and RM 620 at the RM 620/RM 2222/Bullick Hollow Rd intersection is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on these sections of roadway.
60	Paul Shaver	10/26/2017	Comment Form	The commenter suggests making traffic signal heads more easily visible.	Proposed traffic signals and modifications to existing traffic signals will be done per TxDOT standard details and specifications.
				The commenter supports the project.	Thank you for your support of this important project for the community that is needed because the existing capacity of RM 2222 and RM 620 at the RM 620/RM 2222/Bullick Hollow Rd intersection is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on these sections of roadway.

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61	Brigid Shea	10/27/2017	Transcript	The commenter suggests looking at access to Alicante Townhomes and Action Marine.	The Alicante Townhomes currently have access from both RM 620 and RM 2222 and would retain that access. The only change would be that there would be no left turns out of the 2222 entrance. There would be a hooded left allowing traffic into the community but exiting traffic would have to turn right and U-turn if heading west on 2222 or use the projects access on RM 620. As you suggested, aligning the community's exit with the other major intersection to the west for Target would be beneficial especially when this intersection warrants a traffic signal (exhibit 2). There are, however, major obstacles to this concept. To realign the Alicante driveway would require cooperation from the owners of Alicante, Jiffy Lube and the Big Red Express Car Wash. The access realignment would require significant rearrangement of their internal circulation and drainage as well as site plan amendments approved by the City of Austin. It would either require the closing of their existing drives or allowing three driveway accesses with substandard spacing. Most of these expenses would have to be borne by the property owners. In the case of Alicante the ownership has been transferred to the individual units making it extremely unlikely that there would be agreement or funding for any major changes. More importantly, the time necessary to negotiate these changes and obtain City of Austin approval could significantly delay the completion of the bypass project. The concept of providing a hooded left turn lane from eastbound 2222 traffic to Action Marine is equally problematic. Although it is physically possible to place a hooded left (exhibit 2), the left turn lane would have neither adequate deceleration nor vehicle storage distance especially for vehicles with trailers. Moreover, added turning movements in this area conflicts with the projects goal of increasing safety and capacity. The purpose of the raised median is to limit the crossing movements on this congested corridor. Once a traffic signal is placed at the adjacent Target intersection, it is very likely that vehicles stopped at this signal will block this left turn lane. Under the current proposal the access is less than ideal but still doable (exhibit 1). As much as TxDOT dislikes negatively impacting existing property owners, we must balance the safety and mobility of the region with necessary access restrictions. The land use in this area has changed significantly from rural to urban uses. What worked twenty years ago, no longer works today and the implementation of a raised median to control turning movements is an essential ingredient in making this segment of RM 2222 safer and more effective. We appreciate your raising these issues and hope this is adequate explanation of why the current design, although not perfect, is the best solution balancing access, safety and mobility.
				The commenter supports the project.	Thank you for your support of this important project for the community that is needed because the existing capacity of RM 2222 and RM 620 at the RM 620/RM 2222/Bullick Hollow Rd intersection is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on these sections of roadway.

Comment Page Number in Comments.pdf	Commenter Name	Date Received	Source	Comment Summary	Response
63	Aaron Sher	10/27/2017	Transcript	The commenter is asking if the project could be built without the raised median.	The New Bypass and raised median on RM 2222 from RM 620 to the New Bypass will reduce congestion and improve mobility for RM 620 and RM 2222. The traffic study completed with the project identifies the raised median as a key improvement to control the movement of traffic through the project, which improves mobility and travel times for this area.
				The commenter is concerned with the access at the Target driveway and the HEB driveway.	The New Bypass and raised median on RM 2222 from RM 620 to the New Bypass will reduce congestion and improve mobility for RM 620 and RM 2222. The traffic study completed with the project identifies the raised median as a key improvement to control the movement of traffic through the project, which improves mobility and travel times for this area. The proposed median opening at the Target driveway would provide access without significantly reducing the mobility of the corridor. If traffic volumes increase at this location, a future signal warrant study would be conducted.
66	Aaron Sher	10/26/2017	Comment Form	The commenter suggests to put a few pylons on RM 2222 instead of a raised median.	The New Bypass and raised median on RM 2222 from RM 620 to the New Bypass will reduce congestion and improve mobility for RM 620 and RM 2222. The traffic study completed with the project identifies the raised median as a key improvement to control the movement of traffic through the project, which improves mobility and travel times for this area.
				The commenter suggests a traffic signal is needed at the Target driveway.	The New Bypass and raised median on RM 2222 from RM 620 to the New Bypass will reduce congestion and improve mobility for RM 620 and RM 2222. The traffic study completed with the project identifies the raised median as a key improvement to control the movement of traffic through the project, which improves mobility and travel times for this area. The proposed median opening at the Target driveway would provide access without significantly reducing the mobility of the corridor. If traffic volumes increase at this location, a future signal warrant study would be conducted.
67	Brian Smith	10/26/2017	Comment Form	The commenter supports the project.	Thank you for your support of this important project for the community that is needed because the existing capacity of RM 2222 and RM 620 at the RM 620/RM 2222/Bullick Hollow Rd intersection is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on these sections of roadway.

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68	Steve (No last name provided)	10/26/2017	Comment Form	The commenter is concerned that the proposed project might not fulfill its intended purpose.	This project is needed because the existing capacity of RM 2222 and RM 620 at the RM 620/RM 2222/Bullick Hollow Rd intersection is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on these sections of roadway. The purpose of the proposed project is to reduce congestion and improve mobility for RM 620 and RM 2222. The traffic study supports the proposed project as it is designed.
				The commenter is concerned that RM 620 will become more congested south of Steiner Ranch Blvd.	This project is needed because the existing capacity of RM 2222 and RM 620 at the RM 620/RM 2222/Bullick Hollow Rd intersection is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on these sections of roadway. The limits of the proposed project on RM 620 are from Steiner Ranch Blvd. to RM 2222.
69	Debbie Tanner-Jacobs	10/26/2017	Comment Form	The commenter suggests implementing measures to expedite completion of the proposed project.	TxDOT is working with project partners including the City of Austin and elected officials to expedite project development.
70	Brian Thompto	10/27/2017	Transcript	The commenter suggests synchronizing traffic signal timings for the traffic signals in the area of the proposed project.	Traffic signal timing plans were optimized as part of the proposed project to reduce congestion and improve mobility for RM 620 and RM 2222.
				The commenter supports the project.	Thank you for your support of this important project for the community that is needed because the existing capacity of RM 2222 and RM 620 at the RM 620/RM 2222/Bullick Hollow Rd intersection is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on these sections of roadway.

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73	John Tomaszewski	10/26/2017	Comment Form	The commenter suggested using the intersection of Milwaukee Ave and Dempster St. in Illinois as an example.	The New Bypass and raised median on RM 2222 from RM 620 to the New Bypass will reduce congestion and improve mobility for RM 620 and RM 2222. The traffic study completed with the project identifies the raised median as a key improvement to control the movement of traffic through the project, which improves mobility and travel times for this area.
				The commenter suggested using turnarounds in Holland, Michigan as an example.	The New Bypass and raised median on RM 2222 from RM 620 to the New Bypass will reduce congestion and improve mobility for RM 620 and RM 2222. The traffic study completed with the project identifies the raised median as a key improvement to control the movement of traffic through the project, which improves mobility and travel times for this area.
74	Steve Vaughan	10/26/2017	Comment Form	The commenter suggests synchronizing traffic signal timings for the traffic signals in the area of the proposed project.	Traffic signal timing plans were optimized as part of the proposed project to reduce congestion and improve mobility for RM 620 and RM 2222.
75	Daniel Venuto	10/26/2017	Comment Form	The commenter supports the project.	Thank you for your support of this important project for the community that is needed because the existing capacity of RM 2222 and RM 620 at the RM 620/RM 2222/Bullick Hollow Rd intersection is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on these sections of roadway.

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76	Roy Waley	10/27/2017	Transcript	The commenter stated that the proposed elevated roadway would result in diversion of water flow. He suggests that the proposed bypass be raised with catchment of upland flow and treatment of water flowing downhill.	The proposed roadway is elevated but would be placed on fill with culverts strategically located to maintain surface water flow. We are currently assessing options to maintain water flow to the geologic feature, including a bottomless culvert concept. We are assessing options to maintain the function of the geologic feature.
				The commenter suggests inclusion of reversible lanes on the New Bypass.	The traffic study supports the proposed project as it is designed.
				The commenter suggests sound abatement for the avian species in the BCP.	The proposed project's landscaping plan will follow design standards that include tree and shrub installations where possible.
78	Richard Wall	10/26/2017	Comment Form	The commenter supports the project.	Thank you for your support of this important project for the community that is needed because the existing capacity of RM 2222 and RM 620 at the RM 620/RM 2222/Bullick Hollow Rd intersection is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on these sections of roadway.

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79	John White (Director, Travis county, Natural Resources and Environmental Quality Division)	11/10/2017	Email	The commenter suggests additional species and karst features be included in the study.	The EA is a summary document that would not include the detail of the technical studies. The figure represents areas rather than specific cave locations known to be occupied or to be habitat. Impacts to all caves in the vicinity are considered.
				The commenter is concerned with project impacts to water quality and the Jollyville Plateau Salamander and supports considerations to prevent the introduction of tawny crazy ants.	We are completing consultation with USFW services regarding project impacts to threatened or endangered species. This consultation includes a consideration for possible introduction of tawny crazy ants into the project area. Conservation measures will be implemented.
				The commenter suggests inclusion of additional water quality strategies and that TxDOT commits to regular replacement of the PFC.	TxDOT has been collecting data and analyzing the performance and water quality benefits of PFC in the Austin District specifically. Concentrations of total suspended solids and pollutants associated with particulate material are much lower in the storm water runoff from PFC than that derived from conventional asphalt pavement. The overall performance with PFC in the Austin District has been excellent. PFC will not require additional measures to maintain its permeability over its lifecycle. We welcome a discussion on this very effective pavement and will make arrangements for such in the near future. In addition to the use of permeable friction course (PFC) pavement to treat stormwater runoff, the project would also include vegetated filter strips along the New Bypass and stone riprap of the downstream ends of proposed culverts.
81	Jill and Craig Wingrove	10/26/2017	Comment Form	The commenter is concerned about the proposed project estimated completion date.	TxDOT is working with project partners including the City of Austin and elected officials to expedite project development.

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82	Bill Wofford	10/26/2017	Comment Form	The commenter suggests that Vandegrift High School is creating congestion in this area.	This project is needed because the existing capacity of RM 2222 and RM 620 at the RM 620/RM 2222/Bullick Hollow Rd intersection is inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility on these sections of roadway. Vandegrift High School is outside of the proposed project limits and access to Vandegrift High School is not part of the proposed project's purpose and need.
				The commenter suggests the RM 620 southbound left turn onto the New Bypass is not needed.	The left turn lane was provided to improve local circulation that would be reduced by the raised median.