

SH 71 at McAllister Road Virtual Public Meeting  
Thursday, Oct. 29, 2020  
Comment Response Matrix: Oct. 29 - Nov. 13, 2020

Comment #	Name	Date Received	Source	Topic	Comment	Response
1	Jackson Hurst	10/14/2020	Email	Mailing List	Hi, I would like to be added to the mailing list for the SH 71 at McAllister Road Intersection Study. My mailing address is [redacted].	Thank you for your email. Your mailing address has been added to the distribution list.
2	Randy Neal	10/29/2020	Online Comment Survey	Design	You are not fixing problem just moving it and making it worse for others	Thank you for your comment and feedback. Your comment has been documented as part of the public record. Per the Federal Highway Administration (FHWA), studies have shown that the RCUT design can reduce fatal and injury crashes by 54%. Part of this study was to identify interim solutions to improve safety and operations until funds could be identified and available for potential ultimate construction of a freeway section and overpass at this intersection.
3	Sherry Wetzel	10/29/2020	Online Comment Survey	Design	I do not like this proposal. Maybe you should put up a flashing yellow light.	Thank you for your comment. Your comment has been documented as part of the public record. The RCUT improvements do not preclude the use of warning flashers or other similar advanced warning devices.
					You still have to try to get in the fast lane to get in the turn around lane to go to Smithville. This would be even more dangerous. The same for people coming from McAllister getting to the turn around lane to come to Bastrop. Very dangerous!	Thank you for your comment. Your comment has been documented as part of the public record. Research by the FHWA shows that simplifying the movements and eliminating the two-way median reduces severe crash exposure by up to 54% by removing the "T-bone" collision potential. For drivers that already utilize the existing median break to the east to turn around, the RCUT provides additional distance to accelerate/merge/decelerate than in the existing conditions.
4	Deena Thomas	10/29/2020	Online Comment Survey	Design	At the intersection of McAllister and Hwy71 Bastrop, in addition to plans for safety at this intersection add a flashing yellow light from all directions to mark this busy intersection.	Thank you for your comment. Your comment has been documented as part of the public record. The RCUT improvements do not preclude the use of warning flashers or other similar advanced warning devices.
					Also ensure it is well lite at night.	Additional safety lighting would be provided as part of these intersection improvements.
5	Jeremy Savage	11/1/2020	Online Comment Survey	Design	Yes we are the first house on 71 and McAllister and pretty new to this location. I do not wish to remove left turns from McAllister onto 71. One of the main reasons we chose this location instead of Tahitian was access to 71 heading west.	Thank you for your comment. Your comment has been documented as part of the public record. The purpose of this study is to identify solutions primarily to improve safety at the intersection while maintaining reasonable access.
					I believe the problem is do to lack of sight vision on the left and could be fixed by bringing up McAllister at the end near the highway to get a even path instead or rolling backwards while trying trying to pull out and would fix the sight vision issue. Thank you. Jeremy Savage [phone number redacted].	TxDOT maintenance personnel have recently added pavement base material to McAllister Rd to improve traction. Though helpful, these adjustments alone do not change the SH 71 profile or eliminate the conflict points and High/Low speed interaction and potential crash angle at the current median opening. Additional modifications to the McAllister grade and nearby existing driveway would be part of larger RCUT project. Additional modifications to the McAllister grade and nearby existing driveway would be made part of the RCUT improvement project.
6	Barbara Vana	11/1/2020	Online Comment Survey	Design	My husband and I watched the TxDOT presentation Thursday at 6 pm. I have a concern about the mid-term solution (restricted-crossing U-turn RCUT) proposal. We have lived here for 19 years. I know of two deaths at this intersection. We drove upon the most recent one night returning from a baseball game in Austin. If traffic is heavy, I do not think it would be possible to cross two lanes of traffic to do a U-turn at the first crossover. I also believe drivers attempting this maneuver would pose a traffic hazard to those drivers driving 75+ mph on the main lanes of Hwy 71 E.	Thank you for your comment. Your comment has been documented as part of the public record. With the current median opening, drivers are exposed to T-bone collisions. By simplifying movements in the median opening, the type of potential crash is made less severe. FHWA research has shown that the RCUT reduces severe crashes by up to 54%.
					The safest solution, of course, is the overpass. Can you give us a time estimate as to when that might occur? Thanks.	The overpass is a long-term improvement solution for this intersection and would require additional study and analysis. This improvement would be a separate project requiring planning, environmental and final design phases. The long-term overpass is dependent on available funding.
7	Kathleen Caso	11/4/2020	Email	Design	Hi Diana, I was very excited when I received the SH71 study email. You must know how please I am since I first met you to talk about the highway problems as expressed by POA members over a year ago. So here we are with some of my thoughts. 1. I spoke to Clara Becket awhile ago about the "incline" on Mc Allister approaching SH 71. she said the County was looking into raising the approach and knew that it was difficult to see west as the high point was on a curve (not great planning). She had no idea about the time line to remedy this. Looking at your presentation, I see that Txdot will be fixing this. Is that correct? When will that happen?	Thank you for your comment. Your comment has been documented as part of the public record. TxDOT maintenance personnel have recently added pavement base material to McAllister Rd to improve traction. Though helpful, these adjustments alone do not change the SH 71 profile or eliminate the conflict points and high/low speed interaction and potential crash angle at the current median opening. Additional modifications to the McAllister grade and nearby existing driveway would be part of the RCUT improvement project.
					2. I am not fond of the idea of having to go east before I can travel west as I rarely go that way. I am concerned that the length of the eastbound turn lane will be very long because that part of SH71 is inclining at Mc Allister and we will be in the same situation trying to beat the speeding vehicles down hill as we try to get into that left lane to make the U-turn to travel west.	The RCUT layout would require an additional travel distance of 0.35 miles to the east and from the required U-turn to travel west from McAllister Road. The eastbound deceleration lane to the U-turn would meet design criteria for 75 MPH. Research by the FHWA shows that simplifying the movements and eliminating the two-way median reduces severe crash exposure by up to 54%.  The RCUT improvements also do not preclude the use of warning flashers or other similar advanced warning devices for traffic approaching McAllister Road.
					3. It is about time that the turning lanes will be wider and longer. Going West is the worse. You have traffic climbing the hill, on your bumper and now you only have a short distance in a left turn lane to make the turn. Am I correct on that?	The westbound deceleration lane would be longer than the current configuration, and would meet design criteria for 75 MPH. The deceleration lane width would be 12' wide, with an interior 4' shoulder.
					4. There is no mention of flashing red lights on the cross sign coming up the eastbound hill as we discussed. Why is that?	The RCUT improvements do not preclude the use of warning flashers or other similar devices. Red could be used for "STOP" signs and yellow would be for warning flashers. This is possible to be included in the RCUT.

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					5. When will the SH71 entrance repairs begin? I hate sitting in that hole. It is very difficult to come out of McAllister and go east because of the dropoff and not having a wide enough entrance lane, as well as one without gravel and dirt.	TxDOT maintenance personnel have recently added pavement base material to McAllister Rd to improve traction.  Additional modifications to the McAllister grade and nearby existing driveway would be part of the RCUT improvement project.
					6. What is the possibility of me keeping a copy of the presentation for my annual meeting Feb. 6, 2021?	The presentation will be made available online through the project website for the virtual public meeting; however, it cannot be shared separately. Please contact us if you would like to request TxDOT attend for a presentation in order for TxDOT to provide the latest information closer to the meeting date.
8	Sarah Smith	11/11/2020	Online Comment Survey	Design	I appreciate the time and effort put into studying this intersection and I look forward to eventually having an overpass. However, I believe that requiring all traffic leaving McAllister to take a right and cross all lanes of traffic with limited visibility is even more dangerous than our current situation. I have to take a right from McAllister to work in Smithville and I usually have to wait a while before it's safe and then pull out on the shoulder and slowly merge in because of the high quantity and speed of traffic. I have two teenagers and the thought of them having to merge onto 71 twice in areas of limited visibility just to get into Bastrop worries me more than them crossing 71 and then merging in once. I think the number of accidents will increase with this solution. Please reconsider this proposed solution.	Thank you for your comment. Your comment has been documented as part of the public record. Research by the FHWA shows that simplifying the movements and eliminating the two-way median reduces severe crash exposure by up to 54% by removing the "T-bone" collision potential. For drivers that already utilize the existing median break to the east to turn around, the RCUT provides additional distance to accelerate/merge/decelerate than in the existing conditions.
					I believe a smarter solution is to install flashing yellow lights to warn 71 traffic of the intersection.	The RCUT improvements do not preclude the use of warning flashers or other similar advanced warning devices.