

**FM 150 WEST ALIGNMENT STUDY
PUBLIC MEETING SUMMARY AND ANALYSIS**

Hays County, Texas

CSJ Numbers: 0016-17-013; 0805-04-028; 0805-04-027

January 2015



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INTRODUCTION

This is a summary and analysis of the open house public meeting conducted for the Farm-to-Market (FM) 150 West Alignment Study on September 23, 2014. Hays County and the Texas Department of Transportation, in partnership with the Federal Highway Administration, are considering the re-alignment of a five-mile section of existing FM 150 from Arroyo Ranch Road east through Kyle to Interstate 35 (I-35). The County is working with the public during this study to ensure that the process and design of the roadway reflects local values while providing a solution to the congestion issues through Kyle.

PRELIMINARY PROJECT NEED AND PURPOSE

The Hays County Transportation Plan, adopted in January 2013, proposed a re-alignment of FM 150 to alleviate congestion in downtown Kyle where there is limited space to improve the existing roadway. A new roadway, if constructed, would provide an alternate route, reducing congestion by providing separate routes for through and local traffic. The proposed project would include a four-lane divided roadway with approximately 150 feet of right-of-way. A new alignment would provide improvements for pedestrian and bicycle safety and a potential connection to the future FM 110 in San Marcos. The purpose of this proposed project is to enhance safety and mobility.

OPEN HOUSE DETAILS

Date: Tuesday, September 23, 2014

Time: 6 to 8 p.m.

Location: Wallace Middle School Cafeteria
1500 West Center Street
Kyle, Texas 78640



Purpose: Since the first public open house and comment period in April 2014, the study team compiled and analyzed all comments and reviewed data on current conditions and future projections. Then, the team developed four alternative corridors, each with multiple alignment options. The purpose of this open house was to share the four possible corridors and collect input on those corridors.

Format: The public meeting was conducted in an open house format and no formal presentation was given. Attendees were able to come and go at their convenience to view exhibits and speak with project team members. A court reporter was also present to record verbal comments attendees wished to make and a survey station was available with seven laptops for people to share their input at the meeting.

NOTICES AND ADVERTISEMENTS OF THE OPEN HOUSE

Published Notifications:

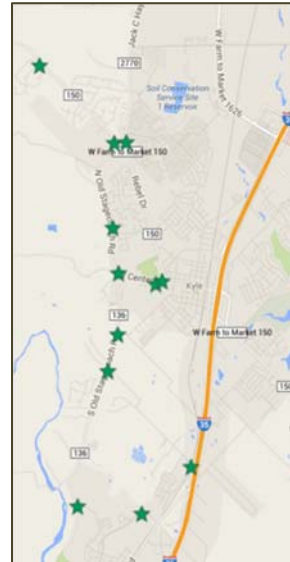
Meeting notices were placed in the following newspapers:

- *Hays Free Press* on September 3, 2014 and September 10, 2014
- *El Mundo Newspaper* (Spanish) on August 28, 2014 and September 11, 2014

Mailings: Meeting notices were mailed to 90 property owners and businesses within the study area on August 23, 2014.

Emails: A meeting notice was emailed on August 27, 2014 to 164 people and two reminder email reminders were sent on September 12, 2014 to 169 people, and on September 22, 2014 to 173 people with meeting information and to collect email addresses.

Signage: The project team placed 12 signs in various locations along and near the project limits from September 16, 2014 to September 23, 2014, with meeting details.



Notification Signage

ATTENDANCE

There were 131 people registered via the sign-in sheet. Of those, five were employees of TxDOT, project team members, or elected public officials.



MEETING MATERIALS

A registration table was set up at the main entrance and as community members entered, they were asked to sign in and were provided comment cards and project contact information cards.

Large presentation boards were displayed around the room including:

Project Background Purpose & Need
Common Themes from Public Workshop #1
Traffic Data Maps
Environmental Constraints Maps (Natural and Human)
Cultural Resources Map
Possible Solutions (map displaying all four solutions)
Corridor A (Kohler's Crossing solution)
Corridor B (Existing FM 150)
Corridor C (Western Alignment Not Crossing Blanco River)
Corridor D (Western Alignment Crossing the Blanco River)
Next Steps



Project Information Card

Additional copies of the four different corridors were also displayed on tables for attendees to view. Project team members were available at each exhibit to answer questions. All meeting materials can be found in **Appendix B** and all meeting exhibits can be found in **Appendix C**.

SUMMARY OF PUBLIC COMMENTS

A project survey was created for attendees to leave feedback. Seven laptops were set up at the meeting allowing attendees to complete the survey and submit their comments. The project website address was also printed on the project information card guiding attendees to take the survey at a later time if they did not wish to take it at the meeting. The survey was open from September 24, 2014 to October 3, 2014.

Additionally, those interested were able to submit comments or questions via email or comment cards. All comments included were postmarked or received by October 3, 2014. Two email reminders of the official comment period were sent to the project distribution list. The first was sent on September 24, 2014 to 205 recipients and the second was sent on October 2, 2014 to 214 recipients.

There was also a court report present at the open house available to take verbal comments on the project.

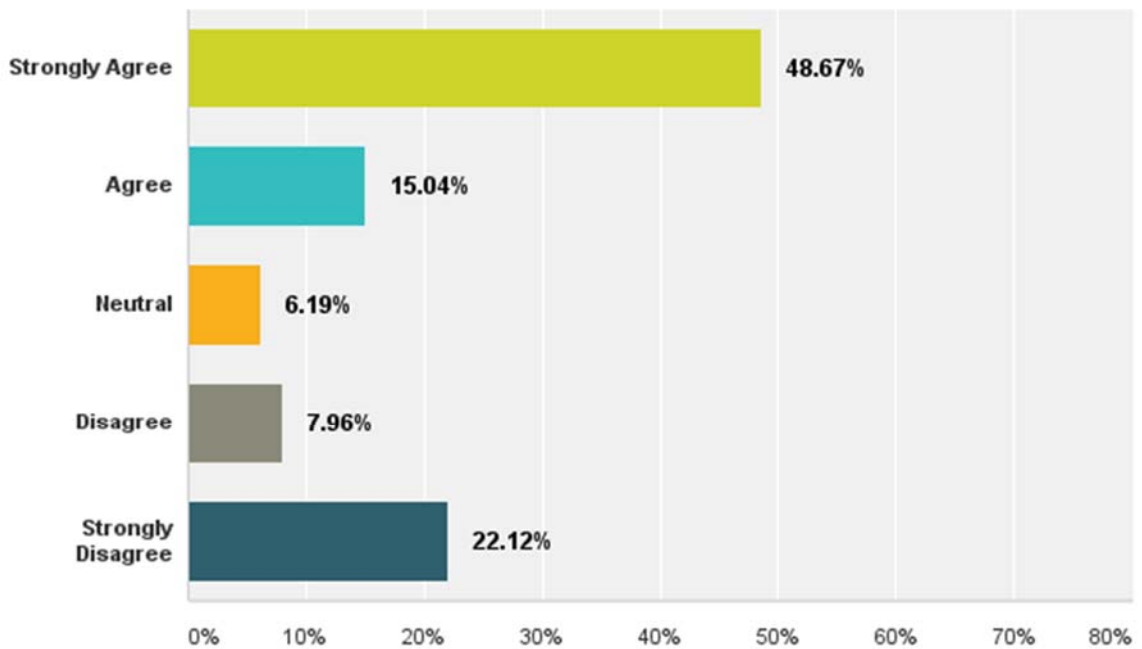
During the comment period the project team received:

- 117 Survey Responses
- 7 Verbal Comments
- 3 Written Comments
- 3 Comments Submitted by Email

CORRIDOR A - KOHLER'S CROSSING

Q3 Do you feel this alternative is a suitable solution for FM 150?

Answered: 113 Skipped: 4



Corridor A - Kohler's Crossing
Are there any additional advantages to this corridor?
A lot of the infrastructure and space already available. no low water crossings.
This seems to be less costly and takes advantage of existing roadways.
Option 1 seems to be the best option.
Shortest and least expensive option
Quick fix and easy out that appeases opponents of Corridors B, C, and D. It is not a long-term viable solution for the region's current and future traffic issues.
The first option disrupts the least number of homes and allows for land acquisition from the least number of people. Lowest cost option. Most direct route. Construction will also be much easier and less disruptive to traffic during the construction. This is the only solution that addresses Austin traffic better than any of the other alternatives. It crosses less low water crossings. Less destruction of natural resources (less trees and animal habitat impacted).
Option 1 provides straight shot, needs overpass at IH35 to be effective. Option 2 provides clear path avoiding current congestion from Plum Creek and Hometown Kyle which have only one means to access IH35
This alternative makes the best use of the existing roadway and infrastructure that is already in place.
No
no
Since your study showed the majority of traffic is heading north, this would make more sense as it is a direct route to IH35
Seems like right of way acquisition would be less costly with this scenario, but with Option 1 (utilizing Kohlers)
this is the short way to get to I35
Option 1 would better support traffic to and from Austin. It would also appear to require the least amount of right of way acquisition when compared to the other options. It would seem to be a much less expensive and could be built in less time. It would provide the most direct route to IH 35 and would provide safer and quicker access to ACC and the Hays PAC for county residents that live west of Kyle. It wouldn't necessarily preclude other options that have been presented.
Will do less environmental damage than options C and D.
Keeps semi's gravel trucks from entering downtown.
Shortest with a good connection North of Kyle.
This is a great option because of the new movie theater and ACC. I live in Hometown Kyle and I would go home this way.
It seems to me one could turn on to 2770 from 150 to connect to Kohlers crossing to get to I35 thereby diverting one from downtown Kyle to connect to I35. This seems to me the only plan that WOULD ease downtown Kyle traffic.
Yes. Option 1 alleviates a tax burden on the residents and provides ideal traffic flow.
This alignment represents a very favorable option for eastbound FM150 traffic which is ultimately going north. For southbound traffic, the Kohlers, to FM1626 to IH 35 is a much shorter commute (time wise) than driving FM150 through town today.
shorter commute
Northern realignment makes more sense than joining IH 35 south of Kyle; most drivers turn north onto 2770 from 150 west of town..

Would be the least expensive of all proposed options. Would take much of the congestion away from the 150/2770 intersection and the Plum Creek entrances on 2770. It will take away some traffic through downtown Kyle by providing more direct access to I-35 from the west.
Would reduce traffic on 150 from Arroyo Ranch to 2770 going East. Be a straight line to 35. Would be great for the neighborhoods on 150 to 2770.
This area is already developed. You disrupt less of Hays county's natural resources and watersheds.
Yes. I believe that the Corridor A-Kohler's Crossing will alleviate traffic currently going through FM 150. This road will also make it easier to get to the I35, and will prevent further encroachment and road noise along FM150.
It appears to be a more direct route to connect 150 to I 35 which might translate to savings in construction and impact to existing structures.
less disruptive to environment. Costs less to built. address the high congested area down center street
Not at all
straightest and shortest path. Does the most for the north bound majority of traffic.
Option 1 add additional overpass at I-35 and connect to Beebe Road/High Road on the east side of 35. This would allow direct access to SH 21, which takes you to SH-130.
You stated that most of the 150 traffic goes north. This would limit the time this traffic was on I-35 and should reduce traffic through downtown Kyle.
Growth will continue to be toward the North. This will facilitate and ease the growth that we know is going to happen.
No advantages at all
Using current Koehler's Crossing
enhances future land development north of kc.
Commute to I35 NB or SB is direct and travel time would be shorter Minimal impact to existing residences
Straight E/W shot to 35
No
I believe this corridor does help spur economic development due to the proximity of the connection to IH-35 and the HEB development and the new movie theatre, etc. I also think this may be the lowest cost design, particularly utilizing existing Kohlers Crossing.
Takes it away from my home
Gives those coming from the west more direct access to I35 to go either north or south.
Straight shot to IH-35 using kohlers crossing.
Obviously, this would be best for those going north to Austin.
no advantages at all- the worst of all the corridors
Wimberley residents will have easier access to I-35 going to Austin. Less intrusion to existing homesites.
Helps the Wimberley to Austin drivers and takes pressure off downtown Kyle
Offers shortest, most direct access to I-35 for eastbound traffic on FM 150
shortest and least disruptive
Lower design speeds in Option 2
I disagree that this option does nothing to reduce the amount of traffic through downtown Kyle. Vehicles with destinations on the North side of Kyle will probably chose this route rather than traveling through Kyle and turning northbound on I35.

<p>This option could be a reasonably quick solution. Most people traveling west bound on FM 150 are ultimately going northbound on I-35 towards Austin.</p> <p>This also provides a second east-west arterial road through Kyle and would ultimately service the future rail stop along Kohler's Crossing.</p>
<p>OPTION2: Much needed overpass over RR crossing. Straight shot to IH35 allowing for both Southbound and Northbound traffic distribution.</p>
<p>quickest and cheapest but believe this does not preclude a second connection to Yarrington. Do both.</p>
<p>no</p>
<p>traffic from Wimberly has direct route to Austin via 35, directs traffic to future rail stop at Kohler's Crossing.</p>

<p>Corridor A - Kohler's Crossing</p> <p>Are there any additional disadvantages to this corridor?</p>
<p>1. Potential drainage issues west of FM 2770, on the north side of the proposed FM 150 as the "Miller Ranch" property is a large watershed for Plum Creek; plan would need way to move storm runoff around Barton Middle School to the creek.</p> <p>2. Noise issues for property owners of the Century Acres Subdivision (along the proposed southern boundary of the proposed FM 150 ROW).</p>
<p>There is a big safety concern about being so close to the two schools.</p>
<p>more traffic near school area</p>
<p>A tremendous safety hazard for students at both schools.</p>
<p>Huge safety issue putting road between 2 schools- do we really want to put all those students at risk,</p>
<p>1) Very tight alignment between the schools is a MAJOR safety concern, especially since the schools are already situated on the busy, high speed FM 2770. My child attends Barton along with many others that walk to school. Possible injury or death to a child as a result of this roadway is not acceptable. 2) In reviewing other concerned citizen's so called "traffic studies" (which were not performed professionally), I have a hard time believing that the traffic count traveling eastbound on FM 150 west of the FM 2770 is as high as they claim. The majority of the traffic clogging up downtown Kyle is due to subdivisions just west of FM 2770, Plum Creek and Hometown Kyle. Traffic studies should be performed west of Michaelis Ranch to get a true number of cars that would utilize Corridor A. Folks living east of Michaelis Ranch will not back track west, but will continue to travel a short distance east on FM 150 only to turn left on FM 2770 as they do now (as indicated by the non-professional studies). In my opinion, this option was brought to the table by folks from other proposed Corridor options that do not want it in their backyard and by a developer who wants access to his property covered by us as tax payers. Obviously this short cut does not alleviate or provide adequate mobility for the region as a whole over the long term. 3) Growth is coming whether we like it or not and we do need a better option to tie west Kyle to IH35. Obviously a loop south and north are needed. I am curious why we have not included an option that would start at the Michaelis bend on FM 150 that would travel north (west of Mtn City) connecting to the new truck bypass bridge south of Buda? If the traffic is truly coming from west of FM 2770 and headed north, this would be a much better option traveling over ranch land bypassing current homes, schools, etc... A south option connecting Yarrington is another long-term viable option that would better serve the region as a whole, although it has its obvious challenges. 3) Not mentioned as a con thus far is the fact that there are 6 homes within a few feet of the proposed Corridor A. These home and land owners will suffer significant financial loss not to mention quiet enjoyment of their properties. 4) Proposed Corridor A route will decimate dozens of large heritage oak trees that are irreplaceable.</p>

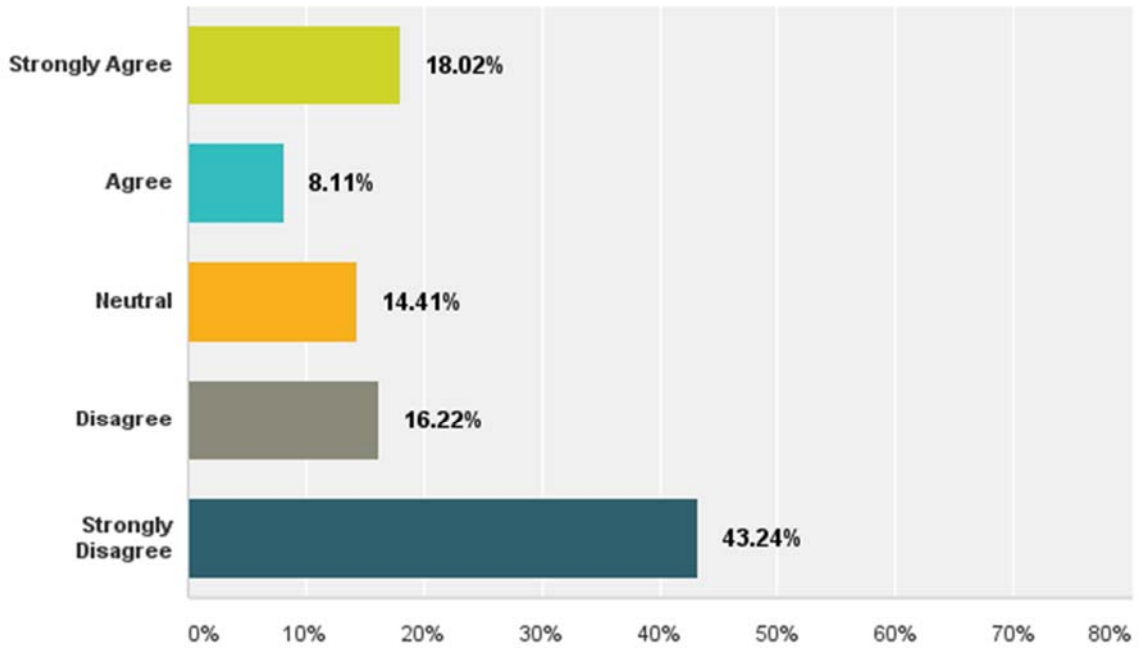
Not that I can see.
Need to avoid congestion around school, need to provide alternate to congestion from Plum Creek and Hometown Kyle residents
Many. This is a terrible idea. Horrible design!
stay away from schools. they have to much traffic as is.
I think option 2 is excessive because kohlers already exists and the sharp curve to the right seems dangerous and that it will slow down traffic
increases traffic around two schools (actually 3, including Live Oak Academy), and increases traffic in an already congested area.
Only issue would be that it doesn't directly align with an existing bridge on IH35. I disagree with the assertion that the RR crossing is a problem. It may present an opportunity to build a future overpass over the rail crossing but the current crossing should be able to handle it.
SAFETY: The area between Barton MS and Hays High is a very high foot traffic area. There are always students/families getting around each campus during school hours as well as evenings and weekends. School campuses host sporting events. CONGESTION: This area is already highly congested during peak traffic hours. Increasing traffic flow through that area will only cause longer delays.
No water plans in place to supply increased demand do to the resulting ancillary development along this corridor
Goes through some congested areas.
In option #2, there would be a small stretch of 4 lane road. Seems like that's preparing for a bottleneck.
Moving FM150 will impact businesses in downtown Kyle.
Realignment of intersection at Kohlers and 2770
The sharp turns on 2770 with option 2 with increased traffic in front of Hays High School.
I believe there would be a huge problem with the safety of the kids and traffic already in the area of the schools. Also, is there really enough of a need for this expansion of FM150 when the traffic is not that heavy throughout the day?
Would increase the traffic around the two schools during opening and closing of school.
It is the lesser of the evils.
No.
There may be an impact to the schools.
Disruption of schools atmosphere. Too many kids walk that stretch from high school or to high school. And he high students go to hays to watch games too. Severe disruption in quality of life for those homeowners that live in arroyo ranch and paid premium for their lots/homes (which means they pay higher taxes and should be treated with more respect). Why not do something from fm 967 and 1626 connectivity and loop there or 2770 and 1626. Or old post road loop from rr12.
huge safety concern for the large amount of foot traffic every day between the 2 schools
There would be a disconnect between 150 east of I-35 and west of I-35. This happens with all these corridors except through downtown Kyle which is probably not the best solution.
This option will create more traffic around the schools. Children safety is a big concern.
This option will not pull any traffic away from downtown Kyle. Most traffic in downtown Kyle is from surrounding subdivisions, not Wimberly.
Increased traffic which would be A big safety issue for both schools

<p>This does not improve traffic on FM150 through downtown Kyle. This option will also cause serious safety concerns for the students who walk between the middle school and high school on a daily basis to and from school and home. This option only benefits one current land owner who wants to develop 2200 new homes and who already has access on the current FM150. The majority of the traffic on Kohler's crossing is from people who live in Plum Creek, not those traveling FM150 west of 2770.</p>
<p>It is ridiculous to try and think of putting a road between Barton and Hays HS! There are homes behind it also. Are you wanting kids to get killed? MANY, MANY kids walk from Barton MS and go to Hays HS after school (parent is a teacher), and many kids from both schools head south to walk home. # 1 and #2 are Totally stupid ideas!</p>
<p>none</p>
<p>It's already a dangerous intersection for pedestrian traffic to Hays HS, add more traffic and you increase risk of fatal auto/ped accidents.</p>
<p>I have concerns about the runoff on our property which is close to the proposed site. It is already a problem during heavy rains. This site would be too close to the middle school and high school. We already have major traffic issues and it is dangerous for our young students. There are many activities that connect the middle school and high school. How will that be addressed?</p>
<p>splitting the schools up.....all the fields and space the schools could possibly use will be eaten by asphalt....people moved out to this region to be rural...it turning into a concrete jungle.....quit building apartments and huge subdivisions and let the city catch up.....</p>
<p>I think utilizing 2770 instead of Kohlers (Option 2) would be more costly than Kohlers and the sharp turns don't make sense from an engineering standpoint (as the best option)</p>
<p>Do not understand your statement that Corridor A "does nothing to reduce the amount of traffic passing through downtown Kyle. Appears to me it takes all the traffic coming from the west over to I-35, totally avoiding downtown Kyle.</p>
<p>splitting hays and barton</p>
<p>this corridor passing tightly between 2 schools would be a traffic nightmare. plus being a hazard for children walking to school</p>
<p>Denser traffic at HHS</p>
<p>This option is not mutually exclusive if a by pass is ultimately built.</p>
<p>Cuts through the school district property</p>
<p>cost of a school or part of a school needing to be rebuilt.</p>
<p>yes, we solve no traffic issues and everything remains the same. The City of Kyle will continue to suffer and congestion will continue to grow and only worsen. I believe now is the time for Option C</p>
<p>risk to increase traffic at schools, affect plum creek development plans,</p>

CORRIDOR B – EXISTING FM 150

Q6 Do you feel this alternative is a suitable solution for FM 150?

Answered: 111 Skipped: 6



Corridor B – Existing FM 150
Are there any additional advantages to this corridor?
None! Doesn't address any of the concerns driving the realignment study.
No
1) Little to no new environmental impacts that are involved with all the other options proposed. 2) Existing ROW. 3) Business owners in the City of Kyle can continue to enjoy the success the existing traffic brings.
I feel this is a horrible solution and will not help traffic on 150.
Option 1 no change. Option 2 useful if traveling south on IH 35.
Leave it alone.
no
I don't agree with any of the advantages stated nor do I think there are any advantages to this corridor at all
We will be using an existing road. No new land to purchase saves residents money!!!
No
Minimal environmental damage.
allows city to improve old town drainage, this is 150 most logical route to improve
I think the 'disadvantage' of having to improve the UPRR is no disadvantage at all!! How fast can this be done?!
No ROW is required
It retains the existing alignment.
minimal changes
No
No build. There are other options to bypass downtown Kyle. We don't have to make everything convenient at the expense of our town.
No
In my opinion, the disadvantages far out way the advantages. Instead of building one wide highway along this already congested road, I believe that adding Corridor A will alleviate additional traffic through a residential area, which will have a much better outcome for everyone.
This corridor can still function but the one shown in the previous page (along Kohlers) could serve as the bypass.
Not at all. Losing small historic feel.
cheapest
Not that I can see.
At this time this would be best option to consider
This option will keep people driving through downtown to help keep businesses open.
No
traffic flow thru kyle would be improved. only 1 block of street parking in kyle would be effected.
No
Absolutely no advantages to this corridor whatsoever
Absolutely none. This is a good way to kill downtown Kyle.
No
No advantages whatsoever!
Doesn't help Wimberley residents at all.

no
right of way costs too high
no

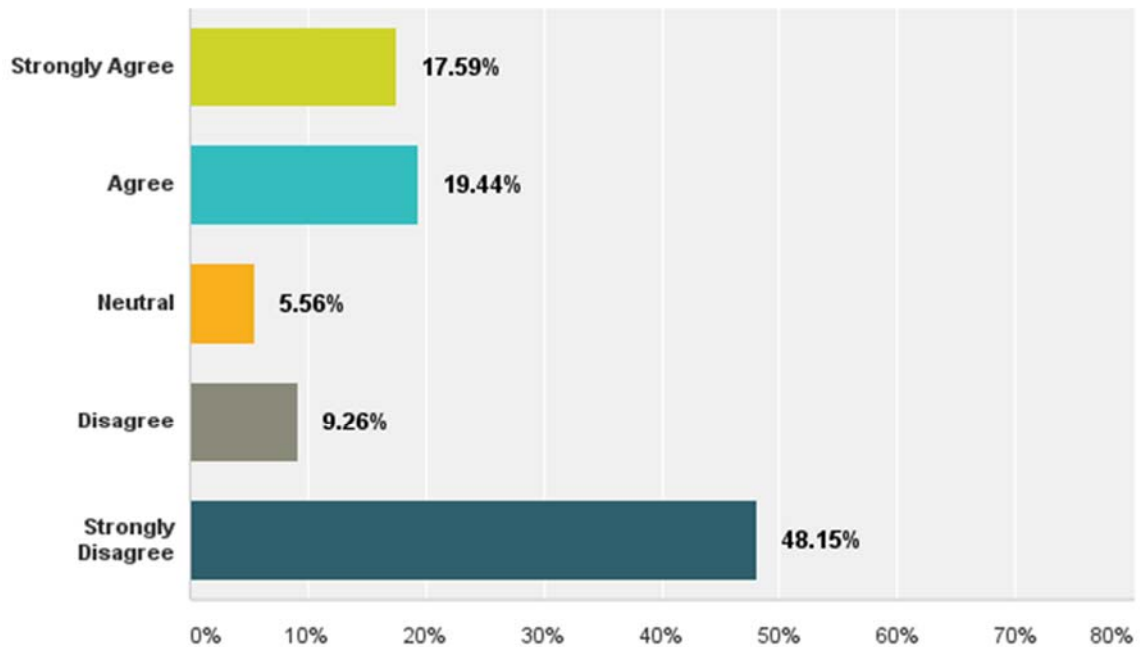
Corridor B – Existing FM 150
Are there any additional disadvantages to this corridor?
Would take away a lot of frontage road near subdivisions. heavy traffic in highly residential areas. Currently difficult to safely pull out of driveways and subdivisions with the current traffic flow and limited visibility. widening road would increase traffic flow and decrease visibility due to curvature of roadway.
Option would be best ay this time
No room in downtown Kyle Will not reduce traffic congestion
This will ruin the quaint, small town feel of down Kyle. We moved out of Austin to get to the country and be part of a small community. This option destroys that.
Seems costly for potential benefit.
If no build isn't an option, this is best.
costs of property, fencing, septics, water company, utility lines, etc. also the property values will decrease resulting in less tax collections and property value.
Taking away parking spots make the downtown businesses less ADA compliant. There needs to be accessibility for those who have limited mobility.
Provides absolutely no solution to existing problems (traffic, pollution, quality of life diminished) at all, and will only make them worse
Wouldn't relieve traffic congestion in old town Kyle.
Traffic will be worse.
city of kyle doesn't like it
Downtown Kyle is already congested with major delays with RR
Kyle has some thriving businesses downtown. This plan seems designed to destroy downtown. There often are no empty parking spaces on Center Street nor on Main Street because people are in the businesses on Main Street. Getting rid of them would be disastrous to downtown. Traffic would still bottleneck at the RR track and at the I35 overpass.
Development of downtown Kyle will devastated
Increases congestion at the railroad tracks and the I-35 intersection. Makes downtown unsafe for pedestrian traffic.
This is a slower route to IH 35 than Corridor A. It also still routes all traffic directly down Center Street. Capacity improvements can help alleviate this impact but traffic will likely continue to increase in the future, reducing the helpfulness of the improvements. Additional ROW needed may affect many existing structures
Would not really change traffic congestion in downtown Kyle.
This would only increase the traffic on 150 and mess up downtown Kyle.
This is not an efficient pathway. It disrupts a congested area which already has too many Red Lights.
Substantial disruption to town and impacts to existing residents and businesses.
Quality of life for all hays residents is sacrificed by this. Use or enhance old post road to get around kyle.
Probably - this approach also would run by schools, although not with as much effect as with Alternative A

Downtown Kyle is striving to become a pedestrian-centric area where people can feel comfortable walking to the restaurants, social areas and apartments there. The traffic there is already silliness. Having major thoroughfare pass through downtown doesn't make sense. The railroad track is also problematic for traffic.
Would make downtown Kyle less pleasing to the eye.
none
It is too congested in the city of Kyle.
This is by far the least advantageous option out of all of them. This will greatly increase traffic in downtown Kyle (which I believe is counterintuitive to the point of this project in the first place). The intersection at Rebel and Center will cause large backups, further polluting and disrupting residents and businesses in downtown. This will eliminate the street parking in downtown in an area that already is SEVERELY lacking in parking. Parking is, in my opinion, the #1 problem facing economic development in downtown Kyle and this would make the situation immensely worse than it already is.
Seems to be kicking the can down the road for the next generation to deal with.
not solving the problem
Traffic is held up by train!! This situation would get much worse.
Impact on existing homesites would be detrimental.
Little room for additional ROW
Goes through the middle of town
no room without taking out houses. Expensive disruptive.
Problem remains the same

Corridor C - Western Alignment Not Crossing Blanco River

Q9 Do you feel this alternative is a suitable solution for FM 150?

Answered: 108 Skipped: 9



**Corridor C - Western Alignment Not Crossing Blanco River
Are there any additional advantages to this corridor?**

Utilizes new (currently under construction) four lane bridge over IH-35.
No
Provides a good south connection to IH35 to Yarrington then east to Hwy 21. This route provides for a regional roadway system that will more adequately serve residents. Does not require any Blanco River crossings.
No use, not a commuter route
No. There is not enough traffic to make this a cost effective alternative now or in the future. It would be like the I-130 toll road from Buda to Seguin. An expensive waste of taxpayer money.
No!!!!!!
less disruption of property and values. can be built in such a way that it will serve for future growth.
Would do a good job in helping to alleviate some existing problems but I do not think its the best option out of them all
too much money spent on land purchase, construction. Too expensive!
NONE
Good for growth, Does not displace many or any homes with no river crossings. Results in a connection to IH 35 South of Kyle
This is a good option for traffic which is ultimately southbound but does nothing for northbound traffic.
Would be the most direct route from 150W to Yarrington Road.
Good for traffic going South to San Marcos, but not North toward Austin. Question? Is there info about where the traffic going East on 150 is going? North or South? Also, this option would be less expensive without having to build two bridges.
No.
Grade separated RR crossing is a benefit
the main purpose of FM150 alignment was to connect to IH 35 and future loop around Kyle
It would tie to Yarrington which would be nice for residents of the area, but makes no sense to me if most of the traffic on 150 goes north on I-35.
Avoids crossing Blanco river. It is also provides better east west connectivity.
This plan slings with future FM 110
Stays out of downtown Kyle
none....very poor option.
Yes, it is in a less populated area.
Will remove a large portion of traffic from downtown and will help to spur economic development in the south part of Kyle
no
Best long-term solution, though it may be most expensive.
No
None
makes more sense since it would connect to future FM 110
The above-state advantages are not worth the cost.
benefits people going east to San Marcos or San Antonio

Gets the traffic away from town
looping around and needs a more direct access to yarrington.avoids cost of bridges? to some degree. cost
YES, traffic problem solved with less impact on our river and streams.
Option 1 is the better idea and will help traffic through downtown Kyle.
This would appear to provide a route around the city center of Kyle which would also provide access to tie into the potential eastern loop of San Marcos providing a route to go from east of San Marcos to west of Austin without having to go through the city center.
most plausible option, connects traffic flowing south on 35 not northbound

Corridor C - Western Alignment Not Crossing Blanco River	
Are there any additional disadvantages to this corridor?	
The environmental impact seems to be a disadvantage here.	
Adverse impacts for residents, neighborhoods, historic cemeteries, wildlife, organic farms as well as poor air quality and water quality in wells.	
Aligns more with initial purpose to have improvemnet of 150 line up with Yarrington Rd.	
The corridor will unnecessarily destroy landowner's property.It will go through sensitive aquifer recharge areas. It will destroy wildlife habitat including areas where Golden Cheek Warblers come to nest and raise their young.	
This would open up commercialism in a beautiful, environmentally sensitive area.	
This is route that hays county officals are backing because it fits the original plan to meet up with fm 110	
Option 2, using Old Stagecoach ROW is not viable - not enough room, etc.	
This is the worst of the options. It's going to impact a vast amount of natural land, trees and habitat for the ecosystem. It will cause great hardship for those living close to the construction. It will extend the time to build.	
everything, let the developers pay for this alighment	
Cost will be too great	
Corridor. C would not be a start to a loop around Kyle when the residents and neighborhoods consider themselves part of Kyle and this option would have the same adverse impacts to residents and neighborhoods as corridor B Especially air quality!	
may need to "tweek" the lower section to reduce tearing up existing residences.	
Since the majority of traffic is heading north, this will not alleviate congestion. I personally would not want to go 10 miles south out of my way just to turn around and head north again.	
Seems pretty costly, with many potential environmental impacts	
It is basically in my backyard & it would definitely disrupt the lay of the land. My house is in the middle of the historic ranches your project team refers to. Corridor A would a wiser choice to perserve the whole area and not require extensive excavation. Please reconsider!	
Major environmental consequences for blanco basin with no plan to mitigate pollution downstream	
impacts environmental and existing residences	
Will damage wildlife habitat, will pollute a previously undeveloped region with exhaust and run-off pollution from the road.	

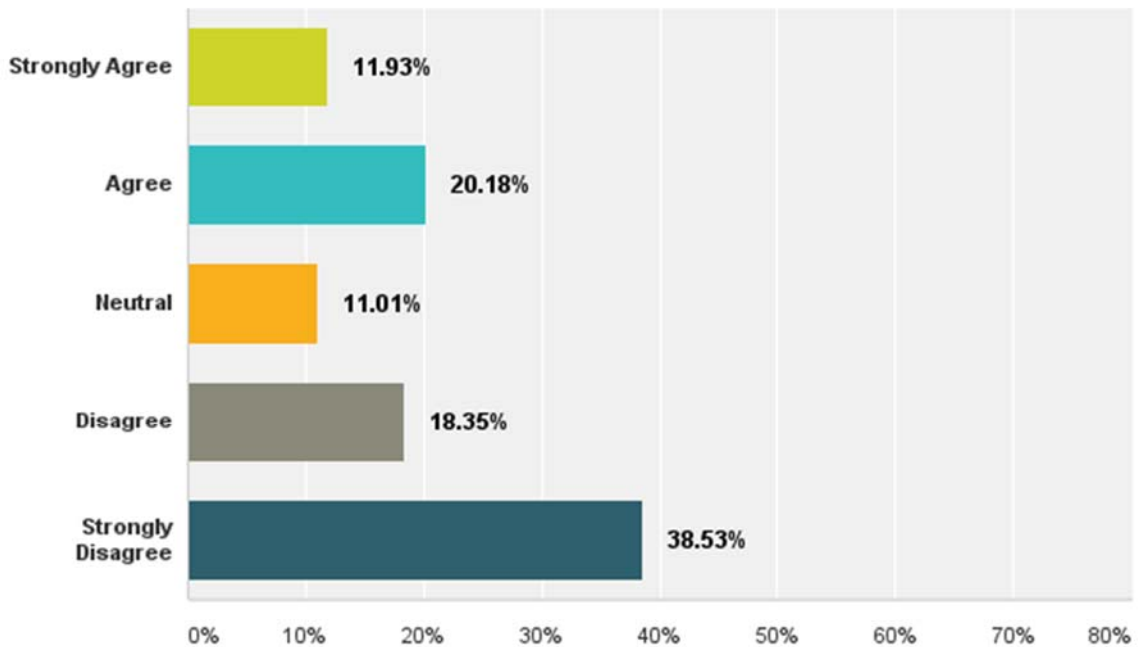
Certified Organic farm polluted out, stakeholder residents don't want area ruined with city of Kyle's urban sprawl 120,000 semi's and gravel trucks will pollute air, county commissioners out of control with road building for developers, GLO tract State benefits is this legal?
Longer and needs a lot of ROW.
This doesn't seem to divert traffic from downtown Kyle unless people go south to Yarrington then turn back north to go north on 35. If, indeed, the goal is to ease downtown Kyle traffic. This option makes sense only for loop connectivity, or to improve land value for those landowners whose land the road passes through.
This option would cut off Kyle resident on the East side of I-35. It also increases the tax burden on Kyle residents.
Does not help northbound traffic. The route is also lengthy and therefore more expensive.
I still fail to see the need for this connection. Why would anyone want to travel this route since there's nothing west of Kyle to attract travelers or visitors. I very strongly disagree with the option using a portion of Old Stagecoach Road. There's simply not enough room for necessary ROW.
We bought (or chose to live on generational land) in the country for a reason.
Contrary to addressing Austin traffic flow. Disruptive to natural resources. Serves little purpose.
Route appears substantially longer, and thus may be more costly. Further I believe that on the east side of I35 the area is in San Marcos' jurisdiction. It would be best to provide connectivity for Kyle.
South Option kills a wetland on the Pfennig property and well as the only deep well, will be fought vigorously by the owner, very vigorously.
Eliminate growth and awareness of downtown Kyle. With all the additional endangered species and environmental work, you will be wasting tax payers time and money
Old Stage Coach is narrow and there are cemeteries on both sides of the roadway with houses across the road. There would be strong impact on those residents or the cemeteries would have to be dealt with. Neither appeals to me. Option 1 is better, but more expensive.
Traffic coming in on FM 150 will only be interested in driving this far South if they are heading to San Marcos. All other traffic will continue to use the existing roads to head into Kyle or North.
I know many Kyle residents were VERY concerned the other night at Wallace Middle School about the road coming thru or too close to their homes on Old Stagecoach Rd and FM 150. I would NOT want to vote for that kind of an impact.
close proximity to multiple homes on SC. disrupt cemeteries on SC. proximity to ranches.
I feel like this route doesn't swing wide enough around the city... after awhile it will be developed and won't be a loop at all, just like Mopac. But, for the most immediate and cheaper solution for the short-term, this household suffice.
No additional disadvantages than already stated
isolates entire developments in some cases
totally cutting a new expensive road through historical ranches.
It seems like the new road should go east or northeast to 35 instead of going south to San Marcos. Doesn't solve the problem of redirecting the traffic away from downtown Kyle.
Cuts across my family's ranch, will be disruptive to an environmentally sensitive area
Little help to anyone going east to Austin
Detrimental impact on existing home owners. Costly. Impact on existing cemeteries would be devastating. Doesn't help Wimberley residents traveling to Austin, we already have the new corridor to San Marcos, Tx.

Both the red and blue options cut right through property where a wedding venue (Thistlewood Manor) is being built/almost complete with a finished value probably exceeding \$3million. This would be an expensive piece of property to cut through. Not to mention cutting through the existing one (TX Old Town). I had to put disagree because of that, but the green line could be an option. I don't know what all is there.
4
Disadvantages listed are sufficient to eliminate this as a viable option
better routes
No
directs traffic away from downtown kyle if wanting to go south

Corridor D – Western Alignment Crossing the Blanco River

Q12 Do you feel this alternative is a suitable solution for FM 150?

Answered: 109 Skipped: 8



**Corridor D – Western Alignment Crossing the Blanco River
Are there any additional advantages to this corridor?**

Less homes involved. No cemeteries involved. Keeps existing bike route. Business not involved.
Least impact on established residences
none, not a commuter corridor
No. It is not much different than Corridor C.
No!!!!!!!!!!!!
additional outlet to san marcos. is similiar to "c". both look better than a & b.
Would help to alleviate problems in downtown
Too expensive!
NONE
Hays County residents get a road over the Blanco alternative route. Stagecoach, Post, Rowland and Opal maintain their surface road character.
None
If a southern alignment is ultimately preferred, I would select Corridor C over Corridor D to eliminate the river crossings. I therefore don't see any advantages in this option.
Better fits the definition of a "Kyle Loop" as it goes around Kyle when connected to the Robert Light Road extension to 150. Least impact to residential areas.
No
Again the RR crossing being grade separated is great.
Is the most "loop" like becomes a better route ultimately, probably doing this sooner rather than later, because it will be needed then. I saw all the so called loops disappear in Austin, Lamar used to be the west "loop".
If you have the money to spend this seems better than options B and C, but not as good as option A.
This would also align with FM 110- which is original purpose for FM 150 alignment
I like this one the best, but hope to avoid crossing on or slicing into current family land.
best option. no exposure to homes on sc, cemeteries, ranches. makes the most sense for future development (FM 110).
This route would help maintain my view of the hill country from the premium lot I purchased in Arroyo Ranch.
I do like that this option (over option C) has less of an impact on existing homes
no
No
Above advantages are not worth the cost.
Creates a true "loop" around Kyle and would be a relatively straight road to IH35
impact fewer people except for the Kohler Crossing option.
no
Only option that truly moves traffic around Kyle.
Same as mentioned in the previous comment.

**Corridor D – Western Alignment Crossing the Blanco River
Are there any additional disadvantages to this corridor?**

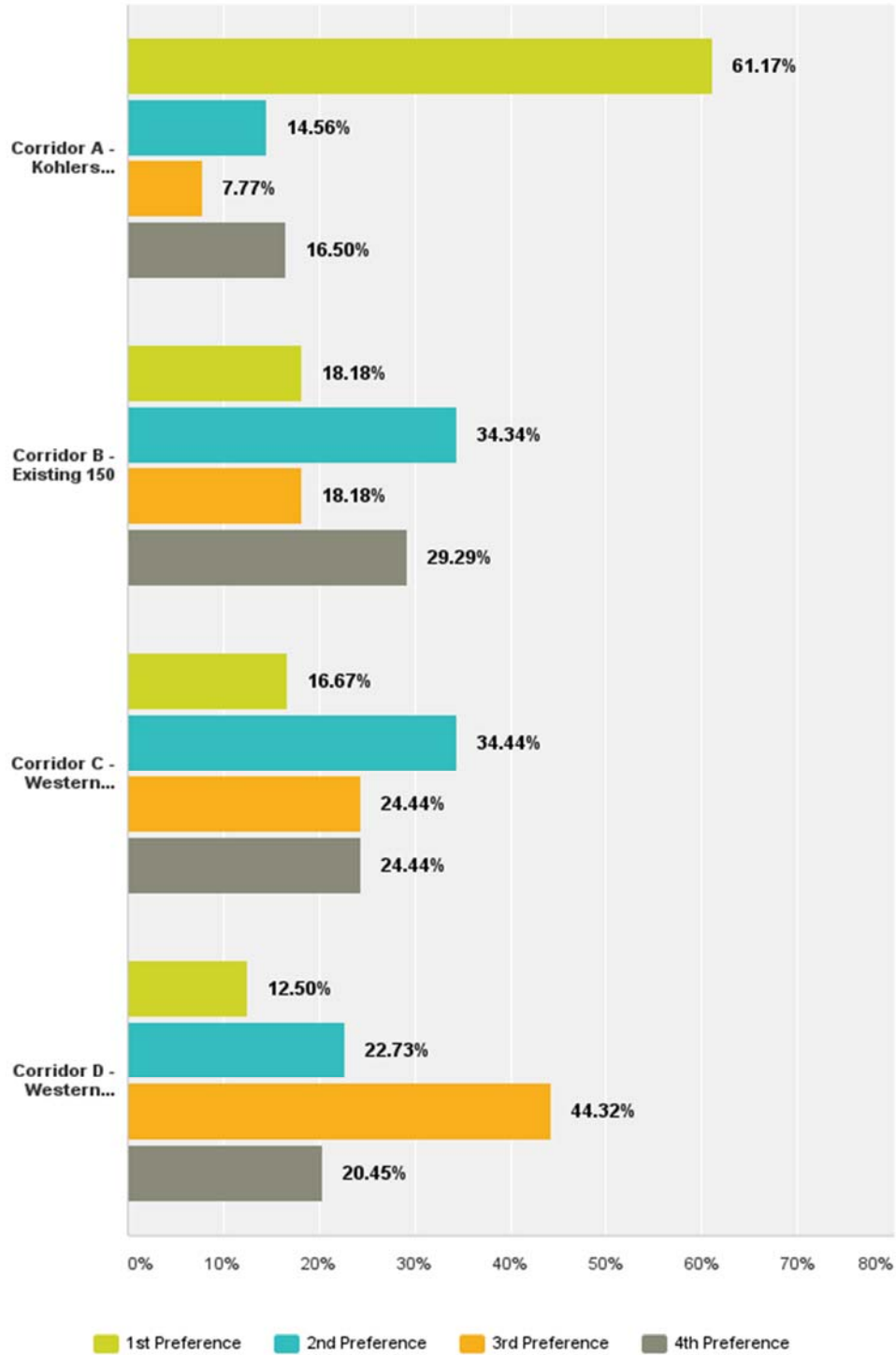
Extensive environmental impact.
The same disadvantages as for Corridor C.
This is an environmentally sensitive area and the Blanco River should not be crossed. Much too expensive as well.
Too far southwest with costly Blanco River crossings.
I don't want to pay for something like this. It really doesn't address Austin Traffic. People will still go through Kyle instead of driving down to Yarrington and then winding all the way around the long route.
everything, let the developers pay for this route
This is the worst of all proposed ideas. This is a terrible design. A HUGE failure!!!
two bridges are too many for this project. run road along the east side of the river. a single bridge can be planned later for the s.m. loop
Just like Option C, since the majority of traffic is wanting to go north, this would not alleviate any of the congestion.
Also seems very costly and even more environmentally impactful
Environmental damage to Blanco River basin. No plans in place to mitigate downstream pollution.
Will damage wildlife habitat, damage the Blanco River, pollute the area with exhaust and run-off pollution from the roads.
Will massively increase traffic, homes spec developers will have a field day, flooding will result, city of Kyle will have to build a new wastewater treatment plant for the GLO tract.
Two river crossings that will be extremely expensive.
Unsure how this would ease downtown Kyle traffic. Seems the least sensible of all options, except for expanding 150 through downtown Kyle.
There is too much burden on taxpayers.
River crossings have a significant environmental impact and are costly.
The listed disadvantages could be somewhat alleviated by constructing a two-lane road. There's no need for a 4-lane boulevard for the possible traffic.
Contrary to addressing Austin traffic flow. Disruptive to natural resources while not addressing Austin traffic flow.
Too many to mention - Cost is a major factor with two crossings over the river.
Eliminate growth and awareness of downtown Kyle. With all the additional endangered species and environmental work, you will be wasting taxpayers' time and money
Same as option C. It costs more and moves the traffic in the wrong direction with respect to I-35.
Traffic coming in on FM 150 will only be interested in driving this far South if they are heading to San Marcos. All other traffic will continue to use the existing roads to head into Kyle or North.
none
environmental impact
Building the road behind Arroyo Ranch would eventually invite developers to build right up to my backyard, and my neighbors and I would lose our privacy and quiet of the country lots we built on. (We live on very last street in Arroyo, Avenida Tejas)
Too expensive!!! Environmentally damaging. Does not support Wimberley to Austin travel.

I have hesitations regarding crossing twice over the Blanco river and what kind of environmental impact that would have.
This will open up development west of KYLE and put more pressure on water supplies, schools, etc.
expensive and needless new roads
Best option
expensive
Cuts across my family's ranch, will be disruptive to environmentally sensitive areas.
Disadvantages listed are sufficient to eliminate this as a viable option.
Cuts across the Blanco River three times
cost bridges and cuts though beautiful land. high cost bridges
yes, crossing the river too many times. Too much enviromental impact. Too costly for budget purposes and traffic diverted too far from the Downtown Kyle. It could have a huge economic impact on small business on Center Street.
Cost.
to far out of the way for possible developement

General Project Input

Q13 What corridor would be your preference for further evaluation?

Answered: 108 Skipped: 9



Additional Comments Collected in Survey

<p>FM150 needs to be widened with at least a center turn lane to help prevent accidents with existing residents turning into and coming out of side streets into respective neighborhoods between 2770 and north of Arroyo Ranch.</p> <p>Most of the traffic coming south on FM150 up to 2770 turns on 2770 and goes back to Kolher's Crossing which does not effect downtown Kyle.</p> <p>East of IH35, FM150 should have been re-routed down IH35 access road around downtown Kyle over to 1626 when you did that work earlier if you didn't want traffic through Kyle.</p>
<p>Keeping 150 in Kyle instead of south of town seems like a better choice.</p>
<p>I traveled FM 150 west from Kyle daily for the last month, observed morning and afternoon traffic going east on FM150 a majority of the vehicles turned north on 2770, very few go through Kyle or turn right on Stagecoach Rd therefore it is my opinion that Corridor A is the best option and has the least impact. The is no need for a loop around the west side of Kyle.</p>
<p>Option A will not reduce any traffic in downtown Kyle. There is only traffic in downtown Kyle for a few hours a day. There is also traffic around the whole area at the same times too.</p>
<p>Expanding FM150 on a route that goes west of Mountain City and crosses 2770, North of Mountain City would align perfectly with the overpass south of Buda that trucks use currently.</p>
<p>The most logical route would be to go west of mountain city nd cross 2770 to meet up with truck bypass overpass which is south of Buda</p>
<p>I am a land owner affected by Corridor A and I do not think this is the best long-term option for the area. It does little to address the real need for regional connectivity and to alleviate traffic congestion in downtown Kyle. Again, safety is the primary concern given the close proximity of Hays High School and Barton Middle School. One out of control vehicle could prove to be very detrimental to the safety of our children. I hope you will consider my comments as part of the decision making process.</p>
<p>I don't like ANY of the options except the Kohlers Crossing route.</p>
<p>Make a decision to aid traffic flow or assist the developers.</p>
<p>I choose NO BUILD</p>
<p>i like the community meetings. it will give you another view of the projects.</p>
<p>The obvious thing to do to help eliminate some of the congestion through downtown Kyle is to build other bridges crossing IH35 closer to downtown. Making an overpass at Burleson & IH35 would help all those in Silverado, Spring Branch and that area not have to go downtown. Making an overpass around Opal lane (between Center Street & Yarrington) would help eliminate some of the traffic south of Center Street from having to go downtown. These options should also be considered. It doesn't make sense to make sense to spend all that money to make people go way out of their way.</p>
<p>Corridor A - Kohlers seems to be the absolute best option</p>
<p>I think that Corridor A utilizing existing Kohlers and connecting to the Kyle Crossing Bridge using existing road would be best option. I do not think that it precludes a Western Alignment to the South at some future date. This would maximize existing infrastructure and reduce the ROW acquisition impact. Just makes common sense to go with Corridor A, Option 1.</p>
<p>Options C and D would severely damage the county in many ways and would undermine the very reason many of us moved here.</p>
<p>When will my questions be answered that I submitted ?</p>
<p>Yes- please update aerial maps to include ACC and the new movie theater.</p>

Corridor B and D seem equally impractical and unworkable. I keep wondering if the main objective is really to improve downtown Kyle traffic? I hope it is.
Please don't destroy downtown Kyle with construction in the short term and devastating levels of traffic in the long term.
I appreciate your consideration and use of the comments and suggestions previously submitted, demonstrating that you listened and generated good alternatives.
Choosing a northern or southern route is difficult to determine without knowing the destination of the traffic on 150. Is there any way to determine that? Another point unrelated to the four options is the traffic dangers around the entry into Arroyo Ranch off of 150. There is a rise on 150 just West of the entry into A.R. The oncoming traffic heading East is traveling very fast as cars are leaving out of A.R. Many times, these cars exiting A.R. have cars on their rear end before they know it. Signs or warning signals need to warn traffic heading East on 150 of the A.R. traffic exiting A.R. Thanks
I prefer that we do nothing. I drive on 150 every day and never have a problem getting from Point A to Point B. 1626 bridges over the railroad tracks for hospital access. The rest of us can wait like we've done for the last 20 years. I just don't see the point.
The rest of West FM 150 does not need widening. Turn lanes for sub divisions would save money and accomplish the same goal.
I think you should consider A with B supplementing it like a bypass but still keeping the in town connectivity.
I would prefer you wait and see where growth is before you start infringing on beauty of ranches and quality of life for those in that area. Arroyo ranch built neighborhood without sidewalks and street lights to preserve country life and view stars at night. Slowly you are taking that lifestyle away. More growth in wimberley or east 150 would tell me that it may be best to revamp existing roads there.
I think Corridor C and D is wasting Hays County tax payers time and money. i think the County really needs to look at Corridor A or B.
Aligning FM 150 with Kohlers Crossing would be the worst option and the least safe for the students from both schools
A busy four lane highway between two schools is obviously a major safety concern.
Please do NOT implement Corridor B. I believe that it would do more harm to traffic patterns that good.
Do not cross the Blanco River. Protect recharge and contributing zones.
Plans C and D show route is longer to go I35 NB for the Driftwood, Wimberley and Dripping Springs commuters. Are traffic studies showing traffic from these areas are going SB?
Thank you for addressing this road issue. It has no easy answer... trees will be cut, property will have to be sold, construction will be inconvenient and expensive. But I appreciate that my representatives and various agencies are working together to find the best possible solution. Growth is here. We need a loop. Make it happen. (But try your best to let me keep my hill country view)
Just to note about this new venue just built: ThistlewoodManor.com. Thank you
must say again that the option to put road in between 2 schools would be the worst option possible
I appreciate all the work that you have done to provide us with information and opportunities to offer comments.
FM 150 needs to continue to service the west side and east side of Kyle.
I think Kohlers Crossing is absolutely the best option out of the four. I think utilizing existing 150 and Center Street is absolutely counterintuitive to the original purpose of this project. I believe the Western Alignments may both be decent options and far more desirable than 150/Center, however I have reservations about crossing the Blanco river twice.
Where is the funding coming from for the project? What is the time frame into making the final decision on options? Is there a projected timeline for breaking ground on construction?

VERBAL COMMENTS

JERRY KOLACNY

My name is Jerry Kolacny, K-o-l-a-c-n-y, and I'm here to enter some comments on the FM 150 alignment alternatives. And I feel strongly that the Corridor C and Corridor D alignments are important to follow through on because the other alternatives involve major destruction to get right-of-way in the downtown area of Kyle. And as a resident in Kyle in an over a hundred-year-old historic home, it would do damage to the business interests as well as the commercial interests.

But I think that the County needs to get decisive and move forward on this because if the county and the cities and Kyle continue to grow, it's going to be more expensive and more difficult to put these road alignments in in the future.

And so I would like for the County Commissioners and whoever else is involved in the decision-making process to get moving on these things and get some decisions, preferably Corridor C and D, because those are the only ones that I think are worth considering at this point, and go ahead and get this work scheduled and start coming up with the money and the engineering and go ahead and let's make some of this stuff happen before I'm pushing up daisies somewhere.

Okay. Thank you.

ROSALIO TOBIAS, JR.

Okay. My name is Rosalio Tobias, Jr. I go by Junior. And I have lived here in Hays County all my life. I'm 71 years old now. And I heard about this Loop 150 in March and I have been studying it and I have been looking at all the alternative routes and all of them seem to be going towards the north-northwest and I feel like the traffic more towards the north out towards IH-35 instead of going out towards -- I don't know -- Wimberley or Dripping Springs. That's where the 150 road goes to.

So it really doesn't benefit anybody. It's just a road that they want to build and I don't know why. There's not a good explanation for it other than them preparing for growth. So unless there is a subdivision that is already plotted, you know, then I can understand that. But right now there doesn't seem to be anything out there. It's just -- I don't know -- nowhere. So that's my opinion that it's not needed at all.

That's it. Thank you.

ODIS LOOSIER

My name is Odis Loosier. I live on Wildcat Hollow Street. And I'm preferring Option No. 1 under Corridor D, the northern alignment. And the reason I like that one, it doesn't disturb anybody. It comes behind Wildcat Hollow and all the other villages. And it doesn't disrupt any present roads. And more than anything else, it doesn't come by Wildcat Hollow.

There's about 15 homes there and we've been living there for a long time, a nice quiet neighborhood, and we didn't move out there for somebody to build a highway right along our backyard. And that's what's happening. And we're going to fight it if they try to come by Wildcat Hollow. We've already got lawyers lined up out of Houston.

And like I say, our option -- most of our options in Wildcat Hollow is that you use Corridor D, Option 1, in the northern alignment.

ROY BALDRIDGE

My name is Roy Baldrige. I live at 301 Wildcat Hollow Drive in Kyle. And I would like to comment about the proposals that we've looked at tonight.

My preference for the purpose of handling existing traffic flow eastbound on 150 from the Wimberley area would be Option A, Corridor A. I proposed that at the first meeting. I'm glad to see that it made it through to this point. There's very few disadvantages that I think would be inexpensive to overcome. So regardless of whether or not an actual loop is built south of Kyle, I think that Corridor A should be completed, either as a separate project or to serve as a loop.

My second option would be Corridor D, Option 1, the northern alignment. It's going to be expensive. I agree with the disadvantages on it. I disagree with the advantage that's listed that says that it will alleviate the traffic congestion on Center Street in downtown Kyle. That may be far in the future. But the existing traffic on Center Street in downtown Kyle turns north, either on 2770 or I-35. They don't turn south. And so this Corridor D, Option 1, there might not be any cars on it for several years.

Thank you for the opportunity.

ANGELITA TOBIAS

My name is Angelita Tobias and I live at 1818 Roland Lane. And concerns that I have on either project is how to get across to 35 with the congestion that we already have on IH-35 going north or south. We're bringing people away from Center Street, but then they're going to be congested on 35 either way in my opinion.

I was on Roland Lane this morning and a train had stopped. I was there for 30 minutes waiting to get across to 35. So all of these concerns need to be taken and see how are they really going to get to move us quicker across to the other side of where -- the west side to the east side to 35 to either go north or south.

I question the amount of traffic that is going into downtown because I believe that a lot of the traffic is going north. And so if you're thinking about coming on the options going down Old Stagecoach Road and crossing the river, I don't see that it warrants the project. And that is my comments.

And I'm thinking about the water, the issues -- if you build either way, you're going to bring more people coming into our area and where are we going to get the water to serve all of these people.

STEVEN VOGEL

My name is Steven Vogel. I've looked at all the proposed alignments and I agree that the no-build option probably is not sufficient to handle the coming infrastructure for Kyle and the surrounding areas.

My personal opinion is Option D is the best. I'm indifferent to the southern and the northern alignments. I feel Option D plans for future growth, takes -- initially takes the path outside, benefitting the immediate City of Kyle and plans for future growth. It takes it out the long way where growth and development is actually going to occur going out to the western area.

I think that the green option -- I forget which option it is -- that partially utilizes Stagecoach is just not effective for the reasons stated on the board, the inability to cross hilly terrain, to buy up surrounding land, to have the historic ranches around, which Old Stagecoach is not designed for the infrastructure. That's another reason why I don't favor that one.

Kohler's Crossing is okay, but it's a northern enhancement, so it doesn't really cover that western development that we know will happen in the future as well as the southern half. So I think Option D overall is good, the best planning for the future.

One other key thing, I'm a road bicyclist; and Old Stagecoach on up to 1626 and past Plum Creek, et cetera, is widely used by professional cyclists on the weekend; and I really think that the alignment needs to take into account planning for dedicated bicycle lanes or dedicated shared use lanes because as Austin's people move further on south, bicycling will only increase as a hobby. And whatever is done needs to plan for that.

SUSAN FRANKENBERGER

My name is Susan Frankenger and I think the best option is Option D. After looking at the other options for the growth of -- future growth of Kyle and the growth of South Austin, I think it will be the best selection. I would like to see bike paths on whatever option they decide to employ.
That's all.

WRITTEN COMMENTS

Jerry Kolacny

It is important to route FM 150 out of downtown Kyle. This re-alignment is sorely needed to alleviate congestion in downtown Kyle. The option to add additional lanes to FM 150 in Kyle will damage both residential and commercial interest. Severely long overdue!

Tori Veloz

I'd like to see new aerial views. I think the current views neglect showing ACC campus and the new movie theater at Kohler's Crossing. Both of these areas will grow to have significant impact on existing roads.

David Allen

Corridor D is completely out of the picture. The crossing on the Blanco (2) would break the state. 2 bridges and elevated highway on the flood plain are out the the question. Best option - go north and east around Mtn. City and loop to I35 N.

COMMENTS SUBMITTED BY EMAIL

Scott Nance

I was disappointed that current traffic studies had not been accomplished.

CORRIDOR C Two Options Michaelis corner to Yarrington Rd.

1. In order to make an effective decision on where to develop a new corridor, it should be critical to determine where traffic is coming from that utilizes FM150 and where it is going say 10 miles west, east, north and south of FM150 and also at the intersection of FM2770 and Old Stagecoach Rd. for each hour of a 24-hour period for various days of the work week given the impact of school traffic. The presentation of future traffic seems to consider that development west of I-35 will accelerate greatly even though groundwater is becoming increasingly limited.

2. The impact of changes proposed by City of Kyle for Burleson Rd. and one-way traffic on access roads of I-35 should also be considered.

3. It seems the 2,200 +/- acre State-owned property managed by the General Land Office is going to receive a major thoroughfare you say it does not want and at taxpayer's expense.

CORRIDOR D Two Options Michaelis corner to Yarrington Rd.

1. Both options are curvy and each requires two long/high and expensive bridges across the Blanco River with embankments which would restrict flow of floodwaters.

2. Division of acreage, not owned by the State and managed by the General Land Office, would adversely affect private owners and greatly hinder the economic value of the land.

Previously in comments made after the April 2013 Open House, I proposed a realignment of FM150 at the Arroyo Ranch corner to head NE across open land recently acquired for development to the corner of FM2770 and Kohlers Crossing. Proceeding from that corner either east on Kohlers Crossing to I-35 or NE on FM2770 to the now closed road over the old railroad crossing at the Cement Plant and on to I-35 overpass currently in place. Another option could be to utilize the same route from Arroyo Ranch corner heading NE across open land crossing behind Barton Middle School, Hays High School, Mountain City and connect into FM2770 before it makes its eastward turn toward the FM1626 intersection, continuing on to the Cement Plant old railroad crossing and on to same route to I-35. I have also recently been informed of a Buda Truck Bypass currently being proposed in this general area to I-35.

It should be noted that I have not proposed a route which would heavily facilitate a corridor coming from the west for those wishing to travel south. If the comments included in the April 2014 Open House are any indication, most traffic heading toward I-35 coming from the Wimberley area and further west turn North toward Austin. It's been observed by many, including myself, that the majority of travelers coming from the west at peak times are choosing to take the recently upgraded RR12 into San Marcos as it affords a less curvy divided 4-lane road with fewer miles to I-35 than RR32.

Any of these options mentioned in the previous paragraph would greatly reduce the cost of providing a way to facilitate flow of traffic from west to east but should also give travelers a shorter and quicker way to travel north. A reading of the comments filed from the April Open House would indicate that few were in favor of the "Kyle Loop" proposed. If the reasons for this "Kyle Loop" road arrangement are not slanted to facilitate developers, then I would suggest you consider a more direct route as indicated above.

On a more personal note – I would like you to consider the implications of the projected route of Corridors C and D. There are few areas in Hays County that are left in such a pristine condition as the route you propose to put a 4-lane divided highway. The ranch was started in 1848 (166 years ago) and has been lived on and worked on continuously through 6 generations of the same family. It has been declared one of the 100 oldest ranches in Texas and has one of its brands branded on the wall of the Agriculture Building at Texas A & M. That same brand has been recently honored by being placed on the overpass on I-35 at Center Street of Kyle. The corridors you propose in C and D would either destroy the Nance Gristmill site along with the Miller's house or the 1920 Nance Ranch House Headquarters and other historical areas along with rock wall

FM 150 Alignment Study from Arroyo Ranch Road to I-35

CSJ Numbers: 0016-17-013; 0805-04-028; 0805-04-027

(Public Meeting Summary and Analysis)

fencing, gristmill dam and raceway, etc. I dare to mention the wildlife population that chooses to make this their home.

Gentlemen – find another route.

Tim Miller

1. How much Air Quality Deposition will occur in the first two years? Who will monitor this on my property daily?
2. What is the projected Air Quality deposition for the ten years after build out?
3. Have you contacted TECQ?
4. Have you contacted State of Texas Health Dept? A State Health Dept worker already said that you need to prove that you will protect and maintain my level(Certified Organic) of air quality and rainwater system at current levels because I'm a source of food production to the public.
5. Plume Effect?
6. PAC center HaySCISD has a pond and also at the 1626 road project is a farm. Both sources are now polluted. That landowner has just about gone out of business. In a conversation he has customers sign a paper holding him not responsible for health related problems because of the closeness of this new road.
7. How will you protect the integrity of my Certified Organic Farm?
8. Adjacent property has interconnected terraces where water runoff from the highway will enter these terraces and will pollute my property. How will this be changed due to existing home is located nearby? The accumulation of debris, chemicals, vehicle emissions affect water quality by runoff. How will you protect me?
9. Has State of Texas, Hays County and K Friese used Lindar mapping for this projected route? How can I access that data?
10. State Rep Jason Isaac is on the Energy, Environmental and Agricultural Task Force of the American Legislative Exchange Council. Have you contacted him with this situation of vehicle emissions polluting a Certified Organic Farm?
11. EPA "PAH, PCB, Pesticides... and atmospheric deposition, if consumed by humans, organisms that are exposed to these toxics can pose a risk to human health. Known risks are inhalation, touch and ingest I will have daily exposure to these three ways of obtaining known carcinogens. How will you prove that this will not occur?
12. In order for this highway to proceed how will the ameliorate damages be worked out?

Jeremy Siltala

This may have already been proposed and been investigated for practicality but what about a rather straight-line extension/connection between the bend in FM150 0.3 mi NW of the Arroyo Ranch intersection, 1.3 East to Kohler's Crossing? This would create a very efficient connection between the 35 corridor and 150 without congesting downtown Kyle via the current 150/Center Street alignment.

(Of course businesses along that corridor will complain of lost profits but it would certainly benefit commuters by improving efficiency and reduced travel times)

Thanks,

RESPONSE TO COMMENTS

Hays County and the project team have received and thoroughly reviewed all comments included in this report on the FM 150 Alignment Study. The project team is working to narrow down the four corridor options to one option for further study. In order to do this, they are evaluating all public comments, reviewing technical data, environmental data, and cost information. In early 2015, a public meeting will be held to present the selected corridor and discuss different options available in the corridor. Several specific questions were asked that are difficult to answer as the corridor has not been chosen; however, once more progress is made, answers will be shared through additional opportunities for comments and questions. There will be several opportunities for additional public input and both the County and the team look forward to working closely with the community.