

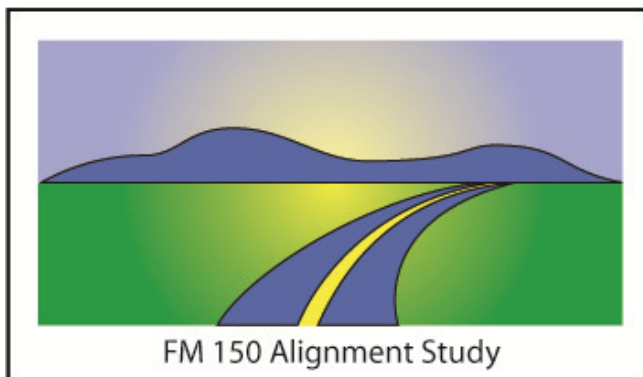
FM 150 WEST ALIGNMENT STUDY

DRAFT PUBLIC MEETING SUMMARY AND ANALYSIS

Hays County, Texas

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

April 2014



FM 150 Alignment Study from Arroyo Ranch Road to IH 35
CSJ Numbers: 0016-17-013; 0805-04-028; 0805-04-027
(Public Meeting Summary and Analysis)

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INTRODUCTION

This is a summary and analysis of the public open house meeting conducted for the Farm to Market (FM) 150 West Alignment Study on April 8, 2014. Hays County and The Texas Department of Transportation (TxDOT) in partnership with the Federal Highway Administration, are considering a realignment of a 5 mile section of existing FM 150 from Arroyo Ranch Road east through Kyle to Interstate Highway (IH) 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 downtown 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 4-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.

PUBLIC MEETING DATE, TIME, AND LOCATION

Date: Tuesday, April 8, 2014

Time: 6:00 to 8:00 p.m.

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

OPEN HOUSE 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.



PUBLIC NOTICES AND ADVERTISEMENTS FOR THE PUBLIC MEETING

Published Notifications:

Meeting notices were placed in the following papers:

- *Hays Free Press* on March 26, 2014
- *El Mundo Newspaper* (Spanish) on March 27, 2014

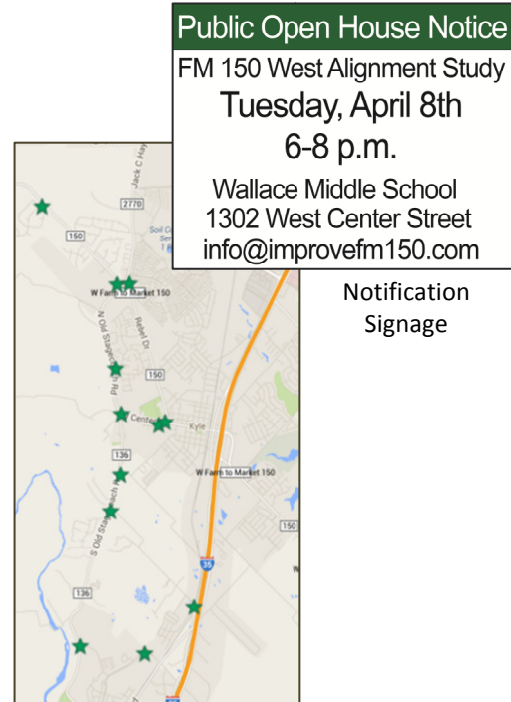
Mailings: Meeting notices were mailed to 92 property owners and businesses within the study area on March 17, 2014.

Emails: A meeting notice was emailed on April 1, 2014 to 44 people, and a reminder was emailed on April 7, 2014 to 68 people.

Meetings with Affected Property Owners: Members of the project team visited with 43 individuals representing various organizations and properties along or near the project limits on March 24, 2014 and March 26, 2014. Public meeting information was shared at these meetings.

Phone Outreach: Project team members reached out to 17 additional business and offices along the project limits by phone to share meeting and project information and to collect email addresses.

Signage: The project team placed 12 signs in various locations along and near the project limits from April 2, 2014 to April 8, 2014, with meeting details.



ATTENDANCE

There were 102 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 of the project study process, typical sections, environmental constraints maps, level of service maps, and traffic data maps were all displayed on easels. Two large copies of the project study area map were displayed on tables for attendees to view. Two large copies of the Hays County Transportation Plan Map were also



displayed for reference. Project team members were available at each exhibit to answer questions. A court reporter was also present to record verbal comments attendees wished to make. All meeting materials can be found in **Appendix B** and all meeting exhibits can be found in **Appendix C**.

PROJECT SURVEY

A project survey was created for attendees to leave feedback. Six laptops were set up at the meeting allowing attendees to 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 April 8, 2014 to April 21, 2014. There were 19 surveys completed and all are included in the summary below and in the Appendix.

SUMMARY OF PUBLIC COMMENTS AND RESPONSES

All comments were postmarked or received by April 21, 2014 and are included in this report. Two email reminders of the official comment period were sent to the project distribution list. The first was sent on April 11, 2014 to 126 recipients and the second was sent on April 17, 2014 to 137 recipients.

Twelve verbal comments and 15 written comments were received. Below is a summary of topics addressed in the verbal and written comments submitted by April 21, 2014. Some comments included more than one topic.

SUMMARY OF OPEN HOUSE COMMENT TOPICS

Topic	Number of Comments
Alignment alternative at Kohler's Crossing	12
Effects to personal property	11
Through traffic is headed north towards Austin	10
Question of HCTP route	9
General alignment alternatives	7
Right of way needs	5
Traffic studies needed	4
Alignment alternative at Yarrington Road	4
Alignment alternative west of Old Stagecoach and south towards Yarrington Road	4
Bike routes and safety	4
Comments on government owned land and the General Land Office	4
Bridge over Blanco River	3
Noise and light concerns	3

Safety	3
Do nothing to FM 150	3
Maintenance questions	2
Effects on organic farm	2
Purpose and need for road	2
Water supply	2
Don't use Old Stagecoach Road	2
Character of Area	2
Environmental considerations	2
Funding	2
Concern for growth	2
Public involvement process	2
Missing connections to SH 21	2
Buda Truck Bypass Connection	1
Build Buda Bypass and Kohler's Connection and wait to see if road needed	1
Plum Creek congestion	1
Alignment at Center Street and Old Stagecoach	1
RR 12 is alternate route for traffic	1
Property access	1
Flooding and effects on water shed	1
Power lines	1
Emergency access	1
Alternative travel modes	1
Alignment from Arroyo Ranch to Pump House Road	1
Upgrades to Opal Lane or Roland Lane	1
FM 1626 traffic	1
Cemeteries and historical home sites	1
Concern for residential areas	1
Alignment on or near Roland Lane	1
Wildcat Hollow entrance and exit	1
Safety and connection of Arroyo Ranch Neighborhood	1
Missing connection SH 130	1

Personal traffic studies	1
Erosion into Blanco River	1
East and west connectivity in Kyle	1
Build for future growth	1
Keep commuters out of Kyle	1
Alignment alternative at FM 1626	1
Existing water well	1
Widen FM 150 from Arroyo Ranch to 2770	1
Reduce speed limit	1
Use Old Stagecoach	1
Using green buffer	1
Land use concerns	1
Arroyo Ranch entrance and exit	1
Keep FM 150 two lanes through Kyle	1

RESPONSES TO COMMENTS

Verbal Comments and Responses

The court reporter recorded the verbal comments of 12 attendees. The responses are listed below. Original comments are listed in **Appendix D**.

Comment 1 – Annetta Hughson

Response: Once an alignment has been determined, the project team will evaluate what right-of-way is needed and a real estate agent will be assigned to the project. TxDOT will take all uses of land into consideration including any wildlife exemptions. It is also important to note that as potential corridors begin to be defined in greater detail and become more narrowly focused, the impacts to adjacent and nearby property owners will be considered as part of the evaluation.

Comment 2 – Larry Kruzie

Response: At this point in the process, no alignment for the road has been selected. The project team is collecting input on the study area and developing multiple alignment options for further evaluation and there will be opportunities for public comment after potential alignment options have been identified. The route referenced was included in the Hays County Transportation Plan for illustration purposes to identify that a new corridor is needed. Your comments will be considered as different alignments are developed.

Bicycle safety is being considered as a part of this study.

Comment 3 – Kiley Kruzie

Response: At this point in the process, no alignment for the road has been selected. The project team is collecting input on the study area and developing multiple alignment options for further evaluation and there will be opportunities for public comment after potential alignment options have been identified. The route referenced was included in the Hays County Transportation Plan for illustration purposes to identify that a new corridor is needed. Your comments will be considered as different alignments are developed.

All interested parties will be kept updated on the project and all concerns and comments are being thoroughly reviewed and considered by the project team.

Comment 4 – Ruben Guerrero

Response: At this point in the process, no alignment for the road has been selected. The project team is collecting input on the study area and developing multiple alignment options for further evaluation and there will be opportunities for public comment after potential alignment options have been identified. The route referenced was included in the Hays County Transportation Plan for illustration purposes to identify that a new corridor is needed. Your comments including current traffic patterns being mostly northbound from FM 150 and a possible alignment to Kohler’s Crossing will be considered as different alignments are developed.

The project is being considered for the benefit of all Hays County residents and property owners. While the project team hopes to coordinate with the General Land Office, no meetings have been held and no plans shared with this project team.

Comment 5 – Rachel Guerrero

Response: At this point in the process, no alignment for the road has been selected. The project team is collecting input on the study area and developing multiple alignment options for further evaluation and there will be opportunities for public comment after potential alignment options have been identified. The route referenced was included in the Hays County Transportation Plan for illustration purposes to identify that a new corridor is needed. Your comments will be considered as different alignments are developed.

Comment 6 – Odis Loosier

Response: At this point in the process, no alignment for the road has been selected. The project team is collecting input on the study area and developing multiple alignment options for further evaluation and there will be opportunities for public comment after potential alignment options have been identified. The route referenced was included in the Hays County Transportation Plan for illustration purposes to identify that a new corridor is needed. Your comments including studying a western alignment and a connection to Old Stagecoach north of Wildcat Hollow will be considered as different alignments are developed.

Comment 7 – Barney Espinoza

Response: It is important to note that as potential corridors begin to be defined in greater detail and become more narrowly focused, the impacts to adjacent and nearby property owners will be considered as part of the evaluation.

Comment 8 – Luke Martin

Response: At this point in the process, no alignment for the road has been selected. The project team is collecting input on the study area and developing multiple alignment options for further evaluation and there will be opportunities for public comment after potential alignment options have been identified. The route referenced was included in the Hays County Transportation Plan for illustration purposes to identify that a new corridor is needed. Your comments including current traffic patterns being mostly northbound from FM 150 and a possible alignment to Kohler’s Crossing will be considered as different alignments are developed.

The Hays County Transportation Plan (www.co.hays.tx.us/transportation-plan.aspx) shows this potential realignment of FM 150 as part of the larger Kyle Loop concept for the west side of IH 35. The Plan shows another position of the Kyle Loop heading northeast around Kyle, starting in the vicinity of Arroyo Ranch Road where the limits for the project begin. The proposed project is intended to support the southwest portion of the Kyle Loop and relieve traffic through Kyle and complement the proposed northeast portion of the Kyle Loop.

Comment 9 – Ronnie Vasquez

Response: At this point in the process, no alignment for the road has been selected. The project team is collecting input on the study area and developing multiple alignment options for further evaluation and there will be opportunities for public comment after potential alignment options have been identified. The route referenced was included in the Hays County Transportation Plan for illustration purposes to identify that a new corridor is needed. Your comments will be considered as different alignments are developed.

Comment 10 – Roy Baldrige

Response: Traffic studies and modeling were conducted as a part of the Hays County Transportation Plan and show that the majority of the traffic along FM 150 is from through traffic between IH 35 and areas to the northwest of Kyle.

The Hays County Transportation Plan (www.co.hays.tx.us/transportation-plan.aspx) shows this potential realignment of FM 150 as part of the larger Kyle Loop concept for the west side of IH 35. The Plan shows another position of the Kyle Loop heading northeast around Kyle, starting in the vicinity of Arroyo Ranch Road where the limits for the project begin. The proposed project is intended to support the southwest portion of the Kyle Loop and relieve traffic through Kyle and complement the proposed northeast portion of the Kyle Loop.

Comment 11 – William Ceerle

Response: At this point in the process, no alignment for the road has been selected. The project team is collecting input on the study area and developing multiple alignment options for further evaluation and there will be opportunities for public comment after potential alignment options have been identified. The route referenced was included in the Hays County Transportation Plan for illustration purposes to identify that a new corridor is needed. Your comments will be considered as different alignments are developed.

The purpose of this project is to provide relief for congestion along FM 150 in Kyle, provide a proactive solution for expected future growth, and enhance safety and mobility. The Hays County Transportation Plan (www.co.hays.tx.us/transportation-plan.aspx) shows this potential realignment of FM 150 as part of the larger Kyle Loop concept for the west side of IH 35. The Plan shows another position of the Kyle Loop heading northeast around Kyle, starting in the vicinity of Arroyo Ranch Road where the limits for the project begin. The proposed project is intended to support the southwest portion of the Kyle Loop and relieve traffic through Kyle and complement the proposed northeast portion of the Kyle Loop.

Comment 12 – Duane Beals

Response: At this point in the process, no alignment for the road has been selected. The project team is collecting input on the study area and developing multiple alignment options for further evaluation and there will be opportunities for public comment after potential alignment options have been identified. The route referenced was included in the Hays County Transportation Plan for illustration purposes to identify that a new corridor is needed. Your comments including current traffic patterns being mostly northbound from FM 150 and a possible alignment to Kohler's Crossing will be considered as different alignments are developed.

Traffic studies and modeling were conducted as a part of the Hays County Transportation Plan and show that the majority of the traffic along FM 150 is from through traffic between IH 35 and areas to the northwest of Kyle.

The Hays County Transportation Plan (www.co.hays.tx.us/transportation-plan.aspx) shows this potential realignment of FM 150 as part of the larger Kyle Loop concept for the west side of IH 35. The Plan shows another position of the Kyle Loop heading northeast around Kyle, starting in the vicinity of Arroyo Ranch Road where the limits for the project begin. The proposed project is intended to support the southwest portion of the Kyle Loop and relieve traffic through Kyle and complement the proposed northeast portion of the Kyle Loop.

Written Comments and Responses

Fifteen written comments were received either at the meeting, by mail, fax, or email after the meeting. The official comment period ended on April 21, 2014. The responses are listed below. Original comments are listed in Appendix D.

Comment 1 – Arturo Nava

Response: Your comments, including studying a south and western alignment, will be considered as different alignments are developed.

Comment 2 – Rex & Debbie Lyons

Response: Your comments including current traffic patterns being mostly northbound from FM 150 and a possible alignment to Kohler’s Crossing will be considered as different alignments are developed.

The Hays County Transportation Plan (www.co.hays.tx.us/transportation-plan.aspx) shows this potential realignment of FM 150 as part of the larger Kyle Loop concept for the west side of IH 35. The Plan shows another position of the Kyle Loop heading northeast around Kyle, starting in the vicinity of Arroyo Ranch Road where the limits for the project begin. The proposed project is intended to support the southwest portion of the Kyle Loop and relieve traffic through Kyle and complement the proposed northeast portion of the Kyle Loop.

Comment 3 – John Sears

Response: Your comments regarding access and safety concerns for the Arroyo Ranch neighborhood will be considered as different alignments are developed.

Comment 4 – Jerry Kolacny

Response: Your comments regarding a connection to Yarrington Road and other alternatives will be considered as different alignments are developed.

Comment 5 – Mike Wilson

Response: Your comments regarding a connection to Yarrington Road or Kohler’s Crossing will be considered as different alignments are developed.

Comment 6 – Mike Wilson

Response: Your comments regarding a connection to Yarrington Road and Kohler’s Crossing, along with the missing link to SH21 and SH130, will be considered as different alignments are developed.

Comment 7 – Larry Kruzic

Response: Your comments regarding the effects on your personal property have been received and will be considered as different alignments are developed. Bicycle safety is being considered as a part of this study.

Comment 8 – Erin Flynn

Response: Your comments regarding effects of this project on the Millberg Farm will be considered as different alignments are developed.

Comment 9 – Luke Martin

Response: Your comments regarding current traffic patterns being mostly northbound from FM 150 and a possible alignment to Kohler’s Crossing will be considered as different alignments are developed.

The project is being considered for the benefit of all Hays County residents and property owners. While the project team hopes to coordinate with the General Land Office, no meetings have been held and no plans shared with this project team.

The Hays County Transportation Plan (www.co.hays.tx.us/transportation-plan.aspx) shows this potential realignment of FM 150 as part of the larger Kyle Loop concept for the west side of IH 35. The Plan shows another position of the Kyle Loop heading northeast around Kyle, starting in the vicinity of Arroyo Ranch Road where the limits for the project begin. The proposed project is intended to support the southwest portion of the Kyle Loop and relieve traffic through Kyle and complement the proposed northeast portion of the Kyle Loop.

Comment 10 – Duane Beals

Response: At this point in the process, no alignment for the road has been selected. The project team is collecting input on the study area and developing multiple alignment options for further evaluation and there will be opportunities for public comment after potential alignment options have been identified. The route referenced was included in the Hays County Transportation Plan for illustration purposes to identify that a new corridor is needed.

The project is being considered for the benefit of all Hays County residents and property owners. While the project team hopes to coordinate with the General Land Office, no meetings have been held and no plans shared with this project team.

Your comments including current traffic patterns being mostly northbound from FM 150, the need for the road, effects to personal property, ROW needs, a connection to Kohler's Crossing, the Buda Truck Bypass, and not using Old Stagecoach for new alignment will be considered as different alignments are developed.

The Hays County Transportation Plan (www.co.hays.tx.us/transportation-plan.aspx) shows this potential realignment of FM 150 as part of the larger Kyle Loop concept for the west side of IH 35. The Plan shows another position of the Kyle Loop heading northeast around Kyle, starting in the vicinity of Arroyo Ranch Road where the limits for the project begin. The proposed project is intended to support the southwest portion of the Kyle Loop and relieve traffic through Kyle and complement the proposed northeast portion of the Kyle Loop.

Comment 11 – Roy Baldrige

Response: Traffic studies and modeling were conducted as a part of the Hays County Transportation Plan and show that the majority of the traffic along FM 150 is from through traffic between IH 35 and areas to the northwest of Kyle. Your personal traffic study information has been received and will be reviewed by the project team.

The Hays County Transportation Plan (www.co.hays.tx.us/transportation-plan.aspx) shows this potential realignment of FM 150 as part of the larger Kyle Loop concept for the west side of IH 35. The Plan shows another position of the Kyle Loop heading northeast around Kyle, starting in the vicinity of Arroyo Ranch Road where the limits for the project begin. The proposed project is intended to support the southwest portion of the Kyle Loop and relieve traffic through Kyle and complement the proposed northeast portion of the Kyle Loop.

Your comments have been received including Plum Creek congestion, current traffic patterns being mostly northbound from FM 150, a possible connection to Kohler's Crossing, proposed alignment ending on Old Stagecoach Road at Center Street, and other alignment suggestions and exhibits will be considered as different alignments are developed.

Comment 12 – Tim Miller

Response: At this point in the process, no alignment for the road has been selected. The project team is collecting input on the study area and developing multiple alignment options for further evaluation and there will be opportunities for public comment after potential alignment options have been identified.

The route referenced was included in the Hays County Transportation Plan for illustration purposes to identify that a new corridor is needed.

The purpose of this project is to provide relief for congestion along FM 150 in Kyle, provide a proactive solution for expected future growth, and enhance safety and mobility. The project is being considered for the benefit of all Hays County residents and property owners. While the project team hopes to coordinate with the General Land Office, no meetings have been held and no plans shared with this project team. The project team also does not know of utility plans (water or power) for that property. Coordination has occurred with several owners of large and smaller properties alike but no preferential treatment will be given to anyone regardless of the size of their property.

The process for this project requires regulations set by the National Environmental Policy Act be followed and they will be met at a minimum. Flooding, emergency access, and bicycle safety are all also being considered as a part of this study.

Traffic studies and modeling were conducted as a part of the Hays County Transportation Plan and show that the majority of the traffic along FM 150 is from through traffic between IH 35 and areas to the northwest of Kyle.

Your comments including effects on the Millberg Farm, the rural character of the area, an alternate western route with bridges over the Blanco, and transportation alternatives will be considered as different alignments are developed.

Comment 13 – Charlene Gipson-Lawrence

Response: Your comments including a possible alignment from Arroyo Ranch to Pump House Creek or a more western alignment have been received and will be considered as different alignments are developed.

Comment 14 – Scott Nance

Response: Traffic studies and modeling were conducted as a part of the Hays County Transportation Plan and show that the majority of the traffic along FM 150 is from through traffic between IH 35 and areas to the northwest of Kyle.

While the project team hopes to coordinate with the General Land Office, no meetings have been held and no plans shared with this project team. Your comment on the developer funding the cost of the road and other concerns have been documented.

Your comments on the effects to your personal property, upgrading Roland and Opal Roads and FM 1626 traffic have been received and will be considered as different alignments are developed.

Comment 15 – Charles Swallow

Response: Your comments on trees, wildlife, cemeteries, historical sites, and fellow residents have been received. The process for this project requires regulations set by the National Environmental Policy Act be followed and they will be met at a minimum.

Your comments on the effects to your property and an alternative alignment in the southeastern portion will be considered as different alignments are developed.

Survey Responses

The survey asked the following questions:

- Q1: What additional information can you tell us about the alignment study area? Please share issues, concerns, things to watch out for, and any other information you would like for the County to consider.
- Q2: What are your ideas for FM 150 through Kyle?
- Q3: Please share any additional comments on the study area or possible realignment of FM 150.

Survey Comment 1 – Nilda Nava

Q1: Pristine hill country views

Q2: Don't want any change on Stagecoach Rd.

Response: Your comments including the quality of the hill country views and regarding the use of Old Stagecoach Road will be considered as different alignments are developed.

Survey Comment 2 – Becky Collins

Q1: Due to the nature of Kyle, it is important for any re-alignment of 150 and its connection to IH 35 to maintain connectivity between the east and the west portions of the City.

Q2: I think it will be difficult to maintain the City's charm if FM 150 continues at its current growth pace. I think an alignment either north or south would be preferred.

Q3: Aside from the comments above, I have no other specific comments at this time, but am interested in staying involved as the process evolves.

Response: Your comments including maintaining connectivity between the east and west sides of Kyle, and an alignment either north or south will be considered as different alignments are developed. Also noted, are your concerns for continued growth. By providing a connection that routes traffic around downtown Kyle, the future growth of the surrounding areas will have less impact on the “charm” of downtown. Any alignment through downtown would likely require expansion and significant changes to the existing infrastructure.

Survey Comment 3 – Anonymous

Q1: I'm a retired teacher, I've seen many schools built and millions spent to then not meet the needs of the community so portables need to be brought in. Poor planning. Build a road that will serve the population of Kyle for the future. Build it away from the west part of Kyle as possible. Spend the money to go over Blanco River now, don't just "widen" stagecoach road so close to the city limits.

Q2: Name it "business 150" and have the loop for commuters away from downtown.

Response - Your comments including a western alignment, and including future growth projections in planning for the roadway will be considered as different alignments are developed.

Survey Comment 4 – David Wieland

Q1: I own the land directly to north of curve in FM 150, east of Michaelis

Q2: I think FM 150 at curve west of Kyle should be connected to Kohler's Crossing. My group controls about 1/2 of the land

Q3: Kohler's crossing is main east-west through north Kyle. It should be connected to 150.

Response: Your comments including a connection to Kohler’s Crossing will be considered as different alignments are developed.

Survey Comment 5 – Mike Wilson

Q1: There should be a branch that can cross the river to connect to San Marcos, but the primary route should not cross the river. It should connect to Yarrington in the south and another short branch that connects to Kohler’s crossing for northbound IH 35 travelers.

Q2: Have a route for northbound and southbound travelers that branch at Arroyo Ranch Road, so no one will want to go through downtown Kyle.

Q3: If there are potential improvements to FM 150 to IH 35 then I would believe that there should be a branch that connects to Koehler's crossing, but with the consideration of the schools, school zones, and future rail stop. The possibility of a rail stop and people coming from the west to the rail stop needs to have a direct connection. This would also allow people from the west a direct route to northbound IH 35.

There should also be a branch that continues down to Yarrington so people can completely bypass Kyle to head south on IH 35.

Neither of these routes would connect to HW21 or the toll road to the east which is a possible route that still would drag traffic through downtown Kyle.

Response: Your comments including a connection to Yarrington Road and Kohler's Crossing, a Blanco River crossing, and the missing link to SH21 and SH130 will be considered as different alignments are developed.

Survey Comment 6 – Anonymous

Q1: Who will pay for the realignment of FM 150? Who will then own the existing FM 150 as it runs through Kyle? Who will pay to maintain that roadway?

Q2: It needs to be left as is.

Q3: More information and answers are necessary. The roadway is fine as is.

Response: The project team is collecting input on the study area and developing multiple alignment options for further evaluation and there will be opportunities for public comment after potential alignment options have been identified. Your comments concerning leaving the roadway in its current condition have been received. This process and ultimate determinations do include a study of leaving the roadway in its current condition.

The County is paying for this study and if the project moves forward would pay for the right-of-way needs. TxDOT would pay for the construction of the roadway and although no formal agreement has been reached between TxDOT and the County, it is expected TxDOT would be responsible for maintaining the new roadway.

Survey Comment 7 – Anonymous

Q1: I am concerned for the safety of our children at Wildcat Hollow. I do not want a road right close to our backyard where our children play. This has been a peaceful neighborhood.

Q2: I can see that you do not have the space you need to go through Center St. Figure out a way to improve Old Stagecoach going north as well as south. Going north behind Hometown Kyle needs serious attention.

Response: Your comments concerning safety of residents in Wildcat Hollow and concerning improvements to north and south sections of Old Stagecoach Road will be considered as different alignments are developed.

Survey Comment 8 – Anonymous

Q2: It is just fine. The traffic flow is never an issue and I travel it daily.

Q3: Do not think that it is necessary.

Response: The project team is collecting input on the study area and developing multiple alignment options for further evaluation and there will be opportunities for public comment after potential alignment options have been identified. Your comments concerning leaving the roadway in its current condition have been received. This process and ultimate determinations do include a study of leaving the roadway in its current condition.

Survey Comment 9 – Mary Noel

Q1: Aside from the fact that I live on a street that will be greatly negatively impacted by the realignment as it was proposed in the preliminary plans, I feel that it makes no sense to have the route go from West to Southeast. It seems only logical to assume that the majority of the traffic would be heading north into Austin rather than South or Southeast.

Q2: Instead of connecting with Yarrington Rd South of Kyle, connect with 1626, which is already equipped with four lanes.

Response: At this point in the process, no alignment for the road has been selected. The project team is collecting input on the study area and will then develop multiple alignment options for further public comments. The route referenced was included in the Hays County Transportation Plan for illustration purposes to identify that a new corridor is needed.

The Hays County Transportation Plan (www.co.hays.tx.us/transportation-plan.aspx) shows this potential realignment of FM 150 as part of the larger Kyle Loop concept for the west side of IH 35. The Plan shows another position of the Kyle Loop heading northeast around Kyle, starting in the vicinity of Arroyo Ranch Road where the limits for the project begin. The proposed project is intended to support the southwest portion of the Kyle Loop and relieve traffic through Kyle and complement the proposed northeast portion of the Kyle Loop.

Your comments including a connection with FM 1626 will be considered as different alignments are developed.

Survey Comment 10 – Tracy McGinty

Q1: The ROW requirements for this project are excessive. A water well owned by Aqua Texas is within the ROW and would have to be relocated as it serves as the primary water source for the 150 residences, not in the Kyle city limits. Homes along 150 all have septic systems, most in the back yards which will be very close to the ROW. Property values (residences life savings) will be critically diminished even if you could sell your home. There is not a provision in the plans for a sound barrier or safety walls. A plan like this should take into consideration the safety and wellbeing of all concerned.

Q2: Widen 150 between Rancho Arroyo and 2770 just to have a center turn lane.

Q3: Buy homes out completely (at fair market value) that back onto 150. ROW requirements would easily be met and construction would be easier. The additional property acquired would provide space for an adjacent park and recreational area that currently does not exist on this side of IH 35.

Response: At this point in the process, no alignment for the road has been selected. The project team is collecting input on the study area and developing multiple alignment options for further evaluation and there will be opportunities for public comment after potential alignment options have been identified. The route referenced was included in the Hays County Transportation Plan for illustration purposes to identify that a new corridor is needed. Your comments including the water well, septic systems, property values, improvements to the existing FM 150 alignment, and home buyouts will be considered as different alignments are developed.

Survey Comment 11 – Robin Taylor

No comments submitted.

Survey Comment 12 – Randy Pekinto

Q1: One issue to watch out for is limiting the maximum speed. I recommend that the speed be limited to 35 miles per hour in areas that are in close proximity to residential neighborhoods. The speed limit is currently 55 MPH on Rebel Drive between the post office and the Sonic which is way too fast. I have first-hand knowledge because my home backs up to FM 150 and I feel my entire house shake when large semi's pass by. Also, if a semi hauling a heavy load, like rocks or cement and were to lose control, it could potentially destroy one or two homes. Additionally, there are lots of vehicles with modified exhaust in Hays County and is very disruptive, especially to shift workers that sleep during the day.

Reducing the speed limit would have a positive impact on the amount of loud noise that residents have to endure each day and residents would be much more receptive to a proposed plan.

Q2: I think that FM-150 should be re-routed utilizing Old Stagecoach Road. Utilizing this pre-existing route would expedite the process and minimize cost. Old Stagecoach road was bought and paid for many years ago, so that is less property that has to be acquired.

Q3: Thanks for allowing feedback and please consider my input.

Response: Your comments including safety, speed limit, and using Old Stagecoach Road as the new alignment will be considered as different alignments are developed. All public comments are being documented and considered as the project progresses.

Survey Comment 13 – Suzanne Santos

Q1: This is bordering along the last swatch of agricultural farmland in the Kyle/ETA area and there may be much of it in a sloped area. Any road project study should include a very intensive EPA study on runoff, especially into the Blanco River area and Hays 5 mile park. Habitat disruption too. Can there be green buffers included in the overall plan?

Q2: Green buffer zone to mitigate any natural habitat for animals, maintaining ground cover for runoff prevention into Blanco River, preservation of wild flowers. Set code restrictions on type of buildings to be allowed (e.g. no fast food, 20% locally owned, etc., certain limit on pavement). Allow ample room for a bicycle lane! Many bicyclists use the county roads for training.

Q3: I don't think a lot of the public understand that this is just a study. The messaging could be more clear that this is not the end all and be all and that the county welcomes public participation in the process.

Response: The suggestion made with regard to the study and mitigation of runoff is well taken and will be addressed as this study begins to look at more specific alignments and the project identified moves into the detailed design phase.

Bicycle safety is being considered during this study. Your comments regarding land use have been received and will be considered. An explanation of this study process and an invitation for the public to provide input is included on the majority of project materials. The public involvement consultant will continue to refine messaging during the project, and will respond accordingly when feedback about the public involvement process is received. The process for this project requires regulations set by the National Environmental Policy Act be followed and they will be met at a minimum.

Survey Comment 14 – Russell Gregorczyk

Q1: The old 150 will not be properly maintained by the City of Kyle and it will still get way more use than the new 150.

Q2: Leave it just like it is. More roads over the Edwards aquifer means more growth and more people and more problems.

Response: Based on traffic studies, the majority of traffic through Kyle comes from commuters traveling between IH 35 and areas northwest of Kyle. By providing a route around downtown, commuters will have an easier route for their daily commute, and would be more inclined to use this route.

Your comments concerning leaving the roadway in its current condition will be considered. This process and ultimate determinations do include a study of leaving the roadway in its current condition. While a new roadway, if built, could impact development patterns, the need for this project is primarily based on having to support growth and development that has already occurred or is already expected.

Survey Comment 15 – Laura Santos

No comments submitted.

Survey Comment 16 – Lionel Cardosa

Q1: Entering the Arroyo Ranch Neighborhood off of RM 150 and exiting the edition on to RM 150. The problem is fast traffic going East on 150 over a hill just west of the entry/exit street of Arroyo Ranch. I live just two houses from this intersection and have witnessed three accidents there in the two years I have lived there.

Q2: I agree with the ideas of a southern loop behind Arroyo Ranch to connect with IH 35 and the road to Dripping Springs from the Arroyo Ranch area.

Response: Your comments including access and safety concerns for Arroyo Ranch neighborhood, and a southern loop have been received and will be considered as different alignments are developed.

Survey Comment 17 – Susan Frankenberger

No comments submitted.

Survey Comment 18 – Luke Martin

Q1: The shortest, most direct route from the upper section of FM 150 to IH 35 is connecting to an extension of Kohler's Crossing.

Q2: Don't take it through Kyle. Move the route north where most of the traffic is going anyway.

Q3: Perhaps this is more about giving highway access to the 2000 plus acres the state owns which is almost landlocked.

Response: The purpose of this project is to provide relief for congestion along FM 150 in Kyle, provide a proactive solution for expected future growth, and enhance safety and mobility. The project is being considered for the benefit of all Hays County residents and property owners. While the project team hopes to coordinate with the General Land Office, no meetings have been held and no plans shared with this project team.

Your comments including current traffic patterns being mostly northbound from FM 150 and a connection to Kohler's Crossing will be considered as different alignments are developed.

Survey Comment 19 – Laura Santos

Q1: I live in a neighborhood just off of 150, close to the 2770/150 intersection. It would be nice if 150 south of the Arroyo Ranch Road break could remain a two lane road for access into Kyle city center, and not be upgraded to a four lane highway. Thanks.

Response: Your comment concerning leaving the roadway in its current condition has been received. This process and ultimate determinations do include a study of leaving the roadway in its current condition.