

PUBLIC HEARING COMMENTS AND RESPONSES REPORT

FM 1626: from Brodie Lane to FM 2304 (Manchaca Road)
CSJ: 1539-02-026

Project Number: PTF
Travis County

COMMENTS AND RESPONSES

Below is a table with responses to all comments received. All comments are included following the table of responses.

Responses to Verbal Comments

<u>Comment</u>	<u>Response</u>
Nealan Moreland	<p>Concerns for right-of-way needed on your personal property have been documented.</p> <p>An alignment to the north of existing FM 1626 would impact the Redeeming Grace Lutheran Church building and the Manchaca Elementary cafeteria delivery pad. The center alignment near Manchaca Road provided the least impact to structures. While properties are impacted, more structures can be preserved with a center alignment.</p> <p>The purpose of the FM 1626 project is to improve mobility and enhance safety while addressing the increased demand for transportation infrastructure resulting from population growth. While improvements and expansions are needed on other roads (in addition to FM 1626), the County and TxDOT will continue to move forward with this project.</p> <p>Improvements needed to the east of the project are outside of the project limits and cannot be addressed as a part of this project. Safety and congestion concerns have been noted, and all comments have been shared with TxDOT.</p>
Larry Werner	<p>Concerns for right-of-way needed on your personal property have been documented.</p> <p>The need for retaining walls at Rancho Alto is to minimize the amount of right-of-way needed to control the slope in this area. The slope easement is needed to minimize the cost for both design and construction of additional retaining walls that would require the equivalent area.</p> <p>Regarding the turning radius on Rancho Alto from FM 1626, the 30 foot turn radius meets the current design guide requirements for this location.</p> <p>Expansion and reconfiguration of lanes on Rancho Alto and installation of sidewalk along Rancho Alto is outside of the project scope and funding and cannot be addressed as a part of this project. However, comments have been shared with the County.</p>

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Jim Dew	<p>Improvements needed to the east of the project are outside of the project limits and cannot be addressed as a part of this project. Safety and congestion concerns have been noted, and all comments have been shared with TxDOT.</p> <p>TxDOT is currently in review of this section for safety, capacity, and alignment improvements. There is no direct timeline for planning or construction of any improvements at this time, but it is being reviewed.</p>
Patty Fouчек	<p>Improvements needed to the east of the project are outside of the project limits and cannot be addressed as a part of this project. Safety and congestion concerns have been noted, and all comments have been shared with TxDOT.</p>
Tom "Smitty" Smith	<p>Regarding bike facilities, this project follows AASHTO (the American Association of State Highway and Transportation Officials) guidelines. Per the AASHTO "Guide For Development of Bicycle Facilities, 2012 4th ED.," Section 4.5 states the following: "Shoulder width of at least 5' (1.5m) is recommended from the face of guardrail, curb or roadside barrier to provide additional separating width." The shared use shoulders are meeting this recommendation. Bicycle improvements to the east of the project and along Manchaca Road are outside of the project limits and cannot be addressed as a part of this project. Concerns have been noted, and all comments have been shared with TxDOT.</p>

Responses to Written Comments

<u>Comment</u>	<u>Response</u>
Bryce Burton	<p>Support for this project has been documented. Concerns for congestion along Manchaca Road are outside of the project limits and are not included as part of this project. However, TxDOT has completed design for expansion on Manchaca Road and is awaiting funding for the construction.</p>
Harvey Davis	<p>Regarding bike facilities, this project follows AASHTO (the American Association of State Highway and Transportation Officials) guidelines. Per the ASSHTO "Guide For Development of Bicycle Facilities, 2012 4th ED.," Section 4.5 states the following: "Shoulder width of at least 5' (1.5m) is recommended from the face of guardrail, curb or roadside barrier to provide additional separating width." The shared use shoulders are meeting this recommendation.</p>

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Mercedes Feris	Regarding bike facilities, this project follows AASHTO (the American Association of State Highway and Transportation Officials) guidelines. Per the AASHTO "Guide For Development of Bicycle Facilities, 2012 4th ED.," Section 4.5 states the following: "Shoulder width of at least 5' (1.5m) is recommended from the face of guardrail, curb or roadside barrier to provide additional separating width." The shared use shoulders are meeting this recommendation.
Justin Spillmann	Support for this project has been documented. Pedestrian and bicycle improvements are required for the project due to funding requirements and planning mechanisms that have been previously approved. Improvements needed to the east of the project are outside of the project limits and cannot be addressed as a part of this project. Safety and congestion concerns have been noted, and all comments have been shared with TxDOT. The right turn lane on west bound FM1626 at Manchaca Road will be extended to provide additional storage for this turning movement.
Hank Smith	Regarding bike facilities, this project follows AASHTO (the American Association of State Highway and Transportation Officials) guidelines. Per the AASHTO "Guide For Development of Bicycle Facilities, 2012 4th ED.," Section 4.5 states the following: "Shoulder width of at least 5' (1.5m) is recommended from the face of guardrail, curb or roadside barrier to provide additional separating width." The shared use shoulders are meeting this recommendation.
Shelly Spillmann	Support for this project has been documented. Pedestrian and bicycle improvements are required for the project due to funding requirements and planning mechanisms that have been previously approved.
Don Nyland	Regarding bike facilities, this project follows AASHTO (the American Association of State Highway and Transportation Officials) guidelines. Per the AASHTO "Guide For Development of Bicycle Facilities, 2012 4th ED.," Section 4.5 states the following: "Shoulder width of at least 5' (1.5m) is recommended from the face of guardrail, curb or roadside barrier to provide additional separating width." The shared use shoulders are meeting this recommendation.
Neal Rhea	Concerns for right-of-way needed on your personal property have been documented. The need for retaining walls at Rancho Alto is to minimize the amount of right-of-way needed to control the slope in this area. The slope easement is needed to minimize the cost for both design and construction of additional retaining walls that would require the equivalent area.

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Nealan Moreland for Billie Moreland	<p>Concerns for right-of-way needed on your personal property have been documented.</p> <p>An alignment to the north of existing FM 1626 would impact the Redeeming Grace Lutheran Church building and the Manchaca Elementary cafeteria delivery pad. The center alignment near Manchaca Road provided the least impact to structures. While properties are impacted, more structures can be preserved with a center alignment.</p>
Phil Aboussie	<p>For more information on the water line being installed by the City of Austin, please contact the City’s Public Works Department: http://austintexas.gov/department/public-works.</p>
Sidney Newcomb	<p>Improvements needed to the east of the project are outside of the project limits and cannot be addressed as a part of this project. Safety and congestion concerns have been noted, and all comments have been shared with TxDOT.</p>
Maryann Newcomb	<p>Improvements needed to the east of the project are outside of the project limits and cannot be addressed as a part of this project. Safety and congestion concerns have been noted, and all comments have been shared with TxDOT.</p>
Blayne Stansberry	<p>TxDOT protocols stipulate that right-of-way along roadways be cleared for safety and maintenance reasons. While sidewalks could be diverted, it would not provide the sight distance preferred for safety.</p> <p>Tree removal is governed by TxDOT as Specification 100 “Preparing Right of Way” and item 752 “Tree and Brush Removal”. Oak wilt prevention is not addressed in these specifications, but concerns have been shared with TxDOT.</p> <p>Driveway access will be coordinated with property owners during the right-of-way negotiations. The County will continue to work with property owners to reduce impacts as possible.</p>
Gigi Azam	<p>Improvements needed to the east of the project are outside of the project limits and cannot be addressed as a part of this project. Safety and congestion concerns have been noted, and all comments have been shared with TxDOT.</p>
Vicki Lancaster	<p>Improvements needed to the east of the project are outside of the project limits and cannot be addressed as a part of this project. Safety and congestion concerns have been noted, and all comments have been shared with TxDOT.</p>

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Chip Kidd	New shared driveway access will need to be coordinated with adjacent landowners. The details can be coordinated with the Travis County Right-of-Way office after the Environmental Assessment is approved. The driveway of this property and the Manchaca Methodist Church will be evaluated as a right in and right out only driveway due to the constraints of the signalized intersection.
Pamela Baggett	SH45 SW is currently being planned and moving forward, but the letting date has not been determined at this time. FM 1626 is a separate project and is needed to address safety concerns caused by the increase in traffic on FM 1626.
Don Morris	<p>The parking at Mi Ranchito was listed as a displacement as it is currently the only parking available on the property. While parking at Redeeming Grace Lutheran is affected, other parking is available and the impacts would not preclude the church from operating.</p> <p>Regarding the noise analysis, a receiver was modeled at the Austin Christian Academy. There were no impacts at that receiver location so no noise abatement was considered.</p>
Hank Smith	Updated left turn lanes and deceleration lanes will be considered as site plans are presented to the County and approved by TxDOT before these features are included with the design documents. The County and TxDOT will continue to work with the property owner so that these elements could be installed later without additional right-of-way.
Jean Krejca	The existing driveway to this property is within the limits of the project and will be incorporated into the proposed design documents to provide two access points.
Michael Cummings	Improvements needed to the east of the project are outside of the project limits and cannot be addressed as a part of this project. Safety and congestion concerns have been noted, and all comments have been shared with TxDOT.

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<p>Larry Werner</p>	<p>Concerns for right-of-way needed on your personal property have been documented.</p> <p>The need for retaining walls at Rancho Alto is to minimize the amount of right-of-way needed to control the slope in this area. The slope easement is needed to minimize the cost for both design and construction of additional retaining walls that would require the equivalent area.</p> <p>Regarding the turning radius on Rancho Alto from FM 1626, the 30 foot turn radius meets the current design guide requirements for this location.</p> <p>Regarding the access to the property from FM 1626, there is no existing driveway or driveway permit on file for this location. Features and plantings located along the existing right-of-way that are being removed due to the improvements will be discussed during right-of-way negotiations.</p> <p>Installing sidewalk along Rancho Alto is outside of the project scope and funding and cannot be addressed as a part of this project. However, comments have been shared with the City of Austin.</p>
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