

Appendix D

Comments

Public Comment Open House

TRANSCRIPT OF PROCEEDINGS
BEFORE
HAYS COUNTY, TEXAS

IN THE MATTER OF:
FM 150 ALIGNMENT

PUBLIC COMMENT OPEN HOUSE

BE IT REMEMBERED that at 6:00 P.M., on Tuesday, the 8th day of April, 2014, the above-entitled open house was held at Wallace Middle School, 1302 West Center Street, Kyle, Texas, and the following proceedings were reported by Sherri Santman Fisher, Certified Shorthand Reporter.

Public Comment Open House

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COMMENTS BY ANNETTA HUGHSON

MS. HUGHSON: My name is Annetta Hughson. And one of the issues of concern for me is we presently have acreage that when we pass away is supposed to be divided between our two girls who are to inherit the property. And we designed it so that each of them would have enough acreage to qualify for the wildlife exemption, which is what we have presently on the property. And if they take some of our property for this new FM 150, what will they do to accommodate our wildlife exemption?

Secondly is I want them to consider, if the traffic does come close to our property, would they consider putting up a barricade or a wall to help stifle not only the traffic sounds but the lights that are going to come through my house.

Those are my concerns so far.

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1 COMMENTS BY LARRY KRUZIE

2 MR. KRUZIE: Larry Kruzie. And I live on
3 1861 Old Stagecoach Road. And the road they're
4 proposing goes right in front of my house and part of
5 my business. And if the road goes through, the road
6 will be 50 feet from my house, 50 feet from my son's
7 house with a brand-new home, and will be about 50 feet
8 from a million-and-a-half-dollar structure I just built
9 for weddings. And it will ruin my two houses and my
10 wedding facility.

11 And I know of better ways to go through
12 the place if they have to go through. I know better
13 ways to go through, you know, on the other side of my
14 place. You can go through -- there's no houses over
15 there to speak of. But you always affect people. You
16 affect less people. But going through there, you
17 affect our homes, our business, and the homes across
18 the street.

19 And also that is the most popular bike
20 riding area in the county, I believe. We have hundreds
21 of bicycles on Saturdays go through there. And if they
22 make a bicycle trail, that just makes it that much
23 wider. But it will take away from the beauty of that
24 road for the bicyclists. And I like them, so I don't
25 mind the bicyclists at all.

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1 The worst thing is that it's 50 feet from
2 my house. And I spent \$400,000 on the house, my son
3 spent a couple hundred thousand, and a million and a
4 half on my building down there. It's going to wreck
5 all of them.

6 So there are other ways to get through
7 there if it's necessary and I don't know who made up
8 that one piece because it's the most populated area on
9 Old Stagecoach Road and they put the road right in
10 there. And I don't know why they would do that. So
11 there's other areas. There's other directions they can
12 go. I don't know what they're going to end up doing.
13 But anyway, that's going to wreck me. So that's why I
14 came down here.

15 Larry Kruzic, (512) 850-3258. And if I
16 could, I would go down there and meet with them and
17 explain there is some better routes around the area.
18 Thank you.

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COMMENTS BY KILEY KRUZIE

MS. KRUZIE: My name is Kiley Kruzie and I was just here to oppose the new construction off of Old Stagecoach Road. I'm frustrated because I feel like that we were told there was going to be options. From what I see tonight, it's already -- there's only one option.

This option that's being proposed tonight would not only ruin my -- one of our businesses that is off of Old Stagecoach Road as we are needing a business with serenity, quietness, but it's also taking so much of our own personal property of the easement that it affects my children's front yard, my children's side yard, that in order for -- if this is built, that an extremely high privacy fence will have to be built which affects the beauty of where we live and the openness of our community and our neighbors.

We would appreciate to be better informed and also for our -- for our concerns to be listened to. As one of the owners of Texas Old Town, we have been more than willing to work with the County on finding different options, ways to use easements of that property to make it a more beneficial road not just for our business and not just for our family home, which is also off of Old Stagecoach Road, but for the

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1 County as well. That's it.

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COMMENTS BY RUBEN GUERRERO

MR. GUERRERO: My name is Ruben Guerrero and I live at 200 Wildcat Hollow. And I've been in Kyle since 1968 and I've seen the town just grow. And I don't think that this road, this study, is going to help the traffic through downtown Kyle. There are other options. And they need to take this road right across 150 and Kohler's Crossing and connect, because the people in town, they don't want a way out of San Marcos. They want a way to get to 35 so they can get to Austin.

And this road here proposed is going to take -- come through some neighborhoods, right through my backyard, and it's going to be awfully hard for us to get in and out of that neighborhood and that's not going to alleviate the problem. And I think, in my opinion, they're trying to develop the property that the Government owns, the State owns. They're just trying to plan for that high-end subdivision they're trying to put in there in that protected environment and this is just their selling point because otherwise they won't be able to sell their property.

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COMMENTS BY RACHEL GUERRERO

MS. GUERRERO: I'm Rachel Guerrero and I live at Wildcat Hollow. And this road is proposed -- the proposed road is going right in the back of my yard. We've lived there for over 30 years and my grandkids play in the backyard and there's going to be a big safety issue for all the people that live in our neighborhood with traffic going right in the back of our yards. What are you going to do to protect our children from all this traffic? Because right now we're out in the country. We don't have any traffic behind us. And that's what I'm afraid of. I don't want it. I don't want this road in my backyard.

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COMMENTS BY ODIS LOOSIER

MR. LOOSIER: My name is Odis Loosier and I live on Wildcat Hollow Street. And we have about 17 houses on that street and what we're trying to do is keep the road away from our housing area on Wildcat Hollow. And this is it right -- this is Wildcat Hollow right here. They've got the road coming right in our backyards. And there's a lot of other options besides that and we do not want that road coming anywhere near Wildcat Hollow.

It can actually go on the edge of the river where there's no housing and connect over here on Stagecoach Road toward Yarrington Road. That's one alternative route. And another one is turning left before you get to the Wildcat Hollow area and come up between the two houses and hit Stagecoach Road between the two houses above Wildcat Hollow.

And we're going to do everything we can to keep that road away from the housing area on Wildcat Hollow because the group of people that lives there have two-acre plots; and when we moved there, it had a country atmosphere and that's what we wanted to keep. And we're not going to sit there and let somebody ruin our neighborhood just to improve the value of this land up here to the north. That's all that road is doing is

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1 increasing the value of that land. And we're not going
2 to stand for it. And we'll be having some more
3 meetings with the Wildcat -- you'll be having more
4 meetings with the Wildcat Hollow group. This is just
5 probably the first one. That's all I needed to say.

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Public Comment Open House

COMMENTS BY BARNEY ESPINOZA

MR. ESPINOZA: Barney Espinoza. I live on Wildcat Hollow Drive. And our main concern is, first of all, the noise factor, probably bright lights. And that street is not that wide, so anything going by there with any lights or any traffic is going to make a tremendous amount of noise day and night. I don't think that even sound fences would help.

And the other problem is that we only have one entryway and exit from our street. It's a cul-de-sac, although it's a long one. And if they extend the lanes on Old Stagecoach Drive -- no, Trail, it could create a bottleneck for us trying to get in and out of our street. So I'd like to know -- or hope that they consider that and somehow don't create a bottleneck for us if we would be there for minutes and minutes on end trying to leave our street or trying to get into it. That's all I have for now.

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COMMENTS BY LUKE MARTIN

MR. MARTIN: My name is Luke Martin. I live on Wildcat Hollow right off Old Stagecoach Road. I'm speaking in opposition to the proposed route that takes it from Yarrington Road down Old Stagecoach Road. My concern is the impact it has on populated areas. There's at least three large neighborhoods that this runs right down through their backyard. I'm in opposition to that.

I would encourage the County to look at a route that utilizes more open land. One of the options I would ask them to look at is extending Kohler's Crossing and have it intersect out by Michaelis Ranch.

I travel to Austin five days a week. I go through the center of Kyle. Eight out of 10 cars go north. They don't go south. When this route was originally presented, it was to help traffic going south. The traffic is going north. And putting the route through Kohler's Crossing would get it there quicker. That's all I have to say.

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COMMENTS BY RONNIE VASQUEZ

MR. VASQUEZ: My name is Ronnie Vasquez.
I live at 320 Wildcat Hollow. That's here in Kyle,
Texas. And I'm against the proposed 150 going through
my backyard. That's pretty much it.

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COMMENTS BY ROY BALDRIDGE

MR. BALDRIDGE: My name is Roy Baldrige. I live at 301 Wildcat Hollow Drive, which is connected to Stagecoach Road. The original proposal was to run the new realignment behind the homes that are constructed across the street from me; and as soon as we found out about that, we got interested in the project; and that's what they intended to have happen is to get people interested.

And I asked about traffic surveys and was told there were none; and so I thought, well, I've lived here 35 years and, in my opinion, the traffic that we're concerned with needs access north of Kyle and not south of Kyle, which we were told at a meeting with the Commissioners was one of the intents of the realignment project was to provide those living west of Kyle with access south, primarily to Interstate 35.

And so I decided to conduct my own traffic surveys. And I did two. I did one at the intersection of Yarrington Road -- I'm sorry, at 2770 and FM 150, during the traffic rush. And I'm going to send all this in in a letter with the details of that traffic study. But the results of that study showed that the vehicles coming into Kyle on FM 150, 70 percent of them turn north on 2770, about 30 percent go

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1 straight ahead into Kyle on FM 150.

2 To follow up on the vehicles primarily
3 that are eastbound from 2770, my next traffic study was
4 at FM 150 or Center Street and I-35. As a result of
5 counting the cars and the direction of travel at that
6 intersection, it just reconfirmed what my first traffic
7 study had shown. And that is, the clear majority of
8 vehicles cross I-35 and turn north on the frontage road
9 headed into Austin or Buda or wherever. A very small
10 percent, like 3.5 percent, of the vehicles turn south
11 on the frontage road of I-35. About the same number as
12 I found were going into Kyle on 150 from 2770 proceeded
13 east on 150.

14 So the vehicles -- as far as my concern
15 and my opinion is the vehicles that are coming and
16 going east on 150 through Kyle, at least 90 percent of
17 them are going northbound and not southbound. And so I
18 have trouble trying to understand why we're entering
19 into this project for this major piece of roadway to
20 provide easier access to vehicles that don't exist when
21 there is a need right now for some assistance to those
22 people who need to go north and try to help them go
23 north without having to go through downtown Kyle.

24 And I have written a six-page letter with
25 the figures from my traffic studies and I will route

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1 one of those to the address that we were provided for
2 TxDOT and for Commissioner Whisenant and Mark Jones.
3 And I appreciate the opportunity to offer my opinions.
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COMMENTS BY WILLIAM CECRLE

MR. CECRLE: My name is William Cecrle and I'm here mostly to gain information. But I don't understand the premise that this all is based on, the northwest to southeast corridor, any place within the area of that line that we saw at a previous meeting. So I would like to see more of how they came to the premise that we did need that corridor that goes that direction and how they believed that West Texas was going to have to be connected to IH-35 at that point. That's it.

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1 COMMENTS BY DUANE BEALS

2 MR. BEALS: My name is Duane Beals at 101
3 Wildcat Hollow Drive, which is at the corner of Wildcat
4 Hollow and South Old Stagecoach. So the proposal that
5 we saw initially would take a chunk off of my yard, a
6 big chunk. That started me looking into all of this.

7 The feeling that I have from what I have
8 seen and heard so far, with the purpose being to get
9 traffic from 150 west over to Yarrington Road, is not
10 going to do anything at all to solve the traffic in
11 downtown Kyle. It will not take anybody away from
12 their driving through Kyle now or in the near future.

13 Properties out on the west of Kyle, west
14 of the city limits, are either conservation land or
15 ranchland, then the communities of Driftwood and
16 eventually Wimberley. Those people don't often come
17 over to Kyle and definitely don't come to Kyle to go
18 south.

19 A friend of mine did a traffic study,
20 which we found out that nobody else had done before
21 they proposed this. We found out that 97 percent of
22 the traffic coming into Kyle from the west is going to
23 go north or east of Kyle, not south. Three percent of
24 them go south. So building a four-lane thoroughfare
25 from out 150 on the ranch country to Yarrington Road is

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1 not going to solve anybody's problem.

2 An alternative that we're working on and
3 we're going to submit in writing is to build the road
4 from 150 west, near the Michaelis Ranch, straight east
5 to join onto an existing Kohler's Crossing at 2770 by
6 the high school. It's a straight shot, about two and a
7 half miles. It affects basically one residence. And
8 it won't cut off anybody's property because it goes
9 along fence lines. It makes much more sense than
10 anything we've seen yet here. That will get people on
11 their way to either 2770 or I-35 to go north or east.

12 I'm doing what I can to get that message
13 across and I hope that somebody can listen to us before
14 they just start throwing money at roads that aren't
15 going to solve any problems.

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Public Comment Open House

1 CERTIFICATE

2 STATE OF TEXAS

3 COUNTY OF TRAVIS

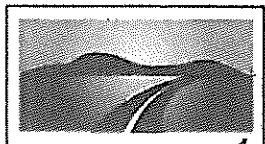
4 I, SHERRI SANTMAN FISHER, Certified Shorthand
5 Reporter in and for the State of Texas, do hereby
6 certify that the above-mentioned matter occurred as
7 hereinbefore set out.

8 I further certify that the proceedings of such
9 were reported by me or under my supervision, later
10 reduced to typewritten form under my supervision and
11 control and that the foregoing pages are a full, true,
12 and correct transcription of the original notes.

13 IN WITNESS WHEREOF, I have hereunto set my
14 hand and seal this _____ day of April, 2014.

15
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21 SHERRI SANTMAN FISHER, Texas CSR 2336
Expiration Date: 12-31-15
22 Sunbelt Reporting & Litigation Services
Firm Registration No. 87
23 1016 La Posada Drive, Suite 294
Austin, Texas 78752
24 (512) 465-9100

25 Job No. 180187



FM 150 West Alignment Study

Name: Arturo NAVA

Address:

City:

Email:

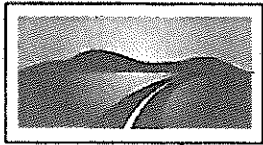
Zip:

Phone:

78640

Please share your input on the FM 150 West Alignment Study:

The alignment map from FM 150 south to Garrettsville needs to be moved south of Blanco River Crossing and then connect to Garrettsville Rd. further south!



FM 150 West Alignment Study

Name: Rex & Debbie Lyons

Address: [REDACTED]

City: [REDACTED]

Zip: 78640

Email: [REDACTED]

Phone: [REDACTED]

Please share your input on the FM 150 West Alignment Study:

to 2770

Most of 150 E traffic goes north / therefore
it would make more sense to take 150 to Kohlers
Crossing to IH35



FM 150 West Alignment Study

Name: John Sears

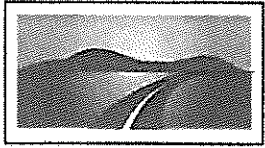
Address: ARRAJO RANCH

City: _____ Zip: _____

Email: _____ Phone: _____

Please share your input on the FM 150 West Alignment Study:

Please do not create an outlet to ARRAJO RANCH RD.
PRIVATE multi-family subdivision, would
create significant safety concern for
neighborhood kids
Thank you.



FM 150 West Alignment Study

Name: JERRY KOLACNY

Address: [REDACTED]

City: [REDACTED]

Zip: 78640

Email: [REDACTED]

Phone: [REDACTED]

Please share your input on the FM 150 West Alignment Study:

- Disappointed in this plan's lack of vision. (1) Yarrington Overpass should connect directly to west to tie into Stogecoch (new FM150)
- (2) FM150 should be rerouted out of downtown Kyle; turn right at Dairy Queen, & use I-35 Corridor as FM150; left at 1626 to Koehler's Crossing; left at Koehler Crossing to cut through to FM150.



FM 150 West Alignment Study

Name: Mike Wilson
Address: [REDACTED]
City: [REDACTED] Zip: 78645
Email: [REDACTED] Phone: [REDACTED]

Please share your input on the FM 150 West Alignment Study:

Connect to Kohlers Crossing → improve Kohlers to 1620

or

Connect south to Yarrington

Improve FM150

From: Mike Wilson [REDACTED]
Sent: Friday, April 11, 2014 12:35 PM
To: Improve FM150
Subject: Re: Reminder: Comments Period & Project Materials -- FM 150 Alignment Study

I commented at the meeting but also want to follow up with additional comments.

If there are potential improvements to FM 150 to I35 then I would believe that there should be a branch that connects to Kohlers 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 I35.

There should also be a branch that continues down to Yarrington so people can completely bypass Kyle to head south on I35.

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.

Thanks for your time and consideration,

Mike Wilson
4133 Mather
Kyle Planning and Zoning

T.X.D.O.T.
RECEIVED

APR 15 2014

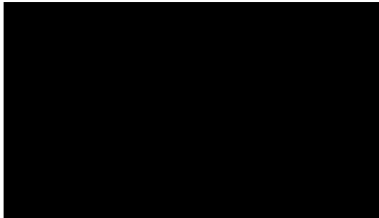
DISTRICT 14 - MAIL ROOM
AUSTIN, TX

To whom it may concern;

My name is Larry Kruzie and my family and I own and operate Texas Old Town which is located on Old Stagecoach Rd. along with our homes where the proposed road widening is contemplated. We have two million dollars investment in the wedding facility on Old Stagecoach Rd. and one million dollar investment in our homes located on Old Stagecoach rd. If the road is widened it will be 50 feet from the above mentioned facility and our homes and will ruin our home sites and ruin our wedding facility. Nobody wants to get married next to a busy road. This will be a definite financial disaster for me and my family. I know the road must go somewhere but there are better alternatives than going right through the middle of existing businesses, homes and neighborhoods. Also Old Stagecoach Rd. is considered one of the best biking roads in the area and that will be destroyed also. Also all my neighbors that live on this road will be damaged. Because this is such a financial disaster for our business and homes, my family and the neighbors will join together and contest this decision to develop a major through fare in our community. Please find another route that will not destroy homes, businesses and bike paths.

Larry Kruzie and Family

Larry Kruzie



2-12-14

Improve FM150

From: Green Gate Farms [REDACTED]
Sent: Saturday, April 12, 2014 9:08 AM
To: info@improvefm150.com; [REDACTED]
Cc: [REDACTED]

Subject: FM 150 Endangers Millberg Farm

Dear Recipients:

The local organic farming community is deeply concerned about your plans to redirect FM 150 by Millberg Farm.

Your plans threaten an organic, demonstration farm that has been educating and feeding the healthiest possible foods to the Kyle community for decades. In addition, Tim Millberg's community service to local farmers is outstanding, not only because he provides his farm as a classroom but because he serves as a needed resource for **drought-resistant seed and alternative, dryland farming systems**.

Your road plans will contaminate Millberg's rainwater collection system and soil. Tim Millberg anticipates being put out of business by your proposal.

As professional farmers who provides education and organic food to the Austin community, we ask that you reconsider your plans.

We look forward to hearing from you as this project develops. Please note I've copied media, the state's organic farming organization, Texas Organic Farmers and Gardeners Association, as well as other food and gardening organizations who value the services provided by Millberg Farm. They, too, will be interested in any harm done to this farm so please copy them when you respond.

[REDACTED]

Thanks,
Erin Flynn
Farm Co-founder

Green Gate Farms
New Farm Institute
[REDACTED]

Improve FM150

From: Luke Martin [REDACTED]
Sent: Wednesday, April 09, 2014 12:28 PM
To: info@improvefm150.com
Subject: Traffic Flow

I have been a daily commuter from Kyle for 30 plus years. Most of that time has been to Austin during morning rush hour and returning home during evening rush hour. For a short period of time I commuted to San Antonio. In my opinion, your focus on routing traffic to the south around Kyle is both a misplaced priority and/or faulty planning.

I travel down Center St. from Old Stagecoach to I 35 5 days a week. Easily, eight out of ten cars are turning and heading north toward Austin. They are not heading south. Traffic is stop and go by the time I reach the tollway. Traveling south toward San Antonio is much different. Why the focus on traffic heading south when the most obvious traffic problem is northbound?

The shortest route from the upper end of FM150 to I 35 is attained by extending Kohler's Crossing. If you want traffic to reach I35 as quickly as possible, this route makes the most sense. Yes, I am aware of Hays HS but there is sufficient space for a pass through the area. Why would you route traffic around the south of Kyle if most everyone is going north?

My concern is that this "improvement" project is more for the benefit of the General Land Office which needs major road access to enhance the value of their tract and for developers and engineering companies who profit from road improvement initiatives. Why create something for the benefit of a few while adversely affecting the property values of many?

Sent from my iPad

April 15, 2014

To: Hays County Precinct 4 Commissioner Ray Whisenant
Hays County Precinct 2 Commissioner Mark Jones
Info@improvefm150.com

Re: FM150W Realignment

Thank you for this opportunity to comment on the proposed realignment of FM 150W.

When this project was first publicly announced some friends and neighbors and I sought out more information because it appeared it would have a significant effect on our homes and properties, as well as the potential to change our very way of life. We did this at the office of Commissioner Jones where we viewed maps and other materials and met several times with him as well as Commissioner Whisenant and Joseph Cantalupo of K-Friese Associates. We took advantage of the opportunity to meet with those gentlemen at a meeting March 24th where more than 30 of us heard a presentation of the project and asked a number of questions. We also attended the open house at Wallace Middle School on April 8th where we gained more information.

We asked what was the original impetus that started this whole project. The answer was that some demographic studies had theorized the population of this central Texas area was projected to double in the next 30 or so years and therefore some roads should be built so they could get around. A reference was made to the January 2013 Hays County Transportation Plan. A portion of that concentrated on the area west of Kyle and a proposed roadway was drawn on an aerial view of that area. There were several segments to that roadway, breaking it into smaller parts for study and analysis.

One segment is the extension of the Buda truck bypass (Robert S. Light road) west to FM 1626 to direct traffic away from downtown Buda and enable vehicles easier access from IH 35 west across FM 2770 to FM 1626. I believe that makes good sense and would be money well spent to accomplish that stated goal.

Another segment is to connect the Yarrington Road overpass west to South Old Stagecoach Road. This, too, appears to make sense since residents of southern Kyle and along South Old Stagecoach Road would gain much easier access to IH 35 South after the conversion of the frontage roads to one-way is completed. I acknowledge a selfish interest in liking this portion even though I would not be using it on a daily basis.

The remaining, central, section of the proposal as announced does not seem to be very well thought out and could result in the expenditure of large amounts of money on a thoroughfare with insufficient use to justify it.

We have been told the goal is to connect FM 150W at a point some three miles west of Kyle with the Yarrington Road overpass. We were shown aerial views of the affected area with a line drawn on it depicting the proposed route of the thoroughfare. Although we were told that was not necessarily the final route and that it could vary somewhat to either side, it still remains the focus of attention and discussion. It is of serious concern to those of us living along and near that route.

We asked why that particular road is needed, who would use it and who would benefit from it. So far, those questions have not been answered. In addition, we learned that no traffic studies have been done to even find out where vehicles in this area are coming from and where they are going. I believe comprehensive answers to these questions are critical to any decision to spend so much money for a road that may not satisfy any need now or in the foreseeable future.

We question the need for a 4-lane divided thoroughfare from IH 35 and going west of Kyle to an existing 2-lane road that runs through open ranch land and large tracts reserved for conservancy that can never be developed. That road meanders through open country to either Wimberley or Driftwood, both of which are already more than adequately served by the existing road. An extension goes farther to Dripping Springs. Both Wimberley and Dripping Springs already have better access to Austin, San Marcos and San Antonio than could be provided by this project. Driftwood could see some benefit but their population can't justify such a new roadway. In addition, the lack of adequate water resources in that area will be a deterrent to any large housing developments.

Please refer to the April 8th comment letter authored by Roy Baldrige and strongly endorsed by me and over 50 other concerned neighborhood residents who would be affected by this roadway. Roy conducted two traffic count surveys and wrote an analysis of the results that is very revealing. He reports that over 90% of vehicles coming to Kyle from the west are then going North, either on 2770 to the Hays schools, FM 1626 or Buda, or else through Kyle on Center Street to IH 35 and then going north or east. He found that barely 3% are going south! This clearly demonstrates the proposed road is not needed now or possibly ever.

A few real concerns about the proposed route are:

1. There is not enough space between the houses and the cemeteries along South Old Stagecoach Road for a 150-foot right of way. Houses would have to be demolished, graves moved, and other major upheavals would have to be made.
2. Putting a 4-lane divided highway across the end of the short driveway to Mrs. Leslie Young's garage would effectively deprive her of the use of her house.
3. Turning west from South Old Stagecoach and overlaying the driveway to and through Mrs. Pfennig's residence would be very destructive to her property, likely forcing her to abandon it.
4. Going along that drive would place the road along the back yards of half the properties on Wildcat Hollow Drive, thus severely degrading the value of those homes.
5. Going west from Old Stagecoach as shown would take the road through some of the nicest and most valuable land of the McCoy, Nance and Johnson ranches, chopping them into smaller, possibly inaccessible and less valuable pieces.

Note: Items 3 and 4 could be alleviated somewhat by moving the roadway about 500 yards to the north.

It should be obvious that current residents in the city of Kyle and along Old Stagecoach would not see any advantage in using the new proposed road as they would have to go out of their way to do so. That leaves only people who may move into private homes or potential subdivisions to be developed farther west of Kyle as potential users.

The question then becomes, where will those people need to go for their employment, shopping and entertainment needs? The fairly obvious answer seems to be the Kyle area and north to the Buda and Austin areas. Even granting that up to 5% of them may want to go south, those numbers could never justify such a major highway.

To enable their travel needs, I propose the following:

1. Construct a much shorter road (either 2-lane or 4-lane) beginning on FM 150W just east of the Michaelis Ranch and going straight east approximately two and one-quarter miles along existing property lines to FM 2770 at Kohler's Crossing between the Academy High School and Barton Junior High School. This would require a slight re-alignment of the west end of Kohler's Crossing and either extending the eastern end to a new overpass interchange with IH 35 or bending the eastern end northward to join with the existing Kyle Crossing.

This is proposed and explained in more detail in the aforementioned comment letter by Roy Baldrige.

2. Complete construction of the Buda Truck Bypass south from FM 1626 to FM 150W near the Arroyo Ranch subdivision. This would enable easy flow from the area west of Kyle to South and West Austin via 1626 and SH 45 SW.

Completing these two roadways would virtually eliminate future population growth from adding to traffic congestion on the southern end of 2770 or through downtown Kyle just by making it easy for them to go north or get to IH 35.

Once these two roadways are put in use, take some meaningful traffic count surveys to see if there is a real need for a connecting road from FM 150W southerly to Yarrington. Then if extra funds are available and you feel compelled to build more roads, maybe this could be a candidate. Odds are that if one is found really necessary, a two-lane road would be more than adequate. The route for this could be as outlined in the second proposal with its attachment #3 in the aforementioned comment letter by Roy Baldrige.

I apologize for the length of this comment but I feel so strongly about this I simply had to get my thoughts on your record. I believe they make common sense and should deserve your serious consideration. Thank you very much for this chance to do so.

Duane S. Beals

Duane S. Beals



April 18, 2014

SUGGESTED ALTERNATIVES FOR FM 150 REALIGNMENT

1. Connect FM 150W near Michaelis Ranch straight east to FM 2770 at Kohler's Crossing
2. Adjust west end of Kohler's crossing to meet the 150 extension suggested in #1
3. Build an overpass/interchange with IH 35 at Kohler's Crossing
4. (If #3 not possible) Route east end of Kohler's Crossing northward to join with Kyle Crossing interchange
5. Complete Buda Truck Bypass (Robert S. Light Boulevard) through to FM 150 near Arroyo Ranch Subdivision
6. Connect Yarrington Road railroad overpass to South Old Stagecoach Road
7. Connect FM 150 from Michaelis Ranch to Old Stagecoach Road at Center Street in Kyle

Do NOT overlay South Old Stagecoach Road with a 4-lane divided thoroughfare. It will not be necessary when the above suggestions are implemented

Do NOT build the proposed connection from FM 150 to South Old Stagecoach road near Roland Lane. It will not be necessary when the above suggestions are implemented

All of these are presented, explained in more detail and supported with statistics, discussion and analysis in the Comments letters submitted by Roy Baldridge and Duane Beals.

Duane S. Beals

Duane S. Beals



April 8, 2014

To: Hays County Commissioner Ray Whisenant
Hays County Commissioner Mark Jones
Texas Department of Transportation

Re: FM 150 West Alignment Study

Thank you for the opportunity to offer my observations, personal comments, and recommendations on the plan to re-route FM 150W through Kyle.

I would also like to express my appreciation for you attempting to stay ahead of the vehicular traffic needs of Hays County and the City of Kyle. I have lived in Kyle for 35 years, having moved here from Austin where the vehicular traffic congestion was almost unbearable in 1979 and hasn't improved since then.

When I heard of this re-routing plan, I inquired as to the availability of traffic flow studies and was informed there were none. As my personal experience from living in this area for so long has made me believe, the major traffic flow need is improved access to the North and not to the South, as was mentioned as the main reason for the re-route plan.

Following up on my belief, I personally conducted two vehicular traffic flow studies:

(1). On Friday, 3/28/2014, I observed vehicular traffic from 6:45AM until 9:15AM at the intersection of FM 150W and FM 2770. At that location, I was most interested the vehicles that entered the city of Kyle eastbound on FM 150W. Below are the numbers and direction of travel for these vehicles:

A total of 821 vehicles were traveling East on FM 150W. Of those,
521 (63.5%) turned northbound on FM 2770
275 (33.5%) continued eastbound on FM 150
25 (3%) turned southbound on Old Stagecoach Road

I also counted the vehicles southbound on FM 2770 that turned left (East) onto FM150 because they add to the existing traffic congestion on Center Street, and

those that went straight through onto Old Stagecoach Road, because they had destinations south of FM 150. Of those vehicles, 330 turned east onto FM 150 and 69 went south on Old Stagecoach Road.

I did not count the vehicles traveling south on FM 2770 that turned right (West) onto FM 150W but there were several hundred. I noticed that the traffic volume on FM 2770 made it difficult for the large number of vehicles exiting the Plum Creek subdivision onto FM 2770 who wanted to go south. As I mentioned, there were 521 vehicles that turned north from FM 150 onto FM 2770, and there were a large number of vehicles traveling south on FM 2770 as it approached the Plum Creek subdivision, so the vehicles trying to exit from Plum Creek and go south had to yield to all of that traffic.

(2). On Monday, 3/31/2014, I observed vehicular traffic flow from 6:40 am until 9:20 am at the intersection of FM 150 (Center Street) and IH35.

At that location, I focused on those vehicles which were Eastbound on FM 150 (Center Street).

Below are the numbers and direction of travel for those vehicles:

A total of 1,157 vehicles traveling eastbound entered the intersection of FM 150 and IH 35. Of those,

822 (71.1%) turned northbound on the East Frontage Road of IH 35

298 (25.7%) continued eastbound on FM 150E

37 (3.2%) vehicles turned southbound on the West Frontage Road of IH 35

The numbers in these traffic studies clearly demonstrate that the overwhelming majority of vehicles traveling into and through Kyle on FM 150 are headed north from FM 150. The numbers also show there are very few (62 total vehicles during a five hour peak traffic period) which are headed south of FM 150.

These traffic studies confirmed my belief that we need to assist the citizens living west of IH 35 in gaining access to destinations north from Kyle, and not the very few with destinations to the South.

We have no way of determining where the 275 vehicles went that were headed east on FM 150 after they had crossed FM 2770, but we know only 298 of the 1,157 vehicles on Center Street went east on FM 150 from IH 35 and only 37 vehicles turned south onto IH 35. All the rest went north.

In place of your suggested route for re-aligning FM 150W to the South, I have taken the liberty to attach two recommendations for your consideration:

My first recommendation is intended to improve traffic flow for vehicles traveling from the West into Kyle on FM 150W, and going to destinations north of FM 150. This suggestion will also relieve the congestion that currently exists at FM 150W and FM 2770 during peak traffic periods, and on Center Street throughout the day. This suggestion will also eliminate the major portion of the vehicles going north on FM 2770 between FM 150 and Kohler's Crossing.

Here is an outline of this plan: (See Attachment #1)

1. Construct a roadway, beginning on FM 150W and ending at the intersection of FM 2770 and Kohler's crossing. The actual location of the west end of the new roadway would be on FM 150W between Indian Hills Drive and Arroyo Ranch Road where it heads east straight toward Kohler's Crossing. The eastern end of the new roadway would proceed between the Academy High School and Barton Jr. High School. There is an existing drive there now and there is sufficient room for the required 150' easement.
2. In order for the new roadway to align with Kohler's Crossing, approximately 200' of Kohler's Crossing would need to be moved to the north a few feet, as would the existing traffic signal light.
3. It appears the new roadway would be approximately two and one quarter miles in length and would run along existing property lines and would not slice any of that property into unusable tracts.
4. In order to provide vehicles traveling east on Kohler's Crossing with direct access to IH 35, Kohler's Crossing would need to be realigned to connect with Kyle Crossing before the IH 35 overpass. (See attachment #2)
5. Vehicles wanting to travel south on IH 35 could continue east on the existing Kohler's Crossing to its intersection with the IH 35 west frontage road and turn south or follow the realigned portion of Kohler's Crossing to the overpass at IH35 and turn south. There is an entrance ramp to IH 35 before the Kyle Parkway overpass.

6. A signal light would be required at the intersection of FM 1626 and Kohler's Crossing where one is already being considered.

This new roadway would allow those vehicles traveling east on FM 150W direct access to FM 2770, Hays High School and athletic events, FM 1626 (northbound and southbound lanes), the Cities of Buda and Austin, ACC, Seaton Medical Center, the new entertainment center under construction on Kyle Crossing, retail shops in the area of FM 1626 and IH 35 (including the soon to be built Wal-Mart), and IH 35 at both the FM 1626 overpass and the Kyle Crossing overpass. It would also provide access to the soon to be constructed SH 45SW toll road, via FM 1626.

I hope you will give this suggestion some serious consideration. As pointed out by my traffic flow study, 64% of vehicles entering Kyle on FM 150 from the west had a destination north of FM 150 and they used FM 2770 to help them get there. It appears at least 90% of them were headed to the destinations listed above.

My second recommendation is submitted in the event the decision is made to construct a roadway connecting FM 150W with Old Stagecoach Road.

An outline of the plan: (See attachment #3)

1. Construct a roadway, beginning on FM 150W and ending at the intersection of Old Stagecoach Road and Center Street. The actual location of the west end of the new roadway would be just west of the Michaelis Ranch on FM 150W. The roadway would run south of the Extend-A- Care for Children facility and travel southeasterly to the intersection of Old Stagecoach Road and Center Street.
2. The roadway would run approximately three and one fourth miles through undeveloped ranch land and does not appear impact any residences, commercial or retail businesses.
3. This roadway would afford vehicles from FM 150W access to downtown Kyle via Center Street or to San Marcos via Old Stagecoach and Yarrington Roads.
4. This roadway would relieve the present backup on FM 150 at Center Street as some vehicles might choose this new route to Center Street even though the FM 150W to FM 2770 route would be a more direct one.

In my opinion, your proposed route for the realignment of FM 150W to Old Stagecoach Road will not relieve the traffic congestion on Center Street. There is no reason to build a roadway which will not be used at the present time nor in the near future. (There were only 25 vehicles that turned south on Old Stagecoach Road from FM 150W and only 37 that turned south from Center Street to IH 35). Obviously, there are not enough vehicles traveling into and leaving Kyle wanting access to the South to justify spending funds constructing a roadway for that purpose! As I pointed out, there were only 62 (5%) of vehicles with destinations south of FM 150 during five hours of rush hour traffic. In contrast, there were 1,343 (95%) turning north during those same peak traffic hours, so why provide vehicles with easier access to southbound IH 35? And the speculation that future growth west of Kyle will produce a higher percentage of vehicles wanting access to southbound IH 35 will not justify this large expenditure of funds without considerable proof. Even if that were true, if access to the North is not improved first, by the time your proposed roadway to the South is completed, there will be gridlock among vehicles wanting to go north!

Again, I thank you for the opportunity to share my opinions about the plan to re-route FM 150W around Kyle. I look forward to an opportunity to discuss the issue further.

Ray R. Baldridge

Roy R. Baldridge

We the undersigned, agree with the information in this document and support both recommendations.

Lillian Beale
Carol M. Beale
Ernest C. Beale
Ochis B. Loosier
Cora J. Loosier
Maure N. Beals
Marilyn S. Beals
Robert H. Young
John Taylor
Adolph Dyer
E. Sullivan

Dr. I. Caffery
Barbara Robbins
Jim Robbins
Samuel Vagstad
Cheryl K. K. K.
Larry K.
Bruce W. Jackson
Martha & Raydon
Arthur H. Dine
KE
Matt Kuzie

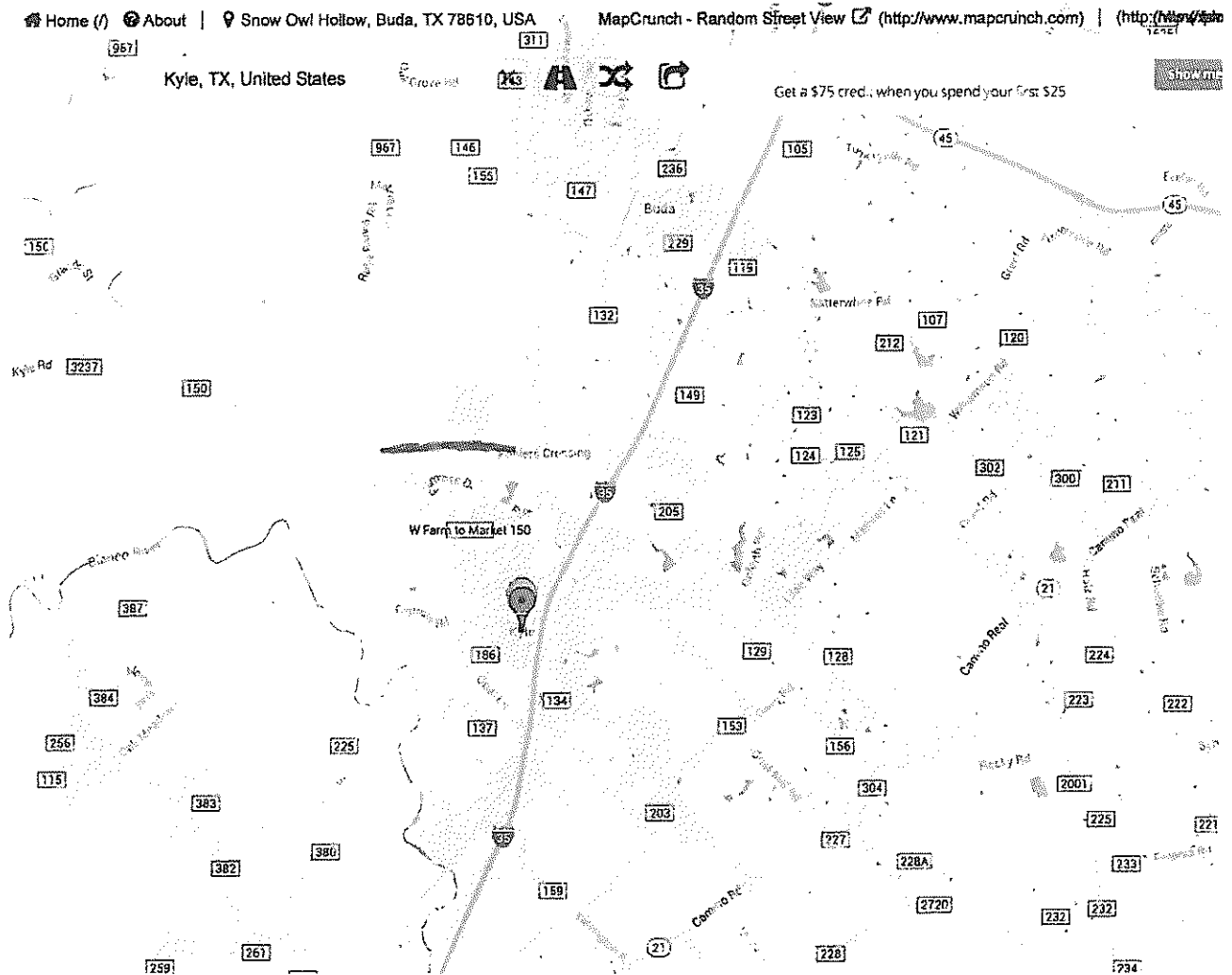
Millicent German
Danny German
~~Edna~~
Rachel Guerrero
Brynn J. Inza
~~Pat~~
Nilda Nava
Rex Lyons - Pat Lyons
Debbie Lyons - Wyo
Susan Baldridge
Christy Davis
~~Ch~~
Jane Kisham

Rosario Jr
Yan Castell
~~Jimmy Williams~~
~~Walter King~~
~~John King~~
John Martin
Larrie Martin
Dad Pickwell
Evelyn Pickwell
John Cui
Lau Cui
James R Noel
Mary Noel
Carl Claus
Shirley

**LIST OF SIGNATURES ON COMMENT LETTER AND PROPOSED
ALTERNATIVES BY ROY BALDRIDGE**

William Cecrle	(unknown)
Carol Cecrle	Nilda Nava
Elizabeth Cecrle	Rex Lyons
Odis Loosier	Debbie Lyons
Cora Loosier	Susan Baldrige
Duane Beals	Christie Loosier
Marilyn Beals	Robert Loosier
Leslie Young	Jane Kirkham
Arturo Nava	Rosalio Tobias Jr.
Adolph Garza	Raul Castillo
Ed Bullock	Jana Clift Williams
J. I. Jeffery	A. Guya
Amanda Parsons	Jan S. Nii
Ronald Parsons	Laurie Martin
Ronnie Vasquez	Luke Martin
Cheryl Kruzie	Dave Pickwell
Larry Kruzie	Evelyn Pickwell
Bruce Hughson	John Cisneros
Annetta Hughson	Karen Cisneros
Christie Kruzie	James Noel
L. K. Kruzie	Mary Noel
Matt Kruzie	Carl Clauss
Michelle German	Sheri Clauss
Danny German	
Ruben Guerrero	
Rachel Guerrero	
Barney Espinoza	

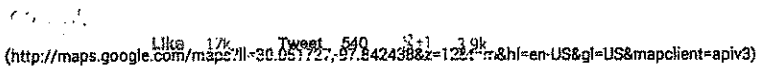
Attachment #1




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(http://maps.google.com/maps?ll=30.051727,-97.342438&z=12&t=m&hl=en-US&gl=US&mapclient=apiv3)

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 [MapCrunch - Random Street View](#) |
 <http://www.mapcrunch.com> |
 <http://www.mapcrunch.com>



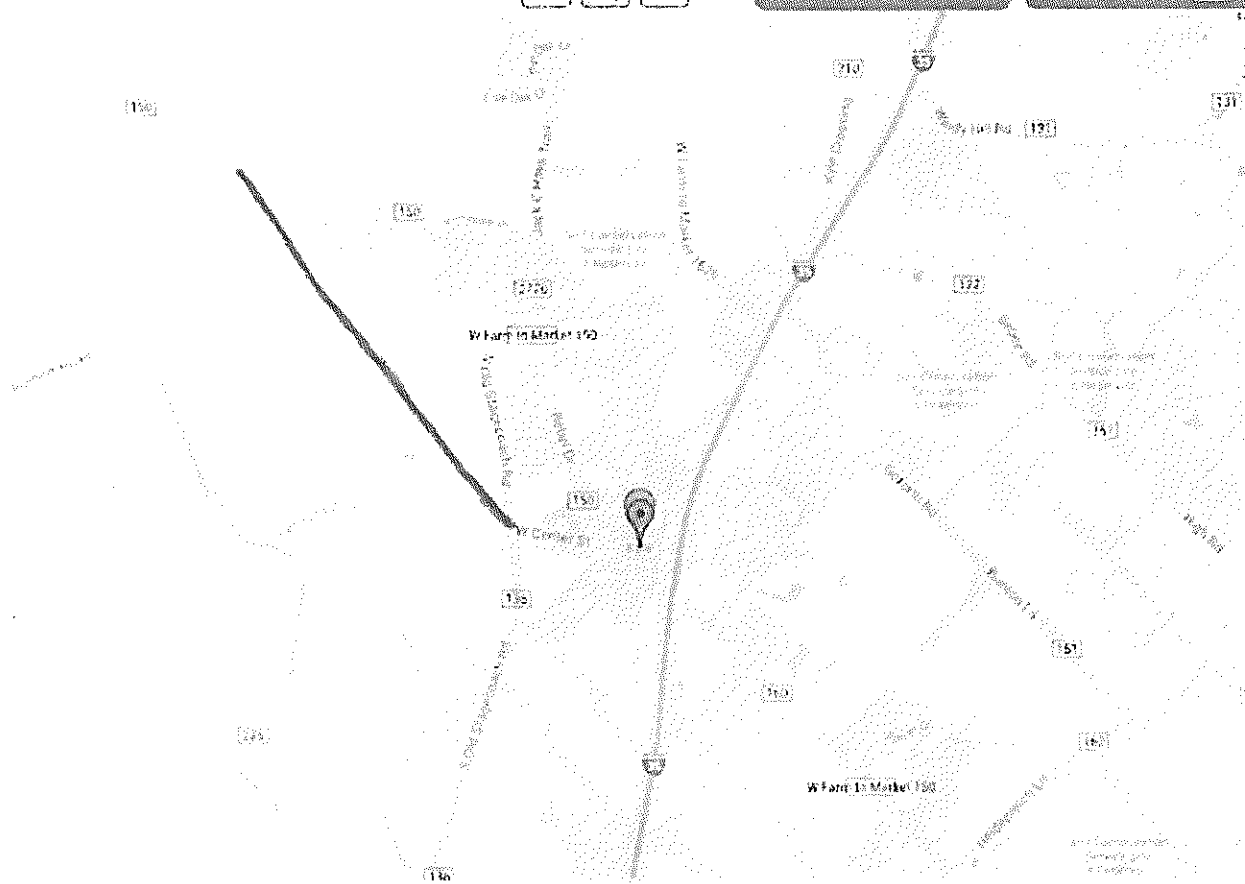
Attachment #3

MapCrunch - Random Street View  (<http://www.mapcrunch.com>) | (<http://www.mapcrunch.com>)

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News briefs



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ADDENDUM TO COMMENT LETTER BY ROY BALDRIDGE

Individuals living in Wimberley who want to travel to San Marcos or south Texas will choose to take RR 12 instead of driving all the way to Kyle to access IH 35. It is seventeen miles (22 minutes) from Wimberley to San Marcos using RR 12 and twenty-eight miles (44 minutes) from Wimberley to San Marcos going through Kyle.

People living in Dripping Springs would also choose RR 12 to go to San Marcos and south Texas. It is thirty-one miles (42 minutes) that way while it is thirty-two miles (62 minutes) via FM 150W through Kyle.

Your proposed re-alignment is approximately six and one-half miles in length and will require a substantial amount of land acquisition and, based on the initial reaction by affected land owners, not very popular. It would also divide large parcels of land into less valuable or desirable tracts.

Tim P Miller

Public Comments
FM 150 West
Alignment Study

Your location of the highway proposed highway project will do economic and environmental damage by the negative activity and force me to not uphold the Federal standards of my Certified Organic farm for the past 25 years.

Pollutants (poly aromatic hydrocarbons) from the constant vehicle emissions due to the proximity, wind direction will cause rainfall (rainwater collection system located nearby) water drainage and soil (brownfield) contaminates and will result in costly environmental remediation.

Of great concern is the threatened soil health especially the rare fungus which grows on my land. An environmental impact analysis of study will need to be done for my property concerning the fungi and endangered golden cheek warbler which nests on my property.

The proposed rerouting is caused by the pending development GLO tract off Stagecoach Road and has a direct impact on the State of Texas roadway system. Legality concerning the connection of the two GLO tracts needs to be made public. This then is a road built for their subdivision and should be totally funded by the developers.

The scenic view quietness of the rural atmosphere is what we bought into. These will be the same aspects the developers will promote for their protected subdivisions by not having the ill effects of constant semi, gravel and cement trucks passing through 24/7 that this southwest area of Kyle will despise forever. Just 120,000 to 150,000 loads of gravel, cement for this GLO tract for the housing are needed for the homes.

It is apparent to the city of Kyle, Hays County and the State of Texas, that the city of Kyle is ill prepared for another large development and has constantly tried on to get a road to that GLO tract. Just look at what the city hasn't done for its road upkeep. A study is needed to further explore the need for a bridge over the Blanco River that all Hays County residents will use not for city of Kyle's truck route.

Hays County residents don't need a high speed roadway that is being put forth rather several roads that connect. What Hays County residents need to know is what is going on with the GLO tract (2500 acre site) that warrants all of this?

On this new reroute road who gets right of entry? Do the landowners who own the largest tracts get access ..McCoys, Allans, Johnsons(might be a few others) who will gain the most but don't want the road on their land but are granted points of entry?

The harm done to small landowners how are they compensated? With points of entry, buy out by the Hays County, businesses ruined, pollution because of the emissions especially the watershed and with the GLO tract more flooding will occur on the Blanco River downstream, just like Plum Creek Subdivision has occurred worse flooding on Kyle's eastside because of the continued building out on that subdivision since City of Kyle has no environmental standards. The highway will now drain directly into the Blanco and go to the San Marcos River so pollutants will have substantial ill effects downstream on this massive and most dangerous watershed in all of Texas. With the GLO 2500 tract and the massive home building worse case will be the flooding over I-35. What about the pollutants from the vehicle emissions onto the rainwater collection systems and farmland in the area with this new road on the adjacent properties?

Where is the water coming from to supply this GLO tract with, and where is the new waste water treatment plant going to go in? Smells associated with that along with the location are not talked about to the citizens because of this secrecy of what is going on with the GLO tract.

Power lines are most important since the city of Kyle requires them to be underground for city projects. This forces massive 200 foot tall poles onto the most scenic land in Hays County. But of course the city of Kyle will have the GLO tract put the new homeowner's power lines all underground, but will agree to rape the countryside with poles alongside this new reroute and ruin the current citizens scenic views.

With what was presented at public meeting NOTHING was mentioned about the GLO 2500 tract WHY? Also property owners were not listed on the land use map, traffic counts are not acceptable and are urgently needed now to upgrade current patterns. No mention of any bicycle use on the roads and as an adult rider they get their right also. No mention about truck traffic and how much will occur from the GLO tract. Basically you're talking about something but hiding what the GLO tract wants to do in Hays County so you can build a road for the development and totally ruin all area roads as they are now.

3237/150 intersection continues south over the Blanco River turning eastward and connecting over Lime Kiln over Post Rd over I-35 to Harris Hill onto Hwy 21. This route benefits Hays County residents by allowing needed bridges over the Blanco River because of flooding that occurs. Vast regions are without emergency service when flooding occurs over Lime Kiln (San Marcos) trapping in residents. It is also an extremely important route for fire vehicles since no access is available now. A wildfire as most knowledgeable fire personnel know, we cannot stop a fire going westward of I-35 if one breaks out. Additional benefits will be the route for truck traffic since old abandoned quarries are located so that this building material can be used for the building of homes on the GLO tract (think far less travel, minimal impact).

Hwy 150 eastward at the bend near Mountain City gets connected to Kohlers Crossing as a 4 lane road (match it up). Since the GLO tract will require new school zoning because of the massive increase of homes why not build a brand new Middle School that serves some of Plum Creek, GLO, and Mountain City area. Because of traffic problems already at 150/2770 this eases some problems. This project is quickly done with ½ mile of land to purchase. Benefits so many residents, relieves school bus transportation tremendously and allows dump trucks a quicker route to the GLO tract. Since Barton Middle School is old a newer one will not be a problem to fill. School land can still maybe use some of the old Land (Athletic field) or sell it for commercial use and the GLO builds a new one to replace it.

Benefits the community much more, opens up the Stagecoach Road(north end only from Cypress Road) for upgrading as a backway into the GLO tract(but no trucking allowed) only for residents a nicely built road like Lakeway Blvd in Cedar Park has. Bicyclists can continue to use these roads without the worries of the dangerous semi's, gravel and dump trucks.

Cypress Road gets upgraded as a (Lakeway Blvd like road) with a connection to the new 150 route to the west. This benefit for Hays County residents with another travel route into the GLO tract, emergency vehicles have another route for fire control. This road then connects with Lime Kiln at the bridge over the Blanco.

Rowland, Opal, Post and south Stagecoach(all are Historical Roads why Hays County Historical Society is not upset?) gets no upgrades because these streets have adequate surface needs for the rural residents who live in this area. These rural residents who bought into the rural lifestyle, quietness, peaceful, scenic atmosphere don't have to compromise their lifestyle that benefits the GLO residents.

It is obvious City of Kyle has no ability to take on another massive subdivision and the amount of roads that will suffer from it. The mentioned rural roads will be inundated with gravel, cement and semi's further degrading the rural roads. Not to mention Stagecoach as the major bicycle route in Central Texas a bicycle accident death is only a matter of time.

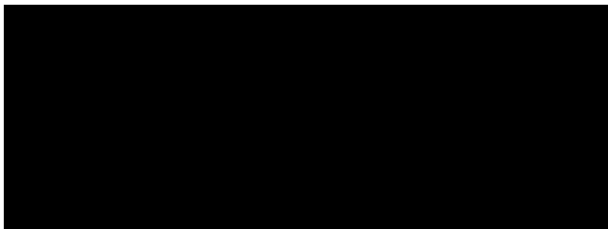
Simple projects like increasing mass transit for Hays County is greatly needed, buy a fleet of natural gas vehicles. Spend the needed money on the Metro Line system....why doesn't Kyle and Buda go in together at their borders and work out a smaller amount of tax dollars? Vested interest with the train station being placed for Plum Creek needs to be relooked at. Invest in commuter parking lots like I have said for years to the State, City and County Road hearings.

City of Kyle with the Realty Industry needs to tell the new homeowners the true cost of commuting into Austin..gasoline, time spent sitting in traffic, vehicle wear and tear away from family. Require subdivisions to have carpools, vans, mass transit. What happens to the rural life when unwanted subdivisions are put in for people who don't give back to the community? Think HOA's and how they prevent citizens from getting involved with city and county government and the power those subdivisions have over non subdivisions.

The citizens of South Austin haven't seen anything yet with the tremendous amount of traffic that will come from the GLO 2500 tract as they travel northward on 1626, Brodie and the neighborhoods that Hays County residents have ruined with their daily commute.

It really comes down to Hays County with State of Texas is putting the cart before the horse. Citizens are not being told anything about the GLO 2500 tract and its impacts on this rural area. How can a citizen make reasonable road plans when very few facts are being told or presented?

Tim P Miller



My Public
comments.

APRIL 7, 2014

COMMISSIONER MARK JONES
HAYS COUNTY, PRECINCT 2

RE: SUGGESTIONS FOR FM 150 WEST ALIGNMENT STUDY FROM
ARROYA RANCH TO YARRINGTON/I-35

DEAR COMMISSIONER JONES:

AFTER ATTENDING THE MEETING ON MARCH 26, 2014, WE WOULD LIKE TO
MAKE THE FOLLOWING SUGGESTIONS:

1. THE FIRST SUGGESTION WOULD BE: ARROYO RANCH RD. TO CONNECT
WITH PUMP HOUSE ROAD; TO WIDEN PUMP HOUSE ROAD WESTWARD
AND EXTEND IT TO ALIGN WITH FM 150 AND EXTEND ROAD
SOUTHBOUND TO ALIGN WITH YARRINGTON ROAD/I-35. THIS
IMPROVEMENT WOULD BE LESS DEVELOPMENT AND INTERFERENCE
WITH THE FLOW OF TRAFFIC FROM OLD STAGECOACH RD, AND PROVIDE
EASIER ACCESS FOR TRAFFIC TRANSFERRING FROM OLD STAGE COACH
RD. TO FM 150/YARRINGTON RD / I-35 S.
2. THE SECOND SUGGESTION WOULD BE: AT FM 150 TO ARROYO
RANCH RD., CROSSING THROUGH GREGG'S PROPERTY TO EXTEND
ONWARD TOWARD CYPRESS RD WEST, THEN CROSSING OVER
CYPRESS ROAD WHERE THE ROAD WOULD BE CONTINUED
BETWEEN PROPERTY OWNERS: NANCE, MCCOY, AND GIPSON
PROPERTIES (AS SHOWN ON ATTACHED DRAWING). THE ROAD
WOULD CONTINUE ON SOUTHWARD TO ALIGN WITH YARRINGTON
ROAD / I-35.

SINCERELY,

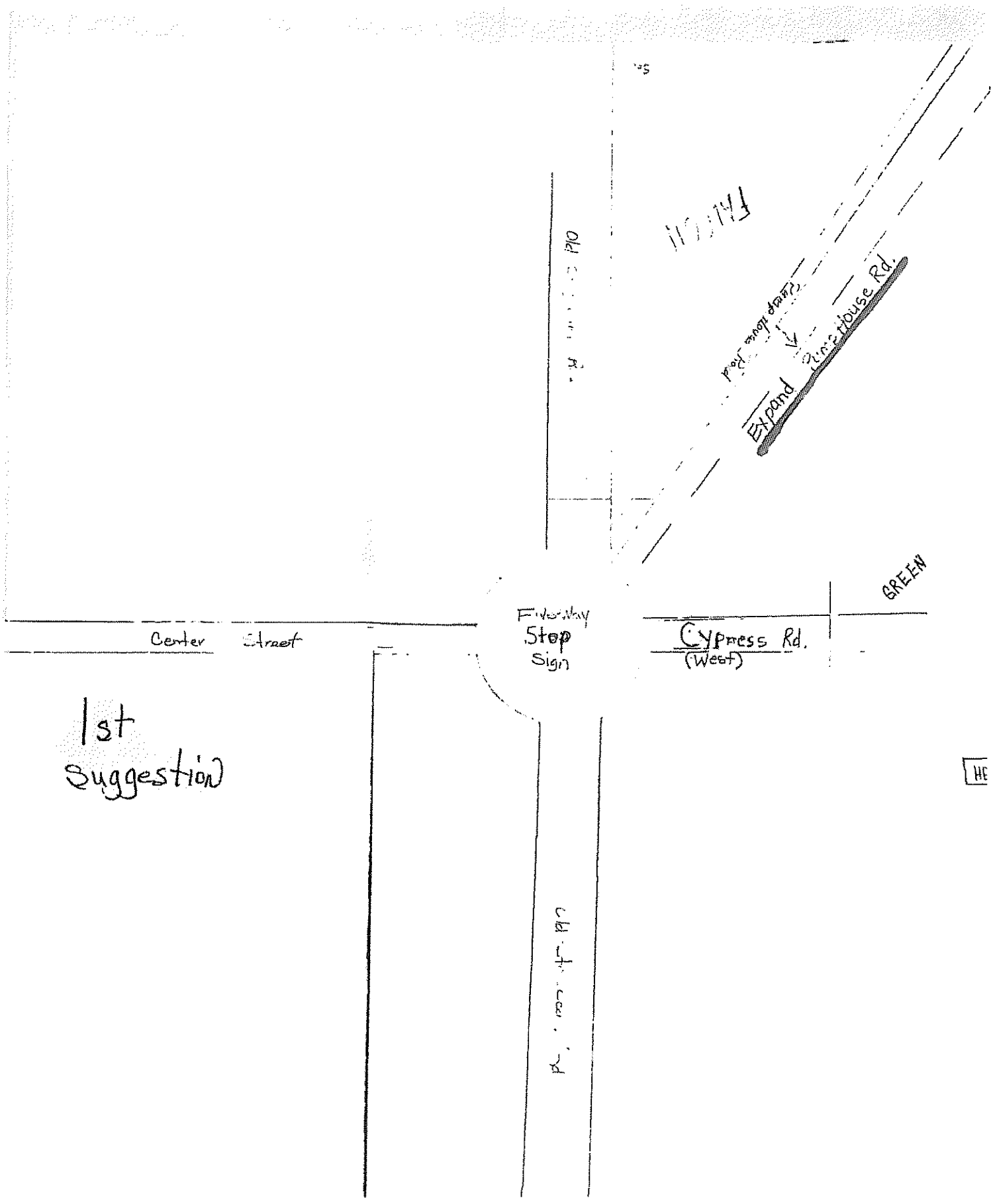

CHARLENE GIPSON-LAWRENCE

AND


MARY GIPSON-LAWRENCE

ATTACHMENT

CC: COMMISSIONER RAY WHISENANT, PRECINCT 4



1st
suggestion

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5

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Mark:

My Thoughts

4/18/14

Thanks

Scott Nave

RE: ROAD ENHANCEMENT HAYS COUNTY 2014

I attended two open house meetings, Kyle and San Marcos, regarding the FM150 Alignment Study sponsored by Hays County. In San Marcos, CAMPOS had maps and general description of other numerous proposals pending. In Kyle, FM150 was primary; however, no coordinated traffic studies to support the numerous road projects were available.

General Observations as to Kyle area:

1. Problems with rush hour traffic
 - A. I-35 one way access and railroad track issues
 - B. Work and school rush hours – especially FM150/Center Street
 - C. Kyle Center St (FM150) – two lane road without turn lanes and limited parking
 - D. Burleson to Opal Lane. Depending on width issues, right turns lanes would help as would overpass turnarounds. Would permit traffic from FM1626 to have an additional outlet to I-35.
 - E. Opal Lane would need entry to I-35 before off ramp to Post Rd. and south access road to Yarrington.
2. Old Stage Coach Rd. – South from FM150 to Opal Lane or Roland Lane
 - A. 4 lanes undivided (See CAMPOS listing)
 - B. Fronts GLO's 2200 ac – Since acreage was bought at development prices, the buyers or sellers should bear cost of roads and utilities and not force such costs on unrelated adjacent properties. Previous owners of present GLO property have other adjoining land along Old Stagecoach Rd. I assume GLO has studies on access for development options.
 - C. Width issues as to residences and cemeteries along Stagecoach Rd. would need to be resolved. If Opal Lane and Roland Lane are projected for an upgrade to 4-lanes,

it would seem logical that these roads could feed between I-35 and Old Stagecoach Rd. to FM150 and SH2770 at a greatly reduced cost and fewer legal considerations.

3. Kyle Loop North

- A. Commencing at turn on FM1626 west of Arroyo Rd/
- B. East between schools to Kohler's Crossing.
- C. Since majority of traffic on FM150 turns onto SH2770 and then right onto Kohler's Crossing, overpass at I35 would move a considerable amount of traffic across FM2626 and Dry Hole Road, or
- D. Northeast around Mountain City to SH2770, cross FM1626, turn right off SH2770 at closed crossing at RR tracks north of Cement Plant and on to I35 at current overpass. (Note: Survey flags n/a to northwest corner of FM1626 and SH2770).
- E. Proposal to intersect FM150 north (Hays City) across to SH45/Circle C development.
- F. Personal Experience -- On Thursday, 4/9/14, at 6 pm I traveled from Mountain City via SH2770, FM1626 to Slaughter Lane to MOPAC north over Town Lake to Austin. Density of traffic at this time of day is intense. What will the impact to this corridor be when FM1626 construction is completed along with SE route of SH45E joins.
- G. On 4/6/14 I traveled South on MOPAC into and past Circle C -- intense development over the past 5-10 years moving south and west.

Personal Note: Rerouting FM150 SE as initially proposed would divide our family property adversely.

Topographical maps across 2.7 miles from Halifax Ranch as currently depicted to CR225 would cross 5 zones where elevation varies 30-60 ft. Without input from GLO studies or others for development roads, etc. could cause erosion into Blanco River and should be considered.

Important side issue: What is status for water for GLO's property if development should occur. The Blanco River has ceased running over our low water crossing off CR225. Level dropped 4 inches in 12-18 hours (week of 4/6/14).

CDS Land Resources Management, LLC

April 18, 2014

Texas Department of Transportation
Austin District Environmental Coordinator

O.T.
RECEIVED

APR 21 2014

DISTRICT 14 - MAIL ROOM
AUSTIN, TX

Re: FM 150 West Alignment Study

To whom it may concern:

I am acting as Agent to represent the interests of a company in Houston which shall be referenced in this letter as FG2, LLC. They have an interest in the subject study as to where the future road will be located with regard to the segment extending from Hays County Road 136/Stagecoach Rd. to its terminus at the intersection with the currently developed portion of Yarrington Rd.

FG2, LLC currently owns several tracts of land in the area that are closely associated with the general description of the segment mentioned above. Many of these tracts are the last parcels in the area that have preserved Oak trees that are several centuries in age and that are practicing active wildlife management programs. These tracts are also located in the Edwards Aquifer Transition Zone very near the edge of the Edwards Recharge Zone. Other tracts owned in the area by FG2, LLC are located off of the Edwards' escarpment and include sites that have been held primarily for farming and have relatively flat terrains.

Speaking with regard to TxDOT's challenge to balance the project needs of finding the most direct and accessible route to the project terminus while minimizing its impact on significant sites in the area, I would offer the following. As you move further south along the current alignment of County Road 136/Stagecoach Rd., the project would be impacted by consideration for several sites. Those include residential areas along County Road 150 and also, Homestead Rd. Additionally, the area has several cemeteries and a historical site. The historic Kyle log cabin site, homestead of the founding father of the City of Kyle, is located between the Blanco River and Stagecoach Rd. Directly across CR 136/Stagecoach Rd. lies the Kyle Cemetery. I am of the opinion that the point that the proposed project crosses CR 136/Stagecoach Rd. should be located further to the North in the interest of not impacting the residential areas and the historic site, while also preserving the sanctity of the burial grounds. This would also keep the alignment of the project in a line more closely associated with the direct line between the Arroyo Ranch Rd. area and the project terminus.

More specifically, I would offer that the project route should find its way across CR 136/Stagecoach Rd. at a point either side of the residential area located along CR 150 and find an alignment running southeasterly along or adjacent to CR 137/ Roland Lane. By taking this alignment, the path would encounter less developed tracts with fewer environmental issues. It would allow for the final leg of the proposed project to run southerly and connect to the project terminus on the North side of the intersection of Yarrington Rd. and Blanco Vista Blvd. Additionally, this would create a situation that would allow for a one mile section of the proposed road to serve as a backage road to I-35 when the service roads on I-35 between Yarrington Rd. and the City of Kyle are converted to one-way in the future.

In closing, while the discussion that has been presented does not preclude the FG2, LLC properties from being impacted, it would significantly lessen the impact on areas that FG2, LLC considers more environmentally sensitive or unique to the area. Of mutual benefit for the State of Texas, this alignment would provide for the most direct route through very developable terrain with minimal impact on already developed areas. All of these considerations should allow for an economical completion to the project to the benefit of the taxpayers of Texas.

In the event that your study does not find agreement with the alignment that has been presented in this correspondence, we would like to meet to discuss environmental and other surface issues that are of concern on other tracts that FG2, LLC owns in the area.

Yours truly,



Charles D. Swallow, As Agent for FG2, LLC

Cc: Commissioner Mark Jones
Hays County Precinct 2

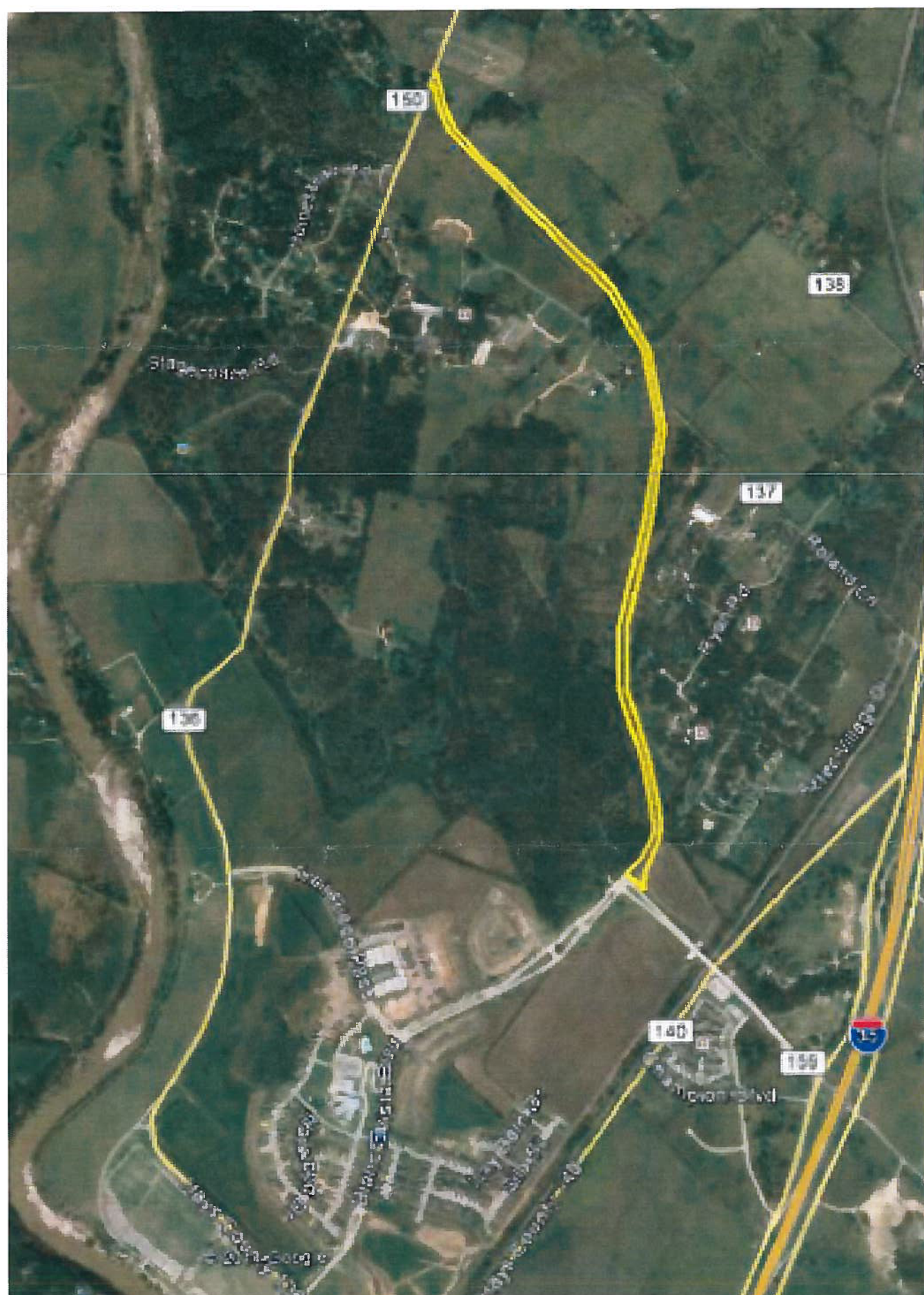


Commissioner Ray Whisenant
Hays County Precinct 4



FG2, LLC





FM 150 Alignment Study

#1



COMPLETE

Collector: Web Link (Web Link)

Started: Tuesday, Apr 08, 2014 3:52:52 PM

Last Modified: Tuesday, Apr 08, 2014 4:11:02 PM

Time Spent: 00:18:10

IP Address: 71.41.149.56

PAGE 1: Contact Information

Q1: Please share your contact information with the County. Your personal information will not be shared. If you wish to remain anonymous, please just enter your zip code. Your personal information will be used solely for purposes of communicating information about this or related transportation projects.

Name: N da Nava
Address: [REDACTED]
City/Town: [REDACTED]
State: TX
ZIP: 78640
Email (for project updates): [REDACTED]
Phone Number: [REDACTED]

PAGE 2

Q2: 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.

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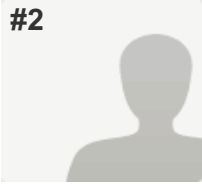
Q3: What are your ideas for FM 150 through Kyle?

don't want any change on Stagecoach Rd.

Q4: Please share any additional comments on the study area or possible realignment of FM 150. *Respondent skipped this question*

FM 150 Alignment Study

#2



COMPLETE

Collector: Web Link (Web Link)

Started: Tuesday, Apr 08, 2014 3:41:55 PM

Last Modified: Tuesday, Apr 08, 2014 4:47:14 PM

Time Spent: 01:05:19

IP Address: 71.41.149.61

PAGE 1: Contact Information

Q1: Please share your contact information with the County. Your personal information will not be shared. If you wish to remain anonymous, please just enter your zip code. Your personal information will be used solely for purposes of communicating information about this or related transportation projects.

Name: Becky Collins
Company: Watson Development
ZIP: 78701
Email (for project updates): [REDACTED]

PAGE 2

Q2: 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.

Due to the nature of Kyle, it's important for any re-alignment of 150 and its connection to I35 to maintain connectivity between the east and the west portions of the City.

Q3: What are your ideas for FM 150 through Kyle?

I think it will be difficult to maintain the City's charm if FM150 continues at its current growth pace. I think an alignment either north or south would be preferred.

Q4: Please share any additional comments on the study area or possible realignment of FM 150.

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

FM 150 Alignment Study

#3



COMPLETE

Collector: Web Link (Web Link)

Started: Tuesday, Apr 08, 2014 4:12:30 PM

Last Modified: Tuesday, Apr 08, 2014 4:52:41 PM

Time Spent: 00:40:11

IP Address: 71.41.149.56

PAGE 1: Contact Information

Q1: Please share your contact information with the County. Your personal information will not be shared. If you wish to remain anonymous, please just enter your zip code. Your personal information will be used solely for purposes of communicating information about this or related transportation projects.

ZIP:

78640

PAGE 2

Q2: 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.

I'm a retired teacher, I've seen many schools but 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.

Q3: What are your ideas for FM 150 through Kyle?

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

Q4: Please share any additional comments on the study area or possible realignment of FM 150. *Respondent skipped this question*

FM 150 Alignment Study

#4



COMPLETE

Collector: Web Link (Web Link)

Started: Tuesday, Apr 08, 2014 3:39:47 PM

Last Modified: Tuesday, Apr 08, 2014 5:44:02 PM

Time Spent: 02:04:15

IP Address: 71.41.149.60

PAGE 1: Contact Information

Q1: Please share your contact information with the County. Your personal information will not be shared. If you wish to remain anonymous, please just enter your zip code. Your personal information will be used solely for purposes of communicating information about this or related transportation projects.

Name: David Weand
Address: [Redacted]
City/Town: [Redacted]
State: TX
ZIP: 78703
Email (for project updates): [Redacted]
Phone Number: [Redacted]

PAGE 2

Q2: 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.

Lower the grade and directly to north of curve on FM 150, east of McHae's

Q3: What are your ideas for FM 150 through Kyle?

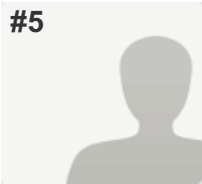
I think FM150 at curve west of Kyle should be connected to Kohler's Crossing. My group controls about 1/2 of the land

Q4: Please share any additional comments on the study area or possible realignment of FM 150.

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

FM 150 Alignment Study

#5



COMPLETE

Collector: Web Link (Web Link)

Started: Friday, April 11, 2014 10:38:28 AM

Last Modified: Friday, April 11, 2014 10:42:14 AM

Time Spent: 00:03:46

IP Address: 207.114.255.46

PAGE 1: Contact Information

Q1: Please share your contact information with the County. Your personal information will not be shared. If you wish to remain anonymous, please just enter your zip code. Your personal information will be used solely for purposes of communicating information about this or related transportation projects.

Name: Mke w W son

Company: DCI Engineers

Address: [REDACTED]

City/Town: [REDACTED]

State: TX

ZIP: 78640

Email (for project updates): [REDACTED]

Phone Number: [REDACTED]

PAGE 2

Q2: 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.

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 Kohers Crossing for northbound I35 travelers.

Q3: What are your ideas for FM 150 through Kyle?

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

Q4: Please share any additional comments on the study area or possible realignment of FM 150.

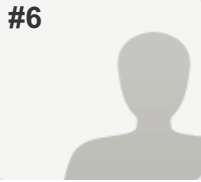
If there are potential improvements to FM 150 to I35 then I would be even that there should be a branch that connects to Kohers Crossing, but with the consideration of the schools, school zones, and future rail stop. The possibility of a rail stop and people coming from the west to the rail stop needs to have a direct connection. This would also allow people from the west a direct route to northbound I35.

There should also be a branch that continues down to Yarrington so people can completely bypass Kyle to head south on I35.

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

FM 150 Alignment Study

#6



COMPLETE

Collector: Web Link (Web Link)

Started: Friday, April 11, 2014 11:05:48 AM

Last Modified: Friday, April 11, 2014 11:07:24 AM

Time Spent: 00:01:36

IP Address: 24.242.142.174

PAGE 1: Contact Information

Q1: Please share your contact information with the County. Your personal information will not be shared. If you wish to remain anonymous, please just enter your zip code. Your personal information will be used solely for purposes of communicating information about this or related transportation projects.

ZIP:

78640

PAGE 2

Q2: 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.

Who will pay for the realignment of FM150. Who will then own the existing FM150 as it runs through Kyle? who will pay to maintain that roadway?

Q3: What are your ideas for FM 150 through Kyle?

It needs to be left as is

Q4: Please share any additional comments on the study area or possible realignment of FM 150.

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

FM 150 Alignment Study

#7



COMPLETE

Collector: Web Link (Web Link)

Started: Friday, April 11, 2014 11:21:27 AM

Last Modified: Friday, April 11, 2014 11:37:25 AM

Time Spent: 00:15:58

IP Address: 70.112.103.51

PAGE 1: Contact Information

Q1: Please share your contact information with the County. Your personal information will not be shared. If you wish to remain anonymous, please just enter your zip code. Your personal information will be used solely for purposes of communicating information about this or related transportation projects.

ZIP:

78640

PAGE 2

Q2: 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.

I am concerned for the safety of our children at W dcat Ho ow . I do not want a road right close to our backyard where our children play. This has been a peaceful neighborhood.

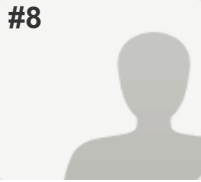
Q3: What are your ideas for FM 150 through Kyle?

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.

Q4: Please share any additional comments on the study area or possible realignment of FM 150. *Respondent skipped this question*

FM 150 Alignment Study

#8



COMPLETE

Collector: Web Link (Web Link)

Started: Friday, April 11, 2014 11:42:21 AM

Last Modified: Friday, April 11, 2014 11:43:18 AM

Time Spent: 00:00:57

IP Address: 71.41.149.57

PAGE 1: Contact Information

Q1: Please share your contact information with the County. Your personal information will not be shared. If you wish to remain anonymous, please just enter your zip code. Your personal information will be used solely for purposes of communicating information about this or related transportation projects.

ZIP:

78640

PAGE 2

Q2: 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.

Respondent skipped this question

Q3: What are your ideas for FM 150 through Kyle?

It's just fine. The traffic flows never an issue and I travel today.

Q4: Please share any additional comments on the study area or possible realignment of FM 150.

Do not think that it's necessary.

FM 150 Alignment Study

#9



COMPLETE

Collector: Web Link (Web Link)

Started: Friday, April 11, 2014 3:06:40 PM

Last Modified: Friday, April 11, 2014 3:12:36 PM

Time Spent: 00:05:56

IP Address: 70.112.117.172

PAGE 1: Contact Information

Q1: Please share your contact information with the County. Your personal information will not be shared. If you wish to remain anonymous, please just enter your zip code. Your personal information will be used solely for purposes of communicating information about this or related transportation projects.

Name: Mary Noe
Address: [Redacted]
City/Town: [Redacted]
State: TX
ZIP: 78640
Email (for project updates): [Redacted]
Phone Number: [Redacted]

PAGE 2

Q2: 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.

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.

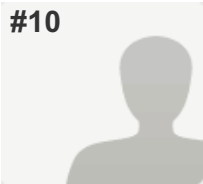
Q3: What are your ideas for FM 150 through Kyle?

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

Q4: Please share any additional comments on the study area or possible realignment of FM 150. *Respondent skipped this question*

FM 150 Alignment Study

#10



COMPLETE

Collector: Web Link (Web Link)

Started: Friday, April 11, 2014 5:36:13 PM

Last Modified: Friday, April 11, 2014 6:01:13 PM

Time Spent: 00:25:00

IP Address: 70.112.127.201

PAGE 1: Contact Information

Q1: Please share your contact information with the County. Your personal information will not be shared. If you wish to remain anonymous, please just enter your zip code. Your personal information will be used solely for purposes of communicating information about this or related transportation projects.

Name: Tracy McGinty
Address: [REDACTED]
City/Town: [REDACTED]
State: TX
ZIP: 78640
Email (for project updates): [REDACTED]
Phone Number: [REDACTED]

PAGE 2

Q2: 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.

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' investments) 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 well-being of all concerned.

Q3: What are your ideas for FM 150 through Kyle?

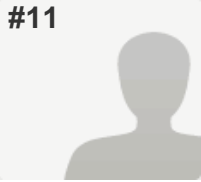
Widen 150 between Rancho Arroyo and 2770 just to have a center turn lane.

Q4: Please share any additional comments on the study area or possible realignment of FM 150.

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 I-35.

FM 150 Alignment Study

#11



INCOMPLETE

Collector: Web Link (Web Link)

Started: Sunday, Apr 13, 2014 7:01:15 PM

Last Modified: Sunday, Apr 13, 2014 7:01:51 PM

Time Spent: 00:00:36

IP Address: 66.69.204.173

PAGE 1: Contact Information

Q1: Please share your contact information with the County. Your personal information will not be shared. If you wish to remain anonymous, please just enter your zip code. Your personal information will be used solely for purposes of communicating information about this or related transportation projects.

Name:	Rob n Taylor
Address:	[REDACTED]
City/Town:	[REDACTED]
State:	TX
ZIP:	78640
Email (for project updates):	[REDACTED]
Phone Number:	[REDACTED]

PAGE 2

Q2: 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.

Respondent skipped this question

Q3: What are your ideas for FM 150 through Kyle?

Respondent skipped this question

Q4: Please share any additional comments on the study area or possible realignment of FM 150.

Respondent skipped this question

FM 150 Alignment Study

#12



COMPLETE

Collector: Web Link (Web Link)

Started: Monday, Apr 14, 2014 12:22:03 AM

Last Modified: Monday, Apr 14, 2014 1:07:13 AM

Time Spent: 00:45:10

IP Address: 70.112.101.111

PAGE 1: Contact Information

Q1: Please share your contact information with the County. Your personal information will not be shared. If you wish to remain anonymous, please just enter your zip code. Your personal information will be used solely for purposes of communicating information about this or related transportation projects.

Name: Randy Pekinto
Address: [REDACTED]
City/Town: [REDACTED]
State: TX
ZIP: 78640
Email (for project updates): [REDACTED]
Phone Number: [REDACTED]

PAGE 2

Q2: 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.

One issue to watch out for is limiting to 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 Rebe Drive between the post office to the Sonc, which is way too fast. I have first hand knowledge because my home backs up to FM150 and I feel my entire house shake when large sem's pass by. Also, for a semi hauling a heavy load, the rocks or cement and we're 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.

Q3: What are your ideas for FM 150 through Kyle?

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.

Q4: Please share any additional comments on the study area or possible realignment of FM 150.

Thanks for allowing feedback and please consider my input.

FM 150 Alignment Study

#13



COMPLETE

Collector: Web Link (Web Link)

Started: Wednesday, Apr 16, 2014 4:04:08 PM

Last Modified: Wednesday, Apr 16, 2014 4:13:08 PM

Time Spent: 00:09:00

IP Address: 65.36.7.100

PAGE 1: Contact Information

Q1: Please share your contact information with the County. Your personal information will not be shared. If you wish to remain anonymous, please just enter your zip code. Your personal information will be used solely for purposes of communicating information about this or related transportation projects.

Name: Suzanne Santos

Address:

City/Town:

State:

ZIP:

Email (for project updates):

Phone Number:

Suzanne Santos

[Redacted]

[Redacted]

TX

78640

[Redacted]

[Redacted]

PAGE 2

Q2: 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.

This is bordering along the east 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?

Q3: What are your ideas for FM 150 through Kyle?

Green buffer zone to mitigate any natural habitat for animals, maintaining ground cover for runoff prevention into Blanco River, preservation of wildflowers. 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.

Q4: Please share any additional comments on the study area or possible realignment of FM 150.

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 and be a and that the county welcomes public participation in the process.

FM 150 Alignment Study

#14



COMPLETE

Collector: Web Link (Web Link)

Started: Friday, April 18, 2014 6:28:11 AM

Last Modified: Friday, April 18, 2014 6:32:34 AM

Time Spent: 00:04:23

IP Address: 71.42.151.123

PAGE 1: Contact Information

Q1: Please share your contact information with the County. Your personal information will not be shared. If you wish to remain anonymous, please just enter your zip code. Your personal information will be used solely for purposes of communicating information about this or related transportation projects.

Name: Russe Gregorczyk
Address: [REDACTED]
City/Town: [REDACTED]
State: TX
ZIP: 78640
Email (for project updates): [REDACTED]
Phone Number: [REDACTED]

PAGE 2

Q2: 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.

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

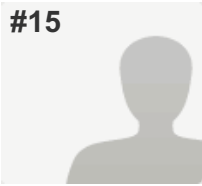
Q3: What are your ideas for FM 150 through Kyle?

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

Q4: Please share any additional comments on the study area or possible realignment of FM 150. *Respondent skipped this question*

FM 150 Alignment Study

#15



INCOMPLETE

Collector: Web Link (Web Link)

Started: Friday, April 18, 2014 7:07:57 AM

Last Modified: Friday, April 18, 2014 7:09:35 AM

Time Spent: 00:01:38

IP Address: 66.69.214.169

PAGE 1: Contact Information

Q1: Please share your contact information with the County. Your personal information will not be shared. If you wish to remain anonymous, please just enter your zip code. Your personal information will be used solely for purposes of communicating information about this or related transportation projects.

Name:	Laura Santos
Address:	<div></div>
City/Town:	<div></div>
State:	TX
ZIP:	78640
Email (for project updates):	<div></div>
Phone Number:	<div></div>

PAGE 2

Q2: 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.

Respondent skipped this question

Q3: What are your ideas for FM 150 through Kyle?

Respondent skipped this question

Q4: Please share any additional comments on the study area or possible realignment of FM 150.

Respondent skipped this question

FM 150 Alignment Study

#16



COMPLETE

Collector: Web Link (Web Link)

Started: Saturday, Apr 19, 2014 10:29:16 AM

Last Modified: Saturday, Apr 19, 2014 10:47:54 AM

Time Spent: 00:18:38

IP Address: 66.69.223.192

PAGE 1: Contact Information

Q1: Please share your contact information with the County. Your personal information will not be shared. If you wish to remain anonymous, please just enter your zip code. Your personal information will be used solely for purposes of communicating information about this or related transportation projects.

Name: Lone Cardosa
Address: [REDACTED]
City/Town: [REDACTED]
State: TX
ZIP: 78640
Email (for project updates): [REDACTED]

PAGE 2

Q2: 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.

Entering the Arroyo Ranch Neighborhood off of FM 150 and exiting the exit on to FM 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.

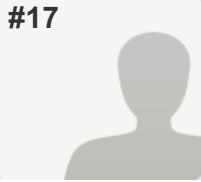
Q3: What are your ideas for FM 150 through Kyle?

I agree with the ideas of a southern loop behind Arroyo Ranch to connect with I35 and the road to Dropping Springs from the Arroyo Ranch area.

Q4: Please share any additional comments on the study area or possible realignment of FM 150. *Respondent skipped this question*

FM 150 Alignment Study

#17



COMPLETE

Collector: Web Link (Web Link)

Started: Sunday, Apr 20, 2014 11:39:01 AM

Last Modified: Sunday, Apr 20, 2014 11:41:25 AM

Time Spent: 00:02:24

IP Address: 70.112.240.249

PAGE 1: Contact Information

Q1: Please share your contact information with the County. Your personal information will not be shared. If you wish to remain anonymous, please just enter your zip code. Your personal information will be used solely for purposes of communicating information about this or related transportation projects.

Name:	Susan Frankenger
Address:	<div></div>
City/Town:	<div></div>
State:	TX
ZIP:	78666
Email (for project updates):	<div></div>
Phone Number:	<div></div>

PAGE 2

Q2: 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.

Respondent skipped this question

Q3: What are your ideas for FM 150 through Kyle?

Respondent skipped this question

Q4: Please share any additional comments on the study area or possible realignment of FM 150.

Respondent skipped this question

FM 150 Alignment Study

#18



COMPLETE

Collector: Web Link (Web Link)

Started: Monday, Apr 21, 2014 5:28:12 AM

Last Modified: Monday, Apr 21, 2014 5:35:06 AM

Time Spent: 00:06:54

IP Address: 208.80.72.252

PAGE 1: Contact Information

Q1: Please share your contact information with the County. Your personal information will not be shared. If you wish to remain anonymous, please just enter your zip code. Your personal information will be used solely for purposes of communicating information about this or related transportation projects.

Name: Luke Mart n
Address: [REDACTED]
City/Town: [REDACTED]
State: TX
ZIP: 78640
Email (for project updates): [REDACTED]
Phone Number: [REDACTED]

PAGE 2

Q2: 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.

The shortest, most direct route from the upper section of FM150 to I35 is connecting to an extension of Kohler's Crossing.

Q3: What are your ideas for FM 150 through Kyle?

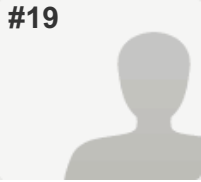
Don't take it through Kyle. Move the route north where most of the traffic is going anyway.

Q4: Please share any additional comments on the study area or possible realignment of FM 150.

Perhaps this is more about giving highway access to the 2000 plus acres the state owns which is a most needed.

FM 150 Alignment Study

#19



COMPLETE

Collector: Web Link (Web Link)

Started: Monday, Apr 21, 2014 11:14:16 AM

Last Modified: Monday, Apr 21, 2014 11:19:28 AM

Time Spent: 00:05:12

IP Address: 70.112.114.111

PAGE 1: Contact Information

Q1: Please share your contact information with the County. Your personal information will not be shared. If you wish to remain anonymous, please just enter your zip code. Your personal information will be used solely for purposes of communicating information about this or related transportation projects.

Name: Edward Verm on
Address: 301 Morning Dove Ct
City/Town: Kyle
State: TX
ZIP: 78640
Email (for project updates): everm on@doggydop.net

PAGE 2

Q2: 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.

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.

Q3: What are your ideas for FM 150 through Kyle?

Respondent skipped this question

Q4: Please share any additional comments on the study area or possible realignment of FM 150.

Respondent skipped this question