

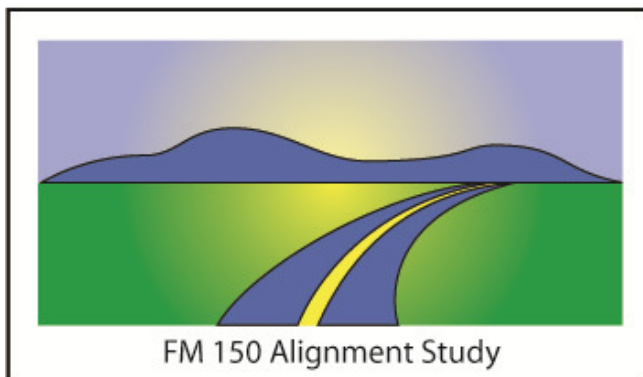
# FM 150 WEST ALIGNMENT STUDY

## DRAFT PUBLIC MEETING SUMMARY AND ANALYSIS

*Hays County, Texas*

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

***April 2014***



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



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## APPENDIX

- Appendix A – Meeting Notices
- Appendix B – Meeting Materials
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## INTRODUCTION

This is a summary and analysis of the public open house meeting conducted for the Farm to Market (FM) 150 West Alignment Study on April 8, 2014. Hays County and The Texas Department of Transportation (TxDOT) in partnership with the Federal Highway Administration, are considering a realignment of a 5 mile section of existing FM 150 from Arroyo Ranch Road east through Kyle to Interstate Highway (IH) 35. The County is working with the public during this study to ensure that the process and design of the roadway reflects local values while providing a solution to the congestion issues through Kyle.

## PRELIMINARY PROJECT NEED AND PURPOSE

The Hays County Transportation Plan, adopted in January 2013, proposed a re-alignment of FM 150 to alleviate congestion downtown where there is limited space to improve the existing roadway. A new roadway, if constructed, would provide an alternate route, reducing congestion by providing separate routes for through and local traffic. The proposed project would include a 4-lane divided roadway with approximately 150 feet of right-of-way. A new alignment would provide improvements for pedestrian and bicycle safety and a potential connection to the future FM 110 in San Marcos. The purpose of this proposed project is to enhance safety and mobility.

## PUBLIC MEETING DATE, TIME, AND LOCATION

**Date:** Tuesday, April 8, 2014

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

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

## OPEN HOUSE FORMAT

The public meeting was conducted in an open house format and no formal presentation was given. Attendees were able to come and go at their convenience to view exhibits and speak with project team members.



## PUBLIC NOTICES AND ADVERTISEMENTS FOR THE PUBLIC MEETING

### Published Notifications:

Meeting notices were placed in the following papers:

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

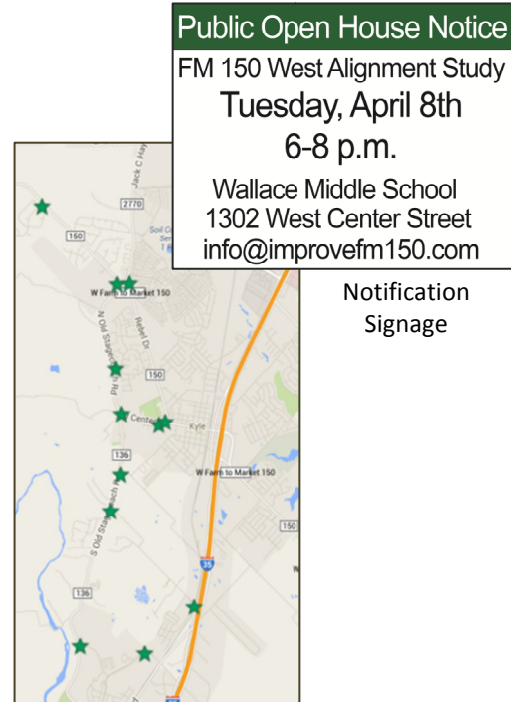
**Mailings:** Meeting notices were mailed to 92 property owners and businesses within the study area on March 17, 2014.

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

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

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

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



## ATTENDANCE

There were 102 people registered via the sign in sheet. Of those, five were employees of TxDOT, project team members, or elected public officials.

## MEETING MATERIALS

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

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



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

## PROJECT SURVEY

A project survey was created for attendees to leave feedback. Six laptops were set up at the meeting allowing attendees to submit their comments. The project website address was also printed on the project information card guiding attendees to take the survey at a later time if they did not wish to take it at the meeting. The survey was open from April 8, 2014 to April 21, 2014. There were 19 surveys completed and all are included in the summary below and in the Appendix.

## SUMMARY OF PUBLIC COMMENTS AND RESPONSES

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

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

## SUMMARY OF OPEN HOUSE COMMENT TOPICS

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

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

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

## RESPONSES TO COMMENTS

### Verbal Comments and Responses

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

#### Comment 1 – Annetta Hughson

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

#### Comment 2 – Larry Kruzie

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

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

#### Comment 3 – Kiley Kruzie

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

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

Comment 4 – Ruben Guerrero

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

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

Comment 5 – Rachel Guerrero

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

Comment 6 – Odis Loosier

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

Comment 7 – Barney Espinoza

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

Comment 8 – Luke Martin

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

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

Comment 9 – Ronnie Vasquez

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

Comment 10 – Roy Baldrige

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

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

#### Comment 11 – William Ceerle

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

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

#### Comment 12 – Duane Beals

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

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

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

## Written Comments and Responses

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

### Comment 1 – Arturo Nava

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

### Comment 2 – Rex & Debbie Lyons

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

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

### Comment 3 – John Sears

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

### Comment 4 – Jerry Kolacny

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

### Comment 5 – Mike Wilson

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

Comment 6 – Mike Wilson

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

Comment 7 – Larry Kruzie

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

Comment 8 – Erin Flynn

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

Comment 9 – Luke Martin

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

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

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

Comment 10 – Duane Beals

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

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

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

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

#### Comment 11 – Roy Baldrige

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

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

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

#### Comment 12 – Tim Miller

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

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

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

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

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

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

Comment 13 – Charlene Gipson-Lawrence

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

Comment 14 – Scott Nance

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

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

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

Comment 15 – Charles Swallow

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

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

### Survey Responses

The survey asked the following questions:

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

Survey Comment 1 – Nilda Nava

Q1: Pristine hill country views

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

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

Survey Comment 2 – Becky Collins

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

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

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

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

#### Survey Comment 3 – Anonymous

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

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

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

#### Survey Comment 4 – David Wieland

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

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

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

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

#### Survey Comment 5 – Mike Wilson

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

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

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

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

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

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

#### Survey Comment 6 – Anonymous

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

Q2: It needs to be left as is.

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

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

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

#### Survey Comment 7 – Anonymous

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

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

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

#### Survey Comment 8 – Anonymous

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

Q3: Do not think that it is necessary.

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

#### Survey Comment 9 – Mary Noel

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

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

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

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

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

#### Survey Comment 10 – Tracy McGinty

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

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

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

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

#### Survey Comment 11 – Robin Taylor

No comments submitted.

#### Survey Comment 12 – Randy Pekinto

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

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

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

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

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

#### Survey Comment 13 – Suzanne Santos

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

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

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

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

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

Survey Comment 14 – Russell Gregorczyk

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

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

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

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

Survey Comment 15 – Laura Santos

No comments submitted.

Survey Comment 16 – Lionel Cardoso

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

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

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

Survey Comment 17 – Susan Frankenberger

No comments submitted.

Survey Comment 18 – Luke Martin

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

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

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

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

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

Survey Comment 19 – Laura Santos

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

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

# Appendix A

## Meeting Notices

# Hays Free Press

113 West Center Street § 122 N. Main St.  
Kyle, Texas 78640 § P.O. Box 339 • Buda, Texas 78610

(512) 262-NEWS (Kyle office) • (512) 295-9760 (Buda office) • (512) 268-0262 (fax)

State of Texas  
County of Hays

§  
§

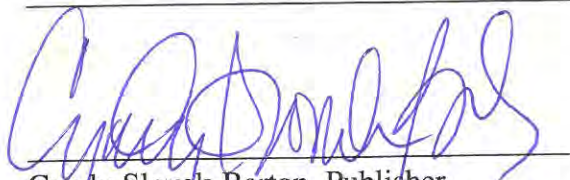
## Affidavit of Publication

My name is Cyndy Slovak-Barton, and I am Publisher of the Hays Free Press. I am over the age of 18, have personal knowledge of the facts stated herein, and am otherwise competent to make this affidavit.

The Hays Free Press is a legal newspaper publication under Texas law, headquartered and regularly published in Hays County, Texas. It is a newspaper of general circulation, and is generally circulated in Hays, Travis, and Caldwell Counties.

The attachment hereto was published in the Hays Free Press on the following dates at or below the classified legal rate:

March 26, 2014  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

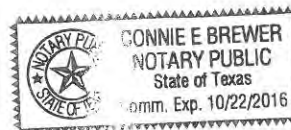


Cyndy Slovak-Barton, Publisher  
Hays Free Press

Subscribed and sworn before me this the 28 day of May, 2014.



Notary Public  
Connie Brewer



## of Kyle: Growth, property values rise

ed from pg. 1A

cal year 2013, Kyle d more than \$4 in city sales taxes, est annual collec- the city's history. hat in perspective, n said fiscal year en she joined the brought in \$2.2 in sales taxes. F this month, she Kyle already has l that \$2.2 million ly six months into sent fiscal year. erty values also are rise, she said, ing \$74 million last o five-percent from Citywide, property ons top \$1.5 billion. Kyle's people who abling our city to e, and in many ready is, a flagship unity for other cit- hin Texas to look nson said.

noting Kyle's explo- pulation growth in t decade, Johnson 013 was a crucial addressing mobil- cerns.

e substandard con- s of many of our oads, both in terms pacity and quality, do negatively affect g conditions and ute to unsafe driv- d increased acci- " she said.

iscal year 2013, the et up its first-ever maintenance fund.

also approved a billion road bond in et to improve five reets, with the first ulated reconstruction to begin in 2015.

, Johnson said, there e big transportation

## New businesses in Kyle

### JUST OPENED

- ACC Hays Campus
- Bank of America
- Dessert Diva Cakes
- InnerScapes
- Plum Creek Bread Basket C-Store
- Safe and Sound Storage
- Tammy Kelley Photography
- Austin ENT
- Crystal Kent, Counseling
- Cross Plants and Produce
- Your Home Health
- Browning Family Chiropractic & Wellness

### COMING SOON

- Advanced Auto Parts
- Amazing Ice Designs
- Baskin Robbins
- Carl's Jr.
- EVO Entertainment Facility
- Dunkin' Donuts
- East Chinese Buffet
- Mitchell Motor Sports
- O-Reilly Auto
- Sleep Experts
- Wal-Mart
- Evans Medical Building
- New Haven Assisted Living Center
- Warm Springs Rehab Hospital

decision council will take on this spring, which can affect generations to come - Lone Star Rail District.

LSTAR is proposing a \$2 billion system connecting Austin and San Antonio, providing commuter rail between the two metroplexes and cities in between.

To join in, Kyle would have to give up 50 percent of its future property and sales tax for the next 80 years. In exchange, the city would get a train station and local access to rail.

"I urge members of the chamber to contact city council and let them know how you feel about Lone Star Rail," Johnson told the crowd of about 160. "Austin and San Marcos have already passed pre-

liminary agreements, and I hope that Kyle doesn't get left out of the loop."

Johnson's was first elected, at age 24, to city council in 2008, and as mayor in 2010.

"I have really enjoyed my time in the past six years as a member of the Kyle city council," Johnson said. "...Sometimes I feel like I don't know why you let a 24-year-old on council, but I'm so very glad you did."

She continued, "I've had the time of my life learning how to be the best mayor I possibly could. And I can't tell you how intoxicating it feels when you know that the vote you just took (on council) is going to better the lives of 30,000 people. I'm so happy to have been your mayor."



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## Notice of Open House

Hays County, in partnership with the Texas Department of Transportation (TxDOT), is considering realignment of a 5 mile section of existing FM 150 from Arroyo Ranch Road east through Kyle to IH35. The purpose of this proposed project is to enhance safety and mobility.

An open house will be held on Tuesday, April 8, 2014 from 6:00 to 8:00 p.m. at Wallace Middle School (1302 West Center Street, Kyle, TX 78640). Attendees will have the opportunity to view project maps, visit with team members, ask questions, and submit comments. The meeting will be conducted in English and a Spanish translator will be present. Any attendee requiring language interpretation or other special accommodation needs, should contact Arin Gray at 512-533-9100 Ext. 12 by April 4, 2014. To submit a written comment for inclusion in the Open House Record, comments must be post-marked by Monday, April 21, 2014 to: TxDOT, Austin District Environmental Coordinator, P.O. Box 15426, Austin, TX 78761 or fax to 512-832-7157.

## ck Bypass: No more trucks in downtown?

ued from pg. 1A

e meetings. become the number riority for the City of



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ALTERNATIVE LANGUAGE AFFIDAVIT OF PUBLICATION

STATE OF TEXAS §  
COUNTY OF TRAVIS §

Before me, the undersigned authority, on this day personally appeared  
Irma Portuondo, who being by me duly sworn,  
*(Name of newspaper representative)*

Deposes and says that (s) he is the: Traffic Manager  
*(Title of newspaper representative)*

Of the El Mundo Newspaper; that said newspaper is generally  
*(name of newspaper)*  
Circulated in Austin, Hays County, Texas

That the ad for the following costumer Texas Department of Transportation was  
published in said newspaper on the following date(s):

March 27, 2014.

*Irma Portuondo*  
*(Newspaper representative's signature)*

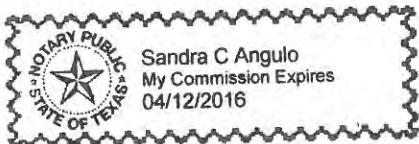
Subscribed and sworn to before me this the 27 day of March, 2014 to certify  
which witness my hand and seal of office.

(Seal)

*Sandra C. Angulo*  
Notary Public in and for the State of Texas

Print or Type Name of Notary Public  
Sandra C. Angulo

My Commission Expires 04/12/2016



# 6 MUNDO LEGAL

Certificado por la Junta Directiva de Especialistas en Derechos de Daños Corporales



## ¿Preguntas o dudas?

Si tienes inquietudes sobre algún tema de inmigración, visita [www.uscis.gov](http://www.uscis.gov) o comunícate con cualquiera de los abogados que se anuncian en esta sección.

Unidos y con el Servicio de Inmigración y Ciudadanía (USCIS). Son muy fuertes en Texas, donde sus evaluaciones son ampliamente aceptadas. Casi podría decirse que hacer la convalidación es un éxito garantizado. Si deseas contactarlos, tienes dos posibilidades: acércate al 5521 de experiencia laboral en los que se Puedes contactarlos escribiéndoles al P.O. (Denton, TX 76202) o llámalos un correo electrónico [staff@iacei.net](mailto:staff@iacei.net) o llámalos al (940) 383-7498. ▽

### ANUNCIO DE EXHIBICIÓN PÚBLICA

El Condado de Hays en asociación con el Departamento de Transportación de Tejas (TxDOT) está considerando realineación de una sección de 5 millas del FM150 existente desde la calle Arroyo Ranch por el este a través de Kyle a la IH35. El propósito de este proyecto es mejorar la seguridad y la movilidad.

Una reunión de puertas abiertas se llevará a cabo el 8 de abril 2014 de las 18:00 a las 20:00 en la cafetería de la escuela intermedia Wallace (1302 West Center Street, Kyle, TX 78640). Los asistentes tendrán la oportunidad de ver los mapas del proyecto, visitar con los miembros del equipo, hacer preguntas, y compartir comentarios. La reunión será conducida en inglés y un traductor de español será presentado. Cualquier asistente que requiere interpretación de idiomas u otras necesidades especiales de alojamiento puede comunicarse con Arin Gray (512-533-9100 Ext.12) por el 4 de Abril 2014. Para enviar un comentario escrito pueden enviarlo a TxDOT, Austin District Environmental Coordinator P.O. Box 15426, Austin, TX 78761-5426 o por fax 512-832-7157.

Los comentarios deben ser recibidos antes del 21 de abril 2014 para su inclusión en el registro oficial de la casa abierta.

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### A TODAS LAS PERSONAS ENTIDADES INTERESADAS

Austin Precast, LLC ha solicitado a la Comisión de Calidad Ambiental de Texas (TCEQ) un Permiso de Estándar de Calidad Atmosférica para la construcción de una Planta de Lotes de Cemento ubicada en 12341 Old Kimbro Road, Travis County, Texas 78653. En la sección de avisos públicos de este periódico se encuentra información adicional de esta solicitud.



# FM 150 West Alignment Study

## From Arroyo Ranch Road to IH 35

**Commissioner Jones, Precinct 2 and Commissioner Whisenant, Precinct 4  
Invite You to Attend an Open House**

### Project Details

Hays County and The Texas Department of Transportation (TxDOT) in partnership with the Federal Highway Administration, are considering a realignment of a 5 mile section of existing FM 150 from Arroyo Ranch Road east through Kyle to IH35. The purpose of this proposed project is to enhance safety and mobility.

### Open House

The purpose of the open house is to share project information with the public and obtain public input to be considered during the development of the project. The meeting will be an open house format and there will be no formal presentation. Attendees will be able to view project maps, environmental constraints, visit one-on-one with project team members, ask questions, and share comments on the project.

### Meeting Details

**Date:** Tuesday, April 8, 2014

**Time:** 6 – 8 p.m.

**Location:** Wallace Middle School  
1302 West Center Street  
Kyle, TX 78640

### Submitting Comments

All comments must be received or postmarked by Monday, April 21, 2014 for inclusion in the Open House Record using one of the following methods:

- Complete a written comment card or make a verbal comment to a court reporter at the meeting
- Submit your written comments by April 21, 2014
  - Mail: P.O. Box 5459, Austin, TX 78763
  - Fax: 512-533-9101
  - Email: [info@improvefm150.com](mailto:info@improvefm150.com)

### Special Accommodations

The meeting will be conducted in English and a Spanish translator will be available. Those who have special translation or accommodation needs are encouraged to contact Arin Gray (512-533-9100 Ext. 12, [agray@cdandp.com](mailto:agray@cdandp.com)) at least one week prior to the Open House. Every reasonable effort will be made to accommodate these needs.

### For Project Information

Arin Gray  
Public Information Consultant  
512-533-9100 Ext. 12  
[info@improvefm150.com](mailto:info@improvefm150.com)

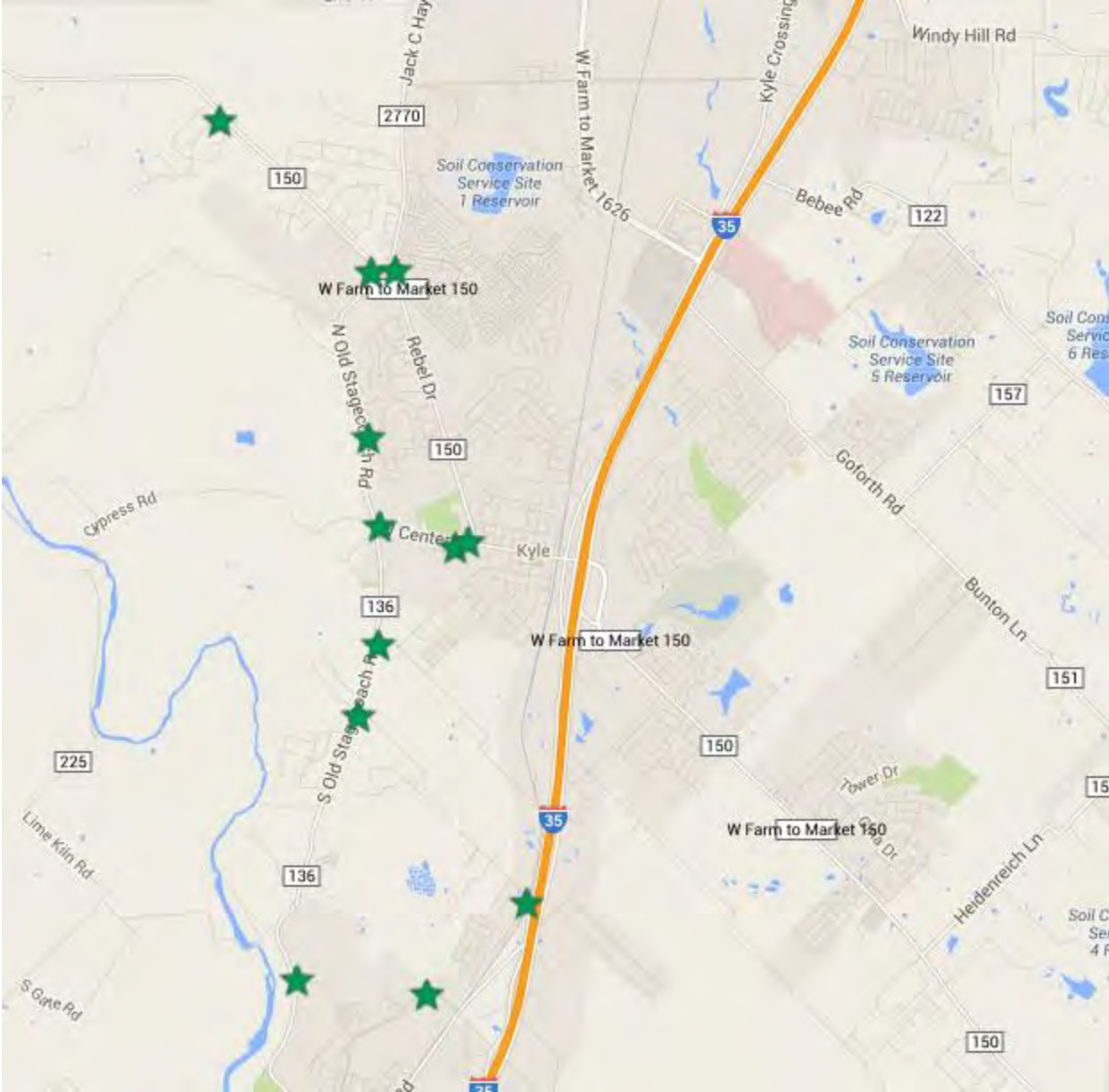
\*If you are interested in receiving email updates on the project, please send an email to [info@improvefm150.com](mailto:info@improvefm150.com) with 'Email Updates' in the subject line.

# Public Open House Notice

FM 150 West Alignment Study  
Tuesday, April 8th  
6-8 p.m.

Wallace Middle School  
1302 West Center Street  
[info@improvefm150.com](mailto:info@improvefm150.com)

Meeting Sign Placement



# Appendix B

## Meeting Materials

Date: 4-8-14

# FM 150 West Alignment Study Open House

Name	Address	Phone	Email (if you would like to receive updates)	How did you hear about the meeting?
Calvin Kirkham				Email__ TV__ Newspaper__ Radio__ Friend__ Other__
MARK CAMPBELL				Email <input checked="" type="checkbox"/> TV__ Newspaper__ Radio__ Friend__ Other__
Bruce Bayless				Email__ TV__ Newspaper__ Radio__ Friend <input checked="" type="checkbox"/> Other__
Sharon Gregorczyk				Email__ TV__ Newspaper__ Radio__ Friend__ Other <input checked="" type="checkbox"/>
Mike Wilson				Email__ TV__ Newspaper__ Radio__ Friend <input checked="" type="checkbox"/> Other__
Linda Siller				Email <input checked="" type="checkbox"/> TV__ Newspaper__ Radio__ Friend__ Other <input checked="" type="checkbox"/>
ED Bullock				Email__ TV__ Newspaper__ Radio__ Friend__ Other__
Christin Lussier				Email <input checked="" type="checkbox"/> TV__ Newspaper__ Radio__ Friend <input checked="" type="checkbox"/> Other__
Roy Baldrige				Email <input checked="" type="checkbox"/> TV__ Newspaper__ Radio__ Friend__ Other__
Rosalie Tobias				Email <input checked="" type="checkbox"/> TV__ Newspaper <input checked="" type="checkbox"/> Radio__ Friend <input checked="" type="checkbox"/> Other__



Date: 4-8-14

# FM 150 West Alignment Study Open House

Name	Address	Phone	Email (if you would like to receive updates)	How did you hear about the meeting?
WILLIAM COZLE	[REDACTED]	[REDACTED]	[REDACTED]	Email <input checked="" type="checkbox"/> TV __ Newspaper __    Radio __ Friend __    Other __
LAWRENCE MAREK	[REDACTED]	[REDACTED]	[REDACTED]	Email __    TV __ Newspaper __    Radio __ Friend __    Other __
CAL MARCANTEZ	[REDACTED]	[REDACTED]	[REDACTED]	Email __    TV __ Newspaper __    Radio __ Friend __    Other __
Tom Lawton	[REDACTED]	[REDACTED]	[REDACTED]	Email <input checked="" type="checkbox"/> TV __ Newspaper __    Radio __ Friend __    Other __
Arturo NAVA	[REDACTED]	[REDACTED]	[REDACTED]	Email __    TV __ Newspaper __    Radio __ Friend __    Other __
Russell Gregorczyk	[REDACTED]	[REDACTED]	[REDACTED]	Email __    TV __ Newspaper __    Radio __ Friend __    Other <input checked="" type="checkbox"/>
Akron Frank	[REDACTED]	[REDACTED]	[REDACTED]	Email __    TV __ Newspaper __    Radio __ Friend __    Other __
Sharon Swirczynski	[REDACTED]	[REDACTED]	[REDACTED]	Email <input checked="" type="checkbox"/> TV __ Newspaper __    Radio __ Friend __    Other __
JANA WILLIAMS & Jim WILLIAMS	[REDACTED]	[REDACTED]	[REDACTED]	Email <input checked="" type="checkbox"/> TV __ Newspaper __    Radio __ Friend __    Other __
Karla Pfennig	[REDACTED]	[REDACTED]	[REDACTED]	Email __    TV __ Newspaper __    Radio __ Friend __    Other <input checked="" type="checkbox"/>



# FM 150 West Alignment Study Open House

Date: 4-8-14

Name	Address	Phone	Email (if you would like to receive updates)	How did you hear about the meeting?
RAY WHELAN, JR.				Email__ TV__ Newspaper__ Radio__ Friend__ Other <input checked="" type="checkbox"/>
SCOTT NADCE				Email__ TV__ Newspaper__ Radio__ Friend__ Other__
Jon Gieselbrecht				Email__ TV__ Newspaper__ Radio__ Friend__ Other__
CHRIS Bishop				Email <input checked="" type="checkbox"/> TV__ Newspaper__ Radio__ Friend__ Other <input checked="" type="checkbox"/>
DAN NICOLAIZ				Email__ TV__ Newspaper__ Radio__ Friend__ Other <input checked="" type="checkbox"/>
Richard BETTAS				Email__ TV__ Newspaper__ Radio__ Friend <input checked="" type="checkbox"/> Other__
PETER VERDICCHIO				Email__ TV__ Newspaper__ Radio__ Friend__ Other <input checked="" type="checkbox"/>
DUANE BEALS				Email <input checked="" type="checkbox"/> TV__ Newspaper <input checked="" type="checkbox"/> Radio__ Friend <input checked="" type="checkbox"/> Other__
Odie's LOOSIER				Email <input checked="" type="checkbox"/> TV__ Newspaper <input checked="" type="checkbox"/> Radio__ Friend <input checked="" type="checkbox"/> Other__
Nilda Nava				Email__ TV__ Newspaper__ Radio__ Friend <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>



Date: 4-8-14

# FM 150 West Alignment Study Open House

Name	Address	Phone	Email (if you would like to receive updates)	How did you hear about the meeting?
DOW FRANKE	[REDACTED]	[REDACTED]	[REDACTED]	Email__ TV__ Newspaper__ Radio__ Friend__ Other__
BRUCE & ANNETTA HUGHSON				Email__ TV__ Newspaper__ Radio__ Friend__ Other__
Jennifer Scott				Email__ TV__ Newspaper__ Radio__ Friend__ Other__
Jimmy & Jill Daugherty				Email <input checked="" type="checkbox"/> TV__ Newspaper__ Radio__ Friend__ Other__
Bertha & Merle Demo				Email__ TV__ Newspaper__ Radio__ Friend__ Other <input checked="" type="checkbox"/>
Lionel Cardoso				Email__ TV__ Newspaper__ Radio__ Friend <input checked="" type="checkbox"/> Other__
JUSIE FRANKENBERGER				Email <input checked="" type="checkbox"/> TV__ Newspaper__ Radio__ Friend__ Other__
DAVID ALLEN				Email__ TV__ Newspaper__ Radio__ Friend <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>
Mike Drees				Email__ TV__ Newspaper__ Radio__ Friend__ Other__
Ronnie Vasoucz				Email__ TV__ Newspaper__ Radio__ Friend__ Other__



Date: 4-8-14

# FM 150 West Alignment Study Open House

Name	Address	Phone	Email (if you would like to receive updates)	How did you hear about the meeting?
DAVID WIELAND				Email__ TV__ Newspaper__ Radio__ Friend <input checked="" type="checkbox"/> Other__
Jimmy Collins				Email__ TV__ Newspaper__ Radio__ Friend <input checked="" type="checkbox"/> Other__
BARNEY ESPINOZA				Email__ TV__ Newspaper__ Radio__ Friend__ Other__
SPEVE STUVE SNYDER				Email__ TV__ Newspaper__ Radio__ Friend__ Other__
Matt + Kiky Krutz				Email__ TV__ Newspaper__ Radio__ Friend__ Other <input checked="" type="checkbox"/>
David Wilscam				Email__ TV__ Newspaper__ Radio__ Friend__ Other <input checked="" type="checkbox"/>
William T. Johnson				Email__ TV__ Newspaper__ Radio__ Friend__ Other__
Adolph Garcia				Email__ TV__ Newspaper__ Radio__ Friend__ Other__
H. BROWN-KRZY				Email__ TV__ Newspaper__ Radio__ Friend__ Other__
Jojo Alvarez				Email__ TV__ Newspaper <input checked="" type="checkbox"/> Radio__ Friend__ Other__

Date: 4-8-14

# FM 150 West Alignment Study Open House

Name	Address	Phone	Email (if you would like to receive updates)	How did you hear about the meeting?
Tom HOEFT				Email__ TV__ Newspaper__ Radio__ Friend__ Other <input checked="" type="checkbox"/>
LEON BARBA				Email <input checked="" type="checkbox"/> TV__ Newspaper__ Radio__ Friend__ Other__
PAT JERRY KOLACNY				Email__ TV__ Newspaper__ Radio__ Friend__ Other__
Tracy McBinty				Email <input checked="" type="checkbox"/> TV__ Newspaper__ Radio__ Friend__ Other__
Cheryl Kruzic				Email__ TV__ Newspaper__ Radio__ Friend__ Other__
Larry Kruzic				Email__ TV__ Newspaper__ Radio__ Friend__ Other__
David Aston				Email__ TV__ Newspaper__ Radio__ Friend__ Other__
Todd Webster				Email__ TV__ Newspaper__ Radio__ Friend__ Other__
Mary G. Lawrence				Email__ TV__ Newspaper__ Radio__ Friend__ Other__
Charlene G Lawrence				Email__ TV__ Newspaper__ Radio__ Friend__ Other__



Date: 4-8-14

# FM 150 West Alignment Study Open House

Name	Address	Phone	Email (if you would like to receive updates)	How did you hear about the meeting?
Darren Dodson				Email__ TV__ Newspaper__ Radio__ Friend__ Other <input checked="" type="checkbox"/>
Laurie Martin				Email__ TV__ Newspaper__ Radio__ Friend__ Other__
Allen Crozier				Email__ TV__ Newspaper__ Radio__ Friend__ Other <input checked="" type="checkbox"/>
Roy Lewis				Email <input checked="" type="checkbox"/> TV__ Newspaper__ Radio__ Friend__ Other__
Larry & Lynda Bustos				Email__ TV__ Newspaper <input checked="" type="checkbox"/> Radio__ Friend__ Other__
Tricia & Paul Kurtz				Email__ TV__ Newspaper__ Radio__ Friend <input checked="" type="checkbox"/> Other__
Duke Martin				Email__ TV__ Newspaper__ Radio__ Friend__ Other__
Robert Lossier				Email__ TV__ Newspaper__ Radio__ Friend__ Other__
Andy Sevilla				Email <input checked="" type="checkbox"/> TV__ Newspaper__ Radio__ Friend__ Other__
Dannell Medina				Email__ TV__ Newspaper__ Radio__ Friend__ Other__



Date: 4-8-14

# FM 150 West Alignment Study Open House

Name	Address	Phone	Email (if you would like to receive updates)	How did you hear about the meeting?
Michael Aulick				Email__ TV__ Newspaper__ Radio__ Friend__ Other__
BECKY COLLINS				Email__ TV__ Newspaper__ Radio__ Friend__ Other__ <input checked="" type="checkbox"/>
Rachel Guerrero				Email__ TV__ Newspaper__ Radio__ Friend__ <input checked="" type="checkbox"/> Other__
Ruben Guerrero				Email__ TV__ Newspaper__ Radio__ Friend__ <input checked="" type="checkbox"/> Other__
BRADY KARNES				Email__ <input checked="" type="checkbox"/> TV__ Newspaper__ Radio__ Friend__ Other__
LAURIE WITFIELD				Email__ TV__ Newspaper__ Radio__ Friend__ Other__ <input checked="" type="checkbox"/>
PETE TREIMAN				Email__ TV__ Newspaper__ Radio__ Friend__ Other__
BECKY SELBERG				Email__ TV__ Newspaper__ Radio__ Friend__ Other__
BRENDA CLARK				Email__ TV__ Newspaper__ Radio__ Friend__ Other__
				Email__ TV__ Newspaper__ Radio__ Friend__ Other__



Date: 4-8-14

# FM 150 West Alignment Study Open House

Name	Address	Phone	Email (if you would like to receive updates)	How did you hear about the meeting?
JMA Greenfield				Email__ TV__ Newspaper__ Radio__ Friend__ Other__ <input checked="" type="checkbox"/>
John Sears				Email__ TV__ Newspaper__ Radio__ Friend__ Other__
Monica Swenson				Email__ TV__ Newspaper__ Radio__ Friend__ Other__
Robert Rizo				Email__ TV__ Newspaper__ Radio__ Friend__ Other__
Debbie Lyons				Email__ TV__ Newspaper__ Radio__ Friend__ Other__
EDWARD VERANUON				Email__ TV__ Newspaper__ Radio__ Friend__ Other__ <input checked="" type="checkbox"/>
FRANK CACCI				Email__ TV__ Newspaper__ Radio__ Friend__ Other__
Doris Kuester				Email__ TV__ Newspaper__ Radio__ Friend__ Other__
				Email__ TV__ Newspaper__ Radio__ Friend__ Other__
				Email__ TV__ Newspaper__ Radio__ Friend__ Other__

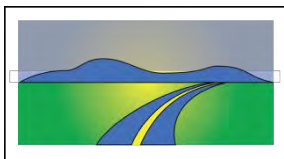


Date: 4-B-14

# FM 150 West Alignment Study Open House

Name	Address	Phone	Email (if you would like to receive updates)	How did you hear about the meeting?
Steve Byrnes	[Redacted]			Email__ TV__ Newspaper__ Radio__ Friend__ Other <input checked="" type="checkbox"/>
Bill Ransleben				Email__ TV__ Newspaper__ Radio__ Friend__ Other <input checked="" type="checkbox"/>
Jessica Fishner				Email <input checked="" type="checkbox"/> TV__ Newspaper__ Radio__ Friend__ Other__
Ray Lyons				Email__ TV__ Newspaper__ Radio__ Friend__ Other__
Paul Greenfield				Email__ TV__ Newspaper__ Radio__ Friend__ Other__
Alan McPherson				Email__ TV__ Newspaper__ Radio__ Friend__ Other <input checked="" type="checkbox"/>
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## FM 150 Alignment

Visit the project website to learn more about this study, to be added to the email list, and to take the open house survey.

[www.improvefm150.com](http://www.improvefm150.com)

Contact the Project Team

(512) 533-9100 Ext. 12

[info@improvefm150.com](mailto:info@improvefm150.com)

# Appendix C

## Meeting Exhibits

# WELCOME

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The County wants to work closely with the public to make this project the best it can be. Tonight we are here to share project information with the public and obtain public input to be considered during the development of the project.





# HCTP DESCRIPTION

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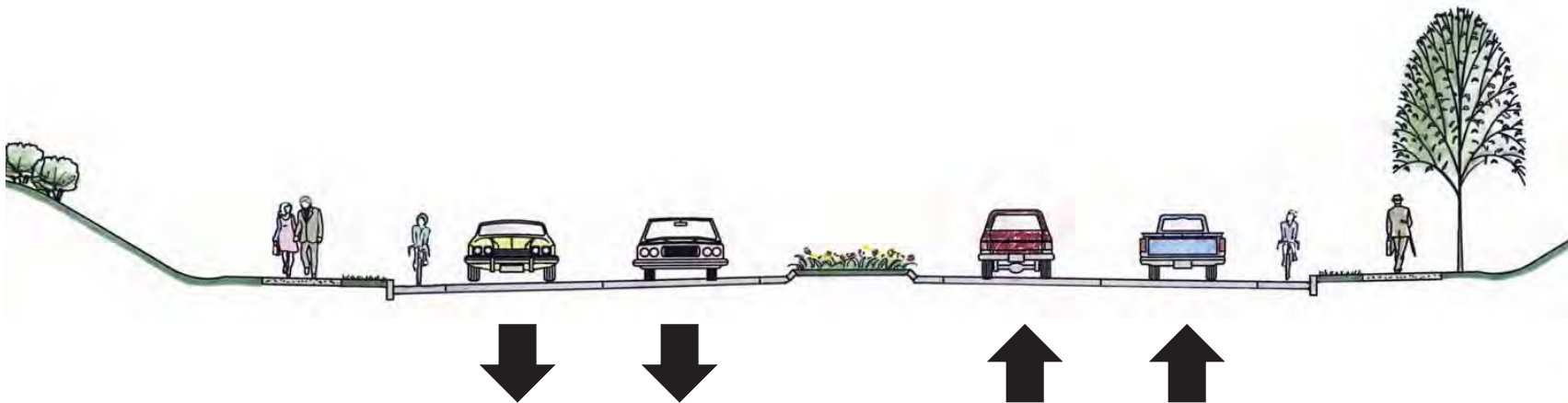
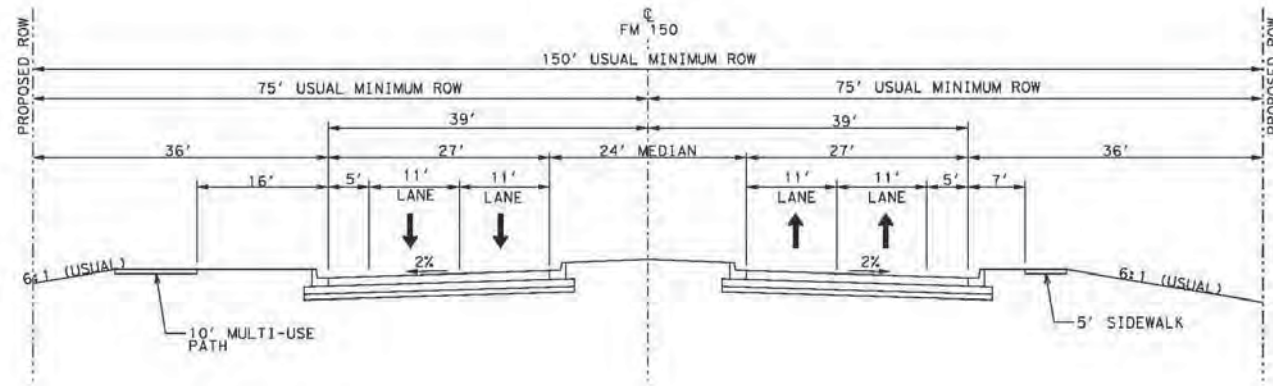
Hays County Transportation Plan, adopted in January 2013, proposes a re-alignment of FM 150 to alleviate congestion downtown by providing an alternate route for through traffic west of Kyle.

## Project Highlights:

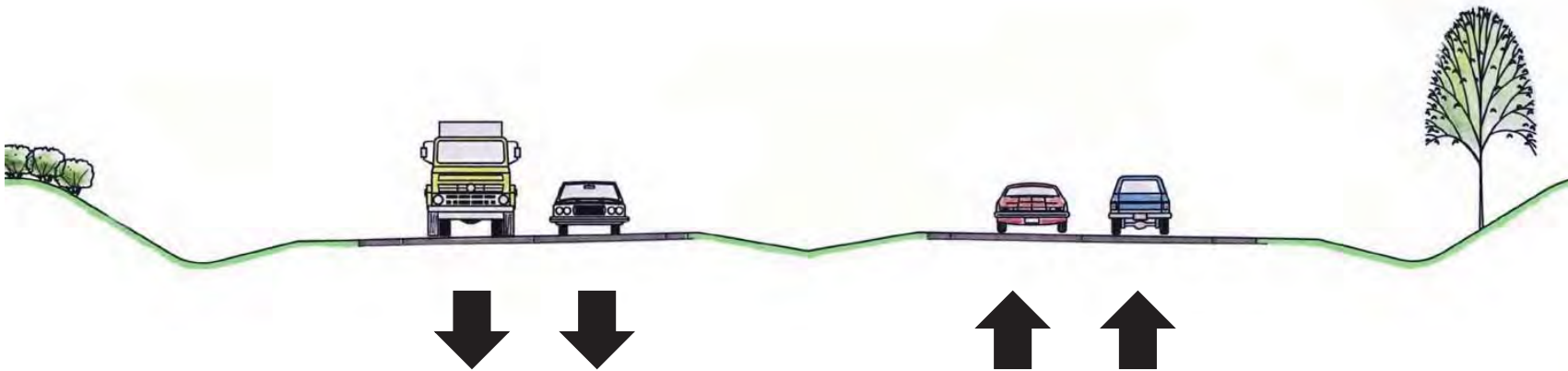
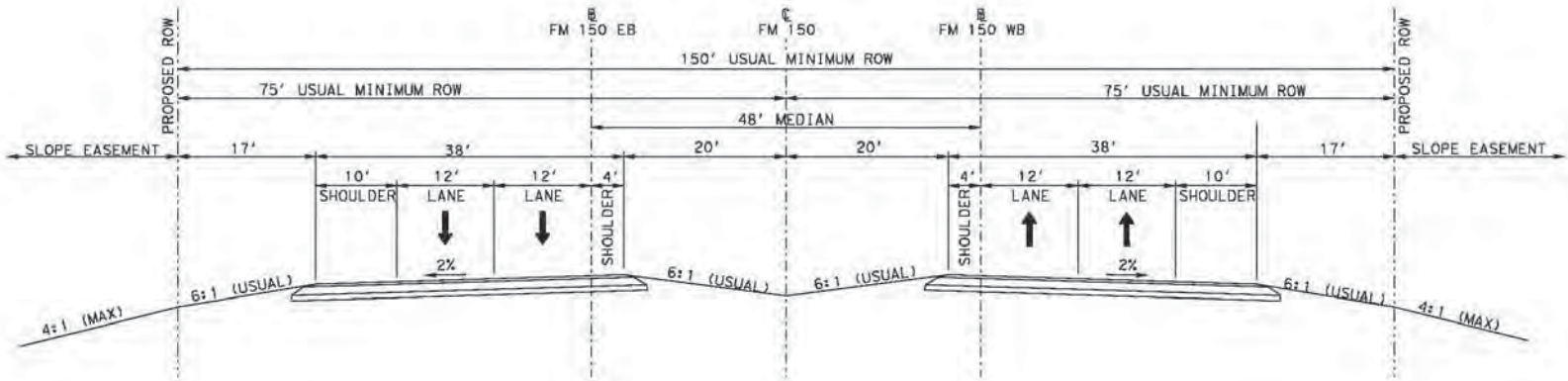
- Limited space to improve existing FM 150 in downtown Kyle
- Create an alternate route west of downtown Kyle
- Reduce congestion by providing separate routes for through traffic and local traffic
- Propose 4-lane divided roadway with a typical 150 feet of ROW
- Improve pedestrian and bicycle safety
- Provide a potential connection to the future FM 110 in San Marcos

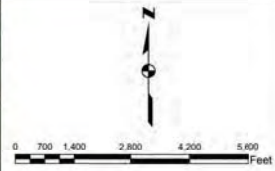
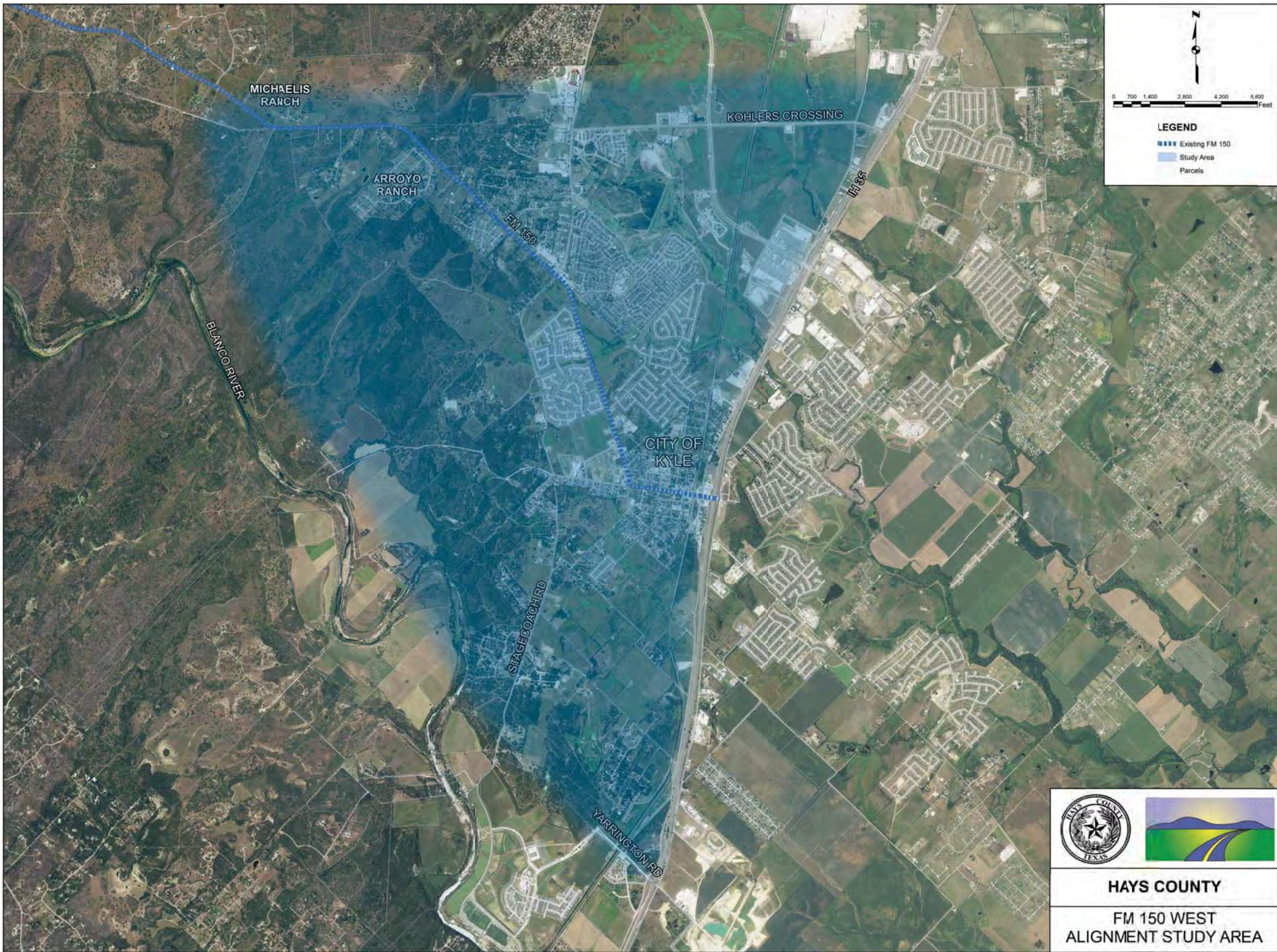


# Typical Urban Roadway Section



# Typical Rural Roadway Section





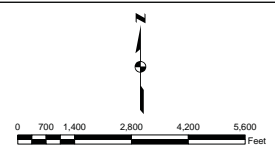
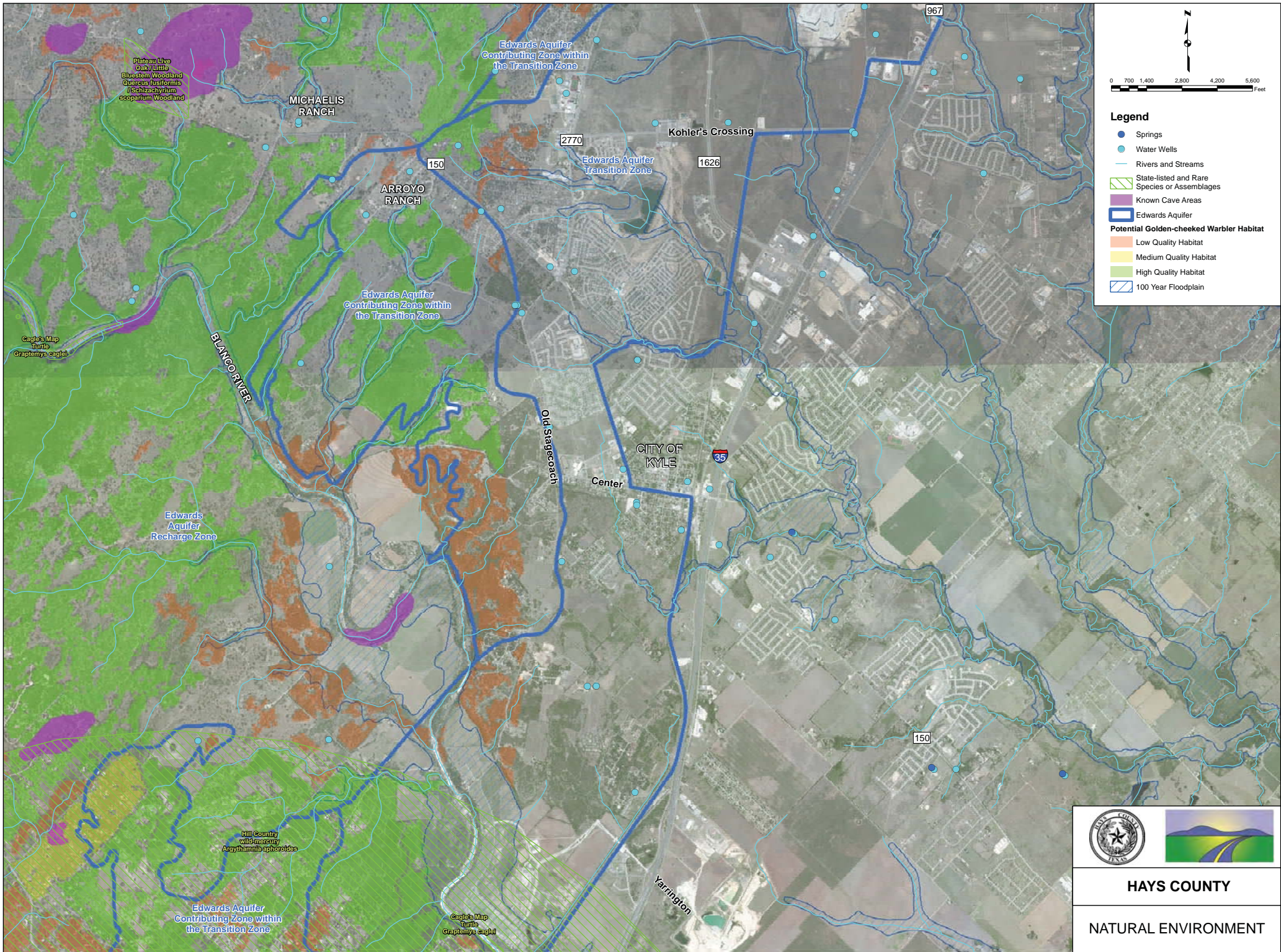
**LEGEND**

- Existing FM 150
- Study Area
- Parcels



**HAYS COUNTY**

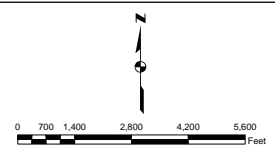
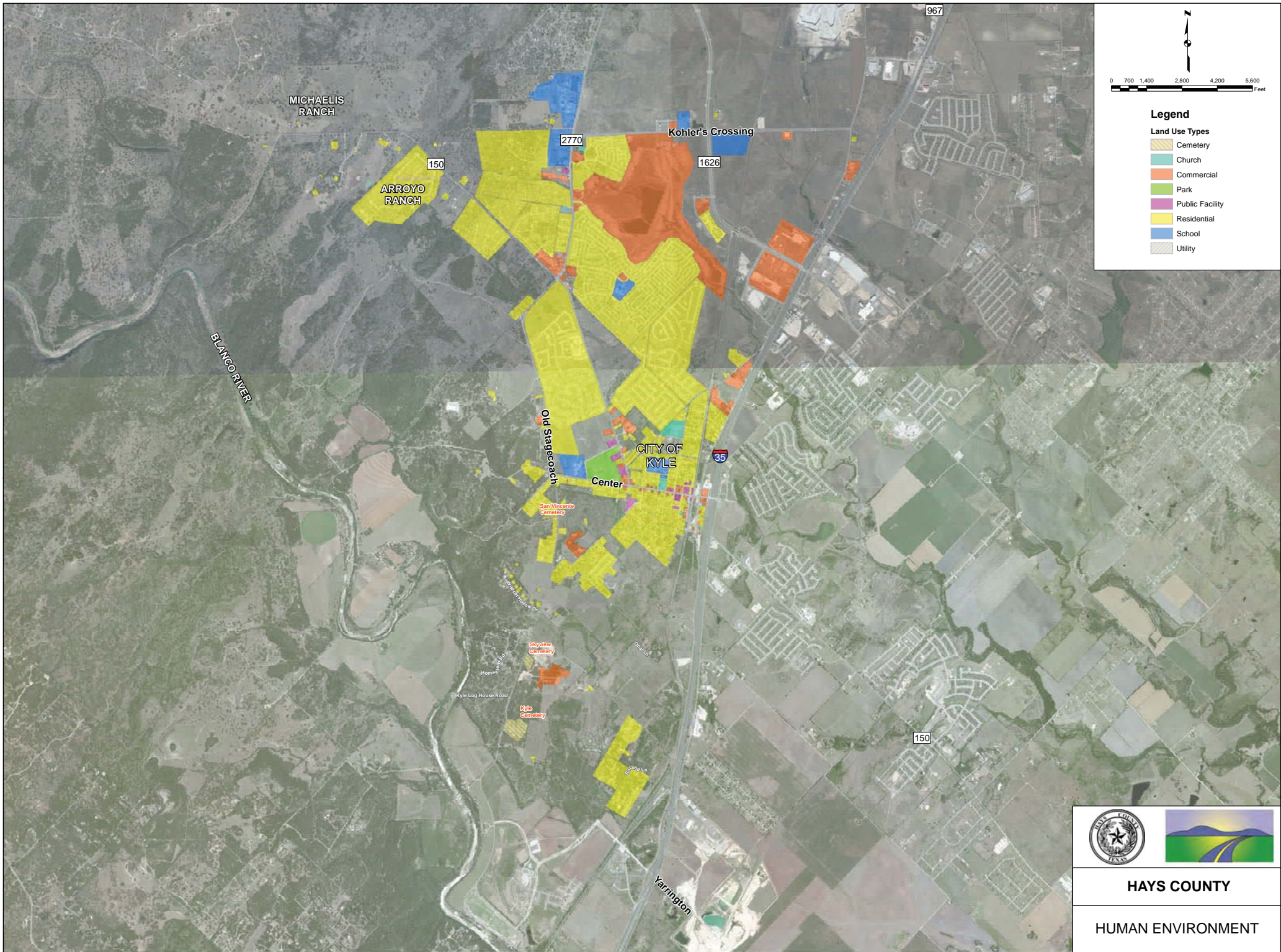
**FM 150 WEST  
ALIGNMENT STUDY AREA**



- Legend**
- Springs
  - Water Wells
  - Rivers and Streams
  - ▨ State-listed and Rare Species or Assemblages
  - Known Cave Areas
  - ▭ Edwards Aquifer
  - ▨ Potential Golden-cheeked Warbler Habitat
    - Low Quality Habitat
    - Medium Quality Habitat
    - High Quality Habitat
  - ▨ 100 Year Floodplain



**HAYS COUNTY**  
**NATURAL ENVIRONMENT**

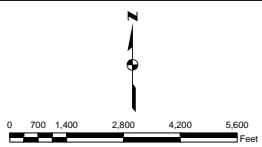
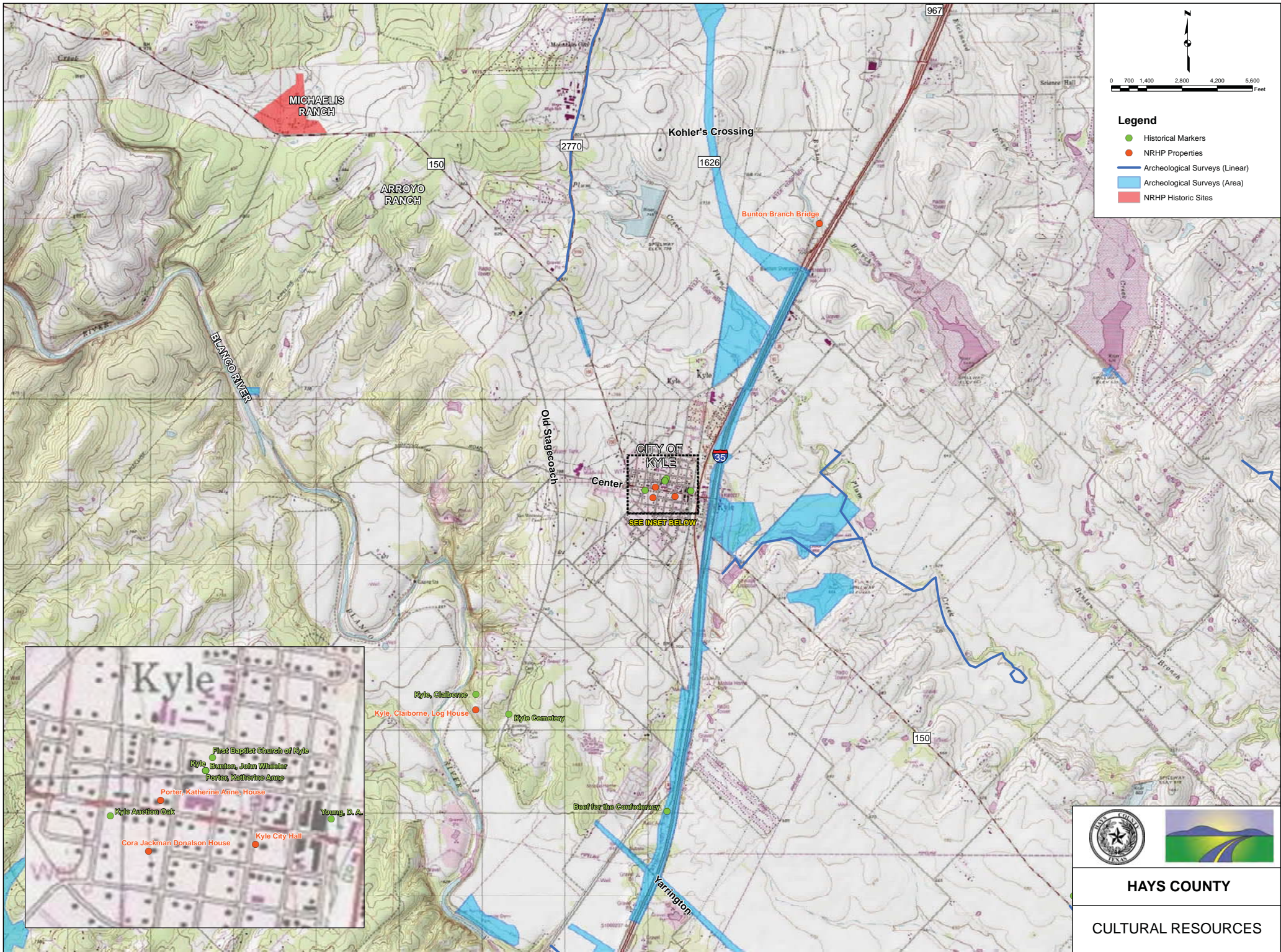


- Legend**
- Land Use Types**
- Cemetery
  - Church
  - Commercial
  - Park
  - Public Facility
  - Residential
  - School
  - Utility



**HAYS COUNTY**

**HUMAN ENVIRONMENT**

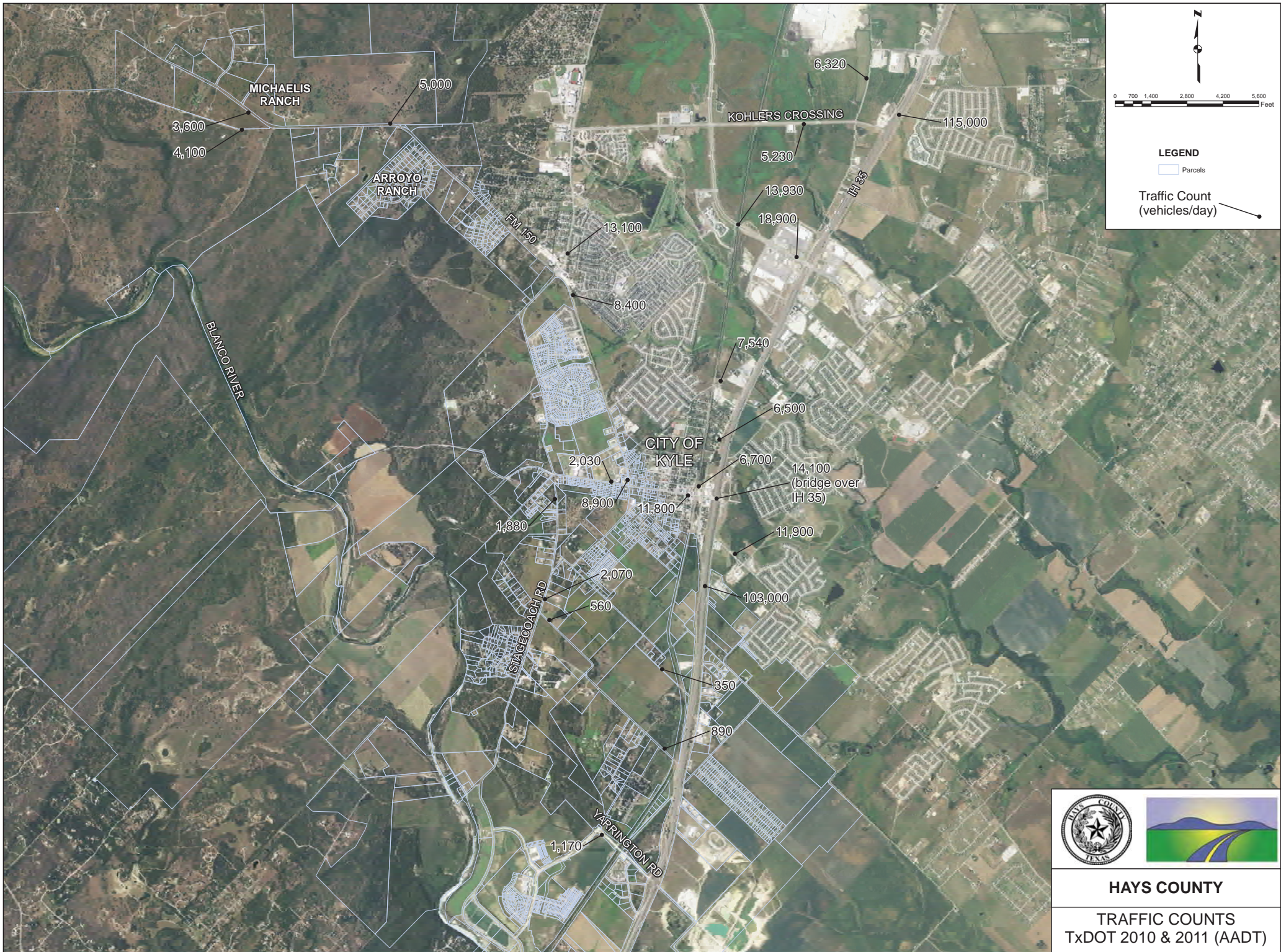


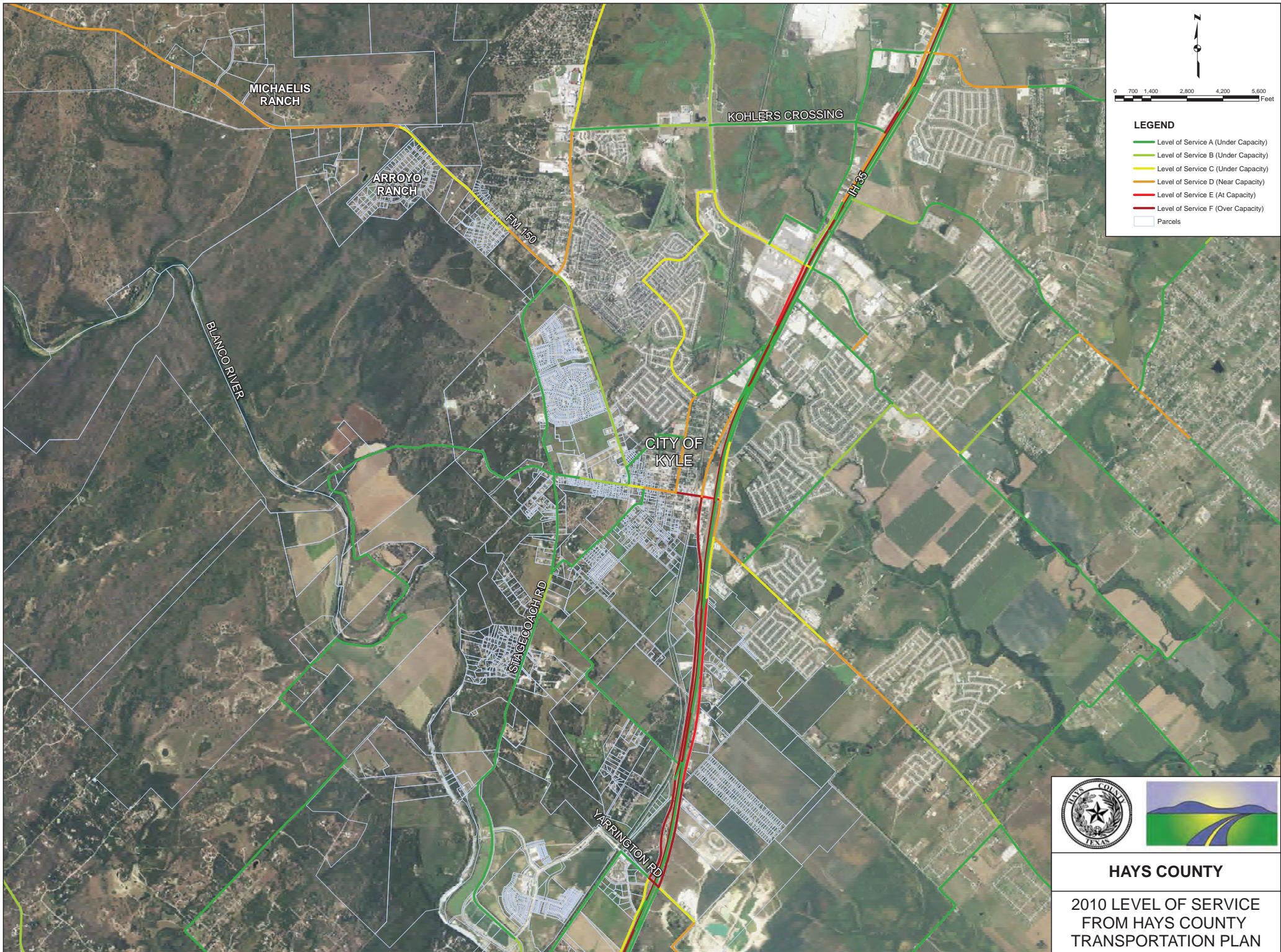
- Legend**
- Historical Markers
  - NRHP Properties
  - Archeological Surveys (Linear)
  - Archeological Surveys (Area)
  - NRHP Historic Sites



**HAYS COUNTY**

**CULTURAL RESOURCES**





MICHAELIS RANCH

ARROYO RANCH

FM 150

BLANCO RIVER

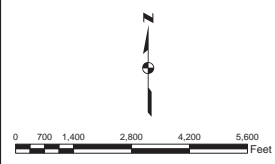
STAGECOACH RD

YARRINGTON RD

KOHLERS CROSSING

IH 35

CITY OF KYLE



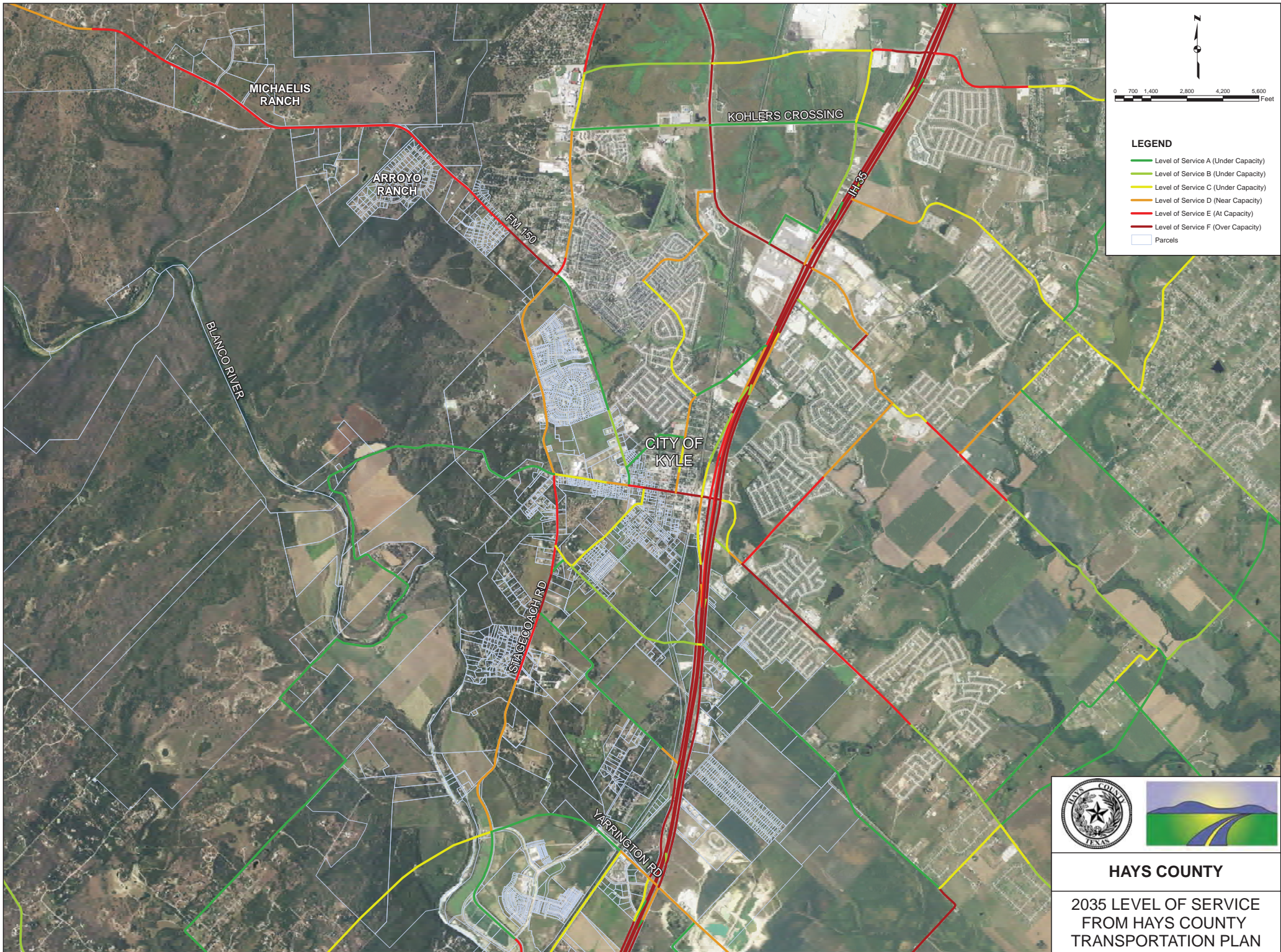
**LEGEND**

- Level of Service A (Under Capacity)
- Level of Service B (Under Capacity)
- Level of Service C (Under Capacity)
- Level of Service D (Near Capacity)
- Level of Service E (At Capacity)
- Level of Service F (Over Capacity)
- Parcels



**HAYS COUNTY**

2010 LEVEL OF SERVICE  
FROM HAYS COUNTY  
TRANSPORTATION PLAN



MICHAELIS RANCH

ARROYO RANCH

KOHLERS CROSSING

FM 150

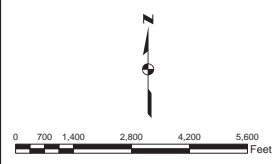
IH 35

BLANCO RIVER

CITY OF KYLE

STAGECOACH RD

YARRINGTON RD



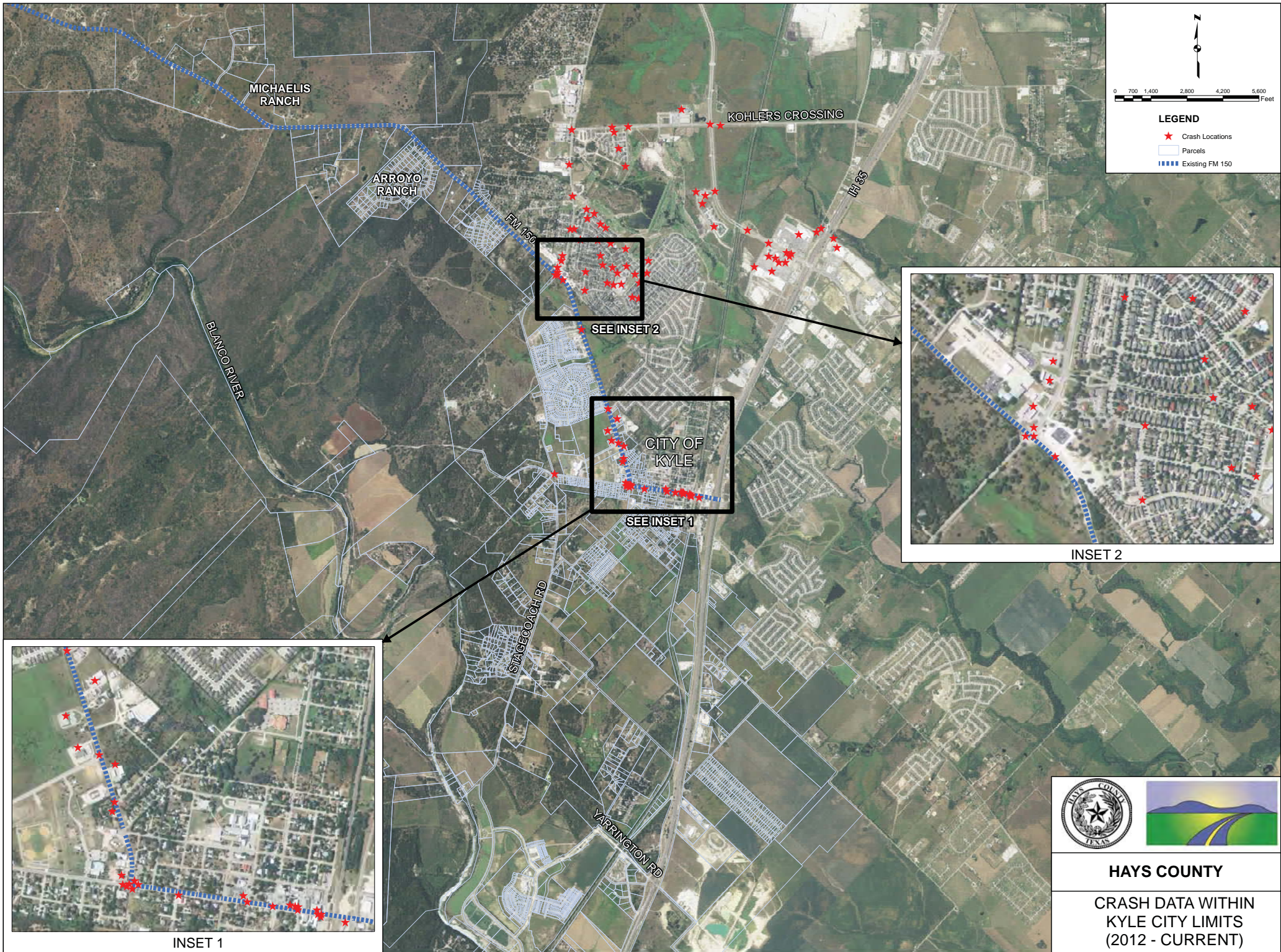
**LEGEND**

- Level of Service A (Under Capacity)
- Level of Service B (Under Capacity)
- Level of Service C (Under Capacity)
- Level of Service D (Near Capacity)
- Level of Service E (At Capacity)
- Level of Service F (Over Capacity)
- Parcels



**HAYS COUNTY**

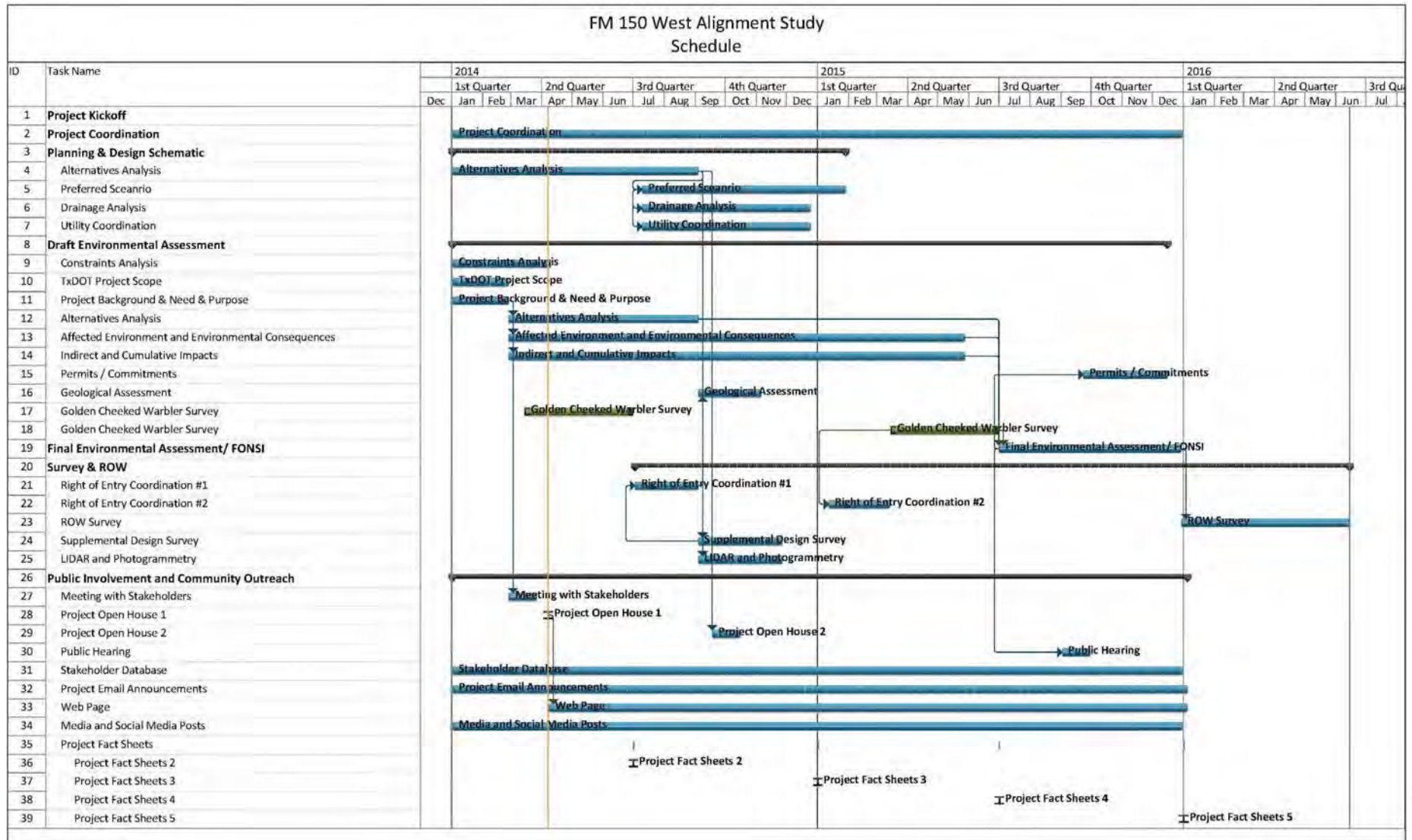
2035 LEVEL OF SERVICE  
FROM HAYS COUNTY  
TRANSPORTATION PLAN



**HAYS COUNTY**

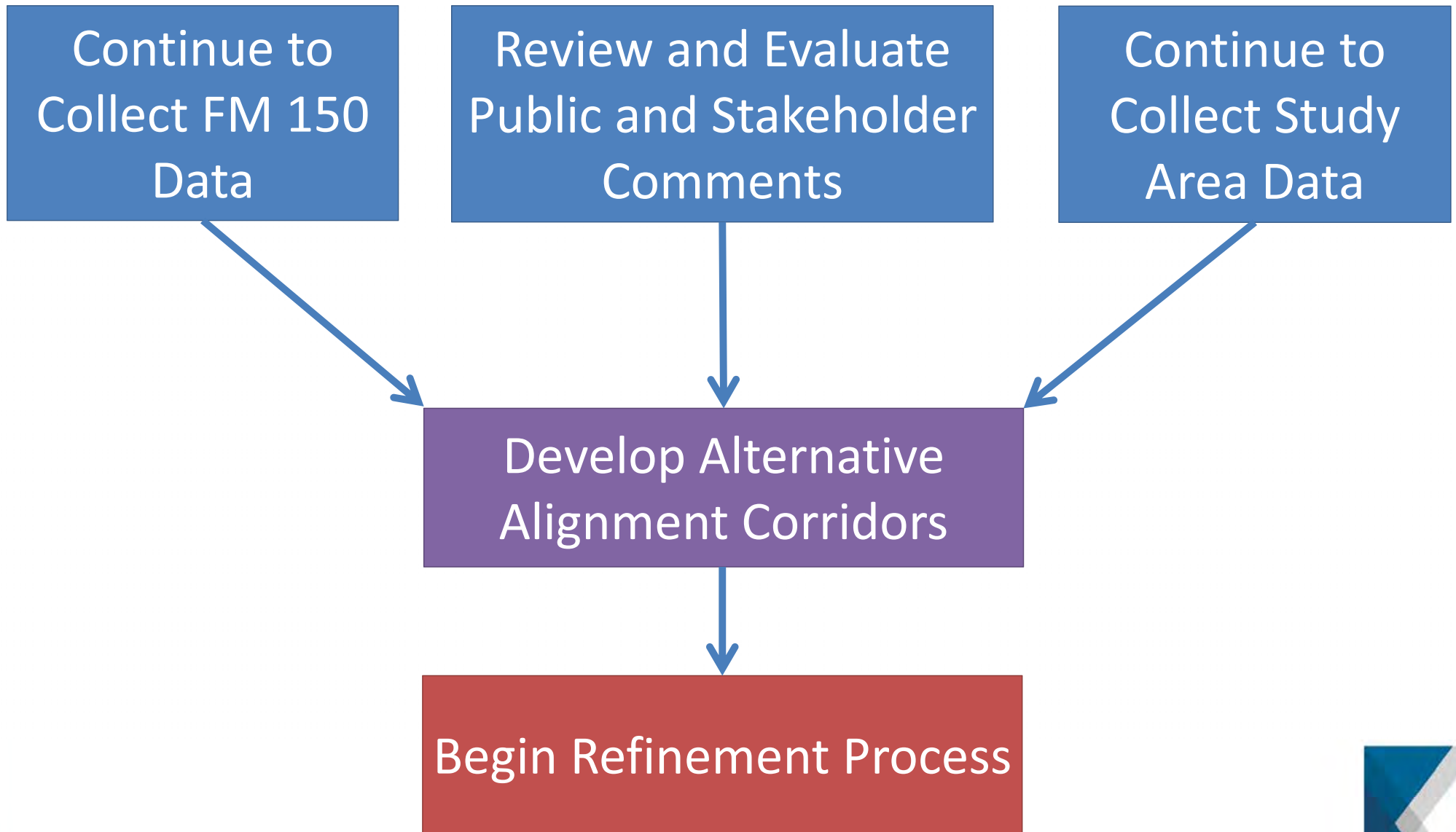
**CRASH DATA WITHIN  
KYLE CITY LIMITS  
(2012 - CURRENT)**

# Schedule



# Next Steps

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# Next Steps

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## For Project Information

Arin Gray

Public Information Consultant

512-533-9100 Ext. 12

[info@improvefm150.com](mailto:info@improvefm150.com)

Email updates: Email [info@improvefm150.com](mailto:info@improvefm150.com) with 'Email Updates' in the subject line.

Project Website: [www.improvefm150.com](http://www.improvefm150.com)





# Appendix D

## Comments

Public Comment Open House

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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 ODIS LOOSIER	10
COMMENTS BY BARNEY ESPINOZA	12
COMMENTS BY LUKE MARTIN	13
COMMENTS BY RONNIE VASQUEZ	14
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REPORTER'S CERTIFICATE	21

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.

## Public Comment Open House

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.

Public Comment Open House

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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## Public Comment Open House

1                   COMMENTS BY KILEY KRUZIE

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

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

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

Public Comment Open House

1 County as well. That's it.

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## Public Comment Open House

1                   COMMENTS BY RUBEN GUERRERO

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

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

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Public Comment Open House

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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.

## Public Comment Open House

1                   COMMENTS BY ODIS LOOSIER

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

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

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

## Public Comment Open House

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

1                   COMMENTS BY BARNEY ESPINOZA

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

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

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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.

## Public Comment Open House

1                   COMMENTS BY ROY BALDRIDGE

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

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

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

## Public Comment Open House

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

Public Comment Open House

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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## Public Comment Open House

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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.

## Public Comment Open House

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

## Public Comment Open House

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  
16  
17  
18  
19  
20  
21 \_\_\_\_\_  
SHERRI SANTMAN FISHER, Texas CSR 2336  
Expiration Date: 12-31-15  
Sunbelt Reporting & Litigation Services  
22 Firm Registration No. 87  
1016 La Posada Drive, Suite 294  
23 Austin, Texas 78752  
(512) 465-9100  
24

25 Job No. 180187



## FM 150 West Alignment Study

Name: Arturo Nava  
Address: [REDACTED]  
City: [REDACTED] Zip: 78640  
Email: [REDACTED] Phone: [REDACTED]

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: ARROYO RANCH  
City: \_\_\_\_\_ Zip: \_\_\_\_\_  
Email: \_\_\_\_\_ Phone: \_\_\_\_\_

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

Please do not create an outlet to ARROYO 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 Stogecock (new FM150)
- (2) FM150 should be rerouted out of downtown Kyle; turn right at Dairy Queen, & use F35 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: 78045  
Email: [REDACTED] Phone: [REDACTED]

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

Connect to Cochlers Crossing → improve Cochlers to 1670

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

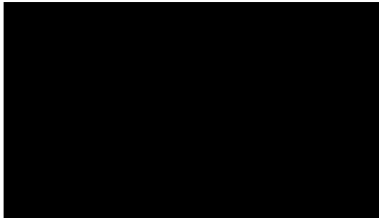
DISTRICT 14 - MAIL ROOM  
AUSTIN, TX

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](mailto: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 24<sup>th</sup> 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 8<sup>th</sup> 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 8<sup>th</sup> 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 Baldrige 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.

*Roy R. Baldrige*

Roy R. Baldrige

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

*Lillian Beale*  
 \_\_\_\_\_  
*Carol M. Beale*  
 \_\_\_\_\_  
*Elizabeth C. Beale*  
 \_\_\_\_\_  
*Odell B. Boosier*  
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*Cora J. Boosier*  
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*Maune B. Beals*  
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*Marilyn B. Beals*  
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*Robert H. Young*  
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*Art Taylor*  
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*Adolph Dyer*  
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*E. Sullivan*  
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*G.I. Caffery*  
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*Arnoldo Roberson*  
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*Jim Roberson*  
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*Samuel Vagstad*  
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*Cheryl Kraft*  
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*Lynn Kuy*  
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*Bruce W. Jackson*  
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*Wanda & Arthur*  
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*Frank N. Dine*  
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*KE*  
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*Matt Kuzie*  
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Millicent German  
Danny German  
~~F. D. German~~  
Rachel Guerrero  
Bryony J. Inza  
~~hal~~  
Nilda Nava  
Rex Lyons - Ray Lyons  
Debbie Lyons - Nya  
Susan Baldridge  
Christy Davis  
~~Ch~~  
Jane Kilham

Rosita Lopez Jr  
Karl Castillo  
~~Jimmy Pitt Williams~~  
~~Walter J. Jara~~  
~~John J. Jara~~  
John Martin  
Laurie Martin  
Dad Pickwell  
Evelyn Pickwell  
Ada Cui  
Lau Cui  
James R. Noel  
Mary Noel  
Carl Cui  
Shirley Cui

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

William Ceclre	(unknown)
Carol Ceclre	Nilda Nava
Elizabeth Ceclre	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 #3

Home (7) About | 173 McGarity, Kyle, TX 78640, USA

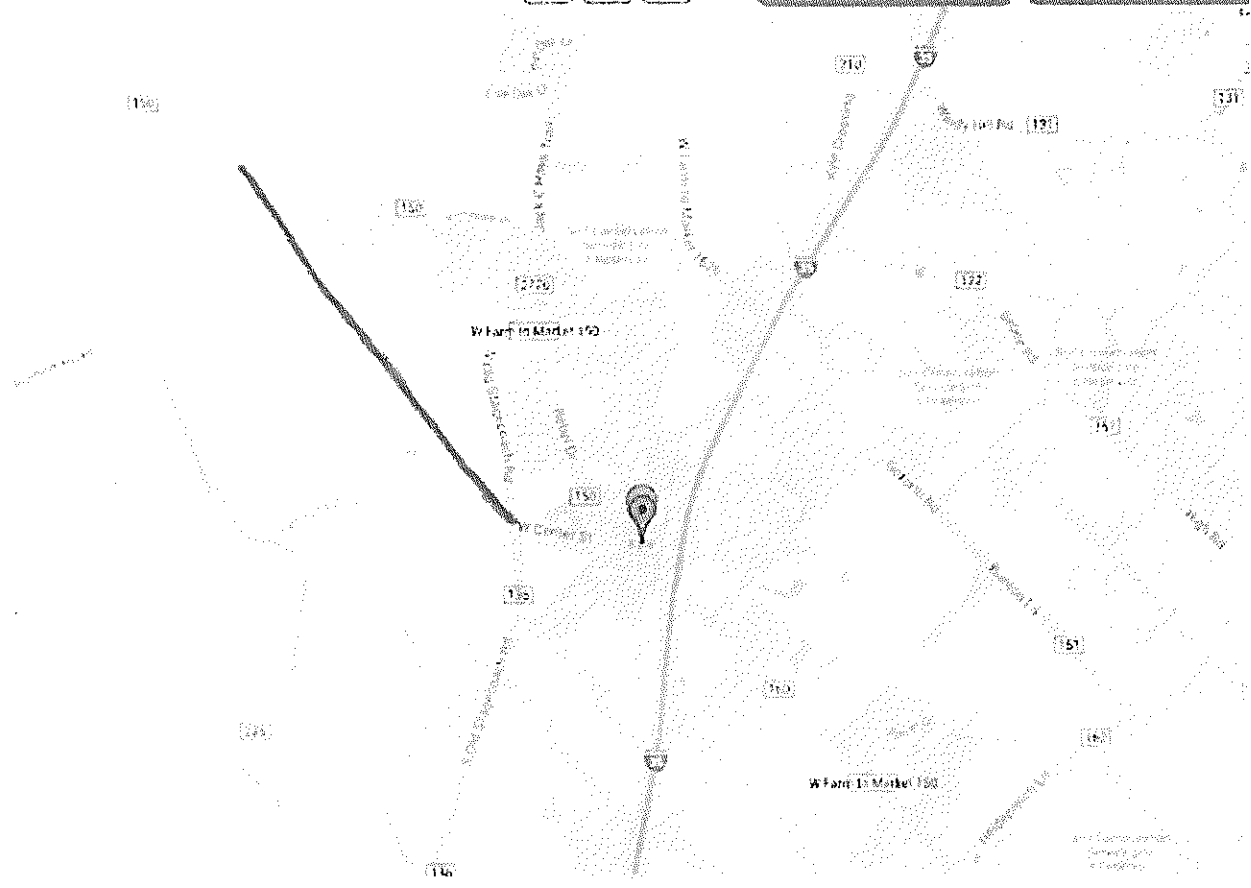
MapCrunch - Random Street View (http://www.mapcrunch.com) | (http://maps.apiv3)

Kyle, TX, United States



Download Now

View Map



Like 17k Tweet 540 8+ 3.9k  
(http://maps.google.com/maps?ll=30.017349,-97.875968&z=13.26m&hl=en-US&gl=US&mapclient=apiv3)

Map data ©2014 Google

## **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.

Tran 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 up hold 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

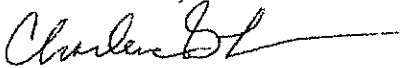
RE: SUGGESTIONS FOR FM 150 WEST ALIGNMENT STUDY FROM  
ARROYA RANCH TO YARRINGTON/I-35

DEAR COMMISSIONER JONES:

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

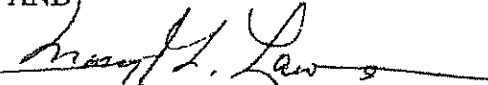
1. THE FIRST SUGGESTION WOULD BE: ARROYO RANCH RD. TO CONNECT  
WITH PUMP HOUSE ROAD; TO WIDEN PUMP HOUSE ROAD WESTWARD  
AND EXTEND IT TO ALIGN WITH FM 150 AND EXTEND ROAD  
SOUTHBOUND TO ALIGN WITH YARRINGTON ROAD/ I-35. THIS  
IMPROVEMENT WOULD BE LESS DEVELOPMENT AND INTERFERENCE  
WITH THE FLOW 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

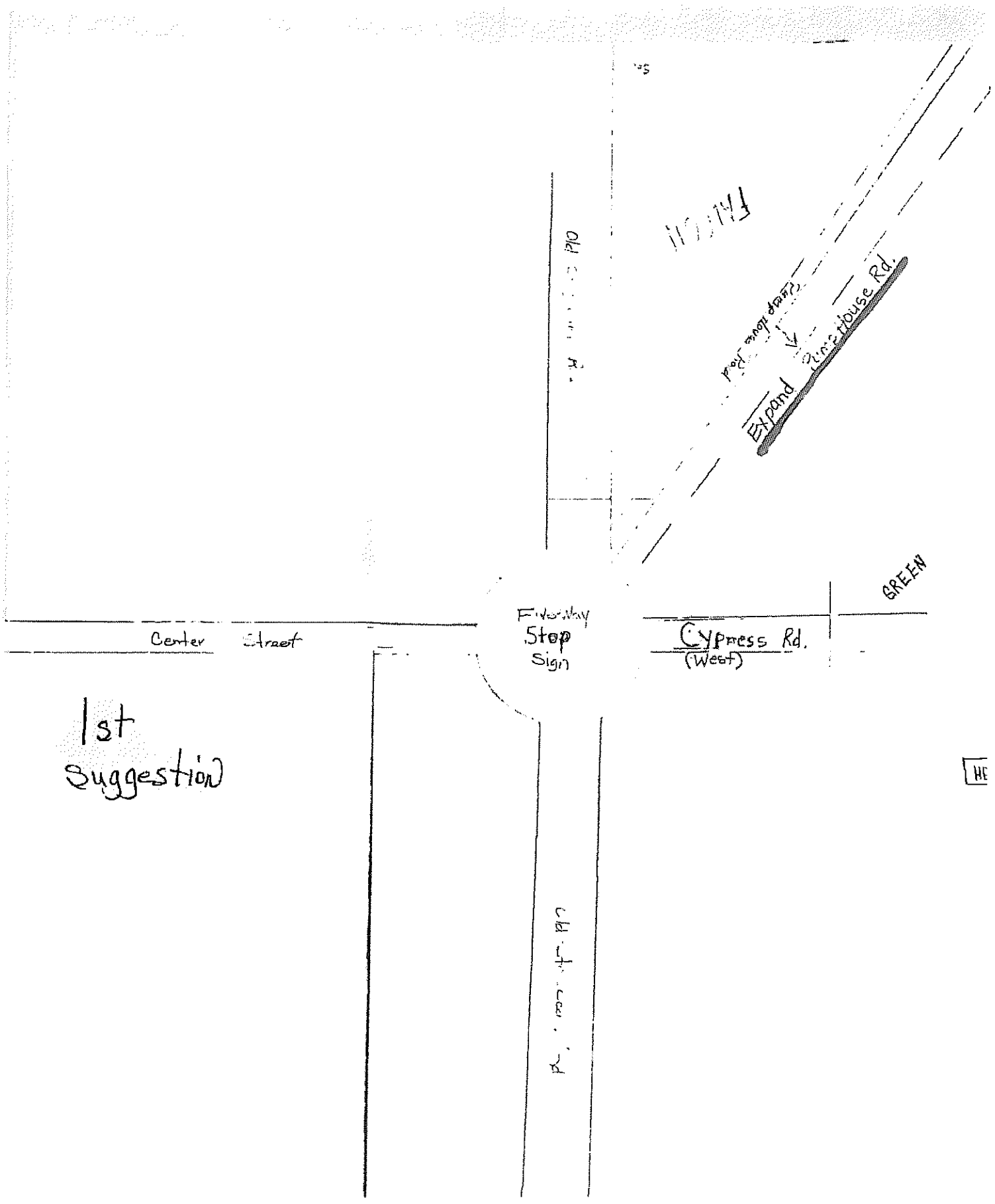
AND



MARY GIPSON-LAWRENCE

ATTACHMENT

CC: COMMISSIONER RAY WHISENANT, PRECINCT 4



1st suggestion

Center Street

Five Way Stop Sign

Cypress Rd. (West)

GREEN

Expand

Pine House Rd.

Pine House Rd.

HE

5

~~second suggestion~~

(S/Pres) (or St)

M 23

[Illegible stamp]

GB

[Illegible stamp]

[Illegible stamp]

[Illegible stamp]

~~YAKINGIND.~~  
FAISO

2nd  
Suggestion

[Illegible stamp]

[Illegible stamp]

Mark:

My Thoughts

4/18/14

Thanks

Scott Rowen

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. Burluson 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**



O.T.  
RECEIVED

April 18, 2014

APR 21 2014

Texas Department of Transportation  
Austin District Environmental Coordinator

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,

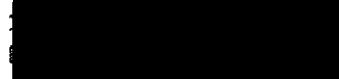


Charles D. Swallow, As Agent for FG2, LLC

Cc: Commissioner Mark Jones  
Hays County Precinct 2

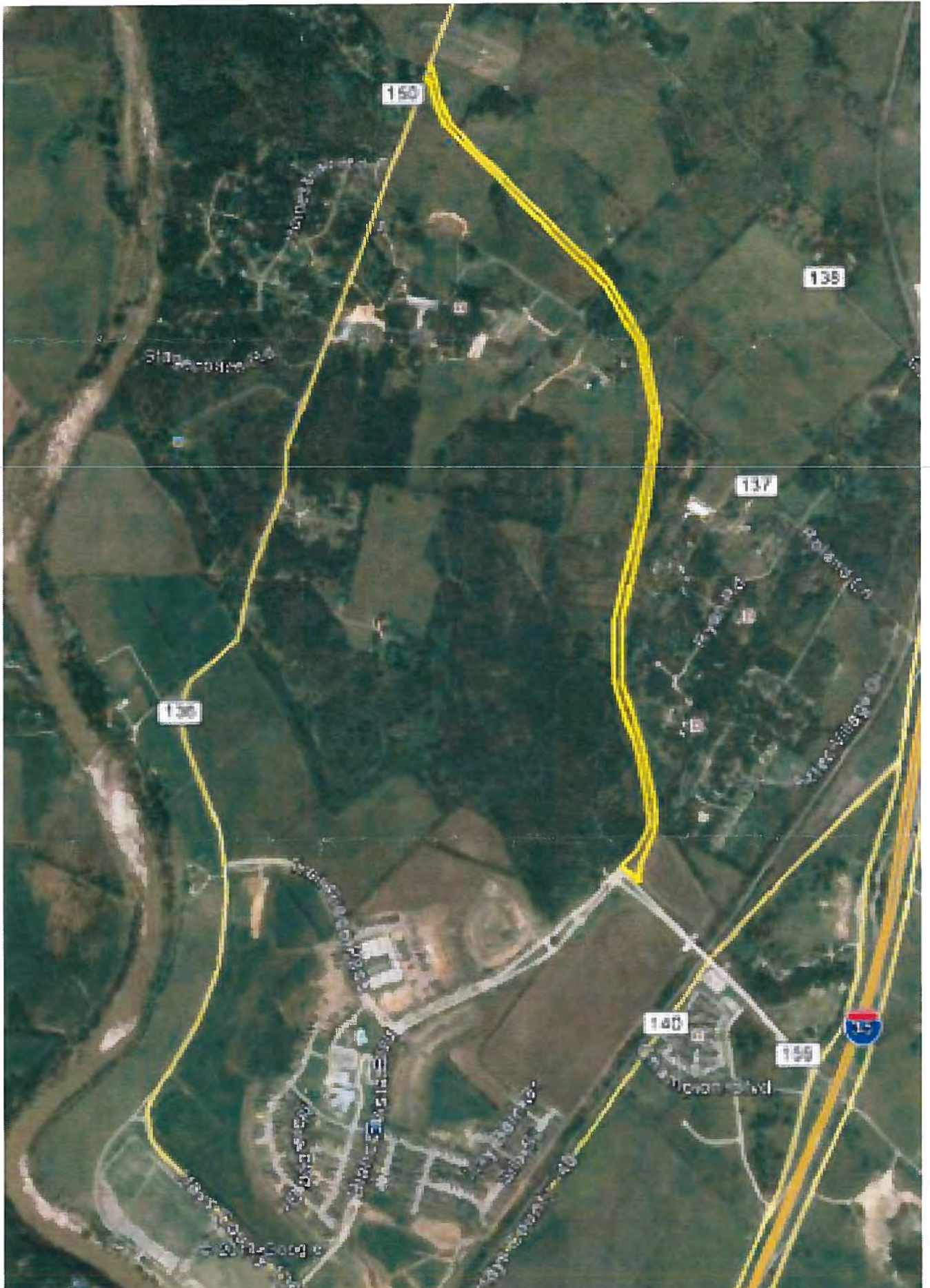


Commissioner Ray Whisenant  
Hays County Precinct 4



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] [REDACTED]  
State: TX  
ZIP: 78640  
Email (for project updates): [REDACTED] [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.**

pr st ne h country v ew s

**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 built and millions spent to then not meet the needs of the community so portables need to be brought in. Poor planning. Build a road that will serve the population of Kyle for the future. Build it away from the west part of Kyle as possible. Spend the money to go over Banco 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.**

Low on the the and directly to north of curve n FM 150, east of Mchae s

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

I thnk FM150 at curve west of Kyle should be connected to Koh er's Cross ng. My group contro s about 1/2 of the and

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

Koh er's cross ng s ma n east-west through north ky e. It shou d 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 branches 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.**

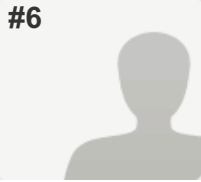
If there are potential improvements to FM 150 to I35 then I would be even that there should be a branch that connects to Kohers Crossing, but with the consideration of the schools, school zones, and future rail stop. The possibility of a rail stop and people coming from the west to the rail stop needs 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 toll 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 How . 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.**

As deduced 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 a ready 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, Apr 11, 2014 5:36:13 PM  
**Last Modified:** Friday, Apr 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 McGnty  
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 (residence fees/savings) will be critically diminished even if you could sell your home. There is not a provision in the plans for a sound barrier or safety walls. A plan like this should take into consideration the safety and wellbeing of a 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 Peknto  
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, like 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: [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.**

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 woodfowlers. Set code restrictions on type of buildings to be allowed (e.g. no fast food, 20% occupancy, etc., certain amount of 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, Apr 18, 2014 6:28:11 AM  
**Last Modified:** Friday, Apr 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:	[REDACTED]
Cty/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

#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]
Cty/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 Dr Pepper 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:	<input type="text"/>
City/Town:	<input type="text"/>
State:	TX
ZIP:	78666
Email (for project updates):	<input type="text"/>
Phone Number:	<input type="text"/>

## 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*