

Section A. Comment/ Response Matrix

Name	Date	Method	Comment Summary	Response
Deanne Vance	6/13/19	Comment Form	<p>Safety of cars turning right from 183 to CR 258. What means will be taken to make the intersection of CR 258 and CR 213 with 183 more safe?</p> <ol style="list-style-type: none"> 1. Will that be a controlled intersection? 2. Will the right turn lane from 183 to 258 be long enough to accommodate the amount of traffic turning onto the road? 3. Will the right turn lane onto 258 be configured for the large trucks that turn to go to Lauren Concrete? 	<p>Upgrading the intersection such that US 183 is a four lanes divided section with the addition of left-turn lanes, turnarounds northbound and southbound, and a northbound right-turn lane will provide for safer traffic movements at the intersection.</p> <ol style="list-style-type: none"> 1. TxDOT will determine when conditions at the US 183 and CR 213/258 intersection justify a traffic signal warrant study. In addition, Williamson County has proposed that the Seward Junction Loop North be aligned along CR 213/258 at this location. The Mobility Authority will direct concerns on signalization for the US 183 and CR 213/258 intersection to TxDOT and Williamson County. 2. Design of the right-turn lane from US 183 to CR 258 is based on 2042 traffic projections for the project and TxDOT design standards. 3. Detailed plans, specifications and estimates (PS&E) will take into consideration the need for large truck turning movements at the intersection.
Gary	6/13/19	Comment Form	Please consider acceleration lanes on entrance and exits to residential developments or business.	The Mobility Authority will take this comment into consideration and coordinate with TxDOT to determine the need for acceleration lanes for traffic entering/exiting adjacent properties to/from the US 183 frontage roads.
Jennifer Jensen	6/13/19	Comment Form	I am in support of this project. It will be a huge benefit to residents and business owners in Williamson County. It is so important to stay on track with building roads that align with growth patterns and avoid future traffic problems.	Comment noted.
Tucker Jensen	6/13/19	Comment Form	I am in support of this project. This will greatly help residents commuting to work.	Comment noted.



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Mira Boyda	6/13/19	Comment Form	I am in support of this 183A toll road project. This project will be great for our local communities and help set up for better mobility between them. Leander and Liberty Hill are my neighbors and I personally look forward to my travel into them to being easier and safer.	Comment noted.
Bruce Feltner	6/13/19	Comment Form	We have semi trucks coming from the north and south. At the present, we have a turn lane for trucks heading north to turn onto our property, enabling them to get out of traffic. Will that turning access remain?	In order to facilitate a safe transition from the divided to undivided US 183 roadway, left turns will be prohibited at that location and the center left-turn lane will be removed.
Tim Wharton	6/13/19	Comment Form	Main concern is elevations of roadway if elevation is raised more than a few feet it will cause issues for us and all other homes located on 183 frontage.	Elevation of the tolled main lanes will be required to provide overpasses at major intersecting roads and keep traffic moving, except where the tolled main lanes will be depressed under State Highway 29. The environmental assessment took into account elevation of the roadway at these locations in determining environmental impacts.
Gary	6/13/19	Comment Form	It would be nice to see a lot more trees and bushes planted along the areas between frontage roads and 183A. Please plant more trees and bushes to enhance the overall beautification.	Landscaping will be included in the final project design, although specific features and landscaping design have not been identified at this point in project development. The Mobility Authority will take this comment into consideration when finalizing landscaping plans.
Garon Loader	6/13/19	Comment Form	Please save the trees that are on the tollway portion. The trees can be offered to homeowners; home builders, developments, businesses. This can be made known by letting the media know.	TxDOT does not allow removal of trees from the US 183 right-of-way by private individuals or entities, which comprises most right-of-way within the project limits (north of 183A/US 183 junction). No trees are present within that portion of the Mobility Authority's existing 183A right-of-way that is within the project limits (south of 183A/US 183 junction). Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable.

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Debbie Velchoffs	6/13/19	Comment Form	This is the most expensive piece of toll road in the state of Texas! When are you going to align prices to toll roads found in the rest of Texas? Discounts for seniors maybe? Is the new piece going to be as costly? \$4.00 one way to go from Hero Way to 620 is ridiculous. I avoid this section of toll like the plague.	It's anticipated that the toll rates will be around 29 to 30 cents per mile based on the current toll rates on the existing section of 183A. Toll rates on 183A are determined by the Mobility Authority's Board of Directors. Many factors are considered when setting toll rates.
Michelle Kitchens	6/13/19	Comment Form	<p>Between Green Valley Dr. and Signal Hill Dr.,</p> <ul style="list-style-type: none"> - Preserve the trees - Have public sidewalk/footpath at least 30ft from property line - Add trees between footpath and property line - Add right turn lane to exit neighborhood at Green Valley Dr. and Signal Hill Dr. - Add barrier (such as a wall) between side walk and property line. 	<ul style="list-style-type: none"> - It is Mobility Authority practice to avoid removing trees unnecessarily. - The Mobility Authority will take this comment into consideration. Distance of the shared use path from adjacent property lines will vary, with exact location being determined during the plans, specifications and estimates (PS&E) phase of the project. - Landscaping will be included in the final project design, although specific features and landscaping design have not been identified at this point in project development. The Mobility Authority will take this into consideration. - The Mobility Authority will take the comment on a right-turn lane into consideration and coordinate with TxDOT to determine the need for turn lanes for traffic entering/exiting adjacent neighborhoods and properties to/from the US 183 frontage roads. - Noise impacts of the proposed project were evaluated to determine if noise walls are needed/required. The results of that analysis indicate that a noise wall would be feasible and reasonable per FHWA/TxDOT criteria at the South San Gabriel River park planned by the City of Leander. Noise walls in other locations, where feasible, would not be reasonable since they would exceed FHWA/TxDOT's cost-effectiveness criteria. However, neighborhood walls are being considered by the Mobility Authority in isolated locations in consultation with local neighborhood representatives (such as homeowners'/property owners' associations) whenever neighborhoods express an interest in having walls.



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Rip Rowan	6/3/19	VOH Website Comment	I am an owner of Texas Cut Stone. Our driveway is located on 183 exactly one mile north of Highway 29. I am planning to attend the June 13th meeting but have a question concerning access to our driveway. We have 20 employees daily turning left (west) into our driveway from 183. From review of the drawings I can't determine if, heading north, we will be able to make a safe left turn. Can you comment on this? Thank you, Rip Rowan	In order to facilitate a safe transition from the divided to undivided US 183 roadway, left turns will be prohibited at that location and the center left-turn lane will be removed.
Bruce Nakfoor	6/9/19	VOH Website Comment	While the extension of Hwy. 183 is admirable, It will be EXTREEMLY dangerous to end the freeway in the manner depicted on your map. You are stopping a freeway into a 4 lane Highway with no divided median, shoulders, or center turning lane. At the very least there should be feeder lanes up to CR 1869. This has been brought to your attention numerous times and you have failed to address it.	The limited-access 183A tolled main lanes will end approximately 0.4 mile north of State Highway 29, where a ramp will provide egress to the US 183 frontage road. The 4-lane divided US 183 roadway will continue another 0.7 mile before eventually merging back to the 4-lane undivided highway. Signage will indicate approaching merged lanes and lower speed limits. CR 1869 lies outside of the 183A Phase III project limits. The Mobility Authority will direct concerns related to improvements to US 183 north of the project limits to TxDOT and Williamson County.
Alexander H. Tynberg	6/10/19	VOH Website Comment	I own property adjacent to the northern terminus of the existing 183a tollway and I wholeheartedly support the one possible build alternative. I believe that a "no Build" or "do nothing" option is not viable given the tremendous growth in this region of Williamson County.	Comment noted.

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Alex Tynberg	6/11/19	VOH Website Comment	I provided an earlier comment and now understand the offramp information better. The City of Leander's TOD is not appropriately considered with the offramp design heading southbound on this plan. The offramp that is south of the 183 intersection with 183A is all the way at Hero Way and should be further north to capture access into the Northline development just north of the Austin Community College property. This is a big miss with this plan.	The Mobility Authority will take this comment into consideration. The configuration of on-ramps and off-ramps in this section of the 183A Phase III project is being reviewed.
Donna Spencer	6/13/19	VOH Website Comment	As a new resident of Rancho Santa Fe, entrances located on 183-I am very concerned already with the amount & speed of the traffic outside our entrances. I have had to bypass my own entrance because the very real threat of getting hit by speeding traffic behind me. There is no center turn lane to protect you or help you to make a left out or into our subdivision. School buses come into our subdivision under these same conditions, putting children at risk. The new tollway puts speeding cars closer to our entrances. Please consider adding center turn lanes for us & future growth, lowering the speed limits near us and/or putting in a traffic signal. Thank you!	Since the entrance to the Rancho Santa Fe community is outside of the 183A project limits, the Mobility Authority will direct concerns related to speed and safety in that area to TxDOT and Williamson County.
Diane	6/13/19	VOH Website Comment	I cannot make the meeting tonight, but I was curious as to what the toll road will look like when it ends at cr258 as my house is off that street. Thank you.	The 183A tolled main lanes will end 0.4 mile north of State Highway 29 and will not extend as far as CR 258. At the CR 213/258 intersection, US 183 will be a divided, 4-lane facility with a wide (250-foot) median, left-turn lanes, turnarounds, and a northbound right-turn lane.

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Carrie Eubanks	6/13/19	VOH Website Comment	<p>I would like to suggest consideration of a traffic signal/light to control the future intersection at CR213/CR258 @ 183A. This particular intersection as it is today, is very dangerous for vehicles turning from CR258 or CR213 onto US 183 or crossing US 183. It is also dangerous for cars turning off of US 183 onto those county roads where they risk rear end accidents waiting or slowing to turn. Neighborhoods such as Stonewall Ranch find many more cars now turning left onto CR 213 to access their neighborhood and Bill Burden Elementary School rather than waiting through the traffic at SH 29 to reach Stonewall Pkwy. While having a crossover and divided highway will help this interchange, it will eventually become similar to the current dangerous situations found at US 183 @ Whitewing Dr where cars are trying to cross 2 lanes of excessive traffic that is traveling in excess of 60mph. Additionally, a light will help to slow traffic down through this intersection as they are leaving the toll lanes and accustomed to traveling at 75mph and transitioning safely to the 65mph speed limit on US 183N. This intersection has already earned flashing lights to warn drivers, but a traffic light would be an inexpensive investment into the that will create a much safer highway transition for our community. Thank you for your time and for the public meeting this evening. It was very informative and very professionally prepared.</p>	<p>TxDOT will determine when conditions at the US 183 and CR 213/258 intersection justify a traffic signal warrant study. In addition, Williamson County has proposed that the Seward Junction Loop North be aligned along CR 213/258 at this location. The Mobility Authority will direct concerns related to signalization for the US 183 and CR 213/258 intersection to TxDOT and Williamson County. A traffic signal is currently planned by TxDOT for the intersection of Whitewing Drive and US 183.</p>

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Aaron Brewer	6/13/19	VOH Website Comment	I am concerned that the elevation of the proposed bridge over the South Branch San Gabriel river will be elevated above the existing roadway and have an additional visual, light, and noise impact to the recreational uses of the River, proposed Leander park, and adjacent neighborhoods. Steps should be made to shield each of these receptors from automotive lights and vehicle noise. Additionally, if any lighting is required, it should be designed so that it is fully shielded to avoid glare aimed at these receptors. I appreciate the proposed multi use trail and the proposed connection to the proposed Leander park. I have heard that the existing 183 highway was built with an experimental surface to reduce noise. Given the high level of road noise anticipated with the project, it is my hope that the surface used for the project will be designed to reduce road noise. The road construction will impact several areas covered with native habitat. Although they may not be of a type that requires mitigation, i would encourage the stakeholders to offset the impacts to natural habitats by ecological restoration and native plant use wherever possible.	Elevated sections of roadway were evaluated for noise and visual impacts in the environmental assessment. The Mobility Authority will take into consideration the comments on shielding adjacent properties and uses from roadway illumination and automobile headlights and on the use of pavement material to reduce noise. Roadway illumination and pavement requirements will be determined with the development of detailed plans, specifications and estimates (PS&E) for the project. The future City of Leander park qualifies for a noise barrier. Unfortunately, however, noise barriers for the adjacent neighborhoods do not meet federally required feasibility and cost-benefit criteria. The Mobility Authority and TxDOT are committed to best management practices for vegetation prescribed by the Texas Parks & Wildlife Department, which include minimizing vegetation cleared, avoiding removal of native vegetation, preserving mature trees, replacing trees, and re-vegetating with locally adapted native species.
Roseanne Hyman	6/16/19	VOH Website Comment	This may have been addressed already, but I was not able to attend the June meeting. My question is since my backyard is adjacent to the 183 frontage road at the corner of Signal Hill, I am wondering if the new 183A toll lanes as well as the exit ramp in this area will be built higher than the 183A frontage road. Thank you.	At Signal Hill Drive, the proposed roadway will be at grade and the roadway surface will only be a few feet higher than the existing ground surface.

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Roy Avila	6/18/19	VOH Website Comment	A signal light be installed at the CR258 and 183 crossing. It is already a dangerous intersection due to speed and visibility and that it would be more dangerous as vehicles come off the toll lanes at 70+mph onto the frontage road so very close to CR258.	TxDOT will determine when conditions at the US 183 and CR 213/258 intersection justify a traffic signal warrant study. In addition, Williamson County has proposed that the Seward Junction Loop North be aligned along CR 213/258 at this location. The Mobility Authority will direct concerns related to signalization for the US 183 and CR 213/258 intersection to TxDOT and Williamson County.
Gary Bucchianeri	6/18/19	VOH Website Comment	I am writing in regards to the intersection of CR 258 and 183. As it stands now we just have a flashing light and it is dangerous enough to get across as south line of site is not great because of the hill. Now this proposal is going to increase speed limit and decrease line of sight. Who will pay for the lawsuits when injuries occur. We need to have a signal at that intersection for sure. Across CR 258 new homes are going in and since the improvements to CR 258 it is getting so much more usage. I think the rest of the project is great but you have to address the concerns of that intersection.	TxDOT will determine when conditions at the US 183 and CR 213/258 intersection justify a traffic signal warrant study. In addition, Williamson County has proposed that the Seward Junction Loop North be aligned along CR 213/258 at this location. The Mobility Authority will direct concerns related to signalization for the US 183 and CR 213/258 intersection to TxDOT and Williamson County.



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Gary Lehrer	6/17/19	Email Comment	To those officials involved with the planning and approval of the "183 Phase 3 Project". I have taken the time to carefully review all online planned/proposed project information in conjunction with the 183A Phase 3 expansion. It appears to be proactive in addressing our growth in Liberty Hill and effectively moving the expected traffic. However, I am a resident off CR258 and Sunny Slope Road. My concern is 183 and CR 258. The planned 183A Phase 3 expansion "will" make an already under safe intersection a very dangerous intersection. I would suggest a green/yellow/red controlled light intersection, this will hopefully prevent the inevitable fatality accident from ever occurring at 183 and CR 258. Please freely contact me with any questions or require additional information.	TxDOT will determine when conditions at the US 183 and CR 213/258 intersection justify a traffic signal warrant study. In addition, Williamson County has proposed that the Seward Junction Loop North be aligned along CR 213/258 at this location. The Mobility Authority will direct concerns related to signalization for the US 183 and CR 213/258 intersection to TxDOT and Williamson County.
Dennis Symank	6/17/19	Email Comment	In response to Gary Lehrer's email comment: Thanks for your comments to the 183A project group. You nailed it-an already dangerous intersection will become more dangerous. The only way they can slow down the 70-75 mph toll lanes will be having a traffic light at CR 258. Thanks for sharing your email comments with me.	TxDOT will determine when conditions at the US 183 and CR 213/258 intersection justify a traffic signal warrant study. In addition, Williamson County has proposed that the Seward Junction Loop North be aligned along CR 213/258 at this location. The Mobility Authority will direct concerns related to on signalization for the US 183 and CR 213/258 intersection to TxDOT and Williamson County.

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Virginia Partain	6/20/19	VOH Website Comment	<p>How and when are Neighborhood Fences considered. Are they built due to situations made by the toll road? Assistance where noise barriers are not reasonable due to cost? Privacy due to the pedestrian and bike paths behind my back fence is of concern, as well as noise. What the guidelines for planting trees. Are Fences and Trees possible, or just one or the other. Are there limits to material, height, etc? Would there be monetarily obligations for the property owners/home owners. There is also concern in regard to one of the toll exits planned will be at the Signal Hill Entrance to our subdivision, where currently we have no right turn lane but use the shoulder per state code. When project started some subcontractor was to clear the ROW. Unfortunately, without notice or information to the property owners next to the highway, the huge existing trees were all removed. Exception if a tree was an anchor for a fence. That bit I learn when I questioned why some trees were removed and others not. Should there be some consideration that the natural existing trees were removed that originally provided privacy and some noise reduction.</p>	<p>- Noise impacts of the proposed project were evaluated to determine if noise walls are needed/required. The results of that analysis indicate that a noise wall would be feasible and reasonable per FHWA/TxDOT criteria at the South San Gabriel River park planned by the City of Leander. Noise walls in other locations, where feasible, would not be reasonable since they would exceed FHWA/TxDOT's cost-effectiveness criteria.</p> <p>- Neighborhood walls are considered by the Mobility Authority in isolated locations in consultation with local neighborhood representatives (such as homeowners'/property owners' associations) whenever neighborhoods express an interest in having walls. When a neighborhood and the Mobility Authority agree to neighborhood walls, they are constructed at the expense of the Mobility Authority on public right-of-way, so there would be no monetary obligations from property owners. Details of wall materials and dimensions would be explained in meetings with neighborhood representatives.</p> <p>- It is Mobility Authority practice to avoid removing trees unnecessarily. No clearing or other construction has yet begun for the 183A Phase III project as of this date.</p>

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Kang Lee Zennie Wey Yuh-Jaan Wey	6/20/19	Email Comment	<p>As the affected owners (R022811&R449873) of the proposed 183A continuation we have three comments as follows:</p> <ol style="list-style-type: none"> 1. It is unclear why the proposed ROW taking (#1 and 2 on the Right-Of-Way Overview that is just north of CR 258, on 183, consists of the 17.6121 or 14.6121 acres (#1) and .7724 acres(#2) listed on the Overview is reasonable or necessary for the proposed ROW. The taking appears to be far larger than the proposed 183 continuations. It is unclear to us whether the taking is for a future development that has not yet initiated in the proposal, or the environmental assessment process, or any other similar planning? 2. In addition, if the proposed ROW taking were to occur, this would leave the parcel owners with no way to access the land from 183A, which significantly reduces the available frontage along 183A, and in turn significantly reduces the utility of the remaining parcel for a long uncertain future term. 3. Further, there is a retention pond presently being constructed at the corner of CR 258 and 183, which should be relocated because of it occupies a significant percentage of the parcel and is also located on the most valuable part of the parcel, which is a detriment to the parcel owner. <p>With this comment, the affected owners of the parcels are fully aware of their rights and expect answers and/or actions from Central Texas Regional Mobility Authority.</p>	<ol style="list-style-type: none"> 1. The right-of-way proposed for acquisition near the northern terminus of the 183A Phase III project is what has been deemed necessary to allow for a safe transition from the divided to undivided US 183 facility and provide a design that would not obstruct future potential improvements to US 183 north of the project terminus or to the intersection with CR 213/258. The Mobility Authority will review the right-of-way needs at this location prior to initiation of the right-of-way acquisition process. 2. Control of access is not proposed for the northbound lanes of US 183 in the area of right-of-way acquisition northeast of the intersection. Access to this section of roadway will be permitted in accordance with the TxDOT Access Management Manual. 3. The Mobility Authority will take this comment into consideration as it closely reviews drainage and right-of-way needs for the project.

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Richard Patnaude	6/20/19	VOH Website Comment	We need our main entrance returned back to Signal Hill DR. This road is the main feeder road to all the streets in High Gabriel West subdivision! And most importantly a turn lane onto Signal Hill Dr. for south bound traffic entering High Gabriel West Subdivision from 183A! Please! Please! Please! it for the safety of the people that live here in High Gabriel West Subdivision. Thank you Richard	The reason and need for placing the intersection at Green Valley Drive as part of the earlier US 183 project was to provide sufficient spacing from the US 183/Bryson Ridge intersection to the south for traffic and safety purposes. The Mobility Authority will take this comment into consideration as it considers improvements in the Green Valley Drive vicinity. The proposed turnaround at Green Valley Drive will also facilitate access to Signal Hill Drive for northbound traffic.
Mary and Bryan Scheible	6/26/19	VOH Comment	Thank you for making the time to meet at your office to review our safety concerns. That location is the largest employer within that group of buildings. Current head count is around 30. That site also receives 8-20 trucks daily. The number varies daily depending on plant production out-put. That plant is currently being expanded to increase volume. New Cap-X equipment has been installed and more is planned. We are meeting with Liberty Hill to discuss building expansion. This expansion would create another 25-30 jobs along with doubling daily semi-truck traffic. Under the current 183A preliminary expansion plan, trucks (most come from Austin) would drive past building, make U turn, cross 2 lanes of 70mph traffic, stay in right lane for a few hundred yards to make a right into our parking lot. Please consider an additional turnaround in front of our site enabling trucks/employees to cross 183A to enter parking lot. Image attached of expansion plans. Please let us know if you have any questions. Kind Regards, Mary and Bryan Scheible	The Mobility Authority will take this comment into consideration. The location and configuration of proposed turnarounds in this part of the 183A project are being reviewed to ensure an optimal design for safe turning movements.

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Aron Kloesel	6/26/19	VOH Website Comment	<ul style="list-style-type: none"> • Preserve the trees between the property lines and the frontage roads that are currently there along the high Gabriel subdivision on both sides. • The side walk between green valley and signal hill to be pushed out as far as possible off the property line, at least 30 feet • We need a neighborhood wall for security at least 10 feet high, built of some type of masonry. Position to be determined. • Two rows of trees between the neighborhood wall and side walk, one row of oaks, one row of a fast growing tree that will serve as barrier until the oaks have time to grow up. Do not need in the section that already has trees if they are left as requested on the west side of the highway closer to the green valley entrance. • Rt turn/acceleration lane at green valley and signal hill dr to allow the cars that are exiting the neighborhood to pick up speed to merge into traffic since there is no light or stop sign at these two roads. It is not safe and hard to get out since the amount of traffic has increased since the expansion of the high way. • Acceleration lane for the u-turn at green valley to climb the hill. The amount of traffic will increase more than double there because the u-turn in front of Reids tractor will be taken out. This u-turn is also used for the west side of the neighborhood to get to signal hill dr. • Green valley needs to be widened to accommodate two lanes of traffic in the turn. With increased traffic at this intersection we need to be able to get off the highway fast enough to get out of the way and do not need to worry about slowing to hit someone coming around the turn. Need to be able to focus on clearing the access road and not worrying about exiting vehicles coming out of the neighborhood. Several crashes have almost happened with the school buses and large commercial vehicles that can not stop fast and several cars have had to hit the ditch causing damage to the cars and road way. 	<p>- It is Mobility Authority practice to avoid removing trees unnecessarily.</p> <p>- The Mobility Authority will take this comment into consideration. Distance of the shared use path from adjacent property lines will vary, with exact location being determined during the PS&E phase of the project, currently underway.</p> <p>- Neighborhood walls are considered by the Mobility Authority in isolated locations in consultation with local neighborhood representatives (such as homeowners'/property owners' associations) whenever neighborhoods express an interest in having walls. Details of wall materials and dimensions would be explained in meetings with neighborhood representatives.</p> <p>- Landscaping will be included in the final project design, although specific features and landscaping design (such as trees or other vegetation and their placement) have not been identified at this point in project development.</p> <p>- The Mobility Authority will take these comments on turn lanes and acceleration lanes into consideration and coordinate with TxDOT to determine the optimal design solution for providing safe turning movements to/from the US 183 frontage roads.</p>



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Mary Scheible	6/26/19	VOH Website Comment	The GM and employees of our tenant brought the following concern to our attention. 95% of the employees arrive from the south of our building so they will travel northbound on 183. The first shift employees arrive within 5 minutes of each other each day. The concern is turning left using the turnaround proposed may cause cars to be stopped and waiting to enter the turning lane on the northbound side of 183 because of all of the southbound traffic will cause cars to have to wait to turn. Their concern is with being hit by a northbound traveling vehicle. With the proposed expansion of our building and expanding workforce the employee count is expected to double over the next 5-7 years which will increase this concern. A possible left turning lane on the northbound side would alleviate this concern. Thank you	The Mobility Authority will take this comment into consideration as it considers safety and traffic factors to ensure an optimal design for safe turning movements at this location.
Alex Tynberg	6/27/19	VOH Website Comment	Please include east-west pedestrian connections for all intersections in Leander for pedestrian access across the tollway.	The Mobility Authority will coordinate with the City of Leander and TxDOT to provide crosswalks and ramps at intersections in Leander that currently do not have them when sidewalks or shared use paths are extended to those intersections.
Wayne Watts	6/27/19	VOH Website Comment	Please see attached Resolution by City of Leander City Council	The Mobility Authority will take this comment into consideration. The configuration of on-ramps and off-ramps in this section of the 183A Phase III project is being reviewed.

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Bobbi Marquardt	6/28/19	VOH Website Comment	Our house is in San Gabriel subdivision and currently back up to 183. We enter and exit through out back fence on occasion. If a wall, row of trees or walking path is placed to close to the current wooden privacy fence this will prevent us from entering or exiting our fence in the future. Leaving items that are currently in our yard unable to ever come out. Also as for a walking path, I believe current plans are to put this wall roughly 5 ft off of our current fence. There is plenty of room to go at least 30 to 50 ft off of the current fence, put the walk way and this would allow home owners and PEC the ability to enter and exit through the back yards when needed. As are as having a wall or trees, I really do not care either way as long as we can continue to enter and exit through our back privacy fence. Thank you, Bobbi Marquardt	<ul style="list-style-type: none"> - Distance of the shared use path from adjacent property lines will vary, with exact location being determined during the PS&E phase of the project. - Neighborhood walls are considered by the Mobility Authority in isolated locations in consultation with local neighborhood representatives (such as homeowners'/property owners' associations) whenever neighborhood residents express an interest in having walls. Neighborhood walls are not proposed unless residents indicate that they want them. - In order to construct a gate as a part of the potential wall, application and approval of a driveway permit from TxDOT would be required. - Landscaping will be included in the final project design, although specific features and landscaping design (such as trees or other vegetation and their placement) have not been identified at this point in project development. - The Mobility Authority will coordinate with PEC and other utilities prior to construction.

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Cindy Bailey	6/28/18	VOH Website Comment	Hello I live in San Gabriel subdivision and our home backs up to 183. My husband and I currently have a gate that slides open for access into our back yard. We use this access many times per month moving in trailers, boats, and automobiles. With your current plans to add a sidewalk super close to our fence and possible a wall, this will prevent us from accessing our yard. All I would ask is you place the sidewalk 40-50 feet off of our back fence and do not block our yard access with a wall or trees. If a wall is an absolute must, we ask that a gate be put in so that we can still access this portion of our yard. Thank you Cindy Bailey	<ul style="list-style-type: none"> - Distance of the shared use path from adjacent property lines will vary, with exact location being determined during the PS&E phase of the project, currently underway. - Noise impacts of the proposed project were evaluated to determine if noise walls are needed/required. The results of that analysis indicate that a noise wall would be feasible and reasonable per FHWA/TxDOT criteria at the South San Gabriel River park planned by the City of Leander. Noise walls in other locations, where feasible, would not be reasonable since they would exceed FHWA/TxDOT's cost-effectiveness criteria. - Neighborhood walls are considered by the Mobility Authority in isolated locations in consultation with local neighborhood representatives (such as homeowners'/property owners' associations) whenever neighborhoods express an interest in having walls. - In order to construct a gate as a part of the potential wall, application and approval of a driveway permit from TxDOT would be required.



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Mary Scheible	6/28/19	VOH Website Comment	I represent MBS Family LP, the owners of the property at 951 N Hwy 183 in Liberty Hill. We have been made aware of the proposed 183A extension which will directly effect the entry and exit of this property. We have submitted previous comments with our concerns and proposed amendments to the project to offer increased safety upon entry and exit. We have since been in contact with our tenants Gintzler International -TX a Resource Label Group company along with their real estate counsel who also agree with our proposed amendments and support the changes proposed to insure safe entry and exit for their employees, customers and vendors including LTL large trucks.	The Mobility Authority will take this comment into consideration as it considers safety and traffic factors to ensure an optimal design for safe turning movements at this location.



Section A. Comment/ Response Matrix

Name	Date	Method	Comment Summary	Response
Dennis Symank	6/13/19	Speaker Comment	<p>Thank you. I live in San Gabriel Subdivision off County Road 258 the north end. We already have a dangerous intersection on County Road 258 and 183. My concern is that the toll road will be ending between 258 and 29. We'll be dumping traffic 70 miles an hour probably off the toll road, and on to the frontage road, and then we have an intersection there. I have noticed it is divided. That will help. But we know that people don't slow down at the end of the toll road until they get up the road a little bit. County Road 258 was improved by Williamson County in 2017 as a cut-through between Ronald Reagan and 183. As a result, we've seen a lot of increased traffic on County Road 258 cutting through between the two highways. So we are only getting more traffic, and yet we are having a -- I think a dangerous situation here. If we could -- and it's not possible, I know. But my concern is that the toll road is ending so close to County Road 258. If it can end further to the south, then you're at 29. And I know that's not feasible. But my concern that the toll road is ending right at 258, and we are going to have a lot of speeding cars coming off on to the frontage road. Thank you very much. Many parents already prohibit their children from using the intersection of 258 and 183. They make them use 260. So just want to make that known. I know a lot of parents, and that's exactly what they do. They prohibit their young drivers from using that intersection. Thank you.</p>	<p>The limited-access 183A tolled main lanes will end approximately 0.4 mile north of State Highway 29, where a ramp will provide egress to the US 183 frontage road. The 4-lane divided US 183 roadway will continue another 0.7 mile before eventually merging back to the 4-lane undivided highway. Signage will indicate approaching merged lanes and lower speed limits.</p> <p>TxDOT will determine when conditions at the US 183 and CR 213/258 intersection justify a traffic signal warrant study. In addition, Williamson County has proposed that the Seward Junction Loop North be aligned along CR 213/258 at this location. The Mobility Authority will direct concerns related to on signalization for the US 183 and CR 213/258 intersection to TxDOT and Williamson County.</p>



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Name	Date	Method	Comment Summary	Response
Michael Peterson	6/13/19	Speaker Comment	Hi. My name is Mike Peterson. I would just like to make a comment concerning the services roads for those not using it. The current 183 has got -- it's very dangerous the way the service roads are laid out. You're continually having to move back and forth across lanes. My recommendation would be to allow a driver to stay in one lane, and if you need to turn left or right at an intersection add a turn lane at the intersection, but don't keep making driver change lanes, which is very dangerously.	As it pertains to the existing 183A Toll facility, the Mobility Authority will take this comment into consideration for future projects. For the proposed 183A Phase III project, transitions from through lanes to turn lanes on the frontage roads are minimal, but the Mobility Authority will also take this concern into consideration for the proposed project.
Jeff Lentz	6/13/19	Verbal Comment	My name is Jeff Lentz. I wanted to talk about the entrances to your 183A being too close to your intersections. For example, I travel 183 every morning, and when I hit the Crystal Falls intersection, the cars just coming flying out of that intersection across to get on to 183A, and there are many mornings where I actually had to slam on my brakes, and come to a complete stop to avoid hitting someone. So I think they need to adjust the entrances to be a little bit further away from the intersections themselves.	The Mobility Authority will take this comment into consideration. Project design elements, including the location of access and egress in relation to intersections, are compliant with TxDOT design standards.