

August 24, 2016

Andre H Betit, Jr. PE
Dipti Borkat-Desai, PE
Upal Barua, P. Eng., PE
City of Austin
Austin Transportation Department

RE: Austin Oaks TIA – TIA Comment Response

Dear Mr. Betit, Mr Borkar-Desai, and Mr. Barua:

Please accept this Comment Response Letter for the above referenced project. This submittal is in response to the comments provided by the Austin Transportation Department. The comments that were not considered addressed have been included below for reference.

Traffic Engineering and Arterial Management Division staff comments received 8/23/2016.

9, 11, & 13. While an adequate explanation is included with the response and is included in the TIA report, the figures showing the site trip distribution at the site driveways indicate that 0% of the trips in the AM peak four exit the site. This appears to be typographical error since there are volumes shown for these the Applicant provide replacement figures to address these issues.

Response: In the Local Trip Distribution Percentage Exhibits (Exhibits 8, 15, 22, & 29) the first number associated with each movement represents "Inbound Site-Traffic" as per the legend. Because there are no inbound trips *exiting*, it is "0" for all movements exiting the site.

18. In the response to comments, the Applicant indicates that they recommend installing an advance flasher west of the Spicewood Springs Road/Hart Lane intersection. However, this improvement is not listed in Appendix R. We recommend that the Applicant include this recommendation in the improvement identified.

Response: Table 26 (also Appendix R) has been updated and now described installing an advance flasher west of the intersection of Spicewood Springs Road and Hart Lane. **See Attached.**

21. The taper shown for the end of the acceleration lane at the Executive Center Drive/ Mopac 1 SB Frontage Road intersection appears to be substandard. We recommend that the Applicant review the design with TXDOT for their approval.

Response: TxDOT has the TIA which includes the proposed design. An alternative design which includes an auxiliary lane between Executive Center Drive and Greystone Drive is included. **See Attached.**

25. The response to comments indicates that the bicycles will share a lane north of the intersection for approximately 250'. This is unacceptable for bicycle mobility and safety. We recommend that the roadway be widened for this 250' so that the bicycle lane will be continuous.

Response: The ROW is not available for road widening. The bicycles can share the roadway or ramps could be providing to allow the bikes to utilize the sidewalk.

30. We request that copies of correspondence between the Applicant and TXDOT be provided to the City of Austin.

Response: The City of Austin was copied on the correspondence to TxDOT. **See Attached.**

31. Mitigation: The mitigation identified in the response to comments (Appendix U) does not agree with what is proposed in the TIA (Appendix R). For example, at the Executive Center/Wood Hollow Drive intersection the response to comments letter indicates that a multilane roundabout will be proposed in 2024 and the TIA indicates that this intersection will be signalized if it meets warrants in 2024. We recommend that the Applicant clarify this discrepancy.

Response: Although a signal may ultimately be required, the recommended all-way stop could remain and be monitored until the signal is necessary. An intersection analysis is recommended prior to the installation of the signal.

Please contact me at 817-335-6511 if additional information is required.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Jeff Whitacre, P.E., AICP, PTP
Transportation Engineer

Comment Response Attachments

TABLE 26

OPINION OF PROBABLE COST SUMMARY – PHASE I IMPROVEMENTS

AUSTIN OAKS TIA

Improvement Name	Improvement Description	Opinion of Probable Cost (\$)	Site Traffic (%)	Pro-Rata Cost Share (\$)
1. Spicewood Springs Road & Hart Lane (2018)	Install a fully actuated traffic signal at the intersection of Spicewood Springs Road and Hart Lane. This installation to include an advance flasher west of the intersection of Spicewood Springs Road and Hart Lane.	\$ 420,000	11.0%	\$ 46,200
2. Spicewood Springs Road & Hart Lane (2018)	Widen Hart Lane between Executive Center Drive and Spicewood Springs Road.	\$ 150,000	11.0%	\$ 16,500
3. Spicewood Springs Road & Wood Hollow Drive (2018)	Extend the westbound left-turn bay of Spicewood Springs Road to Wood Hollow Drive.	\$ 50,000	42.5%	\$ 21,250
4. Spicewood Springs Road & Wood Hollow Drive (2018)	Provide a right-turn overlap operation at the northbound right-turn movement of Wood Hollow Drive to Spicewood Springs Road.	\$ 10,000	29.3%	\$ 2,930
5. Executive Center Drive & Wood Hollow Drive (2018)	Restripe Wood Hollow Drive between Executive Center Drive and Spicewood Springs Road.	\$ 20,000	40.1%	\$ 8,020
6. Spicewood Springs Road & Loop 1 SBFR (2018)	Provide a FREE, channelized operation at the southbound right-turn movement from Loop 1 SBFR to FSpicewood Springs Road (westbound)	\$ 175,000	7.3%	\$ 12,780
7. Spicewood Springs Road & Loop 1 SBFR (2018)	Provide a FREE eastbound right-turn movement from Spicewood Springs Road to Loop 1 SBFR	\$ 35,000	7.3%	\$ 2,560
8. Executive Center Drive & Wood Hollow Drive (2018)	Provide stop-control at the northbound and southbound approaches of Wood Hollow Drive.	\$ 10,000	52.6%	\$ 5,260
9. Executive Center Drive & Loop 1 SBFR (2018)	Construct a southbound right-turn deceleration lane on Loop 1 SBFR (upstream of Executive Center Drive).	\$ 160,000	77.5%	\$ 124,000
10. Executive Center Drive & Loop 1 SBFR (2018)	Construct a southbound acceleration lane on Loop 1 SBFR (downstream of Executive Center Drive).	\$ 130,000	85.6%	\$ 111,280
11. Greystone Drive & Loop 1 SBFR (2018)	Construct a southbound right-turn deceleration lane on Loop 1 SBFR (upstream of Greystone Drive).	\$ 160,000	39.5%	\$ 63,200
12. Far West Boulevard & Hart Lane (2018)	Widen the northbound approach and restripe the southbound approach of Hart Lane at the intersection of Far West Boulevard.	\$ 110,000	8.6%	\$ 9,460
13. Far West Boulevard & Wood Hollow Drive (2018)	Provide a right-turn overlap operation at the northbound right-turn movement from Wood Hollow Drive to Far West Boulevard.	\$ 20,000	5.8%	\$ 1,160
14. Far West Boulevard & Loop 1 SBFR (2018)	Provide a FREE, channelized operation at the southbound right-turn movement from Loop 1 SBFR to Far West Boulevard (westbound)	\$ 175,000	7.5%	\$ 13,130
Phase I Improvements Subtotal		\$ 1,625,000	-	\$ 437,730

THE ENGINEER HAS NO CONTROL OVER THE COST OF LABOR, MATERIALS, EQUIPMENT, OR OVER THE CONTRACTOR'S METHODS OF DETERMINING PRICES OR OVER COMPETITIVE BIDDING OR MARKET CONDITIONS. OPINIONS OF PROBABLE COSTS PROVIDED HEREIN ARE BASED ON THE INFORMATION KNOWN TO ENGINEER AT THIS TIME AND REPRESENT ONLY THE ENGINEER'S JUDGMENT AS A DESIGN PROFESSIONAL FAMILIAR WITH THE CONSTRUCTION INDUSTRY. THE ENGINEER CANNOT AND DOES NOT GUARANTEE THAT PROPOSALS, BIDS, OR ACTUAL CONSTRUCTION COSTS WILL NOT VARY FROM ITS OPINIONS OF PROBABLE COSTS.



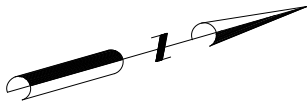
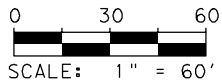
MATCHLINE A-A



MATCHLINE A-A

NOTE:

CITY OF AUSTIN AND TRAVIS COUNTY RECORD DATA WAS UTILIZED FOR ALL EXISTING INFORMATION SHOWN WITHIN THIS EXHIBIT. THE LOCATIONS OF ALL ITEMS SHOWN IN THIS EXHIBIT ARE APPROXIMATE. THIS EXHIBIT IS NOT INTENDED FOR ANY CONSTRUCTION USE.



Arens, Payton

From: Whitacre, Jeff
Sent: Wednesday, August 24, 2016 6:21 AM
To: Arens, Payton
Subject: FW: Austin Oaks TIA

TxDOT correspondance

From: Hector Tamez [mailto:Hector.Tamez@txdot.gov]
Sent: Tuesday, August 09, 2016 9:23 AM
To: Whitacre, Jeff <jeff.whitacre@kimley-horn.com>
Cc: MWhellan@gdhn.com; JonR@spirerealty.com; Scott.James@austintexas.gov; Andre.Betit@austintexas.gov; Upal.Barua@austintexas.gov; David Baroi <David.Baroi@txdot.gov>; Mahendran Thivakaran <Mahendran.Thivakaran@txdot.gov>; Michael McKissick <Michael.McKissick@txdot.gov>; Joseph Muck <Joseph.Muck@txdot.gov>; Richard Garcia <Richard.E.Garcia@txdot.gov>; Lloyd Chance <Lloyd.Chance@txdot.gov>; Heather Ashley-Nguyen <Heather.AshleyNguyen@txdot.gov>
Subject: RE: Austin Oaks TIA

Jeff,

Please see our answers below in **bold red**.

Thank you,



Hector R. Tamez, P.E. | Transportation Engineer
Traffic Operations - Austin District
7901 N IH 35, Austin, TX 78753
Phone: (512) 832-7143 | Email: Hector.Tamez@txdot.gov

From: jeff.whitacre@kimley-horn.com [mailto:jeff.whitacre@kimley-horn.com]
Sent: Friday, August 05, 2016 4:36 PM
To: Hector Tamez
Cc: MWhellan@gdhn.com; JonR@spirerealty.com; Scott.James@austintexas.gov; Andre.Betit@austintexas.gov; Upal.Barua@austintexas.gov; David Baroi; Mahendran Thivakaran; Michael McKissick; Joseph Muck; Richard Garcia
Subject: RE: Austin Oaks TIA

Hector – thanks for your comments on the way in which the proposed improvements should be implemented. I understand that TxDOT may have further information or comments; however, I take it from your response that, at this point, TxDOT (Traffic Section) is satisfied with the proposed recommendations, subject to your feedback on the implementation of the specific TIA recommended improvements.

TxDOT Comment – Until all our comments are addressed in full, we will consider our TIA review open.

I have provided some further explanation for your comments – please see my bracketed responses below.

Again, thanks for providing the feedback and for indicating which proposed improvements would be appropriate for us to pursue with you and the City.

Jeff Whitacre, P.E., AICP, PTP

Kimley-Horn | 801 Cherry Street, Unit 950, Fort Worth, TX 76102

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Celebrating nine years as one of FORTUNE's 100 Best Companies to Work For

From: Hector Tamez [<mailto:Hector.Tamez@txdot.gov>]

Sent: Friday, August 05, 2016 1:21 PM

To: Whitacre, Jeff <jeff.whitacre@kimley-horn.com>

Cc: MWhellan@gdhn.com; JonR@spirerealty.com; Scott.James@austintexas.gov; Andre.Betit@austintexas.gov; Barua,

Upal <Upal.Barua@austintexas.gov>; David Baroi <David.Baroi@txdot.gov>; Mahendran Thivakaran

<Mahendran.Thivakaran@txdot.gov>; Michael McKissick <Michael.McKissick@txdot.gov>; Joseph Muck

<Joseph.Muck@txdot.gov>; Richard Garcia <Richard.E.Garcia@txdot.gov>

Subject: RE: Austin Oaks TIA

Jeff,

Here are TxDOT (Traffic Section) comments on the 07-26-2016 Austin Oaks TIA. I will reference improvement numbers from Table 26 on the TIA.:

1. Sidewalks along Mopac Frontage Road – match Mopac improvement project Shared Used Path (SUP) width of 10'. (Improvements 6, 7, 9, 10, 11, 14). [JEFF W – we understand that 10' is preferred; however, given the constrained conditions – including trees – we have proposed maintaining the current 8' sidewalk].
TxDOT Comment – 10' is not preferred, it is required. The Mopac Express Lane project is installing 10' SUP. Please contact Lloyd Chance or Heather Ashley-Nguyen for details (I copied them on this e-mail).
2. Locations with pro-rata share less than 100% will be combined to fund some locations at 100%. [JEFF W – this makes sense and we believe the City is also proposing this approach.]
TxDOT Comment – Concur.
3. Improvement # 7 – This improvement needs to be funded by developer 100% by combining funds from other locations. [JEFF W – yes, it seems that this is one that is an example of your point #2 immediately above and one that we should implement.]
TxDOT Comment – Concur.
4. Improvement # 9 – Based on 50 MPH speed the deceleration length needs to be 465'. Your calculated pro-rata share is 77.5 %. Developer needs to build deceleration length of 360' (465' x 77.5%) at 100% developer cost. [JEFF W – at the time of implementation, we will investigate again the length of the deceleration lane; however, the analysis took into account the site constraints, including trees].
TxDOT Comment – The purpose of this comment is to state that TxDOT Roadway Design Manual requires you to build 465' of deceleration lane, but since you are only responsible for 77.5%, you need to build 360' (77.5%) at 100% developer cost.
5. Improvement # 10 – Based on 50 MPH speed the acceleration length needs to be 720'. Your calculated pro-rata share is 85.6 %. Developer needs to maximize acceleration length to the driveway to the north (720' x 85.6%= 616') at 100% developer cost. [JEFF W – similar to #4 above, at the time of implementation, we will investigate the possibility of adjusting the proposed length of the acceleration lane given the site constraints.]
TxDOT Comment – The purpose of this comment is to state that TxDOT Roadway Design Manual requires you to build 720' of deceleration lane, but since you are only responsible for 85.6%, you need to build up to 616' (85.6%) at 100% developer cost.

6. Improvements # 6, 11, 14 – The funds for these improvements can be combined or used at other locations. If there are any unused funds by TxDOT, they can be used for City of Austin locations. [JEFF W – ok; makes sense].
TxDOT Comment – Concur.
7. Mopac (Lp 1) FR (NB & SB) and Spicewood Springs Rd – No improvements suggested on TIA. Please provide proposed solutions and pro-rata share. [JEFF W – we have a discussion of the regional issues at page 14 of the Updated TIA and include there a discussion of the improvements and challenges at Mopac and Spicewood Springs Rd, such as railroad constraints.]
TxDOT Comment – The Austin Oaks re-development will affect these intersections. You need to propose recommendations and pro-rata share. These funds can be applied at other improvements.
8. Mopac (Lp 1) NBFR and Far West – No improvements suggested on TIA. Please provide proposed solutions and pro-rata share. [JEFF W – we have a discussion of the regional issue at page 14 of the Updated TIA and include there a discussion of the improvements and challenges at Mopac and Far West (SBFR). Determining these regional improvements is within the control of TxDOT and the City; beyond the scope of mitigation for a local development. Do you have a copy of regional improvement plans that you could share with us?]
TxDOT Comment – The Austin Oaks re-development will affect these intersection. You need to propose recommendations and pro-rata share. These funds can be applied at other improvements.

The City of Austin and TxDOT North Travis Area Office may have additional comments.

Thank you,



Hector R. Tamez, P.E. | Transportation Engineer
Traffic Operations - Austin District
7901 N IH 35, Austin, TX 78753
Phone: (512) 832-7143 | Email: Hector.Tamez@txdot.gov

From: jeff.whitacre@kimley-horn.com [<mailto:jeff.whitacre@kimley-horn.com>]
Sent: Wednesday, July 27, 2016 7:09 AM
To: Scott.James@austintexas.gov; Andre.Betit@austintexas.gov; Hector Tamez
Cc: MWhellan@gdhm.com; JonR@spirerealty.com
Subject: Austin Oaks TIA

Scott/Andre/Hector –

I uploaded the Austin Oaks TIA and supporting elements to a ftp site whose instructions are below. The documents should be delivered this morning. Everything on the ftp is on the DVD that is being delivered, but I went ahead and put everything on a ftp for your convenience and in case a DVD gets misplaced or does not work properly. I did upload the documents to the TxDOT drop box as well.

Two items that I attached to this e-mail are the help tools I suggested to Andre. One is a reference to how we addressed the previous comments in the new report. This is nothing official but was made to help in the review process and corresponds to our response to comments. The other is a lookup to help with the Synchro Report Appendix. The matrix tells you what page in the .pdf to go to. Both of these items are on the DVD and FTP, but I thought they were worth pointing out.

During your review if I can assist in answering a question, please let me know.

Thanks!

The ftp folder has been created under the /_secure folder on the <ftp://ftp.kimley-horn.com> site.

Folder name : *AustinOaksJuly*
Username : *AustinOaksTIA*
Password : *traffic*
Expiration Date : *8/31/2016*

Every browser handles secure ftp sites differently. The universal method to access the site from different browsers is the link listed below which includes the folder and site names as well as the user name and password:

ftp://AustinOaksTIA:traffic@ftp.kimley-horn.com/_secure/AustinOaksJuly

Access to FTP

There are multiple ways to gain access to the FTP site.

Internet Explorer 7

IE 7 has implemented changes to browser FTP behavior. Follow the steps below to open the FTP site in IE 7.

1. Click the FTP link.
2. Once the FTP site is open in IE 7, click the Page icon in IE 7. This is located on the right just below the search box.
3. Select Open FTP Site in Windows Explorer.
4. You will get an error message stating that you don't have access. Click OK.
5. Click File in the top menu.
6. Select Login As... .
7. Enter the username and password for the folder you are accessing and click OK.

You should now have access to the FTP site.

Copy/Paste Method

FTP can be handled by Windows' file explorer called Windows Explorer. Simply copy the link from this e-mail, open Windows Explorer, and paste the link into the address bar. This will open the FTP site and grant you access.

Link to FTP Site

Once you are able to access the site, a third way to connect becomes available. Included in the root directory of the FTP site is a command file. You can download this file to your local machine and use it as a direct link to the FTP site. Simply download the 'FTP Link - AustinOaksJuly.cmd' file and place it somewhere you can easily find it, such as your desktop. Once you have it downloaded you can use this to connect to the FTP. Double-click the file and it will open Windows Explorer and prompt you for your username and password. Enter these and press Login and you will be in the FTP site.

FTP SITE DISCLAIMER

This secure ftp site has been established by Kimley-Horn and Associates, Inc. (KHA) for limited use by certain of its clients and other expressly authorized users. All authorized users have been provided with a username and password. If you have not been expressly authorized by KHA to access this site, please disconnect immediately.

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2. Only printed copies of documents conveyed by KHA may be relied upon. Any use of the information obtained or derived from these electronic files will be at the authorized user's sole risk and with no risk or liability to KHA.
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Jeff Whitacre, P.E., AICP, PTP

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