

RESPONSE TO COMMENTS INDEX

Index	Comment Description	Report Page	Section	Brief Excerpt
1	Existing Office Development Traffic	18		The methodology of estimating the existing office development traffic using ITE methodology, as opposed to actual count data, was submitted in the scoping meeting notes
2	Existing Traffic Volumes	6	Existing Traffic Volumes	Table 4
3	Existing Traffic Volumes	7	Existing Traffic Volumes	Traffic volumes at Loop 1 On-ramps and Off-ramps were calculated based upon volumes collected at intersections adjacent to each ramp.
4	Existing Traffic Volumes	7	Existing Traffic Volumes	The raw traffic counts are provided in Appendix E. The peak hour counts included in Appendix E are year 2014. The volumes shown in Exhibit 4 are year 2016 (2014 volumes grown by 2% annually).
5	Existing Traffic Volumes	7	Existing Traffic Volumes	The TMCs were volumes balanced at the following locations to keep a consistent volume along the corridor. The volume balancing was balanced on the through volumes and compared to the 24-hour tube volume to confirm accuracy.
6	Existing Traffic Volumes	7	Existing Traffic Volumes	The TMCs were volumes balanced at the following locations to keep a consistent volume along the corridor. The volume balancing was balanced on the through volumes and compared to the 24-hour tube volume to confirm accuracy.
7	Existing Traffic Volumes	7	Existing Traffic Volumes	The TMCs were volumes balanced at the following locations to keep a consistent volume along the corridor. The volume balancing was balanced on the through volumes and compared to the 24-hour tube volume to confirm accuracy.
8	Background Growth	8	Background Traffic Growth	Table 5
9	Trip Distribution	19	Trip Distribution And Assignment	Table 12 & 13
10	Trip Distribution	18	Trip Distribution And Assignment	Multiple paths of travel exist for each origin-destination pair.
11	Trip Distribution	19	Trip Distribution And Assignment	Table 12 & 13
12	2018 Traffic Volumes	20	Trip Distribution And Assignment	For all existing intersections, trip distribution percentages are multiplied by the Net New External Trips to calculate the trip assignment volumes to avoid "double counting" the existing office trips. For all site driveways, trip distribution percentages are multiplied by the Trips (at Site Driveways) to calculate the trip assignment volumes as these driveways were assumed to have no existing office trips.
13	2020 Global Trip Assignment	Pages 26, 40, 51, & 63	Build Volume Exhibits	Exhibits 9, 16, 23, & 30
14	2020 Local Trip Distribution	19	Trip Distribution And Assignment	Table 12 & 13
15	Advisory Comment On Intersection Capacity Analysis	4	Analysis Methodology	Table 2
16	MOE Parameters By Approach	Multiple Pages	LOS Tables	LOS Tables
17	LOS Analysis	7	Existing Traffic Volumes	The HCM 2010 recommends one peak hour for the entire intersection
18	2016 Improvements At Spicewood Springs Road & Hart Lane	30	2018 Improvements	Spicewood Springs Road & Hart Lane (1).
19	Spicewood Springs & Wood Hollow Drive	30	2018 Improvements	Spicewood Springs Road & Wood Hollow Drive (3) & (4).
20	Executive Center & Wood Hollow Drive	31	2018 Improvements	Executive Center Drive & Wood Hollow Drive (8)
21	Mopac Southbound Frontage Road From Spicewood Springs	32	2018 Improvements	Appendix H
22	Intersection Of Southbound Mopac & Spicewood Springs Road	31	2018 Improvements	Spicewood Springs Road & Loop 1 SBFR (7).
23	Intersection Of Northbound Mopac & Spicewood Springs Road	14	Existing and Future Regional Impacts	Spicewood Springs Road & Loop 1 NBFR.
24	Intersection Of Greystone Drive & Southbound Mopac	31	2018 Improvements	Greystone Drive & Loop 1 SBFR (11).
25	Intersection Of Hart Lane And Greystone Drive	67	2024 Improvements	Greystone Drive & Hart Lane (4).
26	Intersection Of Hart Lane And Executive Center Drive	67	2024 Improvements	Executive Center Drive & Hart Lane (1) & (2).
27	Intersection Of Far West Boulevard And Hart Lane	31	2018 Improvements	Far West Boulevard & Hart Lane (12).
28	Intersection Of Northbound Mopac Service Road & Far West Boulevard	14	Existing and Future Regional Impacts	Spicewood Springs Road & Loop 1 NBFR.
29	Additional Comments			
30	TxDOT Review			