

Wyoming Springs Public Involvement Comments and Questions

Name	Comment/Question	Response
Amanda Bestedo	I am In shock by seeing the plans in person. I do not agree with this planned road. I have lived in Round Rock since 1999 and don't want to see any more change to Hairy Man Road or the area around Brushy Creek. I remember driving down that road before moving here with my family, thinking "this is where I can live forever" it is so beautiful. This small stretch of road isn't needed. People have other ways of getting around. Just because the city plans to plant some trees doesn't mean it will replace the ones they cut down. As a nurse during this pandemic & seeing how selfish people can be, let's not be selfish here with cut developing to "make it easier" for us to commute. Think about the species that's going to be affected by this. Us Humans will be okay with one less road.	The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones. The city's consultant team includes an environmental consultant with experts in threatened and endangered (T&E) species, and who have performed similar studies on many other local projects. The team is coordinating the project with the US Fish & Wildlife Service (USFWS), the federal agency with purview for regulating and reviewing projects for compliance with the Endangered Species Act. The Jollyville Plateau Salamander is one of the T&E species being evaluated by the environmental team. The USFWS will issue a determination based on their review of the results of the studies.
Robert McAllen	If this road is built please take into account light and noise pollution for residents. Lights should be for safety on the road. We do not need to light the neighbors. Please be sure to plant trees to dull some of the noise also.	The city will work to limit the height of street lights and also to use directional luminaires to direct light towards the street and minimize light spillage to adjacent properties.
Ben McAllen	Suggestion: provide more detail on the environmental impact of project. Take into account noise pollution with respect to neighboring houses. Also consider light pollution with respect to neighboring houses.	The current plan includes street trees, but the city will consider additional screening for noise. The city will work to limit the height of street lights and also to use directional luminaires to direct light towards the street and minimize light spillage to adjacent properties.
David Marguardt	Street lights on the existing section of Wyoming Springs are too high and too bright! My backyard is well lit by these lights and I would prefer much less light! Please ensure lights on the new section point down and only light the road and paths.	The city will work to limit the height of street lights and also to use directional luminaires to direct light towards the street and minimize light spillage to adjacent properties.

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David Marguardt	Heading north on the existing Wyoming Springs the shared use path is on the east side, The new section has shared use path on the west side. Staying on the shared use path requires crossing over Wyoming Springs at Brightwater/Creek Bend. This is inconvenient and adds danger!	Road crossings are unavoidable for shared use side paths. The path is proposed on the west side so it can connect with the planned County regional trail at Hairy Man Road.
David Orr	I have strong concerns about the purported need for this project. We moved into this neighborhood comfortable with the existing road network I don't know if nearby residents were surveyed to determine how many people want this. I think the city has decided to build this project because years ago it would be good for real estate development, to make Wyoming Springs a major thoroughfare that would funnel cut through traffic and put the noise, speeding vehicles, and all the associated impacts with a major arterial. I think the city council needs to hold a hearing right away to seek public comment before this project takes on a "life of it's own" Where so much money gets sunk into planning that canceling it becomes politically unacceptable. The council represent us and they should take action now.	The Transportation Master Plan (TMP) was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts on that network and to the citizens and community that use this roadway network.
Francine Harris	You must listen to those of us who live in this area! Please consider saving every tree in the canopy on Hairy Man Rd!	The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones.
Robert McAllen	Objection: I do not see a major need for this road at this time. Whilst the long term plan has this I am most concerned about the environmental impact of this. We do not have to keep building out and the loss of the historic road coupled with loss of the wildlife is not worth the five minute of saved time. Please relook at these plans.	The Transportation Master Plan (TMP) was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts on that network and to the citizens and community that use this roadway network.

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BJ Goins	Although I am not in agreement with another bridge crossing Hairy Man Rd. within a mile of Creek bend Bridge I know the CORR will build the bridge. The design needs to be inspirational design that fits the area, not a concrete monstrosity but a bridge that Round Rock could be proud of. A bridge that might have arches and stone maybe a stone facade to fit budgetary needs, should be considered.	The city is working with its consultant to provide a more aesthetically pleasing bridge structure than the usual roadway bridges.
Tiffany Kocher	Thanks so much for your hard work in making our community better. Being able to access areas and connect one another is great. I would love to see some added measures on the existing Wyoming Springs Near Fern Bluff to help protect children from surrounding areas. Vehicles and other traffic.	Thank you for the positive input. The city will work to implement traffic controls to promote safe intersections for all users, including vehicles, bicyclists, and pedestrians.
Farrell Walker	the "20 year plan" was made before the houses and people came. To damage the aquifer and the endangered species in the creek is unthinkable. The enormous proposed bridge is less than 1 mile from the Creek Bend Bridge and as we know the Creek Bend extension disturbed multiple caves. The environmental damage proposed to the area will be devastating to a historical area known for the life supported by the creek. Don't build another disgusting bridge over our creek.	The city is working with its consultant to provide a more aesthetically pleasing bridge structure than the usual roadway bridges.

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Jana Robinson	you're negatively impacting Stone Canyon in favor of Saul's Ranch a horrendous looking neighborhood. You're adding significant traffic by Fern Bluff elementary- children will be walking, riding bikes, etc. Severely impacting the ability to get kids to CTMS & RRHS. The Creek bend extension has already caused a huge increase in traffic. Traffic will be increased again once people move into Saul's Ranch and again when the new under construction neighborhood on Wyoming Springs is built. Lets not forget the negative environmental impact to Hairy Man Road, Brushy Creek, the salamanders plus the potential of Native American artifacts which has not been thoroughly researched just because someone put it in the master plan doesn't make it the right thing to do it sounds like your taking the "it's not my fault" route for the sole benefit of the construction companies and other outlying neighborhoods. People in those neighborhood knew the road conditions when they moved in. Against.	The Transportation Master Plan (TMP) was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts on that network and to the citizens and community that use this roadway network. Archeological investigations have been performed and submitted to the Texas Historic Commission (THC) for review.
Alecia Taylor	If Saul's Ranch hadn't already decimated an obscene amount of trees on Hairy Man, I wouldn't have such a problem with the road. However here we are. We have to protect what we have left. I could be persuaded with a more attractive bridge, but right now it looks like the 35 underpass. Don't cheap out on this. Give the Hairy Man a proper home.	The city is working with its consultant to provide a more aesthetically pleasing bridge structure than the usual roadway bridges.
Clark Robinson	My Family is opposed to the Wyoming Springs Extension, as it will increase traffic in the Stone Canyon Neighborhood. We have already experienced a major increase in traffic due to the Creek bend extension. Wait times on Wyoming Springs turning onto 620 are already terrible & this project will just increase them. Please so what you can to minimize traffic on Wyoming Springs, Save tress on Hairy Man Road, and save the Jollyville Salamanders. Thank you	Population growth and traffic are increasing whether this road is built or not. This road is part of the city's Master Transportation Plan and not building elements of the plan adversely affect other roadways within the city.

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Catie Robinson	<p>Hairy Man has already been destroyed enough. Why should the natural environment that those of us in the Stone Canyon neighborhood love and enjoy be further destroyed to make life easier for people in other neighborhoods? Don't cut more trees, don't disrupt the water, don't harm the endangered salamanders. We in Stone Canyon are against this project. Plans can change Don't do this. And I don't appreciate your "whatever" attitude to concerned members of this community. You say this is what the community wants, but clearly it's not. Listen to the people whose homes you can affect. Stop trying to make Hairy Man into an ugly suburban golf course. Rethink your plan, this is our neighborhood. Round rock needs its iconic landmarks. its all that keeps us from being more McMansion suburban sprawl. The salamanders can't be saved once the damage is done. Neither can the trees or the creek. Don't build this ugly road.</p>	<p>The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones. The city's consultant team includes an environmental consultant with experts in threatened and endangered (T&E) species, and who have performed similar studies on many other local projects. The team is coordinating the project with the US Fish & Wildlife Service (USFWS), the federal agency with purview for regulating and reviewing projects for compliance with the Endangered Species Act. The Jollyville Plateau Salamander is one of the T&E species being evaluated by the environmental team. The USFWS will issue a determination based on their review of the results of the studies.</p>
Kim Goodman	<p>So many bridges so little time!!! This is not necessary this design(s) are cookie cutter and Soooo vanilla If you have to why not a beautiful stone bridge with arches or something??? Better yet leave this archaeological and environmentally sensitive area full of Karsts protected endangered species alone. Where is your soul??? Do you have one ??? With this LRTP looking like a waffle cone blanket draping the county, you don't need to have bridge going over such a sensitive area. Shame on you</p>	<p>The city is working with its consultant to provide a more aesthetically pleasing bridge structure than the usual roadway bridges.</p>

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Amanda Evans	<p>The Brushy Creek Corridor has an established ecosystem that is being destroyed. With Several neighborhood developments being greenlit, it seems the city of Round Rock and Wilco are using that as an excuse to ruin a historical and environmental treasure. The excuse that this has been in the plans for twenty years does not hold water! This is a recharge zone with Tonkawa Indian artifacts and salamanders that's purpose is to clean the water(spring), which is specific to this area only. the tree canopy has been taken enough! Hairy Man Road should be left as is. The environmental studies only show construction until cement can be brought in to fill the caves and Karsts that provide our clean water, provide for the local animals such as bats, bobcats, coyote, deer, fox, armadillos, possum, raccoons, and many more. Stop killing the soul historical and environmental gemstones at this area.</p>	<p>The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones. The city's consultant team includes an environmental consultant with experts in threatened and endangered (T&E) species, and who have performed similar studies on many other local projects. The team is coordinating the project with the US Fish & Wildlife Service (USFWS), the federal agency with purview for regulating an reviewing projects for compliance with the Endangered Species Act. The Jollyville Plateau Salamander is one of the T&E species being evaluated by the environmental team. The USFWS will issue a determination based on their review of the results of the studies.</p>
Susan Boyle	<p>All these homes have been told they cannot build fences along their back yards due to flood plain, thus cannot prevent people on the shared use path from walking into and littering in their yards. There is no plan for a wall on this side provided by the city, so what is the remedy? Also, this entire pathway floods whenever there is rain because the drainage from Behrens' Ranch comes through here already.</p>	<p>This corridor was set aside as right-of-way for this roadway as part of the city's master transportation plan. The current plan includes street trees, but the city will consider additional screening for noise. A detailed hydraulic analysis was completed for the project and reviewed by the city's flood plain administrator. There are no adverse flood impacts to properties or structures.</p>
Susan Boyle	<p>The proposed bridge supports are right where the creekway disappears and enters the aquifer.</p>	<p>Recharge of surface water into the underlying Edwards Aquifer within streambeds is characteristic of the Edwards Aquifer Recharge Zone. The Texas Commission on Environmental Quality (TCEQ) Edwards Aquifer Protection rules as applicable to this project, will be followed to address potential impacts to surface and groundwater quality. The project team will prepare a Water Pollution Abatement Plan (WPAP), including a Geologic Assessment, to address mitigation of potential contaminants generated during construction and after construction. The WPAP will be submitted to TCEQ for review and approval.</p>

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Susan Boyle	These homes currently back to trees and wetlands. The road will bring noise and traffic, with no proposal for mitigation from the city in the plan. Other portions of the roadway are getting walls, but nothing for the Tonkawa Springs residents.	This corridor was set aside as right-of-way for this roadway as part of the city's master transportation plan. The current plan includes street trees, but the city will consider additional screening for noise.
Irfan Macchiwalla	1. Seriously concerned about traffic on Wyoming springs Dr. It is already extremely difficult to exit Onto Wyoming from Falcon and I only see it getting worse. For our neighborhood this is the only viable exit from the sub division.	Parkwood Valley or Oaklands are viable exits and are signalized intersections.
Irfan Macchiwalla	2. Is this extension even necessary. How many people will it serve vs cost of implementation.	The most recent traffic counts on Wyoming Springs at Brightwater Boulevard are 2,277 vehicles per hour at peak travel times, and we anticipate that to double by 2040. Our traffic models estimate average daily traffic along the new roadway to be 7,600 in 2023, the year we expect the road to open, and nearly double to 15,000 by 2040. Those projections clearly show the need to add capacity to our roadway network at that location.
Irfan Macchiwalla	3. I don't believe you should proceed just because it was part of the master plan decades ago. I seriously question the need for this extension for future mobility.	Growth in the city has continued and even exceeded previous estimates, making the need to build out the system in the Master Transportation Plan evident. The MTP was updated in 2017.
Gene Saienga	Over 100,000 gallons of spring waters per day enter the Edwards Aquifer in this pond every day. Downstream only a few hundred feet away, in excess of another 100,000 gallons also enters the Edwards Aquifer. This is near one of the Round Rock city water wells. Tonkawa Springs and a number of private residences not within the city limits receives their drinking water from the Edwards. The plans appear to call for numerous deep pilings to be driven into this fragile karst with documented vuggy rock features. This would appear to open a "dead short" feature to allow auto and roadway pollution to enter the drinking water supplies. Please contact me for a copy of the study done by a certified Hydrologist which documents this feature. Gene Saienga	The city's environmental consultant has reviewed the report provided. Water quality and the aquifer are regulated by the TCEQ and this project will meet or exceed the requirements for water quality in the Edwards Aquifer Protection Program which will include preparing a Water Pollution Abatement Plan for review and approval from TCEQ.

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Tom Hunt	The proposed image of the bridge over Brushy Creek and Hairy Man Road does not include any trees. Part of what makes the path and area unique are the large mature trees along the road. I would like to see large trees replanted for those that enjoy the path and drive the road.	The image was created to show project elements clearly. The intent is not to clear cut all trees in the area, only remove those necessary to make the improvements. A large number of existing trees are proposed to remain.
Dale Malone	GREAT proposal! I didn't see any trees in the image as well and would also like the area to continue to have a high qty of trees.	The image was created to show project elements clearly. The intent is not to clear cut all trees in the area, only remove those necessary to make the improvements. A large number of existing trees are proposed to remain.
Tom Hunt		No comment was made.
Tom Hunt	I don't think this road segment and bridge are necessary since Creek Bend has been built. Creek Bend already provides the north south access to Sam Bass and Old Settlers needed in this area of Round Rock. Why do we need two large bridges built over a historically significant, beautiful, and fragile area of Round Rock within a half mile of each other?	There are still significant amounts of undeveloped land to the north. Planning for that development and resulting traffic means the full transportation network must be built to avoid significant congestion. The Transportation Master Plan (TMP) was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts on that network and to the citizens and community that use this roadway network.
Dale Malone	I would agree with this statement as well. Creek Bend doesn't see heavy use and why the need for a second N-S bridge access?	There are still significant amounts of undeveloped land to the north. Planning for that development and resulting traffic means the full transportation network must be built to avoid significant congestion. The Transportation Master Plan (TMP) was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts on that network and to the citizens and community that use this roadway network.

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Christi Snell	I encourage everyone concerned with this bridge project to look into the future transportation plans and maps for our area. There is a lot of sleaze behind these transportation "master plans" and the only winners, as always, will be the developers who are pushing for more more more.	The Transportation Master Plan (TMP) was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts on that network and to the citizens and community that use this roadway network. https://www.roundrocktexas.gov/departments/transportation/masterplan/
Dale Malone	How high will the MSE Retaining wall be along Wyoming Springs near Reprise Cove. We are building a house at the end of the cul de sac on Reprise Cove and are trying to determine how this will impact the view from our backyard. Are trees also being planted in the ROW in this area?	The abutment walls that would be directly adjacent to Hairy Man Rd are approximately 10-ft in height. The existing grades in the area are such that Reprise Cove is up on a hill and the topography falls off quickly as it goes down to Brushy Creek. The roadway profile is at or slightly below the existing ground as it approaches the bridge. This geometry can be seen at around station 134 thru 136 of the schematic profile.
Dale Malone	How high will the MSE Retaining wall be along Wyoming Springs near Reprise blvd. We are building a house at the end of the cul de sac on Reprise and trying to determine how this will impact the view from our backyard. Are trees also being planted in the ROW in this area?	The abutment walls that would be directly adjacent to Hairy Man Rd are approximately 10-ft in height. The existing grades in the area are such that Reprise Cove is up on a hill and the topography falls off quickly as it goes down to Brushy Creek. The roadway profile is at or slightly below the existing ground as it approaches the bridge. This geometry can be seen at around station 134 thru 136 of the schematic profile. (Link to schematic: https://www.roundrocktexas.gov/wp-content/uploads/2020/09/Final_Wyoming_Springs_Schematic-WITH-TREES.pdf)
Rilla Chaka	This road connection has been on the master plan for many years. But just because it has always been on there, does not mean it still needs to be built. I have a few areas of concern. 1) the trees on Hairy Man Road. It is unfortunate that the drawings shown on the Project Feature page showed NO trees. Seeming to validate the concern that all trees will be removed and the beautiful Hairy Man Roadway will be denuded.	The image was created to show project elements clearly. The intent is not to clear cut all trees in the area, only remove those necessary to make the improvements. A large number of existing trees are proposed to remain.

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Rilla Chaka	2) There was a lot of concern when Creek Bend was put through that it would increase the traffic on Wyoming Springs in front of Fern Bluff Elementary to a dangerous level. Adding this bridge will generate even more traffic on the existing part of Wyoming Springs. How is that going to impact the school??? I don't see it even mentioned	Population growth and traffic are increasing whether this road is built or not. This road is part of the city's Master Transportation Plan and not building elements of the plan adversely affect other roadways within the city. The school safety issue will be evaluated independently of the Wyoming Springs project. The crosswalk and pedestrian-activated flashing yellow lights at Wyoming Springs and Cloud Peak Lane was a solution agreed upon by City and Round Rock ISD officials, including representatives from Fern Bluff Elementary, when the roadway was expanded in 2010. The City and the school district are in regular communication about traffic safety issues at campuses throughout Round Rock. We will continue to work together to address any issues that arise from increases in vehicular traffic.
Rilla Chaka	3)What about privacy and noise for the homeowners in Tonkawa Springs who will back up to this project?? And those along Whitewater in Stone Canyon? And the soon to be built Sauls Ranch?	This corridor was set aside as right-of-way for this roadway as part of the city's master transportation plan. The current plan includes street trees, but the city will consider additional screening for noise.
Rilla Chaka	4) I don't see how the pillars to support the bridges can be built without impacting the creek and the springs.	Recharge of surface water into the underlying Edwards Aquifer within streambeds is characteristic of the Edwards Aquifer Recharge Zone. The TCEQ Edwards Aquifer Protection rules as applicable to this project will be followed to address potential impacts to surface and groundwater quality. The project team will prepare a Water Pollution Abatement Plan (WPAP), including a Geologic Assessment, to address mitigation of potential contaminants generated during construction and after construction. The WPAP will be submitted to TCEQ for review and approval.
Terry G Cook	Love the virtual presentation with zoom and scroll. Beautiful area; much needed - we all want you to be very careful!	Thank you , and we will proceed responsibly.

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Tyler Pittman	Please explain in detail why this is much needed. You seem to be for development and expansion in our area at any cost. I see no benefit and only a detriment to the area we live in and love. There is no need for this bridge	Whether wanted or not, the development and population are increasing in Round Rock. Planning for that development and resulting traffic means the full transportation network must be built to avoid significant congestion. The Transportation Master Plan (TMP) was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts on that network and to the citizens and community that use this roadway network. The most recent traffic counts on Wyoming Springs at Brightwater Boulevard are 2,277 vehicles per hour at peak travel times, and we anticipate that to double by 2040. Our traffic models estimate average daily traffic along the new roadway to be 7,600 in 2023, the year we expect the road to open, and nearly double to 15,000 by 2040. Those projections clearly show the need to add capacity to our roadway network at that location.
Joe Graves		No comment was made.

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Thomas Lanaux	<p>Many of us know or have heard that this project has been planned for many years, but i agree with the others that this road segment and bridges are not necessary since Creek Bend has been built. Creek Bend already provides the north south access to Sam Bass and Old Settlers needed in this area of Round Rock. In addition, Sauls Ranch has created 2 new roads that pass through to Hairy Man Road. In creating the new access roads on the Hairy Man side, they have already torn out many beautiful old trees (which did not need to be removed). With these new access options in this area, why proceed to build another road, that will only increase traffic by the elementary school and tear out even more of the remaining trees. Since Creek Bend has been completed more drivers are passing by the school, making it more dangerous for the children to cross (with constant speeding drivers). There has been an increased need for police since the opening and increase in traffic stops. I agree with my neighbors that this new access road will only encourage more speeding and more traffic- and more accidents.</p>	<p>Whether wanted or not, the development and population are increasing in Round Rock. Planning for that development and resulting traffic means the full transportation network must be built to avoid significant congestion. The Transportation Master Plan (TMP) was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts on that network and to the citizens and community that use this roadway network. The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones. The most recent traffic counts on Wyoming Springs at Brightwater Boulevard are 2,277 vehicles per hour at peak travel times, and we anticipate that to double by 2040. Our traffic models estimate average daily traffic along the new roadway to be 7,600 in 2023, the year we expect the road to open, and nearly double to 15,000 by 2040. Those projections clearly show the need to add capacity to our roadway network at that location.</p>

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	<p>My second point is that the first area this new section (at Brightwater) will cut into is what is considered the greenbelt of Stone Canyon. In the diagram provided you can see there will be many trees that will be torn out and new construction pushing the boundaries of the decent size greenbelt into a very confined and tiny space- which will be less of a greenbelt and more of a strip of grass with a few trees- even less room for the animals left and nature (owls, birds, deer, coyotes, rabbits, etc.) All the people that have houses that back-up to this road will now hear traffic, instead of nature. The main reason my family moved to Stone Canyon was specifically for the nature within this greenbelt. Now there will a wooden fence and then 4 lanes of traffic adjacent to the greenbelt- right near the other 4 lanes that was just finished being built- Creek Bend.</p> <p>I also agree with Mr. Hunt - Do we really need two large bridges built over a historically significant, beautiful, and fragile area of Brushy Creek / Round Rock within a half mile of each other? Some people are saying it will be endanger some species of animals, but also important is just the fact that they will be major eyesores for the historical creek and its natural beauty. The Creek Bend Bridge is already taking away from this natural beauty, but You are planning to add 2 more.</p> <p>All of this really feels unnecessary, as Creek Bend and Sauls Rance have already created multiple ways to access and pass through Hairy Man Road.</p>	

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Christi Snell	<p>T. Lanaux, make that THREE large bridges being built to cross Brushy Creek. The bridge at Great Oaks Dr and Hairy Man Rd is being replaced and "re-aligned" to ease the flow of traffic across Brushy Creek. Mind you, that "re-alignment" really means that Great Oaks Dr is on the plan to be "enhanced" north of Brushy Creek, along with being "re-aligned".</p> <p>If you have not already done so, I encourage everyone posting their concerns to here to look at the REAL picture regarding road construction in our area. Our Commissioner has not been truthful regarding these projects and the REAL future of our area.</p>	<p>All of the bridge crossings are necessary to fully connect the arterial road network. Omitting segments of arterial roadways from the Ultimate Roadway Network in the Transportation Master Plan (TMP) would have adverse impacts on that network and to the citizens and community that use this roadway network.</p>

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Jackson Craft	<p>The natural beauty and historical significance of Hairy Man Road, Brushy Creek, and Tonkawa Springs would once again be compromised and scarred by a road of little value and questionable need. Piece by piece the remaining fragments of natural spaces are to be replaced by concrete and pavement interlaced with mowed and manicured ground cover, and with cultivated trees in which no birds nest, no mammals thrive, and no sustainable ecology survives. There already exist here plenty of concrete paths alongside virtual golf courses for those who prefer a perverse simulation of the natural world. The one concession the city has made to a somewhat natural trail, the Brushy Creek Regional Trail, will be funneled here through a hole in the bridge that does not even show up in the Disneyfied artist's conception. More native trees would fall, never to return, along Hairy Man. Brushy Creek and Dry Fork Creek would be overshadowed if not smothered once more by another concrete edifice carrying another stream of noisy vehicles. Even if the impact on endangered species is deemed acceptable by agencies, no one can seriously doubt that construction of another road and two bridges will be an incremental step in the decline of the local ecosystem and the life-sustaining aquifer that supports it. Other towns and cities have done better. Why can't we? I fear that future generations will weep at the decision to proceed with another assault on this irreplaceable holdout of our natural heritage.</p>	<p>The image was created to show project elements clearly. The intent is not to clear cut all trees in the area, only remove those necessary to make the improvements. A large number of existing trees are proposed to remain. The city does value the trees and natural areas and has made significant investments in parkland, but this corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) and omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts on that network and to the citizens and community that use this roadway network. The most recent traffic counts on Wyoming Springs at Brightwater Boulevard are 2,277 vehicles per hour at peak travel times, and we anticipate that to double by 2040. Our traffic models estimate average daily traffic along the new roadway to be 7,600 in 2023, the year we expect the road to open, and nearly double to 15,000 by 2040. Those projections clearly show the need to add capacity to our roadway network at that location.</p>
Kristie Maingot	<p>The tree canopy over Hairy Man Road is a priceless natural asset to Round Rock. Please do not destroy this beautiful area with more roads. Instead, protect it and let Round Rock be proud of this amazing and one of a kind area.</p>	<p>The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones.</p>
RICHARD HORTON	<p>Once the street racers discover it, Sta 136+00 to Sta 120+00 is going to make for a pretty good drag strip for them right between the Saul's Ranch and Stone Canyon neighborhoods.</p> <p>What will be the speed limit?</p>	<p>The design speed is 45 MPH. Posted speeds will be based on a traffic study.</p>

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Brad Bowen	<p>I live on the Whitewater Cove near the stop light intersection of Brightwater and Wyoming Springs Dr. The noise and amount of traffic with the Brightwater extension opening is so bad I can hear the traffic noise from inside my house. Now with this extension directly behind my house the traffic will increase ten fold. What is the cities plans for adding a sound barrier between Whitewater Cove residence and the new extension. The noise increase with this new extension would be unbearable. One of the main reason for purchasing this house was because it backed up to a green belt. Now all being destroyed adding noise of the excessive traffic. We need a sound barrier wall built for this project. Nothing displayed in the plans for this.</p> <p>The hospitals in this area have a lot of clout with city council members and this road is being built to bring residence and business from the neighborhoods in the back part of Hairyman and Sam Bass Road and 1431 One can follow the money and generally get thier questions answered as to why this road is being built.</p>	<p>This corridor was set aside as right-of-way for this roadway as part of the city's master transportation plan. The current plan includes street trees, but the city will consider additional screening for noise.</p>

Name	Comment/Question	Response
Christi Snell	<p>My family live at the corner of Great Oaks Dr and Sam Bass Rd. I have been researching the proposed road and bridge plans from the city of Round Rock, Williamson County and CAMPO and all I can say is get ready for noise, noise and more noise.</p> <p>The Wyoming Springs and Creek Bend projects are intended to move traffic between 1431 and 620. From maps I recently discovered, it appears that even Great Oaks Dr, which north of Brushy Creek is a small 2-lane neighborhood race track (that was meant to be sarcastic folks), is going to be "enhanced" after the 5-lane bridge is re-aligned to feed directly onto Great Oaks Dr vs the "dog leg" that has been the only thing that slows the flow of traffic.</p> <p>If you really want to be sickened, look into the Williamson County Commissioners Court meeting minutes to see who all in the Spanish Oaks neighborhood is fighting an eminent domain grab by developers for the Corridor-H project and the "Domain of Cedar Park", aka Indigo Ridge.</p>	<p>This corridor was set aside as right-of-way for this roadway as part of the city's master transportation plan. The current plan includes street trees, but the city will consider additional screening for noise.</p>
Anne Thayer	<p>I am appalled by this plan. The bridge is not needed. I value the natural beauty of Hairy Man Road a thousand times more than any possible benefit from this bridge. Please, please leave this area alone.</p>	<p>The city does value the trees and natural areas and has made significant investments in parkland, but this corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) and omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts on that network and to the citizens and community that use this roadway network.</p>
Erika Wheaton	<p>This is the worst idea I've ever heard. The machinery alone, not to mention the construction trash, will pollute and ruin the area. There is no need for this, no traffic concerns this solves, there is no mass traffic that needs to zoom through the area to their houses. This is pointless destruction and I'm wondering whose pockets this benefits, because no citizens will benefit from this.</p>	<p>This corridor was set aside as right-of-way for this roadway as part of the city's master transportation plan. The Transportation Master Plan (TMP) was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts on that network and to the citizens and community that use this roadway network.</p>

Name	Comment/Question	Response
Tessa Fujimoto	This is a naturally beautiful area. We love living in the area and enjoying this spot. We don't need this new road. There are plenty of other routes to take so we can avoid destroying this special place. I'd like to see some plans put in place for long-term protection of this area.	The city does value the trees and natural areas and has made significant investments in parkland, but this corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP).
Richard Jones	I've lived in this neighborhood for about 25 years and have seen our area grow and expand continuously over that time. We're now at the point where continued expansion - many times simply for convenience - is taking away the character and identity of the area we all fell in love with enough to call our home. As parts of our beautiful neighborhood are cut down for the sake of wider multi-lane roads, improved traffic flow, more convenient connections, more bridges, new stacked developments, or better sight lines, we steadily kill the natural beauty, serenity, and sense of community we all take pride in. Why? It seems like projects like these are to better accommodate those who wish to pass through our area to their destination, not to accommodate those who live here. Our neighborhood isn't an inconvenience to have its natural beauty and habitats sliced up, cut down and destroyed for the sake of civil engineering. With the new Creek Bend cut-through, Saul's Ranch development, Brushy Creek Road widening near Avery Ranch, and housing development near Brushy Creek Lake dam, we've done enough destruction to what attracted us here in the first place. This proposed project is just another example. At what point do we consider what's more important? Soon, this project and whatever inevitably comes next will drive us out to find somewhere with similar qualities that drove us here, just like those coming here now were probably driven out by this same urban expansion. Until, of course, civil engineering "improvements" drive us out there, too. Funny how with all these new roads we steadily lose our way. Enough is enough.	The city does value the trees and natural areas and has made significant investments in parkland, but this corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) and omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network.

Name	Comment/Question	Response
Michael Casebolt	<p>Why? Seriously, there are enough roads all around this area. I'd rather see better parks, more trails, keep the trees and use the money for safe crosswalks than ruining this beautifully area with a road and giant bridge that is not needed. We want to keep all the trees and nature that we can. There's a reason why folks choose this spot vs living in the city of Austin. This is a terrible move to make in the neighborhood and doesn't make any sense at all. Reconsider and reallocate the budget towards more trails, parks and CROSSWALKS FOR EVERYONE TO CROSS SAFELY.</p>	<p>The city does value the trees and natural areas and has made significant investments in parkland, but this corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) and omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network.</p>
L Harris	<p>The Wyoming Springs Extension provides much needed redundancy for the local Round Rock roadway system - and will greatly help reduce the traffic on Creek Bend for the neighbors that live along that roadway. There has been a significant amount of the traffic cutting through on Creek Bend that is not related to the adjacent neighborhoods. Much of the traffic seems to go to the am Bass and Old Settlers intersections and turn left to travel back to the neighborhoods that would be serviced by the Wyoming Springs Extension (like Behrens Ranch, Brushy Creek North and other neighborhoods). Sometimes volumes in peak hours seem so high on Creek Bend that I've seen folks make bad decisions pulling out from the adjacent neighborhood because of the delays in being able to find safe gaps in traffic. It is particularly scary sometimes with the kiddos trying to cross Creek Bend to get to the Elementary school. I think it would be helpful to show the types of street trees & other plantings that would be included as well as the preserved trees if a future presentation is made, along with the types of environmental controls for construction. Thank you City Staff for trying to do everything you can to minimize impacts and preserve as much natural features as possible through this design while providing all of us safe alternatives to I-35. Please build this extension soon!</p>	<p>Improving neighborhood connectivity is one of the main reasons for the project.</p>

Name	Comment/Question	Response
Michael Mankarious	Where's the traffic study? There is no mention of the traffic impact on the area which is questionable. Thanks for caring about the trees but if we can't pull out of our neighborhood, what's the point? There are multiple issues that haven't been addressed: running red lights, cutting across traffic to bypass left turn lanes, high speed racing, and clogged intersections that pose a danger in the event of EMS vehicles needing to get through. These issues must be addressed.	The Transportation Master Plan (TMP) was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts on that network and to the citizens and community that use this roadway network. Enforcement issues will be brought to Round Rock PD. This road will actually improve EMS responses times in this area. The most recent traffic counts on Wyoming Springs at Brightwater Boulevard are 2,277 vehicles per hour at peak travel times that we anticipate to double by 2040. Our traffic models estimate average daily traffic count along the new roadway to be 7,600 in the year 2023 when we anticipate opening the road and then nearly doubling to 15,000 by the year 2040. Those projections clearly show the need to add capacity to our roadway network at that location.

Name	Comment/Question	Response
Susan Boyle	<p>The very capable people planning this project didn't see what happened to this area in times of just decent rain, not to mention the flash floods of 2007 and 2010. Taking more area away for drainage and runoff to move between the Dry Fork Creek and the Aquifer will further increase flooding for Tonkawa Springs. Already the drainage from Walsh MS and Behrens' Ranch hits our creek and causes our own drainage tanks to fill back and overflow. This will just increase that even further. The City keeps pushing drainage from city-purview areas through Tonkawa Springs without consideration for our homes and habitat. It makes sense, we're not part of the City, but what no one realizes is our neighborhood is 40 years old. Our own drainage systems and processes are not up to current standard to handle all this water and this project will only increase the burden and strain on an already delicate system. Twice in the last 13 years, water has completely flooded the Tonkawa Trail bridge, cutting off part of Tonkawa Springs from the outside world. The last flood only subsided because one of the dams failed and allowed the water to subside.</p> <p>County water engineers familiar with Tonkawa Springs should be included in the consultation - they only recently came through to trench out some of our drainage ditches to try to restore them to their state from 40 years ago, which is still not adequate or up to current standards.</p> <p>And further, all of us in Tonkawa are on Septic systems since we're outside the city limits. When the Dry Fork Creek floods, it floods our septic systems, making our homes unlivable. As well, as the water subsides, it's adding septic waste to the aquifer - this aquifer that provides our water, and eventually all</p>	<p>A detailed hydraulic analysis of the proposed bridges in the floodplain was performed by professional engineers and reviewed by the city's flood plain administrator. There are no adverse flood impacts to properties or structures.</p>

Name	Comment/Question	Response
Gene Saienga	<p>We are one of the most affected households in Tonkawa Springs (3108 Fox Hollow St.) We would appreciate the opportunity to discuss, in person, our knowledge of the project area and our concerns over protection from trespassers (which is already a problem) from the proposed trail as well as noise, light, and water pollution. We have already had a casual conversation with Councilman Peckham.</p>	<p>The city's Transportation Department has been made aware of your request and will reach out to you to discuss the project. The current plan includes street trees, but the city will consider additional screening for noise. The city will work to limit the height of street lights and also to use directional luminaires to direct light towards the street and minimize light spillage to adjacent properties. It is known that the project area is in the Edwards Recharge zone. Recharge of surface water into the underlying Edwards Aquifer within streambeds is characteristic of the Edwards Aquifer Recharge Zone. The TCEQ Edwards Aquifer Protection rules as applicable to this project, will be followed to address potential impacts to surface and groundwater quality. The project engineer will prepare a Water Pollution Abatement Plan (WPAP) that will address mitigation of potential contaminants generated during construction and after construction. The project will comply with the Edwards Aquifer Rules and a WPAP will be prepared and submitted, along with a Geologic Assessment, to the Texas Commission on Environmental Quality (TCEQ) for review and approval. The WPAP will detail the best management practices (BMPs) proposed to treat/filter runoff from the project and protect water quality in the Edwards Aquifer.</p>
Dale Malone	<p>I would ask the planning committee to reconfirm the need for this second bridge. Creek Bend already serves as a N-S arterial bridge. Possibly the Master Plan assumptions that were drafted years ago have changed and that \$ could now be better spent elsewhere. What draws people to this area is the abundance of trees and lack of concrete. Just asking for you to question the need for this extension and confirm its necessity.</p>	<p>All of these roads are necessary parts of the Ultimate Roadway Network in the Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts on that network and to the citizens and community that use this roadway network.</p>

Name	Comment/Question	Response
Mark Ayers	Too much green belt and green space is being removed. This will also add additional traffic around Fern Bluff Elementary school and more congestion at Wyoming Springs/RR620. Seems like the Creek Bend extension should be enough to cover the new traffic capacity around this area.	This corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network.
Thomas Lanaux	We hope that this project will be reconsidered, now that Creek Bend and Sauls Ranch have created multiple options to access Sam Bass and Hairy Man Road. Thanks.	All of these roads are necessary parts of the Ultimate Roadway Network in the Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network.
Tyler Pittman	I oppose this project as it is completely unnecessary and will ruin what remains of the natural feel of this area. Please do not move forward with this project	This corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan.
Melanie Black	The environmental and community impact of this project has not been truly explored. Between endangered species, large old trees, and water sources, this project should be shelved. The project is not addressing the noise and pollution increase of this project in the neighborhoods it will back up to. The \$12 million cost could be use in much better and more necessary projects around RR.	The city's consultant team includes an environmental consultant with experts in threatened and endangered species, and who have performed similar studies on many other local projects. The team is coordinating the project with the US Fish & Wildlife Service (USFWS), the federal agency with purview for regulating an reviewing projects for compliance with the Endangered Species Act. The Transportation Master Plan (TMP) was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts that network and to the citizens and community that use this roadway network.

Name	Comment/Question	Response
Tracy McKee	<p>I have many concerns about this project, as it will effect many different neighborhoods and have serious ramifications to the environment, ecosystem and history of Hairy Man Road.</p> <p>1. Some of my top concerns are not even addressed in any of this information, nor on the map of the project. I live in the Oak Creek neighborhood and have children who attend Fern Bluff Elementary, which is across Wyoming Springs Drive. The crosswalk to school has become very dangerous, especially since the addition of the Creek Bend Bridge. People speed through the school zone, do not stop for the crossing guards when they are standing in the middle of the street, and blatantly ignore any signs indicating a school zone or the flashing lights above to give notice of walkers. With the extension being pushed through, that is going to add significantly more traffic on this road, especially during the morning walk to school. Something needs to be done to address this safety issue.</p> <p>2. The speed limit posted for this project is 45 MPH. This needs to be lowered to 35 MPH as people are driving through residential areas, and there is an elementary school they pass. There are currently 3 different speed limits on the roads connecting with this extension, they all need to be the same speed limit to reduce accidents and help with slowing down in the school zone. I live right next to Wyoming Springs drive, which is 40 MPH now, and can tell you that people speed way above that daily. If this extension is built and is allowed to be 45 MPH, people will continue to drive that speed limit and above, making this road not just an extension, but more like a highway or frontage road.</p>	<p>1. This issue will be evaluated independently of the Wyoming Springs project. The crosswalk and pedestrian-activated flashing yellow lights at Wyoming Springs and Cloud Peak Lane was a solution agreed upon by City and Round Rock ISD officials, including representatives from Fern Bluff Elementary, when the roadway was expanded in 2010.</p> <p>2. The City and the school district are in regular communication about traffic safety issues at campuses throughout Round Rock. We will continue to work together to address any issues that arise from increases in vehicular traffic.</p>

Name	Comment/Question	Response
	<p>3. I understand that this plan was developed over 20 years ago, but there is no reason that this has to go through. It should be re-evaluated. The addition of the Creek Bend bridge has alleviated some of the traffic concerns. Adding this extension will only save a few miles for people who take Sam Bass to the Creek Bend ext. The extension of Creek Bend has already caused a significant increase in traffic, more than the addition of 3500 cars listed in this proposal. The extension of this road will be making Wyoming Springs a major arterial road, especially if the plan is to push it to Georgetown. People will use this instead of 35, driving through residential neighborhoods as if it were a frontage road.</p> <p>4. Creek Bend Blvd has relieved some of the traffic concerns that the goal of this project wants to address. The Creek Bend Bridge was built without concern of the environment surrounding it and I am afraid that this project will do the same.</p> <p>5. It is important to maintain the ecosystem, beauty and history of Hairy Man road. Recent home developments have negatively impacted this road. There are few places left in this area like this particular piece of land. This is a major road and will have significant negative impacts on the ecosystem it will be going through.</p> <p>7. I urge you to reconsider this project, as it will have much more impact than I believe is currently being considered, to the ecosystem, neighborhoods, and child safety as they walk to school.</p>	<p>3. This corridor has long been set aside as right-of-way for infrastructure including this roadway as part of the city's Transportation Master Plan (TMP). The design speed is 45 MPH, the posted speed will be based on traffic study. All of these roads are necessary parts of the Ultimate Roadway Network in the Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network. The TMP was last updated and adopted by City Council on Oct 12, 2017.</p> <p>4. The city's consultant team includes an environmental consultant with experts in threatened and endangered (T&E) species, and who have performed similar studies on many other local projects. The team is coordinating the project with the US Fish & Wildlife Service (USFWS), the federal agency with purview for regulating and reviewing projects for compliance with the Endangered Species Act. The Jollyville Plateau Salamander is one of the T&E species being evaluated by the environmental team. The USFWS will issue a determination based on their review of the results of the studies.</p> <p>5. The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones.</p> <p>7. See responses above.</p>
Aaron Palermo	[no comment]	No comment was made.

Name	Comment/Question	Response
Angela Davis	<p>I am very concerned about the traffic on Wyoming Springs. The flashing crosswalk across from Fern Bluff elementary does not stop, even slow down drivers. Every time I try to cross I count at least two cars completely disregard the lights, and if I would have started walking they would have hit me. Trying to cross with my young children is terrifying. I can't imagine how much worse it will be with more traffic. What are the plans for ensuring the safety of our children crossing to school and the safety of our community trying to cross at any time? People are constantly speeding right now. What are the plans to slow down the traffic? It would tragic if there was a car and Pedestrian accident here, but if there is more traffic that sadly seems inevitable.</p>	<p>This issue will be evaluated independently of the Wyoming Springs project. The crosswalk and pedestrian-activated flashing yellow lights at Wyoming Springs and Cloud Peak Lane was a solution agreed upon by City and Round Rock ISD officials, including representatives from Fern Bluff Elementary, when the roadway was expanded in 2010. The City and the school district are in regular communication about traffic safety issues at campuses throughout Round Rock. We will continue to work together to address any issues that arise from increases in vehicular traffic.</p>

Name	Comment/Question	Response
Katrina Boughal	<p>I agree with Tracy. I live in Stone Canyon, and do not understand why this Wyoming Springs extension needs to be built so soon after the Creek Bend extension, which seems to have alleviated traffic concerns. Why did we even spend the money to build the Creek Bend bridge and extension if we are just going to turn around and add a redundant bridge so close?</p> <p>Fern Bluff Elementary will also be impacted. Wyoming Springs and Brightwater get much more traffic since Creek Bend was opened, and I can only imagine how fast cars will pass Fern Bluff Elementary if Wyoming Springs is straight through to Old Settlers.</p> <p>And we do not want any further destruction to the Hairy Man trees. As so many have stated previously, Hairy Man and Brushy Creek roads are a big part of the charm of this area, and I hate to see further impact to our natural surroundings.</p>	<p>The city does value the trees and natural areas and has made significant investments in parkland, but this corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) and omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network.</p> <p>This issue will be evaluated independently of the Wyoming Springs project. The crosswalk and pedestrian-activated flashing yellow lights at Wyoming Springs and Cloud Peak Lane was a solution agreed upon by City and Round Rock ISD officials, including representatives from Fern Bluff Elementary, when the roadway was expanded in 2010. The City and the school district are in regular communication about traffic safety issues at campuses throughout Round Rock. We will continue to work together to address any issues that arise from increases in vehicular traffic.</p> <p>The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones.</p>
Katrina Boughal	<p>Definitely opposed to this extension. Why did we build the Creek Bend extension and bridge if we were just going to turn around and build another redundant bridge so close to Creek Bend? It's absurd and fiscally irresponsible, not to mention harmful to the aesthetic of the general area and further increasing safety issues in front of Fern Bluff Elementary.</p>	<p>All of these roads are necessary parts of the Ultimate Roadway Network in the Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts on that network and to the citizens and community that use this roadway network. The City and the school district are in regular communication about traffic safety issues at campuses throughout Round Rock. We will continue to work together to address any issues that arise from increases in vehicular traffic.</p>

Name	Comment/Question	Response
Clarissa Peereboom	It is disgraceful that the city council would continue on this path from 20 years ago without doing proper due diligence such as a simple traffic study or updating the plan to fit current needs. This bridge and road are not needed. These are the same people who voted to change zoning and sell a residential home as commercial property to place a fire station there, (when they couldn't get a gas station approved). It is the same fire station that does not service all the surrounding neighborhoods and leaks oil and gas into the aquifer. None of the council members live in this area that is to be affected so they don't care what damage they do to the surrounding habitat and neighborhoods. This is a disgraceful thing to do.	All of these roads are necessary parts of the Ultimate Roadway Network in the Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network. The TMP was last updated and adopted by City Council on Oct 12, 2017.
Audra Buxton	This project needs to be reconsidered! The opening of Creek Bend extension seems to have met the traffic needs of the area, making no further expansion necessary. Road projects of this magnitude need to consider the local citizens they negatively impact just as they do the environmental impacts.	The Transportation Master Plan (TMP) was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts on that network and to the citizens and community that use this roadway network.
Holly Rountree	This is terrible. Please, please, please don't destroy Hairy Man road, and disrupt the wildlife there. We already have Creekbend that goes through and that has caused too many speeders through the school zone on Wyoming Springs. I know this because I was a crossing guard on Wyoming Springs. Creekbend is enough for our neighbors and neighborhood. Thank you.	Population growth and traffic are increasing whether this road is built or not. The Transportation Master Plan (TMP) was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts on that network and to the citizens and community that use this roadway network. The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones.

Name	Comment/Question	Response
Kelly Huffor	<p>I agree with so many of the comments that this extension puts at risk the very qualities which make this area livable. While many efforts have been taken to minimize the environmental impact of this project, no amount of mitigation can undo the significant losses to the historical tree canopy along Brushy Creek which will occur, not to mention loss of habitat for our dwindling wildlife populations. With the coronavirus pandemic, many of our old school, work and travel patterns have fundamentally shifted in ways which, very possibly, won't change back. It's entirely possible that, given the recent extensions and upgrades to Creek Bend and Great Oaks, we have the road capacity needed to adequately meet our local transportation needs. Any plan from a year ago would need re-examination, much less 20 years. Before we irrevocably change our landscape, PLEASE reconsider whether this is still needed in this current time, and whether a few minutes' driving time is worth the permanent loss of tree canopy and wildlife habitat. As someone who regularly uses these roads, I can say in my view, it's not. Thank you for listening to residents and taking our views into consideration.</p>	<p>All of these roads are necessary parts of the Ultimate Roadway Network in the Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network. The TMP was last updated and adopted by City Council on Oct 12, 2017. The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones.</p>
Joshua Morlan	<p>I don't want this road built at all, but would like some clarification on how the hospital has anything or say to do with this. It definitely seemed like an incomplete thought.</p>	<p>This corridor was set aside as right-of-way for this roadway as part of the city's master transportation plan. This project is being funded using the 1/2 cent sales tax dedicated to the Round Rock Transportation and Economic Development Corporation (Type B). It is not funded by property taxes or hospitals, but the project is anticipated to improve emergency response times in the area.</p>

Name	Comment/Question	Response
Susan G Mayes	Please protect the tree canopy over Hairy Man Road. It cannot be replaced and is a natural treasure to this area. I'm also concerned about the extra traffic this would add to Wyoming Springs. It is already more dangerous to cross Wyoming Springs with the opening of Creek Bend. I am worried about the students who must cross this road when it gets even busier as this project will definitely do. Even with the wonderful crossing guards we've had over the last few years, it doesn't always feel safe. People speed through the school zone as it is and don't always honor the blinking light. I want to ensure the students, parents, and crossing guards are protected.	The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones. The City and the school district are in regular communication about traffic safety issues at campuses throughout Round Rock. We will continue to work together to address any issues that arise from increases in vehicular traffic.
Lori McLain Pierce	I understand the need to connect Wyoming Springs and will enjoy the benefit of a more direct path. However, I am worried about a few things: the safety of children crossing Wyoming Springs to get to Fern Bluff Elementary, the ability to exit the Oak Creek neighborhood from Falcon into Wyoming Springs (already very difficult during rush hour), the road noise from the increased traffic both for homes & for users of Brushy Creek trails, & the continued removal of trees for that area that gets worse with each new road & housing development. I would like to see a slower speed limit (40mph max), a traffic light at Falcon, and the planting of even more trees to make up for ones removed.	The City and the school district are in regular communication about traffic safety issues at campuses throughout Round Rock. We will continue to work together to address any issues that arise from increases in vehicular traffic. Installation of a traffic signal would need to meet very specific regulations (warrants) and would require a stand alone engineering study. The design speed of the roadway is 45mph, the posted speed limit will be based on traffic study. Trees along the roadway are proposed.
Brady Davis	Concerned regarding the Fern Bluff Elementary cross walk on Wyoming Springs. I back up to Wyoming Springs and am concerned about the additional road noise. Concerned about the lost natural area next to Sauls Ranch that connects to the Brushy Creek trail. Additional traffic between these neighborhoods is a concern as well as the construction pollution of the natural areas throughout the project area.	This corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network. The current plan includes street trees, but the City will consider additional screening for noise.

Name	Comment/Question	Response
Ashley Schmitt	<p>This project is concerning for many reasons, but the effect it will have on traffic and safety on Wyoming Springs can not be ignored. Currently, when using the crosswalk to get to Fern Bluff Elementary, the traffic often does NOT stop despite activating the flashing pedestrian lights. Even when staffed with crossing guards at school start and end times, I have personally witnessed the crossing guards almost being hit by a car on multiple occasions. I can not even imagine how this will worsen with the proposed plan. It is absolutely unacceptable that this is not a major consideration with a clear and effective solution. Our community's safety is at risk, specifically our children, and I truly hope you examine this situation.</p> <p>Additionally, at the intersection of Wyoming Springs and Creekbend, pedestrian crossing is also a significant issue. An analysis of this area needs to be conducted and your plans need to be amended. This area is used excessively by cyclists, walkers, etc. and it is nerve-wracking crossing in this area as it stands currently and will significantly worsen with increased traffic. The influx of traffic will be a significant impedance to our community being able to enjoy our sidewalk and trail systems.</p>	<p>This issue will be evaluated independently of the Wyoming Springs project. The crosswalk and pedestrian-activated flashing yellow lights at Wyoming Springs and Cloud Peak Lane was a solution agreed upon by City and Round Rock ISD officials, including representatives from Fern Bluff Elementary, when the roadway was expanded in 2010. The City and the school district are in regular communication about traffic safety issues at campuses throughout Round Rock. We will continue to work together to address any issues that arise from increases in vehicular traffic.</p>
Sheree Naugle	<p>Please do not continue with this project. Hairy Man Road is beautiful because of the tree canopy and the bridge will ruin it. Why do we need another bridge when we have the creek bend extension?</p>	<p>All of these roads are necessary parts of the Ultimate Roadway Network in the Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network. The TMP was last updated and adopted by City Council on Oct 12, 2017. The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones.</p>

Name	Comment/Question	Response
Patricia Beachy	The traffic on Wyoming Springs is terrible and that is without the finishing of two housing developments that will finish onto it. Not to mention the extension of Liberty Walk which will feed onto it. Why do all the trees and beautiful country have to be destroyed in the name of progress. Why do we have to live in a forest of asphalt rather than trees? Wyoming Springs already has drivers who text/talk and drive, who speed (even in the school zone) well over the speed limit, who turn left on a red, who run through the red lights. A dangerous situation is being created by this extension.	Population growth and traffic are increasing whether this road is built or not. This road is part of the city's Master Transportation Plan and not building elements of the plan adversely affect other roadways within the city. The school safety issue will be evaluated independently of the Wyoming Springs project. The crosswalk and pedestrian-activated flashing yellow lights at Wyoming Springs and Cloud Peak Lane was a solution agreed upon by City and Round Rock ISD officials, including representatives from Fern Bluff Elementary, when the roadway was expanded in 2010. The City and the school district are in regular communication about traffic safety issues at campuses throughout Round Rock. We will continue to work together to address any issues that arise from increases in vehicular traffic.
Patricia Beachy	And it will ADD to the traffic on Wyoming Springs which is much longer than Creek BEnd extension.	Population growth and traffic are increasing whether this road is built or not. This road is part of the city's Master Transportation Plan and not building elements of the plan adversely affect other roadways within the city.
Katerina Kempel	I do not think this extension is necessary but I can easy imagine how it will destroy the area where the endangered species, salamanders, live now. Save the creek, trees and salamanders what are in danger. Leave them alone. Do not destroy this land.	This corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network.
Sarah Cable	Please work as hard as you can to preserve as much green areas and trees.	The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones.
Cara Walkup	I just want to be sure that there will be pedestrian and/or bicycle access from the new road down to the hike and bike trail.	A connection from the proposed Wyoming Springs roadside Shared Use Path down to the Existing (and future expansion) Brushy Creek Regional Trail is currently proposed.

Name	Comment/Question	Response
Robert Ellis	Please don't ruin the beauty of Hairy Man road. Please leave the trees.	The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones.
	This is the area is home to many animal that rely on the brushy creek creek for water and food creating this unnecessary roadway will create devastation to the wildlife. There are other nearby ways to reach hairy man road without this road extension	This corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network.
Olovia	Can y'all please stop cutting down all the trees. We need trees. It helps manage temperature and looks nice, which is something to consider if you don't care otherwise. Also, extending roads doesn't help with traffic. You widen or extend a road, more cars go on it. It's simple. Traffic will get worse than it already is on Wyoming springs, which is concerning to me as someone whose car has already been hit there once before. Please put this money into public transit instead.	Population growth and traffic are increasing whether this road is built or not. This road is part of the city's Master Transportation Plan and not building elements of the plan adversely affect other roadways within the city. The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones. The current plan also includes planting of street trees.
Baskaran Kannan	This proposal is definitely going to destroy whatever is left out in our neighborhood ecosystem. This is adding to the traffic havoc created by creek bend extension.	Population growth and traffic are increasing whether this road is built or not. This road is part of the city's Master Transportation Plan and not building elements of the plan adversely affect other roadways within the city. The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones.
James Robinson	Happy to see Wyoming Springs extension	Thank you for your feedback.
James Robinson	Looks great!	Thank you for your feedback.
James Robinson	Get started	Construction is anticipated to commence in summer 2022

Name	Comment/Question	Response
Corri	<p>Another terrible transportation master plan by the city of Round Rock. If anyone has any doubt about what this area will really look like once they are done adding another “bridge”, just take a look at the creek bend extension. That bridge + area looks nothing like what the city presented before construction. I can attest to this because I am a property owner that backs up to the creek and spoke directly with many of the individuals who oversaw that project. And do not forget, they made no mention then about the increase in traffic and speed. Safety will never be discussed in length because they know it’s not safe...ask the police officers who clock drivers going 55-60mph down creek bend Blvd now, because I have! Any and everyone who cares anything about the Brushy Creek area better get with it and get loud! Because if we don’t, our city council members will continue to work for those who line their pockets instead of the constituents that actually voted them in to their respective elected position.</p>	<p>The city is working with its consultant to provide a more aesthetically pleasing bridge structure than the usual roadway bridges.</p>
Robbie Jo Glasscock	<p>We already have issues with Loud cars and motorcycles which have an impact on sleeping at especially if you have a small baby or children. Also Fern Bluff elementary school will be affected which I believe is very unsafe. This extension does not need to happen we are already being overrun with excessive traffic since creek been opened.</p>	<p>The current plan includes street trees, but the city will consider additional screening for noise. Population growth and traffic are increasing whether this road is built or not. This road is part of the city's Master Transportation Plan and not building elements of the plan adversely affect other roadways within the city. The school safety issue will be evaluated independently of the Wyoming Springs project. The crosswalk and pedestrian-activated flashing yellow lights at Wyoming Springs and Cloud Peak Lane was a solution agreed upon by City and Round Rock ISD officials, including representatives from Fern Bluff Elementary, when the roadway was expanded in 2010. The City and the school district are in regular communication about traffic safety issues at campuses throughout Round Rock. We will continue to work together to address any issues that arise from increases in vehicular traffic.</p>

Name	Comment/Question	Response
Bryan	<p>Two items.</p> <p>First, the sound wall / privacy fence off the road, portions of it will be against the Tonkawa Springs, Stone Canyon, and Saul's Ranch communities. We we assured in the in-person meeting that the county would be building those sound walls and they would work with the communities to match each community's style. Thank you for installing and paying for those. It would be upsetting if the different HOAs needed to pay the half-million dollars or so each for those sound walls.</p> <p>Second, those trees are shown as clear-cut with grass and concrete, even though all the rest of the Brushy Creek trail has a dense tree canopy and most of it has a gravel path. PLEASE leave as many trees (especially old growth trees) as possible to keep the tree canopy along the water and the trails, and also plant additional trees along with the landscaping. Please ensure the artist's depiction is NOT followed on that segment, keeping the densely wooded creek bed remaining densely wooded.</p>	<p>The current plan includes street trees, but the city will consider additional screening for noise. The image was created to show project elements clearly. The intent is not to clear cut all trees in the area, only remove those necessary to make the improvements. A large number of existing trees are proposed to remain. The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones.</p>

Name	Comment/Question	Response
Rebecca Molis	Yes, please explain how this road is needed at this time. Has an updated traffic survey been done? As a long time resident of this neighborhood, I can tell you this is a horrible idea. Will it take the death of a child at Fern Bluff to stop this construction? Look to less populated areas to build roads, instead of creating busy thoroughfares behind schools.	All of these roads are necessary parts of the Ultimate Roadway Network in the Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network. The TMP was last updated and adopted by City Council on Oct 12, 2017. The school crossing issue will be evaluated independently of the Wyoming Springs project. The crosswalk and pedestrian-activated flashing yellow lights at Wyoming Springs and Cloud Peak Lane was a solution agreed upon by City and Round Rock ISD officials, including representatives from Fern Bluff Elementary, when the roadway was expanded in 2010. The City and the school district are in regular communication about traffic safety issues at campuses throughout Round Rock. We will continue to work together to address any issues that arise from increases in vehicular traffic.
Linda Murray	Please do not proceed with this project. As we are realizing that trees are necessary to clean the air, prevent soil erosion, and provide shade and ecosystems for other living things, why is this project even being considered?	This corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network. The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones.

Name	Comment/Question	Response
Annie Williams	The extension of Wyoming Springs will be to the detriment to the local community. Not only will it increase high speed traffic and noise pollution to the area, it lends itself to safety issues for local families, particularly those walking their kids to Fern Bluff Elementary school, and will also be damaging to the Brushy Creek and Dry Fork Creek ecosystems. The Creek Bend extension significantly impacted Brushy Creek, not only with the removal of trees and increase of concrete, but the damage to the landscape overall and run off from roadways polluting the waterway and tarnishing its natural beauty. This natural resource and the safety of the area are what draws families to the surrounding neighborhoods. In this case, less really is more. Please consider scrapping this out of touch plan.	This corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network. The TCEQ Edwards Aquifer Protection rules as applicable to this project will be followed to address potential impacts to surface and groundwater quality. The project team will prepare a Water Pollution Abatement Plan (WPAP), including a Geologic Assessment, to address mitigation of potential contaminants generated during construction and after construction. The WPAP will be submitted to TCEQ for review and approval.
Sky Canaves	Very concerned about the proposed view of Hairy Man Road no trees in the vicinity. The community has been fighting to save the trees and protect this environment and this proposal completely ignores the input of thousands who petitioned to retain the unique character of the area. Furthermore, there no longer appears to be a pressing need for a four-lane road given the Creek Bend extension.	The image was created to show project elements clearly. The intent is not to clear cut all trees in the area, only remove those necessary to make the improvements. A large number of existing trees are proposed to remain. The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones. The proposed extension remains an important part of the Transportation Master Plan (TMP) which includes both Creek Bend and Wyoming Springs.
Sara Shirley	I don't believe this project needs to be built. I don't understand who this will benefit as there is already access to these areas by other routes. I would much rather drive a few extra minutes on existing roads then have the destruction to the environment and natural habitat for the animals that live there. We already have too much construction destroying these environments. Added to this the increase in traffic, I don't believe this project should be built.	This corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network.

Name	Comment/Question	Response
Travis Brannen	Creek bend already handled this issue.... this road is a waste of 12 million dollars. This road is not worth messing up the most beautiful part of Hairyman road. Please do not build this road and waste taxpayer money.... traffic isn't bad around here and so many additional routes to take.	There are still significant amounts undeveloped land to the north. Planning for that development and resulting traffic means the full transportation network must be built to avoid significant congestion. This road is part of the city's Master Transportation Plan and not building elements of the plan adversely affect other roadways within the city. The City always considers safety as a major part of any project and will include it in all aspects of this project.
Brian Ender	This project is completely unnecessary and total overkill. The proposed design looks like an overpass on I-35, not well thought out considering it will cross through an area rich with history and sensitive eco-systems. City of RR continues to push these road projects forward in the name of "progress" Progress to the city of RR is the influx of developers and the tax revenue they will bring to the city. Natural beauty, history and even endangered species are not even enough for the city to take a second look and reconsider the impact this project will have on its citizens and the surrounding area. We don't want RR to look like cedar park, full of strip malls, roads, bridges, hotels and parking lots. We need more green spaces and the Hairy Man Rd corridor is our finest jewel in the city. At what point does Round Rock draw the line? Poor planning and leadership has gotten us in this position, and it starts at the top. City code designates certain sized trees as "protected" but do you know what that means? A developer can still cut it down, they just have to pay a fine or plant more trees that are at least 3" in diameter. I could sit here and write for hours about the lack of vision, and leadership but I will do more than that. I will continue to fight for my community, continue to shine a light on shady local government dealings, continue to organize with my neighbors, continue to spend hours of my time fighting for what is right. SAY NO TO THE WYOMING SPRINGS EXTENSION PROJECT. Save the Trees on Hairy Man Road!	Population growth and traffic are increasing whether this road is built or not. This road is part of the City's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Not building elements of the plan adversely affect other roadways within the city. The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones. The city is working with its consultant to provide a more aesthetically pleasing bridge structure than the usual roadway bridges.

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Brian Ender	<p>This project is completely unnecessary and total overkill. The proposed design looks like an overpass on I-35, not well thought out considering it will cross through an area rich with history and sensitive eco-systems. City of RR continues to push these road projects forward in the name of "progress" Progress to the city of RR is the influx of developers and the tax revenue they will bring to the city. Natural beauty, history and even endangered species are not even enough for the city to take a second look and reconsider the impact this project will have on its citizens and the surrounding area. We don't want RR to look like cedar park, full of strip malls, roads, bridges, hotels and parking lots. We need more green spaces and the Hairy Man Rd corridor is our finest jewel in the city. At what point does Round Rock draw the line? Poor planning and leadership has gotten us in this position, and it starts at the top. City code designates certain sized trees as "protected" but do you know what that means? A developer can still cut it down, they just have to pay a fine or plant more trees that are at least 3" in diameter. I could sit here and write for hours about the lack of vision, and leadership but I will do more than that. I will continue to fight for my community, continue to shine a light on shady local government dealings, continue to organize with my neighbors, continue to spend hours of my time fighting for what is right. SAY NO TO THE WYOMING SPRINGS EXTENSION PROJECT. Save the Trees on Hairy Man Road!</p>	<p>Population growth and traffic are increasing whether this road is built or not. This road is part of the City's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Not building elements of the plan adversely affect other roadways within the city. The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones.</p>
Amy Shoemaker	<p>No- this looks like an environmental catastrophe tearing up what little green space and quiet areas left in Round Rock. There are plenty of existing roadways to utilize. Control the growth another way without impacting the heritage neighborhoods & what little aesthetics/trees are left.</p>	<p>This corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network.</p>

Name	Comment/Question	Response
Nancy LaMance	I moved to Brushy Bend Park in 1975. Brushy Creek was Mr Olson's ranch. My daughter had to go to Round Rock to get to RR High School. It never occurred to me that a road should be built so she could cross the pasture to 620. We don't have an obligation to provide a road across our beautiful trees so people can drive from 1431 to 620. They can go around as I have for 45 years. You have destroyed so much already. Why can't you build your roads somewhere that isn't the last piece of nature in the whole area? I agree with most all of the comments above except the person who wants the road.	This corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network.
Sally Zaleski	I was born and raised in the Meadows of Brushy Creek and currently call this lovely neighborhood my home. I care deeply about our community and what little character and loveliness is left in our neighborhood. Hairy Man Road is extremely important to those who remember its beautiful tree canopy and its spooky charms. I recall driving down it as a child with my mother and sharing scary stories. I wonder if anyone working on this project actually has any extended history with the area. It's a shame that such a beautiful spot will be marred by yet another unsightly and seemingly unnecessary bridge. I understand that people need to get to where they're going, but there are always alternative routes available. Routes that don't pose a threat to our environment or our scenery. Must we always sacrifice our environment for convenience?? I also get that this has been in the works for 20 years now, but it's incredibly frustrating to find that I have to live with a decision that was made when I was 10 years old and had absolutely no say. My concern is for the tress on Hairy Man Road and the health of the creeks that this bridge will cross. I hope the salamanders and the aquifer will be okay. I know I can't stop the project, but I hope that those working on it will seriously consider their impact on the environment. Please know that our community will be keeping a close eye on how things progress.	The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones. The city's consultant team includes an environmental consultant with experts in threatened and endangered (T&E) species, and who have performed similar studies on many other local projects. The team is coordinating the project with the US Fish & Wildlife Service (USFWS), the federal agency with purview for regulating and reviewing projects for compliance with the Endangered Species Act. The Jollyville Plateau Salamander is one of the T&E species being evaluated by the environmental team. The USFWS will issue a determination based on their review of the results of the studies.

Name	Comment/Question	Response
Christa Houston	Suburban sprawl has destroyed almost every available green space that was once thriving. The salamander's habitat will be irrevocably destroyed so that we can have another road? Round Rock has lost sight of the beauty that once existed and has caved to become another concrete bypass off I-35. The animals once thrived in the proposed area and now are cut off and will all die. We have enough roads for people to speed down already. Do the right thing and leave the last bit of nature for future generations to enjoy!	The city's consultant team includes an environmental consultant with experts in threatened and endangered (T&E) species, and who have performed similar studies on many other local projects. The team is coordinating the project with the US Fish & Wildlife Service (USFWS), the federal agency with purview for regulating and reviewing projects for compliance with the Endangered Species Act. The Jollyville Plateau Salamander is one of the T&E species being evaluated by the environmental team. The USFWS will issue a determination based on their review of the results of the studies.
Matt Kiley	Thank you. This will pull some of the traffic off of 3406 and expand the wonderful hike and bike trail that hundreds use each week.	Thank you for your feedback.

Name	Comment/Question	Response
Stephanie Hartley	<p>It appears this expansion is for convenience only. I am using Richard Jones words as they fully depict the impact to the neighborhoods with the expansion. The expansion would take away the character and identity of the area, we all fell in love with enough to call our home. As parts of our beautiful neighborhood are cut down for the sake of wider multi-lane roads, improved traffic flow, more convenient connections, more bridges, new stacked developments, or better sight lines, we steadily kill the natural beauty, serenity, and sense of community we all take pride in. Why? It seems like projects like these are to better accommodate those who wish to pass through our area to their destination, not to accommodate those who live here. Our neighborhood isn't an inconvenience to have its natural beauty and habitats sliced up, cut down and destroyed for the sake of civil engineering. With the new Creek Bend cut-through, Saul's Ranch development, Brushy Creek Road widening near Avery Ranch, and housing development near Brushy Creek Lake dam, we've done enough destruction to what attracted us here in the first place. This proposed project is just another example. At what point do we consider what's more important? Soon, this project and whatever inevitably comes next will drive us out to find somewhere with similar qualities that drove us here, just like those coming here now were probably driven out by this same urban expansion. Until, of course, civil engineering "improvements" drive us out there, too. Funny how with all these new roads we steadily lose our way. Enough is enough.</p>	<p>This corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network.</p>

Name	Comment/Question	Response
BRIDGITTE OWENS	This part of the brushy creek trail is one of the most beautiful areas. I really don't see a need to connect this through. I still don't understand why you want Hairy Man to be a major thorough fare? You cannot replace the canopy of trees that makes this area so unique. You are ruining the reasons why I moved to this area in the first place. If you keep destroying the beauty there is no difference if I live here or some other Austin suburb. You are driving people out. I don't know of one person who thinks this is a good idea besides the City of Round Rock	The project proposes a crossing of Hairy Man Rd, not expansion of Hairy Man Rd. The existing Brushy Creek trail will remain unaffected. The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones
Nicola Huggins	The beautiful tree canopy over Hairy Man Rd is one of the first views we had of the area when driving to see a real estate listing we were interested in. The beautiful Brushy Creek area was a large part of our consideration to buy a home and settle here. 12 years later our growth is very obvious, and sadly threatening to take away the charm of the area. With the now completed Creek Bend extension, which I sadly imagine is not seen as favorable for anyone living there, a second N/S artery seems unnecessary.	All of these roads are necessary parts of the Ultimate Roadway Network in the Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network.
Clint Eschberger	I think there needs to be more information on the why. Although pretty much all of us complaining are living in areas that were once much like this. So it is somewhat expected.	This corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network.
Sarah Grantham	Enough! This needs to stop. Why are we paving over every green space left in our city? Minimal impact is ridiculous. Noise pollution, contaminated runoff, and needlessly spent money to ruin the beauty of our city. This needs to be stopped.	The city does value the trees and natural areas and has made significant investments in parkland, but this corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP). The TCEQ Edwards Aquifer Protection rules as applicable to this project, will be followed to address potential impacts to surface and groundwater quality.

Name	Comment/Question	Response
Milena Thompson	We must do all that we can to protect the trees and environment along Brushy Creek. The value of that natural space is immense to our community and the ecosystem there. Protect what keeps this area special and beautiful!!	The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones.
Lisa Whittle	I am NOT impressed! You say this has to happen but provide no data behind why a \$ 12million road is needed when you already have a 4 lane road from Creek Bend to 3406 which takes care of this traffic. I am concerned for the additional traffic that will now be around Fern Bluff Elementary as it is already a bottleneck in that area. What studies have been done for that area? Is Round Rock following the Tree Protection and Preservation Ordinance? You label that trees have not been decided which seems deceitful. Given the size of trees and that it requires City of RR approval, you owe it to public to tell us how many trees you plan to remove. This is a historic area that must be preserved as best it can. Many homes in Tonkawa Springs have been told they cannot build fences along their back yards due to flood plain, thus cannot prevent people on the shared use path from walking into and littering in their yards. This is not acceptable. The current plan will destroy the area where the endangered species, salamanders, live. Save the creek, trees and salamanders as green space needs to still be part of this city. The continued demolition of beautiful areas is taking away from the true beauty of this area.	This corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network. The project is in a preliminary phase and the number of effect trees will fluctuate throughout the process. Without detailed design an exact number of trees is not possible to enumerate at this time. We can confidently say the project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones. The city's consultant team includes an environmental consultant with experts in threatened and endangered (T&E) species, and who have performed similar studies on many other local projects. The team is coordinating the project with the US Fish & Wildlife Service (USFWS), the federal agency with purview for regulating and reviewing projects for compliance with the Endangered Species Act. The Jollyville Plateau Salamander is one of the T&E species being evaluated by the environmental team. The USFWS will issue a determination based on their review of the results of the studies.

Name	Comment/Question	Response
Linda Natal	Please stop destroying this beautiful part of Round Rock for conv	This corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network.
Linda Natal	In the last 3 years we have seen the expansion of Brushy Creek, the opening of Creekbend, the elimination of more trees off 620 near HEB and Wyoming springs for fast food restaurants, now we hear about this project. We moved from Austin to Rock Rock for the good schools, safe neighborhoods, and the beautiful trails and trees. We are witnessing it all being destroyed and it is heartbreaking. I walk the trail everyday and do not take it for granted. My kids and I ride our bikes near what would become a 4 way stop. Please stop this project! It's not worth what you will be destroying.	Population growth and traffic are increasing whether this road is built or not. This road is part of the City's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Not building elements of the plan adversely affect other roadways within the city.
Brian Ender	Please take in consideration the ENVIROMENTAL and historical importance of this Area! also why do we need 3 bridges crossing Brushy creek in less than 2 mile distance between great oaks and Chisholm trail ?	This corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network. The city's consultant team includes an environmental consultant with experts in threatened and endangered (T&E) species, and who have performed similar studies on many other local projects.

Name	Comment/Question	Response
Juan Vargas	RR, in your irresponsible pursuit of money, this project will destroy the environment in this area. This project is NOT critical. Please put a stop to it!!!	This corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network. The city's consultant team includes an environmental consultant with experts in threatened and endangered (T&E) species, and who have performed similar studies on many other local projects.
Carol Regli	I am not in favor of building this connector. It will increase traffic through residential communities, increase traffic by Fern Bluff Elementary, ruin the peaceful area behind the Tonkawa Trails neighborhood and Chateau on the Creek, put more traffic from the south onto Sam Bass, and ruin another section of Hairy Man Rd. I vote no thanks.	Population growth and traffic are increasing whether this road is built or not. This road is part of the City's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Not building elements of the plan adversely affect other roadways within the city.
Megan Mohr	I love the tree canopy on Hairy Man Rd and do not support this extension. Please invest in improving public transportation rather than continually expanding roads. We are pushing animals out of their habitats and destroying natural beauty with all the development going on. Give it a rest.	This corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network. This project is being funded using the 1/2 cent sales tax dedicated to the Round Rock Transportation and Economic Development Corporation (Type B). For more information on the City's five-year transportation program, visit https://www.roundrocktexas.gov/departments/transportation/driving-progress/

Name	Comment/Question	Response
Pam Dieterich	<p>Is this expansion even needed now? The Sauls Ranch Ranch neighborhood destroyed the beauty of the area, and this is just a continuation of that destruction.</p> <p>I am concerned with the preservation of the natural springs that will have support pillars jeopardizing the integrity of the underground natural caverns, where water flows to the Aquifer.</p>	<p>Whether wanted or not, the development and population are increasing in Round Rock. Planning for that development and resulting traffic means the full transportation network must be built to avoid significant congestion. The Transportation Master Plan (TMP) was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts on that network and to the citizens and community that use this roadway network. Recharge of surface water into the underlying Edwards Aquifer within streambeds is characteristic of the Edwards Aquifer Recharge Zone. The TCEQ Edwards Aquifer Protection rules as applicable to this project will be followed to address potential impacts to surface and groundwater quality. The project team will prepare a Water Pollution Abatement Plan (WPAP), including a Geologic Assessment, to address mitigation of potential contaminants generated during construction and after construction. The WPAP will be submitted to TCEQ for review and approval.</p>

Name	Comment/Question	Response
Mitzi Hardy	<p>The city already has created a thoroughfare by extending Creekbend Blvd over Hairy Man. The next bridge is so close to recent crossover. We don't need more land destruction And loss of habitat for animals. I doubt the supervisor for environmental protection will be on site during construction. Brushy Creek again will see more runoff during rains. We a a part of the migratory path for birds and butterflies. Buses, trucks and trailers will create more noise. Our neighborhoods have issues with speeding cars . Hairy Man has been forced to accommodate developers allowing two entrances for Sauls Ranch traffic. It's forever lost it's unique appeal . How can Hairy Man drivers be safe with new entrances. Wyoming. Springs crossover will affect safety within the planned extensions .Why not connect Creekbend to 1431 or Chisolm Trail ? We have fished the BrushyCreek and noticed tumor on perch. You should give the neighborhoods a break from this development for a while to study the most recent impact of progress around Hairy Man. I could go on and on why this is not necessary and harmful.</p>	<p>Whether wanted or not, the development and population are increasing in Round Rock. Planning for that development and resulting traffic means the full transportation network must be built to avoid significant congestion. The Transportation Master Plan (TMP) was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts on that network and to the citizens and community that use this roadway network.</p>
Sharon Miller	<p>I disagree with the plan to extend Wyoming Springs through this section of the greenbelt. Not only will this negatively affect both the Stone Canyon houses to the west and the Sauls Ranch houses to east, but it will remove a very much used section of trail for the residents of both neighborhoods. Further more, there are already 3 other connections between Brightwater Blvd and Hairy Man Road, making the whole project an unnecessary expense that will negatively affect the flora and fauna of the area. DO NOT COMPLETE THIS PROJECT!</p>	<p>This corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network. The existing HOA trail is proposed to remain and an ADA accessible path is planned to connect Wyoming Springs to Brushy Creek Regional Trail expanding access for users with disabilities.</p>

Name	Comment/Question	Response
	<p>What safety precautions are being put into place regarding students at Fern Bluff Elementary? Will there be a bridge, or a specific safe walkway that will allow our students to continue to walk to school as they have for years?</p>	<p>This issue will be evaluated independently of the Wyoming Springs project. The crosswalk and pedestrian-activated flashing yellow lights at Wyoming Springs and Cloud Peak Lane was a solution agreed upon by City and Round Rock ISD officials, including representatives from Fern Bluff Elementary, when the roadway was expanded in 2010. The City and the school district are in regular communication about traffic safety issues at campuses throughout Round Rock. We will continue to work together to address any issues that arise from increases in vehicular traffic.</p>
Sharon Miller	<p>There is no need for the expansion of Wyoming Springs from Brightwater/Creek Bend to Hairy Man. There are already 3 other easy access points in that area. The thru traffic will cause more congestion on an already congested road, increased traffic will be dangerous for children crossing the street for school, construction will destroy the beautiful flora and fauna in that area and negatively affect both the residents along Whitewater and the residents in the new Sauls Ranch neighborhood. DO NOT COMPLETE THIS PROJECT.</p>	<p>This corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network. The existing HOA trail is proposed to remain and an ADA accessible path is planned to connect Wyoming Springs to Brushy Creek Regional Trail expanding access for users with disabilities.</p>
DOUGLAS FREER	<p>Hopefully steps will be included to lessen the traffic noise for adjacent properties. In addition to "street trees" being planted perhaps there could be hedges planted between the trees. Of course the traffic noise level from a bridge is dramatically multiplied over what the noise level from a roadway on ground level would be. I hope that consideration can be given to adding noise reduction walls along the areas near any bridges that must be built. Noise reduction walls can be fabricated to be attractive and blend in with the ambient setting.</p>	<p>As you have noted, the current plan includes street trees, but the City will consider additional screening for noise.</p>

Name	Comment/Question	Response
becky stark	This is a horrible idea! Please stop building bridges and cutting down old historical trees! If you're really concerned about traffic, stop allowing all these housing developments to be built!!! Stop approving more traffic and more cars! Stop with all the houses in this area and anywhere along Hairy Man Rd.	Whether wanted or not, the development and population are increasing in Round Rock. Planning for that development and resulting traffic means the full transportation network must be built to avoid significant congestion. The Transportation Master Plan (TMP) was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts on that network and to the citizens and community that use this roadway network.
chris d johnson	We love this area because of the trees, wildlife and nature in our neighborhood and backyards. Building additional bridges and roads through these beautiful areas would be destroying an area that is a nearby escape to nature for the community and that is home to owls, woodpeckers, roadrunners, possum, racoons, armadillo, deer, etc. This beauty is also part of our ecosystem that will collapse if we keep destroying for convenience. Please do not build this road and bridge- weve already destroyed enough with Wyoming Springs added in and other unneeded construction/ destruction. There are already north/south routes available. Save this beautiful stretch along Hairy Man Road please	This corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network. The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones.
Amber Koepke	I agree with literally everyone else here (that I can see at least). Our neighborhood does not want this or need this, for that matter.	This corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network.
Jeffrey M Krech	Thanks Lonnie. This is comprehensive, informative and helpful!	
Jeffrey M Krech	Terry: Did you read all of the other comments? Please do, then let us know what you think about each of the concerns raised. Thanks.	

Name	Comment/Question	Response
Jeffrey M Krech	<p>While this road has been on the master plan for many years, it shouldn't be built without a deep dive into the lasting effects of the pandemic on traffic patterns. It's entirely possible that work-from-home increases are permanent and that the road may not need to be built. There are many areas of concern: 1) Destruction of the trees on Hairy Man Road is very bad. The drawing on the Project Feature page showed NO trees. 2) This will dramatically increase the traffic on Wyoming Springs in front of Fern Bluff Elementary to a dangerous level. There is no mention of measures to address this fact. 3) How can the bridges be built without impacting the creek and the springs? Even now cars speed through the school zone, ignore crossing guards, ignore school zone signs and ignore the flashing lights at the crosswalk. 4) The speed limit posted for this project is 45 MPH. This needs to be lowered to 35 MPH.</p> <p>I agree with so many of the comments that this extension puts at risk the very qualities which make this area livable. While many efforts have been taken to minimize the environmental impact of this project, no amount of mitigation can undo the significant losses to the historical tree canopy along Brushy Creek which will occur, not to mention loss of habitat for our dwindling wildlife populations.</p> <p>SAY NO TO THE WYOMING SPRINGS EXTENSION PROJECT. Save the Trees on Hairy Man Road!</p> <p>And, please read the comments made by W.A. "Lonnie" Robinson, P.E. They are much more comprehensive than mine.</p>	<p>The image was created to show project elements clearly. The intent is not to clear cut all trees in the area, only remove those necessary to make the improvements. A large number of existing trees are proposed to remain. This corridor has long been set aside as right-of-way for infrastructure including this roadway as part of the city's master transportation plan. The crosswalk and pedestrian-activated flashing yellow lights at Wyoming Springs and Cloud Peak Lane was a solution agreed upon by City and Round Rock ISD officials, including representatives from Fern Bluff Elementary, when the roadway was expanded in 2010. The City and the school district are in regular communication about traffic safety issues at campuses throughout Round Rock. We will continue to work together to address any issues that arise from increases in vehicular traffic. The design speed is 45 MPH, the posted speed will be based off of traffic studies. The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones.</p>

Name	Comment/Question	Response
Julie Thomas	<p>I fail to see the return on investment of this project. It appears to be serving a small population of people who don't want to use Creekbend to access 3406. The extension of Creekbend was highly controversial due to the environmental impact and neighborhood disruptions. Now, we are embarking on a similar project to avoid driving a mile out of the way? Wyoming Springs doesn't even go through to 1431, so this extension provides very little in exchange for the destruction it will cause. How do you calculate the return on this investment? How do you justify spending millions of dollars on this segment when there are reasonable alternative arteries to use nearby? The money could be spent on reprogramming the traffic lights on 3406 for starters. Just because this is in the long range plan, doesn't mean it is still the right thing to do. Hairy Man Road is slowly being devastated. Let's maintain the beauty of the greenspace, leave the water shed and critters alone, and let residents along this path enjoy their peaceful neighborhoods.</p>	<p>All of these roads are necessary parts of the Ultimate Roadway Network in the Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network. The TMP was last updated and adopted by City Council on Oct 12, 2017. The city's consultant team includes an environmental consultant with experts in threatened and endangered (T&E) species, and who have performed similar studies on many other local projects.</p>
Carol McAllen	<p>I find it very sad that Round Rock feels the need to extend this road. There are few green spaces left in this area and to add a highway looking bridge right through the centre of this green belt is just awful. I really don't see the need for it with the creek bend extension. I live in the Stone Canyon neighborhood and this road directly affects our house as well as our neighbors. Please, please reconsider this road. Don't ruin the beauty of this area. It is a major attraction to the feel of this city and its history. Since the pandemic started we have seen this particular green belt being used more than ever. families out for walks, kids and adults cycling safely down this area. It would be such a pity to take all this space away with a dangerous road and encouraging an increase in traffic to this neighborhood. We see many owls, hawks, deer and other wildlife. Round rock roads department really has to balance what is good for the community.</p>	<p>The planned extension fills an existing gap between two existing segments of Wyoming Springs. This corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network.</p>

Name	Comment/Question	Response
Jana Robinson	Just because it's been in the master plan for years doesn't mean it's the right thing now. That master plan was before the Creek Bend extension, before Sauls Ranch, before whatever they are calling that new neighborhood on Wyoming Springs. The traffic is already beyond significant on Wyoming Springs. Fern Bluff Elementary is right in the middle of all that traffic with kid's walking and riding bikes to school. I am very opposed to this project which seems to only benefit the outer neighborhoods and the contractors.	All of these roads are necessary parts of the Ultimate Roadway Network in the Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network. The TMP was last updated and adopted by City Council on Oct 12, 2017.
brenda richter Wilson	This is one of the biggest wastes of tax payer money and natural resources I have ever seen. The things that should be changed to create better traffic flow are intelligent traffic lights, and using existing roads with more thought and planning. The school of thought in this area is every new development needs access to major roads. Not every development needs multiple exit roads and not every exit should be able to turn right or left. New ways of thought would allow for better flow with less impact to the environment. Developers need to pay for road improvement so the existing tax payers are not punished for new development. This type of project will ruin the reason people come here.	Developments need at least two access points to address life and safety concerns. This corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network
Blair Robinson	I oppose this proposal on aesthetic and environmental grounds.	The city is working with its consultant to provide a more aesthetically pleasing bridge structure than the usual roadway bridges. The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones. The city's consultant team includes an environmental consultant with experts in threatened and endangered (T&E) species, and who have performed similar studies on many other local projects. The team is coordinating the project with the US Fish & Wildlife Service (USFWS), the federal agency with purview for regulating and reviewing projects for compliance with the Endangered Species Act

Name	Comment/Question	Response
Bradley S Taylor	<p>It is understandable that our community is growing and needs improvements to our infrastructure. That being said, the residents of our community should be the ones helping to drive the decisions on how that growth happens. I would think that since the neighborhoods around the proposed extension stand to lose the most, there should be a commission or council of the people from said neighborhoods that help to steer the direction of projects such as these. It is great that our transportation department allows for open houses, but since our tax dollars pay their salaries, I would hope that we would have a bigger say in these matters. An open house is just to inform the public, very little is done with our comments and input. The Historical, Environmental, and Economic impact (home values) this project will have, should be taken into consideration and those who live in this area should not have to pay dearly for the convience of those just passing through. To truly serve our community, they must work harder to do more than just the status quo when it comes to a project such as this. Please form a commission or council to ensure that the taxpayer's/resident's voices are heard. Also, if we only plan to grow RR to 250,000 people, why are we building an infrastructure that is designed for a much larger population? That seems like a gross misuse of tax payer dollars, and not well thought trough. If we lose the key areas that make us unique (Hairy man road) then we are just another town with stories of how amazing things used to be. There are multiple other projects such as extending Creekbend Blvd to 1431, that would have a greater impact on traffic North and South than Wyoming Springs will. The current situation on Wyoming Springs between Bright water/Creekbend and 620 going South is abysmal in the mornings. The traffic trying to turn eastbound on 620 backs up all the way to Park Valley Dr most days. How is adding more traffic to this area going to do anything but exacerbate the issue?</p>	<p>Whether wanted or not, the development and population are increasing in Round Rock. Planning for that development and resulting traffic means the full transportation network must be built to avoid significant congestion. The Transportation Master Plan (TMP) was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts on that network and to all the citizens and community that use this roadway network.</p>

Name	Comment/Question	Response
Gabriel Hughes	<p>I am seriously concerned from looking at the photos that construction of this road will disrupt the natural landscape of a very beautiful part of the Austin/Cedar Park/RR area. The stretch of forest running adjacent to Hairy Man Rd is used by many for recreation and is also home to unique Central Texas wildlife. I am concerned that the amount of traffic that this road will redirect will not be enough to justify the effects of construction on the surrounding scenery. Right now the current “detour” doesn’t add more than 5 minutes to a trip and the little time it adds is spent admiring the beautiful nature of Central Texas forests. Just because this construction was part of the master plan years ago doesn’t make it necessary now. Please re-evaluate whether or not there is actually a need for this road, or if we would be cutting down trees and disrupting wildlife for minimal gain.</p>	<p>The image was created to show project elements clearly. The intent is not to clear cut all trees in the area, only remove those necessary to make the improvements. A large number of existing trees are proposed to remain. All of these roads are necessary parts of the Ultimate Roadway Network in the Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network. The TMP was last updated and adopted by City Council on Oct 12, 2017.</p>

Name	Comment/Question	Response
Erika Yawger	<p>We are strongly opposed to the planned extension of Wyoming Springs Road. As new residents to the Stone Canyon area, we fell in love with the natural feel of Brushy Creek Rd, the open space and trail system, wildlife, creek, and beautiful tree canopies. Our house on Sea Ash Circle backs up to the current open space and trail system, and this plan will drastically impact our community's ability to use the trail and our feeling of safety for our home, children, and pets. There are so few remaining natural protected spaces in our community, and the small trail/park area between Brightwater and Hairy Man is one of the few remaining serene and natural areas. This space is heavily used by everyone in our community - families walk dogs, take walks, picnic, and run/bike on the path all the time. It is a safe and secure path to and from our community pool/playground/mailboxes. Families feel safe allowing their kids to explore and use the paths and grassy areas. Adding a major thoroughfare with heavy traffic will ruin this special area for the whole community and the wildlife that currently inhabit the area. The published plans do not appear to include plans to maintain the privacy and serenity of this space. It looks as though the road will run right along the current path. There do not appear to be any planned designs to mitigate noise and light pollution, or keep the area safe and secure for community use. It's not clear whether there is a planned fence line to separate the road from the park, and if so, whether it will adequately address the safety, noise, light, and aesthetics issues that the planned major thoroughfare will create.</p>	<p>This corridor was set aside as right-of-way for this roadway as part of the city's master transportation plan. The current plan includes street trees, but the city will consider additional screening for noise. The school crossing issue will be evaluated independently of the Wyoming Springs project. The crosswalk and pedestrian-activated flashing yellow lights at Wyoming Springs and Cloud Peak Lane was a solution agreed upon by City and Round Rock ISD officials, including representatives from Fern Bluff Elementary, when the roadway was expanded in 2010. The City and the school district are in regular communication about traffic safety issues at campuses throughout Round Rock. We will continue to work together to address any issues that arise from increases in vehicular traffic. The existing HOA trail is proposed to remain and an ADA accessible path is planned to connect Wyoming Springs to Brushy Creek Regional Trail expanding access for users with disabilities.</p>

Name	Comment/Question	Response
	<p>We also recognize the value from the fact that Wyoming Springs currently ends near Fern Bluff Elementary school. Cars are forced to slow down now precisely because the road does not continue through the intersection. If Wyoming Springs is extended as a major thoroughfare, we worry about pedestrian and child safety and the amount of traffic funneled past the school.</p> <p>Finally, the proposed extension of Wyoming Springs feels entirely duplicative of the two other road extension projects already near completion, and appears to serve very little purpose. The current bridge on Creek Bend Rd is an eye sore, and the thought of having two massive bridges radically changes the feel of the area in a negative way.</p> <p>We strongly encourage the city and project managers to work to preserve the unique and special natural character of the Brushy Creek area, and work especially hard to ensure that continued development is done in a way to minimize impact on the natural environment, and blend with the existing natural look and feel of the neighborhoods. We also encourage the city to work especially hard to protect the people and community by not unnecessarily or increasing danger to our elementary students and removing natural environments to enjoy.</p>	

Name	Comment/Question	Response
Melissa Mayo	<p>This seems ridiculous and unnecessary. It will have a huge impact on traffic on a street that goes directly by an elementary school and by a neighborhood & many walking trails, on the environment we are so desperately trying to protect, and the overall feeling of the Stone Canyon neighborhood. We already have Creek Bend, we do not need more pavement & fewer trees.</p>	<p>The school crossing issue will be evaluated independently of the Wyoming Springs project. The crosswalk and pedestrian-activated flashing yellow lights at Wyoming Springs and Cloud Peak Lane was a solution agreed upon by City and Round Rock ISD officials, including representatives from Fern Bluff Elementary, when the roadway was expanded in 2010. The City and the school district are in regular communication about traffic safety issues at campuses throughout Round Rock. We will continue to work together to address any issues that arise from increases in vehicular traffic. This corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network.</p>

Name	Comment/Question	Response
Monica Lanaux	<p>I do not agree that adding an additional bridge to cross over Hairy Man road is a way to resolve traffic. Since, the new addition of Creek Bend has been extended there has been an increased amount of traffic. Adding another extension would only worsen the problem.</p> <p>Every morning on my way to drop of my children at school, people drive down Creek Bend and speed down Wyoming Springs like they are constantly running late to work. It creates a dangerous situation for children that are riding their bikes to school and/or walking to school. I have also witnessed people drive by with no regards to the cross walk and have even witness cars almost run over crossing guards.</p> <p>Additionally, there has been two more exits created into Hairy Man through Sauls Ranch. Is it really necessary to disrupt the greenbelt, wildlife, and endangered species living in neighborhood and our community? I think enough trees have been removed. A lot of the greenbelt has been disrupted enough. I do not feel like another bridge will alleviate any traffic, it would worsen it. There will be more people driving through our neighborhoods and increase the potential for accidents.</p> <p>I think it should be left as it is. I do not feel that there is a need for a four-way expansion. I know that a lot of my neighbors would agree with my views and say that building this bridge is not necessary.</p>	<p>This corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network.</p>

Name	Comment/Question	Response
Amelia Williams	We love this area because of the trees, wildlife and nature in our neighborhood and backyards. Building additional bridges and roads through these beautiful areas would be destroying an area that is a nearby escape to nature for the community. There are already north/south routes available.	This corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network. The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones.
Amelia Williams	We love this area because of the trees and wildlife in our neighborhoods and backyards. The area along Hairy Man road is an escape to nature for the community. There is already increased traffic and noise, which would get worse with the Wyoming Springs extension. There are already north/south routes. Why build roads and bridges which will negatively impact the beauty of the area, the surrounding neighborhoods and schools?	This corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network. The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones. The school crossing issue will be evaluated independently of the Wyoming Springs project. The crosswalk and pedestrian-activated flashing yellow lights at Wyoming Springs and Cloud Peak Lane was a solution agreed upon by City and Round Rock ISD officials, including representatives from Fern Bluff Elementary, when the roadway was expanded in 2010. The City and the school district are in regular communication about traffic safety issues at campuses throughout Round Rock. We will continue to work together to address any issues that arise from increases in vehicular traffic.

Name	Comment/Question	Response
Clint Potts	I don't think the negative impact to the natural surroundings is worth it. Please do NOT go forward with this development.	<p>This corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council.</p> <p>Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network.</p> <p>The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones.</p>
Clint Potts	The added traffic flow should NOT overtake the natural beauty of the area. This is NOT a critical need extension. Please do NOT go forward with this project.	<p>This corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council.</p> <p>Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network.</p> <p>The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones.</p>
Cynthia Potts	We do not want this to go forward!	<p>This corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council.</p> <p>Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network.</p>

Name	Comment/Question	Response
Cynthia Potts	This is not a solution and will only cause negative impact to connecting roads and neighborhoods. Preserve this unique, lush and beautiful natural landscape and animals that this road is known for. We are OPPOSED to this extension being built!	Whether wanted or not, the development and population are increasing in Round Rock. Planning for that development and resulting traffic means the full transportation network must be built to avoid significant congestion. The Transportation Master Plan (TMP) was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts on that network and to the citizens and community that use this roadway network.
Jennie Peluso	Road systems needed but seem overdue. Pls keep as much green as possible!!	Thank you for the feedback. The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones
Clark Robinson	<p>Based on the vast majority of the comments here, you should stop this project at once. Do you even care what people in the affected neighborhoods think, or are you just giving us this forum to check a box?</p> <p>I agree with many here who are concerned with all of the extra traffic that will be dumped into our neighborhood. It is already difficult to turn onto 620 during rush hour. You have to wait for several cycles of the stoplight to make that turn. I can't imagine how much more difficult that intersection will become with the proposed extension.</p> <p>I also agree with the many people here who are concerned about the trees on Hairy Man Road. We all care about those trees. It appears that you do not.</p> <p>Please stop this project from moving forward. Thank you.</p>	<p>Population growth and traffic are increasing whether this road is built or not. This road is part of the City's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Not building elements of the plan adversely affect other roadways within the city. The city does value the trees and natural areas and has made significant investments in parkland. The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones.</p>

Name	Comment/Question	Response
Clark Robinson	I seriously question whether you care about all of the negative comments here & the near universal desire to stop this project. Do you even care? Will you stop the project, or are we all just talking to a brick wall?	Public comment is intended to help gain feedback to help shape the look and feel of a project. Justification for the project already exists in in the Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. The city does care about citizen input and will address comments as best as we can, but omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the (thousands of) citizens and community that use this roadway network.
Lisa Armstrong	I'm not for anymore trees being removed from this area! Especially Hairy Man Road!	The city does value the trees and natural areas and has made significant investments in parkland, but this corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) and omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network.
Lisa Armstrong	I vote "NO" on this project. Like others I love Hairy Man Road and it's already being taken over by new neighborhoods. Please let's think of the wildlife and trees before we build more cement roads and bridges.	Whether wanted or not, the development and population are increasing in Round Rock. Planning for that development and resulting traffic means the full transportation network must be built to avoid significant congestion. The Transportation Master Plan (TMP) was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts on that network and to the citizens and community that use this roadway network.
Jennifer R Durbin	I agree that just because it has been planned for years it does not mean it should be implemented. I am against this extension for the same reasons as noted in previous comments. Take a look at Old Spicewood Springs road in Austin. Its great that it hasn't been completely dug through and destroyed.	Thank you for your comment.

Name	Comment/Question	Response
Colin Tracey	<p>Show me a traffic study that support the statement that there is a "need" for another north south connection over brushy creek at THIS location. There is hardly any traffic as it is on Brightwater and Creek Bend.</p> <p>If there's a bottleneck in this area, it's at Greak Oaks and Hairyman.</p>	<p>Please visit: https://www.roundrocktexas.gov/departments/transportation/masterplan/ -This corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network.</p>
Colin Tracey	I don't think the proposed location will help traffic. It's only a minor inconvenience to take the new Creek Bend bridge to Sam Bass, why is another bridge connecting to Sam Bass necessary?	All of these roads are necessary parts of the Ultimate Roadway Network in the Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network. The TMP was last updated and adopted by City Council on Oct 12, 2017.
Tracy McKee	I could not agree with your post more! Unfortunately, the plans presented only go to Brightwater/Creekbend and do not extend further down Wyoming Springs to include the school and traffic it will cause going to 620. Most people will use this as a pass through, and are not part of the surrounding neighborhoods. There is already speeding and disregard for posted school zones. We do not need to add this road, and agree they should have more neighborhood input, rather than saying this was approved 20 years ago!	All of these roads are necessary parts of the Ultimate Roadway Network in the Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network. The TMP was last updated and adopted by City Council on Oct 12, 2017.
Michelle Tuhlares Goodrum	The trees over Hairy Man Road is a priceless natural asset as well as the natural habitat for the animals. Please do not destroy this beautiful area. It is one of our favorite roads to drive through.	The intent is not to clear cut all trees in the area, only remove those necessary to make the improvements. A large number of existing trees are proposed to remain. This corridor has long been set aside as right-of-way for infrastructure including this roadway as part of the city's master transportation plan.

Name	Comment/Question	Response
Amber Countiss	Creating another bridge over Hairy Man rd is going to be detrimental to those that live in the area as well as wildlife and the natural beauty that makes up part of Round Rock. At the pace we are going, RR will be concrete. Please think about the Wyoming Springs extension and whether or not it is vital to our community.	This corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network.
Erika Yawger	<p>As new residents to the Stone Canyon area, we fell in love with the natural feel of Brushy Creek Rd, the tree canopies, wildlife, creek, and peaceful setting. Our house on Sea Ash Circle backs up to the current trail and this plan will significantly impact the community's ability to use the trail and our feeling of safety for our home and children. The current trail system is used by so many people in our community - walking with families, biking or running, walking dogs, and letting children play. The area is safe for young kids to explore, without being disturbed by traffic. Wildlife enjoys this natural setting, including deer, owls, rabbits, snakes, and other woodland and local animals. In an area that has seen so much development, the preservation of the few truly protected and natural settings within the community should be of primary concern to the city. The very things that make this city attractive for families and new growth are put at risk with development that does not preserve the character of the area. The proposed Wyoming Springs extension appears to serve very little actual utility for the community with the work that has already been done to extend Great Oaks and Creek Bend, while the damage to the beauty and character of the area would be destroyed.</p> <p>It is also important as others have noted to talk about the impact and significant risk to our children by making Wyoming Springs a thoroughfare. The road currently ends right at Fern Bluff Elementary school. Cars are forced to slow down when approaching the T-stop at Brightwater. Without this natural forced slowing, traffic and speeding in front of our elementary school will put our students (and parents and other pedestrians) at unnecessary and heightened risk.</p>	This corridor was set aside as right-of-way for this roadway as part of the city's master transportation plan. The current plan includes street trees, but the city will consider additional screening for noise. The school crossing issue will be evaluated independently of the Wyoming Springs project. The crosswalk and pedestrian-activated flashing yellow lights at Wyoming Springs and Cloud Peak Lane was a solution agreed upon by City and Round Rock ISD officials, including representatives from Fern Bluff Elementary, when the roadway was expanded in 2010. The City and the school district are in regular communication about traffic safety issues at campuses throughout Round Rock. We will continue to work together to address any issues that arise from increases in vehicular traffic.

Name	Comment/Question	Response
	<p>Finally, the plans for this extension do not appear to even attempt to mitigate the noise and light pollution, traffic, destruction of natural beauty, loss of wildlife, removal of a precious and beloved stretch of open space and trails, and increased security risk to properties bordering the road with unfettered access to these homes from new public trails. There does not appear to be any planned fencing or sound barriers to separate the current trail space from the proposed freeway. If the current bridge on Creek Bend and the renderings published in the planning materials are any indication, the current plan will be a terrible eyesore and detract significantly from the natural beauty of the area. The thought of having two massive bridges within yards of each other cut across Hairy Man Road radically changes the feel of the area in a negative way. I would urge the city to carefully consider preserving the very special and unique features of this community that are the very things that make it desirable and valuable. Please work to ensure that any development is careful to blend and not detract from the natural beauty of the area by retaining the lush trees and natural feel, the privacy and protected spaces that the community and wildlife use, and the safety of the residents (kids, seniors, pets, etc) who live here.</p>	
Brian H Anderson	<p>I own 3111 Sam Bass Rd, it is very difficult to determine how much of the grass median will be taken to widen the road for right turns and left turn lanes. The speed of the traffic and the traffic noise is already a problem. The speed limits need to be reduced. Always a concern and a confusion is why Creek Bend Blvd and now Wyoming Springs do not go through to Highway 1431. The lawyers for Texas Crush Stone have stop development and that drops the traffic on Sam Bass Rd. I don't understand.</p>	<p>Mr. Anderson, the proposed right turn lane across from your property in the FM 3406 Right of Way is preliminarily planned to extend 5-15 feet (the width varies since it is on a taper) off the existing edge of the pavement. This width is preliminary as only a schematic design has been completed at this point. A more accurate width can be determined in the next design phase.</p>

Name	Comment/Question	Response
Kathy Pickup	I have yet to see a comprehensive explanation of why this road is necessary at this time. The destruction of the beautiful natural surroundings seems to have been given little, if any, consideration. This road is not a necessity. I cannot understand the logic of spending this vast amount of money on a project that 1) is unnecessary and 2) has garnered so much opposition from those it will affect the most. There is no need for this road, especially considering what would be destroyed for it to be built.	Please visit: https://www.roundrocktexas.gov/departments/transportation/masterplan/ -This corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) which was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network.
Tim McCall	Looks fine to me.	Thank you for your feedback.
Laura Cavanaugh	Please no more building which will affect Hairy Man Rd or Brushy Creek. This is a special area for all of us to enjoy and is irreplaceable. It is one of the best things about living in this area and contributes value not only to our lives but to the value of our property. Don't destroy it. You will take away what makes this area special.	This corridor was set aside as right-of-way for this roadway as part of the city's master transportation plan. The Transportation Master Plan (TMP) was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts on that network and to the citizens and community that use this roadway network.
Matt Hurtado	The trees over Hairy Man Road are a priceless natural asset to Round Rock. Please do not destroy this beautiful area with unnecessary roads.	This corridor was set aside as right-of-way for this roadway as part of the city's master transportation plan. The Transportation Master Plan (TMP) was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts on that network and to the citizens and community that use this roadway network.
Cheryl Imrie	The place in Round Rock history held by Hairy Man Road is as essential as the Round Rock and Sam Bass. Seriously, would you mess with The Round Rock or Sam Bass' legend. I think not! Please pursue the alternative to ruining this landmark. Is anyone at The City even from Round Rock??????? Please do the right thing to preserve the integrity of this area.	This corridor was set aside as right-of-way for this roadway as part of the city's master transportation plan. The Transportation Master Plan (TMP) was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts on that network and to the citizens and community that use this roadway network.

Name	Comment/Question	Response
Morgan O'Crotty	Strongly oppose cutting down these trees, which will change the character of the area. How can we avoid this?	The city does value the trees and natural areas and has made significant investments in parkland, but this corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP). The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones.
Janet Oh	Unnecessary risk to sensitive environmental areas, (less than 600 feet from a natural spring and directly on top of a recharge zone), the totally unneeded expense of not one, but two water crossings, not too mention disruption and destruction to wildlife refuge. Hairyman road is a place loved by many, because of the refuge offered by towering old trees. It has a character that can't be replaced once gone. Treat it as the historical and community treasure that it is. Please protect it and leave it alone.	The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones. The city's consultant team includes an environmental consultant with experts in threatened and endangered (T&E) species, and who have performed similar studies on many other local projects. The team is coordinating the project with the US Fish & Wildlife Service (USFWS), the federal agency with purview for regulating and reviewing projects for compliance with the Endangered Species Act.
David Schell	So glad you are adding more crossings of brushy creek and especially more north/south connections west of I-35.	Thank you for your feedback.
Siren Tornqvist	The environmental impact is going to be devastating. There is no need for 3 very large obnoxious bridges to be crossing one small creek within a mile of each other. Overkill and downright wrong for Round Rock to consider so little to the environment. Once you wipe out you can't get it back and what will our children have to look forward to? There are other ways. Make a pedestrian bridge, build a park. Be proud of something that will bring the community together.	This corridor has long been set aside as right-of-way for infrastructure including this roadway as part of the city's Transportation Master Plan. Addressing by: Designing the project to minimize footprint to habitat; participating the County's RHCP; and coordinating with USFWS for concurrence that the proposed project will have no adverse effects to threatened or endangered species.

Name	Comment/Question	Response
Siren Tornqvist	<p>The area around Brushy Creek along hairy man Road is quite special to me and my family. Growing up I would take this road home each day from school. I was fascinated by the trees and the lush environment this area has to offer. Since that time year after year I have watched as hairy man Road trees dwindled down to what it is today. Even though it is still beautiful, these past 30 years, much of it has been taken out and I would hate to see anything happen to what remains. When I first visited Tonkawa Springs area, I had not lived here, but I was in awe of the way the neighborhood I stood out differently than the others in the vicinity. It had bigger lots and older homes with very old oak trees. It was peaceful and the springs brought in the wildlife. My husband and I would kayak down Brushy Creek and for a long time we dreamed of having a house one day in this special neighborhood. After saving for a few years we were able to purchase our dream home for both of us and our five children. This home would be our very own piece of heaven here on Brushy Creek. This would allow us direct access for our children to enjoy their lives fishing, swimming and playing in the creek under the canopy of trees. We worked hard to clear the land and our reward was and still is sitting out on the back porch at night watching the fireflies, listening to the sounds of the water flowing, the crickets frogs and owls hooting to one another. It was incredible! We still love our home and our children to and all the memories we have created here. We put our blood, sweat, and tears... Many tears into this home, and now to think of a monstrosity of a bridge being built beside our family home with loud cars, bright lights, and a complete disregard for this</p>	<p>This corridor has long been set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP). Managing the demands of a rapidly growing population and maintaining the natural character of the community has been an ongoing challenge for the City. That is why the City Council has approved master plans for parks and trails, as well as transportation, to balance those competing needs. People and businesses continue to move to the area for many of the reason you cite. Stopping development isn't a feasible option. The City it bound by State and Federal laws to protect private property rights. More specifically, we are legally obligated to issue permits that comply with our zoning and adopted development regulations. If we refuse to issue permits that comply with these requirements, it is considered to be a "taking" of private property. This means that we would then be obligated to pay the landowner full fair market value for their property. The purchasing of private, vacant land on a large scale to avoid development is not financially possible in terms of land cost and loss of tax base. The City's role in private development regulations is to ensure it meets our quality standards and the public's health, safety and welfare are protected.</p>

Name	Comment/Question	Response
	<p>Our neighborhood is distraught and feeling worn from fighting for so long to keep this area round rock, Brushy Creek in certain areas untouched and preserved. This land is our land but it is also the land of generations to come, as it was to those who have passed it on to us. Years ago if Austin would had wiped out the trails and parks in the way that round rock is right now it would not be the very reason people love to visit and live in Austin today. It is an outdoor city for the people and highly ranked as one in our country for the best trails and outdoor living in a city. Brushy Creek, Hairy Man Road, the trees, environment, and Tonkawa springs and all of its habitat is my backyard now but it has always been my backyard long before I lived here. It is everyone's backyard dream and to wipe it away as if it was only a dream would be a nightmare. Many many people love this area and still treasure it and talk about it. Those who have Visited here, lived here and still live here. A famous band has even written a song about it! I ask that you leave it as it perfectly is. Or make a place the people can gather and enjoy with their families and friends. Bring people together. Connect trails with a pedestrian bridge with cycling lanes. Make it apart of the nature instead of an eyesore. I believe we can live in harmony and see that doing the best for the environment is doing the best for the majority even if some do not see the importance of nature and all it has to offer us. If we want peace within ourselves we must surround ourselves with a peaceful nature. Thank you.</p>	
Jesse Kocher	<p>Very excited to hear about this project. I live in the Fern Bluff neighborhood and can't wait to see it completed. It's so important to have projects like this to improve alternative routes as the area continues to grow. I support this!</p>	<p>Thank you for your feedback.</p>
Jennifer banks	<p>1. Given the great oaks extension the Wyoming Springs extension is redundant. They go to the same place. Just parallel roads. Wyoming won't even go as far just connecting to creekbend so there's no point unless developer \$\$ reaches deep.</p>	<p>This Wyoming Springs extension connects previously discontinuous segments of Wyoming Springs and is part of the city's Master Transportation Plan.</p>
Jennifer banks	<p>2. Disappointed no city council members were present.</p>	<p>It is not typical for Council to attend public meetings (so as to avoid unintended quorums). Staff briefs Council on the results of meetings and all comments collected will be shared publicly as well as with Council.</p>

Name	Comment/Question	Response
Jennifer banks	3. So sad to see the destruction of green belt areas housing our precious wildlife and caves and especially the Salamander	This corridor has long been set aside as right-of-way for infrastructure including this roadway as part of the city's Transportation Master Plan. Addressing by: Designing the project to minimize footprint to habitat; participating the County's RHCP; and coordinating with USFWS for concurrence that the proposed project will have no adverse effects to threatened or endangered species.
Jennifer banks	4. The project is not pretty. Just going to look like another concrete overpass with speeding vehicles. Destroying green belts and creeks.	Please see the renderings of the proposed bridge structures for the project. The image was created to show project elements clearly. The intent is not to clear cut all trees in the area, only remove those necessary to make the improvements. A large number of existing trees are proposed to remain. This corridor has long been set aside as right-of-way for infrastructure including this roadway as part of the city's master transportation plan.
Dan Dolan	<p>We have lived in the Creekbend subdivision for 19 years. Over the past 5 years I have watched "progress" happen around our neighborhood starting with the Creekbend extension.</p> <p>What was once quiet and tranquil is now replaced with traffic noise, speeders and crime.</p> <p>Then came the development of Sauls ranch.</p> <p>I watched untouched farmland be completely mowed down and a large amount of the Hairy Man canopy completely decimated.</p> <p>Looking at the proposed bridge, it appears this project will wipe out most of the remaining canopy.</p> <p>I am all about progress, but not at the cost of this beautiful historic road. I am 100% opposed to this project.</p>	<p>The intent is not to clear cut all trees in the area, only remove those necessary to make the improvements. A large number of existing trees are proposed to remain. The image of the proposed bridge was created to show project elements clearly.</p>

Name	Comment/Question	Response
Thomas Hutchison	<p>I've heard that this bridge has been in the works for over 20 years. It's abundantly clear that it's happening regardless of what we say. Given that, let's think creatively about how best to address the issue. The tree canopy has already taken a large hit by virtue of Saul's ranch, so what can we do to relieve this?</p> <p>Let's paint the bridge. The visible section from hairy man road should be painted to match surrounding foliage. Maybe paint the under side sky blue? The city could even start a competition to have local area artists submit ideas for a hairy man mural on a column.</p> <p>If it has to happen, let's at least put some lipstick on this pig.</p>	The city does value the trees and natural areas and has made significant investments in parkland, but this corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) and omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network. The city is working with its consultant to provide a more aesthetically pleasing bridge structure than the usual roadway bridges.
Edward Martindill	<p>Smyers Ln. has no protected left turn on to Wyoming Springs.</p> <p>With all of the new traffic on the extended Wyoming Springs, will new lights be added? How will this be handled?</p>	The traffic is increasing regardless of whether Wyoming Springs is extended or not. Your comment is noted and Smyers Lane will be evaluated separately from this project.
Ricky Salinas	I am for the Wyoming Springs extension with little environmental impact. I live in the Creekbend neighborhood and would like to see the decrease in traffic on Creekbend Blvd. Also this road will allow emergency vehicles quicker access to adjacent neighborhoods. Thank you.	Thank you for the input. We agree that emergency response times to some neighborhoods will be improved as a result of the project.
William Browning	I am 100% against the Wyoming Springs extension. We don't need it and it will kill tons of trees and displace wildlife. It will disturb Native American artifact rich soil and destroy a beautiful pond. This is a horrible idea and I will help fight this tooth and nail until the project is dead.	Archeological investigations have been performed and submitted to the Texas Historic Commission (THC) for review.
Jesse Kocher	Very excited to hear about this project. I live in the Fern Bluff neighborhood and can't wait to see it completed. It's so important to have projects like this to improve alternative routes as the area continues to grow. I support this!	Thank you for the input. The city will work to implement traffic controls to promote safe intersections for all users, including vehicles, bicyclists, and pedestrians.
Katie Renz	I do not support this as all. Protect Hairy Man rd	Thank you for your feedback.

Name	Comment/Question	Response
James Elkins	<p>The true gem of round rock is undeniably the flowing waters of the brushy creek. At one point the town was known as Brushy Creek. This little winding stretch of trail located just off the Brushy Creek trail and saddled beside Harry Man Rd before Great Oaks drive is one of the last relics of an almost unincorporated area where walkers and cyclist can tune out the hustle of a small town that hit a population boom. The trail is one of Round Rock's great escapes with only the occasional car hitting the bituminous tar strips to remind you you're not alone. The road formerly owned by Williamson County shows a final stand against the concrete laden land and for the most part was unchanged until recently.</p> <p>Constructing a bridge over it would be a irreversible travesty and error on the part of the city. The construction would destroy the natural beauty and encroach on a protected species that could spell out a environmental lawsuit. If the annual budget requires expenditures, a bridge is a poor substitute to appease an entire city. Please reconsider the thought of creating a short cut home for only a few in place of peace for all Round Rock residents to use. Thanks</p> <p>The Elkins Family</p>	<p>This corridor was set aside as right-of-way for this roadway as part of the city's master transportation plan. The Transportation Master Plan (TMP) was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network.</p>

Name	Comment/Question	Response
Angela Gwinn	<p>I am worried about pedestrian crossing on Wyoming springs to fern bluff elementary. It's already dangerous with cars constantly speeding through the school zones, and they don't stop for crosswalk during non-school times when flashing. There needs to be an overhead crossing over the road.</p> <p>I am also considered with the environmental impact and look of the road. Hairy Man Road is a treasure, please don't destroy it further. Even creek bend looks awful and I know there was supposedly care to preserve the natural landscape. It's honestly the main reason we chose to live here. Don't destroy it.</p>	<p>This issue will be evaluated independently of the Wyoming Springs project. The crosswalk and pedestrian-activated flashing yellow lights at Wyoming Springs and Cloud Peak Lane was a solution agreed upon by City and Round Rock ISD officials, including representatives from Fern Bluff Elementary, when the roadway was expanded in 2010. The City and the school district are in regular communication about traffic safety issues at campuses throughout Round Rock. We will continue to work together to address any issues that arise from increases in vehicular traffic. This corridor has long been set aside as right-of-way for infrastructure including this roadway as part of the city's Transportation Master Plan (TMP).</p>
Daniel Nichols	<p>This just seems like needless waist when we know that upcoming tax revenues are going to be severely restricted. And it just looks ugly. How is any if this worth threatening an endangered species?</p>	<p>Designing the project to minimize footprint to habitat; participating the County's RHCP; and coordinating with USFWS for concurrence that the proposed project will have no adverse effects to threatened or endangered species.</p>
Daniel Nichols	<p>This just seems like needless waist when we know that upcoming tax revenues are going to be severely restricted. And it just looks ugly. How is any if this worth threatening an endangered species?</p>	<p>Designing the project to minimize footprint to habitat; participating the County's RHCP; and coordinating with USFWS for concurrence that the proposed project will have no adverse effects to threatened or endangered species.</p>
Alvaro Pareja	<p>My family is opposed to the Wyoming Springs - Segment 1 proposal. It will destroy a natural ecosystem that needs to be preserved for enjoyment of the residents of this part of the city</p>	<p>Comment is noted. The city does value the trees and natural areas and has made significant investments in parkland, but this corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP).</p>

Name	Comment/Question	Response
Orieta Ender	Please listen to the concerned citizens from this Area and all around Round Rock ... WE DO NOT WANT THIS EXTENSION!! We do not want Round Rock to look like Houston! We want to conserve the environmental and historic value of this Area specially Tonkawa springs and the unique ecosystem, like the federal protected endangered species that helps balance our local fresh Water, ponds, creek and more importantly prevent potentially compromise the Edward Aquifer recharge zone that contributes to our region's drinking water.	The city does value the trees and natural areas and has made significant investments in parkland, but this corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP). Recharge of surface water into the underlying Edwards Aquifer within streambeds is characteristic of the Edwards Aquifer Recharge Zone. The TCEQ Edwards Aquifer Protection rules as applicable to this project, will be followed to address potential impacts to surface and groundwater quality. The project team will prepare a Water Pollution Abatement Plan (WPAP), including a Geologic Assessment, to address mitigation of potential contaminants generated during construction and after construction. The WPAP will be submitted to TCEQ for review and approval. The city is working with its consultant to provide a more aesthetically pleasing bridge structure than the usual roadway bridges.
Laurie Gamett	As a resident of Round Rock I must say that I am completely AGAINST the Wyoming Springs expansion. The city has cut down WAY TO MANY trees already. You are ruining why we live here. Stop cutting down trees!! Save the trees EVERYWHERE! Save the trees on Hairyman Rd!	The intent is not to clear cut all trees in the area, only remove those necessary to make the improvements. A large number of existing trees are proposed to remain.
Cheryl Inman Imrie	I grew up in Round Rock going to RR schools. Both my parents families were a part of the community since Before the early 1900's. My grandfather ML Blacklock served as Mayor and in other city capacities. My Dads family owned and farmed many acres of i35 Highway frontage just North of the city. Hairy Man Road is as much a part of the history of Round Rock as The Round Rock and Sam Bass. Would you mess with either of those? I suspect no you wouldn't. So why Hairy Man Road? For development and Money?????? Please. I sincerely ask that Hairy Man Road be spared from further destruction. There is ALWAYS another way to resolve a problem . I pray that taking away this historical component of Round Rock will be reconsidered. Thank you.	The city does value the heritage of Round Rock, but this corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) and omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network. The city is working with its consultant to provide a more aesthetically pleasing bridge structure than the usual roadway bridges.

Name	Comment/Question	Response
Marianne Durham	I am very concerned about the proposed Wyoming Springs extension. It's important to respect the history and beauty of Hairy Man Road and the area around it such as Tonkawa Springs.	The city does value the heritage of Round Rock, but this corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) and omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network. The city is working with its consultant to provide a more aesthetically pleasing bridge structure than the usual roadway bridges.
Larry Norris	From the presentation, this looks to be another "raze everything down and build a generic boring road" like the rest of Round Rock. This is cutting through one of the last remaining natural places. If the road MUST be built, please consider the environment, the beautiful old trees, and Brushy Creek trail.	The intent is not to clear cut all trees in the area, only remove those necessary to make the improvements. A large number of existing trees are proposed to remain. The project will preserve access to the future trail extension planned by Williamson County for that area.

Name	Comment/Question	Response
Clint Heath	<p>The Wyoming Springs extension should NOT happen! This is the worst example of abuse of power, lack of vision or concern for our beautiful City, and government waste that I have seen yet from this City council! You have Creek Bend already!</p> <p>Wyoming Springs will only connect right back into it anyway, so it's redundant, not to mention that Great Oaks is a much easier cut through and is already planned too. On top of all that, you will destroy the scenic Hairy Man road, thousands of trees, greenbelts that attracted residents to this area in the first place, endangered species that live in karst formations, and fresh springs that an entire ecosystem of fish and animals depend upon for life! Brushy Creek should be protected, not destroyed, by our local officials. We have the largest habitat for the protected Guadalupe Bass in the state! They cannot survive if the fresh cool spring water that feeds the creek is disturbed. Show us your environmental impact studies. Show us how you've gotten approval to bulldoze over protected species like the Tonkawa salamander! Show us your faces at the public hearings! It's nothing short of cowardice for you to put up a poster display and send a contractor out to take all the heat from residents. You don't need this road, the people who approved this bond 15 years ago probably don't even live here today and if they did, they'd reverse their votes because you have more than solved the transportation problems that they were voting for a decade and a half ago! This is ludicrous and must be stopped! Reallocate that bond money to develop East Round Rock, Chisholm Trail, Creek Bend, or other corridors that do not rip apart the most notable and irreplaceable feature of Williamson County! This is despicable!</p>	<p>The city's consultant team includes an environmental consultant with experts in threatened and endangered species, and who have performed similar studies on many other local projects. The team is coordinating the project with the US Fish & Wildlife Service (USFWS), the federal agency with purview for regulating an reviewing projects for compliance with the Endangered Species Act. The Jollyville Plateau Salamander is one of the T&E species being evaluated by the environmental team. The USFWS will issue a determination based on their review of the results of the studies. The city does value the heritage of Round Rock, but this corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP). The project is being funded by sales tax-backed bonds approved over the past two years by the City Council. For more information on the City's five-year transportation program, visit https://www.roundrocktexas.gov/departments/transportation/driving-progress/.</p>
Bridgitte Owens	<p>Please stop the development on Hairy Man Road, this is why I moved to this community for the nature and natural beauty of the trail.</p>	<p>This corridor has long been set aside as right-of-way for infrastructure including this roadway as part of the city's Transportation Master Plan. Addressing by: Designing the project to minimize footprint to habitat; participating the County's RHCP; and not to clear cut all trees in the area, only remove those necessary to make the improvements. A large number of existing trees are proposed to remain.</p>

Name	Comment/Question	Response
Angele Delahoussaye	No, no, no! I wholeheartedly object to this project! We moved into this neighborhood because we loved all of the trees and the greenbelt area. We do not want a highway in our neighborhood!!!	This corridor has long been set aside as right-of-way for infrastructure including this roadway as part of the city's Transportation Master Plan. The intent is not to clear cut all trees in the area, only remove those necessary to make the improvements. A large number of existing trees are proposed to remain.
Tanya Sakatan	WHYYYYYYYYY WOULD YOU TAKE DOWN THE TREES? There is no hairy man without the hair trees.	The intent is not to clear cut all trees in the area, only remove those necessary to make the improvements. A large number of existing trees are proposed to remain.
Catie Robinson	Don't build this road. Don't cut more trees. Don't destroy this neighborhood to make it easier for people in other neighborhoods. Screw your "master plan." Plans can change, and this is not what the community wants. Listen to the people whose homes you are damaging. Don't just brush this off.	The intent is not to clear cut all trees in the area, only remove those necessary to make the improvements. A large number of existing trees are proposed to remain.
Todd Gamett	No to the Wyoming Springs expansion, and save the trees on hairy man road	The intent is not to clear cut all trees in the area, only remove those necessary to make the improvements. A large number of existing trees are proposed to remain.
Binod Joseph	Let people vote on projects which impact natural habitats and passes through communities. City should not take tax payers money to destroy the beautiful place they have adopted to.	The Transportation Master Plan (TMP) was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network.
Xiomara Duarte	I don't agree with adding another bridge to hairy man rd. I think cutting down more trees is absolutely unnecessary we need to leave the environment and landscape alone. Thank You	The intent is not to clear cut all trees in the area, only remove those necessary to make the improvements. A large number of existing trees are proposed to remain.

Name	Comment/Question	Response
May Brooks	With the endangered species in the path of the proposed road and alternative routes currently available, that unless studies show no damage to wildlife, that the proposal should be tabled. Even any indication of possible damage to wildlife populations and habitat should be enough to stop this project. I stress, there are currently plenty of alternative routes, there is not a need for this project to move forward.	The city's consultant team includes an environmental consultant with experts in threatened and endangered species, and who have performed similar studies on many other local projects. The team is coordinating the project with the US Fish & Wildlife Service (USFWS), the federal agency with purview for regulating and reviewing projects for compliance with the Endangered Species Act. The Jollyville Plateau Salamander is one of the T&E species being evaluated by the environmental team. The USFWS will issue a determination based on their review of the results of the studies.
Denyelle Garnett	Save the trees!	The intent is not to clear cut all trees in the area, only remove those necessary to make the improvements. A large number of existing trees are proposed to remain.
Morgan Garnett	Save the trees	The intent is not to clear cut all trees in the area, only remove those necessary to make the improvements. A large number of existing trees are proposed to remain.
Anissa Arb	save the trees!	The intent is not to clear cut all trees in the area, only remove those necessary to make the improvements. A large number of existing trees are proposed to remain.
Lexii Vargas	I don't like the idea of another bridge. I think that disturbing the environment for no absolute reason is a terrible idea. Leave hairy man alone.	The Transportation Master Plan (TMP) was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network.

Name	Comment/Question	Response
Patti Wojtowecz	<p>My home backs up very closely to the area where the new bridge is proposed. I realize that this plan has been in the works for years but it seems to me that since we now have the Creek Bend Ext. and will soon have the Great Oaks bridge completion, that the connection of Wyoming Springs may not be as necessary as was once thought.</p> <p>I am concerned about Fern Bluff Elementary and the huge influx of traffic this will create in our area. This extension will create a traffic nightmare and be extremely unsafe for all of our walkers and bikers that attend the school. There are no busses for the students that attend this school.</p> <p>I am also extremely concerned about the environmental impact this will have on the Brushy Creek ecosystem, the Tonkawa springs that will be impacted, the protected species that live there as well as all of the other flora and fauna along and in the creek and wetlands back here. There are countless species of animals, birds, reptiles, fish, etc. that call this place their home. It is truly one of the last diverse pieces of land in this part of Williamson County.</p> <p>Has there been a complete and unbiased environmental impact study done on this entire area? Have they dug core samples to check for caves? I know they are all over this area.</p> <p>I am hopeful that all of these items will be researched in their entirety before any further plans move this project forward.</p>	<p>Population growth and traffic are increasing whether this road is built or not. The Transportation Master Plan (TMP) was developed through a public input process and adopted by City Council.</p> <p>Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network.</p> <p>The city's consultant team includes an environmental consultant with experts in threatened and endangered (T&E) species, and who have performed similar studies on many other local projects. The team is coordinating the project with the US Fish & Wildlife Service (USFWS), the federal agency with purview for regulating and reviewing projects for compliance with the Endangered Species Act. The Jollyville Plateau Salamander is one of the T&E species being evaluated by the environmental team. The USFWS will issue a determination based on their review of the results of the studies.</p>

Name	Comment/Question	Response
Jennifer Skoviera	<p>Thank you for allowing community input. I hope it is all truly considered. Economic growth comes and goes; neighborhoods pop-up and eventually become dated and less desirable but once the unique beauty, landscape, and ecosystem of the Hairy Man area is destroyed-it is gone forever. I treasure walking, biking, and living here. I see all sorts of animals and birds whose homes will be destroyed as well. Developers don't care about that-they care about money. So what if it takes people a few extra minutes to get around...enjoy the beauty of nature while you drive. The more easily accessible everything gets, the more trees and nature we lose to neighborhoods and the roads to accommodate them. You can't beautify concrete. Nature never goes out of style but neighborhoods do. Please consider that the right thing to do isn't always about "economic growth". Destroying nature is not prosperous. Thank you.</p>	<p>Population growth and traffic are increasing whether this road is built or not. The Transportation Master Plan (TMP) was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network. The city's consultant team includes an environmental consultant with experts in threatened and endangered (T&E) species, and who have performed similar studies on many other local projects. The team is coordinating the project with the US Fish & Wildlife Service (USFWS), the federal agency with purview for regulating an reviewing projects for compliance with the Endangered Species Act. The Jollyville Plateau Salamander is one of the T&E species being evaluated by the environmental team. The USFWS will issue a determination based on their review of the results of the studies.</p>
Adrian Cardenas	<p>This area is very unique to the city. It is part of what makes this such a great place to live. The creek, wildlife, trees and foliage are so important to the community. Please do not alter this area or change it.</p>	<p>The intent is not to clear cut all trees in the area, only remove those necessary to make the improvements. A large number of existing trees are proposed to remain.</p>

Name	Comment/Question	Response
Elaine Krackau	<p>Many of the residents in this neighborhood moved here because of the surrounding green space. That was one of the biggest factors for my family when looking for a new home. Our home on Sea Ash backs up to Hairy Man Road and the beautiful greenbelt. Destroying trees on Hairy Man Road means destroying history (and the legends that accompany it), compromising nature, and removing any semblance of solitude we sought when we found this neighborhood.</p> <p>Additionally, with the extension of Creek Bend, the corner where Fern Bluff Elementary sits has become busier. The Wyoming Springs extension will create a very busy 4-way stop that further places convenience over the safety of our children. This extension is not necessary. The area has flourished thus far without it. Removing every traffic obstacle is unrealistic and self-indulgent. Let us keep what green space is left - we've already lost so much of it. Let us prioritize the safety of our elementary school students over traffic convenience.</p>	<p>Population growth and traffic are increasing whether this road is built or not. There are still significant amounts undeveloped land to the north. Planning for that development and resulting traffic means the full transportation network must be built to avoid significant congestion. This road is part of the city's Master Transportation Plan and not building elements of the plan adversely affect other roadways within the city. The City always considers safety as a major part of any project and will include it in all aspects of this project.</p>
Bonnie Hess	<p>Please reconsider any more amendments to Hairy Man Road. The road truly should be classified as a historic site and left untouched. Anymore construction will destroy the natural beauty. The creek along this road is used by wildlife that can no longer be pushed towards 620 or 1431. Saul's Ranch development is proof. My home is across the way in Creek Bend, and we saw a surge of deer and wildlife in the neighborhood confused and lost. The trees are developed and provide shelter for a plethora of wildlife. The history behind the story of the Hairy Man deserves to be preserved, and the story can only have depth with the trees and wildlife. The fact alone that this area is part of the Chisolm Trail is another reason to designate the road as a Texas Landmark. #thisplacematters</p>	<p>The city does value the heritage of Round Rock, but this corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) many years ago. The intent is not to clear cut all trees in the area, only remove those necessary to make the improvements. A large number of existing trees are proposed to remain.</p>

Name	Comment/Question	Response
Jerel Rackley	<p>The city should be presenting project information online. I can find none. Instead I, and the rest of my neighborhood (Stone Canyon), rely on what we hear from neighbors who attend the meetings and then post angrily on the neighborhood Facebook page. This is a terrible way of providing information to the community, especially during the COVID era. I think I support the project (I think it is necessary to address development, especially to the north) - but how do I know when the project information has not been safely provided to me. It appears the City is walking into an unnecessary PI mess by allowing inaccurate info to spread and not clearly communicating the purpose and need (common comment from my neighbors "And they can't even tell me why this is needed").</p>	<p>Project information can be viewed at the City's transportation website https://www.roundrocktexas.gov/wyomingsprings</p>
Jessica Rice	<p>Please, protect the trees and these communities.</p>	<p>The intent is not to clear cut all trees in the area, only remove those necessary to make the improvements. A large number of existing trees are proposed to remain.</p>

Name	Comment/Question	Response
Monica Lanaux	<p>I do not agree that adding an additional bridge to cross over Hairy Man road is a way to resolve traffic. Since, the new addition of Creek Bend has been extended there has been an increased amount of traffic. Adding another extension would only worsen the problem.</p> <p>Every morning on my way to drop of my children at school, people drive down Creek Bend and speed down Wyoming Springs like they are constantly running late to work. It creates a dangerous situation for children that are riding their bikes to school and/or walking to school. I have also witnessed people drive by with no regards to the cross walk and have even witness cars almost run over crossing guards.</p> <p>Additionally, there has been two more exits created into Hairy Man through Sauls Ranch. Is it really necessary to disrupt the greenbelt, wildlife, and endangered species living in neighborhood and our community? I think enough trees have been removed. A lot of the greenbelt has been disrupted enough. I do not feel like another bridge will alleviate any traffic, it would worsen it. There will be more people driving through our neighborhoods and increase the potential for accidents.</p> <p>I think it should be left as it is. I do not feel that there is a need for a four-way expansion. I know that a lot of my neighbors would agree with my views and say that building this bridge is not necessary.</p>	<p>Comment is noted - this issue will be evaluated independently of the Wyoming Springs project and recommended for increased police enforcement. The Transportation Master Plan (TMP) was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network.</p>

Name	Comment/Question	Response
Mary Koonce	<p>The area around Brushy Creek along Hairy Man road is quite special to me and my family. Growing up I would take this road home each day from school. I was fascinated by the trees and the lush environment this area has. God was in nature and I felt him on each journey there with through this special area. So little of it is not left since I was a teenager, almost 30 years ago. When I first visited Tonkawa Spring I had not lived there but was in awe of the way the neighborhood stood out differently that the others in the vicinity. It had bigger lots and older homes and old oak trees. It was peaceful and the springs brought in the wild life. My husband and I would kayak down Brushy Creek and long for a house one day in this beautiful part of Round Rock. After saving for a few years we were able to purchase our dream home for our 5 children. This home would be on Brushy creek with direct access for our children to fish and swim in the creek under the canopy of trees. This area had kept its nature for our family. We worked hard to clear the land and sit out on the back deck at night listening to the sounds of the Water flowing, the crickets, frogs, and owls hooting to one another. It was incredible! We still love our home and our children too and all the memories we have created here. We've put our blood, sweat and tears... many tears into this home and now to think of a monstrosity of a bridge being built beside our home... Loud cars, bright lights, and a complete disregard for this nature that so many love here in Tonkawa Springs and the surrounding areas.</p>	<p>This corridor has long been set aside as right-of-way for infrastructure including this roadway as part of the city's Transportation Master Plan (TMP). Managing the demands of a rapidly growing population and maintaining the natural character of a community has been an ongoing challenge for the City. That is why the City Council has approved master plans for parks and trails, as well as transportation, to balance those competing needs. People and businesses continue to move to the area for many of the reasons you cite. Stopping development isn't a feasible option. The City is bound by State and Federal law to protect private property rights. More specifically, we are legally obligated to issue permits that comply with our zoning and adopted development regulations. If we refuse to issue permits that comply with these requirements, it is considered to be a "taking" of private property. This means that we would then be obligated to pay the landowner full fair market value for their property. The purchasing of private, vacant land on a large scale to avoid development is not financially possible in terms of land cost and loss of tax base. The City's role in private development regulation is to ensure it meets our quality standards and the public health, safety and welfare are protected.</p>

Name	Comment/Question	Response
	<p>Our neighborhood is distraught and feeling worn trying to fight for keeping Round Rock, Brushy Creek in certain areas untouched and preserved. This land is our land but it is also the land of generations to come, as it was to those who passed it on to us. Years ago if Austin would had wiped out the trails and parks it would not be the very reason people love to visit and live in Austin today. It is an outdoor city and highly ranked as one in our country for the best trails and outdoor living in a city. Brushy Creek, Hairy man road, it's trees environment and these springs and all of its habitat is my backyard now, but it's always been my backyard since I was a kid. I know many people feel that way each time they cross the springs or drive through the canopy of trees on Hairy Man Road. We, who have grown up in Round Rock all reminisce about this area. This area is dearly LOVED. I ask that you leave it untouched or if not then use it to make a community park to bring people together. Connect trails with a pedestrian bridge with cycling lanes. Make it part of the nature instead of a eyesore. I believe together we can live in harmony and see that doing the best for all will create a more harmonious environment for all creatures and humans beings. If we want peace within ourselves we must surround ourselves with a peaceful nature. Thank you.</p>	
Jon Koonce	<p>I would like to see the area changed into a park for surrounding communities to enjoy. I do not think a large, oversized bridge is necessary and will quite frankly ruin the natural area that is federally protected. I am concerned about the drainage and flooding occurring. I highly suggest a city council meeting to be held so others can have a say and more time can be given for those to have an opportunity to have their voice heard.</p>	<p>The city does value the trees and natural areas and has made significant investments in parkland, but this corridor was set aside as right-of-way for this roadway as part of the city's Transportation Master Plan (TMP) and omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network.</p>
Mark & Kathy Hunt	<p>Can you please send me any diagrams of the road and bridge?</p>	<p>Yes, click on 'View Project Map' on the city's website at www.roundrocktexas.gov/wyomingsprings</p>
Mark & Kathy Hunt	<p>How wide is the RR right of way along there?</p>	<p>Right of way varies from approximately 103-ft to 146-ft</p>
Mark & Kathy Hunt	<p>How wide is the Williamson County right of way along there?</p>	<p>Right of way varies from approximately 220-ft to 287-ft</p>

Name	Comment/Question	Response
Mark & Kathy Hunt	Who is the County contact and phone number to get permission to cross their easement from Wyoming Springs to my Property?	This would be accomplished through the city's standard driveway permit / development process. You can call Planning and Development Services at 512-218-5428.
Mark & Kathy Hunt	What will I need to do to get you guys to build in a road cut out along my property line for access onto Wyoming Springs heading North?	Note: Stakeholder mentioned their property is on the southeast corner, however, I suspect it is actually the northeast corner. The southeast corner is owned by Saul's Ranch development. If the property owner is actually WCAD R055236. R310504 on the northeast corner, it does not look possible to provide driveway access to those parcels from Wyoming Springs. The roadway does not come back to grade until well passed their property.
Mark & Kathy Hunt	Can you show me where the bridge abutment will begin next to my property?	Shown on schematic: The abutment begins approximately 300-ft from the centerline of the Brushy Creek. The associated retaining walls extend approximately 220-ft to the north.
Mark & Kathy Hunt	Where will the bridge with its railing come to an end alongside my property (ie back down to ground level)?	The bridge abutment walls end at the northern property line of the lift station, the roadway does not meet existing ground for approximately another 150ft north
Mark & Kathy Hunt	What is the best guess as to when construction will begin and when it is expected to be complete?	Construction is anticipated to commence in early 2022
Mark & Kathy Hunt	What will the speed limit be along the area in front of my property, from Hairyman Road to where the sewer pump station property ends?	Posted speed limit of 45 MPH
Mark & Kathy Hunt	What is the expected traffic count along this part of Wyoming Springs?	Opening average daily traffic volume (ADT): 7,600
Mark & Kathy Hunt	What and where will there be a wall or fence built along this area on my side of the road?	There are no fencing or walls currently proposed along the ROW
Mark & Kathy Hunt	I would like to discuss the electrical service that is already at the sewer pump station and see if the electric company can move the pole over to my property line.	This pole and service will be removed. Property owner would have to contact Oncor for a new service pole.
Mark & Kathy Hunt	Would I be able to tie into the buried sewer line in the future that runs from that old pump station down to Hairyman Road and who would I contact?	The property owner would need to contact the Utility Department with this question.

Name	Comment/Question	Response
Terri Crauford	Has an easement been granted on the Fern Bluff MUD property for the two water quality structures?	With respect to the detention ponds shown along the ROW, we have decided to use stormtroopers (The most advanced stormwater hydrodynamic separator on the market. It is a patented technology to remove sediments, trash and oil from storm water runoff) to handle the water quality on the project and the ponds will not be necessary. The City will be engaging the Fern Bluff MUD at the appropriate time to discuss right of way needs for the project. They are aware that this project is being advanced.
Terri Crauford	What type of facility is proposed?	This project is planned as a four lane divided urban roadway as identified and approved in the City's Transportation Master Plan.
Terri Crauford	Are screening walls proposed for the existing homes adjacent to the ROW?	The current plan includes street trees, but the city will consider additional screening for noise.
Brian Ender	Could you send any environmental impact studies that have been done?	We are in various stages of field collection, reporting, coordinating with agencies, so no reports or studies are yet "done" but they can be made publicly available once they are complete
Brian Ender	Please elaborate on what your website calls "extenuating environmental issues"	<p>Environmental issue: Threatened and endangered species (including the Jollyville Plateau Salamander)</p> <p>Addressing by: Designing the project to minimize footprint to habitat; participating the County's RHCP; and coordinating with USFWS for concurrence that the proposed project will have no adverse effects to threatened or endangered species.</p> <p>Environmental issue: Waters of the US (WOTUS)</p> <p>Addressing by: Designing the project to minimize footprint within WOTUS, and avoiding loss of aquatic function. Minimal impacts associated with bridge piers will be authorized by the USACE under a Nationwide Permit.</p> <p>Environmental issue: karst features</p>

Name	Comment/Question	Response
		Addressing by: Performing geophysical testing, in addition to the traditional geotechnical investigations, to minimize risk of encountering unknown, large voids/caves during construction. Designing water quality treatment in accordance with the TCEQ in Edwards Aquifer Regulations.
Sue Boyle	What will be done to protect the homes backing to the new road and shared pathing? They are in flood zones and cannot build fences along their backyards, which will align the new roadway. Who will pick up the trash and stop people from walking into their backyards? The city won't, because we're outside the city limits. Williamson County is big enough that calls to their non-emergency line don't merit quick response (rightly so). This project will negatively impact many of our homes and destroy wetlands and flood areas.	The road and right-of-way will be maintained by the city of Round Rock. A flood study is being prepared to demonstrate no adverse flooding affects to adjacent or upstream property. Work within the waters of the US is being permitted through the United States Army Corps of Engineers (USACE) and no impacts to wetlands are proposed.
Sue Boyle	What is the plan to mitigate any water impacts? I don't know if you are aware, but twice in the last 13 years, the creek that runs through Tonkawa and empties into the aquifer has flooded over the Tonkawa Trail bridge, burying many of our yards and some of our homes in water and cutting off over 100 homes from the outside world. We have no other way out. I, myself, had water 8" deep at my front door. Any project that impacts the drainage from our neighborhood can have catastrophic consequences. We're already in touch with the county about the Sam Bass road project and potential impacts there. Doubling down and reducing or modifying the ability of our creek to empty into the aquifer from the other side of the neighborhood could be disastrous for us	A detailed hydraulic analysis was done for the project and reviewed by the city's flood plain administrator. There are no adverse flood impacts to properties or structures.

Name	Comment/Question	Response
Sue Boyle	The Tonkawa Salamander is federally protected. I believe approval has to be granted on a federal level to build on a protected area, although I'm not an expert there. As well as special plans to mitigate any impact to the habitat. The area to the west of the Fire Station and before the first Tonkawa homes is literally right on top of where the natural Krienke spring comes out and provides this habitat.	The city's consultant team includes an environmental consultant with experts in threatened and endangered (T&E) species, and who have performed similar studies on many other local projects. The team is coordinating the project with the US Fish & Wildlife Service (USFWS), the federal agency with purview for regulating and reviewing projects for compliance with the Endangered Species Act. The Jollyville Plateau Salamander is one of the T&E species being evaluated by the environmental team. The USFWS will issue a determination based on their review of the results of the studies.
Sue Boyle	We have heard there are plans to make this road elevated, to avoid impact to the drainage and habitats - if so, the impact to these homes that cannot erect privacy fences will be horrific. They purchased their homes backing to trees and wetlands, and instead will have an elevated roadway looking down into their backyards, no privacy, and constant issues with trespassing and trash	The road profile can be reviewed on the preliminary schematic which will be presented at the open house and is available on the city's website here: https://www.roundrocktexas.gov/wyomingsprings . The proposed roadway profile follows existing ground except to cross over the creeks. Where feasible, the roadway has been aligned to provide separation/buffer away from backyards of homes so that the existing trees can remain. There will also be street trees planted along the roadway to provide some visual buffer between the roadway and homes.
Sue Boyle	Please, hear us when we say no one wants this road. Absolutely build a bike/hike path to link the parks to the brushy creek paths, but not a 4-lane road plus that. Even a path would be dangerous as that entire area floods during times of heavy rain and anyone walking on the path would be at risk of being a flash flood victim. I doubt anyone on the planning commission has seen this area back there when it's heavy with floodwater and realized how hazardous it could be.	The road and path will be on bridge structure above the 500-year flood elevation.
Bill Kindla	Why not extend Great Oaks to Sam Bass at this time, instead of Wyoming Springs? A bridge at Great Oaks is already funded, so now would be a good time to finish that extension.	Great Oaks is a two-lane road through a neighborhood and not intended to serve as an arterial street, nor have the traffic capacity and connectivity that Wyoming Springs will provide.

Name	Comment/Question	Response
John and Cynthia Adams	We live in Stone Canyon and our house backs up to the greenbelt and we are very concerned about the new road. While we understand and agree with the need to improve roads and reduce congestion in Round Rock, we do not agree that the Wyoming Springs extension is necessary. Creek Bend now provides access to Sam Bass. If it has been determined additional access to Sam Bass is necessary, why not extend Deep Wood Drive to Sam Bass? That would provide congestion relief with less disruption to homeowners. And, it would preserve the greenbelt.	This corridor has long been set aside as right-of-way for infrastructure including this roadway as part of the city's master transportation plan. Deep Wood Drive is also planned to be extended as part of that plan, but in addition to, not instead of Wyoming Springs.
John and Cynthia Adams	Or, why not just extend Wyoming Springs to Tenor Lane to give the Saul's Ranch residents an additional entrance/exit for their neighborhood?	Wyoming Springs is intended to serve the entire area, not a single development or neighborhood.
John and Cynthia Adams	Has a traffic study been done that supports the need to extend Wyoming Springs? What will really be gained by adding a new road (especially a road of this size in such a confined area) and destroying the greenbelt?	The Transportation Master Plan (TMP) was developed through a public input process and adopted by City Council. Traffic and growth projections were performed in development of the plan. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts on that network and to the citizens and community that use this roadway network. The most recent traffic counts on Wyoming Springs at Brightwater Boulevard are 2,277 vehicles per hour at peak travel times, and we anticipate that to double by 2040. Our traffic models estimate average daily traffic along the new roadway to be 7,600 in 2023, the year we expect the road to open, and nearly double to 15,000 by 2040. Those projections clearly show the need to add capacity to our roadway network at that location.
John and Cynthia Adams	The residents of Stone Canyon whose homes back up to the greenbelt paid a premium to have a house that backs up to the greenbelt. We, like the other residents, moved here to enjoy the natural beauty and privacy of the greenbelt. Additionally, there are so many people who can safely ride bikes, walk, jog with family, friends and dogs in the greenbelt. That will all be destroyed with a new road.	This corridor has long been set aside as right-of-way for infrastructure including this roadway as part of the city's master transportation plan. Under the current design, the existing trail from Brightwater Boulevard to the Brushy Creek Regional Trail will remain in place. A new shared use path that runs alongside the roadway is planned to tie into the existing trail as it gets closer to Hairy Man Road.

Name	Comment/Question	Response
John and Cynthia Adams	<p>Surely there are other areas in Round Rock that need additional roads that will provide more value to the residents. The Wyoming Springs extension provides no value to the residents of Stone Canyon. We feel part of the \$12m should be used to improve the intersection of Wyoming Springs and Smyers Lane. This is currently an extremely dangerous intersection. It is dangerous trying to turn left off of Wyoming Springs into the Walgreens parking lot. It is also dangerous trying to left off of Smyers Lane onto Wyoming springs. With the development of the new fast food places and businesses along 620 as well as the new residential development between Park Valley Drive and Smyers Lane, it will only get worse.</p>	<p>The Transportation Master Plan (TMP) was developed through a public input process and adopted by City Council. Traffic and growth projections were performed in development of the plan. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network. Smyers Lane is outside of the limits for this project.</p>
Dough Freer	<p>I hope steps will be included to lessen the traffic noise for adjacent properties. In addition to "street trees" planted there could be hedges planted between the trees. Of course the traffic noise level from a bridge is dramatically multiplied over what the noise level from a roadway on ground level would be. Hopefully consideration can be given to adding noise reduction walls along the areas near any bridge that must be built. Noise reduction walls can be fabricated to be attractive and to blend with the ambient setting</p>	<p>The current plan includes street trees, but the city will consider additional screening for noise.</p>

Name	Comment/Question	Response
Gene Saienga	Our first and foremost concern is the project impact on the Round Rock drinking water as well as the impact on the surrounding private drinking water wells drawing from the Edwards Aquifer. TCEQ has this area labeled as a recharge zone, BUT... the study conducted by Raymond Slade, certified hydrologist and former specialist with the US Geological Service conducted a study in 2011 on the area being considered for a bridge and roadway development for the Wyoming Springs Extension. Mr. Slade conducted the study in December 2011, following a year of lower than normal rainfall in the Round Rock area. A major finding of his study is that the area where the proposed bridge to Sam Bass/FM3406 is in fact a recharge feature within the recharge zone. That is in layman's terms, the water that flows from Krienke Springs (Measured Flow Rate 239,040 gallons per day) while traveling over the proposed bridge area loses about half of its volume within the fractures in the bedrock in the pond with the rest of the volume of water disappears into the ground just after flowing over the nearby concrete dam. All of that spring water is going right back into Edwards Aquifer.	It is known that the project area is in the Edwards Recharge zone. Recharge of surface water into the underlying Edwards Aquifer within streambeds is characteristic of the Edwards Aquifer Recharge Zone. The TCEQ Edwards Aquifer Protection rules as applicable to this project, will be followed to address potential impacts to surface and groundwater quality. The project engineer will prepare a Water Pollution Abatement Plan (WPAP) that will address mitigation of potential contaminants generated during construction and after construction. The project will comply with the Edwards Aquifer Rules and a WPAP will be prepared and submitted, along with a Geologic Assessment, to the Texas Commission on Environmental Quality (TCEQ) for review and approval. The WPAP will detail the best management practices (BMPs) proposed to treat/filter runoff from the project and protect water quality in the Edwards Aquifer.
Gene Saienga	1. The safety of people crossing Sam Bass/3406 to get to the walking/biking trails. A pedestrian crossing at this intersection of 50 mph Sam Bass and 45 mph new Wyoming Springs roadway is high risk, especially with the habit of Central Texas drivers to perennially run the traffic lights already in the neighborhood. During our 15 years in Tonkawa Springs, there have been a number of accidents at the existing traffic light along with screeching of tires from daily near miss accidents. What enhanced safety measures will be taken to avoid a pedestrian/car collision?	The intersection will be designed with safety in mind and the city will consider what enhanced measures could be appropriate for this location.

Name	Comment/Question	Response
Gene Saienga	<p>2. Safety of keeping people on the trails. There will be the people who will wander off the path. There are already numerous instances of people walking, jogging and riding bikes on the service road parallel to our property. The plan as presented does not appear take into account the need for a barrier preventing people from going off the walking path. By Federal regulations, the Tonkawa Springs residents cannot put up a privacy fence as it would be in the flood plain. There are already people who trespass and come into their yards to fish. Currently, trespassers climb over a cattle type gate at the beginning of the service road at the top of the hill and enter our backyards to fish. When you ask people to leave your yard, we frequently get angry pushback from the trespassers. The trespassers will boldly tell you it is their right to fish in your yard. Also, there is no barrier to prevent people from walking into the waterway. When high water is present, it is deep and swift enough to wash them into the rapid water. This is especially a concern for those curious young kids and teens. We want to avoid having someone drown.</p>	<p>The project will provide the public with a shared use path adjacent to the roadway that can be used legally instead of trespassing.</p>
Gene Saienga	<p>3. Safety from wild animals. The open land is habitat for wildlife, which includes rattlesnakes, water moccasins, skunks, and numerous coyotes. Warning Signs will need to be posted.</p>	<p>This type of signage is not typical for other creek crossings in the city but will be evaluated during design and after completion.</p>
Gene Saienga	<p>4. Brush fire hazard.- The Williamson County owned four plus acres on the east side of the ROW has not been maintained on purpose by the county, This has been verified through correspondence with County employees. As a result there has been a disturbing build up of ample dead and dry brush. A cigarette tossed from a car window on the new roadway could easily start a brush fire. Do you have a plan to provide a buffer to prevent brush fires while protecting the surrounding homes that will be affected by the County decision to not maintain this area.</p>	<p>The easement and right-of-way will be maintained appropriately. Also, this corridor will be more accessible for fire department services once the road is built.</p>

Name	Comment/Question	Response
Gene Saienga	5. Sound Abatement - What are the plans if any to address installing buffering structures to reduce the increased noise 24/7 impacting the adjacent Tonkawa Springs and Fern Bluff homes?	The current plan includes street trees, but the city will consider additional screening for noise.
Gene Saienga	6. Light Pollution – What are the plans regarding street lights on this roadway? It would appear that one or more of the proposed street lights would be very visible within our home. We are already impacted in our yard and house by the stray light from the existing traffic and street lighting.	The city will work to limit the height of street lights and also to use directional luminaires to direct light towards the street and minimize light spillage to adjacent properties.
Lonnie Robinson	I am writing to ask that the construction of the Wyoming Springs extension from Brightwater to Sam Bass Road be reconsidered during a time when public dollars should be directed towards the most critical issues. This particular project was designated as a long-term improvement project scheduled for the years 2030 to 2040 and ranked number 41 of 54 roadway projects. This 4-lane project is similar in cost per mile with proposed projects that are for 6 lane designs. The benefits do not appear to clearly demonstrate that the project should be built now or at built all. The benefit cost analysis should be refined to consider the no-build option of the Wyoming Springs extension.	This project is being funded using the 1/2 cent sales tax dedicated to the Round Rock Transportation and Economic Development Corporation (Type B). It is not funded by property taxes. The Master Transportation Plan is a guiding document but the timelines for implementing specific projects are re-evaluated by staff on an annual basis and this project was both funded and deemed needed for proper connectivity of the ultimate roadway network. The most recent traffic counts on Wyoming Springs at Brightwater Boulevard are 2,277 vehicles per hour at peak travel times, and we anticipate that to double by 2040. Our traffic models estimate average daily traffic along the new roadway to be 7,600 in 2023, the year we expect the road to open, and nearly double to 15,000 by 2040. Those projections clearly show the need to add capacity to our roadway network at that location.
Lonnie Robinson	A. What is the status on the study regarding the salamander?	The city's consultant team includes an environmental consultant with experts in threatened and endangered (T&E) species, and who have performed similar studies on many other local projects. The team is coordinating the project with the US Fish & Wildlife Service (USFWS), the federal agency with purview for regulating an reviewing projects for compliance with the Endangered Species Act. The Jollyville Plateau Salamander is one of the T&E species being evaluated by the environmental team. The USFWS will issue a determination based on their review of the results of the studies.

Name	Comment/Question	Response
Lonnie Robinson	B. Are this many bridge crossings over Brushy Creek within this short distance required for emergency conditions?	This roadway and the adjacent ones (Creek Bend and Great Oaks) are all roadways on the city's Master Transportation Plan. The bridges are needed simply because these roadways must cross Brushy Creek in order to connect.
Lonnie Robinson	C. What is the status of the road projects ranked 1 through 40?	Please see the city's website for status of transportation projects: https://www.roundrocktexas.gov/departments/transportation/ . The numbering system was never meant to be the order in which the projects would be undertaken. It was developed in 2017 as high-level guidance to the city that could be re-prioritized based on up-to-date data/funding and needs at a neighborhood level. There is no one specific driving force behind the initiation of a transportation project. The city must take into account many mitigating factors including availability of funds, environmental clearance, utility relocation and Right-of-Way negotiations. Each of these individual items may delay or accelerate a project or otherwise affect the City's ability to implement an improvement. For the Wyoming Spring project the development time line is a long 2 – 4 year process through construction. Each project has its own reason for being moved forward. Also, some of these projects are TxDOT projects so they are being developed by them or separate maintenance projects.
Lonnie Robinson	D. If the Wyoming Springs project has been expedited ahead of others, why?	The transportation department continually evaluates which projects can be accomplished with the anticipated funding and which project can and should be advanced next. This project has long been a deficiency/gap in the city's transportation network. One of the reasons the Wyoming Springs project is progressing at this time is due to the settlement of a previous lawsuit with the Fern Bluff MUD which said the City could not build the project until 2019. We are now following through on that settlement decision.

Name	Comment/Question	Response
Lonnie Robinson	E. What are the V/C values for the proposed extension south of Brushy Creek and north of Brushy Creek? What factors make the difference between these two road segments?	The difference between the V/C on either side of the river is negligible, as the roadway cross section does not vary greatly.
Lonnie Robinson	F. What is the average cost/vehicle/lane-mile for projects identified in the TMP?	Cost/vehicle/lane-mile is not estimated in the TMP
Lonnie Robinson	G. What is the cost/vehicle/lane-mile for the Wyoming Springs project from Brightwater to Sam Bass?	Cost/vehicle/lane-mile is not estimated for projects, but the cost per lane-mile will indeed be higher for this project due to the bridge structures required (and one of the reasons this project has not been advanced even sooner; it was placed in the long-range projects list based on anticipated funding).
Lonnie Robinson	H. What is the estimated cost of the two bridges?	Approximately \$5.8 million
Lonnie Robinson	I. Can the traffic model be rerun with the elimination of this segment of roadway?	The traffic report for Wyoming Springs estimates that this roadway could experience a volume of 15,100 average daily traffic in 2040. If the road is not built that is traffic that is forced to use adjacent/other roadways which necessarily adversely affects levels of service and delay time on the other roadways in the system. The Master Transportation Plan (MTP) was developed through a public input process and adopted by City Council. Omitting segments of arterial roadways from the Ultimate Roadway Network in the TMP would have adverse impacts to that network and to the citizens and community that use this roadway network.
Lonnie Robinson	J. What V/C values result from the traffic model if this specific segment of Wyoming Springs is not built?	V/C As discussed in the response to "I." above, level of service and delay times would necessarily be negatively affected if this segment were not built. Also, connectivity and mobility goals of the MTP that would not be met without this segment.
BJ Goins	I am staunchly opposed to adding another bridge crossing over Hairy Man Rd and Brushy Creek less than a mile from the Creekbend bridge that is already built. The Wyoming Springs bridge would be the cause of more destruction of the habitat of so many creatures in this area, as well as the destruction of more Old Growth trees that are irreplaceable. Builders trees don't qualify.	This corridor was set aside as right-of-way for this roadway as part of the city's master transportation plan. The intent is not to clear cut all trees in the area, only remove those necessary to make the improvements. A large number of existing trees are proposed to remain.

Name	Comment/Question	Response
BJ Goins	Additionally, the CORR has another bridge from 620 to Sam Bass planned from the Deep Wood intersection, so that will move traffic north and south (although it will continue to clog Sam Bass).	Deep Wood Drive is also planned to be extended as part of that plan, but in addition to, not instead of Wyoming Springs.
BJ Goins	The old growth trees on Hairy Man and the greenbelt that exists there should be protected, not destroyed as this bridge and construction will do. While I understand the need to move traffic around, if the Wyoming Springs bridge is built as planned, the cars will be going 50-60 miles an hour on the straight-away, and at night, there will probably be an increase in teen-speeding incidents with fatalities. I live in Creekbend, and the increase in traffic noise, speeders, and burglaries in our neighborhood, will only be duplicated on the other side of the neighborhood. We will literally be surrounded with non-stop traffic noise like living in the middle of a freeway. I feel sorry for the neighbors in Tonkawa Springs.	The intent is not to clear cut all trees in the area, only remove those necessary to make the improvements. A large number of existing trees are proposed to remain. We will forward you concerns about illegal speeding to the Police Department.

Name	Comment/Question	Response
BJ Goins	<p>However, I don't truly believe that the voices and opinions expressed here will be much considered, sadly. Progress marches on. So, if the CORR decides to continue with this project, at least design a bridge that fits in with the beauty of the area, not just another concrete intrusion into the natural growth that exists there. Dark stone facade rather than the bright white of the concrete would help with the aesthetics of the project. The roadway could be split as needed to prevent any canopy trees from being destroyed. The CORR has an opportunity to design a bridge that could be held up as a nod to future generations on how to adapt to the environment, as opposed to crashing thru and imposing a design upon an area. The most disheartening thing is the artist's rendering of the bridge over Hairy Man Rd with NO old growth remaining, NO remnants of the greenbelt, just a homogeneous bridge over a homogeneous road that could be anywhere, carefully groomed and sterile, with no connection to THIS community and THIS environment-a pretty accurate vision of the future of Round Rock.</p>	<p>The image was created to show project elements clearly. The intent is not to clear cut all trees in the area, only remove those necessary to make the improvements. A large number of existing trees are proposed to remain.</p>
Jennifer Idol	<p>I hope you reconsider the Wyoming Springs road project and use that money instead for a meaningful contribution to Brushy Creek. Our neighborhood does not need additional thoroughfares for people to speed through, especially those looking to cut through the neighborhoods to access important highways such as the toll or I-35.</p>	<p>This corridor was set aside as right-of-way for this roadway as part of the city's master transportation plan. This project is being funded using the 1/2 cent sales tax dedicated to the Round Rock Transportation and Economic Development Corporation (Type B). It is not funded by property taxes.</p>
Jennifer Idol	<p>Additionally, the natural resources are an asset to our community. Removing these in favor of more car transportation does not take care of our needs and permanently alters the landscape and its natural inhabitants.</p>	<p>The intent is not to clear cut all trees in the area, only remove those necessary to make the improvements. A large number of existing trees are proposed to remain.</p>
Jennifer Idol	<p>Perhaps more public transportation or other infrastructure investments such as sewage or electricity would be better spent uses of our taxes. Perhaps even a tax break as property owners.</p>	<p>This project is being funded using the 1/2 cent sales tax dedicated to the Round Rock Transportation and Economic Development Corporation (Type B). It is not funded by property taxes.</p>

Name	Comment/Question	Response
Paul Lazor	Please don't cut any trees down along Harry Man Road. The city could have expanded the road when the houses went up with the housing developer's land. Why take land we all enjoy? Cutting down the trees to accommodate poor drivers isn't a good solution. The city could have also purchased some of the housing developer's land for the trail.	The project will minimize impacts to existing trees, where feasible: with the roadway alignment, by following existing ground profile, and by using retaining walls and tree wells to limit embankment on root zones. This land has long been set aside as right-of-way for infrastructure including this roadway as part of the city's master transportation plan.