



# Documentation of Public Meeting

## **Project Location**

Williamson County

SH 29

CSJ: 0337-02-045

## **Project Limits**

Southwestern Boulevard to SH 95

## **Meeting Location**

East View High School  
4490 E University Ave, Georgetown TX

## **Meeting Date and Time**

May 10, 2016 at 6:00 p.m.

## **Translation Services**

N/A

## **Presenters**

N/A

## **Elected Officials in Attendance**

N/A

## **Total Number of Attendees (approx.)**

184

## **Total Number of Commenters**

103

## **Contents**

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- Attachment F** Description of project modifications resulting from public meeting (if applicable)

## **Introduction**

The Texas Department of Transportation (TxDOT) conducted a Public Meeting regarding the proposed State Highway (SH) 29 corridor study located in Williamson County on Tuesday, May 10, 2016 from 6 p.m. to 8 p.m. The meeting was held to update the public on the project and show possible alternatives that have been developed based on public input, as well as environmental and engineering constraints evaluated since the previous open house meeting held in September 2015.

## **Project Summary**

### *Project Study Area*

The project study area includes the existing SH 29 facility and extends from Southwestern Boulevard located on the western boundary (near the City of Georgetown) to SH 95 to the east. The project study area generally follows the San Gabriel River to the south and County Road 124 to the north. The project study area covers approximately 15,419 acres.

### *Purpose and Need*

The purpose of the proposed project is to accommodate existing and projected traffic volumes, and to improve the safety of the existing facility by either upgrading the roadway to meet current design standards, constructing a new location alignment between SH 130 and SH 95, or a combination of the two. Various segments of SH 29 are located within the floodplain of Smith Branch, Mileham Branch, and the San Gabriel River. The eastern end of the project is located within the floodway of the San Gabriel River, and in some locations the top of the road is five feet below the base flood elevation. TxDOT staff have reported that this portion of SH 29 frequently experiences overtopping and road closures even during relatively minor storm events.

Improvements to the facility are needed to accommodate increased traffic volumes resulting from the future projected population growth in the City of Georgetown and Williamson County. The original SH 29 facility was constructed between 1932 and 1934. Since that time, only routine maintenance or operational improvements have been made to the facility. The existing facility does not meet current design standards for the volume of traffic the facility currently carries or the projected future traffic volumes. This increase in traffic volumes has led to an above average crash rate on the facility. In addition, portions of the existing SH 29 facility are located within the 100-year floodplain and the roadway is occasionally overtopped by flood waters; therefore, improvements to SH 29 are needed to minimize the frequency at which the roadway is overtopped.

## *Proposed Improvements*

On September 1, 2015, TxDOT held an open house meeting to introduce the project to the public and to get their input on possible alternatives to be evaluated during the study. The purpose of this second meeting held on May 10, 2016, was to update the public on the project and show possible alternatives that have been developed based on public input, as well as environmental and engineering constraints evaluated since the previous meeting.

It is anticipated that if any improvements are made, the proposed facility would consist of the following:

- **From Southwestern Boulevard to SH 130:** The proposed cross section would consist of four 12-foot-wide travel lanes, two lanes in each direction, separated by a variable width center turn lane. The roadway would include 10-foot-wide outside shoulders flanked by a six-foot-wide sidewalk on one side and a variable width shared use path on the other side.
- **From SH 130 to SH 95:** The proposed cross section would consist of six 12-foot-wide travel lanes, three in each direction, with 10-foot-wide outside shoulders and four-foot-wide inside shoulders. East and westbound traffic would be separated by a variable width depressed grassy median. A six-foot-wide sidewalk would be provided on one side of the facility and a variable width shared use path on the other side.

Three alternatives from SH 130 to SH 95 were displayed at the meeting:

- **Alternative A-A1-C:** This alternative is the northernmost alignment being considered for the SH 29 study. It has a length of approximately of 13.2 miles and would require approximately 386 acres of new right-of-way and 116 acres of existing right-of-way. This alternative is anticipated to have four residential displacements.
- **Alternative A-A1-D:** This alternative is similar to A-A1-C, except this alternative connects to SH 95 south of alternative A-A1-C. This alternative has a length of 13.3 miles and would require approximately 399 acres of new right-of-way and 112 acres of existing right-of-way. Five residential and one commercial displacements are anticipated.
- **Alternative D:** This alternative is the southernmost alignment. It has a length of approximately 13.1 miles and would require approximately 407 acres of new right-of-way and 92 acres of existing right-of-way. One residential displacement and one commercial displacement are anticipated.

## Public Meeting Information

### *Public Meeting Date and Location*

The Public Meeting was held on Tuesday, May 10, 2016 at East View High School located at 4490 E University Ave, Georgetown, TX. A formal presentation was not provided.

### *Public Meeting Notifications*

A variety of methods were used to reach out to citizens, potentially affected property owners, local leaders, and elected officials. These notifications included:

- Post Cards
  - Approximately 751 post cards were mailed to property owners located within the study area.
- Newspaper Advertisements
  - Display advertisements were published in the following newspapers.
    - *Williamson County Sun*
      - Published Date: April 20, 2016
    - *Taylor Daily Press*
      - Published Date: April 24, 2016
- Letters
  - Letters were mailed to elected officials on April 18, 2016. Copies of the letters are on file at the Austin district office.
- Website Postings
  - TxDOT posted information and details about the Public Meeting on their website: <https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/austin/051016.html>
  - Additionally, TxDOT issued a local news release: <http://www.txdot.gov/inside-txdot/media-center/local-news/austin/017-2016.html>

Documentation for each of the notifications mentioned above is available in **Attachment B**.

### *Public Meeting Hand-outs and Exhibits*

Upon arrival at the Public Meeting, attendees were asked to sign-in to document attendance and were provided with a set of handouts which included:

- Welcome Letter
- Study Process Overview

- Comment Card
- Study Area Map

Ten project display boards and four roll plots were exhibited to provide information about the proposed study. The following eight boards were displayed in the room on easels:

- Welcome Board
- Project Purpose and Need Board
- Study Process Board
- Board showing Forecasted Truck Percentage on Corridor
- Average Daily Traffic and Level of Service Board
- Existing and Potential Future Cross Section Board
- Crash History and Severity Board
- SH 29 Corridor Study Intersection Level of Service Board

The remaining two Floodplain Constraints boards, two copies of small scale aerial maps (SH 29 Corridor Study Roll Plots), and small scale environmental constraint maps (Potential Corridor Constraints Roll Plot) of the project location were set up on tables.

A continuous looped video explaining the corridor study was operating in the hallway in front of the meeting room for public viewing and information.

Tables were provided in the room for attendees to complete comment forms.

Copies of the hand-out materials are included in **Attachment B**. Display boards, maps, and photographs of the meeting are included in **Attachment E**.

### *Public Meeting Format*

The open house style Public Meeting was held from 6:00 p.m. to 8:00 p.m. During this time, the public was able to review project display boards and discuss the proposed project and any environmental issues with project staff.

### *Public Meeting Attendance*

A total of 184 persons signed-in at the meeting, including nine TxDOT employees. No elected officials were present, however, three people signed the elected officials' sign-in sheet. Meeting sign-in sheets are included as **Attachment C**.

## **Public Comment and Response Summary**

The public comment period for SH 29 study began on April 20, 2016 with the first publication of the meeting notice in the *Williamson County Sun*.

Comments were accepted at the meeting and by mail, email, and fax following the Public Meeting. Written comments not submitted at the meeting were accepted by mailing to the Texas Department of Transportation, Austin District, P.O. Box 15426, Austin, TX 78761-5426, by fax to 512-832-7157, or by email to the TxDOT website. During the meeting, attendees were asked to provide comments on comment forms (to leave or mail in later). The public comment period concluded May 20, 2016.

A total of 97 written comments were received during the comment period. In addition, six comment notes were placed on the exhibit by the public. All comments received during the comment period are included in **Attachment D**.

The verbatim comments received and a response to each comment are located in **Attachment A**. Comments are listed in alphabetic order by last name.

**Attachment A**

Comment/Response Matrix

## Comment/Response Matrix

Last Name	First Name	Date Received	Comment Type	Method Received	Comment (verbatim)	Response
Arbuckle	Margarett	05/10/2016	Written comment	Public meeting	Do not like either plan. I think your (sic) better off fixing the original hwy 29. If you need to raise the roads it should be more cost effective. You say there are more housing on th origina (sic) 29 but they aren't close to the hwy. As for west of the river, it looks like there is enough room for expantion (sic) by the business there as well. Hwy 29 isn't busy enough to have to create 6 lanes. I moved there to get out of the city and out of traffic.	Upgrading the existing facility to meet current design standards, which would include appropriate hydraulic accommodations, is an alternative being considered. The goal of the SH 29 corridor study is to determine feasible corridors (alternatives) for possible future SH 29 improvements. Improvements will be needed to accommodate future traffic needs due to projected growth in Williamson County. The alternatives evaluation process and the identification of a preferred alternative would take into consideration relevant factors, including cost, right-of-way impacts, drainage, and how it meets the purpose and need for the project. A recommendation to not build anything is also possible.
Atkinson	John and Jennifer	05/10/2016	Written comment	Public meeting	We knew we were building on a state highway, and I'm glad to see Gtown growing, but I would like to know what noise abatement measures will be taken. The noise is pretty bad now, but will only be worse with more big trucks. Sound walls? Berms? How are we going to be able to use our backyards when this goes to four lanes? What traffic control measure will be listed so residents can get in/out of our neighborhoods?	If the project advances to the next phase of project development, potential noise impacts, including a noise barrier analysis, if needed, would be studied. Traffic control would be determined during the detailed design and access would be maintained to residences.

Last Name	First Name	Date Received	Comment Type	Method Received	Comment (verbatim)	Response
Barber	Steve	05/10/2016	Written comment	Public meeting	I don't mean to rain to the parade but this is ridiculous. I would go very slowly on this. 1) It's all based on the continuity of cheap oil. 2) It's also based on baby boomer trends. The millennials do not want to live this far out! Study the trends. 3) You are going to waste a lot of vital black land soil that feeds the worlds 4) Population is not growing without immigration or migration from other states and that is also very trendy	Comment noted. The purpose of the proposed project is to accommodate existing and projected traffic volumes, and to improve the safety of the existing facility by either upgrading the roadway to meet current design standards, constructing a new location alignment between SH 130 and SH 95, or a combination of the two.
Barefield	Kaye	05/19/2016	Written comment	Email	I strongly oppose any changes to Hwy 29!!!! If any changes are made I would prefer Option A versus Option D.	Comment noted. As of June 2016, no funding has been allocated for construction. If funding becomes available and SH 29 is advanced into a development stage for project implementation, TxDOT would conduct further environmental studies, alternatives analyses, and public involvement activities as required under the National Environmental Policy Act. Further environmental studies would include detailed cultural resource investigations for archeological and historical sites, hazardous materials initial site assessment, traffic noise study, air quality analysis, socioeconomic study, biological evaluation, and waters of the US investigations. The alternatives evaluation process and the identification of a preferred alternative would take into consideration relevant factors, including cost, ROW impacts, drainage/hydraulic/flooding, and how it meets the purpose and need for the project. A recommendation to not build anything is also possible.
Bergeron	Ashley	5/20/2016	Written comment	CSTAR	I am a descendant of the Wolbrueck family of the Wolbrueck Family Farms. I am writing to oppose the pink road - SH29, Plan A. This will	Comment noted. See response to Kaye Barefield's written comment.

Last Name	First Name	Date Received	Comment Type	Method Received	Comment (verbatim)	Response
Bergeron	Jeffery	5/20/2016	Written comment	CSTAR	cut my family's farm into pieces. Please choose to put the road elsewhere. Thank you.  I am a family member related to Wolbrueck Family Farms. I oppose the pink road -SH29, Plan A. This plan cuts several family farms and will negatively affect these families. Please find an alternate route. Thank you.	Comment noted. See response to Kaye Barefield's written comment.
Blazier	John C.	5/10/2016	Written comment	Public meeting	TxDOT should give careful consideration to the history of the families whose farms will be so detrimentally impacted if Route A is selected. There are a number of common favorable factors to be considered and are common in all three cases. These farms were originally purchased by immigrants over one hundred years ago. The Holmstroms and Lidell-Wegstrom immigrated from Sweden and the Wolbrueck immigrated from Germany. As immigrants they worked and saved their money so that they could buy the land that became their family farm. They worked the land and over the hundred-year period each family encountered many difficulties. Farming was challenging, the weather from floods to droughts presented many challenges but these families worked hard, were resourceful and frugal. Mr. Lidell's affidavit shares how his grandfather was able to preserve a portion of the cotton crop during the great San Gabriel River flood of 1921 using cotton bales tied to a tree to divert the water and save at least a portion of the crop. His affidavit also shows how they supplemented their farm income by selling eggs and butter to a local grocery during the Great Depression. Each of these families have a lengthy history of heroic actions that their members took and made to preserve their family farms. These families were active in their faith communities and those of Swedish heritage worshipped at the	Comments noted. See response to Kaye Barefield's written comment.

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					<p>Lutheran Church in New Sweden or the Hutto Lutheran Church which is also supported by the Swedish Community. The German immigrant families worshiped at St. Peters Lutheran Church in Walburg, Texas. This commitment to their faith communities continues today as noted by Bonnie Woldbrueck, who is currently the organist at St. Peters.</p> <p>The love of the land and gifts of good stewardship of the land was passed down from generation to generation so that today, the current owners are fourth, fifth and sixth generation farmers. The men in these families served their country during World War II, their families have been active in their churches, and several have a history of community service. Bonnie Wolbrueck also served as Williamson County District Clerk for over twenty (20) years and her husband, Milton, served as Chairman of the Board of the Little River San Gabriel Soil and Water Conservation District. These families placed a high value on education and a substantial number of their children are graduates of Texas A&amp;M and remain productive members in their communities. These three families want to believe that TxDOT public meetings and invitations for comments from impacted landowners will carefully be considered. TxDOT can significantly reduce the negative impact on these families and the century owned homes by selecting Route D. I join these families in requesting that Route D be used for the proposed new roadway. Please preserve what these families and their forefathers have labored to acquire, sacrificed, and preserved. Respectfully, John C. Blazier</p>	

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Bogard	John	05/10/2016	Written comment	Public meeting	Please use Route D. Route A would ruin my otherwise peaceful property.	Comment noted. See response to Kaye Barefield's written comment.
Bogard	John	05/10/2016	Written comment	Public meeting	My concern is existing (sic) floodplain alteration would threaten my home. I am out of the 100 year floodplain but just barely. I have had no issues in 32 years. Three of my neighbors are in the flood plain. Route A is of my specific concern. Use the other one!	Comment noted. See response to Kaye Barefield's written comment.
Byrom	J. Mark	05/23/2016	Written comment	Mail	Our family farm borders the west side of CR 192 between SH 29 and CR 127. It is a long, narrow piece of land consisting of approximately (sic) 235 acres. This farm has been in our family for over 70 years and has been in continuous crop production for at least that amount of time. Proposed route "D" would sever this farm into two smaller parcels and destroy a sizeable portion of its most productive land. Eight years ago the Texas PUC forced us to allow construction of electric utility towers along most of the eastern edge of the farm. Those towers, along with the proposed route "D" division, would make the remaining land even more difficult to cultivate and much less productive. We are certainly aware of the amount of traffic SH 29 currently carries and the pressing need for a (sic) wider, straighter roadway. However, aside from those personal reasons listed above, we feel that proposed route "A" actually is the better choice. It more closely tracks existing roadways, diverts traffic away from Williamson County's future Blackland Heritage Park, and damages a smaller amount of pristine farmland. Other less invasive alternatives might include tracking existing SH 29 farther east than shown in proposed route "D", or the reworking of Chandler Road to be used as an alternative to SH 29. Thank you, J. Mark Byrom	<p>Comment noted. See response to Kaye Barefield's written comment.</p> <p>Chandler Road is outside of the SH 29 study area and serves the travel shed to the south.</p>

Last Name	First Name	Date Received	Comment Type	Method Received	Comment (verbatim)	Response
Byrom	Stiles	05/16/2016	Written comment	Mail	I already have nine "oncor" transmission line towers on my farm. I really object to more of my land being used for a highway! Therefore, I am strongly in favor of alternative alignment "A" for proposed state highway 29.	Comments noted. See response to Kaye Barefield's written comment.
Byrom Jancha	Carolyn	5/20/2016	Written comment	Mail	As a next generation landowner, who will be directly affected by this highway, I strongly prefer alignment A be used. The loss of farming income is my main concern/objection to this project, but also, my hope for a permanent retirement residence is now in question as well.	Comments noted. See response to Kaye Barefield's written comment.
Byrom Whatley	Julia	05/23/2016	Written comment	Mail	District Environmental Coordinator; Our family owns a historic old farm bordering on the environmentally sensitive Williamson County Blackland Heritage Park on East S.H. 29. We believe that our State Highway Department will favorably approve an ecological plea from us area farmers to protect the 10 miles length of prime Blackland Prairie land. In this case, it is the sandy loam soil of the San Gabriel River Bottom. WE are in complete opposition to one of your current studies, Project D, as it trespasses through this highly productive land.  The Katherine Byrom Estate's 235 acres is located along Williamson County Road 195 fronting on S.H. 29. A hundred years ago my great grandfather gave 100 acres of his land to my mother on her 16 <sup>th</sup> Birthday in September 1916. My parents, Katherine Farley Byrom and Stiles Byrom, Sr. after long years in Georgetown, moved out to this farm in 1958 to live there until their deaths. Currently my brother, who is co-owner with me, lives in an original 1920's home across #29 from the cultivated land.	Comments noted. See response to Kaye Barefield's written comment.

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					<p>Given the choice of widening SH29, we could move the house and take the producing acres off the .2 mile front area instead of having a wide highway in mid-farm. This disastrous latter arrangement would lead to a (not legible) of Blackland loam in the narrow 2-mile-long (not legible) shaped farm. Furthermore, the safety of the farmers themselves would be jeopardized. Driving huge machinery, they would be crossing this highway impediment daily to plan, plant, cultivate, put out insecticide and fertilizer, and finally to harvest every crop in every season. Please do not consider Project D! Its implementation would result in a great loss to the food chain that 3% of our United States farmers and ranchers produce for the other 97% population.</p> <p>We are not new in fighting to protect our land for our heirs. Through copious correspondence, administrative judges' review, lawyers, Austin meetings, help from 36 other "intervenors" appearing before the Public Utilities Commission twice, we won Poles over Towers. The Commissioners ruled Oncor Electric to build the less invasive Poles on the proven requests of property owners in Salado, Hutto, and our 235 area in Williamson County.</p> <p>The value of farms along Project D must be similar to our 2016 Tax Appraisal District of the Market Value of \$1,604,542. We in no way expect to decrease that value with a highway encroaching on producing crops and conservation measures of long standing. Julia Byrom Whatley</p>	
Cavazos	Jose G.	05/10/2016	Written comment	Public meeting	Re CR120 realignment. We need to keep options open for a North-South corridor. Now from Walburg to Chandler Rd., we go from FM 1105 to CR 120 to CR 100 to Chandler.	Comment noted.

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					Please pay close attention to the Mankins Crossing area so that any realignment preserves a clean North-South route from Walburg to Chandler.	
Colbert	Patti	05/18/2016	Written comment	Email	Plan A is unacceptable as it divides hundreds of acres of farmland, displaces homes and homesteads and does nothing to correct the congestion on Hwy 29 closer to the downtown Georgetown area. My home and value of my home will be negatively impacted as Plan A would make Hwy 29 seen and heard from my front door, devaluating my homestead. I will take a strong position against Plan A and will move toward legal representation if necessary.	Comments noted. See response to Kaye Barefield's written comment.
Cook	David	05/19/2016	Written comment	Email	I am opposed to proposed route option A, due to the very close proximity to my property. I believe the noise, potential pollution, rain water runoff and other unforeseeable consequences during construction and use, will cause irreparable damage to this and other immediately surrounding property.	Comment noted. See response to Kaye Barefield's written comment.
Cooke	Diane	05/10/2016	Written comment	Public meeting	My father, David Glenn Cooke, Jr. (7800 Rutgers Ave, Austin 78757 512-459-8844) is the great grandson of David Sackville Cooke of the D.S. Cooke cemetery (historical marker) off Hwy 29 and 21. It is on your maps and looks like it'll be ok with either proposal. I want to thank you for being so considerate of the cemeteries and for contacting my Dad (he's 91) so I could bring him to your meeting. Everything's very clear and everyone's very knowledgeable and helpful!	Comment noted.
Cooper	Charla W.	05/18/2016	Written comment	Mail	(On comment sheet): See attached. 1990 CR 127 78628 (Attached letter): Dear sirs: As my family purchased our property almost twenty years ago, many impacting life moments occurred	See response to Kaye Barefield's written comment.  See response to Margaret Arbuckle's written comment.

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					<p>there. I learned to drive on its dirt roads. I fell in love with my husband stargazing and walking through our fields. We had a wedding reception in the backyard and our daughter spent her first week of life there. But beyond my, and my family's, personal motivations to keep this property, there are many practical reasons to leave our property, and our neighbors' land, as it is. There is a natural progression of land use. In the far future, my family's land may exist as a shopping mall or a neighborhood may sit atop what was once our back pastures. Paramount to successful land development is to maximize the time land spends in productive use, and minimize the time it spends barren. The immediate impact of re-routing SH 29 will be complete disruption of our, and our neighbors' agricultural production. First, my family, and our neighbors, use this land as their source of income. We raise organic cows and hay. Collectively, the community uses the land to raise horses, cotton, and corn as their sole means of survival. Whatever the method, people need this farmland to provide for themselves and their families.</p> <p>Second, productive farmland would cease to exist. Dividing up land results in the inability of farmers to produce crops. For example, if the proposed road separates a barn, which houses tractors and supplies, from its accompanying field, then the farmer cannot work his land and achieve adequate harvest. Thus, rendering the land unusable, and halting its productivity. Third, if not for the farmers, then for wider community, large sections of farmland needs to remain within the county to provide animals, food, and crops for individuals to enjoy. Products of these lands fill the farmer's markets popular in town</p>	

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					<p>and around the county. Destroying this land would decrease booths at the markets, as farmers would have nothing to sell. This would result in fewer individuals attending the markets, and would decrease traffic to the city. Finally, the transition of this agrarian countryside into commercial and subdivided residential developments resides in the distant future. Hence, any economic return from the investments to reroute SH 29 would be greatly delayed, while its formerly agriculturally productive land would lay barren. As an instructive comparison, the land surrounding Georgetown Eastview High School sits just east of 130 and remains undeveloped, seven years after it first opened. As it is located closer to town, a high school, and a major roadway, demand for development will occur there far sooner than in the area surrounding the proposed re-routing of Highway 29. Yet, nearly a decade later, development near Eastview has not occurred. Strangely, the proposed route neglects the stretch of SH 29 in this area, which we argue is the most logical next stage in Georgetown's development. Besides the community based arguments above, there are also practical and advantageous alternatives to this plan that will help the inhabitants that the state is attempting to help, and the state itself. The major driver to reroute, rather than expand, SH 29 is based on concern that the current road runs through a floodplain. Thereby, the government argues widening the current road would be implausible. The reality is this highway has flooded to the point of being impassible only twice during the nearly twenty years my family has lived here. Land floods - it's a reality. Today, my husband and I live in</p>	

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					<p>Dallas. Here, we had huge floods, on major roads. In Dallas, the new Clements University Hospital, and major roads which service the hospital, are in a flood zone. Dallas County has avoided the impact rerouting these roads would have on local neighborhoods. Instead, strategies are employed to cope with flooding when it does occur.</p> <p>Citizens of Dallas have respected the individual rights of the people occupying these neighborhoods, and adapted to floods which are more frequent and more severe than those impacting Williamson County The individuals residing in the present SH 29 flood zones have made structural adaptations to raise their home above flood levels</p> <p>Individuals, neighborhoods, and county governments elsewhere favor preparedness for floods over costly and disruptive strategies to avoid flood zones Similarly, Williamson County should respect their neighbors who reside in the proposed reroute, and cease this planned reroute.</p> <p>The state has multiple alternatives to add transit capacity to this region, which preserve its present use while waiting for development to creep into the area While residents surrounding the current road argue current traffic hardly necessitates widening its lanes, there are hopes that future growth will. The space immediately surrounding the current Highway 29 provides ample room to expand lanes Bridges could be built over the stretches of current SH 29 which flood most frequently. It must be recognized that the proposed SH 29 will itself cross flood zones, and necessitate investment in bridges to truly bypass the flood risk Strategic expansion of the San Gabriel River could improve its water capacity during rain Such engineering could</p>	

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					<p>reduce erosion associated with flooding, and reclaim floodplains as acreage which enjoys commercially valuable riverfront views. In conclusion, the current proposal will disrupt personal and agricultural uses of broad swaths of land. While the future of this land may match the vision of the proposed plan, experience at Eastview High School demonstrates land maturation will proceed on a much slower timeline The return on investment will thereby be delayed and re-routing Highway 29 has economic cost far beyond those of its construction Productive agrarian land is immediately rendered useless, without a realistic schedule towards alternative prosperous use In place of the proposed reroute, we suggest an attractive alternative, to widen and structurally improve the existing road, and engineer the river to reduce flood risk Development to meet future need would still be addressed, but without disrupting the present economic utility of the land Rather than the expensive land purchases required to reroute SH 29, an alternate project would invest in structural improvements to the existing road and river Finally, rather than relegate the present SH 29 to a backwater floodplain, it would increase its value as riverfront property Please evaluate the above criticisms of the current proposal, and its alternative, which would not destroy the inhabitant's means of survival and the economic contributions they make to the state and county. Sincerely, Charla W. Cooper, ESQ.</p>	
Densmore	Paxton	5/20/2016	Written Comment	CSTAR	I disagree with the proposal to dissect the Kellers farm putting a 6 lane road in. Please do not do this as it would take away from the families (sic) business and affect their way of	Comments noted. See response to Kaye Barefield's written comment.

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					life. I do not approve of the proposed pink route.	
Diser	Jolue	5/20/2016	Written comment	Email	I oppose the ROUTE A (pink route SH-29) that will dissect a families (sic) working 100 year old farm. The farm was established in 1882. I can't believe you would even consider this!	Comments noted. See response to Kaye Barefield's written comment.
Dittman	Charles	05/10/2016	Written comment	Public meeting	I moved out of the city to get away from traffic and traffic noise and the excessive lighting. Putting a 6 lane road in will only make the problems at SH 130 worse. Given the two options I prefer D. It seems to affect fewer homes and remains closer to FM 1660. I also would like to see how FM1660 is going to connect to either A or D. Given potential alignments, I may have further objections.	Comments noted. See response to Kaye Barefield's written comment. At this time, it has not been determined if/how FM 1660 would connect to alternatives A or D.
Doerfler	Paula	05/19/2016	Written comment	Mail	Dear Sir or Madam: This letter is regarding proposed changes to State Highway 29 between Georgetown and Highway 95 near Granger and Circleville. Our property is not directly affected by either Plan A or Plan D, thus we did not receive any information about the proposed routes. We are farther north of the northern route Plan A off CR 120 but we will be affected in some way by any relocation of Highway 29. We are wondering why the existing roadway cannot be raised and widened at its present location like has been done elsewhere. We are confused as to why the northern route is even being proposed since it is so far north of the existing highway and cuts through so many properties with homes. Many, if not all, of these properties are valuable farm land that will be rendered fairly useless for crop production, affecting jobs and livelihoods of many. If it is impossible to stay on the current Highway 29 location, and we don't think it is impossible, then it	See response to Margaret Arbuckle's and Kaye Barefield's written comments.  The purpose of the project is to accommodate existing and projected traffic volumes, and to improve safety of the existing facility by either upgrading the roadway to meet current design standards, constructing a new location alignment between SH 130 and SH 95, or a combination of the two.

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					seems the most logical proposal for a new and improved 29 would be a (sic) close as possible to the current one. There is no reason to move the roadway so far off course from where it is now We strongly request consideration for (A) keeping all improvements and additions to Highway 29E at the current roadway location by raising the roadway as needed to improve flood control and with only minor deviations from the current path to accommodate for straightening many of the dangerous curves, (B) adopting Plan D or another path closer to Jonah and keeping improvements as close to the current location as possible, but again making accommodation for straightening many of the dangerous curves, (C) give consideration to another path on the south side of the San Gabriel River where land is higher than on the north side of the river. Thank you for your time in this matter. Sincerely, Paula Doerfler	
Dominican Sisters of Mary		05/10/2016	Written comment	Public meeting	<p>Things that we would like to be discussed</p> <ul style="list-style-type: none"> <li>• Pipe for H2O along Hwy 29 – how will this be handled – we paid for the H2O line</li> </ul> <p>*Please keep us informed! We did not get an invitation for the 1<sup>st</sup> meeting!! * Please change/verify our address so that we can receive meetings invitations.</p>	<p>The future design will consider all options to avoid impacts to the recently placed water line. If avoiding the line is not possible, the cost of relocating the line will be accounted for. Common practice is to have the new line in place prior to the removal of the existing line.</p> <p>The commenter will be added to the mailing list.</p>
Domitrovich	Bradley	05/19/2016	Written comment	Email	I oppose Option A. This will disrupt the peace of the area and depreciate the value of my land and home.	Comments noted. See response to Kaye Barefield's written comment.
Engelke	Shelly	05/10/2016	Written comment	Email	The road from the university towards 130 needs to be 4 lanes (2 eastbound & 2 westbound) and SHOULD have a turn lane. I cannot count how many times cars race to the	Comments noted. The proposed typical section from Southwestern Boulevard to SH 130 would consist of four 12-foot-wide travel lanes, two lanes in each direction, separated

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					merge portion by the university. Currently eastbound at the light by the old golf course, people run onto the shoulder to pass the turning car. It is unsafe. I try to avoid it during peak times.	by a variable width travel lane. The roadway would also include 10-foot-wide outside shoulders.  See response to Kaye Barefield's written comment.
England	Joe M.	05/10/2016	Written comment	Public meeting	Williamson County prefers the northern route.	Comment noted. See response to Kaye Barefield's written comment.
Foster	Doyle and Martha	05/20/2016	Written comment	Email	We strongly oppose Option A. The route would be closely seen and heard disturbing peace and quiet and cut through acres of homesteads and farmland.	Comments noted. See response to Kaye Barefield's written comment.
Frank	Melanie	05/19/2016	Written comment	Email	I oppose option A.	Comment noted. See response to Kaye Barefield's written comment.
Gattis	Karen	05/13/2016	Written comment	Mail	I sincerely believe that a presentation and question/answer session should be held at the beginning of these meetings for all present to hear at once. It just seems more workable than what you are doing. Important information can be given to all present equally. Open conversation may well enlighten others present to consider other issues we may be aware of that you could have missed!	Comment noted. A third public meeting has been scheduled for November 10, 2016. The meeting will consist of an Open House between 6:00 and 6:30 p.m. TxDOT staff will be available during this time to discuss the proposed project and answer questions. The open house will be followed by a presentation and a verbal comment session.
Hanson, JR	Herbert J.	05/10/2016	Written comment	Public meeting	Lifetime Resd. Williamson Co. Farm Owner Jonah – Area – Raise present Hwy 29 10-12 in – Straighten out east of Jonah – save tax dollars – beautiful road – dad and uncles help build – in 1930's Thanks much – Hub Hanson	Comments noted. See response to Kaye Barefield's written comment.
Harwell	Cynthia	05/10/2016	Written comment	Public meeting	If the road comes to fruition, option D seems the most viable. It disturbs fewer residences. That said, expanding Chandler to come spur off/through 29 is another option. The infrastructure is already in place and can be accessed easier and more cost effectively than building an entirely new road.	Comments noted. See response to Kaye Barefield's written comment.

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Hilliard	Dan	05/18/2016	Written comment	Mail	<p>Dear TxDOT Staff: I write to exercise my right to public comment re: the proposed re-routing of State Highway 29 from Mankin's Crossing to Highway 95 in eastern Williamson County. I have lived at my current address on County Road 126 since 1991, and I have driven Highway 29 daily during that time. Based on my knowledge of the area and personal daily driving experience, I believe that re-routing ten miles of highway is a waste of valuable resources. My argument follows. First, I thank the staff in the TxDOT Georgetown office for graciously showing me the maps and discussing the project timeline with me. Now, my comments: I believe that the best use of resources would involve widening and slightly straightening the existing Highway 29 from FM 1660 to Highway 95 – this is the section of highway that has only two lanes with no shoulders and few opportunities for speed-limit traffic to pass slow-moving traffic such as farm implements and light trucks pulling trailers. This would improve public safety and convenience without altering the agricultural and low-density residential use of land along the proposed alternate routes. Why do I believe that widening the current highway would be adequate? First, the flood plain issue is a red herring. We have had several “100-year floods” during the time I have lived here, and flooding from the San Gabriel River proper has never reached the highway. One small section of the highway near Circleville does flood frequently, and this definitely needs to be corrected. However, this flooding comes from the Pecan Branch as it feeds across the highway into the river. Second, through traffic on Highway 29 declines considerably east of FM 1660. Much of the through traffic, I think, goes to Taylor and then</p>	Comments noted. See responses to Margaret Arbuckle's and Kaye Barefield's written comments.

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					to points east on Highway 79 or south on Highway 95. This traffic now has an excellent alternate route in Chandler Road. The ability of the existing Highway 29 from East View High School to FM 1660 to handle traffic is an indication that a widened highway east of FM 1660 would be more than adequate. Third, I am concerned that “if you build it, they will come.” While I recognize the responsibility of the Williamson County Commissioners Court to plan for future transportation needs in what is predicted to be a rapidly growing county, I believe there is a fine line between planning for suburban development and actively encouraging such growth. I would hate for the northeastern quadrant of our county to become another Cedar Park because new roads opened up agricultural land for easy residential development. Full disclosure: my residence is between proposed routes A and D. I would probably be somewhat inconvenienced by either, though it is also possible that either might increase my property values somewhat. On the other hand, I am 68 years old, so I might very well not be living at this address if and when the proposed project begins. Thank you for your consideration of my comments. Sincerely, Dan Hilliard	
Hoffman	Margaret	05/19/2016	Written comment	Email	This project is currently unnecessary, at least as it is proposed for the furthest eastern segment, between Highways 130 and 95. I live near SH 29 and travel between Jonah and Georgetown just about every day. Traffic on that segment is always traveling at the speed limit (or faster). In my experience, there are few traffic accidents on this stretch and no congestion. This has continued to be true despite the addition of East View High School to the traffic mix. The construction and	Comments noted. The purpose of the proposed project is to accommodate existing and projected traffic volumes, and to improve the safety of the existing facility by either upgrading the roadway to meet current design standards, constructing a new location alignment between SH 130 and SH 95, or a combination of the two.  See response to Kaye Barefield’s written comment.

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					operation of a big highway through this area would bring needless major destruction to the character of the community and loss of valuable pasture, farm and open space land and damage sensitive eco systems.	
Hollins	Kenneth and Carol	05/11/2016	Written comment	Mail and Fax	<p>(On comment sheet): See enclosed comments (Attached letter): I have the following comments to enter into the public record: I believe that the population model used to establish the need for this 6 lane road is flawed for the following reasons-</p> <ul style="list-style-type: none"> <li>The model is based on cumulative growth in Williamson County which occurred primarily in areas that already have access to the infrastructure demands such as an electric grid, water and gas supply, telephone and cable/internet distribution centers, and sewage treatment. The area involved in this SH 29 project east of 130 is already at its limit with an old, deteriorating electric grid, little to no public water/sewage/gas, and no distribution centers for cable/internet. This area cannot support the growth at the rates seen in areas like Sun City, Cedar Park, and Round Rock which have made up the majority of the growth seen in Williamson County. Growth from these areas west of Georgetown cannot be inferred for the farmlands east of Georgetown. The addition of this required infrastructure is too expensive for developers to provide on their own, and there are no plans for governmental agencies to fund such a project. In addition, sewage treatment may not even be possible due to environmental concerns in this area with its specific soil type.</li> </ul>	<p>See responses to Margaret Arbuckle's and Kaye Barefield's written comments.</p> <p>See response to J. Mark Byrom's written comment.</p> <p>According to the U.S. Census Bureau, the population of Williamson County was approximately 249,967 in the year 2000. In 2010, the population was estimated at 422,679, a growth rate of approximately 69 percent. In 2000, the population of the City of Georgetown was estimated at 28,339 and by 2010, the population had reached 47,400 a growth rate of approximately 67 percent. According to the Texas Water Development Board the population of Williamson County is expected to reach approximately 987,495 by the year 2040 and the City of Georgetown is expected to reach approximately 114,220 by 2040.</p> <p>Traffic volumes are expected to increase over the next 30 years. In 2045, the vehicles per day (VPD) is anticipated to exceed 22,000 VPD near Southwestern Boulevard. East of SH 130, the average daily traffic (ADT) is expected to reach approximately 12,800 VPD in 2045. West of SH 95, the ADT is anticipated to reach 6,000 VPD in 2045.</p> <p>For this project, SH 29 has an interchange at SH 130 and an intersection at SH 95. Both</p>

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					<ul style="list-style-type: none"> <li>The areas of Williamson County that have shown explosive growth are already served by major access roads to IH35 and Austin with arteries like Ronald Reagan Blvd. and 183/183A. The area in this study does not have that advantage, and future growth will be severely hampered by this fact. One cannot expect the same growth rate east of Georgetown. In addition, there are thousands of acres adjacent and in close proximity to these established roads that can fuel development for decades to come. This growth west of Georgetown will keep the development in these eastern farmlands to a minimum negating the need for such a large state highway.</li> <li>All of the plans show ridiculously large roadways with an easterly dead end at 95 and a western funnel which is effectively a dead end coming into the city of Georgetown. SH29 is already bumper to bumper most of the day from Austin Avenue to IH35. Both of these dead ends effectively cancels out any advantage of having a six lane highway. The existing traffic problems coming through Georgetown from the east will further limit any significant growth in the study area's eastern farmlands when there are areas west of town that are more commuter friendly.</li> </ul> <p>If TxDot continues to feel that a major east-west artery between 130 and 95 is necessary, it should look at Chandler Road which is already in place and has an available ROW for expansion. If additional expansion is required beyond what is already in place, there is vacant farmland along its entire route which would minimize the impact to existing residents. Another advantage of this route is</p>	State Highways consist of six travel lanes and allow traffic to access SH 29.

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					<p>that it does not lie in or near flood plains, and additional construction will not affect existing flood plains.</p> <p>Engineers at the open house expressed the possibility of improvements along the existing SH 29 as an alternative, albeit a “difficult” one. Escaping a flood plain can be accomplished by going up rather than relocating an existing road. Why no plan to straighten out some curves using the existing vacant farmland adjacent to the existing SH 29 and raise those areas in the flood plain on piers like the successful access roads we see in Houston over the many bayous. The homes and structures in the same flood plain have successfully accomplished this same goal by just raising the structures out of harms way.</p> <p>A structure impact map was displayed at the open house, and clearly shows that proposed route “A” impacts at least ten times the number of existing homes and structures than the proposed route “D”. This fact alone should disqualify the proposed route “A” in favor of “D” or one of the alternatives presented above. Many of the homes and structures impacted by alternative “A” have been family homesteads since the late 1800’s and should be respected as such.</p> <p>In summary, I feel:</p> <ul style="list-style-type: none"> <li>• The need for a road as described is unnecessary, and is based on a flawed analysis of the population growth for this specific area.</li> <li>• An east-west alternate route already exists in the form of Chandler Road</li> <li>• Improvements to the existing SH29 can be accomplished to improve its safety and raising it out of the flood plain minimizing impact to existing homes and structures</li> </ul>	

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					<p>with just a little bit of engineering imagination.</p> <ul style="list-style-type: none"> <li>Proposed route "A" has too severe of an impact on existing homes, structures, and homesteads to be considered feasible and should be eliminated.</li> <li>If TxDOT insists on moving forward with this project and the only choices are "A" or "D", I favor "D".</li> </ul>	
Holmes	James E.	05/16/2016	Written Comment	Post	<p>Can we consider another option to route SH 29 to the southeast to join Chandler Road. Since Chandler has adequate (sic) R.O.W. and is to modern standard between SH95 to FM1660, the impact and cost would be approximately one-half of the current proposed routes. Also, much of the current traffic on SH29 from the Georgetown area is to the land fill. This would reduce the traffic burden on FM 1660. The current proposed routes do not relieve this burden on existing old SH29 and FM1660.</p> <p>(On bottom of comment sheet): Was employed by TxDOT in 1970's - have property in Jonah, TX but no financial benefit to this route.</p> <p>(On back of comment sheet): Please consider routing SH29 to the south near CR100 (west of bridge over San Gabriel) then route through mostly undeveloped land to join Chandler Road just south of land fill. (near FM1660) (Drew route on map)</p>	Comments noted. See response to J. Mark Byrom's written comment.
Holmstrom	Doreen	05/19/2016	Written comment	Mail	<p>To Whom It May Concern: I am writing regarding the SH 29 Corridor Study. Both Proposed (sic) Routes A and D cross through my property. However, Route A will be most detrimental to the remaining property. My husband, Ansel Holmstrom, was a gifted farmer who farmed and ranched land in this</p>	Comments noted. See response to Kaye Barefield's written comment.

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					<p>area his entire life. Route A crosses 316 acres of our land which includes the headquarters, consisting of corrals, grain bins, and metal farm buildings. This property has been in the Holmstrom family since 1947. It is still being used as a cattle operation. Route A would render the headquarters unusable. Most of the structures would have to be torn down and re-built. Route A takes a portion of this property bordered by County Road 126 and the proposed SH29 that is so narrow and separated from the headquarters that it would make it useless for any purpose. Route D also crosses 188 acres of Holmstrom Family cultivated land. However, there are no improvements on this property. I understand that SH 29 needs improvement. However, I ask you to please consider Route D. Thank you for your consideration of my input. Sincerely, Doreen Holmstrom</p>	
Holmstrom Litterst	Carlette		Written comment		<p>I, Carlette Holmstrom Litterst, am giving this affidavit to set out the reasons why I respectfully request that Texas Department of Transportation select Route D for the new roadway between SH 130 and SH 95. The Holmstrom family owns approximately 316.21 acres of land which is our family farm; it will be mostly negatively impacted by the proposed Route A. On behalf of our family, I respectfully request that Route D be used for the new connecting thoroughfare. With this affidavit, you will find a map on which I have placed the proposed Route A to show its negative impact on the Holmstrom farm improvements and our personal residence. Our family farm is highly improved. We have built and maintained barns, pens, grains elevators and water in the exact areas Route A will be placed. We will incur substantial expense rebuilding some of the improvements</p>	<p>Comments noted. See response to Kaye Barefield's written comment.</p>

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					<p>and relocating others. If Route D is selected the improvements will not be negatively impacted. On the attached map, I have shown the location of our personal home. Route A will run within a few yards of our home. This will have a very negative impact on both the quality of life for me and my family as its residents. It also impacts the value of our home. Please understand our home is very important to us and we have lived there since 1979. Over the years we have reinvested and improved it so that the kitchen and other amenities are in good order. This is where we raised our children and it is a very special place for us. I am attaching some photos of our home. If Route D is selected our family home will not be negatively impacted. Finally, if you will look at the attached map you will see a shaded yellow area that will be cut off by Route A. In addition, it appears that Route A will run through a large water tank/pond on the property. Again, Route A will have a negative impact on the future value of our land. Does anyone in Texas Department of Transportation place any value in our history and commitment to country and agriculture? I am a fourth generation Texan and our family, the Holmstroms, has lived and farmed in Williamson County for over 110 years. My great grandfather, Carl Gus Holmstrom, immigrated from Sweden and settled in Williamson County around 1900. He settled in nearby Jonah along with other Swedish families and helped build and support the Jonah school. He was one of the first three school trustees, and his name appears on the building's cornerstone. Our family is grateful that we are Texans and have the resources to share in helping others. My great grandfather and his descendants worked hard and saved</p>	

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					<p>to buy their own land. My great grandfather purchased his first tract of farm land in 1905. Like his father, my grandfather, Oscar Holmstrom, continued the family tradition of farming. He purchased 316.21 acres in 1940. We are proud to be Texans and we love our country. After serving during World War II, my father, Ansel Holmstrom, returned home and continued the family tradition of farming and was able to purchase 117.59 acres adjacent to his father's farm. In 1973, my father purchased the 316.21 acres from his father. My father continued to farm the land up until his passing. He was a great steward of the land, He would probably have loved to have a son to continue the family farming tradition. He was proud that his daughter was an Aggie and after graduating from Texas A&amp;M University in 1975, I began my career in accounting but my love was for the land. Our home was built on this farm in 1979. My husband, Mike Litterst, also a graduate of Texas A&amp;M and a member of the Class of 1973, and I continue to live here. My father, Ansel, was extremely proud that his granddaughters, Dana and Cara, were raised on the family farm and that both attended and graduated from Texas A&amp;M University. The leadership of the Texas Department of Transportation has a choice to make and I again respectfully ask that the Route D be selected for it has the least immediate negative impact on our property. Carlette Holmstrom Litterst (Included map of Route A and Litterst properties, and pictures of home)</p>	
Hutton	Lea Ann	05/10/2016	Written comment	Public meeting	Please consider developing Chandler Road further. Leave the other proposals at the Williamson County Landfill. Prefer D if you need a vote.	Comments noted. See response to J. Mark Byrom.

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Hutton	Michael R.	05/10/2016	Written comment	Public meeting	I am against this project. The state can't fix IH35 so spend the 29 project money on 35. I believe the better approach is to have 29 spur W. on 1431 W./Chandler Road. This will be low impact and will help Williamson County. We moved where we did to be away from major roads. I would like to know who ever started this study and why.	Comments noted. See response to Kaye Barefield's written comment.  See response to J. Mark Byrom's written comment.
Jackson	George and Diana	05/10/2016	Written comment	Public meeting	All rain water run off from the field east of CR 106 and south of Granite Dr runs to my yard then through the intersection of Granite Dr and Sunny Creek Dr then around the cul-de-sac, through the privacy fence into 29's ditch and then the water flows east to the river. Problem is the ditch on 29 is not cleaned out along that privacy fence so the water backs up into my yard. My house becomes an island. On Memorial Day weekend 2015 we were 1" from flooding! Drainage on 29 needs major improvements so my house, and my neighbor's houses stay dry along with keeping us safe from flood rushing waters!	If the project is advanced, the drainage patterns would be analyzed during the future design phase. Current criteria does not allow for any impacts (or negative changes) to increase the amount of water to surrounding properties.  The current ditch condition will be passed onto the area office for evaluation of needed maintenance to restore capacity.
Keller	Aden	5/20/2016	Written comment	CSTAR	My name is Aden Keller. I am 22 years old, and am proudly a descendant of the Wolbrueck Century Farm. Please do not cut through my farm with the proposed SH 29 Plan A. NO PINK ROAD to save my family farm.	Comments noted. See response to Kaye Barefield's written comment.
Keller	Kimberly	05/10/2016	Written comment	Public meeting	August Wolbrueck 1892 6 Generation farm Do not split our farm. It takes 5 of our homestead houses. (Not legible) of Historical Heritage. NO PINK ROAD. Fix 29.	Comments noted. See response to Kaye Barefield's written comment.
Keller	Kimberly	05/19/2016	Email	CSTAR	please (sic) do not choose the pink colored proposed designated road for SH 29. We farm that land and have for 6 generations. The road will cut our farm into pieces, stop our farm production and ruin our way of life that was established in 1892. It will negatively	Comments noted. See response to Kaye Barefield's written comment.

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					impact our homes (destroy some). WE ask you choose to fix 29, or move it somewhere else.	
Klingemann	Carol	05/10/2016	Written comment	Public meeting	<p>1. If everyone at this meeting rejected the proposed road would it stop the actions of TxDOT.</p> <p>2. Would you make public, by county wide newspapers, a 'List of All Property Owners' that will have to give easements or property borders proposed road alignments??</p>	<p>Public input and comment on alignment options are part of the alternatives evaluation process. Other elements such as future traffic needs have already determined the need to upgrade the existing road. A no-build alternative is always included in the evaluation process.</p> <p>TxDOT would follow existing laws, rules, regulations, and policies pertaining to property owner notification.</p>
Landin	Texanna	5/20/2016	Written comment	CSTAR	It is terrible that you want to cut another farm to shreds! I say	Comment noted. See response to Kaye Barefield's written comment.
Lee	Beth	05/20/2016	Written comment	Email	We oppose option A.	Comment noted. See response to Kaye Barefield's written comment.
Lidell	Lynn	05/19/2016	Written comment	Fax	<p>Dear Sir or Madam: I would like to submit my comments regarding the possible routes for the SH 29 Corridor Project described on the TxDOT website. The northern "A" route proposed for the SH29 relocation will cut through property belonging to my brother Michael Lidell, the fourth generation owner of the family farm at that location that was originally purchased by my great grandfather Carl Johann (C.J.) Wegstrom over 100 years ago. C.J. Wegstrom was a Swedish immigrant who came to the U.S. in 1833, and his daughter Myrtle was the wife of my grandfather Per Reinhold (P.R.) Lidell' P.R.and Myrtle raised four children and kept the farm running through the hardships of the Great Depression, and my father Carl Lidell became owner of the property following his service with the U.S. Navy during World War II. Carl raised crops and cattle there until his</p>	Comments noted. See response to Kaye Barefield's written comment.

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					<p>death in 2015 at the age of 92. As you can see, my family has long history of proud stewardship of this 165 acre property located three miles north of Jonah, and our farm was recognized as a Texas Family Land Heritage Farm by the Texas Department of Agriculture in 2007. The proposed "A" route shown on the "Potential Corridor Constraints" map from the SH 29 Corridor page at the TxDOT website will isolate almost 40% of the historic Lidell family farm property from its current boundaries and greatly diminish its value for either agricultural production or development purposes. The "A" route will also cause loss of several existing homes as well as agriculture structures like barns and grain bins on neighboring properties making the cost of acquiring right-of-way much higher than for the alternative "D" route. The southern "D" route will not cause destruction of any houses and passes almost entirely through cultivated crop land, Since the "D" route will have far less negative impact on members of the Jonah community and be less costly, I urge the Texas Department of Transportation to respect the legacy of my family's Land Heritage Farm and choose the "D" route for the SH 29 Corridor project. Thank you, Lynn Lidell</p>	
Lidell	Michael	05/23/2016	Written comment	Mail	<p>I, MICHAEL LIDELL, am giving this Affidavit with the hope and conviction that the TxDOT will consider the significant impact that the northern "A" Route would have on our Family Land Heritage Farm and the Farms of a number of Swedish and German families who have worked the land and been members of the Williamson County community for over a century. The Lidell–Wegstrom Family Farm consists of approximately 165 acres. Proposed Route A will isolate approximate 39% of the Farm and will greatly impede the</p>	<p>Comments noted. See response to Kaye Barefield's written comment.</p>

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					<p>ability to farm the property. If Route A is selected, the cost of acquiring the right of way will be substantial for we will show that not only has the taking of our land impacted our ability to farm it effectively, but it also has a significant negative impact for the future best use of the property. Any potential use of the land for housing development purposes will be greatly diminished by the taking and dividing of our land. The noise, litter, and air quality associated with a large multi-lane highway will make the site much less appealing for home ownership. The southern Route "D" is far more preferable. Route D passes mainly through cultivated crop land and does not cause the loss of any existing dwellings or substantial barns, corrals, nor grain elevators. The Lidell–Wegstrom Family Farm was originally purchased by Swedish immigrant. Carl Johann (C.J.) Wegstrom. over 100 years ago. C.J. Wegstrom arrived in Texas in 1883 and worked as a nurseryman and Farmer in the Round Rock, Georgetown. and Rice's Crossing communities of Williamson County before saving enough money to purchase a 165-acre land tract three miles north of Jonah in 1901 . According to family history, C.J. Wegstrom selected this particular property because local Native Americans that he encountered on his travels as a nurseryman had told him that the small stream on the property never ran dry. The Wegstrom family joined a community of Swedish, German, and Czech immigrants that had settled in the Jonah area and raised two daughters. Myrtle and Mabel, on the farm that they established there. In 1919, Myrtle married Per Reinhold (P.R.) Lidell, a young Swedish man who had immigrated to Texas in 1910 and worked on the Wegstrom farm as a</p>	

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					<p>laborer. P.R. and Myrtle became owners of the Westrom Farm and raised four children there: Viviette, Carl Everett, Violet, and Annette. P.R. Lidell was a hard-working and clever farmer who averted the loss of his entire cotton crop during the great San Gabriel River flood of 1921 by lashing the bales of harvested cotton together with a strong rope and then securing the rope to a large tree on his property. During the 1930's, he supplemented his farm income by starting a business selling eggs and butter to local grocery stores and neighbors to help his family cope with the challenges of the Great Depression. P.R. and Myrtle's son, Carl, assumed ownership of the farm following his service in the Pacific with the U.S. Navy and Merchant Marine during World War II. Carl married his wife, Marie, in 1949, then farmed and raised cattle on the property for the rest of his life, while also serving two terms as a Williamson County Commissioner during the 1970's. Two of Carl and Marie's sons, Mark and Lynn, still live in the Jonah area and manage the family cattle operations. Carl Lidell successfully achieved recognition for his property as a Texas Family Land Heritage Farm in 2007 since it has been in continuous agricultural operation by the same family for over 100 years. Our family continues to farm the land. A copy of the Certificate of Special Recognition for being a Texas Family Land Heritage Farm is attached. Following Carl's death in 2015 at the age of 92, I inherited ownership of the land. I am a graduate of Texas A&amp;M University (Class of 1982) and I am presently working in the field of computer security for a federal agency near Washington D.C. However, I truly miss Central Texas. My goal is to return to our Family Farm and continue our family agriculture legacy. I</p>	

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					believe the TxDOT has a very clear choice. I can elect to use Route D and have the least negative impact on a number of families who have a century or more of history farming their land, serving in the military, actively participating in the churches, educating their children, and supporting their community. Alternatively, TxDOT can elect to disregard the impact of Route A, elect Route A, and literally destroy a number of Texas Heritage Farms, displace families, and significantly increase the actual cost of building the route because of the damage to the remainder of these family farms. I am not aware of the political issues and what I am asking seems to be very simple. Just do the right thing and select Route D. Michael Lidell. (Attached Certificate of Special Recognition and map pointing to Lidell Farm)	
Litterst	Mike D.	05/17/2016	Written comment	Fax	Dear Mr. Geiselbrecht; I am writing regarding the proposed relocation of SH 29 East. I oppose this relocation and would like to see TXDOT leave the highway in its current location. If that requires raising the road out of the flood plain where needed then do that. The proposed Route A will cut through my wife's family farm between her house and the barns. It will not only cause relocation of the family, curtailment of some of the agricultural activities, leave some of the property useless for current use it will be expensive to the State of Texas. Plan Route D will also run through some of the family's cultivated land which could very well change the use of that property. Highway 29 East is a highway to Circleville, TX. It is a highway to nowhere unlike Highway 29 West which links the area to the Highland Lakes. Your consideration in this matter is greatly	Comments noted. See response to Kaye Barefield's written comment.

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					appreciated and sought out by the Holmstrom family. Sincerely, Mike D. Litterst	
McAllister	Shirley	05/21/2016	Written comment	Email	I commend TXDOT (sic) on improving conditions on SH 29, but oppose the A-1 project plan. The proposals in this plan would bring traffic less than one mile from my residence. We have enjoyed a noise free environment for around 39 years. Not only with this plan homesteads and family farms would be destroyed, along with their livelihood to support their families. Some of these farmlands support more than one family. Please consider project plan D instead. Thanks for considering plan D.	Comments noted. See response to Kaye Barefield's, and John and Jennifer Atkinson's written comments.
McGill	Rosie	05/20/2016	Written comment	Email	Oppose option A	See response to Kaye Barefield's written comment.
Meredith	Jon	05/13/2016	Written comment	Fax	To whom it may concern, I have a few questions that I'd like to understand about your SH 29 project: 1. Why does TXDOT (sic) think it's a good idea to spend hundreds of millions developing a new road instead of taking the paths of least resistance? How much economic loss is caused by the current floodplain issues on SH 29? Maybe \$10-20k every time it floods – which is – in general, once every few years. By developing a new road, old SH 29 will still be in the flood plain and will still require people to close it. The only difference is permitted loads won't be waiting around. Spending hundreds of millions to save tens of thousands is just a plain bad fiscal idea. 2. Why can't you just use Chandler/University road that runs almost parallel just to the south? 3. I know y'all also say to widen and make it safer – but again – why not just use	See response to Margaret Arbuckle's written comment.  See response to J. Mark Byrom's written comment.

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					Chandler/University? It's pretty straight and you already have the ROW to widen it.	
Meyer	Angelica	05/19/2016	Written comment	Email	I am opposed to ROUTE "A" of HIGHWAY 29. Route "A" will put the road 1,400 feet from the rear of my property. This new construction will increase impervious ground cover and thus increase new flooding issues in new parts of the area. This will increase noise, crime, and unwanted persons on or near our house. We think that Highway 29 should either be fixed or another route needs to be addressed that does not place a road through peoples existing houses or the middle of their properties. Many people moved out to the country to get away from the city. This blatant disregard for residential well being is not socially responsible. This project will also endanger numerous wildlife species in the area.	Comments noted. See responses to Margaret Arbuckle's and Kaye Barefield's written comments.
Meyer	Eric	05/19/2016	Written comment	Email	I am opposed to ROUTE "A" of HIGHWAY 29. Route "A" will put the road 1,400 feet from the rear of my property. This new construction will increase impervious ground cover and thus increase new flooding issues in new parts of the area. This will increase noise, crime, and unwanted persons on or near our house. We think that Highway 29 should either be fixed or another route needs to be addressed that does not place a road through peoples existing houses or the middle of their properties. Many people moved out to the country to get away from the city. This blatant disregard for residential well being is not socially responsible. This project will also endanger numerous wildlife species in the area. For the record, I vote against ROUTE "A" of the new Highway 29 proposal.	Comments noted. See responses to Margaret Arbuckle's and Kaye Barefield's written comments.

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Michalik	Tony	05/20/2016	Written comment	Fax	To whom It concern: At your May meeting, maps were past (sic) out where the proposed new highway 29 would be. Yes, I agree the road has too many dangerous curves, and needs to be straightened. Why not replace the curves with a straight highway in those sections where the curves are. A suggestion is to the turn off 29 at Row Valley Rd (Cr366) and build a new big bridge an (sic) head to Chandler. Or even build a road on the south side of the San Gabriel. People can then continue their route from there, they also have 1660 at Jonah they can detour to Chandler RD. The plan for that is to be eventually a 4 lane highway. Why do we need 6 lanes or a corridor? A corridor limits crossovers and is normally above ground level which creates excessive runoff of water. If there is only a problem that occurs (flooding) once in many years at the Recreation RV Park by Makens crossing then perhaps the road could be placed north of there and head bk (sic) on our regular hiwghyay (sic) 29. On the right close to there is a mobile home park. (Mobile) homes are made to be mobile and can be moved easily. You cannot just pick up and move a house. TX Dot (sic) is wanting to go right south of my property. I have lived there for many, many years on CR 337. The water goes over the road in several places not just at Pecan Branch. The water goes over the road in several places, just south of me and also to the north. This is not a place to consider putting a major highway. Not to mention on CR 341 there is major water issues. The water even goes over the road on 341 on pecan branch. The area west of the there (sic) at pecan branch floods the cropland and caused issues. Why build a road where there are issues? Water even goes over	Comments noted. See responses to Margaret Arbuckle's and Kaye Barefield's written comments.  See response to J. Mark Byrom's written comment.

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					<p>CR 124 in several places east of CR 192. You are just creating more havoc. How are you going to assist people after a road is built and they have water issues washing out their property. I have lived on CR 337 for over 70 years so I have seen the issues. I am concerned for me or any of my neighbors; how would I be hindered to the north &amp; south. I have made a copy of the map where I think would be more appropriate for the road and not created (sic) more runoff problems for me nor my neighbors. No one wants to reach out and touch a vehicle going by their house. Would You? The lines I have drawn would keep the road from creating more runoff &amp; more problems, and also stay away from many houses if not totally destroying them. Please see the dark lines that I feel would be better and not affect as many houses and people. Money can be reproduces. My property or land can't. Please consider my request. Sincerely, Tony Michalik</p> <p>I do not work for TX Dot (sic) nor do business with them. I would benefit monetarily from the project from where the road is being considered. I do not want this benefit. (Attached hand drawn map)</p>	
Miranda	Gwynda	5/20/3016	Written comment	CSTAR	I am protesting plan A- SH 29	Comment noted. See response to Kaye Barefield's written comment.
Mitchell	Shane	05/19/2016	Written comment	Email	I am strongly opposed to option A of the proposed highway 29 project. It would cut through pristeen (sic) farmland and I believe option D is less intrusive. We built our home out here for the very purpose of being away from busy roads and the city. Many people will be adversely affected by option A. Thank you.	Comments noted. See response to Kaye Barefield's written comment.

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Onstot	Lisa and David	05/10/2016	Written comment	Public meeting	Both option C and D have considerable flood and drainage concerns where they tie into Highway 95 on east end. Of the two choices it seems option C would deflect more of the flatland water flow so that it can be more effectively channeled either along highway 95 or to somewhere else. We are regularly flooded now and cannot get out due to run off. Prefer option C, if any road funding is approved.	Comments noted. See responses to Margaret Arbuckle's and Kaye Barefield's written comments.
Onstot	David	05/11/2016	Written comment	Email	Comment: First question, does anybody conducting this study understand or live in rural area? Average traffic flow on your report is the same for 2012 and 2014, 2015 not available, with 2015 not valid anyway as traffic has increased dramatically due to construction on I-35. (using SH-95 and combination of SH-29/US-79. You are operating under the assumption, if we build it they will come – maybe not everyone wants to live in town and deal with water and traffic issues. We chose rural life, we produce most of what we eat and much more. I don't have a big place, but many that you are looking at DESTROYING are old Family farms. History and Family probably mean little to those sitting in a government office, but why not look at reworking an existing road – say FM-971. Only have to widen easements, so called future traffic will go to the best access. If Texas planning keeps covering everything with concrete and destroying family farms, where will your food come from – China or a Chemistry Lab!!	Comments noted. The study is being conducted by the TxDOT Georgetown Area office which is located near the western terminus of the study area.  See response to Kaye Barefield's written comment.  FM 971 is outside of the SH 29 study area and serves the travel shed to the north. See response to Kaye Barefield's written comment.
Pfiester	Sam L.	05/19/2016	Written comment	Email	Option D splits my property (WAAPF Ltd). By choosing a route but not buying the r-o-w TxDot (sic) is condemning the land without compensation. This is called a taking under Article V of the Constitution.	Comments noted. See response to Kaye Barefield's written comment.  If the project is advanced to the next stage of project development, and a build alternative

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					The proposed width of the r-o-w is excessive. TXDOT DOES NOT NEED 350! It's a government taking of the worst kind. 150' r-o-w is more than adequate for the next 100 years. HDR represented the access will be uncontrolled access. Yet others say it will be limited access. Uncontrolled access would render the land worthless. I have recently agreed to sell my land for \$16,500/acre. Option D will terminate the offer and damages me by the amount offered.	is selected as a result of the National Environmental Policy Act process, any right-of-way acquisition would be in accordance with Title III of the Uniform Act and Federal regulations.  The right-of-way width being considered was determined by matching Williamson County's proposed thoroughfare plan for SH 29. Long term traffic projections show that six lanes would be needed to accommodate future traffic. Any construction would take place in phases as funding becomes available and traffic demands grow.
Plunk	Monica	5/20/2016	Written comment	CSTAR	No Pink Road thru 100 Year Old Farm - Weir - WOLBRUECK	See response to Kaye Barefield's written comment.
Reichman	Amy	05/10/2016	Written comment	Public meeting	Would like to see a light at County Road 106 and 29. This is where the last gas stations is til you get to 95-Taylor, so it gets a lot of traffic. With a proposed 6 lane it would be safer for those of us off CR 106 to have a traffic light in this section.	Comments noted. See response to Kaye Barefield's written comment. The location of any traffic signals would be determined after any project is completed based on a signal warrant study.
Richter	Mamie Ruth	05/10/2016	Written comment	Public meeting	Please read – Letter State Highway 29 Corridor – [written by The Wolbrueck Family] Please consider firing (sic) Hwy 29!	Comments noted. See response to Kaye Barefield's written comment.
Richter	Mamie Ruth	05/23/2016	Written comment	Mail	Dear Staff, Thank you very much for the public meeting concerning proposed improvements to State Hwy 29. This meeting was very helpful. Our family, the Wolbruecks, have lived on this property over 100 years and have farmed crops, raised cattle, pecans and vegetables for our family and others. We are now working toward getting the Family Land Heritage Program Certificate on all (10) ten farms which would be effected by the "Pink Road" proposed improvements. Please consider other routes and keep our Heritage from being developed by "Hwy 29 or the Pink	Comments noted. See response to Kaye Barefield's written comment.

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					Road. We would be willing to drive you around our farms to see our productions. Please call me for an appointment at 512-635-1853 or text me at <a href="mailto:nannanpapo@gmail.com">nannanpapo@gmail.com</a> . Thanking you in advance, I am yours truly. Mamie Ruth Richter.	
Rothhammer	Michaela	5/20/2016	Written comment	CSTAR	Please I beg of you to choose a different location for your road. You will be dissecting a farm and piece of land that has been in this family for over 100 years. There's tons of land but not enough family's (sic) who stay together like this, passing down their most valuable treasure generation to generation, and that is this piece of property. Please.	Comments noted. See response to Kaye Barefield's written comment.
Schneider	Teresa	05/10/2016	Written comment	Public meeting	There is no reason not to expand the existing road and build a bridge over the flood plain at 95. I am livid (sic) that you had a meeting to decide what to do with my home without even notifying me you were having one. I would like to see the feasibility studies supporting disrupting so many lives vs. just expanding the existing highway. There is no reason to have 3 lanes – going 2 different directions – IH35 isn't even that big. None of this is justified!!	Comments noted. Contact information for Danny and Teresa Schneider is on the mailing list for future meetings.  See response to Margaret Arbuckle's and Kaye Barefield's written comment.
Shea	Daniel	05/10/2016	Written comment	Public meeting	<ol style="list-style-type: none"> <li>1. Would sound barriers be added to existing subdivisions that border 29?</li> <li>2. How are signal lights determined before any modifications are made?</li> <li>3. What are the projected speed limits?</li> <li>4. Who's paying for this?</li> </ol>	The goal of the SH 29 corridor study is to determine feasible corridors (alternatives) for possible future SH 29 improvements. As of June 2016, no funding has been allocated for construction. If funding becomes available and SH 29 is advanced into a development stage for project implementation, TxDOT would conduct further environmental studies, (including noise studies), alternative analyses, and public involvement activities as required under the National Environmental Policy Act.

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Sitton	Dana	05/20/2016	Written comment	Mail	To Whom It May Concern; The Highway 29 road improvement project in Williamson County was proposed to improve roadway standards, increase driver security, and prepare for potential future traffic volumes. It is reasonable to address these concerns, as the road has had no architectural improvement since its original design and construction, completed in 1934. The logical solution would be to choose a route that has the least amount of existing structural elements, in order to incur a lower overall cost, affect fewer residents, and provide options for future growth and development along the redesigned Highway 29 roadway. Our family farm, which was purchased in 1940, rests along County Road 126. The Route A proposed solution option splits our acreage, which would lead to a detrimental elimination of structural property and family land. This proposed route for Highway 29 would markedly damage the remainder of the estate. This would not only inhibit future personal development of the land, but would also decrease opportunity for appropriate growth and development along the Highway 29 corridor. The generational patriarch of our	<p>The location of any traffic signals would be determined after any project is completed based on a signal warrant study.</p> <p>Speed limits would be set based on speed studies that would be conducted after any project is completed.</p> <p>No funding has been allocated for the project discussed at this open house. If a project is funded in the future, it is anticipated that the funding would be a combination of local, state, and federal funds.</p>
						Comments noted. See response to Kaye Barefield's written comment.

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					ancestors obtained a deed for land within the affected Highway 29 region in 1905, therefore a deep vested interest resides in the treatment of the environment and the appreciation of the remaining estate. Our opposition of Route A is not only a fundamental plea to choose the most suitable route for future development and safety, but also one to maintain the integrity of the land and uphold the legacy left by respected generations. Thank you, Dana Sitton (Daughter of Carlette Holmstrom Litterst and Granddaughter of Doreen Holmstrom and the late Ansel Holmstrom)	
Smith	Will	05/10/2016	Written comment	Public meeting	(On back of schematic): I believe (sic) that route D would be the best too (sic) take, just because, it's closest to the old 29 hwy and would do the most good for all that use and are living near the hwy 29 area.	Comments noted. See response to Kaye Barefield's written comment.
Steele	Dawn	05/20/2016	Written comment	Email	My husband and I strongly oppose Option A route. This would come too close to my home which is my only peace and tranquility.	Comments noted. See response to Kaye Barefield's written comment.
Stefek	Daryl	05/10/2016	Written comment	Public meeting	Route A does not make logical sense. It would go thru (sic) 4 houses or structures. Route D does not destroy any homes. My grandmothers house in (sic) the one going right over the top of by Route A on CR124. We are looking at purchasing part of our family farm on CR124 and taking a 350ft Right of Way for a 6 lane road to the middle of current 4 lane road does not make sense. Route D is a straighter shot and shorter and would cost less taxes (sic) dollars to build. Will be buying 5350 CR124. 100 year family land.	Comments noted. See response to Kaye Barefield's written comment.
Stefek	Lisa	05/10/2016	Written comment	Public meeting	Route A would destroy 3 homes...one being my 93 year old grandmothers. I understand that people will be affected no matter which route, but route D seems like it might affect	Comments noted. See response to Kaye Barefield's written comment.

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					less residential. 6 lanes seem excessive, having driven highway 29 all my life I have yet to have to sit in traffic. Will hwy 95 be next? Why T a 6 lane into a 4 lane? I'm having a hard time understanding the need. The floodplain in Circleville between CR366 and Hwy 95 are the only issues I see. This all makes me sad. There are so many homesteads and family farms that have been worked for generations on the line.	
Stefek	Larry and Janie	5/20/2016	Written comment	Mail	<p>Dear Sirs; Mam; I attended the public meeting on May 10, 2016. I had previously also stopped at the TxDot (sic) in Georgetown. I agree that HWY 29 does have some deep curves that could use being straightened out. But, to build a whole new road is not necessary. The curves could be straightened out. My suggestion is to keep the road where it currently is widen it if necessary. It does not need to be 6 lanes by no means. After all the Toll 130 is only four lanes. It does not need to be a corridor. We do not need a road raised high above ground level. As for the part that flooded previously by the Riverside Community perhaps that part could be re-routed just a tad bit to the north of the current road and then come back onto Hwy 29. Individuals can use 1660 at Jonah and go to Chandler road if there is excessive rain and flooding or perhaps even CR 366 route that from 29 to Chandler just build a bigger bridge so over the area to prevent getting flooded. This would only take 1 bridge not several that will be needed in the plan you have. The plan you have in orange or the D route is not a good one you are going thru a territory that itself is flood prone. I have lived this area my whole life. Pecan branch that is east of CR192 floods extensively. It floods on both sides of the branch. There isn't a way to get to</p>	Comments noted. See response to Kaye Barefield's and Margaret Arbuckle's written comment.

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					<p>it when this is happening otherwise I would send pics. We know this because of debree (sic) that is left in the fields. We have even had to clean the debree (sic) away from the crops. Then that route D goes past (sic) 341 to CR 337. That is a real wet area and water accumulates in several areas. We had to build a wide waterway by our house just to handle the water coming down from the north of us. Perhaps an engineer needs to look at the damage water has caused on our side of the road and across the road. Why are they wanting to build a huge road right in the middle of where houses are? If we are trying to avoid a curvy highway it appears the pink route labeled A needs some refining also. I have enclosed a copy of the map and indicated in red where I feel would be more appropriate if the current road is not being fixed or corrected. By putting the road where I have indicated in red it is on higher ground and flooding or excessive water is not such a (sic) issue. It will also help eliminate more runoff in our area because a road will create that. Why do we need a corridor? That will just create more runoff. We are currently having to deal with Chandler Road runoff problems as it goes thru some of our property. The engineer did a poor job of planning and I would hope the same one is not being used for this project. Yes they got their road and now we have to deal with the water issues. We are inconvenienced not on just one property but two properties by your plans. I do not feel it is practical to inconvenience one person not only in one place, but, two. It's not as if I can pickup (sic) and move to the other house as you are wanting to put the road (D route) in both front and back yards of the properties. Put yourself in that place and how would you</p>	

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					feel? The red line should prevent the road being right by anyones (sic) houses. Yes I would benefit monetarily from this project but money is money and can be reproduced. Land cannot be reproduced. I do not work for TXDot (sic) nor do business with TxDot (sic). Sincerely, Janie Stefek, Larry Stefek. (Provided copy of Corridor Study map with drawn route)	
Straseske	Adam	05/20/2016	Written comment	Email	Re: Strongly Apouse (sic) Option A To Whom It May Concern, My wife, two young sons and I moved to this residence on CR 191 just about a year ago. We moved here because we wanted to be away from fast traffic and major roads among other reasons. The construction of Option A would certainly change our feelings about wanting to reside in this area. We are strongly apposed (sic) to Option A. Warm regards, Adam Straseske	Comments noted. See response to Kaye Barefield's written comment.
Straseske	Tina	05/19/2016	Written comment	Email	I strongly OPPOSE option A. The people and farmers who live out here do so for the peacefulness and livelihood of the country life. You will be cutting through acres of honesteads (sic) and farmland, people's lifelines and generations of farmer's who have no where (sic) else to move their crops. We don't want this massive, unnecessary, limited access highway. Highways run through flood plans everywhere. Why is widening 29 and just elevating the existing road in places where it is in the floodplain not an option? To make that as an excuse to reroute a State Highway and go through immanent domain or condemnation to secure new right of way just doesn't make sense. You have an existing right of way, work with that. It can be done and I guarantee you much cheaper than creating a new route. If (sic) you look at the	Comments noted. See response to Kaye Barefield's written comment.  See response to Margaret Arbuckle's written comment.  See response to J. Mark Byrom's written comment.

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					"need" statistics for accidents.. the (sic) high rate categories are diver error accidents not from the road being in a flood plain. The curves in the road is not a statistic either, it's drivers not paying attention and too rushed. The issue at hand is 29 thru Georgetown, with heavy weight/width truck traffic, and congestion from more population, not 29 to 95 in Taylor. I travel to Taylor on 29 everyday (sic) for work and there is no traffic to speak of at any time of the day to warrant building a new, larger highway, but yes, it could benefit from being wider. And, when the low water crossing on 29 is closed, I just take the country road to Chandler Road, it's not a problem. Another alternative would be to spend money on Chandler road and take it to four lanes, then widen 1660 to Chandler. We already have three highways leading to 95, why use our tax dollars to pay for an outrageously expensive, unnecessary highway when you have several alternative options that would not take people's homes and land and our money. What if it was your home or your land?	
Taylor	Shirley	05/10/2016	Written comment	Public meeting	Would prefer you went with plan A. Plan D cuts right through my land CR127 and 124. This land has been in Taylor family over 100 yr.	Comments noted. See response to Kaye Barefield's written comment.
Thomas	Scott	05/16/2016	Written Comment	Mail	I do not like the fact that the 6 lane hwy does not have a center turn lane. The median that you have will require me to drive an extra mile every time I leave my house. (Does not matter if I go east or west).	A flush median (left turn lane) is being considered between Southwestern Boulevard and SH 130, which would allow for turning movements. A depressed median is being considered between SH 130 and SH 95. The depressed median would separate directions of travel, thereby reducing the potential for head-on collisions. It is anticipated that a depressed median would

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						have openings for turning movements spaced according to TxDOT design guidelines.
Tidwell	Deann	05/20/2016	Written comment	Email	I have seen no information on proposals for reworking the existing Hwy 29. Before you even consider other options this should be your first one and should be offered. The existing road should be widened and raised in areas that are known to flood. That should be the 1st (A) option instead of destroying the homes and lives of people who live in farmland away from the traffic. While we are talking farmland: it is wrong to take precious farmland and destroying the ability to grow produce whether for animals or human consumption. Thank you, Deann Tidwell	See response to Margaret Arbuckle's written comment.  See response to Kaye Barefield's written comment.
Tidwell	Jerry	05/20/2016	Written comment	Email	Option D over Option A is the best Option per my opinion. However, instead of pitting one neighborhood against another, the best option is to re-design the existing State Highway 29 to eliminate the drainage/flooding problems, acquire the necessary right of way parallel to the existing highway to expand roadway surface, raise the roadway via concrete structures to allow drainage and acquire only right of way in the extreme low areas where flood plains and/or environmental impact prohibits construction. This will prevent taking valuable farmlands and minimize seizing homesteads off the tax roll.	Comments noted. See response to Kaye Barefield's written comment.  See response to Margaret Arbuckle's written comment.
Tschirhart	Tony	05/10/2016	Written comment	Public meeting	I own Property on Hwy 29 (commercial property) 4185 East Hwy 29. I own the building that Double G Archery and Affordable Signs are in. Any proposals or info or concerns need to be sent to me "the owner" not my tennents (sic).	Comment noted. Contact information for Tony Tschirhart is on the mailing list for future meetings.

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Walton	Jim	05/10/2016	Written comment	Public meeting	Drove 18 whellers (sic) for 39 years used 29 alot (sic) from Gtown to 95 the road is dangerous no shoulders twisty and turning to narrow do not like it at night	Comments noted.
Welch Holmstrom	Linda	05/10/2016	Written comment	Public meeting	Please choose an alternative other than A – the pink line on the map. It cuts through more homesteads than option D. Are those the only choices? There are families on option A who have been there for 6 generations and longer. Most still rely on that land for their livelihood. It is a very bad choice and would disrupt too many lives. My husband grew up on CR126 and he can count on his fingers the # times it's flooded. He is 67.	Comments noted. See response to Kaye Barefield's written comment.
Welch Holmstrom	Linda	5/17/2016	Written comment	Email	Please don't choose Route A. It goes through many more homesteads than Route D, and would disrupt many more lives. It appears that Rt. A also would cost vastly more than Route D. Use the existing rt-of-way on the current Hwy. 29, widen the existing Hwy 29 and save the Texas taxpayers some money, for a change	Comments noted. See response to Kaye Barefield's written comment.  See response to Margaret Arbuckle's written comment.
Westerman	John and Cara	05/18/2016	Written comment	Mail	To Whom It May Concern, It is certainly understood that changes must be made to the existing SH 29 infrastructure in order to accommodate increasing traffic volumes and to address safety concerns with the current road configuration. However, it is in the best interest of the community to provide an option that is appropriate for anticipated traffic volumes, is safe, is cost effective, and minimally impacts current land use including homes, farms, and businesses. Upon review of the presented schematics of the SH 29 project, please consider the following points in favor of Route D in regard to cost, safety, and community impact.	Comments noted. See response to Kaye Barefield's written comment.  TxDOT currently has no plans to widen SH 29 between Southwestern Boulevard and IH 35, or build a bypass in this area.  Detailed design and access points would be evaluated in future phases of the project.

Last Name	First Name	Date Received	Comment Type	Method Received	Comment (verbatim)	Response
					<p>According to the Potential Constraints Exhibit proposed Route A contains approximately 7 structures within the proposed right of way, while Route D contains 0. Therefore, Route A may be subject to increased costs due to demolition of existing structures. In addition, many of these structures are current homesteads and buildings vital to farming operations, thus impacting the livelihood of these families. Consequently, there may be increased costs associated with imminent domain purchases. For instance, the intersection of proposed Route A and CR 126 houses a farm headquarters, and the positioning of the roadway would leave a virtually useless strip of land as one side of the proposed highway houses the farming headquarters, and the other side water sources for cattle. The project also appears to remove two large barns that currently house equipment and possibly two grain silos. These structures would have to be rebuilt to keep the headquarters in working condition. There would be no access points to move cattle and/or equipment from one side of the property to the other. This is certainly not the only case in Route A as it crosses several working farms and ranches, which depend on the land's productivity for their livelihood. In more technical observations, based on the Urban Exhibit the proposed Route A would require a lane configuration change throughout a reverse curve in order to tie into the proposed roadway and bridge at Mankins Crossing. This configuration could therefore create a reduction in level of service of SH 29 with the projected ADTs provided. In regard to proposed horizontal alignment, Route A would contain 2 reverse curves, whereas Route D would contain a single proposed reverse</p>	

Last Name	First Name	Date Received	Comment Type	Method Received	Comment (verbatim)	Response
					<p>curve. Thus the current proposed alignment for Route A could impact the safety through use of additional horizontal sight distances. Furthermore, the horizontal curves within Route A appear to have a smaller radius of curvature as compared to Route D. This difference may also impact horizontal sight distances, especially during growing seasons of corn and wheat. In addition, smaller radii of curvature could increase the required super-elevation of the roadway, thus increasing the need to cut/fill within the right of way. According to the Floodplain Constraints Exhibit Route A and Route D contain the same number of floodplain crossings; however, Route A contains 6 additional waterway crossings while Route D contains 3 additional waterway crossings. Therefore, Route A may be subject to additional structural costs due to the need for bridge or culvert crossings at these additional waterway crossings as compared to Route D.</p> <p>Some additional questions that are related to this project are important to consider in the overall plan for SH 29 and the flow of traffic through Williamson County on SH 29 through Georgetown. Is there an existing proposal to widen SH 29 from Southwestern Blvd to 1H35 to accommodate the increase in ADT or to build a by-pass? It seems that there would be considerable back-up when cars are travelling west on SH 29 and reach Southwestern University; thus indicating a dramatic decrease in level of service through Georgetown. Secondly, would the proposed SH29 become a limited access roadway? If so, what would be the proposed access points for local traffic? If not how does TxDOT plan to overcome the reduction in level of service due to farm equipment moving along or across the</p>	

Last Name	First Name	Date Received	Comment Type	Method Received	Comment (verbatim)	Response
					roadway? Again, I certainly understand that changes must be made to SH 29 to help accommodate increase in traffic volume, address safety concerns, and reduce 100 yr floodplain intrusion. More important, however, is to find a solution that accomplishes these goals while minimally impacting the existing homes, farms, and businesses within the SH 29 corridor. Thank You for considering the concerns of the community in making a decision that is mutually beneficial to local, Williamson County, and statewide residents regarding SH 29 improvement. Sincerely, John Westerman, PE (Inactive)	
Wolbrueck	Milton and Bonnie; Douglas and Shawna; Bradley and Connie; Kaitlin; Anita; Mamie Ruth Richter	5/10/2016	Written comment	Public meeting	<p>In Re: State Highway 29 Corridor</p> <p>It was May 10<sup>th</sup>. The year was 1882. The town was Bremen, Germany. August Wolbrueck, along with his wife and children, packed all their belongings in a meager trunk. They were proud farmers searching for a better life in a new land.</p> <p>Settling in Williamson County, Texas they began a hopeful life. With hard work and many tribulations, August and the generations to follow acquired the black soil, the rich farm land to plant the seeds and harvest the crops. Ten small farms, within a few miles of each other, were acquired by August and the generations that followed. Through their labors, homesteads were built. How blessed the five generations to follow August Wolbrueck were to continue the hope of this special life as farmers and ranchers. And today, all of these farms are still being operated by August Wolbrueck's family. And, with one stroke of a pen, a heritage of farming and country homes could be lost, disturbed, broken. The peaceful tranquility of country life ruined forever. The August Wolbrueck families request that our heritage,</p>	<p>Comments noted. See response to Kaye Barefield's written comment.</p> <p>See response to Margaret Ar buckle's written comment.</p>

Last Name	First Name	Date Received	Comment Type	Method Received	Comment (verbatim)	Response
					our homes, our livelihood, go untouched by the State Highway 29 Corridor. Thank you. P.S. keep existing Hwy 29	
Wolbrueck	Bonnie	5/10/2016	Written comment	Public meeting	I, Bonnie Wolbrueck, request that Route D or (sic) the TxDOT Hwy 29 Corridor be selected for it will negatively impact the fewest number of landowners and the improvements that they have on their farms. I ask TxDOT to consider that if Route A is selected a number of Century Farms will be substantially negatively impacted. The Farm where my husband and I live and which serves as base management center for our farming operations is where we store all of our equipment, have our barns, grain storage tanks and major improvements. The location of Route A will require the relocation of our operational center for the safety and movement of equipment. If Route D is selected our farms will not be impacted and the cost in the context of damage to remainder will simple not exist. We are proud to be Texans and we have a lengthy heritage of working the land. I would ask that TxDOT to consider some of the history for we are sixth generation Texans who have worked the land in the good times and during years of drought, making whatever sacrifices were needed to hold onto our land. Our family history in Texas began when August and Fredericka Wolbrueck settled in Williamson County in 1882, having immigrated from Germany through Galveston, Texas. They were farmers who worked the soil and their wives worked equally hard feeding the animals, rearing their children. As families they were active in their local church, supported the Georgetown community, educated their children, and strived to be good citizens. Farming was a vocation and proudly passed down from	Comments noted. See response to Kaye Barefield's written comment.

Last Name	First Name	Date Received	Comment Type	Method Received	Comment (verbatim)	Response
					<p>generation to generation. A portion of the farm purchase by Fredericka and her son, Otto Wolbrueck, in 1909 will be taken if Route A is selected. Our family plans to file the Family Heritage Farm Designation in the next few weeks. The first pictures which are attached are from this farm purchased in 1909. The farm house is in good repair and is over 100 years old. The second set of photos show the main operating headquarters with its barns, sheds, grain elevators and work area. I have also attached a map showing the location of the impacted residences and improvements in relationship to proposed Route A. My husband, Milton, and I have worked on our family farm for fifty-one (51) years and our two sons, Douglas and Bradley, are farmers. We have continued our support of our community in both service to our church and community service. I have served as the Williamson County District Clerk from 1985 to 2006 and my husband has served as Chairman of the Board of the Little River San Gabriel Soil and Water Conservation District for over twenty (20) years. We have been blessed to continue the family tradition as active members of St. Peter Lutheran Church in Walburg. I have been the organist for many years. TxDOT has a clear choice. You can choose proposed Route D and have the least negative impact on our family farming community. Alternately, you can choose Route A and displace homes, improvements and cause significant negative impact on our families. I respectfully request that you select Route D. Bonnie Wolbrueck. (Attached map showing Wolbrueck properties and photos of the farm)</p>	
Wolbrueck	Bonnie	05/23/2016	Written comment	Mail	Something has just hit me in the stomach and took all my breath away! I am physically ill.	Comments noted. See response to Kaye Barefield's written comment.

Last Name	First Name	Date Received	Comment Type	Method Received	Comment (verbatim)	Response
					That blow was finding out that my home, my life, everything that we have worked for our 51 years of marriage may change! I live on County Road 126 with hundred year old oak trees filling my yard. I am on this hilltop sitting in my front yard looking at my beautiful view across green pastures and farm land toward Walburg. As I look around the back, I can see Hutto, Round Rock, Georgetown and all areas in between. I can see miles and miles and miles. This breathtaking view has been ours for over 35 years. And, I have been told that a six land highway right next to my front yard could take all this away from us, our children, and our grandchildren. I spent my professional life serving the citizens of Williamson County as an elected official. I understand our county growth and needs. I also know that sometime (sic) decisions are made only looking at financial restraints. All areas must be considered and all matters affecting our citizen's personal lives must be measured. Our/my homes, families, community, livelihood will be changed forever...and not necessarily for the good with this proposal. I request that you consider keeping the current Highway 29 by raising it out of the floodplain, making necessary design changes and fixing all the problems. I know that it can be done! It just makes the most logical sense and will not harm the many people in the suggested plan A or plan D. Bonnie Wolbrueck.	See response to Margaret Arbuckle's written comment.
Wolbrueck	Bradley	05/23/2016	Written comment	Mail	State Highway 29. Opposition to Plan A. I have farmed in this community since I was 8 years old. I worked alongside my grandfather and father on the Wolbrueck family farms. Farming is my heritage and my way of life. Due to an illness, this year I have suspended my full time farming but continue with a cattle	Comments noted. See response to Kaye Barefield's written comment.  See response to Margaret Arbuckle's written comment.

Last Name	First Name	Date Received	Comment Type	Method Received	Comment (verbatim)	Response
					<p>operation. The Wolbrueck farming operation remains in our family and I continue to assist as able to do so.</p> <p>Placing a major highway in this area will harm mine and my family's way of life, The hub of the farm operation where all equipment storage facilities will be divided from several of the farms. Moving farm equipment along and across a major highway to gain access to the farms will be difficult. Natural water resources may be disturbed causing crop issues and cattle water access. I oppose Plan A for the redirection of State Highway 29. Keep and fix the current highway. Bradley Wolbrueck</p>	
Wolbrueck	Connie	05/23/2016	Written comment	Mail	<p>To whom it may concern:</p> <p>I am opposed to Plan A of the State Highway 29 redirection. It will come within 1/2 miles to our residence at 1514 County Road 126.</p> <p>Plan A will:</p> <ul style="list-style-type: none"> <li>• Devalue our property. No one will want to purchase property that close to a major lane highway.</li> <li>• Our quiet community will be filled with traffic noise.</li> <li>• Our family farming way of life will be disturbed.</li> <li>• My children's inheritance will be ruined.</li> </ul> <p>Your consideration to not use Plan A will be deeply appreciated.</p> <p>Connie Wolbrueck</p>	Comments noted. See response to Kaye Barefield's written comment.
Wolbrueck	Douglas	05/17/2016	Written comment	Email	<p>I have a farming and ranching operation on County Roads 121, 126, 127, 124, 127, 158 and 192. Plan A (pink road) affects much of that operation.</p> <ol style="list-style-type: none"> <li>1. Decrease in farm land – decrease in my family income!</li> <li>2. Main Farm Operation with equipment storage facilities is located on the south side</li> </ol>	Comments noted. See response to Kaye Barefield's written comment.

Last Name	First Name	Date Received	Comment Type	Method Received	Comment (verbatim)	Response
					<p>of CR 126. Access to entire farm operation will be disturbed.</p> <p>3. Decrease in ranch land for cattle production – decrease in my family income!</p> <p>4. Coastal hay fields and pasture land will be affected. Access to cattle operation will be disturbed.</p> <p>My homestead is located about ¼ mile from purposed Plan A (pink road).</p> <p>1. Plan A will decrease my property values. No one will want to live that close to a major highway!</p> <p>2. Traffic noise and scenery will destroy my family’s tranquil country farm life.</p> <p>I oppose Plan A!</p>	
Wolbrueck	Kaitlin	05/23/2016	Written comment	Mail	<p>Hi! My name is Kaitlin Wolbrueck. I am 24 years old. I live on CR 124 and I am a 6th generation Williamson County farmer and rancher. My family has been working the same farms since my great, great, great grandfather and grandmother traveled here from Germany in 1882. They settled in Williamson County where the farm land was rich and the pastures where abundant with thick green grass for their livestock. Through their hard labors, homesteads were built and farms were acquired. These farms are within a few miles of each other. Today, all of these farms are still being operated by August Wolbrueck’s family. My Grandpa, Dad, Uncle and me work very hard to keep these going. And with a stroke of a pen, our heritage of farming, ranching and country homes could be disturbed and broken. This is our livelihood...this is my future. It saddens me to think that all of this that my family worked so hard for, for over 124 years, could be lost. I plan on keeping our farms and ranches going. This may not happen with the re-route of Hwy.</p>	<p>Comments noted. See response to Kaye Barefield’s written comment.</p> <p>See response to Margaret Arbuckle’s written comment.</p>

Last Name	First Name	Date Received	Comment Type	Method Received	Comment (verbatim)	Response
					29. With Plan A, you go through or near 4 of our farms, besides the countless other farms and families you will disturb. Keep current Hwy 29 where it is. Do not choose Plan A that affects my heritage and my family's homes. Thank-you, Kaitlin Wolbrueck	
Wolbrueck	Milton	05/23/2016	Written comment	Mail	<p>RE: Anita Wolbrueck Rode Estate</p> <p>As executor of the Estate of Anita Wolbrueck Rode, I must protest to the proposed Plan A of the State Highway 29 improvement on behalf of the heirs. My dear Aunt Anita passed away a few weeks ago at the age of 102. She was blessed to live in her home on her family farm and care for herself until a few weeks before her death. She lived on County Road 124 and has property on County Road 124 that will be touched by Plan A of the improvements to Highway 29 project. Her Grandfather and Grandmother August and Fredericka Wolbrueck began a farming operation in the area of County Road 124, 192 and 158 after moving to Texas in 1882 from Germany. That farming heritage continues today in the Wolbrueck family. Anita was an extremely strong believer in her heritage and her family. It would have broken her heart to know that her Wolbrueck farming heritage would be disturbed or lost with the Highway 29 redirection. On behalf of the heirs of Anita Wolbrueck Rode, I oppose Plan A. Milton Wolbrueck</p>	Comments noted. See response to Kaye Barefield's written comment.
Wolbrueck	Milton	05/23/2016	Written comment	Mail	<p>My Great Grandfather August Wolbrueck (Wolbruck) and Great Grandmother Fredericka Wolbrueck (Wolbruck) came to Texas from Germany in 1882. After settling in Williamson County, they began a farming operation that is still in their family today. My sons and I have farmed the land handed down and acquired by the generations to</p>	<p>Comments noted. See response to Kaye Barefield's written comment.</p> <p>See response to Margaret Arbuckle's written comment.</p>

Last Name	First Name	Date Received	Comment Type	Method Received	Comment (verbatim)	Response
					<p>follow August and Fredericka. Attached are documents showing the chain of ownership to one of the farms since 1909. The proposed Plan A takes part of that 1909 farm. (A Family Farm Heritage Program Application is pending).</p> <p>We are farmers and conservationist of the land. I have served as chairman of the board of directors of the Little River San Gabriel Soil and Water Conservation District (A Federal and State Program) for over 20 years. Placing a multi land highway through this farming community DOES NOT CONSERVE THE LAND! We live on County Road 126. Plan A proposal comes across the road from our front yard. After 51 years of marriage and hard farm work and going through many tribulations, it deeply saddens me to think that this could all be lost to our future generations by this plan. Keep Highway 29 where it is and fix it to the required standards! Milton Wolbrueck</p>	
Wolbrueck	Shawna	05/19/2016	Written comment	Email and Mail	<p>My family has a farming and ranching operation on County Roads 121, 126, 127, 124, 157, 158 and 192. Plan A, the pink road, affects much of our operation. This is a multi-generational farming/ranching operation that would be affected adversely should Plan A be selected. I would like to take a moment of your time to list just a few ways this affects our family. It will cause a drastic decrease in farm land; decrease in land equals decrease in my family income. Our main Farm Operation equipment storage facilities are located on the south side of CR 126. Access to entire farm operation will be disturbed, imagine having a publicly used congregating area in your front yard. A decrease in ranch land for cattle production means an additional decrease in my family income! See a trend here? A final note, for the income affects</p>	Comments noted. See response to Kaye Barefield's written comment.

Last Name	First Name	Date Received	Comment Type	Method Received	Comment (verbatim)	Response
					(sic), our coastal hay fields and pasture land will be affected. Therefore, access to cattle operation will be disturbed. On a much more personal note; my homestead! It is located about a mile from purposed (sic) Plan A, the pink road. Plan A will decrease my property values. No one wants to live that close to a major highway! Why do you think we built where we did? Can you imagine being able to listen to the birds, having cattle as your neighbors, and an occasional grey fox that has made your trees their comfort spot to raise their young, all being taken away? It s (sic) a scary reality that DOT is proposing. Traffic noise and scenery will destroy my family's tranquil country farm life. Please reconsider your options. I oppose Plan A!	
Wright	Michael F.	05/16/2016	Written comment	Mail	(On comment sheet): See attached (Attached letter): Dear Sirs: The public meeting at East View High School was informative but not explanatory. It is obvious the state highway commission has no intention of doing anything to improve the current SH 29 problems or provide any help for the current businesses or home owners on the current highway. That roads (sic) problems are merely being used as a crass excuse to build a six lane divided highway from nowhere to nowhere, which will serve no apparent purpose. The homes and land on the current SH 29 will still flood and the "dangerous driving conditions" (which does not exist) will remain unresolved. The proposed northern route (A) will be destructive to approximately 1000 prime agricultural areas, reducing American food and crop production, as well as, removing this land from the tax rolls, thus increases (sic) taxes for surrounding land owners.	Comments noted. See response to Margaret Arbuckle's written comment.  See response to Kaye Barefield's written comment.

Last Name	First Name	Date Received	Comment Type	Method Received	Comment (verbatim)	Response
					On a personal note – Route A will run less than 100 feet from my bedroom wall, thus rendering my home unlivable and financially worthless (and unsellable). As a retired cardiologist, my only current way to make a living is by raising organic beef. Route A will eliminate my only hay field, putting me out of the cattle business. Route A will destroy my home and property, my way of life, and my retirement, which I worked over thirty years to afford. It is impossible to come up with a reason as to why not removing the flood problem on SH 29 is not the most logical solution is this situation. I (sic) would be much cheaper, less destructive, and more beneficial. I was told there is no money to clean out the San Gabriel River to resolve the flood problem; however, I was also told there no (sic) state money to build the new multi-lane road and if the road is built the county will have to pony up the money. There are better ways to spend money than to build an unnecessary limited access highway. My hope is some existing logical, none (sic) political or greedy, minds will reverse this destructive and wasteful wonton (sic) project. This project will be devastating to more people than you dare imagine. Please reconsider, Michael F. Wright, DO, FACOI	
Wright	Michele	05/16/2016	Written Comment	Mail	On May 10, 2016 an open house public meeting was held, and I quote, “concerning proposed improvements to SH 29 from Southwestern Blvd. in Georgetown to SH 95” When going from table to table speaking with representatives from TxDOT. Not one person “proposed” any improvements to the existing (sic) SH 29; no widening of the San Gabriel river to prevent flooding, no bridges no answers to what could be done to help the people that are currently living in that area.	Comments noted. See response to Kaye Barefield’s written comment.  See response to Margaret Arbuckle’s written comment.

Last Name	First Name	Date Received	Comment Type	Method Received	Comment (verbatim)	Response
					The only thing proposed was building a new road, Plan A and Plan D, which will take away private property against the owners will, destroy multiple families way of life, removing the ability to make a living, and eliminating the privacy. Why would the State of Texas need a highway as large as I35 going from nowhere to nowhere? Unless there is a hidden agenda, stating it would be for public use that is merely a pretext to a private beneficiary. I am completely against the proposed SH 29 corridor development.	
No name	No name	5/10/2016	Written Comment	Public meeting	1. Red lights at Rain Dancer and 29 so we can cross the hwy 2. Sound wall 8' so the new traffic will not be so loud	See response to Daniel Shae's written comment.  See response to Kaye Barefield's written comment.
No name	No name	05/10/2016	Comment Placed on Exhibit	Public meeting	Wolbrueck's est. 1842 (circled properties and drew arrows identifying them)	Comment noted.
No name	No name	05/10/2016	Comment Placed on Exhibit	Public meeting	August Wolbrueck est. farm 1892 No Plan A - we still farm - 6 generations (arrows pointing to properties) Bonnie and Milton Wolbrueck Explosives Dynamite (arrow pointing to property)	Comments noted. See response to Kaye Barefield's written comment.
No name	No name	05/10/2016	Comment Placed on Exhibit	Public meeting	Mayor of Weir Mervin Walker Says Move the Road to Go to Chandler Road. No PINK CR124, 192, 121, 126 1892 Est. August Wolbrueck 6 generations farm that land - corn miaz (sic), milo, cattle, sheep, cotton. Also neighbors have bees, chickens CR127 Go west save the Blackland! (Identified Wolbrueck properties) Teravista #12 More houses, more people. Less farmland, less food?	Comments noted. See response to Kaye Barefield's written comment.  See response to J. Mark Byrom's written comment.

Last Name	First Name	Date Received	Comment Type	Method Received	Comment (verbatim)	Response
No name	No name	05/10/2016	Comment Placed on Exhibit	Public meeting	<p>AGAINST the Project. Our elected officials need to get out of the pocket of the developers. Carol Eric Meyer, Angelica Meyer, We vote against the Pink</p> <p>Bizion and Bernice Wilson against A Michael and Michele Wright against the Pink!!! (A)</p> <p>May 10, 1892 August Wolbrueck established farm – we still work this farm – we are against this PINK road</p> <p>Descendants: Bonnie and Milton Wolbrueck, Douglas and Shawna Wolbrueck, Brad and Connie Wolbrueck, Mamie Ruth (Wolbrueck) Richter, Kimberly (Richter) and Mike Keller (Identified Wolbrueck properties)</p> <p>Keep existing – raise it up in the flood plain Change with A option?</p> <p>John Bogard, remove these people and it would worsen</p>	<p>Comments noted. See response to Kaye Barefield’s written comment.</p> <p>See response to Margaret Arbuckle’s written comment.</p>
No name	No name	5/10/2016	Comment Placed on Exhibit	Public meeting	<p>(Arrow pointing to CR 106) dangerous too (not legible) vert profile</p> <p>(Intersection at SH 29 and CR 106 circled, arrow pointing to circle) Study (not legible) traffic signal?</p>	See response to Daniel Shae’s written comment.
No name	No name	5/10/2016	Comment Placed on Exhibit	Public meeting	<p>(On back of SH 29 Improvement Study exhibit): Widen Chandler</p> <p>No need for another road</p>	See response to J. Mark Byrom’s written comment.

## **Attachment B**

Notices and Handouts



# State Highway 29 Corridor Study

## From Southwestern Boulevard to State Highway 95

# OPEN HOUSE

**Tuesday May 10, 2016 6 p.m. to 8 p.m.**

Join us for the open house to discuss possible SH 29 corridor improvements between Southwestern Boulevard in Georgetown and SH 95 near Circleville in Williamson County. Study team members will be on hand to answer questions and provide information. The meeting will be held at:

**East View High School Cafeteria**  
**4490 East University Avenue**  
**Georgetown, Texas 78726**

<http://www.txdot.gov/inside-txdot/projects/studies/austin/sh29.html>

The Texas Department of Transportation Austin District has scheduled a public meeting to discuss possible SH 29 corridor improvements between Southwestern Boulevard in Georgetown and SH 95 near Circleville in Williamson County. The public meeting is scheduled for:

**May 10, 2016 from 6 p.m. to 8 p.m.  
East View High School Cafeteria  
4490 East University Avenue  
Georgetown, Texas 78626**

The proposed project is needed to accommodate projected traffic in Georgetown and Williamson County. It would also improve the safety of the existing facility by upgrading the roadway to meet current design standards, including removing the roadway from the floodplain to the extent feasible, potentially constructing a new roadway in a new location between SH 130 and SH 95, or a combination of the two. On September 1, 2015, TxDOT held an open house meeting to introduce the project to the public and to get their input on possible alternatives to be evaluated during the study. The purpose of this second meeting is to update the public on the project and show possible alternatives that have been developed based on public input, as well as environmental and engineering constraints evaluated since the previous meeting. No formal presentation will be given, but TxDOT staff will be available during the open house to discuss the proposed project and answer questions.

Maps of the study area, refined alternative alignments, and other displays will be available for review and comment. In addition, maps and other displays are available for review prior to the meeting at <http://www.txdot.gov/inside-txdot/projects/studies/austin/sh29.html> or at the Georgetown Area Office located at 2727 South Austin Avenue, Georgetown, Texas 78626.

Persons interested in attending the open house who have special communication or accommodation needs are encouraged to contact Jon Geiselbrecht at the Austin District of TxDOT at (512) 832-7218 at least two working days prior to the meeting. TxDOT will make every reasonable effort to accommodate these special needs.

Verbal and written comments from the public regarding the corridor study are encouraged. Comments may be submitted either at the public meeting or in writing within 10 days after the meeting and must be postmarked by May 20, 2016 to be included as part of the official meeting record. Written comments not submitted at the meeting should be faxed to 512-832-7157 or mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426.

*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.*



Photos by Jonathan Adams

Above, Georgetown High School's Jordan Ayub and Megan McDonald stand with their Jack Frost awards. Below, East View High School's Danielle Halter and Cale Cantu stand with trustees Scott Alarcón and Melanie Dunham after receiving their Jack Frost Citizens of the Month awards.



## GISD awards top students

Athletics, math, helping kids among their accomplishments

By JONATHAN ADAMS

East View High School senior Danielle Halter's greatest accomplishment is becoming a camp counselor for tennis camp.

"To be able to make the slightest impact on a child's life and to see them smile every day truly made a difference in my life," said Ms. Halter, one of four Georgetown seniors who received the Jack Frost Citizens of the Month Award at Monday's board meeting.

East View's male recipient was Cale Cantu. Georgetown High School winners were Jordan Ayub and Megan McDonald.

The award, named after former Superintendent Jack Frost, honors academically exceptional and community-involved seniors.

Ms. Halter is captain of the varsity tennis team, a member of the National Honor Society and a class representative for student council.

Outside of school, she volunteers at events like the science fair and carnival at Cooper Elementary.

"A good citizen is a person who is willing to do the right thing no matter what people think," she said.

Ms. Halter has committed

to Texas Tech University to study speech pathology.

"I would like to work with stroke victims and then move to the schools and help children."

### Future law student

Mr. Cantu is a golfer and baseball player who performs community service with the National Honor Society. He also mentors students in mathematics.

"UIL All-State academics is a major accomplishment for me because I work just as hard in the classroom as I do on the field," Mr. Cantu said.

Mr. Cantu will attend Texas State University to study business. Afterward, he hopes to get into law school because he said he enjoys arguing.

He wants to become a sports agent lawyer.

### Reaching to help

Ms. McDonald mentors elementary school students through PALS and is captain of the softball team.

Outside school, she coaches softball for kids, helps with The Locker and volunteers with Brown Santa.

"A good citizen is someone who is a good role model to everyone around them and someone who is willing to

help others and put others' needs before their own," Ms. McDonald said.

Ms. McDonald has committed to play softball at Sam Houston State University where she will study criminology.

"My goal is to complete college and get a job doing something in criminal justice," she said. Mr. Ayub has played football his entire high school career.

He also helps out at the VFW and Special Olympics.

"One accomplishment I am most proud of is an award I received called the Military Order of the Purple Heart," Mr. Ayub said. "Not many people receive this and it was a true honor to accept it and to be called a true leader. I take that to heart and apply it every day."

The Military Order of the Purple Heart is an organization of men and women who received the Purple Heart Medal. Students who exemplify leadership qualities are given awards named after the order.

Mr. Ayub plans to attend college through the Navy ROTC program and eventually become a commissioned officer in the Navy.

[school@wilcosun.com](mailto:school@wilcosun.com)

### Public Meeting for a Corridor Study on State Highway 29 from Southwestern Boulevard to SH 95

The Texas Department of Transportation Austin District has scheduled a public meeting to discuss possible SH 29 corridor improvements between Southwestern Boulevard in Georgetown and SH 95 near Circleville in Williamson County. The public meeting is scheduled for:

**May 10, 2016 from 6 p.m. to 8 p.m.**

**East View High School Cafeteria**

**4490 East University Avenue, Georgetown, Texas 78626**

The proposed project is needed to accommodate projected traffic in Georgetown and Williamson County. It would also improve the safety of the existing facility by upgrading the roadway to meet current design standards, including removing the roadway from the floodplain to the extent feasible, potentially constructing a new roadway in a new location between SH 130 and SH 95, or a combination of the two. On September 1, 2015, TxDOT held an open house meeting to introduce the project to the public and to get their input on possible alternatives to be evaluated during the study. The purpose of this second meeting is to update the public on the project and show possible alternatives that have been developed based on public input, as well as environmental and engineering constraints evaluated since the previous meeting. No formal presentation will be given, but TxDOT staff will be available during the open house to discuss the proposed project and answer questions.

Maps of the study area, refined alternative alignments, and other displays will be available for review and comment. In addition, maps and other displays are available for review prior to the meeting at <http://www.txdot.gov/inside-txdot/projects/studies/austin/sh29.html> or at the Georgetown Area Office located at 2727 South Austin Avenue, Georgetown, Texas 78626.

Persons interested in attending the open house who have special communication or accommodation needs are encouraged to contact Jon Geiselbrecht at the Austin District of TxDOT at (512) 832-7218 at least two working days prior to the meeting. TxDOT will make every reasonable effort to accommodate these special needs.

Verbal and written comments from the public regarding the corridor study are encouraged. Comments may be submitted either at the public meeting or in writing within 10 days after the meeting and must be postmarked by May 20, 2016 to be included as part of the official meeting record. Written comments not submitted at the meeting should be faxed to 512-832-7157 or mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

## Trustees honor young photog

AROUND WILCO

### Annual art contest

U.S. Congressman John Carter's 34th annual Congressional Art Competition is under way and high school students around the county are invited.

"I look forward to seeing the work of the talented students in District 31," Congressman Carter said. "This competition is a great way to get students involved in the community, test their creativity and encourage them to further their goals."

Every spring, high school students around the nation submit their artwork in the annual Congressional Art Contest.

A panel of artists will choose winners from each of the 435 congressional districts.

Winners are awarded two round trip air tickets and hotel accommodations to Washington, D.C. where they will be recognized at an awards ceremony. Their artwork will be on display for one year at the Capitol.

Artists may compete in one of seven categories: collage, computer-generated art, drawing, mixed media, painting, photography and print.

To enter, a student must contact his high school counselor and art department for the art submission checklist,



Jonathan Adams

East View High School senior Karen Rativa placed first in state for health science medical photography.

guidelines and a student release form.

### SOUTHWESTERN

#### Frat fundraiser

The Alpha Phi Omega fraternity at Southwestern University is hosting a fundraiser to help CASA, a non-profit that advocates for children caught up in the legal system.

The fundraiser, called "Uptown Flock You Up," continues until Monday. The fraternity will "flock" homes, covering a yard with 25 pink plastic flamingos. The organization charges \$20 to flock a home.

Alpha Phi Omega will remove the flamingos for free, but encourages the person who got flocked to flock someone else.

If you want to flock a

home, contact Jaclyn Jones at [jones12@southwestern.edu](mailto:jones12@southwestern.edu).

### GEORGETOWN ISD

#### Broadway in Georgetown

Pro stars straight from Georgetown will perform in Broadway at the Klett Center for the Performing Arts on Mother's Day weekend, May 6, 7 and 8.

The shows will feature variety choirs from Georgetown and East View high schools and rising stars from Broadway shows. Pre-sale tickets can be purchased for \$20 online at [TheArtsTicketingSolutions.com/onbroadway16](http://TheArtsTicketingSolutions.com/onbroadway16).

Tickets will cost \$25 at the door.

Compiled by Jonathan Adams

### PUBLIC NOTICE WILLIAMSON COUNTY INVITATION FOR BIDS

The Williamson County Commissioners' Court invites the submission of Online Auction Bids for:

#### SALE OF SURPLUS PROPERTY

The County has Dell Desktop & Laptop Computers, Printers, Scanners, Dell servers, Monitors, Phones, TVs, Mini Refrigerators, Cubicle pieces, Desks, Tables, Computer Accessories, Office Supplies, Copper and Brass Fittings, File cabinets, Irrigation Controllers and Chairs that will be up for auction. The online auction will be open from Wednesday, April 13th, 2016 until Wednesday April 27th 2016 with auction closing by 5 pm CST. The online auction will take place at <http://www.govdeals.com/eas/> Advanced Search: Williamson County, TX

The Williamson County Commissioners' Court reserves the right to accept the best bid as deemed by the Court, or reject any and/or all bids. Any bid received after the time and date specified will not be accepted.

Issued by order of the Williamson County Commissioners Court on September 22, 2015

Dan A. Gattis, County Judge.

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<sup>1</sup>Annual Percentage Rate. Actual rate may vary depending on credit qualifications. Rates and terms are subject to change without notice. Auto loan rate advertised is our lowest rate for the purchase of a new or used vehicle, or the refinancing of an existing loan from another lender. <sup>2</sup>Austin Telco pays all standard closing costs for Home Equity/HELOC loans below \$100,000. These costs include: title search, flood determination, credit report, and county filing fees. If necessary, additional fees for appraisal, survey, and/or title company closing costs will be the responsibility of the borrower. Estimated costs will be disclosed upon receipt of application. <sup>3</sup>Rate applies to 1st lien commercial real estate loans with a loan to value of 80% or less; construction/development loan rates/terms may vary. Federally insured by NCUA. Austin Telco NMLS #422857

Coupland News

# Author to speak to Coupland Civic Organization

**Coupland Civic Organization (CCO) Meetings, Cooking Class, and Fisharama**

The CCO's April meeting will be Monday, April 25, in St. Peter's fellowship hall. Come at 6:30 p.m. for refreshments; the program begins at 7 p.m. Charlene Hanson Jordan will present the program. She has written books about the history of the area, "Stuck in the Mud at Post Oak Island and Crossroads Elgin."

She will discuss her books, the area's history and the changes in the Coupland area over the last 150 years. She has also written a book about her ancestors in Sweden, Whispers in the Church, Swedish Witch Hunt, 1672.

The CCO thanks Eileen and Gene Niswander of Yegua Creek Farms pecan orchard who presented a very interesting program March 28. They discussed their pecan food products, pecan wood products, managing their pecan orchard and their commercial kitchen. They offered a door prize of one of their beautiful pecan cutting boards, which was won by Coupland's Master Chef Peter Wabbel.

Speaking of Chef Peter, he will offer another of his famous cooking classes on the evening of Saturday, May 21, at the beautiful home of Judy Downing, to benefit the CCO. The class is offered for \$45 per person, and advance reservations are required. To register, call Becky Sutton at 512-269-8571 or email beckysutton45@gmail.com.

During the class, Chef Peter will demonstrate how to prepare the dishes, and then the class will enjoy the delicious meal in a wonderful dining atmosphere. The menu will feature pecans and pecan oil from Yegua Creek Farms. The cooking classes are fundraisers for the CCO, a 501(c)3 non-profit organization, for insurance, utilities, and maintenance for Coupland's historic Depot.

Mark your June calendar for Fisharama—a Catch and Keep Fishing Tournament on Saturday, June 4, 8 a.m. to noon, at Coupland Lake. Prizes will be awarded for each age level, adult and youth. More details will be in this column next month and in flyers that will be posted around Coupland.

**Coupland School Has Busy End-of-Year Schedule,**



**Susan Garry**  
Coupland columnist

**Superintendent Retires**

Coupland ISD track students did well in meets at Taylor March 3, in Thrall April 1, and the district meet in Holland April 8.

On April 5, the first tennis meet was in Rockdale, and the second meet was held in Thrall April 11. The tennis team had their third meet at Rockdale on April 20. The final tennis tournament will be sponsored by Academy ISD at Murphy Park in Taylor.

On April 19, the first golf tournament was in Bastrop for boys and girls. The final golf tournament will be held April 25, for the boys at Taylor Mustang Creek Golf Course. The girls will have their final tournament the next day at the same location.

Fourth and fifth grade students enjoyed a trip to the Bob Bullock Museum on April 6. The middle school students took a trip to Stunt Ranch on April 12 where they learned about the science behind the movies.

On April 21, Coupland School began its traditional end-of-school events, with the annual middle school versus staff softball game. The annual student versus staff volleyball game is set for April 27. On April 28, the Kindergarten through grade three students will enjoy a field trip to Dinosaur Park in Bastrop, and April 29, the middle school students will go on a tour of the early missions in San Antonio.

Another Coupland tradition is Field Day, which will be held May 6.

The eighth grade will sponsor a Shot Clinic with Dr. Graef on May 7, from 2 to 4 p.m. The eighth graders also have a car wash on the same date and time.

All students will enjoy a movie and treats on May 13, during the annual after-STAAR event. The eighth grade students will have their special overnight trip on May 13 – 14. McDade will come



Eileen and Gene Niswander, owners of Yegua Creek Farms, presented an interesting program to the Coupland Civic Organization at the March meeting. They brought a large selection of their pecan products for attendees to sample and purchase.

to Coupland to play the middle school in a softball match on May 16 – always loads of fun. May 17 is the UIL Program at 8 a.m. with the swim party from 1 to 5 p.m. at Murphy Park in Taylor.

Lone Star Readers in middle school who have reached their goal will be treated to a trip to Austin's Park n Pizza on May 19. The Final Awards Assembly will be at 8 a.m. on May 26, followed by the traditional Variety Show at 9:15 a.m. The Coupland Middle School commencement ceremony is set for 7 p.m. on May 26.

Gary Chandler, who has been the superintendent at Coupland for over 20 years, will retire at the end of this school year.

"I have enjoyed my 20 plus years here at Coupland ISD and I will miss the students, staff, and community," he said.

Under his administration, Coupland School has achieved high academic rankings. He has instituted more advanced math and science classes. In

sports, he has added tackle football, track, golf and tennis. He also has accomplished many improvements to the physical plant. He will be greatly missed.

**St. Peter's Church of Coupland Will Host Jordan Sisters in Concert**

After the 10:15 a.m.

worship service April 24, St. Peter's Church will hold a potluck meal at 11:30 a.m.

See COUPLAND page 8

**Public Meeting for a Corridor Study on State Highway 29 from Southwestern Boulevard to SH 95**

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**May 10, 2016 from 6 p.m. to 8 p.m.  
East View High School Cafeteria  
4490 East University Avenue, Georgetown, Texas 78626**

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Maps of the study area, refined alternative alignments, and other displays will be available for review and comment. In addition, maps and other displays are available for review prior to the meeting at <http://www.txdot.gov/inside-txdot/projects/studies/austin/sh29.html> or at the Georgetown Area Office located at 2727 South Austin Avenue, Georgetown, Texas 78626.

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Verbal and written comments from the public regarding the corridor study are encouraged. Comments may be submitted either at the public meeting or in writing within 10 days after the meeting and must be postmarked by May 20, 2016 to be included as part of the official meeting record. Written comments not submitted at the meeting should be faxed to 512-832-7157 or mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

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**WILLIAMSON COUNTY CONSERVES CEDAR PARK WASTE MANAGEMENT**

**HOUSEHOLD HAZARDOUS WASTE FREE CLEAN UP**  
SATURDAY, APRIL 30 - 10 AM TO 2 PM  
LISD'S GUPTON STADIUM  
All traffic must enter and exit the stadium from Park Street.

<b>ACCEPTED</b>	<b>Not ACCEPTED</b>
<ul style="list-style-type: none"> <li>Acids</li> <li>Aluminum and other metals</li> <li>Used motor oil and filters</li> <li>Antifreeze</li> <li>Batteries</li> <li>Transmission and brake fluid</li> <li>Paint</li> <li>Lighter fluid, solvents and varnish</li> <li>Pool chemicals</li> <li>Auto tires (car &amp; light trucks up to 24" - wheels/rims removed) limit 5 per car.</li> <li>Lawn and garden chemicals, herbicides and pesticides</li> <li>Cleaning products such as polish, oven cleaner, drain opener, stain removers</li> <li>Household products labeled "caution," "warning," or "poison"</li> <li>Brush for recycling</li> <li>E-waste: computers, printers, cell phones, etc. (electronic waste)</li> </ul>	<ul style="list-style-type: none"> <li>Agricultural chemicals</li> <li>Dioxins</li> <li>Containers larger than 5 gallons</li> <li>Medical and pharmaceutical items</li> <li>Tires with wheels/rims attached</li> <li>Explosives, fireworks or ammunition</li> <li>Asbestos-containing materials</li> <li>Industrial, commercial or business waste</li> <li>Radioactive material (smoke alarms)</li> <li>Propane cylinders</li> <li>Compressed gases</li> <li>Refrigerators or AC units</li> </ul>

**Guidelines**

- If possible, bring products in original containers
- Do not mix or consolidate products
- Separate, group and label items
- Properly seal containers to prevent leaking
- Haul containers in trunk away from passengers
- Please let volunteers unload your items
- No contractors or business refuse will be accepted
- Go through line only once
- No walk-ups

## TxDOT to Host Second Open House for SH 29 in Georgetown

[Home](#) > [Inside TxDOT](#) > [Media Center](#) > [Local News](#) > [Austin](#)

---

**Contact:** Kelli Reyna

**Phone:** (512) 832-7060

**Date:** May 5, 2016

AUSTIN – Proposed improvements to the State Highway 29 corridor in Williamson County will be the topic of discussion at an upcoming open house on May 10, 2016, from 6 p.m. to 8 p.m. at East View High School Cafeteria, located at 4490 E. University Ave. in Georgetown.

The Texas Department of Transportation will host this second meeting opportunity for citizens to learn about the potential SH 29 improvements between Southwestern Boulevard in Georgetown and SH 95 near Circleville.

SH 29 was originally constructed between 1932 and 1934. Since that time, only routine maintenance or operational improvements have been made to the roadway. The existing roadway does not meet current design standards for the volume of traffic it currently carries and the projected traffic volume it would carry in the future. This increase in traffic volumes has also led to an above average crash rate.

The purpose of the project is to accommodate existing and projected traffic volumes and to improve the safety of the existing facility. The proposed project includes upgrading SH 29 to meet current design standards including removing the roadway from the floodplain where feasible, constructing a new roadway in a new location between SH 130 and SH 95, or a combination of the two.

This open house will provide citizens an update on the project and show possible alternatives that have been developed based on public input, as well as environmental and engineering constraints evaluated since the previous meeting. Displays will be available for review, and staff will be present to answer questions. No formal presentation will be given and attendees are invited to come-and-go at their convenience.

###

The Texas Department of Transportation is responsible for maintaining 80,000 miles of road and for supporting aviation, rail, and public transportation across the state. Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods. Find out more at [TxDOT.gov](http://www.txdot.gov). "Like" us on [Facebook](#) and follow us on [Twitter](#).

## Public Meeting - SH 29 Corridor Between Southwestern Blvd and SH 95

Home > Inside TxDOT > Get Involved > Hearings & Meetings > Schedule

<b>Where:</b>	East View High School Cafeteria (Map) 4490 E. University Ave. Georgetown, TX 78626	<b>When:</b>	Tuesday, May 10, 2016 6 p.m. - 8 p.m.
<b>Purpose:</b>	TxDOT will hold an open house public meeting to discuss the proposed improvements to the SH 29 corridor between Southwestern Boulevard in Georgetown and SH 95 near Circleville in Williamson County.		
<b>Description:</b>	<p>The proposed project is needed to accommodate projected traffic in Georgetown and Williamson County. It would also improve the safety of the existing facility by upgrading the roadway to meet current design standards, including removing the roadway from the floodplain to the extent feasible, potentially constructing a new roadway in a new location between SH 130 and SH 95, or a combination of the two. On Sept. 1, 2015, TxDOT held an open house meeting to introduce the project to the public and to get their input on possible alternatives to be evaluated during the study. The purpose of this second meeting is to update the public on the project and show possible alternatives that have been developed based on public input, as well as environmental and engineering constraints evaluated since the previous meeting. No formal presentation will be given, but TxDOT staff will be available during the open house to discuss the proposed project and answer questions.</p> <p>Maps of the study area, refined alternative alignments and other displays will be available for review and comment. In addition, maps and other displays are available for review prior to the meeting or at the Georgetown area office located at 2727 South Austin Avenue, Georgetown, Texas 78626.</p> <p>People interested in attending the open house who have special communication or accommodation needs are encouraged to contact Jon Geiselbrecht at the Austin District of TxDOT at (512) 832-7218 at least two working days prior to the meeting. TxDOT will make every reasonable effort to accommodate these special needs.</p> <p>Verbal and written comments from the public regarding the corridor study are encouraged. Comments may be submitted either at the public meeting or in writing within 10 days after the meeting and must be postmarked by May 20, 2016, to be included as part of the official meeting record. Written comments not submitted at the meeting should be faxed to (512) 832-7157 or mailed to:</p> <p style="margin-left: 40px;">District Environmental Coordinator P.O. Box 15426 Austin, TX 78761-5426</p> <p>The environmental review, consultation and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C 327 and a Memorandum of Understanding dated December 16, 2014, and executed by the Federal Highway Administration and TxDOT.</p>		

Downloads	Format
Notice	
Purpose and Need	
Corridor Study	
Floodplain Constraints Map	
Level of Service	
Potential Corridor Constraints	
Study Process	
Traffic Board	
Urban Exhibit	
Cross Sections	
Full Exhibit	
<b>Contact:</b>	TxDOT Austin District P.O. Box 15426 Austin, TX 78761-5426

6/7/2016

Public Meeting - SH 29 Corridor Between Southwestern Blvd and SH 95

(512) 832-7000  
Email

*Updated May 5, 2016.*



P.O. Box 15426, AUSTIN, TEXAS 78761-5426 | 512.832.7000 | WWW.TXDOT.GOV

May 10, 2016

The Texas Department of Transportation welcomes you to tonight's second open house style public meeting concerning proposed improvements to State Highway 29 from Southwestern Boulevard in Georgetown to SH 95.

Please feel free to examine the exhibits on display from 6 to 8 p.m. TxDOT staff and their consultants are available to answer your questions during this time. No technical presentation will be given.

The proposed project is needed to accommodate projected traffic in Georgetown and Williamson County. It would also improve the safety of the existing facility by upgrading the roadway to meet current design standards, including removing the roadway from the floodplain to the extent feasible, potentially constructing a new roadway in a new location between SH 130 and SH 95, or a combination of the two. SH 29 was originally constructed between 1932 and 1934. Since that time, only routine maintenance and operational improvements have been made to the roadway. The existing roadway does not meet current design standards for the volume of traffic it currently carries and the projected traffic volume it will carry in the future. This increase in traffic volumes has led to an above average crash rate on the facility. In addition, portions of the existing SH 29 roadway are located within the 100-year floodplain and the roadway occasionally floods.

On September 1, 2015, TxDOT held an open house meeting to introduce the project to the public and to get their input on possible alternatives to be evaluated during the study. The purpose of this second meeting is to update the public on the project and show possible alternative alignments that have been developed to date based on public input, as well as environmental and engineering constraints evaluated since the previous meeting.

Maps of the study area, refined alternative alignments, and other displays are available for review and comment. As you review the exhibits, we ask that you provide input on any issues that you may be aware of that we might have missed through our research efforts. This could include cemeteries, older structures, large trees, wetlands, archaeological sites, and other topics that you feel are relevant. Markers are provided and you may highlight your concerns directly on the exhibits, or on the map on the back of the attached comment form. You may also use these markers to provide additional potential alignment alternatives for SH 29.

For your convenience, a comment form is included in this information packet. Written comments not submitted during the meeting should be mailed to the TxDOT Austin District, Environmental Coordinator, P.O. Box 15426, Austin, Texas 78761-5426. Written comments must be post marked by May 20, 2016 to be included in the official meeting record.

All written comments received at the public meeting, as well as those received by May 20, will be taken into consideration during future project development.

Thank you for attending tonight's open house. Public involvement is a vital part of the TxDOT project development process, and we sincerely appreciate your participation. If you have any questions after tonight's meeting, please call (512) 832-7218.

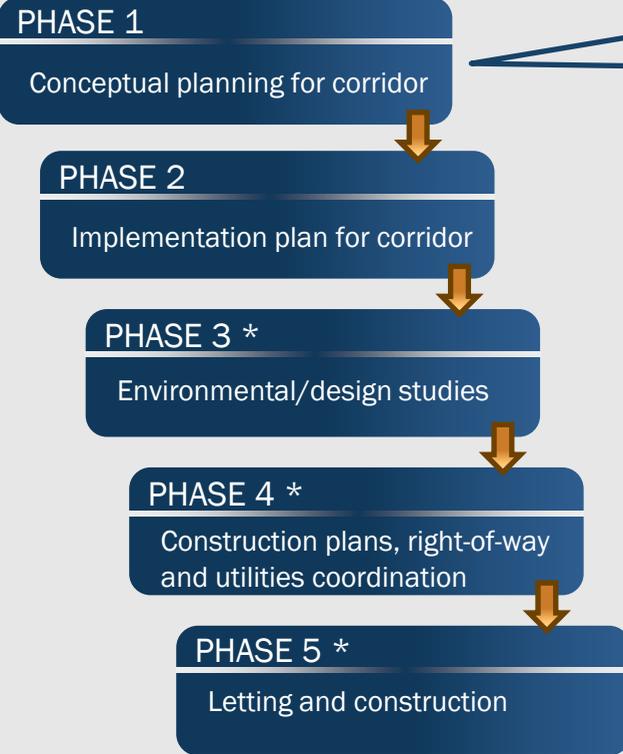
#### OUR GOALS

MAINTAIN A SAFE SYSTEM ▪ ADDRESS CONGESTION ▪ CONNECT TEXAS COMMUNITIES ▪ BEST IN CLASS STATE AGENCY

*An Equal Opportunity Employer*

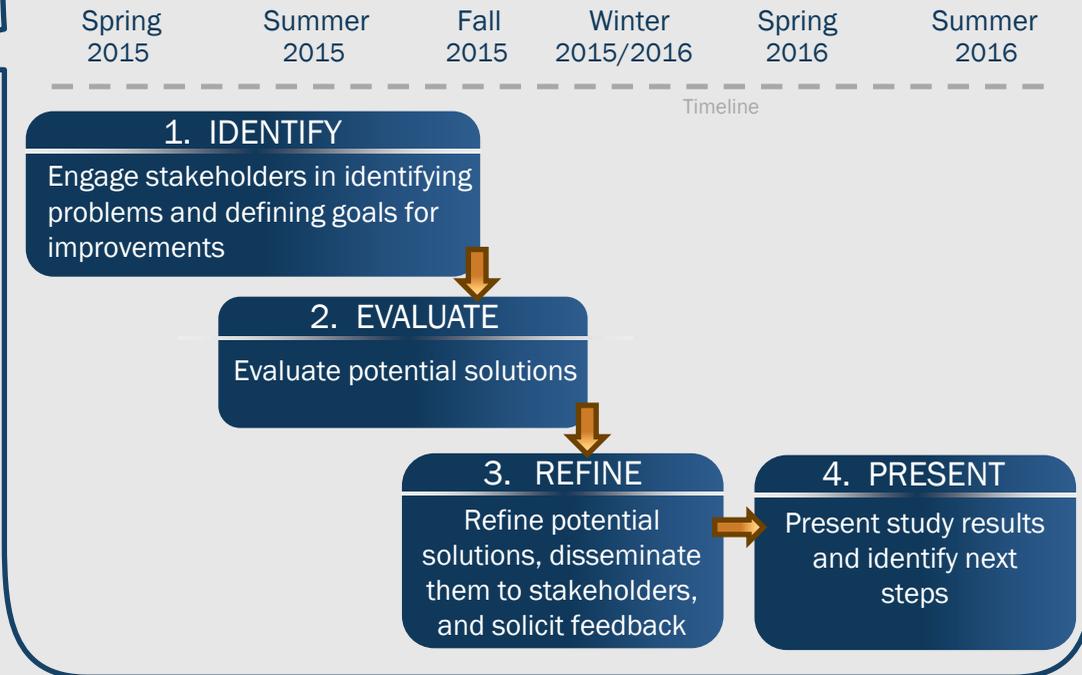
# SH 29 Improvement Study

## TxDOT Project Development Process

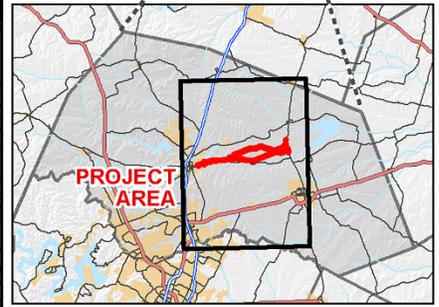
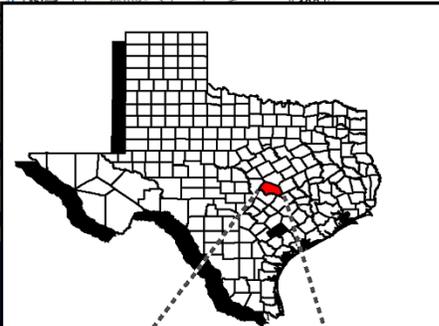
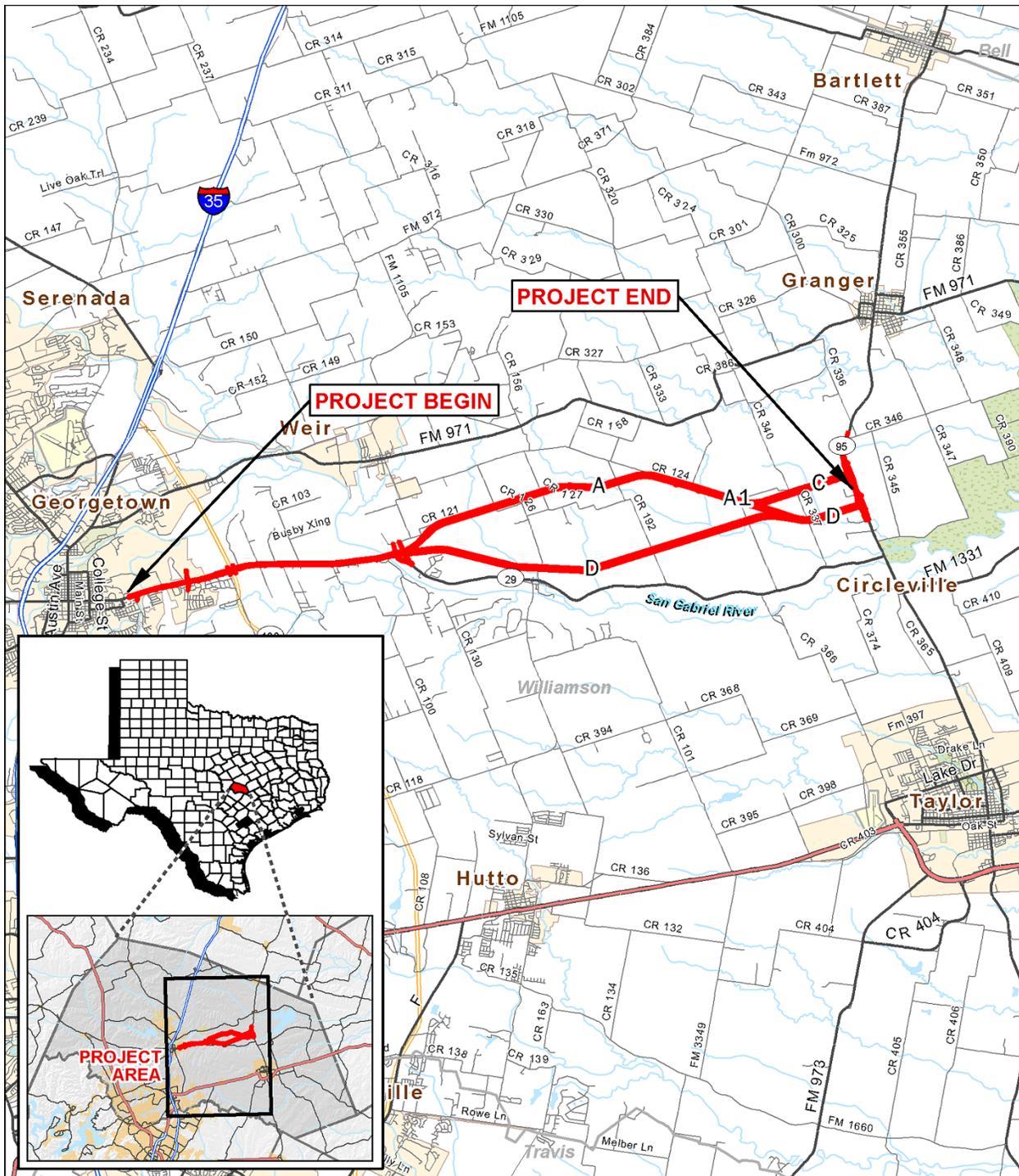


\*As funding is identified

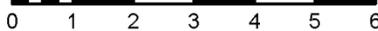
## State Highway 29 Improvement Study







1:200,000  
Miles



— Alternatives

Project Location on County Map  
SH 29 from  
Southwestern Boulevard to SH 95  
Williamson County, Texas  
CSJ: 0337-02-045

**Attachment C**  
Sign-In Sheets

**PUBLIC INVOLVEMENT REGISTER**  
**SH 29 CORRIDOR STUDY FROM SOUTHWESTERN BOULEVARD TO SH 95**  
**WILLIAMSON COUNTY**

NAME / ORGANIZATION	ZIP CODE
Joe S. Watson	78626
Bettye Watson	78626
James Pickel	78626
HILDA ORTIZ - TXDOT	78753
Tracey Janus - TXDOT	78753
Brad Jackson - TXDOT	78753
Susie Fontenot	78626
ERIC MEYER	78626
ANGELICA MEYER	78626
Jon Geiselbrecht	78753
Michelle Cooper	78628
Ray G. Hubenthal	78626
Teresa Schneider	76530
Suzey Nichols TXDOT	
Sister Mary Theresa, OP	78626
Sister Joseph Andrew, OP	78626
Sr. Immaculata, OP	78626
Carol Hollin property owner	78626
Mamie Ruth Richter property owner	78626
Dan Woolsey - driver	76530
Jose G. Cuevas	78626
Meggie Munk	78626

**PUBLIC INVOLVEMENT REGISTER**  
**SH 29 CORRIDOR STUDY FROM SOUTHWESTERN BOULEVARD TO SH 95**  
**WILLIAMSON COUNTY**

NAME / ORGANIZATION	ZIP CODE
JAMES R. WILLIAMS TxDOT - Austin DIST.	<del>786</del> 78753
Carmen Ramos - TxDOT - Austin District	78753
Jim Holmes RESIDENT 201 Hwy 29	78626
David Glenn Cooke Jr - owner - <sup>DIST</sup> Cooke cemetery	78726
Diane Cooke - daughter	78726
DAVID BROLL	78727
Tony Tschirhart PROPERTY OWNER	78726
Silmaria Jori OP "	78626
Sister Mary Jacinta OP "	78626
Kenneth Hollis "	78626
MIKE KELUG INTERESTED PARTY	78626
Haren Gattis Property Owner	78626
Robert Webster " "	78626
Mark Ney	78626
F J DONOVAN	78626
JAMES PARRA	78626
Adam Streske	78626
Lori Topie	78626
Kenny Austin	78626
CLIFF Craig	78626
Sam Preston property owner	78626
Cynthia Harwell	76530

**PUBLIC INVOLVEMENT REGISTER**  
**SH 29 CORRIDOR STUDY FROM SOUTHWESTERN BOULEVARD TO SH 95**  
**WILLIAMSON COUNTY**

NAME / ORGANIZATION	ZIP CODE
Mike Messibsky	78626
Michelle M. Wright	78626
Bruce	78626
Lea Ann Hutton	78626
Jerry & Deann Tidwell	78626
Amanda Straszke	78626
Albert Rubio	78665
Patsy & Jodie Danek	78626
Charlette Litterst	78626
Wayne	76574
Nathan Jones-Meyer / Williamson County	78626
Alma C. Rangel	78626
<del>Joe</del> Kyle Wright	78626
JOE M ENGLAND	78626
Sheryl Taylor	78626
Jacquie Thomas	78626
Bonnie Wolbrueck	78626
Kurtin Wolbrueck	78626
Tan Edmiston	78626
Mrs Danny Stefel	76530
Linda Welch Holmstrom	78626
Charles Duffman	78626

**PUBLIC INVOLVEMENT REGISTER**  
**SH 29 CORRIDOR STUDY FROM SOUTHWESTERN BOULEVARD TO SH 95**  
**WILLIAMSON COUNTY**

NAME / ORGANIZATION	ZIP CODE
Anne Siems	78626
Weldon COPELAND	78634
Charles Frymore Weir Volunteer Fire Department	78626
Berense Koch Georgetown	78626
Brean Wilson Georgetown	78626
John Krabel Taylor	76574
Dr + Mrs Michael Fungat <del>AT</del>	78626
Dennis DAVIDSON	78626
Vicente Carrizales	78626
Mr + Mrs. Don Scurlock	78626
Herbert D. Kline Sr	78626
Herbert D Kline Jr	78626
Margelisa Torres	78626
Cheryl Shea & Daniel Shea	78626
KENT CUMMINS - MAGIC HOTLINE	78626
Neah HANSON	78626
Ruth way	78628
Joe way	78628
Wen SOUSSOU	78626
Lisa Stefek	76574
Clyde Woerner	78626
Shunil Jacob	78622

**PUBLIC INVOLVEMENT REGISTER**  
**SH 29 CORRIDOR STUDY FROM SOUTHWESTERN BOULEVARD TO SH 95**  
**WILLIAMSON COUNTY**

NAME / ORGANIZATION	ZIP CODE
Jacki Booms	26530
Justin Wilson	78626
Judy Sargent	76530
Patricia Reeves	78626
Michael R. Sutton	78626
Joyce Smith	78626
Joseph Rangel	78626
David Cook	78626
Douglas Workman	78626
Crystal Jackson	78626
J.W. Wade	78626
Ann Roberts	78626
J. Ray Steedman	78626
Jose Ortega / A-Excellence Wrecker	78626
Patrick Stabene	
GEORGE JERZEK	—
MARK DIXON	78626
Sister Davidson	78626
Janie Stelek	76530 + 78626
Gianna Liz Walter	76530
Ron Ryan	78626
James Cardwell	78626

**PUBLIC INVOLVEMENT REGISTER**  
**SH 29 CORRIDOR STUDY FROM SOUTHWESTERN BOULEVARD TO SH 95**  
**WILLIAMSON COUNTY**

NAME / ORGANIZATION	ZIP CODE
Al + Carolyn Endsley	78626
Louis + Loretta Hajda	76530
Kenneth + Karen Miller	78626
Kimberly Richters Keller	78626
Charles Mikolajcak	76578
Ron Leps	78626
Shirley Cook	78681
Alfred Garcia	78626
<del>Alfred</del>	78626
R + D =	78626
Dale Ruseby	78627
Joan Russell	78626
<del>Alfred</del> Michael A Russell	78626
John BOGARD	78626
B + Diana George Jackson	78626
Jimmy PAUL	78626
CHRIS Bishop TXDOT	78753
JENNIFER ATKINSON	78626
Marjorie + Dennis Albrecht	78626
Carole Dege	78626
Larry Kehman	78628
Steve + Deane Barber	78626

**PUBLIC INVOLVEMENT REGISTER**  
**SH 29 CORRIDOR STUDY FROM SOUTHWESTERN BOULEVARD TO SH 95**  
**WILLIAMSON COUNTY**

NAME / ORGANIZATION	ZIP CODE
DAVID BIESHEUVEL / GLSD	78626
Benn Leather Davis	78626
Audrey Schirmer	78626
Jilly Kozel/A	78626
Stan & Stephanie Sydenham	78626
Lauren Reichman	78626
Ashley <del>Ad</del>	78626
Mike Walker / Blanton & Associates	
Dean Tesmer / Blanton & Associates	
Rachel Spranger / Blanton & Associates	
Eric Jackson / Blanton & Associates	
Larry Redden / IEA	
Rich Renton / IEA	
Jessica Kessinger / HDR	
Rashed Islam / HDR	

**PUBLIC INVOLVEMENT REGISTER  
SH 29 CORRIDOR STUDY FROM SOUTHWESTERN BOULEVARD TO SH 95  
WILLIAMSON COUNTY**

NAME / ORGANIZATION	ZIP CODE
Clare Easley	78626
Tom Capper	78626
Scott Dwyer	78626
Scott Smith	78626
Drew Klepzig	78634
Katharine M. Pfeiffer	78626
Paula Thomas	78626
Monty Thomas	78626
Kimberly Willett	78626

PUBLIC INVOLVEMENT REGISTER  
 SH 29 CORRIDOR STUDY FROM SOUTHWESTERN BOULEVARD TO SH 95  
 WILLIAMSON COUNTY

NAME / ORGANIZATION	ZIP CODE
Charlie Mikulencak	76574
Henry J. Haight	76530
Mark J. H...	78626
Don M. ...	78633
Wayne A. Dennis	78681
Chad E. ...	78626
Angela Lopez	78626
Efrain Lopez	78626
Cary Rinknyl	76577
Lisa + Dave Onstot	76530
JIM VANCE	76574
Aaron & Susan Dyer	78626
<del>Phil &amp; Susan</del>	
Mike Jones	76530
WILL SMITH	78626
Amy Reelman	78626



**Attachment D**  
Comments Received

DO NOT LIKE EITHER PLAN

COMMENT SHEET

Public Meeting  
SH 29 Corridor Study  
East View High School – May 10, 2016

I THINK YOUR BETTER OFF FIXING  
THE ORIGINAL HWY 29. IF YOU NEED TO  
RAISE THE ROADS IT SHOULD BE MORE COST  
EFFECTIVE. YOU SAY THERE ARE MORE  
HOUSING ON THE ORIGINAL 29 BUT THEY AREN'T  
CLOSE TO THE HWY. AS FOR WEST OF THE  
RIVER IT LOOKS LIKE THERE IS ENOUGH  
ROOM FOR EXPANSION BY THE BUSINESS  
THERE AS WELL. HWY 29 ISN'T BUSY  
ENOUGH TO HAVE TO CREATE 6 LANES.  
I MOVED THERE TO GET OUT OF THE CITY  
AND OUT OF TRAFFIC

Name: MARGARET ARRUCKLE

Address: 182 CR 191 GEORGETOWN TX

Phone:

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Friday, May 20, 2016 will be included in the official public meeting record.** If you have any questions, please contact Jon Geiselbrecht at 512-832-7218.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request it must be submitted under a separate letter. (Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that may apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

## COMMENT SHEET

Public Meeting  
SH 29 Corridor Study  
East View High School – May 10, 2016

WE KNEW WE WERE BUYING ON A STATE HIGHWAY, ←  
I'M GLAD TO SEE G-TOWN GROWING, BUT I WOULD LIKE  
TO KNOW WHAT NOISE ABATEMENT MEASURES WILL BE  
TAKEN. THE NOISE IS PRETTY BAD NOW, BUT WILL ONLY  
BE WORSE W/ MORE BIG TRUCKS.

SOUND WALLS? BERRMS? HOW ARE WE GOING  
TO BE ABLE TO USE OUR BACKYARDS WHEN THIS  
GOES TO FOUR LANES?

WHAT TRAFFIC CONTROL MEASURES WILL BE  
USED SO RESIDENTS CAN GET IN/OUT OF OUR  
NEIGHBORHOODS?

Name: JOHN + JENNIFER ATKINSON

Address: 101 TROTTER DR, GEORGETOWN TX 78626

Phone: 254-630-4537

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Friday, May 20, 2016 will be included in the official public meeting record.** If you have any questions, please contact Jon Geiselbrecht at 512-832-7218.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request it must be submitted under a separate letter. (Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that may apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

## COMMENT SHEET

Public Meeting  
SH 29 Corridor Study  
East View High School – May 10, 2016

- I don't mean to rain on the parade but this is ridiculous. I would go very slowly on this.
- 1) It's all based on the continuity of cheap oil.
  - 2) It's also based on baby boomer trends. The millenials do not want to live this far out! Study the trends.
  - 3) You are going to waste a lot of vital black land soil that feeds the world.
  - 4) Population is not growing without immigration or migration from other states and that is also very trendy.

Name: Steve Barber Economics 6HS for 31 years  
Address: 1002 CR 120. family farm for 123 years (George born 1860)  
Phone: 512-630-6829

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Friday, May 20, 2016 will be included in the official public meeting record.** If you have any questions, please contact Jon Geiselbrecht at 512-832-7218.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request it must be submitted under a separate letter. (Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that may apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

## **Brittani Slimp**

---

**From:** Mike Walker  
**Sent:** Monday, May 23, 2016 8:06 AM  
**To:** Brittani Slimp  
**Subject:** FW: SH 29 Corridor Study - Comment

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

-----Original Message-----

**From:** kaye.vanvliet@gmail.com [mailto:kaye.vanvliet@gmail.com]  
**Sent:** Thursday, May 19, 2016 4:46 PM  
**To:** Jon.Geiselbrecht@txdot.gov; Marisabel.Ramthun@txdot.gov; Bobby.Ramthun@txdot.gov; Michelle.Cooper@txdot.gov; Jan.Shull@txdot.gov; Ireden@ieaworld.com; rrenton@ieaworld.com; Dean Tesmer <dtesmer@blantonassociates.com>; Mike Walker <mike.walker@blantonassociates.com>  
**Subject:** SH 29 Corridor Study - Comment

**Name:** Kaye Barefield

**E-mail:** kaye.vanvliet@gmail.com

**Address:**  
631 County Road 126  
Georgetown, TX 78626

**Comment:**

I strongly oppose any changes to Hwy 29!!!! If any changes are made I would prefer Option A versus Option D



- [Close Window](#)
- [Print This Page](#)
- [Expand All](#) | [Collapse All](#)

**Case: 00077956**

<b>Case Number</b>	00077956 <a href="#">[View Hierarchy]</a>	<b>Parent Case</b>	
<b>Case Origin</b>	Web	<b>Case Record Type</b>	Complaint
<b>Priority</b>	Medium	<b>Contact Name</b>	Ashley Bergeron
<b>Status</b>	Closed	<b>Contact Email</b>	ashleymkeller@gmail.com
<b>Issue Type</b>	<input type="radio"/> Right of Way	<b>Contact Phone</b>	(512) 630-1981
<b>Case Owner</b>	Christopher Bishop	<b>Contact Preference</b>	<input type="radio"/> Email
<b>Private</b>	<input type="radio"/>	<b>Disable Automatic Emails</b>	<input type="checkbox"/>
<b>Media Interest</b>	<input type="checkbox"/>	<b>Received From</b>	<input type="radio"/> Citizen
<b>Tort</b>	<input type="checkbox"/>	<b>DDOR Reporting Issue</b>	<input type="checkbox"/>
<b>Do Not Delete</b>	<input type="radio"/> Standard	<b>Reported By</b>	<input type="checkbox"/>
		<b>Resolving DDOR</b>	<input type="radio"/> Austin

▼ **Additional Information**

<b>Received Date</b>	<input type="checkbox"/>	<b>Acknowledged Date</b>	<input type="checkbox"/>
<b>Due Date</b>	6/4/2016	<b>Date/Time Closed</b>	5/23/2016 2:56 PM
<b>Date/Time Opened</b>	5/20/2016 9:44 PM	<b>Days Overdue</b>	<input type="checkbox"/> -11
<b>Service Level</b>	10		

▼ **Description Information**

<b>Subject</b>	Proposed project, 29,. AUS
<b>Description</b>	I am a descendant of the Wolbrueck family of the Wolbrueck Family Farms. I am writing to oppose the pink road - SH29, Plan A. This will cut my family's farm into pieces. Please choose to put the road elsewhere. Thank you.

▼ **Location Details**

<b>DDOR</b>	<input type="radio"/> AUSTIN	<b>Route Name</b>	<input type="radio"/> WILLIAMSON-SH29
<b>County</b>	<input type="radio"/> 00-WILLIAMSON		
<b>Route</b>	WILLIAMSON-SH29		
<b>Mile Marker</b>	<input type="checkbox"/>		
	CSJ <input type="checkbox"/>		

▼ **Web Information**

<b>Web Salutation</b>	MS	<b>Web Title</b>	
<b>Web Name</b>	Bergeron, Ashley	<b>Web Email</b>	ashleymkeller@gmail.com
<b>Web Street</b>	2650 Fairmont Drive	<b>Web Phone</b>	(512) 630-1981
<b>Web City</b>	Grand Prairie	<b>Web Location</b>	
<b>Web State</b>	TX	<b>Web Company</b>	
<b>Web Zip Code</b>	75052	<b>Social Post Tag</b>	

▼ **Closed Case Information**

**Resolution Days** 3

**Date Final Contact Made** 5/23/2016

**Resolution** Provided requested information via Email

**External Organization for Referral**

**External Organization Description**

▼ **CRAFT Data**

**CRAFT Issue ID**

**CRAFT Assignment History**

▼ **System Information**

**Created By** API User, 5/20/2016 9:44 PM

**Last Modified By** Christopher Bishop, 5/23/2016 2:56 PM

**Type** Complaint

**Contact Information**

---

<b>Title</b>		<b>Contact Owner</b>	Roman T. Hill
<b>Name</b>	Ashley Bergeron	<b>Business Name</b>	
<b>Middle Name</b>		<b>Contact Record Type</b>	Customer

▼ **Address Information**

**Mailing Address**

**Other Address**

▼ **Additional Information**

<b>Home Phone</b>		<b>Email</b>	ashleymkeller@gmail.com
<b>Phone</b>	(512) 630-1981	<b>Fax</b>	
<b>Mobile</b>		<b>Other Phone</b>	
<b>Description</b>			

## ▼ System Information

Created By Roman T. Hill, 5/23/2016 8:09 AM Last Modified By Roman T. Hill, 5/23/2016 8:09 AM  
 Account Name Ashley Bergeron CRAFT ID

## Activity History

Email: SH 29 proposal [ ref:\_00Dd0iHTZ.\_500d0pQ4Yk:ref ]

---

Name Ashley Bergeron  
 Task ✓  
 Due Date 5/23/2016  
 Assigned To Christopher Bishop  
 Last Modified Date/Time 5/23/2016 2:54 PM  
 Additional To: ashleymkeller@gmail.com  
 CC:  
 BCC:  
 Attachment:

Subject: SH 29 proposal [ ref:\_00Dd0iHTZ.\_500d0pQ4Yk:ref ]  
 Body:  
 I received your message and am forwarding it to the environmental staff looking in the project.

Comments  
 For future reference, project comments should be mailed or faxed. Those are the only official avenues approved for project comments at this stage of development. Contact information was provided at the open house and is available on the project page of the TxDOT website.

Regards,

Christopher R. Bishop  
 Public Information Officer  
 TxDOT Austin District  
 christopher.bishop@txdot.gov  
 512-832-7110  
 ref:\_00Dd0iHTZ.\_500d0pQ4Yk:ref

## Emails

TxDOT Case# 00077956 Update

---

Message Date 5/23/2016 2:56 PM  
 Has Attachment   
 Email Address christopher.bishop@txdot.gov  
 Status New  
 Subject TxDOT Case# 00077956 Update  
 Dear Ashley Bergeron,

Thank You for contacting the Texas Department of Transportation. We appreciate the opportunity to address your concerns and hope the information shared has provided a better understanding of the issue.

Text Body

Texas Department of Transportation

Case# 00077956

Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ4Yk:ref

**Case Owner Case# 00077956**

---

Message Date 5/23/2016 2:54 PM

Has Attachment

Email Address christopher.bishop@txdot.gov

Status New

Subject Case Owner Case# 00077956

Dear Christopher Bishop,

Please process this case for resolution on or before the resolution due date.

<https://na14.salesforce.com/500d000000pQ4Yk>

Text Body

Thank you,  
TxDOT Internal Communications

Case# 00077956

Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ4Yk:ref

**SH 29 proposal [ ref:\_00Dd0iHTZ.\_500d0pQ4Yk:ref ]**

---

Message Date 5/23/2016 2:54 PM

Has Attachment

Email Address ashleymkeller@gmail.com

Status Sent

Subject SH 29 proposal [ ref:\_00Dd0iHTZ.\_500d0pQ4Yk:ref ]

I received your message and am forwarding it to the environmental staff looking in the project.

For future reference, project comments should be mailed or faxed. Those are the only official avenues approved for project comments at this stage of development. Contact information was provided at the open house and is available on the project page of the TxDOT website.

Text Body

Regards,

Christopher R. Bishop  
Public Information Officer  
TxDOT Austin District  
christopher.bishop@txdot.gov  
512-832-7110  
ref:\_00Dd0iHTZ.\_500d0pQ4Yk:ref

**Case Owner Case# 00077956**

---

Message Date 5/23/2016 8:09 AM

Has Attachment

Email Address roman.t.hill@txdot.gov

Status New

Subject Case Owner Case# 00077956

Dear Christopher Bishop,

Please process this case for resolution on or before the resolution due date.

<https://na14.salesforce.com/500d000000pQ4Yk>

Text Body

Thank you,  
TxDOT Internal Communications

Case# 00077956

Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ4Yk:ref

**Case Owner Case# 00077956**

---

Message Date **5/23/2016 8:09 AM**Has Attachment Email Address **roman.t.hill@txdot.gov**Status **New**Subject **Case Owner Case# 00077956****Dear Christopher Bishop,****Please process this case for resolution on or before the resolution due date.****<https://na14.salesforce.com/500d000000pQ4Yk>**

Text Body

**Thank you,  
TxDOT Internal Communications****Case# 00077956****Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ4Yk:ref****Case Owner Case# 00077956**

---

Message Date **5/23/2016 8:09 AM**Has Attachment Email Address **roman.t.hill@txdot.gov**Status **New**Subject **Case Owner Case# 00077956****Dear Christopher Bishop,****TxDOT Communications received this issue through TxDOTs website. Please process for resolution within ten business days (general public) or four business days (elected officials, the Governors office or the media). Thank you.**Text Body **<https://na14.salesforce.com/500d000000pQ4Yk>****Texas Department of Transportation****Case# 00077956****Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ4Yk:ref****Case Owner Case# 00077956**

---

Message Date **5/20/2016 9:44 PM**Has Attachment Email Address **salesforce\_api\_admin@txdot.gov**Status **New**Subject **Case Owner Case# 00077956****Dear Christopher Bishop,****Please process this case for resolution on or before the resolution due date.****<https://na14.salesforce.com/500d000000pQ4Yk>**

Text Body

**Thank you,  
TxDOT Internal Communications****Case# 00077956****Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ4Yk:ref**

**Case Owner Case# 00077956**

---

Message Date **5/20/2016 9:44 PM**Has Attachment Email Address **salesforce\_api\_admin@txdot.gov**Status **New**Subject **Case Owner Case# 00077956****Dear Christopher Bishop,**

**TxDOT Communications received this issue through TxDOTs website. Please process for resolution within ten business days (general public) or four business days (elected officials, the Governors office or the media). Thank you.**

Text Body <https://na14.salesforce.com/500d000000pQ4Yk>**Texas Department of Transportation****Case# 00077956****Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ4Yk:ref****Case History****5/23/2016 2:56 PM**

---

User **Christopher Bishop**Action **Changed Date Final Contact Made to 5/23/2016. Changed Status from New to Closed. Closed.****5/23/2016 8:09 AM**

---

User **Roman T. Hill**Action **Changed Issue Type from Customer Service to Right of Way. Changed Contact Preference to Email. Changed Subject to Proposed project, 29,. AUS.****5/23/2016 8:09 AM**

---

User **Roman T. Hill**Action **Changed Contact Name to Ashley Bergeron.****5/20/2016 9:44 PM**

---

User **API User**Action **Changed Type to Complaint. Changed Case Owner from API User to Christopher Bishop. Created.**

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**Case: 00077957**

<b>Case Number</b>	00077957 <a href="#">[View Hierarchy]</a>	<b>Parent Case</b>	
<b>Case Origin</b>	Web	<b>Case Record Type</b>	Complaint
<b>Priority</b>	Medium	<b>Contact Name</b>	Jeffery Bergeron
<b>Status</b>	Closed	<b>Contact Email</b>	bergeron.jeffery@gmail.com
<b>Issue Type</b>	<input checked="" type="radio"/> Right of Way	<b>Contact Phone</b>	
<b>Case Owner</b>	Christopher Bishop	<b>Contact Preference</b>	<input checked="" type="radio"/> Email
<b>Private</b>	<input type="checkbox"/>	<b>Disable Automatic Emails</b>	<input type="checkbox"/>
<b>Media Interest</b>	<input type="checkbox"/>	<b>Received From</b>	<input checked="" type="radio"/> Citizen
<b>Tort</b>	<input type="checkbox"/>	<b>DDOR Reporting Issue</b>	<input type="checkbox"/>
<b>Do Not Delete</b>	<input checked="" type="radio"/> Standard	<b>Reported By</b>	<input type="checkbox"/>
		<b>Resolving DDOR</b>	<input checked="" type="radio"/> Austin

**▼ Additional Information**

<b>Received Date</b>	<input type="checkbox"/>	<b>Acknowledged Date</b>	<input type="checkbox"/>
<b>Due Date</b>	6/4/2016	<b>Date/Time Closed</b>	5/23/2016 2:56 PM
<b>Date/Time Opened</b>	5/20/2016 9:45 PM	<b>Days Overdue</b>	<input checked="" type="radio"/> -11
<b>Service Level</b>	10		

**▼ Description Information**

<b>Subject</b>	Proposed project, 29, AUS
<b>Description</b>	I am a family member related to Wolbrueck Family Farms. I oppose the pink road -SH29, Plan A. This plan cuts several family farms and will negatively affect these families. Please find an alternate route. Thank you.

**▼ Location Details**

<b>DDOR</b>	<input checked="" type="radio"/> AUSTIN	<b>Route Name</b>	<input checked="" type="radio"/> WILLIAMSON-SH29
<b>County</b>	<input checked="" type="radio"/> 00-WILLIAMSON		
<b>Route</b>	WILLIAMSON-SH29		
<b>Mile Marker</b>	<input type="checkbox"/>		
<b>CSJ</b>	<input type="checkbox"/>		

**▼ Web Information**

Web Salutation	MR	Web Title	Reverend
Web Name	Bergeron, Jeffery	Web Email	bergeron.jeffery@gmail.com
Web Street		Web Phone	
Web City		Web Location	
Web State		Web Company	
Web Zip Code		Social Post Tag	

#### ▼ Closed Case Information

Resolution Days 3

Date Final Contact Made 5/23/2016

Resolution Provided requested information via Email

External Organization for Referral

External Organization Description

#### ▼ CRAFT Data

CRAFT Issue ID

CRAFT Assignment History

#### ▼ System Information

Created By API User, 5/20/2016 9:45 PM

Last Modified By Christopher Bishop, 5/23/2016 2:56 PM

Type Complaint

### Contact Information

Title	Contact Owner	Roman T. Hill
Name Jeffery Bergeron	Business Name	
Middle Name	Contact Record Type	Customer

#### ▼ Address Information

Mailing Address

Other Address

#### ▼ Additional Information

Home Phone	Email	bergeron.jeffery@gmail.com
Phone	Fax	
Mobile	Other Phone	
Description		

### ▼ System Information

Created By Roman T. Hill, 5/23/2016 8:08 AM Last Modified By Roman T. Hill, 5/23/2016 8:08 AM  
 Account Name Jeffery Bergeron CRAFT ID

### Activity History

Email: SH 29 project [ ref: \_00Dd0iHTZ.\_500d0pQ4Yz:ref ]

---

Name **Jeffery Bergeron**  
 Task   
 Due Date **5/23/2016**  
 Assigned To **Christopher Bishop**  
 Last Modified Date/Time **5/23/2016 2:53 PM**  
 Additional To: **bergeron.jeffery@gmail.com**  
 CC:  
 BCC:  
 Attachment:  
 Subject: **SH 29 project [ ref: \_00Dd0iHTZ.\_500d0pQ4Yz:ref ]**  
 Body:  
 I received your message and am forwarding it to the environmental staff looking in the project.  
 Comments  
 For future reference, project comments should be mailed or faxed. Those are the only official avenues approved for project comments at this stage of development. Contact information was provided at the open house and is available on the project page of the TxDOT website.  
 Regards,  
 Christopher R. Bishop  
 Public Information Officer  
 TxDOT Austin District  
 christopher.bishop@txdot.gov  
 512-832-7110  
 ref: \_00Dd0iHTZ.\_500d0pQ4Yz:ref

### Emails

TxDOT Case# 00077957 Update

---

Message Date **5/23/2016 2:56 PM**  
 Has Attachment   
 Email Address **christopher.bishop@txdot.gov**  
 Status **New**  
 Subject **TxDOT Case# 00077957 Update**  
 Dear Jeffery Bergeron,  
 Thank You for contacting the Texas Department of Transportation. We appreciate the opportunity to address your concerns and hope the information shared has provided a better understanding of the issue.  
 Text Body  
 Texas Department of Transportation  
 Case# 00077957  
 Case Thread ID: ref: \_00Dd0iHTZ.\_500d0pQ4Yz:ref

**Case Owner Case# 00077957**

---

Message Date **5/23/2016 2:54 PM**

Has Attachment

Email Address **christopher.bishop@txdot.gov**

Status **New**

Subject **Case Owner Case# 00077957**

**Dear Christopher Bishop,**

**Please process this case for resolution on or before the resolution due date.**

**<https://na14.salesforce.com/500d000000pQ4Yz>**

Text Body

**Thank you,  
TxDOT Internal Communications**

**Case# 00077957**

**Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ4Yz:ref**

**SH 29 project [ ref:\_00Dd0iHTZ.\_500d0pQ4Yz:ref ]**

---

Message Date **5/23/2016 2:53 PM**

Has Attachment

Email Address **bergeron.jeffery@gmail.com**

Status **Sent**

Subject **SH 29 project [ ref:\_00Dd0iHTZ.\_500d0pQ4Yz:ref ]**

**I received your message and am forwarding it to the environmental staff looking in the project.**

**For future reference, project comments should be mailed or faxed. Those are the only official avenues approved for project comments at this stage of development. Contact information was provided at the open house and is available on the project page of the TxDOT website.**

Text Body

**Regards,**

**Christopher R. Bishop  
Public Information Officer  
TxDOT Austin District  
christopher.bishop@txdot.gov  
512-832-7110**

**ref:\_00Dd0iHTZ.\_500d0pQ4Yz:ref**

**Case Owner Case# 00077957**

---

Message Date **5/23/2016 8:09 AM**

Has Attachment

Email Address **roman.t.hill@txdot.gov**

Status **New**

Subject **Case Owner Case# 00077957**

**Dear Christopher Bishop,**

**Please process this case for resolution on or before the resolution due date.**

**<https://na14.salesforce.com/500d000000pQ4Yz>**

Text Body

**Thank you,  
TxDOT Internal Communications**

**Case# 00077957**

**Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ4Yz:ref**

**Case Owner Case# 00077957**

---

Message Date 5/23/2016 8:08 AM

Has Attachment

Email Address roman.t.hill@txdot.gov

Status New

Subject Case Owner Case# 00077957

Dear Christopher Bishop,

TxDOT Communications received this issue through TxDOTs website. Please process for resolution within ten business days (general public) or four business days (elected officials, the Governors office or the media). Thank you.

Text Body <https://na14.salesforce.com/500d000000pQ4Yz>

Texas Department of Transportation

Case# 00077957

Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ4Yz:ref

**Case Owner Case# 00077957**

---

Message Date 5/23/2016 8:08 AM

Has Attachment

Email Address roman.t.hill@txdot.gov

Status New

Subject Case Owner Case# 00077957

Dear Christopher Bishop,

Please process this case for resolution on or before the resolution due date.

<https://na14.salesforce.com/500d000000pQ4Yz>

Text Body Thank you,  
TxDOT Internal Communications

Case# 00077957

Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ4Yz:ref

**Case Owner Case# 00077957**

---

Message Date 5/20/2016 9:45 PM

Has Attachment

Email Address salesforce\_api\_admin@txdot.gov

Status New

Subject Case Owner Case# 00077957

Dear Christopher Bishop,

TxDOT Communications received this issue through TxDOTs website. Please process for resolution within ten business days (general public) or four business days (elected officials, the Governors office or the media). Thank you.

Text Body <https://na14.salesforce.com/500d000000pQ4Yz>

Texas Department of Transportation

Case# 00077957

Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ4Yz:ref

**Case Owner Case# 00077957**

---

Message Date **5/20/2016 9:45 PM**Has Attachment Email Address **salesforce\_api\_admin@txdot.gov**Status **New**Subject **Case Owner Case# 00077957****Dear Christopher Bishop,****Please process this case for resolution on or before the resolution due date.****<https://na14.salesforce.com/500d000000pQ4Yz>**

Text Body

**Thank you,  
TxDOT Internal Communications****Case# 00077957****Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ4Yz:ref****Case History****5/23/2016 2:56 PM**

---

User **Christopher Bishop**Action **Changed Date Final Contact Made to 5/23/2016. Changed Status from New to Closed. Closed.****5/23/2016 8:09 AM**

---

User **Roman T. Hill**Action **Changed Issue Type from Customer Service to Right of Way. Changed Contact Preference to Email. Changed Subject to Proposed project, 29, AUS.****5/23/2016 8:08 AM**

---

User **Roman T. Hill**Action **Changed Contact Name to Jeffery Bergeron.****5/20/2016 9:45 PM**

---

User **API User**Action **Changed Type to Complaint. Changed Case Owner from API User to Christopher Bishop. Created.**

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TxDOT should give careful consideration to the history of the families whose farms will be so detrimentally impacted if Route A is selected. There are a number of common favorable factors to be considered and are common in all three cases. These farms were originally purchased by immigrants over one hundred years ago. The Holmstroms and Lidell-Wegstrom immigrated from Sweden and the Wolbrueck immigrated from Germany. As immigrants they worked and saved their money so that they could buy the land that became their family farm. They worked the land and over the hundred-year period each family encountered many difficulties. Farming was challenging, the weather from floods to droughts presented many challenges but these families worked hard, were resourceful and frugal.

Mr. Lidell's affidavit shares how his grandfather was able to preserve a portion of the cotton crop during the great San Gabriel River flood of 1921 using cotton bales tied to a tree to divert the water and save at least a portion of the crop. His affidavit also shows how they supplemented their farm income by selling eggs and butter to a local grocery during the Great Depression. Each of these families have a lengthy history of heroic actions that their members took and made to preserve their family farms. These families were active in their faith communities and those of Swedish heritage worshipped at the Lutheran Church in New Sweden or the Hutto Lutheran Church which is also supported by the Swedish Community. The German immigrant families worshiped at St. Peters Lutheran Church in Walburg, Texas. This commitment to their faith communities continues today as noted by Bonnie Woldbrueck, who is currently the organist at St. Peters.

The love of the land and gifts of good stewardship of the land was passed down from generation to generation so that today, the current owners are fourth, fifth and sixth generation farmers. The men in these families served their country during World War II, their families have been active in their churches, and several have a history of community service. Bonnie Wolbrueck also served as Williamson County District Clerk for over twenty (20) years and her husband, Milton, served as Chairman of the Board of the Little River San Gabriel Soil and Water Conservation District. These families placed a high value on education and a substantial number of their children are graduates of Texas A&M and remain productive members in their communities.

These three families want to believe that TxDOT public meetings and invitations for comments from impacted landowners will carefully be considered. TxDOT can significantly reduce the negative impact on these families and the century owned homes by selecting Route D. I join these families in requesting that Route D be used for the proposed new roadway. Please preserve what these families and their forefathers have labored to acquire, sacrificed, and preserved.

Respectfully,

  
John C. Blazier

# COMMENT SHEET

Public Meeting  
SH 29 Corridor Study  
East View High School – May 10, 2016

Please Use Route D

Route A would ruin my  
otherwise peaceful property.

Name:

John BOGARD

Address:

1245 CR126 Georgetown 78626

Phone:

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Friday, May 20, 2016 will be included in the official public meeting record.** If you have any questions, please contact Jon Geiselbrecht at 512-832-7218.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request it must be submitted under a separate letter. (Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that may apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

# COMMENT SHEET

Public Meeting  
SH 29 Corridor Study  
East View High School – May 10, 2016

My CONCERN IS EXISTING FLOODPLAIN Alteration would threaten my home, I AM out of the 100 year flood plain but just barely. I have had no issues in 32 years. Three of my neighbors are in the flood plain.

Route A is of my specific CONCERN.

USE THE OTHER ONE!

Name: JOHN BOGARD

Address: 1245 CR 126 Georgetown, TX 78626

Phone: 214 799 2852

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Friday, May 20, 2016 will be included in the official public meeting record.** If you have any questions, please contact Jon Geiselbrecht at 512-832-7218.

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**May 18, 2016**

**Comment Sheet  
SH 29 Corridor Study**

Our family farm borders the west side of CR 192 between SH 29 and CR 127. It is a long, narrow piece of land consisting of approximately 235 acres. This farm has been in our family for over 70 years and has been in continuous crop production for at least that amount of time. Proposed route "D" would sever this farm into two smaller parcels and destroy a sizeable portion of its most productive land. Eight years ago the Texas PUC forced us to allow construction of electric utility towers along most of the eastern edge of the farm. Those towers, along with the proposed route "D" division, would make the remaining land even more difficult to cultivate and much less productive.

We are certainly aware of the amount of traffic SH 29 currently carries and the pressing need for a wider, straighter roadway. However, aside from those personal reasons listed above, we feel that proposed route "A" actually is the better choice. It more closely tracks existing roadways, diverts traffic away from Williamson County's future Blackland Heritage Park, and damages a smaller amount of pristine farmland. Other less invasive alternatives might include tracking existing SH 29 farther east than shown in proposed route "D", or the reworking of Chandler Road to be used as an alternative to SH 29.

Thank you.



**J. Mark Byrom  
1501 Canyon Wren Dr.  
McKinney, TX 75071  
512 868-7634**

COMMENT SHEET

T.X.D.O.T.  
RECEIVED

MAY 16 2016

DISTRICT 14 - MAIL ROOM  
AUSTIN, TX

Public Meeting  
SH 29 Corridor Study  
East View High School - May 10, 2016

I ALREADY HAVE NINE "ONCOR" TRANSMISSION  
LINE TOWERS ON MY FARM. I REALLY  
OBJECT TO MORE OF MY LAND BEING USED  
FOR A HIGHWAY!  
THEREFORE, I AM STRONGLY IN FAVOR  
OF ALTERNATIVE ALIGNMENT "A" FOR PROPOSED  
STATE HIGHWAY 29.

Name: STILES BYROM  
Address: 11750 E. HIGHWAY 29, GEORGETOWN, TX. 78626  
Phone: 512-863-2872

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. All written comments received on or before Friday, May 20, 2016 will be included in the official public meeting record. If you have any questions, please contact Jon Geiselbrecht at 512-832-7218.

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- I could benefit monetarily from the project or other item about which I am commenting on

COMMENT SHEET

T.X.D.O.T.  
RECEIVED

Public Meeting  
SH 29 Corridor Study  
East View High School - May 10, 2016

MAY 20 2016  
DISTRICT 14 - MAIL ROOM  
AUSTIN, TX

As a next generation landowner, who will be directly affected by this highway, I strongly prefer alignment A be used. The loss of farming income is my main concern/objection to this project, but also, my hope for a permanent retirement residence is now in question as well.

Name: CAROLYN BYROM JANCHA

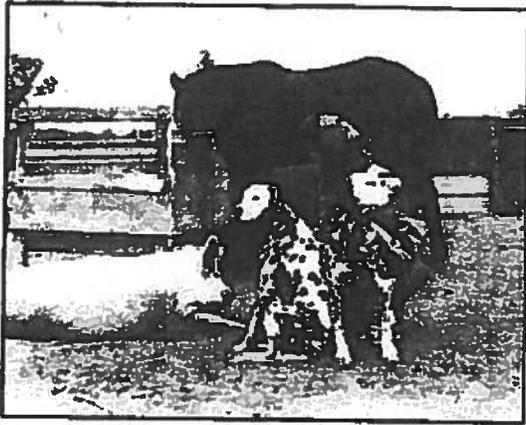
Address: 25018 ASHER OAKS, PORTER TX 77365

Phone: 281-354-6731

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. All written comments received on or before Friday, May 20, 2016 will be included in the official public meeting record. If you have any questions, please contact Jon Geiselbrecht at 512-832-7218.

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T.X.D.O.T.  
RECEIVED

MAY 23 2016

DISTRICT 14 - MAIL ROOM  
AUSTIN, TX

The Whatleys

294 CK 451  
Old Blevins Road

Eddy, Texas 76524

May 19, 2016

Re: TXDOT open letter plan  
& improvement study SH 29  
P.O. Box 15426, Austin, 7876

District Environmental Coordinator:

Our family owns a historic old farm bordering on the environmentally sensitive Williamson County Blackland Heritage Park on East S.H. 29. We believe that our State Highway Department will favorably receive an ecological plea from us area farmers to protect the 10-miles-long <sup>best</sup> prime Blackland Prairie land. In this case, it is the sandy loam soil of the San Gabriel River Bottom. We are in complete opposition to one of your current studies, Project D, as it trespasses through this highly productive land.

The Katherine Byron Estate's 235 acres is located along Williamson County Road 19, fronting on S.H. 29. A hundred years ago my great grandfather gave 100 acres of his land to my mother on her 16<sup>th</sup> Birthday in September 1916. My parents, Katherine Farley Byron and Stiles Byron, Sr., after long years in Georgetown, moved out to this farm in 1958 to live there until their deaths. Currently my brother, who is co-owner with me, lives in an original 1920's home across #29 from the cultivated land.

Given the choice of widening SH 29, we could move the house and take the producing acres off the .2 mile front area instead of having a wide highway in mid-farm. This disastrous latter arrangement would lead to a patchwork of Blackland loam in the narrow 2-mile-long rectangle shaped farm. Furthermore, the safety of the farmers themselves would be jeopardized. Driving large machinery, they would be crossing this highway impediment daily to plow, plant, cultivate, put out insecticide and fertilizer, and finally to harvest every crop in every season. Please do not consider Project D! Its implementation would result in a great loss to the food chain that 3% of our United States <sup>farmers and ranchers</sup> provide for the other 97% population.

We are not new in fighting to protect our land for our heirs. Through copious correspondence, Administrative Judges' review lawyers, Austin meetings, help from 36 other "intervenor" appearing before the Public Utilities Commission twice, we won Poles over Towers. The Commissioners ruled <sup>Our</sup> <sup>cor</sup> <sup>electric</sup> to build the less invasive Poles on the proven requests of property owners in Salado, Hutto, and our 235 acres in Williamson County.

The value of farms along Project D must be similar to our 2016 Tax Appraisal District of the Market Value of \$1,604,542. We in no way expect to decrease that value with a highway encroaching on producing crops and conservation measures of long standing.

Julia Beprom Hatley



# COMMENT SHEET

Public Meeting  
SH 29 Corridor Study  
East View High School – May 10, 2016

Re CR 120 realignment

We need to keep options open  
for a North-South corridor.

Now from Walburg to Chandler Rd.,  
we go from FM 1105 to CR 120  
~~to~~ to CR 100 to Chandler.

Please pay close attention to  
the Mankins Crossing area so  
that any realignment preserves  
a clean North-South route  
from Walburg to Chandler

Name: Jose G. Cauzas

Address: 196 CR 124, Georgetown, TX 78626

Phone: (512) 577-6516

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Friday, May 20, 2016 will be included in the official public meeting record.** If you have any questions, please contact Jon Geiselbrecht at 512-832-7218.

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- I could benefit monetarily from the project or other item about which I am commenting on

## Brittani Slimp

---

**From:** Mike Walker  
**Sent:** Friday, May 20, 2016 8:22 AM  
**To:** Brittani Slimp  
**Subject:** Fwd: SH 29 Corridor Study - Comment

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Sent from my iPhone

Begin forwarded message:

**From:** <[patticolbert@gmail.com](mailto:patticolbert@gmail.com)>  
**Date:** May 18, 2016 at 10:32:20 AM CDT  
**To:** <[Jon.Geiselbrecht@txdot.gov](mailto:Jon.Geiselbrecht@txdot.gov)>, <[Marisabel.Ramthun@txdot.gov](mailto:Marisabel.Ramthun@txdot.gov)>, <[Bobby.Ramthun@txdot.gov](mailto:Bobby.Ramthun@txdot.gov)>, <[Michelle.Cooper@txdot.gov](mailto:Michelle.Cooper@txdot.gov)>, <[Jan.Shull@txdot.gov](mailto:Jan.Shull@txdot.gov)>, <[redden@ieaworld.com](mailto:redden@ieaworld.com)>, <[rrenton@ieaworld.com](mailto:rrenton@ieaworld.com)>, <[dtesmer@blantonassociates.com](mailto:dtesmer@blantonassociates.com)>, <[mike.walker@blantonassociates.com](mailto:mike.walker@blantonassociates.com)>  
**Subject:** SH 29 Corridor Study - Comment

Name: Patti Colbert

E-mail: [patticolbert@gmail.com](mailto:patticolbert@gmail.com)

Address:  
2251 County Road 127  
Georgetown, TX 78626

Comment:

Plan A is unacceptable as it divides hundreds of acres of farmland, displaces homes and homesteads and does nothing to correct the congestion on Hwy 29 closer to the downtown Georgetown area. My home and value of my home will be negatively impacted as Plan A would make Hwy 29 seen and heard from my front door, devaluating my homestead. I will take a strong position against Plan A and will move toward legal representation if necessary.

## **Brittani Slimp**

---

**From:** Mike Walker  
**Sent:** Thursday, May 19, 2016 1:17 PM  
**To:** Brittani Slimp  
**Subject:** FW: SH 29 Corridor Study - Comment

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

fyi

-----Original Message-----

**From:** coolcookster@austin.rr.com [mailto:coolcookster@austin.rr.com]  
**Sent:** Thursday, May 19, 2016 1:15 PM  
**To:** Jon.Geiselbrecht@txdot.gov; Marisabel.Ramthun@txdot.gov; Bobby.Ramthun@txdot.gov; Michelle.Cooper@txdot.gov; Jan.Shull@txdot.gov; Ireden@ieaworld.com; rrenton@ieaworld.com; Dean Tesmer <dtesmer@blantonassociates.com>; Mike Walker <mike.walker@blantonassociates.com>  
**Subject:** SH 29 Corridor Study - Comment

**Name:** David Cook

**E-mail:** coolcookster@austin.rr.com

**Address:**  
2251 County Rd 127  
Georgetown, TX 78626

**Comment:**

I am opposed to proposed route option A, due to the very close proximity to my property. I believe the noise, potential pollution, rain water runoff and other unforeseeable consequences during construction and use, will cause irreparable damage to this and other immediately surrounding property.

## COMMENT SHEET

Public Meeting  
SH 29 Corridor Study  
East View High School – May 10, 2016

My father, David Glenn Cooke, Jr  
(7800 Rutgers Ave, Austin 78757  
512-459-8844) is the great grandson  
of David Sackville Cooke of the  
D.S. Cooke cemetery (historical marker)  
off Hwy 29 + 21. It is on your  
maps + looks like it'll be OK  
with either proposal. I want to  
thank you for being so considerate  
of the cemeteries + for contacting  
my Dad (he's 91) so I could bring him to  
your meeting. Everything's very clear + everyone's  
very knowledgeable + helpful!

Name: Diane Cooke

Address: 12019 Ladrillo Ln Austin 78727

Phone: 512-835-0041 + 797-4297

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Friday, May 20, 2016 will be included in the official public meeting record.** If you have any questions, please contact Jon Geiselbrecht at 512-832-7218.

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Dear sirs:

As my family purchased our property almost twenty years ago, many impacting life moments occurred there. I learned to drive on its dirt roads. I fell in love with my husband stargazing and walking through our fields. We had a wedding reception in the backyard and our daughter spent her first week of life there. But beyond my, and my family's, personal motivations to keep this property, there are many practical reasons to leave our property, and our neighbors' land, as it is. There is a natural progression of land use. In the far future, my family's land may exist as a shopping mall or a neighborhood may sit atop what was once our back pastures. Paramount to successful land development is to maximize the time land spends in productive use, and minimize the time it spends barren. The immediate impact of re-routing SH 29 will be complete disruption of our, and our neighbors' agricultural production.

First, my family, and our neighbors, use this land as their source of income. We raise organic cows and hay. Collectively, the community uses the land to raise horses, cotton, and corn as their sole means of survival. Whatever the method, people need this farmland to provide for themselves and their families.

Second, productive farmland would cease to exist. Dividing up land results in the inability of farmers to produce crops. For example, if the proposed road separates a barn, which houses tractors and supplies, from its accompanying field, then the farmer cannot work his land and achieve adequate harvest. Thus, rendering the land unusable, and halting its productivity.

Third, if not for the farmers, then for wider community, large sections of farmland needs to remain within the county to provide animals, food, and crops for individuals to enjoy. Products of these lands fill the farmer's markets popular in town and around the county. Destroying this land would decrease booths at the markets, as farmers would have nothing to sell. This would result in fewer individuals attending the markets, and would decrease traffic to the city.

Finally, the transition of this agrarian countryside into commercial and subdivided residential developments resides in the distant future. Hence, any economic return from the investments to reroute SH 29 would be greatly delayed, while its formerly agriculturally productive land would lay barren. As an instructive comparison, the land surrounding Georgetown Eastview High School sits just east of 130 and remains undeveloped, seven years after it first opened. As it is located closer to town, a high school, and a major roadway, demand for development will occur there far sooner than in the area surrounding the proposed re-routing of Highway 29. Yet, nearly a decade later, development near Eastview has not occurred. Strangely, the proposed route neglects the stretch of SH 29 in this area, which we argue is the most logical next stage in Georgetown's development.

Besides the community based arguments above, there are also practical and advantageous alternatives to this plan that will help the inhabitants that the state is attempting to help, and the state itself.

The major driver to reroute, rather than expand, SH 29 is based on concern that the current road runs through a floodplain. Thereby, the government argues widening the current road would be implausible. The reality is this highway has flooded to the point of being impassible only twice during the nearly twenty years my family has lived here. Land floods - it's a reality. Today, my husband and I live in Dallas. Here, we had huge floods, on major roads. In Dallas, the new Clements University Hospital, and major roads which service the hospital, are in a flood zone. Dallas County has avoided the impact rerouting these roads would have on local neighborhoods. Instead, strategies are employed to cope with flooding when it does occur. Citizens of Dallas have respected the individual rights of the people occupying these neighborhoods, and adapted to floods which are more frequent and more severe than those

impacting Williamson County. The individuals residing in the present SH 29 flood zones have made structural adaptations to raise their home above flood levels. Individuals, neighborhoods, and county governments elsewhere favor preparedness for floods over costly and disruptive strategies to avoid flood zones. Similarly, Williamson County should respect their neighbors who reside in the proposed reroute, and cease this planned reroute.

The state has multiple alternatives to add transit capacity to this region, which preserve its present use while waiting for development to creep into the area. While residents surrounding the current road argue current traffic hardly necessitates widening its lanes, there are hopes that future growth will. The space immediately surrounding the current Highway 29 provides ample room to expand lanes. Bridges could be built over the stretches of current SH 29 which flood most frequently. It must be recognized that the proposed SH 29 will itself cross flood zones, and necessitate investment in bridges to truly bypass the flood risk. Strategic expansion of the San Gabriel River could improve its water capacity during rain. Such engineering could reduce erosion associated with flooding, and reclaim floodplains as acreage which enjoys commercially valuable riverfront views.

In conclusion, the current proposal will disrupt personal and agricultural uses of broad swaths of land. While the future of this land may match the vision of the proposed plan, experience at Eastview High School demonstrates land maturation will proceed on a much slower timeline. The return on investment will thereby be delayed and re-routing Highway 29 has economic cost far beyond those of its construction. Productive agrarian land is immediately rendered useless, without a realistic schedule towards alternative prosperous use. In place of the proposed reroute, we suggest an attractive alternative, to widen and structurally improve the existing road, and engineer the river to reduce flood risk. Development to meet future need would still be addressed, but without disrupting the present economic utility of the land. Rather than the expensive land purchases required to reroute SH 29, an alternate project would invest in structural improvements to the existing road and river. Finally, rather than relegate the present SH 29 to a backwater floodplain, it would increase its value as riverfront property. Please evaluate the above criticisms of the current proposal, and its alternative, which would not destroy the inhabitant's means of survival and the economic contributions they make to the state and county.

Sincerely,

*Charla W Cooper*

Charla W. Cooper, ESQ.

*1990 CR 127*

*78626*



- [Close Window](#)
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- [Expand All](#) | [Collapse All](#)

**Case: 00077953**

<b>Case Number</b>	00077953 <a href="#">[View Hierarchy]</a>	<b>Parent Case</b>	
<b>Case Origin</b>	Web	<b>Case Record Type</b>	Complaint
<b>Priority</b>	Medium	<b>Contact Name</b>	Paxton Densmore
<b>Status</b>	Closed	<b>Contact Email</b>	bassmann445@gmail.com
<b>Issue Type</b>	<input type="radio"/> Right of Way	<b>Contact Phone</b>	
<b>Case Owner</b>	Christopher Bishop	<b>Contact Preference</b>	<input type="radio"/> Email
<b>Private</b>	<input type="radio"/>	<b>Disable Automatic Emails</b>	<input type="checkbox"/>
<b>Media Interest</b>	<input type="checkbox"/>	<b>Received From</b>	<input type="radio"/> Citizen
<b>Tort</b>	<input type="checkbox"/>	<b>DDOR Reporting Issue</b>	<input type="checkbox"/>
<b>Do Not Delete</b>	<input type="radio"/> Standard	<b>Reported By</b>	<input type="checkbox"/>
		<b>Resolving DDOR</b>	<input type="radio"/> Austin

▼ **Additional Information**

<b>Received Date</b>	<input type="checkbox"/>	<b>Acknowledged Date</b>	<input type="checkbox"/>
<b>Due Date</b>	6/4/2016	<b>Date/Time Closed</b>	5/23/2016 2:57 PM
<b>Date/Time Opened</b>	5/20/2016 7:51 PM	<b>Days Overdue</b>	<input type="checkbox"/> -11
<b>Service Level</b>	10		

▼ **Description Information**

<b>Subject</b>	Proposed project, 29, AUS
<b>Description</b>	I disagree with the proposal to dissect the Kellers farm putting a 6 lane road in. Please do not do this as it would take away from the families business and affect their way of life. I do not approve of the proposed pink route.

▼ **Location Details**

<b>DDOR</b>	<input type="radio"/> AUSTIN	<b>Route Name</b>	<input type="radio"/> WILLIAMSON-SH29
<b>County</b>	<input type="radio"/> 00-WILLIAMSON		
<b>Route</b>	WILLIAMSON-SH29		
<b>Mile Marker</b>	<input type="checkbox"/>		
<b>CSJ</b>	<input type="checkbox"/>		

▼ **Web Information**

<b>Web Salutation</b>	MR	<b>Web Title</b>	
<b>Web Name</b>	Densmore, Paxton	<b>Web Email</b>	bassmann445@gmail.com
<b>Web Street</b>		<b>Web Phone</b>	
<b>Web City</b>		<b>Web Location</b>	
<b>Web State</b>		<b>Web Company</b>	
<b>Web Zip Code</b>		<b>Social Post Tag</b>	

▼ **Closed Case Information**

**Resolution Days** 3

**Date Final Contact Made** 5/23/2016

**Resolution** Provided requested information via Email

**External Organization for Referral**

**External Organization Description**

▼ **CRAFT Data**

**CRAFT Issue ID**

**CRAFT Assignment History**

▼ **System Information**

**Created By** API User, 5/20/2016 7:51 PM

**Last Modified By** Christopher Bishop, 5/23/2016 2:57 PM

**Type** Complaint

**Contact Information**

---

<b>Title</b>		<b>Contact Owner</b>	Roman T. Hill
<b>Name</b>	Paxton Densmore	<b>Business Name</b>	
<b>Middle Name</b>		<b>Contact Record Type</b>	Customer

▼ **Address Information**

**Mailing Address**

**Other Address**

▼ **Additional Information**

**Home Phone**

**Phone**

**Mobile**

**Description**

**Email** bassmann445@gmail.com

**Fax**

**Other Phone**

▼ System Information

Created By Roman T. Hill, 5/23/2016 8:09 AM Last Modified By Roman T. Hill, 5/23/2016 8:09 AM  
Account Name Paxton Densmore CRAFT ID

Activity History

Email: SH 29 proposal [ ref:\_00Dd0iHTZ.\_500d0pQ4II:ref ]

---

Name Paxton Densmore  
Task ✓  
Due Date 5/23/2016  
Assigned To Christopher Bishop  
Last Modified Date/Time 5/23/2016 2:55 PM  
Additional To: bassmann445@gmail.com  
CC:  
BCC:  
Attachment:  
  
Subject: SH 29 proposal [ ref:\_00Dd0iHTZ.\_500d0pQ4II:ref ]  
Body:  
I received your message and am forwarding it to the environmental staff looking in the project.  
  
Comments For future reference, project comments should be mailed or faxed. Those are the only official avenues approved for project comments at this stage of development. Contact information was provided at the open house and is available on the project page of the TxDOT website.  
  
Regards,  
  
Christopher R. Bishop  
Public Information Officer  
TxDOT Austin District  
christopher.bishop@txdot.gov  
512-832-7110  
ref:\_00Dd0iHTZ.\_500d0pQ4II:ref

Emails

TxDOT Case# 00077953 Update

---

Message Date 5/23/2016 2:57 PM  
Has Attachment  
Email Address christopher.bishop@txdot.gov  
Status New  
Subject TxDOT Case# 00077953 Update  
Dear Paxton Densmore,  
  
Thank You for contacting the Texas Department of Transportation. We appreciate the opportunity to address your concerns and hope the information shared has provided a better understanding of the issue.  
  
Text Body  
  
Texas Department of Transportation  
  
Case# 00077953  
  
Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ4II:ref

**SH 29 proposal [ ref:\_00Dd0iHTZ.\_500d0pQ4II:ref ]**

---

Message Date **5/23/2016 2:55 PM**

Has Attachment

Email Address **bassmann445@gmail.com**

Status **Sent**

Subject **SH 29 proposal [ ref:\_00Dd0iHTZ.\_500d0pQ4II:ref ]**

**I received your message and am forwarding it to the environmental staff looking in the project.**

**For future reference, project comments should be mailed or faxed. Those are the only official avenues approved for project comments at this stage of development. Contact information was provided at the open house and is available on the project page of the TxDOT website.**

Text Body **Regards,**

**Christopher R. Bishop  
Public Information Officer  
TxDOT Austin District  
christopher.bishop@txdot.gov  
512-832-7110  
ref:\_00Dd0iHTZ.\_500d0pQ4II:ref**

**Case Owner Case# 00077953**

---

Message Date **5/23/2016 2:55 PM**

Has Attachment

Email Address **christopher.bishop@txdot.gov**

Status **New**

Subject **Case Owner Case# 00077953**

**Dear Christopher Bishop,**

**Please process this case for resolution on or before the resolution due date.**

**<https://na14.salesforce.com/500d000000pQ4II>**

Text Body **Thank you,  
TxDOT Internal Communications**

**Case# 00077953**

**Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ4II:ref**

**Case Owner Case# 00077953**

---

Message Date **5/23/2016 8:10 AM**

Has Attachment

Email Address **roman.t.hill@txdot.gov**

Status **New**

Subject **Case Owner Case# 00077953**

**Dear Christopher Bishop,**

**Please process this case for resolution on or before the resolution due date.**

**<https://na14.salesforce.com/500d000000pQ4II>**

Text Body **Thank you,  
TxDOT Internal Communications**

**Case# 00077953**

**Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ4II:ref**

**Case Owner Case# 00077953**

---

Message Date **5/23/2016 8:09 AM**Has Attachment Email Address **roman.t.hill@txdot.gov**Status **New**Subject **Case Owner Case# 00077953****Dear Christopher Bishop,**

**TxDOT Communications received this issue through TxDOTs website. Please process for resolution within ten business days (general public) or four business days (elected officials, the Governors office or the media). Thank you.**

Text Body **<https://na14.salesforce.com/500d000000pQ4II>****Texas Department of Transportation****Case# 00077953****Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ4II:ref****Case Owner Case# 00077953**

---

Message Date **5/23/2016 8:09 AM**Has Attachment Email Address **roman.t.hill@txdot.gov**Status **New**Subject **Case Owner Case# 00077953****Dear Christopher Bishop,**

**Please process this case for resolution on or before the resolution due date.**

**<https://na14.salesforce.com/500d000000pQ4II>**Text Body **Thank you,  
TxDOT Internal Communications****Case# 00077953****Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ4II:ref****Case Owner Case# 00077953**

---

Message Date **5/20/2016 7:51 PM**Has Attachment Email Address **salesforce\_api\_admin@txdot.gov**Status **New**Subject **Case Owner Case# 00077953****Dear Christopher Bishop,**

**Please process this case for resolution on or before the resolution due date.**

**<https://na14.salesforce.com/500d000000pQ4II>**Text Body **Thank you,  
TxDOT Internal Communications****Case# 00077953****Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ4II:ref**

**Case Owner Case# 00077953**

---

Message Date **5/20/2016 7:51 PM**

Has Attachment

Email Address **salesforce\_api\_admin@txdot.gov**

Status **New**

Subject **Case Owner Case# 00077953**

**Dear Christopher Bishop,**

**TxDOT Communications received this issue through TxDOTs website. Please process for resolution within ten business days (general public) or four business days (elected officials, the Governors office or the media). Thank you.**

Text Body **https://na14.salesforce.com/500d000000pQ4II**

**Texas Department of Transportation**

**Case# 00077953**

**Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ4II:ref**

**Case History**

**5/23/2016 2:57 PM**

---

User **Christopher Bishop**

Action **Changed Date Final Contact Made to 5/23/2016. Changed Status from New to Closed. Closed.**

**5/23/2016 8:10 AM**

---

User **Roman T. Hill**

Action **Changed Issue Type from Customer Service to Right of Way. Changed Contact Preference to Email. Changed Subject to Proposed project, 29, AUS.**

**5/23/2016 8:09 AM**

---

User **Roman T. Hill**

Action **Changed Contact Name to Paxton Densmore.**

**5/20/2016 7:51 PM**

---

User **API User**

Action **Changed Type to Complaint. Changed Case Owner from API User to Christopher Bishop. Created.**

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## Brittani Slimp

---

**From:** Mike Walker  
**Sent:** Friday, May 20, 2016 11:29 AM  
**To:** Brittani Slimp  
**Subject:** Fwd: TxDOT Internet E-Mail

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Txdot received this one through their website.

Sent from my iPhone

Begin forwarded message:

**From:** Jon Geiselbrecht <[Jon.Geiselbrecht@txdot.gov](mailto:Jon.Geiselbrecht@txdot.gov)>  
**Date:** May 20, 2016 at 11:26:52 AM CDT  
**To:** "Dean Tesmer ([dtesmer@blantonassociates.com](mailto:dtesmer@blantonassociates.com)) ([dtesmer@blantonassociates.com](mailto:dtesmer@blantonassociates.com))" <[dtesmer@blantonassociates.com](mailto:dtesmer@blantonassociates.com)>, Mike Walker <[mike.walker@blantonassociates.com](mailto:mike.walker@blantonassociates.com)>  
**Subject:** FW: TxDOT Internet E-Mail

Another one....

-----Original Message-----

From: AUSINFO  
Sent: Friday, May 20, 2016 11:26 AM  
To: Jon Geiselbrecht  
Subject: FW: TxDOT Internet E-Mail

For the project files.

-----Original Message-----

From: [J.diser@aol.com](mailto:J.diser@aol.com) [<mailto:J.diser@aol.com>]  
Sent: Friday, May 20, 2016 10:30 AM  
To: AUSINFO  
Subject: TxDOT Internet E-Mail

Name: Ms. Jolue Diser<[J.diser@aol.com](mailto:J.diser@aol.com)>  
Address:  
Georgetown, TX 78628

Requested Contact Method: Email

Reason for Contact: Customer Service  
Complaint: No

Comment: I oppose the ROUTE A (pink route SH-29) that will dissect a families working 100 year old farm. The farm was established in 1882. I can't believe you would even consider this!

[Click it or Ticket]<<http://www.txdot.gov/driver/laws/clickit.html>>

## COMMENT SHEET

Public Meeting  
SH 29 Corridor Study  
East View High School – May 10, 2016

I moved out of the city to get away from traffic and traffic noise and the excessive lighting.

Putting a 6 lane road in will only make the problems of SH130 worse.

- Given the two options I prefer D. It seems to affect fewer homes and remains closer to FM 1660.

- I also would like to see how FM1660 is going to connect to either A or D. Given potential alignments, I may have further objections.

Name: Charles Dittman

Address: 880 CR 126, Georgetown, TX 78626

Phone: (512) 844-5581

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Friday, May 20, 2016 will be included in the official public meeting record.** If you have any questions, please contact Jon Geiselbrecht at 512-832-7218.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request it must be submitted under a separate letter. (Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that may apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

Paula Doerfler  
P. O. Box 153  
Weir TX 78674

May 16, 2016

District Environmental Coordinator  
P. O. Box 15426  
Austin, TX 78761-5426

Dear Sir or Madam:

This letter is regarding proposed changes to State Highway 29 between Georgetown and Highway 95 near Granger and Circleville. Our property is not directly affected by either Plan A or Plan D, thus we did not receive any information about the proposed routes. We are farther north of the northern route Plan A off CR 120 but we will be affected in some way by any relocation of Highway 29.

We are wondering why the existing roadway cannot be raised and widened at its present location like has been done elsewhere. We are confused as to why the northern route is even being proposed since it is so far north of the existing highway and cuts through so many properties with homes. Many, if not all, of these properties are valuable farm land that will be rendered fairly useless for crop production, affecting jobs and livelihoods of many.

If it is impossible to stay on the current Highway 29 location, and we don't think it is impossible, then it seems the most logical proposal for a new and improved 29 would be a close as possible to the current one. There is no reason to move the roadway so far off course from where it is now. We strongly request consideration for

- (A) keeping all improvements and additions to Highway 29E at the current roadway location by raising the roadway as needed to improve flood control and with only minor deviations from the current path to accommodate for straightening many of the dangerous curves,
- (B) adopting Plan D or another path closer to Jonah and keeping improvements as close to the current location as possible, but again making accommodation for straightening many of the dangerous curves,
- (C) give consideration to another path on the south side of the San Gabriel River where land is higher than on the north side of the river.

Thank you for your time in this matter.

Sincerely,



Paula Doerfler

T.X.D.O.T.  
RECEIVED

MAY 19 2016

DISTRICT 14 - MAIL ROOM  
AUSTIN, TX

## COMMENT SHEET

Public Meeting  
SH 29 Corridor Study  
East View High School – May 10, 2016

Things that we would like to be discussed

- Pipe for H<sub>2</sub>O along Hwy 29 - how will this be handled - we ~~never~~ paid for the H<sub>2</sub>O line

\* Please keep us informed. We did not get an invitation for the 1st meeting!!

\* Please change/verify our address so that we can receive meetings ~~for~~ invitations.

Name: Dominican Sisters of Mary

Address: 5501 E. State Hwy 29, Georgetown, TX 78626

Phone: 512-863-4826

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Friday, May 20, 2016 will be included in the official public meeting record.** If you have any questions, please contact Jon Geiselbrecht at 512-832-7218.

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- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

## Brittani Slimp

---

**From:** Mike Walker  
**Sent:** Thursday, May 19, 2016 1:17 PM  
**To:** Brittani Slimp  
**Subject:** FW: SH 29 Corridor Study - Comment

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

fyi

-----Original Message-----

**From:** brad@domitrovich.com [mailto:brad@domitrovich.com]  
**Sent:** Thursday, May 19, 2016 1:07 PM  
**To:** Jon.Geiselbrecht@txdot.gov; Marisabel.Ramthun@txdot.gov; Bobby.Ramthun@txdot.gov; Michelle.Cooper@txdot.gov; Jan.Shull@txdot.gov; Iredden@ieaworld.com; rrenton@ieaworld.com; Dean Tesmer <dtesmer@blantonassociates.com>; Mike Walker <mike.walker@blantonassociates.com>  
**Subject:** SH 29 Corridor Study - Comment

**Name:** Bradley Domitrovich

**E-mail:** brad@domitrovich.com

**Address:**  
1270 County Road 127  
Georgetown, TX 78626

**Comment:**  
I oppose Option A. This will disrupt the peace of the area and depreciate the value of my land and home.

## Mike Walker

---

**From:** sengelke8687@gmail.com  
**Sent:** Tuesday, May 10, 2016 8:48 PM  
**To:** Jon.Geiselbrecht@txdot.gov; Marisabel.Ramthun@txdot.gov;  
Bobby.Ramthun@txdot.gov; Michelle.Cooper@txdot.gov; Jan.Shull@txdot.gov;  
Ireden@ieaworld.com; rrenton@ieaworld.com; Dean Tesmer; Mike Walker  
**Subject:** SH 29 Corridor Study - Comment  
**Categories:** SH 29 comments

Name: SHELLY ENGELKE

E-mail: sengelke8687@gmail.com

Address:  
157 Gabriel Meadows Drive  
Hutto, TX 78634

**Comment:**

The road from the university towards 130 needs to be 4 lanes (2 eastbound & 2 westbound) and SHOULD have a turn lane. I cannot count how many times cars race to the merge portion by the university. Currently eastbound at the light by the old golf course, people run onto the shoulder to pass the turning car. It is unsafe. I try to avoid it during peak times.



## Brittani Slimp

---

**From:** Mike Walker  
**Sent:** Friday, May 20, 2016 9:24 AM  
**To:** Brittani Slimp  
**Subject:** Fwd: SH 29 Corridor Study - Comment

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Sent from my iPhone

Begin forwarded message:

**From:** <[mfos@ecpi.com](mailto:mfos@ecpi.com)>  
**Date:** May 20, 2016 at 8:52:38 AM CDT  
**To:** <[Jon.Geiselbrecht@txdot.gov](mailto:Jon.Geiselbrecht@txdot.gov)>, <[Marisabel.Ramthun@txdot.gov](mailto:Marisabel.Ramthun@txdot.gov)>, <[Bobby.Ramthun@txdot.gov](mailto:Bobby.Ramthun@txdot.gov)>, <[Michelle.Cooper@txdot.gov](mailto:Michelle.Cooper@txdot.gov)>, <[Jan.Shull@txdot.gov](mailto:Jan.Shull@txdot.gov)>, <[lredden@ieaworld.com](mailto:lredden@ieaworld.com)>, <[rrenton@ieaworld.com](mailto:rrenton@ieaworld.com)>, <[dtesmer@blantonassociates.com](mailto:dtesmer@blantonassociates.com)>, <[mike.walker@blantonassociates.com](mailto:mike.walker@blantonassociates.com)>  
**Subject:** SH 29 Corridor Study - Comment

Name: Doyle & Martha Foster

E-mail: [mfos@ecpi.com](mailto:mfos@ecpi.com)

Address:  
2450 County Road 124  
Georgetown, TX 78626

Comment:  
We strongly oppose Option A. The route would be closely seen and heard disturbing peace and quiet and cut through acres of homesteads and farmland.

## **Brittani Slimp**

---

**From:** Mike Walker  
**Sent:** Thursday, May 19, 2016 2:37 PM  
**To:** Brittani Slimp  
**Subject:** FW: SH 29 Corridor Study - Comment

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

-----Original Message-----

**From:** melanie.a.frank@hotmail.com [mailto:melanie.a.frank@hotmail.com]  
**Sent:** Thursday, May 19, 2016 2:34 PM  
**To:** Jon.Geiselbrecht@txdot.gov; Marisabel.Ramthun@txdot.gov; Bobby.Ramthun@txdot.gov; Michelle.Cooper@txdot.gov; Jan.Shull@txdot.gov; Iredden@ieaworld.com; rrenton@ieaworld.com; Dean Tesmer <dtesmer@blantonassociates.com>; Mike Walker <mike.walker@blantonassociates.com>  
**Subject:** SH 29 Corridor Study - Comment

**Name:** Melanie Frank

**E-mail:** melanie.a.frank@hotmail.com

**Address:**  
9204 Cedar Forest Dr  
Austin, TX 78750

**Comment:**  
i oppose option A

**COMMENT SHEET**

**Public Meeting  
SH 29 Corridor Study  
East View High School - May 10, 2016**

I sincerely believe that a presentation & question/answer session should be held at the beginning of these meetings for all present to hear at once. It just seems more workable than what you are doing. Important information can be given to all present equally. Open conversation may well enlighten others present to consider other issues we may be aware of that you could have missed!

Name: Karen Gattis (property owner in the affected area)  
Address: 1850 CR 105 Hutto Tx 78634  
Phone: 512 809-1000

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. All written comments received on or before Friday, May 20, 2016 will be included in the official public meeting record. If you have any questions, please contact Jon Geiselbrecht at 512-832-7218.

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none

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on T.X.D.O.T.

**T.X.D.O.T.  
RECEIVED**

MAY 13 2016

DISTRICT 14 - MAIL ROOM  
AUSTIN, TX

# COMMENT SHEET

Public Meeting  
SH 29 Corridor Study  
East View High School – May 10, 2016

LIFE TIME Resd. Williamson Co.

FARM OWNER JONAH AREA -

RAISE Present Hwy 29 10-12 IN -  
Straighen Out East of JONAH - SAVE TAX  
dollars - Beautiful ROAD - DAD & UNcles  
Help Build - in 1930's ..

THANKS MUCH -

Huf  
Hanson

Name: Wendell J. HANSON JR

Address: 1252 SO. AUSTIN AVE Georgetown

Phone: 512 863-5336

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Friday, May 20, 2016 will be included in the official public meeting record.** If you have any questions, please contact Jon Geiselbrecht at 512-832-7218.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request it must be submitted under a separate letter. (Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that may apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

# COMMENT SHEET

Public Meeting  
SH 29 Corridor Study  
East View High School – May 10, 2016

If the road comes to fruition, option D seems the most viable. It disturbs fewer residences. That said, expanding Chandler to come spur off through 29 is another option. The infrastructure is already in place and can be accessed easier and more cost effectively than building an entirely new road.

Name: Cynthia Harwell

Address: 601 N Hwy 95 Granger TX 76530

Phone: 512-818-5154

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Friday, May 20, 2016 will be included in the official public meeting record.** If you have any questions, please contact Jon Geiselbrecht at 512-832-7218.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request it must be submitted under a separate letter. (Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that may apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

May 16, 2016

TxDOT  
District Environmental Coordinator  
P.O. Box 15426  
Austin, TX 78761-5426

Dear TxDOT Staff:

I write to exercise my right to public comment re: the proposed re-routing of State Highway 29 from Mankin's Crossing to Highway 95 in eastern Williamson County. I have lived at my current address on County Road 126 since 1991, and I have driven Highway 29 daily during that time. Based on my knowledge of the area and personal daily driving experience, I believe that re-routing ten miles of highway is a waste of valuable resources. My argument follows.

First, I thank the staff in the TxDOT Georgetown office for graciously showing me the maps and discussing the project timeline with me. Now, my comments: I believe that the best use of resources would involve widening and slightly straightening the existing Highway 29 from FM 1660 to Highway 95 – this is the section of highway that has only two lanes with no shoulders and few opportunities for speed-limit traffic to pass slow-moving traffic such as farm implements and light trucks pulling trailers. This would improve public safety and convenience without altering the agricultural and low-density residential use of land along the proposed alternate routes.

Why do I believe that widening the current highway would be adequate? First, the flood plain issue is a red herring. We have had several “100-year floods” during the time I have lived here, and flooding from the San Gabriel River proper has never reached the highway. One small section of the highway near Circleville does flood frequently, and this definitely needs to be corrected. However, this flooding comes from the Pecan Branch as it feeds across the highway into the river.

Second, through traffic on Highway 29 declines considerably east of FM 1660. Much of the through traffic, I think, goes to Taylor and then to points east on Highway 79 or south on Highway 95. This traffic now has an excellent alternate route in Chandler Road. The ability of the existing Highway 29 from East View High School to FM 1660 to handle traffic is an indication that a widened highway east of FM 1660 would be more than adequate.

Third, I am concerned that “if you build it, they will come.” While I recognize the responsibility of the Williamson County Commissioners Court to plan for future transportation needs in what is predicted to be a rapidly growing county, I believe there is a fine line between planning for suburban development and actively encouraging such growth. I would hate for the northeastern quadrant of our county to become another Cedar Park because new roads opened up agricultural land for easy residential development.

T.X.D.O.T.  
RECEIVED

MAY 18 2016

DISTRICT 14 - MAIL ROOM  
AUSTIN, TX

Full disclosure: my residence is between proposed routes A and D. I would probably be somewhat inconvenienced by either, though it is also possible that either might increase my property values somewhat. On the other hand, I am 68 years old, so I might very well not be living at this address if and when the proposed project begins.

Thank you for your consideration of my comments. Sincerely,



Dan Hilliard  
1101 CR 126  
Georgetown, TX 78626  
512-948-8337  
[Hilliard@southwestern.edu](mailto:Hilliard@southwestern.edu)

## **Brittani Slimp**

---

**From:** Mike Walker  
**Sent:** Monday, May 23, 2016 8:07 AM  
**To:** Brittani Slimp  
**Subject:** FW: SH 29 Corridor Study - Comment

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

-----Original Message-----

**From:** mgkh126@gmail.com [mailto:mgkh126@gmail.com]  
**Sent:** Thursday, May 19, 2016 12:32 PM  
**To:** Jon.Geiselbrecht@txdot.gov; Marisabel.Ramthun@txdot.gov; Bobby.Ramthun@txdot.gov; Michelle.Cooper@txdot.gov; Jan.Shull@txdot.gov; Ireden@ieaworld.com; rrenton@ieaworld.com; Dean Tesmer <dtesmer@blantonassociates.com>; Mike Walker <mike.walker@blantonassociates.com>  
**Subject:** SH 29 Corridor Study - Comment

**Name:** Margaret Hoffman

**E-mail:** mgkh126@gmail.com

**Address:**  
251 County Road 126  
Georgetown, TX 78626

**Comment:**

This project is currently unnecessary, at least as it is proposed for the furthest eastern segment, between Highways 130 and 95. I live near SH 29 and travel between Jonah and Georgetown just about every day. Traffic on that segment is always traveling at the speed limit (or faster). In my experience, there are few traffic accidents on this stretch and no congestion. This has continued to be true despite the addition of East View High School to the traffic mix. The construction and operation of a big highway through this area would bring needless major destruction to the character of the community and loss of valuable pasture, farm and open space land and damage sensitive eco systems.

## Comment Sheet

# SH 29 Corridor Study

East View HS May 10, 2016

I have the following comments to enter into the public record:

\* I believe that the population model used to establish the need for this 6 lane road is flawed for the following reasons-

- The model is based on cumulative growth in Williamson County which occurred primarily in areas that already have access to the infrastructure demands such as an electric grid, water and gas supply, telephone and cable/internet distribution centers, and sewage treatment. The area involved in this SH 29 project east of 130 is already at its limit with an old, deteriorating electric grid, little to no public water/sewage/gas, and no distribution centers for cable/internet. This area cannot support the growth at the rates seen in areas like Sun City, Cedar Park, and Round Rock which have made up the majority of the growth seen in Williamson County. Growth from these areas west of Georgetown cannot be inferred for the farmlands east of Georgetown. The addition of this required infrastructure is too expensive for developers to provide on their own, and there are no plans for governmental agencies to fund such a project. In addition, sewage treatment may not even be possible due to environmental concerns in this area with its specific soil type.

- The areas of Williamson county that have shown explosive growth are already served by major access roads to IH35 and Austin with arteries like Ronald Reagan Blvd. and 183/183A. The area in this study does not have that advantage, and future growth will be severely hampered by this fact. One cannot expect the same growth rate east of Georgetown. In addition, there are thousands of acres adjacent and in close proximity to these established roads that can fuel development for decades to come. This growth west of Georgetown will keep the development in these eastern farmlands to a minimum negating the need for such a large state highway.

- All of the plans show ridiculously large roadways with an easterly dead end at 95 and a western funnel which is effectively a dead end coming into the city of Georgetown. SH29 is already bumper to bumper most of the day from Austin Avenue to IH35. Both of these dead ends effectively cancels out any advantage of having a six lane highway. The existing traffic problems coming through Georgetown from the east will further limit any significant growth in the study area's eastern farmlands when there are areas west of town that are more commuter friendly.

- \* If TxDot continues to feel that a major east-west artery between 130 and 95 is necessary, it should look at Chandler Road which is already in place and has an available ROW for expansion. If additional expansion is required beyond what is already in place, there is vacant farmland along its entire route which would minimize the impact to existing residents. Another advantage of this route is that it does not lie in or near flood plains, and additional construction will not affect existing flood plains.
- \* Engineers at the open house expressed the possibility of improvements along the existing SH29 as an alternative, albeit a "difficult" one. Escaping a flood plain can be accomplished by going up rather than relocating an existing road. Why not plan to straighten out some curves using the existing vacant farmland adjacent to the existing SH29 and raise those areas in the flood plain on piers like the successful access roads we see in Houston over the many bayous. The homes and structures in the same flood plain have successfully accomplished this same goal by just raising the structures out of harms way.
- \* A structure impact map was displayed at the open house, and clearly shows that proposed route "A" impacts at least ten times the number of existing homes and structures than the proposed route "D". This fact alone should disqualify the proposed route "A" in favor of "D" or one of the alternatives presented above. Many of the homes and structures impacted by alternative "A" have been family homesteads since the late 1800's and should be respected as such.

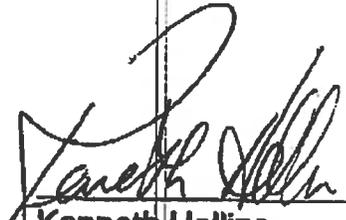
In summary, I feel

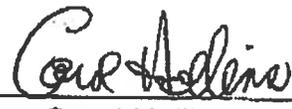
- \* The need for a road as described is unnecessary, and is based on a flawed analysis of the population growth for this specific area.
- \* An east-west alternate route already exists in the form of Chandler Road
- \* Improvements to the existing SH 29 can be accomplished to improve its safety and raising it out of the flood plain minimizing impact to existing homes and structures with just a little bit of engineering imagination.
- \* Proposed route "A" has too severe of an impact on existing homes, structures, and homesteads to be considered feasible and should be eliminated.
- \* If TxDOT insists on moving forward with this project and the only choices are "A" or "D", I favor "D".

Sincerely,  
Kenneth & Carol Hollins  
201 County Road 156  
Georgetown, TX 78626  
512-869-9794

We are NOT employed by or do business with TxDOT  
We will not benefit monetarily from the project or any other item that we are  
commenting on

Please add us to the notification system for further meetings or announcements.  
phone: 512-869-9794  
email: [kenhollins@gmail.com](mailto:kenhollins@gmail.com)

  
Kenneth Hollins 5/11/16

  
Carol Hollins 5-11-16

Submitted via FAX: 512-832-7157 and by USPS to PO Box 15426, Austin, TX  
Dated May 11, 2016

T.X.D.O.T.  
RECEIVED

COMMENT SHEET

T.X.D.O.T.  
RECEIVED

MAY 16 2016

Public Meeting

MAY 16 2016

DISTRICT 14 - MAIL ROOM  
AUSTIN, TX

SH 29 Corridor Study  
East View High School - May 10, 2016

DISTRICT 14 - MAIL ROOM  
AUSTIN, TX

see enclosed comments

Name:

Kenneth Hollins

Address:

201 CR 156 GEORGETOWN 78626

Phone:

512-869-9794

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Friday, May 20, 2016 will be included in the official public meeting record.** If you have any questions, please contact Jon Geiselbrecht at 512-832-7218.

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# Comment Sheet

## SH 29 Corridor Study

East View HS May 10, 2016

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In summary, I feel

- \* The need for a road as described is unnecessary, and is based on a flawed analysis of the population growth for this specific area.
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Dated May 11, 2016

COMMENT SHEET

T.X.D.O.T.  
RECEIVED

Public Meeting  
SH 29 Corridor Study  
East View High School - May 10, 2016

MAY 16 2016

DISTRICT 14 - MAIL ROOM  
AUSTIN, TX

(SEE MAP ON REVERSE SIDE)

CAN WE CONSIDER ANOTHER OPTION TO ROUTE SH 29  
TO THE SOUTHEAST TO JOIN CHANDLER ROAD. SINCE  
CHANDLER HAS ADEQUATE R.O.W AND IS TO MODERN  
STANDARD BETWEEN SH 95 TO FM 1660, THE  
IMPACT + COST WOULD BE APPROXIMATELY ONE-  
HALF OF THE CURRENT PROPOSED ROUTES.

ALSO, MUCH OF THE CURRENT TRAFFIC ON SH 29 FROM  
THE GEORGETOWN AREA IS TO THE LAND FILL.  
THIS WOULD REDUCE THE TRAFFIC BURDEN ON  
FM 1660. THE CURRENT PROPOSED COSTS DO NOT  
RELIEVE THIS BURDEN ON EXISTING OLD SH 29 + FM 1660.

Name: JAMES E. HOLMES (RETIRED CIVIL ENGINEER +  
LAND SURVEYOR)

Address: PO BOX 2218 GEORGETOWN, TX 78627

Phone: HOME 512-863-3050 CELL 303-349-6301

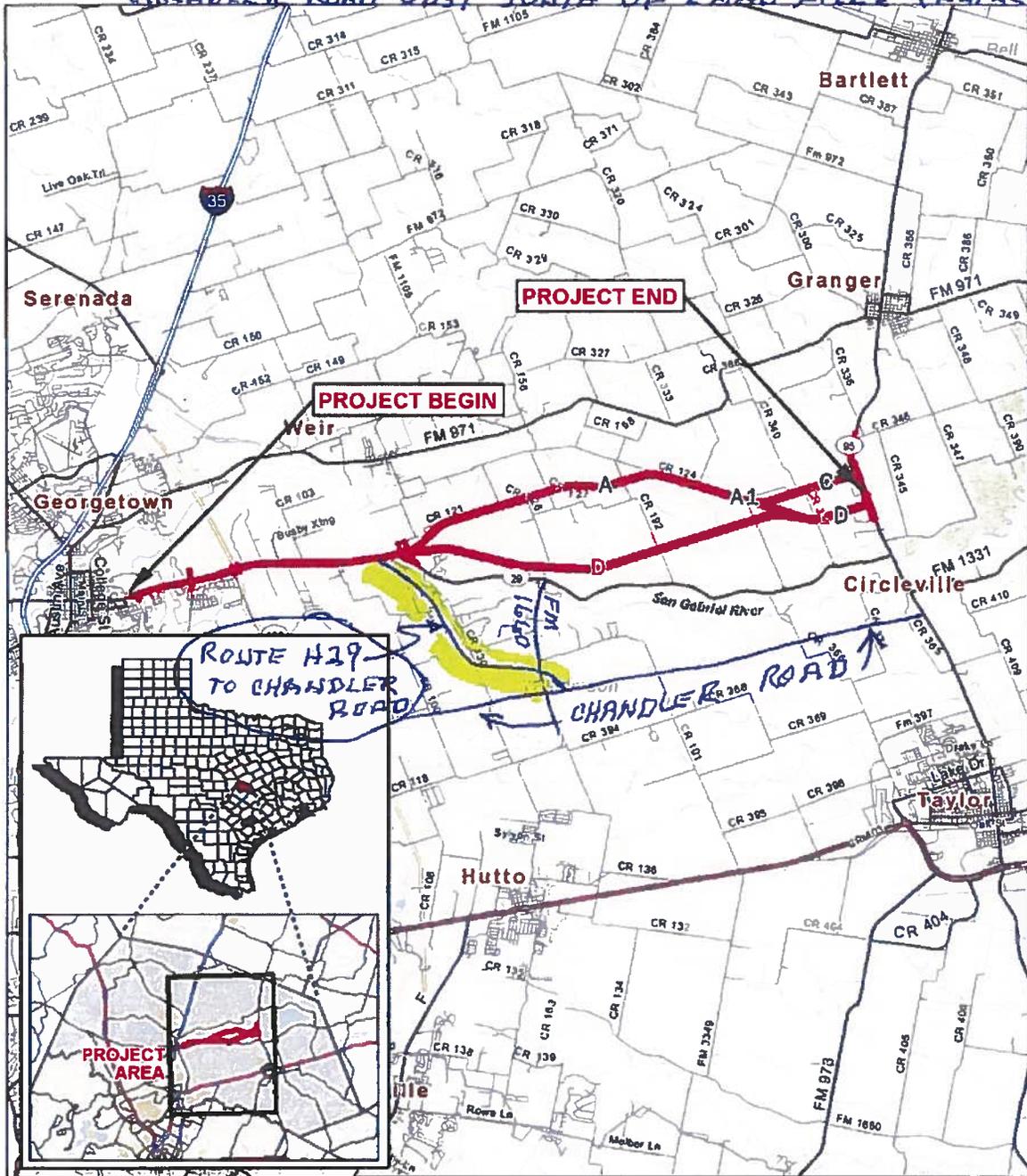
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WAS EMPLOYED BY TxDOT IN 1970'S - HAVE PROPERTY IN SCHASS, TX  
BUT NO FINANCIAL BENEFIT TO THIS ROUTE

PLEASE CONSIDER ROUTING SH 29 TO THE SOUTH  
 NEAR CR 100 (WEST OF BRIDGE OVER SAN GABRIEL) THEN  
 ROUTE THROUGH MOSTLY UNDEVELOPED LAND TO JOIN  
 CHANDLER ROAD JUST SOUTH OF LAND FILL (NEAR FM 1660)



— Alternatives



1:200,000

Miles



Project Location on County Map  
 SH 29 from  
 Southwestern Boulevard to SH 95  
 Williamson County, Texas  
 CSJ: 0337-02-045

May 19, 2016

Doreen Holmstrom  
10050 East State Highway 29  
Georgetown, TX 78626

TxDOT District Environmental Coordinator - Austin District  
P.O. Box 15426  
Austin, TX 78761-5426  
(512)832-7107

Re: SH 29 from Southwestern Blvd to SH 195

To Whom It May Concern:

I am writing regarding the SH 29 Corridor Study. Both Proposed Routes A and D cross through my property. However, Route A will be most detrimental to the remaining property.

My husband, Ansel Holmstrom, was a gifted farmer who farmed and ranched land in this area his entire life. Route A crosses 316 acres of our land which includes the headquarters, consisting of corrals, grain bins, and metal farm buildings. This property has been in the Holmstrom family since 1947. It is still being used as a cattle operation. Route A would render the headquarters unusable. Most of the structures would have to be torn down and re-built. Route A takes a portion of this property bordered by County Road 126 and the proposed SH29 that is so narrow and separated from the headquarters that it would make it useless for any purpose.

Route D also crosses 188 acres of Holmstrom Family cultivated land. However, there are no improvements on this property.

I understand that SH 29 needs improvement. However, I ask you to please consider Route D.

Thank you for your consideration of my input.

Sincerely,

A handwritten signature in cursive script that reads "Doreen Holmstrom".

Doreen Holmstrom

**AFFIDAVIT  
OF  
CARLETTE HOLMSTROM LITTERST**

STATE OF TEXAS                   §  
  §  
COUNTY OF WILLIAMSON       §

I, Carlette Holmstrom Litterst, am giving this affidavit to set out the reasons why I respectfully request that Texas Department of Transportation select Route D for the new roadway between SH 130 and SH 95. The Holmstrom family owns approximately 316.21 acres of land which is our family farm; it will be mostly negatively impacted by the proposed Route A. On behalf of our family, I respectfully request that Route D be used for the new connecting thoroughfare. With this affidavit, you will find a map on which I have placed the proposed Route A to show its negative impact on the Holmstrom farm improvements and our personal residence. Our family farm is highly improved. We have built and maintained barns, pens, grains elevators and water in the exact areas Route A will be placed. We will incur substantial expense rebuilding some of the improvements and relocating others. If Route D is selected the improvements will not be negatively impacted.

On the attached map, I have shown the location of our personal home. Route A will run within a few yards of our home. This will have a very negative impact on both the quality of life for me and my family as its residents. It also impacts the value of our home. Please understand our home is very important to us and we have lived there since 1979. Over the years we have reinvested and improved it so that the kitchen and other amenities are in good order. This is where we raised our children and it is a very special place for us. I am attaching some photos of our home. If Route D is selected our family home will not be negatively impacted.

Finally, if you will look at the attached map you will see a shaded yellow area that will be cut off by Route A. In addition, it appears that Route A will run through a large water tank/pond on the property. Again, Route A will have a negative impact on the future value of our land.

Does anyone in Texas Department of Transportation place any value in our history and commitment to country and agriculture? I am a fourth generation Texan and our family, the Holmstroms, has lived and farmed in Williamson County for over 110 years. My great grandfather, Carl Gus Holmstrom, immigrated from Sweden and settled in Williamson County around 1900. He settled in nearby Jonah along with other Swedish families and helped build and support the Jonah school. He was one of the first three school trustees, and his name appears on the building's cornerstone. Our family is grateful that we are Texans and have the resources to share in helping others. My great grandfather and his descendants worked hard and saved to buy their own land. My great grandfather purchased his first tract of farm land in 1905. Like his father, my grandfather, Oscar Holmstrom, continued the family tradition of farming. He purchased 316.21 acres in 1940. We are proud to be Texans and we love our country. After serving during World War II, my father, Ansel Holmstrom, returned home and continued the

family tradition of farming and was able to purchase 117.59 acres adjacent to his father's farm. In 1973, my father purchased the 316.21 acres from his father. My father continued to farm the land up until his passing. He was a great steward of the land. He would probably have loved to have a son to continue the family farming tradition. He was proud that his daughter was an Aggie and after graduating from Texas A&M University in 1975, I began my career in accounting but my love was for the land. Our home was built on this farm in 1979. My husband, Mike Litterst, also a graduate of Texas A&M and a member of the Class of 1973, and I continue to live here. My father, Ansel, was extremely proud that his granddaughters, Dana and Cara, were raised on the family farm and that both attended and graduated from Texas A&M University.

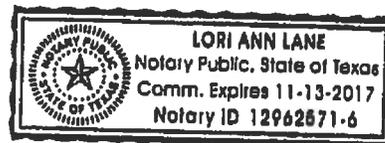
The leadership of the Texas Department of Transportation has a choice to make and I again respectfully ask that the Route D be selected for it has the least immediate negative impact on our property.

FURTHER AFFIANT SAYETH NOT.

  
CARLETTE HOLMSTROM LITTERST

SUBSCRIBED AND SWORN to by the said CARLETTE HOLMSTROM LITTERST this 19 day of May, 2016.

  
Notary Public, State of Texas



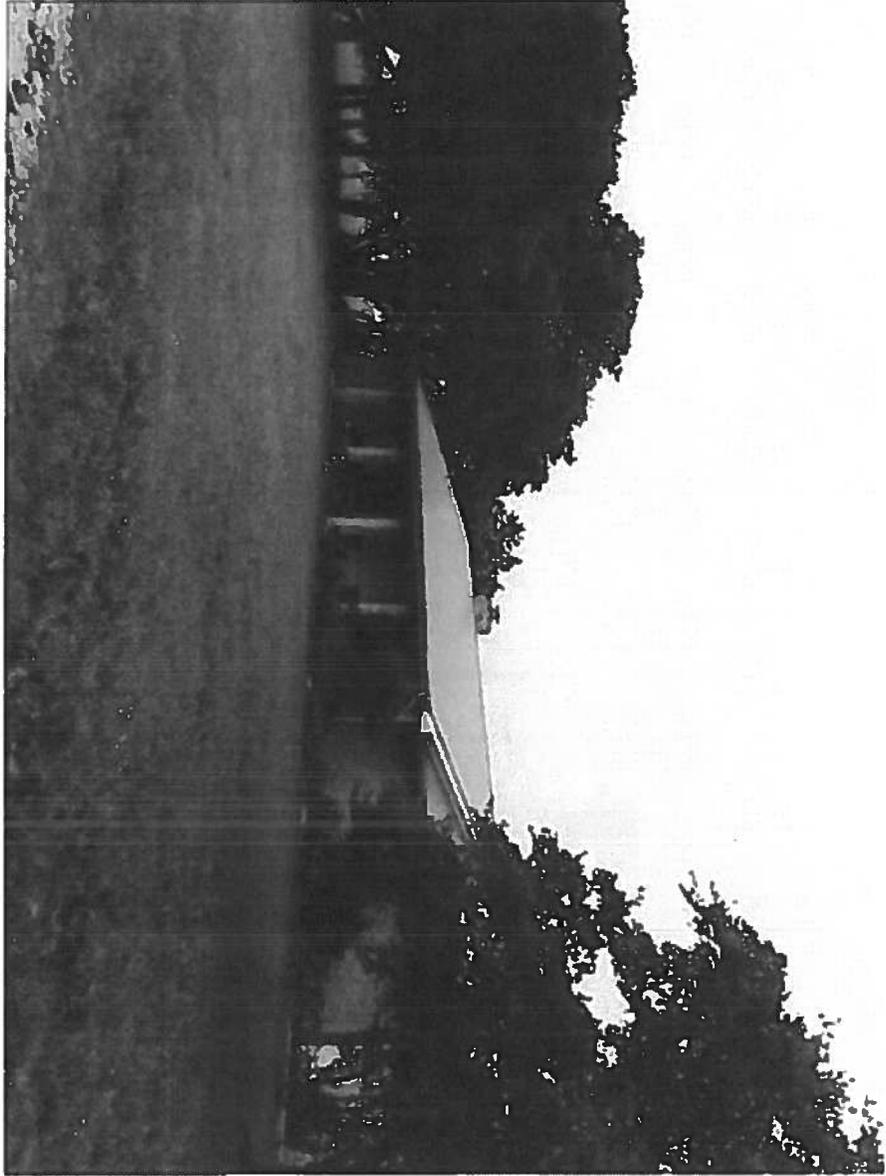
Parcels outlined in red are the parcels owned by Litterst/Holmstrom family.

Barn area

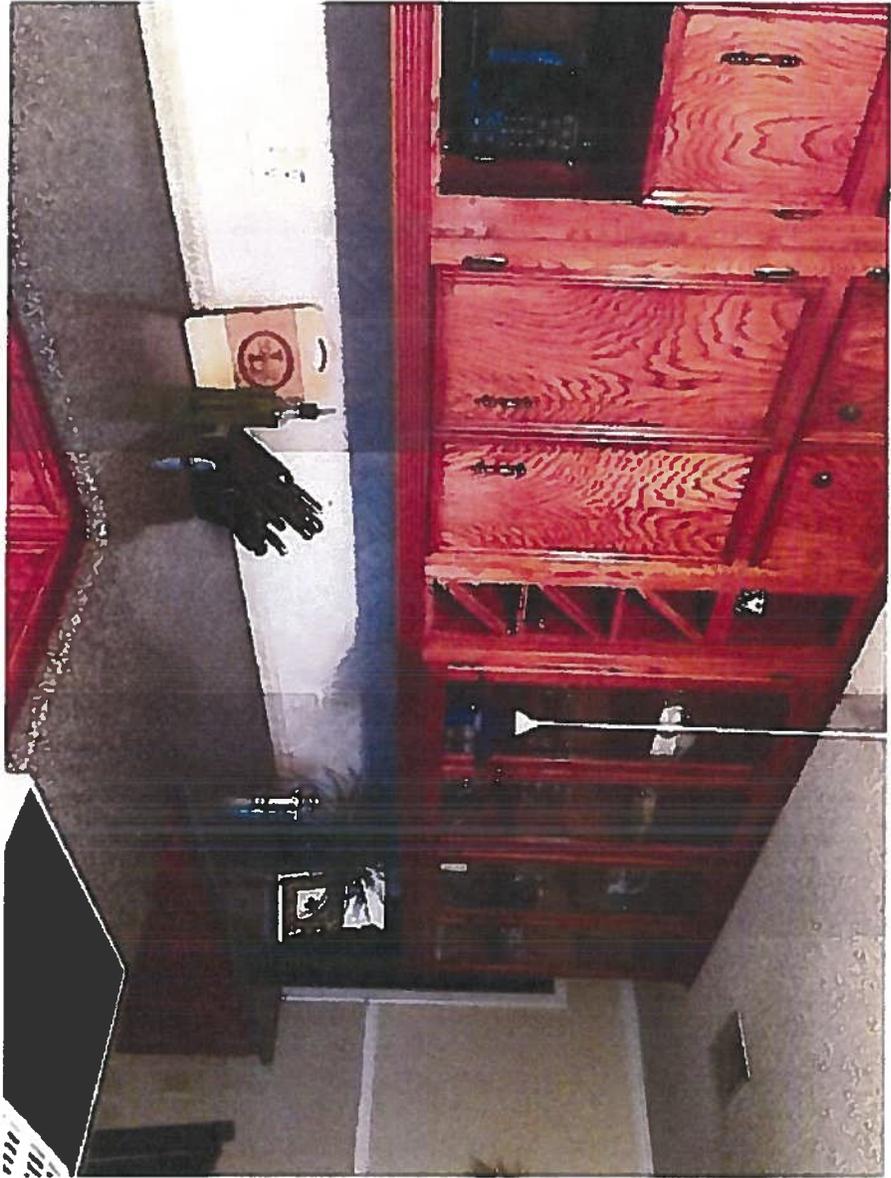
CHL Land also impacted



Litterst home















# COMMENT SHEET

Public Meeting  
SH 29 Corridor Study  
East View High School – May 10, 2016

Please consider developing  
Chandler Road further.  
Leave the other proposals at  
the Williamson County Landfill.  
Prefer D if you need a vote.

Name: Lea Ann Hutton

Address: 1233 C.R. 126

Phone: 512-863-5309

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Friday, May 20, 2016 will be included in the official public meeting record.** If you have any questions, please contact Jon Geiselbrecht at 512-832-7218.

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## COMMENT SHEET

Public Meeting  
SH 29 Corridor Study  
East View High School – May 10, 2016

I am against this project. The state can't fix IH35 so spend the 29 project money on 35. I believe the better approach is to have 29 spur W. on 1431 W. / Chandler Road. This will be low impact and will help Williamson County. We moved where we did to be away from major roads.

I would like to know who ever started this study and why.

Name: Michael R. Hutton

Address: 1233 County Road 126, Georgetown, TX 78626

Phone: 512-863-5309

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## COMMENT SHEET

Public Meeting  
SH 29 Corridor Study  
East View High School – May 10, 2016

All rain water run off from the field east of CR106 + south of ~~29~~ Granite Dr runs to my yard then through the intersection of Granite Dr + Sunny Creek Dr then around the cul-de-sac, through the privacy fence into 29's ditch and then the water flows east to the river. Problem is the ditch on 29 is not cleaned out along that privacy fence so the water backs up into my yard. My house becomes an island. On Memorial Day weekend 2015 we were 1" from flooding! Drainage on 29 needs major improvement so my house, + my neighbors houses stay dry along with keeping us safe from flood pushing waters!

Name: George + Diana Jackson

Address: 212 Granite Dr Georgetown TX 78626

Phone: 512-966-4438

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Friday, May 20, 2016 will be included in the official public meeting record.** If you have any questions, please contact Jon Geiselbrecht at 512-832-7218.

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- [Print This Page](#)
- [Expand All](#) | [Collapse All](#)

**Case: 00077952**

<b>Case Number</b>	00077952 <a href="#">[View Hierarchy]</a>	<b>Parent Case</b>	
<b>Case Origin</b>	Web	<b>Case Record Type</b>	Complaint
<b>Priority</b>	Medium	<b>Contact Name</b>	Aden Keller
<b>Status</b>	New	<b>Contact Email</b>	aden.keller@gmail.com
<b>Issue Type</b>	Right of Way	<b>Contact Phone</b>	(512) 630-8892
<b>Case Owner</b>	Christopher Bishop	<b>Contact Preference</b>	Email
<b>Private</b>	<input type="checkbox"/>	<b>Disable Automatic Emails</b>	<input type="checkbox"/>
<b>Media Interest</b>	<input type="checkbox"/>	<b>Received From</b>	Citizen
<b>Tort</b>	<input type="checkbox"/>	<b>DDOR Reporting Issue</b>	<input type="checkbox"/>
<b>Do Not Delete</b>	Standard	<b>Reported By</b>	<input type="checkbox"/>
		<b>Resolving DDOR</b>	Austin

**▼ Additional Information**

<b>Received Date</b>	<input type="checkbox"/>	<b>Acknowledged Date</b>	<input type="checkbox"/>
<b>Due Date</b>	6/3/2016	<b>Date/Time Closed</b>	
<b>Date/Time Opened</b>	5/20/2016 5:43 PM	<b>Days Overdue</b>	-11
<b>Service Level</b>	10		

**▼ Description Information**

**Subject** Proposed project, 29, AUS

**Description** My name is Aden Keller. I am 22 years old, and am proudly a descendant of the Wolbrueck Century Farm. Please do not cut through my farm with the proposed SH 29 Plan A. NO PINK ROAD to save my family farm.

**▼ Location Details**

**DDOR** AUSTIN

**County** 00-WILLIAMSON

**Route**

**Mile Marker** CSJ

**Route Name**

**▼ Web Information**

<b>Web Salutation</b>	MR	<b>Web Title</b>	
<b>Web Name</b>	Keller, Aden	<b>Web Email</b>	aden.keller@gmail.com
<b>Web Street</b>	30129 Twin Creek Drive	<b>Web Phone</b>	(512) 630-8892
<b>Web City</b>	Georgetown	<b>Web Location</b>	
<b>Web State</b>	TX	<b>Web Company</b>	
<b>Web Zip Code</b>	78626	<b>Social Post Tag</b>	

▼ **Closed Case Information**

Resolution Days

Date Final Contact Made

Resolution

External Organization for Referral

External Organization Description

▼ **CRAFT Data**

CRAFT Issue ID

CRAFT Assignment History

▼ **System Information**

Created By API User, 5/20/2016 5:43 PM

Last Modified By Roman T. Hill, 5/23/2016 8:10 AM

Type Complaint

**Contact Information**

---

<b>Title</b>		<b>Contact Owner</b>	Roman T. Hill
<b>Name</b>	Aden Keller	<b>Business Name</b>	
<b>Middle Name</b>		<b>Contact Record Type</b>	Customer

▼ **Address Information**

Mailing Address

Other Address

▼ **Additional Information**

Home Phone

Email aden.keller@gmail.com

Phone (512) 630-8892

Fax

Mobile

Other Phone

Description

▼ System Information

Created By Roman T. Hill, 5/23/2016 8:10 AM Last Modified By Roman T. Hill, 5/23/2016 8:10 AM  
Account Name Aden Keller CRAFT ID

Emails

Case Owner Case# 00077952

---

Message Date 5/23/2016 8:10 AM

Has Attachment

Email Address roman.t.hill@txdot.gov

Status New

Subject Case Owner Case# 00077952

Dear Christopher Bishop,

Please process this case for resolution on or before the resolution due date.

<https://na14.salesforce.com/500d000000pQ3hC>

Text Body

Thank you,  
TxDOT Internal Communications

Case# 00077952

Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ3hC:ref

Case Owner Case# 00077952

---

Message Date 5/23/2016 8:10 AM

Has Attachment

Email Address roman.t.hill@txdot.gov

Status New

Subject Case Owner Case# 00077952

Dear Christopher Bishop,

TxDOT Communications received this issue through TxDOTs website. Please process for resolution within ten business days (general public) or four business days (elected officials, the Governors office or the media). Thank you.

Text Body <https://na14.salesforce.com/500d000000pQ3hC>

Texas Department of Transportation

Case# 00077952

Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ3hC:ref

Case Owner Case# 00077952

---

Message Date 5/23/2016 8:10 AM

Has Attachment

Email Address roman.t.hill@txdot.gov

Status New

Subject Case Owner Case# 00077952

Text Body Dear Christopher Bishop,

Please process this case for resolution on or before the resolution due date.

<https://na14.salesforce.com/500d000000pQ3hC>

Thank you,  
TxDOT Internal Communications

Case# 00077952

Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ3hC:ref

**Case Owner Case# 00077952**

---

Message Date 5/20/2016 5:43 PM

Has Attachment

Email Address [salesforce\\_api\\_admin@txdot.gov](mailto:salesforce_api_admin@txdot.gov)

Status **New**

Subject **Case Owner Case# 00077952**

Dear Christopher Bishop,

Please process this case for resolution on or before the resolution due date.

<https://na14.salesforce.com/500d000000pQ3hC>

Text Body

Thank you,  
TxDOT Internal Communications

Case# 00077952

Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ3hC:ref

**Case Owner Case# 00077952**

---

Message Date 5/20/2016 5:43 PM

Has Attachment

Email Address [salesforce\\_api\\_admin@txdot.gov](mailto:salesforce_api_admin@txdot.gov)

Status **New**

Subject **Case Owner Case# 00077952**

Dear Christopher Bishop,

TxDOT Communications received this issue through TxDOTs website. Please process for resolution within ten business days (general public) or four business days (elected officials, the Governors office or the media). Thank you.

Text Body

<https://na14.salesforce.com/500d000000pQ3hC>

Texas Department of Transportation

Case# 00077952

Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ3hC:ref

**Case History**

5/23/2016 8:10 AM

---

User **Roman T. Hill**

Action **Changed Issue Type from Customer Service to Right of Way. Changed Contact Preference to Email. Changed Subject to Proposed project, 29, AUS.**

5/23/2016 8:10 AM

---

User **Roman T. Hill**

Action **Changed Contact Name to Aden Keller.**

5/20/2016 5:43 PM

---

User **API User**

Action **Changed Type to Complaint. Changed Case Owner from API User to Christopher Bishop. Created.**

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COMMENT SHEET

Public Meeting  
SH 29 Corridor Study  
East View High School - May 10, 2016

August Wolbrueck 1892

6 Generation farm

Do not split our farm  
It takes 5 of our homestead  
houses

Commission of Historical Heritage

NO PINK ROAD

Fix 29

Name:

Kimberly Keller (Wolbrueck farm)

Address:

3029 Twin Creek Dr Glen 78624

Phone:

512-635-7934

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Friday, May 20, 2016 will be included in the official public meeting record.** If you have any questions, please contact Jon Geiselbrecht at 512-832-7218.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request it must be submitted under a separate letter. (Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that may apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on



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### Case: 00077861

<b>Case Number</b>	00077861 <a href="#">[View Hierarchy]</a>	<b>Parent Case</b>	
<b>Case Origin</b>	Web	<b>Case Record Type</b>	Complaint
<b>Priority</b>	Medium	<b>Contact Name</b>	kimberly keller
<b>Status</b>	New	<b>Contact Email</b>	paintwithme.kimberlykeller@gmail.com
<b>Issue Type</b>	Construction	<b>Contact Phone</b>	(512) 635-7936
<b>Case Owner</b>	Christopher Bishop	<b>Contact Preference</b>	Email
<b>Private</b>		<b>Disable Automatic Emails</b>	
<b>Media Interest</b>		<b>Received From</b>	Citizen
<b>Tort</b>		<b>DDOR Reporting Issue</b>	
<b>Do Not Delete</b>	Standard	<b>Reported By</b>	
		<b>Resolving DDOR</b>	Austin

#### ▼ Additional Information

<b>Received Date</b>		<b>Acknowledged Date</b>	
<b>Due Date</b>	6/2/2016	<b>Date/Time Closed</b>	
<b>Date/Time Opened</b>	5/19/2016 11:29 AM	<b>Days Overdue</b>	-14
<b>Service Level</b>	10		

#### ▼ Description Information

<b>Subject</b>	project concern, SH29, AUS
<b>Description</b>	please do not choose the pink colored proposed designated road for SH 29. We farm that land and have for 6 generations. The road will cut our farm into pieces, stop our farm production and ruin our way of life that was established in 1892. It will negatively impact our homes (destroy some). WE ask you choose to fix 29, or move it somewhere else.

#### ▼ Location Details

<b>DDOR</b>	AUSTIN
<b>County</b>	00-WILLIAMSON
<b>Route</b>	
<b>Mile Marker</b>	
<b>Route Name</b>	
<b>CSJ</b>	

▼ **Web Information**

<b>Web Salutation</b>	MS	<b>Web Title</b>	descendant
<b>Web Name</b>	keller, kimberly	<b>Web Email</b>	paintwithme.kimberlykeller@gmail.com
<b>Web Street</b>	30129 Twin Creek Drive Georgetown, texas 78626	<b>Web Phone</b>	(512) 635-7936
<b>Web City</b>	georgetown	<b>Web Location</b>	
<b>Web State</b>	TX	<b>Web Company</b>	
<b>Web Zip Code</b>	78626	<b>Social Post Tag</b>	

▼ **Closed Case Information**

Resolution Days

Date Final Contact Made

Resolution

External Organization for Referral

External Organization Description

▼ **CRAFT Data**

CRAFT Issue ID

CRAFT Assignment History

▼ **System Information**

**Created By** API User, 5/19/2016 11:29 AM

**Last Modified By** Veronica Jimenez, 5/19/2016 12:06 PM

**Type** Complaint

**Contact Information**

---

<b>Title</b>		<b>Contact Owner</b>	Veronica Jimenez
<b>Name</b>	kimberly keller	<b>Business Name</b>	
<b>Middle Name</b>		<b>Contact Record Type</b>	Customer

▼ **Address Information**

Mailing Address

Other Address

▼ **Additional Information**

Home Phone

Email paintwithme.kimberlykeller@gmail.com

Phone (512) 635-7936

Fax

Mobile	Other Phone
Description	

▼ System Information

Created By	Veronica Jimenez, 5/11/2016 9:12 AM	Last Modified By	Veronica Jimenez, 5/11/2016 9:12 AM
Account Name	kimberly keller	CRAFT ID	

**Emails**

**Case Owner Case# 00077861**

---

Message Date 5/19/2016 12:06 PM

Has Attachment

Email Address veronica.jimenez@txdot.gov

Status New

Subject Case Owner Case# 00077861

Dear Christopher Bishop,

Please process this case for resolution on or before the resolution due date.

<https://na14.salesforce.com/500d000000pPsNz>

Text Body

Thank you,  
TxDOT Internal Communications

Case# 00077861

Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pPsNz:ref

**Case Owner Case# 00077861**

---

Message Date 5/19/2016 11:29 AM

Has Attachment

Email Address salesforce\_api\_admin@txdot.gov

Status New

Subject Case Owner Case# 00077861

Dear Christopher Bishop,

Please process this case for resolution on or before the resolution due date.

<https://na14.salesforce.com/500d000000pPsNz>

Text Body

Thank you,  
TxDOT Internal Communications

Case# 00077861

Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pPsNz:ref

**Case Owner Case# 00077861**

---

Message Date 5/19/2016 11:29 AM

Has Attachment

Email Address salesforce\_api\_admin@txdot.gov

Status New

Subject Case Owner Case# 00077861

Text Body **Dear Christopher Bishop,**

**TxDOT Communications received this issue through TxDOTs website. Please process for resolution within ten business days (general public) or four business days (elected officials, the Governors office or the media). Thank you.**

**<https://na14.salesforce.com/500d000000pPsNz>**

**Texas Department of Transportation**

**Case# 00077861**

**Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pPsNz:ref**

### **Case History**

**5/19/2016 12:06 PM**

---

User **Veronica Jimenez**

Action **Changed Issue Type from Customer Service to Construction. Changed Contact Preference to Email. Changed Subject to project concern, SH29, AUS.**

**5/19/2016 11:29 AM**

---

User **API User**

Action **Changed Type to Complaint. Changed Case Owner from API User to Christopher Bishop. Created.**

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# COMMENT SHEET

Public Meeting  
SH 29 Corridor Study  
East View High School – May 10, 2016

1. IF EVERYONE AT THIS MEETING REJECTED  
the proposed road would it stop the  
ACTIONS of TXDOT.

2. WOULD YOU MAKE PUBLIC, BY COUNTY  
WIDE NEWS PAPERS, A LIST OF ALL PROPERTY  
OWNERS THAT WILL HAVE TO GIVE EASEMENTS  
OR PROPERTY BORDERS PROPOSED ROAD ALIGNMENTS??

Name: Carol KLINGEMAN

Address: 7450 Hwy 29E - Cleburne, TX

Phone: 512-930-1140

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Friday, May 20, 2016 will be included in the official public meeting record.** If you have any questions, please contact Jon Geiselbrecht at 512-832-7218.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request it must be submitted under a separate letter. (Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that may apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on



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### Case: 00077919

<b>Case Number</b>	00077919 <a href="#">[View Hierarchy]</a>	<b>Parent Case</b>	
<b>Case Origin</b>	Web	<b>Case Record Type</b>	Complaint
<b>Priority</b>	Medium	<b>Contact Name</b>	Texanna Landin
<b>Status</b>	New	<b>Contact Email</b>	texanna62@yahoo.com
<b>Issue Type</b>	<input type="radio"/> Construction	<b>Contact Phone</b>	
<b>Case Owner</b>	Christopher Bishop	<b>Contact Preference</b>	<input type="radio"/> Email
<b>Private</b>	<input type="radio"/>	<b>Disable Automatic Emails</b>	<input type="radio"/>
<b>Media Interest</b>	<input type="checkbox"/>	<b>Received From</b>	<input type="radio"/> Citizen
<b>Tort</b>	<input type="checkbox"/>	<b>DDOR Reporting Issue</b>	<input type="radio"/>
<b>Do Not Delete</b>	<input type="radio"/> Standard	<b>Reported By</b>	<input type="radio"/>
		<b>Resolving DDOR</b>	<input type="radio"/> Austin

#### ▼ Additional Information

<b>Received Date</b>	<input type="radio"/>	<b>Acknowledged Date</b>	<input type="radio"/>
<b>Due Date</b>	6/3/2016	<b>Date/Time Closed</b>	
<b>Date/Time Opened</b>	5/20/2016 1:15 PM	<b>Days Overdue</b>	<input type="radio"/> -11
<b>Service Level</b>	10		

#### ▼ Description Information

<b>Subject</b>	project concern/family farm, AUS
<b>Description</b>	It is terrible that you want to cut another farm to shreds! I say

#### ▼ Location Details

<b>DDOR</b>	<input type="radio"/> AUSTIN
<b>County</b>	<input type="radio"/> 00-WILLIAMSON
<b>Route</b>	
<b>Mile Marker</b>	<input type="radio"/>
<b>Route Name</b>	<input type="radio"/>
<b>CSJ</b>	<input type="radio"/>

#### ▼ Web Information

<b>Web Salutation</b>	MS	<b>Web Title</b>	
-----------------------	----	------------------	--

Web Name	Landin, Texanna	Web Email	texanna62@yahoo.com
Web Street	2550 NIH 35	Web Phone	
Web City	Georgetown	Web Location	
Web State	TX	Web Company	
Web Zip Code	78626	Social Post Tag	

▼ Closed Case Information

Resolution Days

Date Final Contact Made

Resolution

External Organization for Referral

External Organization Description

▼ CRAFT Data

CRAFT Issue ID

CRAFT Assignment History

▼ System Information

Created By API User, 5/20/2016 1:15 PM

Last Modified By Veronica Jimenez, 5/20/2016 1:20 PM

Type Complaint

Contact Information

---

Title	Contact Owner	Veronica Jimenez
Name Texanna Landin	Business Name	
Middle Name	Contact Record Type	Customer

▼ Address Information

Mailing Address

Other Address

▼ Additional Information

Home Phone

Email texanna62@yahoo.com

Phone

Fax

Mobile

Other Phone

Description

## ▼ System Information

Created By	Veronica Jimenez, 5/20/2016 1:19 PM	Last Modified By	Veronica Jimenez, 5/20/2016 1:19 PM
Account Name	Texanna Landin	CRAFT ID	

## Activity History

Email: SH 29 comments [ ref:\_00Dd0iHTZ.\_500d0pQ1Pz:ref ]

---

Name **Texanna Landin**  
 Task   
 Due Date **5/23/2016**  
 Assigned To **Christopher Bishop**  
 Last Modified Date/Time **5/23/2016 2:40 PM**  
 Additional To: **texanna62@yahoo.com**  
 CC:  
 BCC:  
 Attachment:

**Subject: SH 29 comments [ ref:\_00Dd0iHTZ.\_500d0pQ1Pz:ref ]**  
**Body:**  
 I received your message and am forwarding it to the environmental staff looking in the project.

**Comments** For future reference, project comments should be mailed or faxed. Those are the only official avenues approved for project comments at this stage of development. Contact information was provided at the open house and is available on the project page of the TxDOT website.

Regards,

**Christopher R. Bishop**  
 Public Information Officer  
 TxDOT Austin District  
 christopher.bishop@txdot.gov  
 512-832-7110  
 ref:\_00Dd0iHTZ.\_500d0pQ1Pz:ref

## Emails

SH 29 comments [ ref:\_00Dd0iHTZ.\_500d0pQ1Pz:ref ]

---

Message Date **5/23/2016 2:40 PM**  
 Has Attachment   
 Email Address **texanna62@yahoo.com**  
 Status **Sent**  
 Subject **SH 29 comments [ ref:\_00Dd0iHTZ.\_500d0pQ1Pz:ref ]**  
 I received your message and am forwarding it to the environmental staff looking in the project.

**For future reference, project comments should be mailed or faxed. Those are the only official avenues approved for project comments at this stage of development. Contact information was provided at the open house and is available on the project page of the TxDOT website.**

**Text Body** **Regards,**  
**Christopher R. Bishop**  
 Public Information Officer  
 TxDOT Austin District  
 christopher.bishop@txdot.gov  
 512-832-7110  
 ref:\_00Dd0iHTZ.\_500d0pQ1Pz:ref

**Case Owner Case# 00077919**

---

Message Date 5/20/2016 1:20 PM

Has Attachment

Email Address [veronica.jimenez@txdot.gov](mailto:veronica.jimenez@txdot.gov)

Status **New**

Subject **Case Owner Case# 00077919**

**Dear Christopher Bishop,**

**Please process this case for resolution on or before the resolution due date.**

**<https://na14.salesforce.com/500d000000pQ1Pz>**

Text Body

**Thank you,  
TxDOT Internal Communications**

**Case# 00077919**

**Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ1Pz:ref**

**Case Owner Case# 00077919**

---

Message Date 5/20/2016 1:19 PM

Has Attachment

Email Address [veronica.jimenez@txdot.gov](mailto:veronica.jimenez@txdot.gov)

Status **New**

Subject **Case Owner Case# 00077919**

**Dear Christopher Bishop,**

**TxDOT Communications received this issue through TxDOTs website. Please process for resolution within ten business days (general public) or four business days (elected officials, the Governors office or the media). Thank you.**

Text Body

**<https://na14.salesforce.com/500d000000pQ1Pz>**

**Texas Department of Transportation**

**Case# 00077919**

**Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ1Pz:ref**

**Case Owner Case# 00077919**

---

Message Date 5/20/2016 1:19 PM

Has Attachment

Email Address [veronica.jimenez@txdot.gov](mailto:veronica.jimenez@txdot.gov)

Status **New**

Subject **Case Owner Case# 00077919**

**Dear Christopher Bishop,**

**Please process this case for resolution on or before the resolution due date.**

**<https://na14.salesforce.com/500d000000pQ1Pz>**

Text Body

**Thank you,  
TxDOT Internal Communications**

**Case# 00077919**

**Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ1Pz:ref**

**Case Owner Case# 00077919**

---

Message Date 5/20/2016 1:15 PM

Has Attachment

Email Address [salesforce\\_api\\_admin@txdot.gov](mailto:salesforce_api_admin@txdot.gov)

Status **New**

Subject **Case Owner Case# 00077919**

**Dear Christopher Bishop,**

**Please process this case for resolution on or before the resolution due date.**

<https://na14.salesforce.com/500d000000pQ1Pz>

Text Body

**Thank you,  
TxDOT Internal Communications**

**Case# 00077919**

**Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ1Pz:ref**

**Case Owner Case# 00077919**

---

Message Date 5/20/2016 1:15 PM

Has Attachment

Email Address [salesforce\\_api\\_admin@txdot.gov](mailto:salesforce_api_admin@txdot.gov)

Status **New**

Subject **Case Owner Case# 00077919**

**Dear Christopher Bishop,**

**TxDOT Communications received this issue through TxDOTs website. Please process for resolution within ten business days (general public) or four business days (elected officials, the Governors office or the media). Thank you.**

Text Body

<https://na14.salesforce.com/500d000000pQ1Pz>

**Texas Department of Transportation**

**Case# 00077919**

**Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ1Pz:ref**

**Case History**

**5/20/2016 1:20 PM**

---

User **Veronica Jimenez**

Action **Changed Issue Type from Customer Service to Construction. Changed Contact Preference to Email. Changed Subject to project concern/family farm, AUS.**

**5/20/2016 1:19 PM**

---

User **Veronica Jimenez**

Action **Changed Contact Name to Texanna Landin.**

**5/20/2016 1:15 PM**

---

User **API User**

Action **Changed Type to Complaint. Changed Case Owner from API User to Christopher Bishop. Created.**



## Brittani Slimp

---

**From:** Mike Walker  
**Sent:** Friday, May 20, 2016 9:23 AM  
**To:** Brittani Slimp  
**Subject:** Fwd: SH 29 Corridor Study - Comment

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Sent from my iPhone

Begin forwarded message:

**From:** <[beth.lee@leanderisd.org](mailto:beth.lee@leanderisd.org)>  
**Date:** May 20, 2016 at 8:26:49 AM CDT  
**To:** <[Jon.Geiselbrecht@txdot.gov](mailto:Jon.Geiselbrecht@txdot.gov)>, <[Marisabel.Ramthun@txdot.gov](mailto:Marisabel.Ramthun@txdot.gov)>, <[Bobby.Ramthun@txdot.gov](mailto:Bobby.Ramthun@txdot.gov)>, <[Michelle.Cooper@txdot.gov](mailto:Michelle.Cooper@txdot.gov)>, <[Jan.Shull@txdot.gov](mailto:Jan.Shull@txdot.gov)>, <[lredden@ieaworld.com](mailto:lredden@ieaworld.com)>, <[rrenton@ieaworld.com](mailto:rrenton@ieaworld.com)>, <[dtesmer@blantonassociates.com](mailto:dtesmer@blantonassociates.com)>, <[mike.walker@blantonassociates.com](mailto:mike.walker@blantonassociates.com)>  
**Subject:** SH 29 Corridor Study - Comment

Name: Beth Lee

E-mail: [beth.lee@leanderisd.org](mailto:beth.lee@leanderisd.org)

Address:  
2735 County Road 124  
Georgetown, TX 78626

Comment:  
We oppose option A

May 19, 2016

District Environmental Coordinator  
Texas Dept. of Transportation  
P.O. Box 15426  
Austin, TX 78761-5426  
Fax: (512) 832-7157

Dear Sir or Madam:

I would like to submit my comments regarding the possible routes for the SH 29 Corridor Project described on the TxDOT website. The northern "A" route proposed for the SH29 relocation will cut through property belonging to my brother Michael Lidell, the fourth generation owner of the family farm at that location that was originally purchased by my great grandfather Carl Johann (C.J.) Wegstrom over 100 years ago. C.J. Wegstrom was a Swedish immigrant who came to the U.S. in 1883, and his daughter Myrtle was the wife of my grandfather Per Reinhold (P.R.) Lidell. P.R. and Myrtle raised four children and kept the farm running through the hardships of the Great Depression, and my father Carl Lidell became owner of the property following his service with the U.S. Navy during World War II. Carl raised crops and cattle there until his death in 2015 at the age of 92. As you can see, my family has long history of proud stewardship of this 165 acre property located three miles north of Jonah, and our farm was recognized as a Texas Family Land Heritage Farm by the Texas Department of Agriculture in 2007.

The proposed "A" route shown on the "Potential Corridor Constraints" map from the SH 29 Corridor page at the TxDOT website will isolate almost 40% of the historic Lidell family farm property from its current boundaries and greatly diminish its value for either agricultural production or development purposes. The "A" route will also cause loss of several existing homes as well as agriculture structures like barns and grain bins on neighboring properties making the cost of acquiring right-of-way much higher than for the alternative "D" route. The southern "D" route will not cause destruction of any houses and passes almost entirely through cultivated crop land.

Since the "D" route will have far less negative impact on members of the Jonah community and be less costly, I urge the Texas Department of Transportation to respect the legacy of my family's Land Heritage Farm and choose the "D" route for the SH 29 Corridor project.

Thank you,



Lynn Lidell  
901 County Road 126  
Georgetown, Texas 78626

**AFFIDAVIT  
OF  
MICHAEL LIDELL**

**T.X.D.O.T.  
RECEIVED**

**MAY 23 2016**

**DISTRICT 14 - MAIL ROOM  
AUSTIN, TX**

**STATE OF MARYLAND       §  
  §  
COUNTY OF MONTGOMERY   §**

I, **MICHAEL LIDELL**, am giving this Affidavit with the hope and conviction that the TxDOT will consider the significant impact that the northern "A" Route would have on our Family Land Heritage Farm and the farms of a number of Swedish and German families who have worked the land and been members of the Williamson County community for over a century. The Lidell-Wegstrom Family Farm consists of approximately 165 acres. Proposed Route A will isolate approximate 39% of the farm and will greatly impede the ability to farm the property. If Route A is selected, the cost of acquiring the right of way will be substantial for we will show that not only has the taking of our land impacted our ability to farm it effectively, but it also has a significant negative impact for the future best use of the property. Any potential use of the land for housing development purposes will be greatly diminished by the taking and dividing of our land. The noise, litter, and air quality associated with a large multi-lane highway will make the site much less appealing for home ownership. The southern Route "D" is far more preferable. Route D passes mainly through cultivated crop land and does not cause the loss of any existing dwellings or substantial barns, corrals, nor grain elevators.

The Lidell-Wegstrom Family Farm was originally purchased by Swedish immigrant, Carl Johann (C.J.) Wegstrom, over 100 years ago. C.J. Wegstrom arrived in Texas in 1883 and worked as a nurseryman and farmer in the Round Rock, Georgetown, and Rice's Crossing communities of Williamson County before saving enough money to purchase a 165-acre land tract three miles north of Jonah in 1901. According to family history, C.J. Wegstrom selected this particular property because local Native Americans that he encountered on his travels as a nurseryman had told him that the small stream on the property never ran dry.

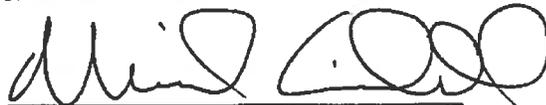
The Wegstrom family joined a community of Swedish, German, and Czech immigrants that had settled in the Jonah area and raised two daughters, Myrtle and Mabel, on the farm that they established there. In 1919, Myrtle married Per Reinhold (P.R.) Lidell, a young Swedish man who had immigrated to Texas in 1910 and worked on the Wegstrom farm as a laborer. P.R. and Myrtle became owners of the Wegstrom Farm and raised four children there: Viviette, Carl Everett, Violet, and Annette. P.R. Lidell was a hard-working and clever farmer who averted the loss of his entire cotton crop during the great San Gabriel River flood of 1921 by lashing the bales of harvested cotton together with a strong rope and then securing the rope to a large tree on his property. During the 1930's, he supplemented his farm income by starting a business selling

eggs and butter to local grocery stores and neighbors to help his family cope with the challenges of the Great Depression. P.R. and Myrtle's son, Carl, assumed ownership of the farm following his service in the Pacific with the U.S. Navy and Merchant Marine during World War II. Carl married his wife, Marie, in 1949, then farmed and raised cattle on the property for the rest of his life, while also serving two terms as a Williamson County Commissioner during the 1970's. Two of Carl and Marie's sons, Mark and Lynn, still live in the Jonah area and manage the family cattle operations. Carl Lidell successfully achieved recognition for his property as a Texas Family Land Heritage Farm in 2007 since it has been in continuous agricultural operation by the same family for over 100 years. Our family continues to farm the land. A copy of the Certificate of Special Recognition for being a Texas Family Land Heritage Farm is attached.

Following Carl's death in 2015 at the age of 92, I inherited ownership of the land. I am a graduate of Texas A&M University (Class of 1982) and I am presently working in the field of computer security for a federal agency near Washington D.C. However, I truly miss Central Texas. My goal is to return to our Family Farm and continue our family agriculture legacy.

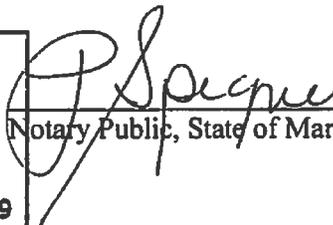
I believe the TxDOT has a very clear choice. It can elect to use Route D and have the least negative impact on a number of families who have a century or more of history in farming their land, serving in the military, actively participating in the churches, educating their children, and supporting their community. Alternatively, TxDOT can elect to disregard the impact of Route A, elect Route A, and literally destroy a number of Texas Heritage Farms, displace families, and significantly increase the actual cost of building the route because of the damage to the remainder of these family farms. I am not aware of the political issues and what I am asking seems to be very simple. Just do the right thing and select Route D.

FURTHER AFFIANT SAYETH NOT.

  
MICHAEL LIDELL

SUBSCRIBED AND SWORN to by the said MICHAEL LIDELL this 20 day of May, 2016.

PATRICIA R. SPIGNER  
NOTARY PUBLIC  
MONTGOMERY COUNTY  
MARYLAND  
MY COMMISSION EXPIRES JUNE 29, 2019

  
Notary Public, State of Maryland

*Certificate of Special  
Congressional Recognition*

*Honoring*

**Jonah Ltd. Farm-Ranch**

*Founded 1901*

*In Recognition of Dedication to  
Texas Land Heritage for Over 100 Years*



*Mark Cantor*  
Member of Congress

April 4, 2008  
Date



May 17, 2016

Mr. Jon Geiselbrecht  
Texas Department of Transportation  
P. O. Box 15426  
Austin, TX 78761-5426

Dear Mr. Geiselbrecht:

I am writing regarding the proposed relocation of SH 29 East. I oppose this relocation and would like to see TXDOT leave the highway in its current location. If that requires raising the road out of the flood plain where needed then do that. The proposed Route A will cut through my wife's family farm between her house and the barns. It will not only cause relocation of the family, curtailment of some of the agricultural activities, leave some of the property useless for current use it will be expensive to the State of Texas. Plan Route D will also run through some of the family's cultivated land which could very well change the use of that property.

Highway 29 East is a highway to Circleville, TX. It is a highway to nowhere unlike Highway 29 West which links the area to the Highland Lakes.

Your consideration in this matter is greatly appreciated and sought out by the Holmstrom family.

Sincerely,



Mike D. Litterst

1700 CR. 126

Georgetown, TX 78626

979-220-3250

## **Brittani Slimp**

---

**From:** Mike Walker  
**Sent:** Monday, May 23, 2016 7:51 AM  
**To:** Brittani Slimp  
**Subject:** FW: SH 29 Corridor Study - Comment

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

-----Original Message-----

From: shirleymcallister607@yahoo.com [mailto:shirleymcallister607@yahoo.com]  
Sent: Saturday, May 21, 2016 6:05 PM  
To: Jon.Geiselbrecht@txdot.gov; Marisabel.Ramthun@txdot.gov; Bobby.Ramthun@txdot.gov;  
Michelle.Cooper@txdot.gov; Jan.Shull@txdot.gov; Ireden@ieaworld.com; rrenton@ieaworld.com; Dean Tesmer  
<dtesmer@blantonassociates.com>; Mike Walker <mike.walker@blantonassociates.com>  
Subject: SH 29 Corridor Study - Comment

Name: Shirley McAllister

E-mail: shirleymcallister607@yahoo.com

Address:  
1250 CR 126  
Georgetown, TX 78626

Comment:

I commend TXDot on improving conditions on SH29, but oppose the A-1 project plan. The proposals in this plan would bring traffic less than one mile from my residence. We have enjoyed a noise free environment for around 39 years. Not only with this plan homesteads and family farms would be destroyed, along with their livelihood to support their families. Some of these farmlands support more than one family. Please consider project plan D instead.

Thanks for considering plan D.

## **Brittani Slimp**

---

**From:** Mike Walker  
**Sent:** Monday, May 23, 2016 7:50 AM  
**To:** Brittani Slimp  
**Subject:** FW: SH 29 Corridor Study - Comment

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

-----Original Message-----

**From:** Rlmvculade@gmail.com [mailto:Rlmvculade@gmail.com]  
**Sent:** Friday, May 20, 2016 6:25 AM  
**To:** Jon.Geiselbrecht@txdot.gov; Marisabel.Ramthun@txdot.gov; Bobby.Ramthun@txdot.gov; Michelle.Cooper@txdot.gov; Jan.Shull@txdot.gov; Ireden@ieaworld.com; rrenton@ieaworld.com; Dean Tesmer <dtesmer@blantonassociates.com>; Mike Walker <mike.walker@blantonassociates.com>  
**Subject:** SH 29 Corridor Study - Comment

**Name:** Rosie McGill

**E-mail:** Rlmvculade@gmail.com

**Address:**  
P.o. 708  
Georgetown, TX 78627

**Comment:**  
Oppose option A

Received 5/13/2016  
9:10 am

To whom it may concern:

I have a few questions that I'd like to understand about your SH 29 project:

1. Why does TXDOT think it's a good idea to spend hundreds of millions developing a new road instead of taking the paths of least resistance? How much economic loss is caused by the current floodplain issues on SH29? Maybe \$10-20k every time it floods – which is – in general, once every few years. By developing a new road, old SH29 will still be in the flood plain and will still require people to close it. The only difference is permitted loads won't be waiting around. Spending hundreds of millions to save tens of thousands is just a plain bad fiscal idea.
2. Why can't you just use Chandler/University road that runs almost parallel just to the south?
3. I know y'all also say to widen and make it safer – but again – why not just use Chandler/University? It's pretty straight and you already have the ROW to widen it.

Jon Meredith

512 585 6249

Jon.meredith@gmail.com

## **Brittani Slimp**

---

**From:** Mike Walker  
**Sent:** Monday, May 23, 2016 8:05 AM  
**To:** Brittani Slimp  
**Subject:** FW: SH 29 Corridor Study - Comment

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

-----Original Message-----

**From:** nursejellybean@gmail.com [mailto:nursejellybean@gmail.com]  
**Sent:** Thursday, May 19, 2016 2:12 PM  
**To:** Jon.Geiselbrecht@txdot.gov; Marisabel.Ramthun@txdot.gov; Bobby.Ramthun@txdot.gov; Michelle.Cooper@txdot.gov; Jan.Shull@txdot.gov; Ireden@ieaworld.com; rrenton@ieaworld.com; Dean Tesmer <dtesmer@blantonassociates.com>; Mike Walker <mike.walker@blantonassociates.com>  
**Subject:** SH 29 Corridor Study - Comment

Name: Angelica Meyer

E-mail: nursejellybean@gmail.com

Address:  
1290 County Road 127  
Georgetown, TX 78626

Comment:

I am opposed to ROUTE "A" of HIGHWAY 29. Route "A" will put the road 1,400 feet from the rear of my property. This new construction will increase impervious ground cover and thus increase new flooding issues in new parts of the area. This will increase noise, crime, and unwanted persons on or near our house. We think that Highway 29 should either be fixed or another route needs to be addressed that does not place a road through peoples existing houses or the middle of their properties. Many people moved out to the country to get away from the city. This blatant disregard for residential well being is not socially responsible. This project will also endanger numerous wildlife species in the area.

This will also enable you to make our residential area commercial and force us out and we do not accept these terms.

For the record, I vote against ROUTE "A" of the new Highway 29 proposal.

## **Brittani Slimp**

---

**From:** Mike Walker  
**Sent:** Monday, May 23, 2016 8:07 AM  
**To:** Brittani Slimp  
**Subject:** FW: SH 29 Corridor Study - Comment

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

-----Original Message-----

**From:** ericbmeyer@gmail.com [mailto:ericbmeyer@gmail.com]  
**Sent:** Thursday, May 19, 2016 2:10 PM  
**To:** Jon.Geiselbrecht@txdot.gov; Marisabel.Ramthun@txdot.gov; Bobby.Ramthun@txdot.gov; Michelle.Cooper@txdot.gov; Jan.Shull@txdot.gov; Iredden@ieaworld.com; rrenton@ieaworld.com; Dean Tesmer <dtesmer@blantonassociates.com>; Mike Walker <mike.walker@blantonassociates.com>  
**Subject:** SH 29 Corridor Study - Comment

**Name:** Eric Meyer

**E-mail:** ericbmeyer@gmail.com

**Address:**  
1290 County Road 127  
Georgetown, TX 78626

**Comment:**

I am opposed to ROUTE "A" of HIGHWAY 29. Route "A" will put the road 1,400 feet from the rear of my property. This new construction will increase impervious ground cover and thus increase new flooding issues in new parts of the area. This will increase noise, crime, and unwanted persons on or near our house. We think that Highway 29 should either be fixed or another route needs to be addressed that does not place a road through peoples existing houses or the middle of their properties. Many people moved out to the country to get away from the city. This blatant disregard for residential well being is not socially responsible. This project will also endanger numerous wildlife species in the area.

For the record, I vote against ROUTE "A" of the new Highway 29 proposal.

May 20, 2016

Tony Michalik

1050 CR 337

Granger, TX 76530 Phone # 512-859-2630

To whom it concerns:

At your May meeting, maps were past out where the proposed new highway 29 would be. Yes, I agree the road has too many dangerous curves, and needs to be straightened. Why not replace the curves with a straight highway in those sections where the curves are. A suggestion is to the turn off 29 at Rowe Valley Rd (Cr 366) and build a new big bridge an head to Chandler. Or even build a road on the south side of the San Gabriel. People can then continue their route from there, they also have 1660 at Jonah they can detour to Chandler RD. The plan for that is to be eventually a 4 lane highway. Why do we need 6 lanes or a corridor.? A corridor limits crossovers and is normally above ground level which creates excessive runoff of water. If there is only a problem that occurs(flooding) once in many years at the Recreation RV Park by Maken; crossing then perhaps the road could be placed north of there and head bk on our regular hhwghyay 29. On the right close to there is a mobile home park. (Mobile) homes are made to be mobile and can be moved easily. You cannot just pick up and move a house. TX Dot is wanting to go right south of my property. I have lived there for many , many years on CR 337. The water goes over the road in several places not just at Pecan Branch. The water goes over the road in several places, just south of me and also to the north. This is not a place to consider putting a major highway. Not to mentioonn on CR 341 there is major water issues. The water even goes over the road on 341 on pecan branch. The area west of the there at pecan branch floods the cropland and caused issues. Why build a road where there are issues? Water even goes over CR 124 in several places east of CR 192. You are just creating more havoc.How are you going to assist people after a road is built and they have water issues washing out their property. I have lived on CR 337 for over 70 years so I have seen the issues. I am concerned with a major highway being on my CR just north pr south of me. If an emergency occurs for me or any of my neighbors; how would I be hindered to the north & south. I have made a copy of the map where I think would be more appropriate for the road and not created more runoff problems for me nor my neighbors. No one wants to reach out and touch a vehicle going by their house. Would You? The lines I have drawn would keep the road from creating more runoff & more problems, and also stay away from many houses if not totally destroying them. Please see the dark lines that I feel would be better and not affect as many houses and people. Money can be reproduced. My property or land can't. Please consider my request.

Sincerely,

*Tony Michalik*

Tony Michalik

I do not work for TX Dot nor do business with them.

I would benefit monetarily from the project from where the road is being considered. I do not want this benefit.



POTENTIAL CORRIDOR CONSTRAINTS

SH 28 from South to 65th St. Reviewed: 10/24/05





- [Close Window](#)
- [Print This Page](#)
- [Expand All](#) | [Collapse All](#)

**Case: 00077958**

<b>Case Number</b>	00077958 <a href="#">[View Hierarchy]</a>	<b>Parent Case</b>	
<b>Case Origin</b>	Web	<b>Case Record Type</b>	Complaint
<b>Priority</b>	Medium	<b>Contact Name</b>	Gwynda Miranda
<b>Status</b>	Closed	<b>Contact Email</b>	mirandagem@yahoo.com
<b>Issue Type</b>	<input type="radio"/> Right of Way	<b>Contact Phone</b>	(512) 620-0022
<b>Case Owner</b>	Christopher Bishop	<b>Contact Preference</b>	<input type="radio"/> Email
<b>Private</b>	<input type="radio"/>	<b>Disable Automatic Emails</b>	<input type="radio"/>
<b>Media Interest</b>	<input type="radio"/>	<b>Received From</b>	<input type="radio"/> Citizen
<b>Tort</b>	<input type="radio"/>	<b>DDOR Reporting Issue</b>	<input type="radio"/>
<b>Do Not Delete</b>	<input type="radio"/> Standard	<b>Reported By</b>	<input type="radio"/>
		<b>Resolving DDOR</b>	<input type="radio"/> Austin

▼ **Additional Information**

<b>Received Date</b>	<input type="radio"/>	<b>Acknowledged Date</b>	<input type="radio"/>
<b>Due Date</b>	6/4/2016	<b>Date/Time Closed</b>	5/23/2016 2:56 PM
<b>Date/Time Opened</b>	5/20/2016 11:28 PM	<b>Days Overdue</b>	<input type="radio"/> -11
<b>Service Level</b>	10		

▼ **Description Information**

<b>Subject</b>	Proposed project, 29, AUS
<b>Description</b>	I am protesting plan A- SH 29

▼ **Location Details**

<b>DDOR</b>	<input type="radio"/> AUSTIN	<b>Route Name</b>	<input type="radio"/> WILLIAMSON-SH29
<b>County</b>	<input type="radio"/> 00-WILLIAMSON		
<b>Route</b>	WILLIAMSON-SH29		
<b>Mile Marker</b>	<input type="radio"/>		
<b>CSJ</b>	<input type="radio"/>		

▼ **Web Information**

<b>Web Salutation</b>	MS	<b>Web Title</b>	
-----------------------	----	------------------	--

<b>Web Name</b>	Miranda, Gwynda	<b>Web Email</b>	mirandagem@yahoo.com
<b>Web Street</b>	5266 FM 713 Lockhart, TX 78644	<b>Web Phone</b>	(512) 620-0022
<b>Web City</b>	Lockhart	<b>Web Location</b>	
<b>Web State</b>	TX	<b>Web Company</b>	
<b>Web Zip Code</b>	78644	<b>Social Post Tag</b>	

▼ **Closed Case Information**

**Resolution Days** 3

**Date Final Contact Made** 5/23/2016

**Resolution** Provided requested information via Email

**External Organization for Referral**

**External Organization Description**

▼ **CRAFT Data**

**CRAFT Issue ID**

**CRAFT Assignment History**

▼ **System Information**

**Created By** API User, 5/20/2016 11:28 PM

**Last Modified By** Christopher Bishop, 5/23/2016 2:56 PM

**Type** Complaint

**Contact Information**

---

<b>Title</b>		<b>Contact Owner</b>	Roman T. Hill
<b>Name</b>	Gwynda Miranda	<b>Business Name</b>	
<b>Middle Name</b>		<b>Contact Record Type</b>	Customer

▼ **Address Information**

**Mailing Address**

**Other Address**

▼ **Additional Information**

**Home Phone**

**Phone** (512) 620-0022

**Mobile**

**Description**

**Email** mirandagem@yahoo.com

**Fax**

**Other Phone**

▼ System Information

Created By	Roman T. Hill, 5/23/2016 8:07 AM	Last Modified By	Roman T. Hill, 5/23/2016 8:07 AM
Account Name	Gwynda Miranda	CRAFT ID	

Activity History

Email: SH 29 project [ ref:\_00Dd0iHTZ.\_500d0pQ4iL:ref ]

---

Name **Gwynda Miranda**  
 Task   
 Due Date **5/23/2016**  
 Assigned To **Christopher Bishop**  
 Last Modified Date/Time **5/23/2016 2:53 PM**  
 Additional To: **mirandagem@yahoo.com**  
 CC:  
 BCC:  
 Attachment:

**Subject: SH 29 project [ ref:\_00Dd0iHTZ.\_500d0pQ4iL:ref ]**  
**Body:**  
 I received your message and am forwarding it to the environmental staff looking in the project.

Comments **For future reference, project comments should be mailed or faxed. Those are the only official avenues approved for project comments at this stage of development. Contact information was provided at the open house and is available on the project page of the TxDOT website.**

**Regards,**

**Christopher R. Bishop**  
**Public Information Officer**  
**TxDOT Austin District**  
**christopher.bishop@txdot.gov**  
**512-832-7110**  
**ref:\_00Dd0iHTZ.\_500d0pQ4iL:ref**

Emails

TxDOT Case# 00077958 Update

---

Message Date **5/23/2016 2:56 PM**  
 Has Attachment   
 Email Address **christopher.bishop@txdot.gov**  
 Status **New**  
 Subject **TxDOT Case# 00077958 Update**  
**Dear Gwynda Miranda,**

**Thank You for contacting the Texas Department of Transportation. We appreciate the opportunity to address your concerns and hope the information shared has provided a better understanding of the issue.**

Text Body

**Texas Department of Transportation**

**Case# 00077958**

**Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ4iL:ref**

**SH 29 project [ ref:\_00Dd0iHTZ.\_500d0pQ4iL:ref ]**

---

Message Date **5/23/2016 2:53 PM**Has Attachment Email Address **mirandagem@yahoo.com**Status **Sent**Subject **SH 29 project [ ref:\_00Dd0iHTZ.\_500d0pQ4iL:ref ]**

I received your message and am forwarding it to the environmental staff looking in the project.

For future reference, project comments should be mailed or faxed. Those are the only official avenues approved for project comments at this stage of development. Contact information was provided at the open house and is available on the project page of the TxDOT website.

Text Body **Regards,**

**Christopher R. Bishop  
Public Information Officer  
TxDOT Austin District  
christopher.bishop@txdot.gov  
512-832-7110  
ref:\_00Dd0iHTZ.\_500d0pQ4iL:ref**

**Case Owner Case# 00077958**

---

Message Date **5/23/2016 2:53 PM**Has Attachment Email Address **christopher.bishop@txdot.gov**Status **New**Subject **Case Owner Case# 00077958**

**Dear Christopher Bishop,**

**Please process this case for resolution on or before the resolution due date.**

**<https://na14.salesforce.com/500d000000pQ4iL>**

Text Body **Thank you,  
TxDOT Internal Communications**

**Case# 00077958**

**Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ4iL:ref**

**Case Owner Case# 00077958**

---

Message Date **5/23/2016 8:08 AM**Has Attachment Email Address **roman.t.hill@txdot.gov**Status **New**Subject **Case Owner Case# 00077958**

**Dear Christopher Bishop,**

**Please process this case for resolution on or before the resolution due date.**

**<https://na14.salesforce.com/500d000000pQ4iL>**

Text Body **Thank you,  
TxDOT Internal Communications**

**Case# 00077958**

**Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ4iL:ref**

**Case Owner Case# 00077958**

---

Message Date **5/23/2016 8:07 AM**Has Attachment Email Address **roman.t.hill@txdot.gov**Status **New**Subject **Case Owner Case# 00077958****Dear Christopher Bishop,****Please process this case for resolution on or before the resolution due date.****<https://na14.salesforce.com/500d000000pQ4iL>**

Text Body

**Thank you,  
TxDOT Internal Communications****Case# 00077958****Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ4iL:ref****Case Owner Case# 00077958**

---

Message Date **5/23/2016 8:07 AM**Has Attachment Email Address **roman.t.hill@txdot.gov**Status **New**Subject **Case Owner Case# 00077958****Dear Christopher Bishop,****TxDOT Communications received this issue through TxDOTs website. Please process for resolution within ten business days (general public) or four business days (elected officials, the Governors office or the media). Thank you.**Text Body **<https://na14.salesforce.com/500d000000pQ4iL>****Texas Department of Transportation****Case# 00077958****Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ4iL:ref****Case Owner Case# 00077958**

---

Message Date **5/20/2016 11:28 PM**Has Attachment Email Address **salesforce\_api\_admin@txdot.gov**Status **New**Subject **Case Owner Case# 00077958****Dear Christopher Bishop,****Please process this case for resolution on or before the resolution due date.****<https://na14.salesforce.com/500d000000pQ4iL>**

Text Body

**Thank you,  
TxDOT Internal Communications****Case# 00077958****Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ4iL:ref**

**Case Owner Case# 00077958**

---

Message Date **5/20/2016 11:28 PM**

Has Attachment

Email Address **salesforce\_api\_admin@txdot.gov**

Status **New**

Subject **Case Owner Case# 00077958**

**Dear Christopher Bishop,**

**TxDOT Communications received this issue through TxDOTs website. Please process for resolution within ten business days (general public) or four business days (elected officials, the Governors office or the media). Thank you.**

Text Body **<https://na14.salesforce.com/500d000000pQ4iL>**

**Texas Department of Transportation**

**Case# 00077958**

**Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ4iL:ref**

**Case History**

**5/23/2016 2:56 PM**

---

User **Christopher Bishop**

Action **Changed Date Final Contact Made to 5/23/2016. Changed Status from New to Closed. Closed.**

**5/23/2016 8:08 AM**

---

User **Roman T. Hill**

Action **Changed Issue Type from Construction to Right of Way. Changed Subject to Proposed project, 29, AUS.**

**5/23/2016 8:07 AM**

---

User **Roman T. Hill**

Action **Changed Contact Name to Gwynda Miranda.**

**5/20/2016 11:28 PM**

---

User **API User**

Action **Changed Type to Complaint. Changed Case Owner from API User to Christopher Bishop. Created.**

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## **Brittani Slimp**

---

**From:** Mike Walker  
**Sent:** Monday, May 23, 2016 8:06 AM  
**To:** Brittani Slimp  
**Subject:** FW: SH 29 Corridor Study - Comment

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

-----Original Message-----

**From:** Sjmitchell1957@gmail.com [mailto:Sjmitchell1957@gmail.com]  
**Sent:** Thursday, May 19, 2016 6:40 PM  
**To:** Jon.Geiselbrecht@txdot.gov; Marisabel.Ramthun@txdot.gov; Bobby.Ramthun@txdot.gov; Michelle.Cooper@txdot.gov; Jan.Shull@txdot.gov; Ireden@ieaworld.com; rrenton@ieaworld.com; Dean Tesmer <dtesmer@blantonassociates.com>; Mike Walker <mike.walker@blantonassociates.com>  
**Subject:** SH 29 Corridor Study - Comment

**Name:** Shane Mitchell

**E-mail:** Sjmitchell1957@gmail.com

**Address:**  
128 CR 191  
Georgetown, TX 78626

**Comment:**

I am strongly apposed to option A of the proposed highway 29 project. It would cut through pristeen farmland and I believe option D is less intrusive. We built our home out here for the very purpose of being away from busy roads and the city. Many people will be adversely affected by option A. Thank you.

## COMMENT SHEET

Public Meeting  
SH 29 Corridor Study  
East View High School – May 10, 2016

Both option C + D have considerable flood and drainage concerns where they tie into Highway 95 on east end. Of the two choices it seems option C would deflect more of the flatland water flow so that it can be more effectively channeled either along highway 95 or to somewhere else. We are regularly flooded now and cannot get out due to run off. Prefer option C, if any road funding is approved.

Name: Lisa + David Onstot

Address: 857 N. Hwy 95, Granger, TX 76530

Phone: (512) 818-3559 or (512) 818-3560

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Friday, May 20, 2016 will be included in the official public meeting record.** If you have any questions, please contact Jon Geiselbrecht at 512-832-7218.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request it must be submitted under a separate letter. (Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that may apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

## Mike Walker

---

**From:** peachcreekranch@outlook.com  
**Sent:** Wednesday, May 11, 2016 11:09 AM  
**To:** Jon.Geiselbrecht@txdot.gov; Marisabel.Ramthun@txdot.gov;  
Bobby.Ramthun@txdot.gov; Michelle.Cooper@txdot.gov; Jan.Shull@txdot.gov;  
Iredden@ieaworld.com; rrenton@ieaworld.com; Dean Tesmer; Mike Walker  
**Subject:** SH 29 Corridor Study - Comment  
**Categories:** SH 29 comments

Name: David Onstot

E-mail: peachcreekranch@outlook.com

Address:  
857 N. Hwy 95  
Granger, TX 76530

**Comment:**

First question, does anybody conducting this study understand or live in rural area? Average traffic flow on your report is the same for 2012 and 2014, 2015 not available, with 2015 not valid anyway as traffic has increased dramatically due to construction on I-35. (using SH-95 and combination of SH-29/US-79. You are operating under the assumption, if we build it they will come - maybe not everyone wants to live in town and deal with water and traffic issues. We chose rural life, we produce most of what we eat and much more. I don't have a big place, but many that you are looking at DESTROYING are old Family farms. History and Family probably mean little to those sitting in a government office, but why not look at reworking an existing road - say FM-971. Only have to widen easements, so called future traffic will go to the best access. If Texas planning keeps covering everything with concrete and destroying family farms, where will your food come from - China or a Chemistry Lab!!

## Brittani Slimp

---

**From:** Mike Walker  
**Sent:** Monday, May 23, 2016 8:07 AM  
**To:** Brittani Slimp  
**Subject:** FW: SH 29 Corridor Study - Comment

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

-----Original Message-----

**From:** sampfiester@yahoo.com [mailto:sampfiester@yahoo.com]  
**Sent:** Thursday, May 19, 2016 7:09 AM  
**To:** Jon.Geiselbrecht@txdot.gov; Marisabel.Ramthun@txdot.gov; Bobby.Ramthun@txdot.gov; Michelle.Cooper@txdot.gov; Jan.Shull@txdot.gov; lredden@ieaworld.com; rrenton@ieaworld.com; Dean Tesmer <dtesmer@blantonassociates.com>; Mike Walker <mike.walker@blantonassociates.com>  
**Subject:** SH 29 Corridor Study - Comment

Name: Sam L Pfiester (WAAPF Ltd)

E-mail: sampfiester@yahoo.com

Address:  
PO Box 688  
Georgetown, TX 78627

Comment:

Option D splits my property (WAAPF Ltd).

By choosing a route but not buying the r-o-w TxDot is condemning the land without compensation. This is called a taking under Article V of the Constitution.

The proposed width of the r-o-w is excessive. TXDOT DOES NOT NEED 350'!

It's a government taking of the worst kind. 150' r-o-w is more than adequate for the next 100 years.

HDR represented the access will be uncontrolled access. Yet others say it will be limited access. Uncontrolled access would render the land worthless.

I have recently agreed to sell my land for \$16,500/acre. Option D will terminate the offer and damages me by the amount offered.



- [Close Window](#)
- [Print This Page](#)
- [Expand All](#) | [Collapse All](#)

**Case: 00077911**

<b>Case Number</b>	00077911 <a href="#">[View Hierarchy]</a>	<b>Parent Case</b>	
<b>Case Origin</b>	Web	<b>Case Record Type</b>	Complaint
<b>Priority</b>	Medium	<b>Contact Name</b>	Monica Plunk
<b>Status</b>	New	<b>Contact Email</b>	mplunk@affiliatedcom.com
<b>Issue Type</b>	<input type="radio"/> Construction	<b>Contact Phone</b>	(972) 852-4003
<b>Case Owner</b>	Christopher Bishop	<b>Contact Preference</b>	<input type="radio"/> Email
<b>Private</b>	<input type="radio"/>	<b>Disable Automatic Emails</b>	<input type="checkbox"/>
<b>Media Interest</b>	<input type="radio"/>	<b>Received From</b>	<input type="radio"/> Citizen
<b>Tort</b>	<input type="radio"/>	<b>DDOR Reporting Issue</b>	<input type="radio"/>
<b>Do Not Delete</b>	<input type="radio"/> Standard	<b>Reported By</b>	<input type="radio"/>
		<b>Resolving DDOR</b>	<input type="radio"/> Austin

▼ **Additional Information**

<b>Received Date</b>	<input type="radio"/>	<b>Acknowledged Date</b>	<input type="radio"/>
<b>Due Date</b>	6/3/2016	<b>Date/Time Closed</b>	
<b>Date/Time Opened</b>	5/20/2016 11:08 AM	<b>Days Overdue</b>	<input type="radio"/> -11
<b>Service Level</b>	10		

▼ **Description Information**

**Subject** project concern/family farm, AUS  
**Description** No Pink Road thru 100 Year Old Farm - Weir - WOLBRUECK-

▼ **Location Details**

**DDOR**  AUSTIN  
**County**  00-WILLIAMSON  
**Route**  
**Mile Marker**  **Route Name**   
**CSJ**

▼ **Web Information**

**Web Salutation** MS **Web Title**

<b>Web Name</b>	Plunk, Monica	<b>Web Email</b>	mplunk@affiliatedcom.com
<b>Web Street</b>	2519 Cumberland Drive	<b>Web Phone</b>	(972) 852-4003
<b>Web City</b>	Mesquite	<b>Web Location</b>	
<b>Web State</b>	TX	<b>Web Company</b>	
<b>Web Zip Code</b>	75150	<b>Social Post Tag</b>	

▼ **Closed Case Information**

Resolution Days  
 Date Final Contact Made  
 Resolution  
 External Organization for Referral  
 External Organization Description

▼ **CRAFT Data**

CRAFT Issue ID  
 CRAFT Assignment History

▼ **System Information**

Created By API User, 5/20/2016 11:08 AM  
 Last Modified By Veronica Jimenez, 5/20/2016 11:15 AM  
 Type Complaint

**Contact Information**

---

<b>Title</b>		<b>Contact Owner</b>	Veronica Jimenez
<b>Name</b>	Monica Plunk	<b>Business Name</b>	
<b>Middle Name</b>		<b>Contact Record Type</b>	Customer

▼ **Address Information**

Mailing Address  
 Other Address

▼ **Additional Information**

Home Phone  
 Phone (972) 852-4003  
 Mobile  
 Description  
 Email mplunk@affiliatedcom.com  
 Fax  
 Other Phone

▼ System Information

Created By	Veronica Jimenez, 5/20/2016 11:14 AM	Last Modified By	Veronica Jimenez, 5/20/2016 11:14 AM
Account Name	Monica Plunk	CRAFT ID	

Activity History

Email: SH 29 comments [ ref:\_00Dd0iHTZ.\_500d0pQ0A5:ref ]

---

Name **Monica Plunk**  
 Task   
 Due Date **5/23/2016**  
 Assigned To **Christopher Bishop**  
 Last Modified Date/Time **5/23/2016 2:41 PM**  
 Additional To: **mplunk@affiliatedcom.com**  
 CC:  
 BCC:  
 Attachment:  
 Subject: **SH 29 comments [ ref:\_00Dd0iHTZ.\_500d0pQ0A5:ref ]**  
 Body:  
 I received your message and am forwarding it to the environmental staff looking in the project.

Comments **For future reference, project comments should be mailed or faxed. Those are the only official avenues approved for project comments at this stage of development. Contact information was provided at the open house and is available on the project page of the TxDOT website.**

**Regards,**

**Christopher R. Bishop**  
**Public Information Officer**  
**TxDOT Austin District**  
**christopher.bishop@txdot.gov**  
**512-832-7110**  
**ref:\_00Dd0iHTZ.\_500d0pQ0A5:ref**

Emails

SH 29 comments [ ref:\_00Dd0iHTZ.\_500d0pQ0A5:ref ]

---

Message Date **5/23/2016 2:41 PM**  
 Has Attachment   
 Email Address **mplunk@affiliatedcom.com**  
 Status **Sent**  
 Subject **SH 29 comments [ ref:\_00Dd0iHTZ.\_500d0pQ0A5:ref ]**  
 I received your message and am forwarding it to the environmental staff looking in the project.

**For future reference, project comments should be mailed or faxed. Those are the only official avenues approved for project comments at this stage of development. Contact information was provided at the open house and is available on the project page of the TxDOT website.**

Text Body **Regards,**

**Christopher R. Bishop**  
**Public Information Officer**  
**TxDOT Austin District**  
**christopher.bishop@txdot.gov**  
**512-832-7110**  
**ref:\_00Dd0iHTZ.\_500d0pQ0A5:ref**

**Case Owner Case# 00077911**

---

Message Date **5/20/2016 11:15 AM**Has Attachment Email Address **veronica.jimenez@txdot.gov**Status **New**Subject **Case Owner Case# 00077911****Dear Christopher Bishop,****Please process this case for resolution on or before the resolution due date.****<https://na14.salesforce.com/500d000000pQ0A5>**

Text Body

**Thank you,  
TxDOT Internal Communications****Case# 00077911****Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ0A5:ref****Case Owner Case# 00077911**

---

Message Date **5/20/2016 11:14 AM**Has Attachment Email Address **veronica.jimenez@txdot.gov**Status **New**Subject **Case Owner Case# 00077911****Dear Christopher Bishop,****TxDOT Communications received this issue through TxDOTs website. Please process for resolution within ten business days (general public) or four business days (elected officials, the Governors office or the media). Thank you.**Text Body **<https://na14.salesforce.com/500d000000pQ0A5>****Texas Department of Transportation****Case# 00077911****Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ0A5:ref****Case Owner Case# 00077911**

---

Message Date **5/20/2016 11:14 AM**Has Attachment Email Address **veronica.jimenez@txdot.gov**Status **New**Subject **Case Owner Case# 00077911****Dear Christopher Bishop,****Please process this case for resolution on or before the resolution due date.****<https://na14.salesforce.com/500d000000pQ0A5>**

Text Body

**Thank you,  
TxDOT Internal Communications****Case# 00077911****Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ0A5:ref**

**Case Owner Case# 00077911**

---

Message Date 5/20/2016 11:08 AM

Has Attachment

Email Address **salesforce\_api\_admin@txdot.gov**

Status **New**

Subject **Case Owner Case# 00077911**

**Dear Christopher Bishop,**

**TxDOT Communications received this issue through TxDOTs website. Please process for resolution within ten business days (general public) or four business days (elected officials, the Governors office or the media). Thank you.**

Text Body <https://na14.salesforce.com/500d000000pQ0A5>

**Texas Department of Transportation**

**Case# 00077911**

**Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ0A5:ref**

**Case Owner Case# 00077911**

---

Message Date 5/20/2016 11:08 AM

Has Attachment

Email Address **salesforce\_api\_admin@txdot.gov**

Status **New**

Subject **Case Owner Case# 00077911**

**Dear Christopher Bishop,**

**Please process this case for resolution on or before the resolution due date.**

<https://na14.salesforce.com/500d000000pQ0A5>

Text Body

**Thank you,  
TxDOT Internal Communications**

**Case# 00077911**

**Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ0A5:ref**

**Case History**

**5/20/2016 11:15 AM**

---

User **Veronica Jimenez**

Action **Changed Issue Type from Customer Service to Construction. Changed Contact Preference to Email. Changed Subject to project concern/family farm, AUS.**

**5/20/2016 11:14 AM**

---

User **Veronica Jimenez**

Action **Changed Contact Name to Monica Plunk.**

**5/20/2016 11:08 AM**

---

User **API User**

Action **Changed Type to Complaint. Changed Case Owner from API User to Christopher Bishop. Created.**



## COMMENT SHEET

Public Meeting  
SH 29 Corridor Study  
East View High School – May 10, 2016

Would like to see a light at County Road 106 & 29. This is where the last gas station is til you get to 95-Taylor, so it gets a lot of traffic. With a proposed 6 lane it would be safer for those of us off CR 106 to have a traffic light in this section.

Name: Amy Reichman  
Address: 211 Granite Dr. Georgetown, TX. 78626  
Phone: 512-863-2171

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Friday, May 20, 2016 will be included in the official public meeting record.** If you have any questions, please contact Jon Geiselbrecht at 512-832-7218.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request it must be submitted under a separate letter. (Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that may apply to you:

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

# COMMENT SHEET

Public Meeting  
SH 29 Corridor Study  
East View High School – May 10, 2016

Please read letters State Highway 29  
Corridor - written  
by the Wolbrueck Family

Please consider fixing Hwy 29!

Name: Mamie Ruth Richter

Address: 3350 CR 124, Georgetown, Tx. 78626

Phone: 512 635 1853

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Friday, May 20, 2016 will be included in the official public meeting record.** If you have any questions, please contact Jon Geiselbrecht at 512-832-7218.

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

Texas Department of Transportation  
Tx. DOT Austin Dist.  
Environmental Coordinator  
P.O. Box 15426  
Austin, Texas 78761-5426

T.X.D.O.T.  
RECEIVED  
MAY 23 2016  
DISTRICT 14 - MAIL ROOM  
AUSTIN, TX

In ref: State Hwy 29  
corridor

May 17, 2016

Dear Staff,

Thank you very much for the public meeting concerning proposed improvements to State Hwy. 29. This meeting was very helpful.

Our family, the Wolbruecks, have lived on this property over 100 years and have farmed crops, raised cattle, pecans and vegetables for our family and others.

We are now working toward getting the Family Land Heritage Program Certificate on all (10) ten farms which would be affected by the "Pink Road" proposed improvements.

Please consider other routes and keep our Heritage from being developed by "Hwy 29" on the Pink Road.

We would be willing to drive you around our farms to see our productions. Please call me for an appointment at 512-635-1853 or text me at nannanpapo@gmail.com.

Thanking you in advance, I am

Yours Truly,

Mamie Ruth Richter  
Mamie Ruth Wolbrack Richter



- [Close Window](#)
- [Print This Page](#)
- [Expand All](#) | [Collapse All](#)

**Case: 00077909**

<b>Case Number</b>	00077909 <a href="#">[View Hierarchy]</a>	<b>Parent Case</b>	
<b>Case Origin</b>	Web	<b>Case Record Type</b>	Complaint
<b>Priority</b>	Medium	<b>Contact Name</b>	Michaela Rothhammer
<b>Status</b>	New	<b>Contact Email</b>	michaelar86@icloud.com
<b>Issue Type</b>	<input type="radio"/> Construction	<b>Contact Phone</b>	
<b>Case Owner</b>	Christopher Bishop	<b>Contact Preference</b>	<input type="radio"/> Email
<b>Private</b>	<input type="radio"/>	<b>Disable Automatic Emails</b>	<input type="checkbox"/>
<b>Media Interest</b>	<input type="radio"/>	<b>Received From</b>	<input type="radio"/> Citizen
<b>Tort</b>	<input type="radio"/>	<b>DDOR Reporting Issue</b>	<input type="radio"/>
<b>Do Not Delete</b>	<input type="radio"/> Standard	<b>Reported By</b>	<input type="radio"/>
		<b>Resolving DDOR</b>	<input type="radio"/> Austin

▼ **Additional Information**

<b>Received Date</b>	<input type="radio"/>	<b>Acknowledged Date</b>	<input type="radio"/>
<b>Due Date</b>	6/3/2016	<b>Date/Time Closed</b>	
<b>Date/Time Opened</b>	5/20/2016 10:58 AM	<b>Days Overdue</b>	<input type="radio"/> -11
<b>Service Level</b>	10		

▼ **Description Information**

**Subject** project concern/SH 29 Georgetown

**Description** Please I beg of you to choose a different location for your road. You will be dissecting a farm and piece of land that has been in this family for over 100 years. There's tons of land but not enough family's who stay together like this, passing down their most valuable treasure generation to generation, and that is this piece of property. Please

▼ **Location Details**

**DDOR**  AUSTIN

**County**  00-WILLIAMSON

**Route** WILLIAMSON-SH29

**Mile Marker**

**Route Name**  WILLIAMSON-SH29

**CSJ**

▼ **Web Information**

<b>Web Salutation</b>	MS	<b>Web Title</b>	NO PINK ROAD SH 29
<b>Web Name</b>	Rothhammer, Michaela	<b>Web Email</b>	michaelar86@icloud.com
<b>Web Street</b>		<b>Web Phone</b>	
<b>Web City</b>	Hutto	<b>Web Location</b>	
<b>Web State</b>	TX	<b>Web Company</b>	
<b>Web Zip Code</b>	78634	<b>Social Post Tag</b>	

▼ **Closed Case Information**

Resolution Days

Date Final Contact Made

Resolution

External Organization for Referral

External Organization Description

▼ **CRAFT Data**

CRAFT Issue ID

CRAFT Assignment History

▼ **System Information**

Created By API User, 5/20/2016 10:58 AM

Last Modified By Christopher Bishop, 5/23/2016 2:41 PM

Type Complaint

**Contact Information**

---

<b>Title</b>		<b>Contact Owner</b>	Veronica Jimenez
<b>Name</b>	Michaela Rothhammer	<b>Business Name</b>	
<b>Middle Name</b>		<b>Contact Record Type</b>	Customer

▼ **Address Information**

Mailing Address

Other Address

▼ **Additional Information**

Home Phone

Email michaelar86@icloud.com

Phone

Fax

Mobile

Other Phone

Description

▼ System Information

Created By	Veronica Jimenez, 5/20/2016 11:00 AM	Last Modified By	Veronica Jimenez, 5/20/2016 11:00 AM
Account Name	Michaela Rothhammer	CRAFT ID	

Activity History

Email: SH 29 project [ ref:\_00Dd0iHTZ.\_500d0pQ01D:ref ]

---

Name **Michaela Rothhammer**  
 Task   
 Due Date **5/23/2016**  
 Assigned To **Christopher Bishop**  
 Last Modified Date/Time **5/23/2016 2:41 PM**  
 Additional To: **michaelar86@icloud.com**  
 CC:  
 BCC:  
 Attachment:

**Subject: SH 29 project [ ref:\_00Dd0iHTZ.\_500d0pQ01D:ref ]**  
**Body:**  
 I received your message and am forwarding it to the environmental staff looking in the project.

**Comments** For future reference, project comments should be mailed or faxed. Those are the only official avenues approved for project comments at this stage of development. Contact information was provided at the open house and is available on the project page of the TxDOT website.

Regards,

**Christopher R. Bishop**  
 Public Information Officer  
 TxDOT Austin District  
 christopher.bishop@txdot.gov  
 512-832-7110  
 ref:\_00Dd0iHTZ.\_500d0pQ01D:ref

Emails

SH 29 project [ ref:\_00Dd0iHTZ.\_500d0pQ01D:ref ]

---

Message Date **5/23/2016 2:41 PM**  
 Has Attachment   
 Email Address **michaelar86@icloud.com**  
 Status **Sent**  
 Subject **SH 29 project [ ref:\_00Dd0iHTZ.\_500d0pQ01D:ref ]**  
 Text Body I received your message and am forwarding it to the environmental staff looking in the project.

**For future reference, project comments should be mailed or faxed. Those are the only official avenues approved for project comments at this stage of development. Contact information was provided at the open house and is available on the project page of the TxDOT website.**

Regards,

**Christopher R. Bishop**  
 Public Information Officer  
 TxDOT Austin District

christopher.bishop@txdot.gov  
512-832-7110  
ref:\_00Dd0iHTZ.\_500d0pQ01D:ref

**Case Owner Case# 00077909**

---

Message Date 5/23/2016 2:41 PM  
Has Attachment   
Email Address christopher.bishop@txdot.gov  
Status New  
Subject Case Owner Case# 00077909

Dear Christopher Bishop,  
  
Please process this case for resolution on or before the resolution due date.  
  
<https://na14.salesforce.com/500d000000pQ01D>

Text Body  
Thank you,  
TxDOT Internal Communications  
  
Case# 00077909  
  
Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ01D:ref

**Case Owner Case# 00077909**

---

Message Date 5/20/2016 11:01 AM  
Has Attachment   
Email Address veronica.jimenez@txdot.gov  
Status New  
Subject Case Owner Case# 00077909

Dear Christopher Bishop,  
  
Please process this case for resolution on or before the resolution due date.  
  
<https://na14.salesforce.com/500d000000pQ01D>

Text Body  
Thank you,  
TxDOT Internal Communications  
  
Case# 00077909  
  
Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ01D:ref

**Case Owner Case# 00077909**

---

Message Date 5/20/2016 11:00 AM  
Has Attachment   
Email Address veronica.jimenez@txdot.gov  
Status New  
Subject Case Owner Case# 00077909

Text Body Dear Christopher Bishop,  
  
Please process this case for resolution on or before the resolution due date.  
  
<https://na14.salesforce.com/500d000000pQ01D>

Thank you,  
TxDOT Internal Communications  
  
Case# 00077909

Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ01D:ref

**Case Owner Case# 00077909**

---

Message Date 5/20/2016 11:00 AM

Has Attachment

Email Address [veronica.jimenez@txdot.gov](mailto:veronica.jimenez@txdot.gov)

Status **New**

Subject **Case Owner Case# 00077909**

Dear Christopher Bishop,

TxDOT Communications received this issue through TxDOTs website. Please process for resolution within ten business days (general public) or four business days (elected officials, the Governors office or the media). Thank you.

Text Body <https://na14.salesforce.com/500d000000pQ01D>

Texas Department of Transportation

Case# 00077909

Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ01D:ref

**Case Owner Case# 00077909**

---

Message Date 5/20/2016 10:58 AM

Has Attachment

Email Address [salesforce\\_api\\_admin@txdot.gov](mailto:salesforce_api_admin@txdot.gov)

Status **New**

Subject **Case Owner Case# 00077909**

Dear Christopher Bishop,

Please process this case for resolution on or before the resolution due date.

<https://na14.salesforce.com/500d000000pQ01D>

Text Body

Thank you,  
TxDOT Internal Communications

Case# 00077909

Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ01D:ref

**Case Owner Case# 00077909**

---

Message Date 5/20/2016 10:58 AM

Has Attachment

Email Address [salesforce\\_api\\_admin@txdot.gov](mailto:salesforce_api_admin@txdot.gov)

Status **New**

Subject **Case Owner Case# 00077909**

Text Body Dear Christopher Bishop,

TxDOT Communications received this issue through TxDOTs website. Please process for resolution within ten business days (general public) or four business days (elected officials, the Governors office or the media). Thank you.

<https://na14.salesforce.com/500d000000pQ01D>

Texas Department of Transportation

Case# 00077909

Case Thread ID: ref:\_00Dd0iHTZ.\_500d0pQ01D:ref

**Case History**

5/23/2016 2:41 PM

---

User **Christopher Bishop**

Action **Changed Subject** from project concern/family farm, AUS to **project concern/SH 29 Georgetown.**

5/20/2016 11:01 AM

---

User **Veronica Jimenez**

Action **Changed Issue Type** from Customer Service to **Construction.** **Changed Contact Preference** to **Email.** **Changed Subject** to **project concern/family farm, AUS.**

5/20/2016 11:00 AM

---

User **Veronica Jimenez**

Action **Changed Contact Name** to **Michaela Rothhammer.**

5/20/2016 10:58 AM

---

User **API User**

Action **Changed Type** to **Complaint.** **Changed Case Owner** from API User to **Christopher Bishop.** **Created.**

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## COMMENT SHEET

Public Meeting  
SH 29 Corridor Study  
East View High School – May 10, 2016

There is no reason not to expand the existing road & build a bridge over the flood plain @ 95. I am livid that you had a meeting to decide what to do with my home without even notifying me you were having one.

I would like to see the feasibility studies supporting disrupting so many lives vs. just expanding the existing highway. There is no reason to have 3 ~~lanes~~ lanes - going 2 different directions - IH 35 isn't even that big. None of this is justified!!!

Name: Teresa Schneider  
Address: 850 CR 337 ; Granger, TX 76530  
Phone: 512-365-5212 wk ; 512-657-4308

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Friday, May 20, 2016 will be included in the official public meeting record.** If you have any questions, please contact Jon Geiselbrecht at 512-832-7218.

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- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

# COMMENT SHEET

Public Meeting  
SH 29 Corridor Study  
East View High School – May 10, 2016

1. Would sound barriers be added to existing subdivisions that border 29?
2. How are signal lights determined before any modifications are made?
3. What are the projected speed limits?
4. Who's paying for this?

Name: David Sheen  
Address: 50207 Ironhorse Tr.  
Phone: 512-695-8040

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Friday, May 20, 2016 will be included in the official public meeting record.** If you have any questions, please contact Jon Geiselbrecht at 512-832-7218.

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- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

**To Whom It May Concern:**

The Highway 29 road improvement project in Williamson County was proposed to improve roadway standards, increase driver security, and prepare for potential future traffic volumes. It is reasonable to address these concerns, as the road has had no architectural improvement since its original design and construction, completed in 1934.

The logical solution would be to choose a route that has the least amount of existing structural elements, in order to incur a lower overall cost, affect fewer residents, and provide options for future growth and development along the redesigned Highway 29 roadway.

Our family farm, which was purchased in 1940, rests along County Road 126. The Route A proposed solution option splits our acreage, which would lead to a detrimental elimination of structural property and family land. This proposed route for Highway 29 would markedly damage the remainder of the estate. This would not only inhibit future personal development of the land, but would also decrease opportunity for appropriate growth and development along the Highway 29 corridor.

The generational patriarch of our ancestors obtained a deed for land within the affected Highway 29 region in 1905, therefore a deep vested interest resides in the treatment of the environment and the appreciation of the remaining estate. Our opposition of Route A is not only a fundamental plea to choose the most suitable route for future development and safety, but also one to maintain the integrity of the land and uphold the legacy left by respected generations.

Thank you,



Dana Sitton

(Daughter of Carlette Holmstrom Litterst and Granddaughter of Doreen Holmstrom and the late Ansel Holmstrom)

WILL SMITH:

I BELIEVE THAT ROUTE ② WOULD BE THE BEST TO TAKE.  
JUST BECAUSE, IT'S CLOSEST TO THE OLD 29 HWY AND WOULD DO THE  
MOST GOOD FOR ALL THAT USE AND ARE LIVING NEAR THE HWY 29 AREA.

## **Brittani Slimp**

---

**From:** Mike Walker  
**Sent:** Monday, May 23, 2016 7:49 AM  
**To:** Brittani Slimp  
**Subject:** FW: SH 29 Corridor Study - Comment

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

-----Original Message-----

**From:** kwsteele23@gmail.com [mailto:kwsteele23@gmail.com]  
**Sent:** Friday, May 20, 2016 1:05 PM  
**To:** Jon.Geiselbrecht@txdot.gov; Marisabel.Ramthun@txdot.gov; Bobby.Ramthun@txdot.gov; Michelle.Cooper@txdot.gov; Jan.Shull@txdot.gov; lredden@ieaworld.com; rrenton@ieaworld.com; Dean Tesmer <dtesmer@blantonassociates.com>; Mike Walker <mike.walker@blantonassociates.com>  
**Subject:** SH 29 Corridor Study - Comment

**Name:** Dawn Steele

**E-mail:** kwsteele23@gmail.com

**Address:**  
2351 County Road 127  
Georgetown, TX 78626

**Comment:**  
My husband and I strongly oppose Option A route. This would come too close to my home which is my only peace and tranquility.

## COMMENT SHEET

Public Meeting  
SH 29 Corridor Study  
East View High School – May 10, 2016

Route A does not make logical sense. It would go thru 4 houses or structures. Route D does not destroy any homes. My grandmothers house in the one going right over the top of by route A on CR 124. We are looking at purchasing part of our family farm on CR 124 and taking a 350 ft Right of Way for a 6 lane road to the middle of current 4 lane Road does not make sense. Route D is a straighter shot and shorter and would cost less taxes dollars to Build. Will be buying 5350 CR 124, 100 year Family land

Name: Daryl Stefek

Address: 600 Sam's Circle Taylor TX 76574

Phone: 512-940-9937

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Friday, May 20, 2016 will be included in the official public meeting record.** If you have any questions, please contact Jon Geiselbrecht at 512-832-7218.

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

## COMMENT SHEET

Public Meeting  
SH 29 Corridor Study  
East View High School – May 10, 2016

Route A would destroy 3 homes, one being my 93 year old grandmother. I understand that people will be affected no matter which route, but route D seems like it might affect less residential. 6 lanes seem excessive, having driven hwy 29 all my life I have yet to have to sit in traffic. Will hwy 95 be next? Why take a 6 lane into a 4 lane? I'm having a hard time understanding the need. The floodplain in circleville between <sup>of</sup> 366 + <sup>hwy</sup> 95 are the only issues I see. This all makes me sad. There are so many homesteads + family farms that have been worked for generations on the line.

Name: Lisa Stefel

Address: 600 Sams Taylor TX → 5350 or 124 Georgetown TX

Phone: 512-940-9916

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Friday, May 20, 2016 will be included in the official public meeting record.** If you have any questions, please contact Jon Geiselbrecht at 512-832-7218.

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

Larry + Janie Stefek  
1151 CR 337  
Granger TX 76530

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MAY 20 2016

DISTRICT 14 - MAIL ROOM  
AUSTIN, TX

Dear Sirs; Mam;

I attended the public meetings on May 10, 2016. I had previously also stopped at the TX Dot in Georgetown. I agree that HWY 29 does have some deep curves that could use being straightend out. But, to build a whole new road is not necessary. The curves could be straightend out. My suggestion is to keep the road where it currently is widen it if necessary. It does not need to be 6 lanes by no means. After all the Toll 130 is only four lanes. It does not need to be a corridor. We do not need a road raised high ~~to~~ above ground level. As for the part that flooded previously by the Riverside community perhaps that part could be re-routed just a tad bit to the north of the current road & then come back onto Hwy 29. Individuals can use 1660 at Jonak & go to Chandler road if there is excessive rain & flooding or perhaps even CR 366 route that from 29 to Chandler just build a bigger bridge so "over"

T.X.D.O.T.  
RECEIVED

over the area to prevent getting flooded. This would only take 1 bridge not several that will be needed in the plans you have.

The plan you have in orange on the D route is not a good one you are going thru a territory that itself is flood prone. I have lived this area my whole life. Pecan branch that is east of CR 192 floods extensively. It floods ~~for~~ on both sides of the branch. There isn't a way to get to it when this ~~is~~ is happening otherwise I would send pics. We know this because of debris that is left in the fields. We have even had to clean the debris away from the crops. Then that route D goes past 341 to CR 337. That is a road that floods in several places not just the creek bottom by Pecan Branch. This is a real wet area & water ~~accumulates~~ accumulates in several areas. We had to build a wide waterway by our house just to handle the water coming down from the north of us. Perhaps an engineer needs to look at the damage water has caused on our side of the road & across the road. Why are they wanting to build a huge road

right in the middle of where houses are?  
 If we are trying to avoid a curvy highway  
 it appears the pink route labeled A  
 needs some refining also. I have enclosed  
 a copy of the map & indicated in red where  
 I feel would be more appropriate if the  
 current road is not being fixed or corrected.  
 By putting the road where I have indicated  
 in red it is on higher ground & flooding or  
 excessive water is not such a issue. It will  
 also help eliminate ~~water~~ <sup>more</sup> runoff in  
 our area because a road will create that.  
 Why do we need a corridor? That will just create more  
 runoff. We are currently having to deal  
 with Chandler Road runoff problems as  
 it goes thru some of our property. The engineer  
 did a poor job of planning and I would  
 hope the same one is not being used for  
 this project. If they got their road & now we have  
 to deal with the water issues.

We are inconvenienced not on just  
 one property but two properties by your  
 plans. I do not feel it is practical to  
 inconvenience one person not only in one place, but  
 two. It's not as if I can pickup & move  
 to the other house as <sup>(TX DOT)</sup> you are wanting to

put the road (D route) in both front and backyards of the properties.

Put yourself in that place and how would you feel? The red line should prevent the road being right by anyone's houses.

Yes I would benefit monetarily from this project but money is money and can be reproduced. Land cannot be reproduced.

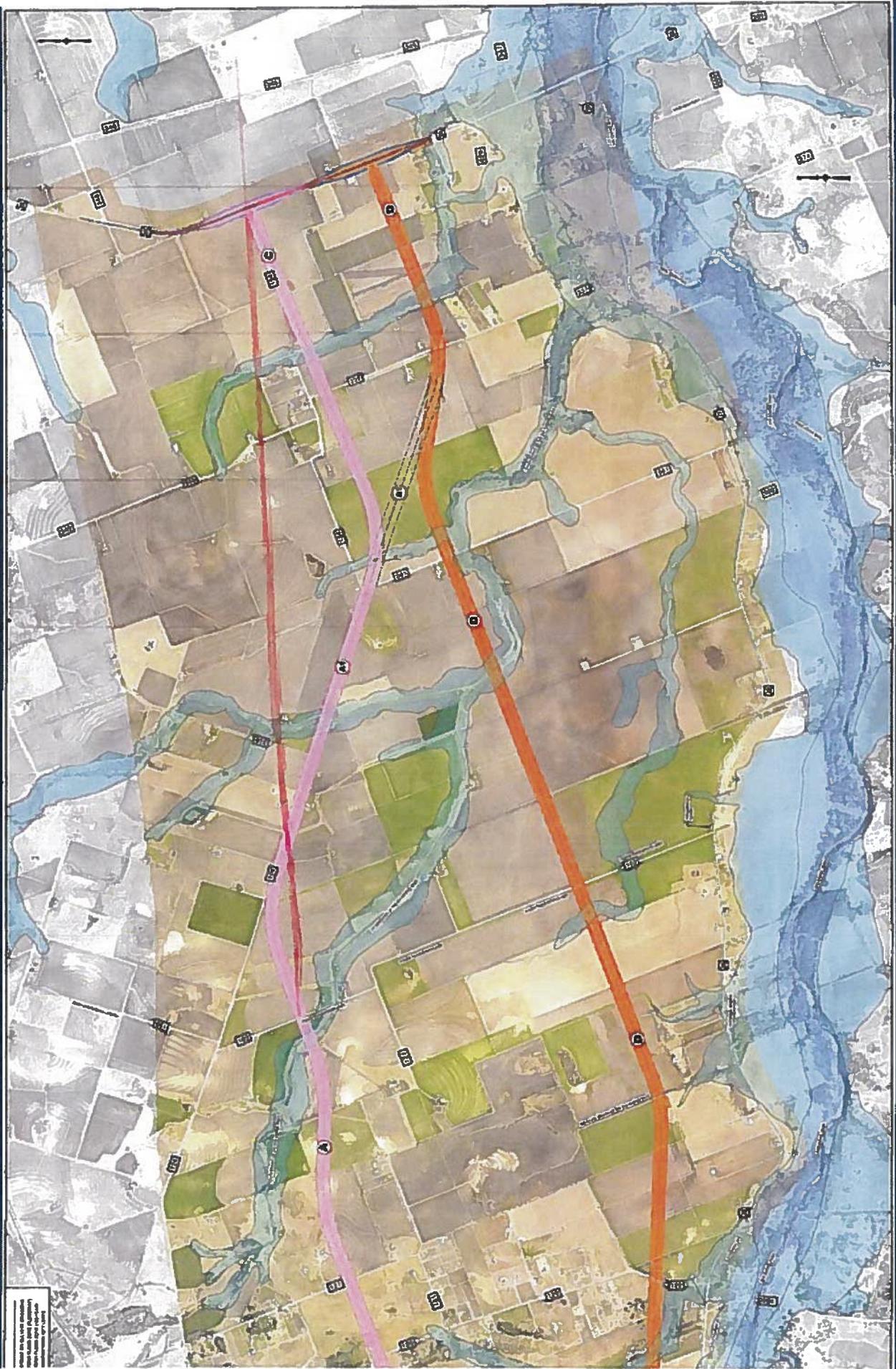
I do not work for TX Dot nor do business with TX Dot.

Sincerely,  
Janie Stefel  
Larry Stefel

my phone # is 512-484-1625

2

FOR STUDY  
from Blvd to 5th St  
width = 13.8 meters



Scale: 1:10,000  
North Arrow: True North  
Data Source: Aerial Photography  
Map Date: 2010

IEA

## Brittani Slimp

---

**From:** Mike Walker  
**Sent:** Friday, May 20, 2016 8:20 AM  
**To:** Brittani Slimp  
**Subject:** Fwd: SH 29 Corridor Study - Comment

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Sent from my iPhone

Begin forwarded message:

**From:** <[adams@txpam.com](mailto:adams@txpam.com)>  
**Date:** May 20, 2016 at 7:58:17 AM CDT  
**To:** <[Jon.Geiselbrecht@txdot.gov](mailto:Jon.Geiselbrecht@txdot.gov)>, <[Marisabel.Ramthun@txdot.gov](mailto:Marisabel.Ramthun@txdot.gov)>, <[Bobby.Ramthun@txdot.gov](mailto:Bobby.Ramthun@txdot.gov)>, <[Michelle.Cooper@txdot.gov](mailto:Michelle.Cooper@txdot.gov)>, <[Jan.Shull@txdot.gov](mailto:Jan.Shull@txdot.gov)>, <[redden@ieaworld.com](mailto:redden@ieaworld.com)>, <[rrenton@ieaworld.com](mailto:rrenton@ieaworld.com)>, <[dtesmer@blantonassociates.com](mailto:dtesmer@blantonassociates.com)>, <[mike.walker@blantonassociates.com](mailto:mike.walker@blantonassociates.com)>  
**Subject:** SH 29 Corridor Study - Comment

Name: Adam Straseske

E-mail: [adams@txpam.com](mailto:adams@txpam.com)

Address:  
38 CR 191  
Georgetown, TX 78626

Comment:  
Re: Strongly Appose Option A

To Whom It May Concern,

My wife, two young sons and I moved to this residence on CR 191 just about a year ago. We moved here because we wanted to be away from fast traffic and major roads among other reasons.

The construction of Option A would certainly change our feelings about wanting to reside in this area. We are strongly apposed to Option A.

Warm regards,

Adam Straseske

## Brittani Slimp

---

**From:** Mike Walker  
**Sent:** Monday, May 23, 2016 8:07 AM  
**To:** Brittani Slimp  
**Subject:** FW: SH 29 Corridor Study - Comment

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

-----Original Message-----

**From:** tmstraseske@yahoo.com [mailto:tmstraseske@yahoo.com]  
**Sent:** Thursday, May 19, 2016 2:03 PM  
**To:** Jon.Geiselbrecht@txdot.gov; Marisabel.Ramthun@txdot.gov; Bobby.Ramthun@txdot.gov; Michelle.Cooper@txdot.gov; Jan.Shull@txdot.gov; lredden@ieaworld.com; rrenton@ieaworld.com; Dean Tesmer <dtesmer@blantonassociates.com>; Mike Walker <mike.walker@blantonassociates.com>  
**Subject:** SH 29 Corridor Study - Comment

**Name:** Tina Straseske

**E-mail:** tmstraseske@yahoo.com

**Address:**  
38 CR 191  
Georgetown, TX 78626

**Comment:**

I strongly OPPOSE option A. The people and farmers who live out here do so for the peacefulness and livelihood of the country life. You will be cutting through acres of honeysteads and farmland, people's lifelines and generations of farmer's who have no where else to move their crops. We don't want this massive, unnecessary, limited access highway. Highways run through flood plains everywhere. Why is widening 29 and just elevating the existing road in places where it is in the floodplain not an option? To make that as an excuse to reroute a State Highway and go through immanent domain or condemnation to secure new right of way just doesn't make sense. You have an existing right of way, work with that. It can be done and I guarantee you much cheaper than creating a new route. if you look at the "need" statistics for accidents.. the high rate categories are diver error accidents not from the road being in a flood plain. The curves in the road is not a statistic either, it's drivers not paying attention and too rushed. The issue at hand is 29 thru Georgetown, with heavy weight/width truck traffic, and congestion from more population, not 29 to 95 in Taylor. I travel to Taylor on 29 everyday for work and there is no traffic to speak of at any time of the day to warrant building a new, larger highway, but yes, it could benefit from being wider. And, when the low water crossing on 29 is closed, I just take the country road to Chandler Road, it's not a problem. Another alternative would be to spend money on Chandler road and take it to four lanes, then widen 1660 to Chandler. We already have three highways leading to 95, why use our tax dollars to pay for an outrageously expensive, unnecessary highway when you have several alternative options that would not take people's homes and land and our money. What if it was your home or your land?

## COMMENT SHEET

Public Meeting  
SH 29 Corridor Study  
East View High School – May 10, 2016

Would prefer you went with  
PLAN A.  
PLAN D cuts right through  
my LAND CR 127 + 24. This  
LAND has been in TAYLOR  
family over 100 YR.

Name: Shirley Taylor  
Address: 2302 CR 127, Co. 78626  
Phone: 512-966-2524

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Friday, May 20, 2016 will be included in the official public meeting record.** If you have any questions, please contact Jon Geiselbrecht at 512-832-7218.

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

COMMENT SHEET

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MAY 16 2016

DISTRICT 14 - MAIL ROOM  
AUSTIN, TX

Public Meeting  
SH 29 Corridor Study  
East View High School - May 10, 2016

I DO NOT LIKE THE FACT THAT  
THE 6 LANE HWY DOES NOT HAVE  
A CENTER TURN LANE. THE MEDIAN  
THAT YOU HAVE WILL REQUIRE ME TO  
DRIVE AN EXTRA MILE EVERY TIME I  
LEAVE MY HOUSE, (DOES NOT MATTER IF  
I GO EAST OR WEST).

Name: SCOTT THOMAS  
Address: 6001 E HWY 29  
Phone: GEORGETOWN, TX 78626

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. All written comments received on or before Friday, May 20, 2016 will be included in the official public meeting record. If you have any questions, please contact Jon Geiselbrecht at 512-832-7218.

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- I could benefit monetarily from the project or other item about which I am commenting on

## Brittani Slimp

---

**From:** Mike Walker  
**Sent:** Friday, May 20, 2016 2:32 PM  
**To:** Brittani Slimp  
**Subject:** Fwd: SH 29 Corridor Study - Comment

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Sent from my iPhone

Begin forwarded message:

**From:** <[deanntidwell@hotmail.com](mailto:deanntidwell@hotmail.com)>  
**Date:** May 20, 2016 at 2:30:35 PM CDT  
**To:** <[Jon.Geiselbrecht@txdot.gov](mailto:Jon.Geiselbrecht@txdot.gov)>, <[Marisabel.Ramthun@txdot.gov](mailto:Marisabel.Ramthun@txdot.gov)>, <[Bobby.Ramthun@txdot.gov](mailto:Bobby.Ramthun@txdot.gov)>, <[Michelle.Cooper@txdot.gov](mailto:Michelle.Cooper@txdot.gov)>, <[Jan.Shull@txdot.gov](mailto:Jan.Shull@txdot.gov)>, <[lredden@ieaworld.com](mailto:lredden@ieaworld.com)>, <[rrenton@ieaworld.com](mailto:rrenton@ieaworld.com)>, <[dtesmer@blantonassociates.com](mailto:dtesmer@blantonassociates.com)>, <[mike.walker@blantonassociates.com](mailto:mike.walker@blantonassociates.com)>  
**Subject:** SH 29 Corridor Study - Comment

Name: Deann Tidwell

E-mail: [deanntidwell@hotmail.com](mailto:deanntidwell@hotmail.com)

Address:  
P.O.Box 201  
Weir, TX 78374

**Comment:**

I have seen no information on proposals for reworking the existing Hwy 29. Before you even consider other options this should be your first one and should be offered. The existing road should be widened and raised in areas that are known to flood. That should be the 1st (A) option instead of destroying the homes and lives of people who live in farmland away from the traffic. While we are talking farmland: it is wrong to take precious farmland and destroying the ability to grow produce whether for animals or human consumption. Thank you, Deann Tidwell

## Brittani Slimp

---

**From:** Mike Walker  
**Sent:** Friday, May 20, 2016 2:27 PM  
**To:** Brittani Slimp  
**Subject:** Fwd: SH 29 Corridor Study - Comment

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Sent from my iPhone

Begin forwarded message:

**From:** <[jerrytidwell@pa-jer.com](mailto:jerrytidwell@pa-jer.com)>  
**Date:** May 20, 2016 at 1:45:21 PM CDT  
**To:** <[Jon.Geiselbrecht@txdot.gov](mailto:Jon.Geiselbrecht@txdot.gov)>, <[Marisabel.Ramthun@txdot.gov](mailto:Marisabel.Ramthun@txdot.gov)>, <[Bobby.Ramthun@txdot.gov](mailto:Bobby.Ramthun@txdot.gov)>, <[Michelle.Cooper@txdot.gov](mailto:Michelle.Cooper@txdot.gov)>, <[Jan.Shull@txdot.gov](mailto:Jan.Shull@txdot.gov)>, <[lredden@ieaworld.com](mailto:lredden@ieaworld.com)>, <[rrenton@ieaworld.com](mailto:rrenton@ieaworld.com)>, <[dtesmer@blantonassociates.com](mailto:dtesmer@blantonassociates.com)>, <[mike.walker@blantonassociates.com](mailto:mike.walker@blantonassociates.com)>  
**Subject:** SH 29 Corridor Study - Comment

Name: Jerry Tidwell

E-mail: [jerrytidwell@pa-jer.com](mailto:jerrytidwell@pa-jer.com)

Address:  
P.O. Box 201  
Weir, TX 78674

**Comment:**

Option D over Option A is the best Option per my opinion. However, instead of pitting one neighborhood against another, the best option is to re-design the existing State Highway 29 to eliminate the drainage/flooding problems, acquire the necessary right of way parallel to the existing highway to expand roadway surface, raise the roadway via concrete structures to allow drainage and acquire only right of way in the extreme low areas where flood plains and/or environmental impact prohibits construction. This will prevent taking valuable farmlands and minimize seizing homesteads off the tax roll.

# COMMENT SHEET

Public Meeting  
SH 29 Corridor Study  
East View High School – May 10, 2016

I own Property on Hwy 29 (Commercial Property)  
4185 East Hwy 29. I own THE Building THAT  
Double G ARCHERY & AFFORDABLE SIGNS ARE in. ANY  
Proposals OR INFO OR CONCERNS NEED TO BE SENT TO  
ME "THE OWNER" NOT MY TENNENTS.

Name: TONY TSCHIRHART  
Address: 11010 FM 462 BANDERA, TX 78003  
Phone: C- 830-741-1688 OR HOME - 830-562-3307

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Friday, May 20, 2016 will be included in the official public meeting record.** If you have any questions, please contact Jon Geiselbrecht at 512-832-7218.

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- I do business with TxDOT
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# COMMENT SHEET

Public Meeting  
SH 29 Corridor Study  
East View High School – May 10, 2016

Drove 18 wheels for 39 years used 29  
alot from town to 95 the road  
is dangerous no shoulders twisty and  
turning to narrow do not like it at all

Name: Jim walton

Address: P.O. Box 707 Taylor TX

Phone: 512-318-9958

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Friday, May 20, 2016 will be included in the official public meeting record.** If you have any questions, please contact Jon Geiselbrecht at 512-832-7218.

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## COMMENT SHEET

Public Meeting  
SH 29 Corridor Study  
East View High School – May 10, 2016

Please choose an alternative other than A - the pink line on the map. It cuts through more homesteads than option D. Are those the only choices?? There are families on Option A who have been there for 6 generations and longer. Most still rely on that land for their livelihood. It is a very bad choice and would disrupt too many lives. My husband grew up on CR 126 & he can count on his fingers the # times it's flooded. He is 67

Name: Linda Welch Holmstrom

Address: 1910 CR 124, GT 78626

Phone: 512-966-1820

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Friday, May 20, 2016 will be included in the official public meeting record.** If you have any questions, please contact Jon Geiselbrecht at 512-832-7218.

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- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

## **Brittani Slimp**

---

**From:** lindalwelch@hotmail.com  
**Sent:** Tuesday, May 17, 2016 3:19 PM  
**To:** Jon.Geiselbrecht@txdot.gov; Marisabel.Ramthun@txdot.gov;  
Bobby.Ramthun@txdot.gov; Michelle.Cooper@txdot.gov; Jan.Shull@txdot.gov;  
Ireden@ieaworld.com; rrenton@ieaworld.com; Dean Tesmer; Mike Walker  
**Subject:** SH 29 Corridor Study - Comment

Name: Linda Welch Holmstrom

E-mail: lindalwelch@hotmail.com

Address:  
1910 County Rd. 124  
Georgetown, TX 78626

**Comment:**

Please don't choose Route A. It goes through many more homesteads than Route D, and would disrupt many more lives. It appears that Rt. A also would cost vastly more than Route D. Use the existing rt-of-way on the current Hwy. 29, widen the existing Hwy 29 and save the Texas taxpayers some money, for a change.

John and Cara Westerman  
3101 Sugar Maple Court  
Friendswood, TX 77546  
westermanfamily@gmail.com

May 18, 2016

TxDOT District Environmental Coordinator – Austin District  
P.O. Box 15426  
Austin, TX 78761-5426  
(512) 832-7107

Re: SH 29 from Southwestern Blvd to SH 95

To Whom It May Concern,

It is certainly understood that changes must be made to the existing SH 29 infrastructure in order to accommodate increasing traffic volumes and to address safety concerns with the current road configuration. However, it is in the best interest of the community to provide an option that is appropriate for anticipated traffic volumes, is safe, is cost effective, and minimally impacts current land use including homes, farms, and businesses. Upon review of the presented schematics of the SH 29 project, please consider the following points in favor of Route D in regard to cost, safety, and community impact.

According to the Potential Constraints Exhibit, proposed Route A contains approximately 7 structures within the proposed right of way, while Route D contains 0. Therefore, Route A may be subject to increased costs due to demolition of existing structures. In addition, many of these structures are current homesteads and buildings vital to farming operations, thus impacting the livelihood of these families. Consequently, there may be increased costs associated with eminent domain purchases. For instance, the intersection of proposed Route A and CR 126 houses a farm headquarters, and the positioning of the roadway would leave a virtually useless strip of land as one side of the proposed highway houses the farming headquarters, and the other side water sources for cattle. The project also appears to remove two large barns that currently house equipment, and possibly two grain silos. These structures would have to be rebuilt to keep the headquarters in working condition. There would be no access points to move cattle and/or equipment from one side of the property to the other. This is certainly not the only case in Route A as it crosses several working farms and ranches, which depend on the land's productivity for their livelihood.

In more technical observations, based on the Urban Exhibit, the proposed Route A would require a lane configuration change throughout a reverse curve in order to tie into the proposed roadway and bridge at Mankins Crossing. This configuration could therefore create a reduction in level of service of SH 29 with the projected ADTs provided.

In regard to proposed horizontal alignment, Route A would contain 2 reverse curves, whereas Route D would contain a single proposed reverse curve. Thus the current proposed alignment for Route A could impact the safety through use of additional horizontal sight distances. Furthermore, the horizontal curves within Route A appear to have a smaller

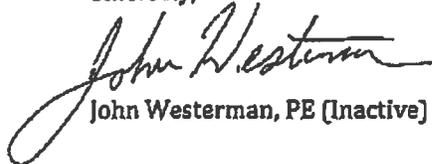
radius of curvature as compared to Route D. This difference may also impact horizontal sight distances, especially during growing seasons of corn and wheat. In addition, smaller radii of curvature could increase the required super-elevation of the roadway, thus increasing the need to cut/fill within the right of way.

According to the Floodplain Constraints Exhibit, Route A and Route D contain the same number of floodplain crossings; however, Route A contains 6 additional waterway crossings while Route D contains 3 additional waterway crossings. Therefore, Route A may be subject to additional structural costs due to the need for bridge or culvert crossings at these additional waterway crossings as compared to Route D.

Some additional questions that are related to this project are important to consider in the overall plan for SH 29 and the flow of traffic through Williamson County on SH 29 through Georgetown. Is there an existing proposal to widen SH 29 from Southwestern Blvd to IH35 to accommodate the increase in ADT or to build a by-pass? It seems that there would be considerable back-up when cars are travelling west on SH 29 and reach Southwestern University; thus indicating a dramatic decrease in level of service through Georgetown. Secondly, would the proposed SH 29 become a limited access roadway? If so, what would be the proposed access points for local traffic? If not, how does TxDOT plan to overcome the reduction in level of service due to farm equipment moving along or across the roadway?

Again, I certainly understand that changes must be made to SH 29 to help accommodate increase in traffic volume, address safety concerns, and reduce 100 yr floodplain intrusion. More important, however, is to find a solution that accomplishes these goals while minimally impacting the existing homes, farms, and businesses within the SH 29 corridor. Thank You for considering the concerns of the community in making a decision that is mutually beneficial to local, Williamson County, and statewide residents regarding SH 29 improvement.

Sincerely,



John Westerman, PE (Inactive)

**Milton and Bonnie Wolbrueck**  
County Road 126, County Road 124, County Road 192  
**Douglas and Shawna Wolbrueck**  
County Road 126  
**Bradley and Connie Wolbrueck**  
County Road 126  
**Kaitlin Wolbrueck**  
County Road 124  
**Anita Wolbrueck Rode Estate**  
County Road 124  
**Mamie Ruth Wolbrueck Richter**  
County Road 124, County Road 121

In Re: State Highway 29 Corridor

It was May 10<sup>th</sup>. The year was 1882. The town was Bremen, Germany. August Wolbrueck, along with his wife and children, packed all their belongings in a meager trunk. They were proud farmers searching a better life in a new land.

Settling in Williamson County, Texas they began a hopeful life. With hard work and many tribulations, August and the generations to follow acquired the black soil, the rich farm land to plant the seeds and harvest the crops. Ten small farms, within a few miles of each other, were acquired by August and the generations that followed. Through their labors, homesteads were built. How blessed the five generations to follow August Wolbrueck were to continue the hope of this special life as farmers and ranchers. And today, all of these farms are still being operated by August Wolbrueck's family.

And, with one stroke of a pen, a heritage of farming and country homes could be lost, disturbed, broken. The peaceful tranquility of country life ruined forever.

**The August Wolbrueck families request that our heritage, our homes, our livelihood, go untouched by the State Highway 29 Corridor.**

Thank-you.

Milton and Bonnie Wolbrueck – 512-863-3287  
Douglas and Shawna Wolbrueck – 512-517-2481  
Bradley and Connie Wolbrueck – 512-948-5506  
Kaitlin Wolbrueck – 512-948-5981  
Anita Wolbrueck Rode Estate – 512-863-3287  
Mamie Ruth Wolbrueck Richter – 512-635-1853

P.S. Keep existing Hwy 29

**AFFIDAVIT  
OF  
BONNIE WOLBRUECK**

STATE OF TEXAS

§

COUNTY OF WILLIAMSON

§

§

I, Bonnie Wolbrueck, request that Route D or the TxDOT Hwy 29 Corridor be selected for it will negatively impact the fewest number of landowners and the improvements that they have on their farms. I ask TxDOT to consider that if Route A is selected a number of Century Farms will be substantially negatively impacted. The Farm where my husband and I live and which serves as base management center for our farming operations is where we store all of our equipment, have our barns, grain storage tanks and major improvements. The location of Route A will require the relocation of our operational center for the safety and movement of equipment. If Route D is selected our farms will not be impacted and the cost in the context of damage to remainder will simply not exist.

We are proud to be Texans and we have a lengthy heritage of working the land. I would ask that TxDOT to consider some of the history for we are sixth generation Texans who have worked the land in the good times and during years of drought, making whatever sacrifices were needed to hold onto our land.

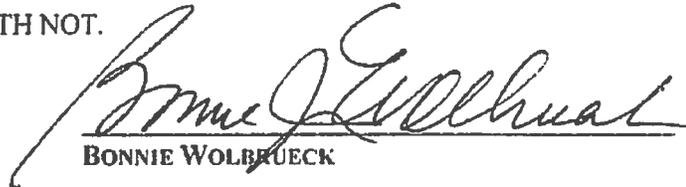
Our family history in Texas began when August and Fredericka Wolbrueck settled in Williamson County in 1882, having immigrated from Germany through Galveston, Texas. They were farmers who worked the soil and their wives worked equally hard feeding the animals, rearing their children. As families they were active in their local church, supported the Georgetown community, educated their children, and strived to be good citizens. Farming was a vocation and proudly passed down from generation to generation.

A portion of the farm purchase by Fredericka and her son, Otto Wolbrueck, in 1909 will be taken if Route A is selected. Our family plans to file the Family Heritage Farm Designation in the next few weeks. The first pictures which are attached are from this farm purchased in 1909. The farm house is in good repair and is over 100 years old. The second set of photos show the main operating headquarters with its barns, sheds, grain elevators and work area. I have also attached a map showing the location of the impacted residences and improvements in relationship to proposed Route A.

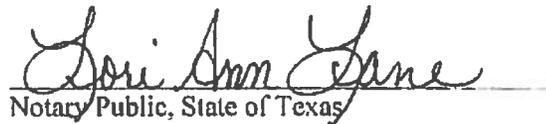
My husband, Milton, and I have worked on our family farm for fifty-one (51) years and our two sons, Douglas and Bradley, are farmers. We have continued our support of our community in both service to our church and community service. I have served as the Williamson County District Clerk from 1985 to 2006 and my husband has served as Chairman of the Board of the Little River San Gabriel Soil and Water Conservation District for over twenty (20) years. We have been blessed to continue the family tradition as active members of St. Peter Lutheran Church in Walburg. I have been the organist for many years.

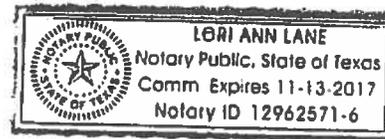
TxDOT has a clear choice. You can choose proposed Route D and have the least negative impact on our family farming community. Alternately, you can choose Route A and displace homes, improvements and cause significant negative impact on our families. I respectfully request that you select Route D.

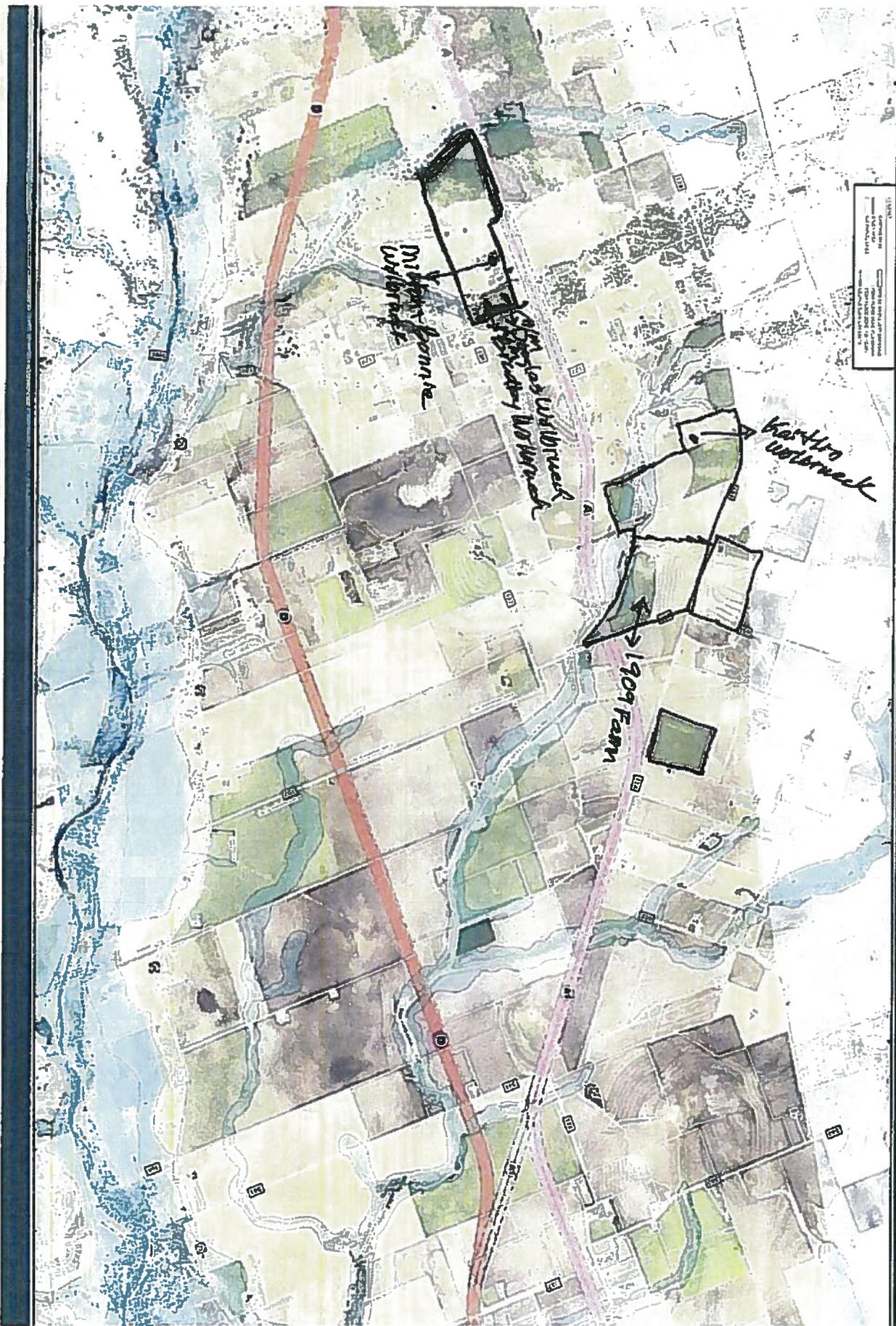
FURTHER AFFIANT SAYETH NOT.

  
BONNIE WOLBRUECK

SUBSCRIBED AND SWORN to by the said BONNIE WOLBRUECK this 20 day of May, 2016.

  
Notary Public, State of Texas







05/17/2016 22:07



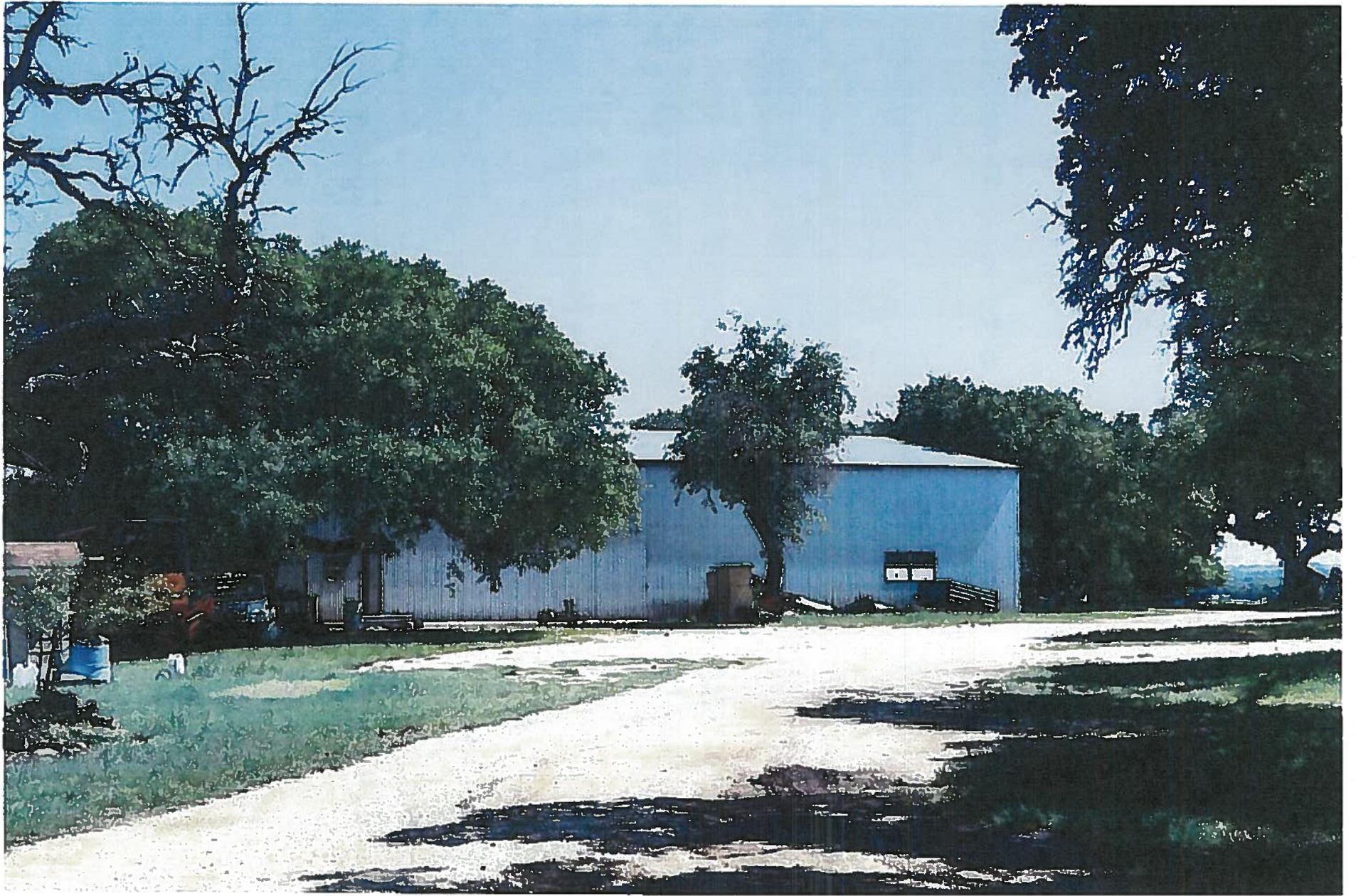




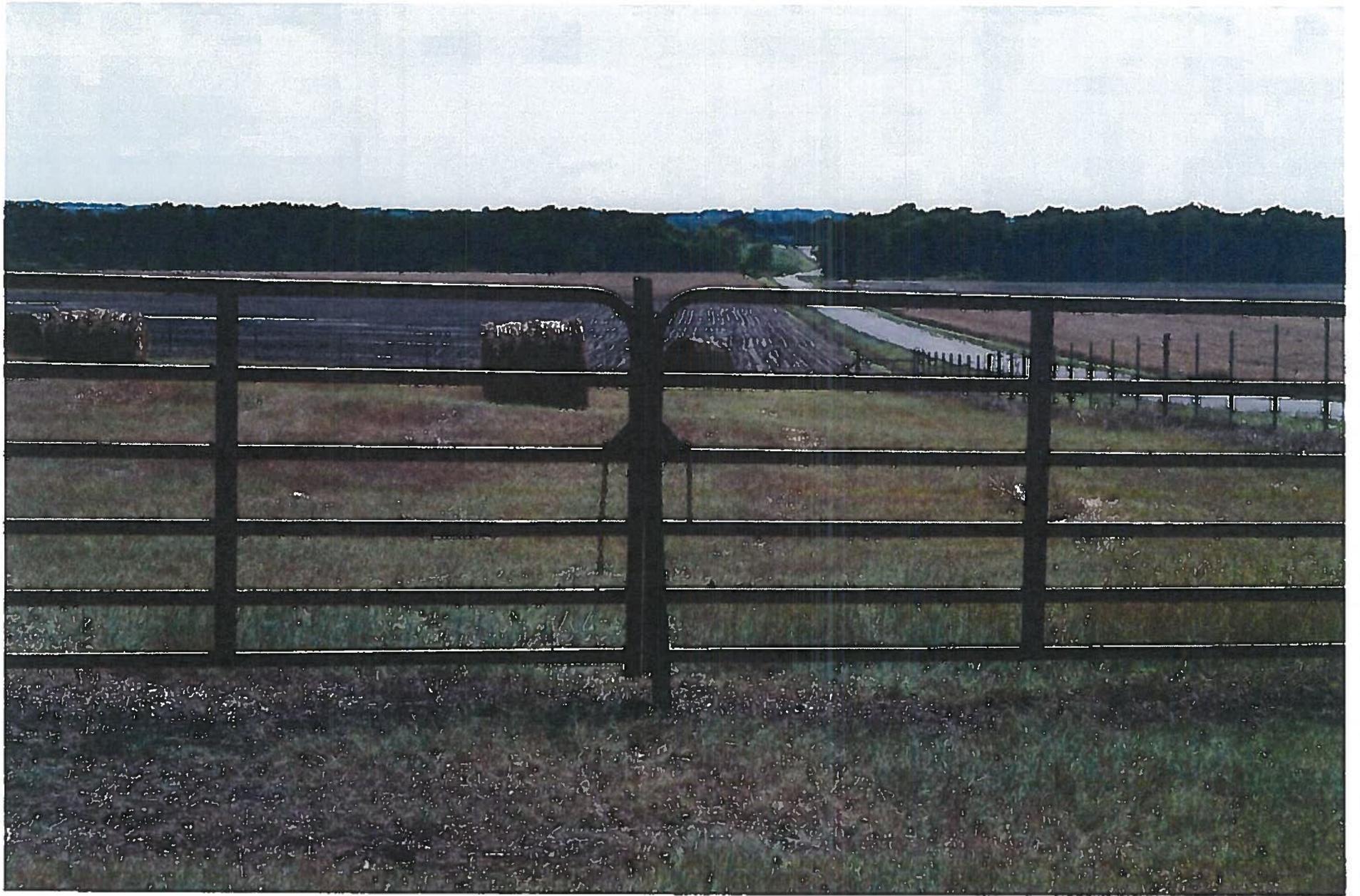
















**T.X.D.O.T.  
RECEIVED**

**MAY 23 2016**

**DISTRICT 14 - MAIL ROOM  
AUSTIN, TX**

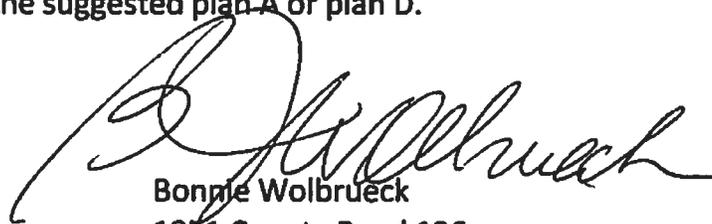
State Highway 29 Corridor

Something has just hit me in the stomach and took all my breath away! I am physically ill. That blow was finding out that my home, my life, everything that we have worked for our 51 years of marriage may change!

I live on County Road 126 with hundred year old oak trees filling my yard. I am on this hilltop sitting in my front yard looking at my beautiful view across green pastures and farm land toward Walburg. As I look around the back, I can see Hutto, Round Rock, Georgetown and all areas in between. I can see miles and miles and miles. This breathtaking view has been ours for over 35 years. And, I have been told that a six lane highway right next to my front yard could take all this away from us, our children, and our grandchildren.

I spent my professional life serving the citizens of Williamson County as an elected official. I understand our county growth and needs. I also know that sometime decisions are made only looking at financial restraints. All areas must be considered and all matters affecting our citizen's personal lives must be measured. Our/my homes, families, community, livelihood will be changed forever...and not necessarily for the good with this proposal.

I request that you consider keeping the current Highway 29 by raising it out of the floodplain, making necessary design changes and fixing all the problems. I know that it can be done! It just makes the most logical sense and will not harm the many people in the suggested plan A or plan D.



Bonnie Wolbrueck  
1851 County Road 126  
Georgetown, Texas 78626  
512-863-3287  
[bjwolbrueck@gmail.com](mailto:bjwolbrueck@gmail.com)

T.X.D.O.T.  
RECEIVED  
MAY 23 2016  
DISTRICT 14 - MAIL ROOM  
AUSTIN, TX

**May 17, 2016**

**State Highway 29**

**Opposition to Plan A**

**I have farmed in this community since I was 8 years old. I worked alongside my grandfather and father on the Wolbrueck family farms. Farming is my heritage and my way of life. Due to an illness, this year I have suspended my full time farming but continue with a cattle operation. The Wolbrueck farming operation remains in our family and I continue to assist as able to do so.**

**Placing a major highway in this area will harm mine and my family's way of life. The hub of the farm operation where all equipment storage facilities will be divided from several of the farms Moving farm equipment along and across a major highway to gain access to the farms will be difficult. Natural water resources may be disturbed causing crop issues and cattle water access.**

**I oppose Plan A for the redirection of State Highway 29. Keep and fix the current highway.**

*Bradley Wolbrueck*

**Bradley Wolbrueck  
1514 County Road 126  
Georgetown, Texas 78626**

State Highway 29 Corridor

Oppose – Plan A

T.X.D.O.T.  
RECEIVED

MAY 23 2016

DISTRICT 14 - MAIL ROOM  
AUSTIN, TX

To whom it may concern:

I am opposed to Plan A of the State Highway 29 redirection. It will come within ½ miles to our residence at 1514 County Road 126.

Plan A will:

- Devalue our property. No one will want to purchase property that close to a major lane highway.
- Our quiet community will be filled with traffic noise.
- Our family farming way of life will be disturbed.
- My children's inheritance will be ruined.

Your consideration to not use Plan A will be deeply appreciated.

Connie Wolbrueck

*Connie Wolbrueck*  
5-R-16

## Brittani Slimp

---

**From:** DWOLBRUECK@wilburellis.com  
**Sent:** Tuesday, May 17, 2016 8:16 PM  
**To:** Jon.Geiselbrecht@txdot.gov; Marisabel.Ramthun@txdot.gov;  
Bobby.Ramthun@txdot.gov; Michelle.Cooper@txdot.gov; Jan.Shull@txdot.gov;  
Iredden@ieaworld.com; rrenton@ieaworld.com; Dean Tesmer; Mike Walker  
**Subject:** SH 29 Corridor Study - Comment

Name: Douglas Wolbrueck

E-mail: DWOLBRUECK@wilburellis.com

Address:  
1579 County Road 126  
Georgetown, TX 78626

**Comment:**

I have a farming and ranching operation on County Roads 121, 126, 127, 124, 127, 158 and 192. Plan A (pink road) affects much of that operation.

1. Decrease in farm land – decrease in my family income!
  2. Main Farm Operation with equipment storage facilities is located on the south side of CR 126. Access to entire farm operation will be disturbed.
  3. Decrease in ranch land for cattle production – decrease in my family income!
  4. Coastal hay fields and pasture land will be affected. Access to cattle operation will be disturbed.
- My homestead is located about ¼ mile from purposed Plan A (pink road).

1. Plan A will decrease my property values. No one will want to live that close to a major highway!
2. Traffic noise and scenery will destroy my family's tranquil country farm life.

I oppose Plan A!

T.X.D.O.T.  
RECEIVED

MAY 23 2016

DISTRICT 14 - MAIL ROOM  
AUSTIN, TX

State Highway 29 Redirection

Hi!

My name is Kaitlin Wolbrueck. I am 24 years old. I live on CR 124 and I am a 6<sup>th</sup> generation Williamson County farmer and rancher. My family has been working the same farms since my great, great, great grandfather and grandmother traveled here from Germany in 1882. They settled in Williamson County where the farm land was rich and the pastures were abundant with thick green grass for their livestock. Through their hard labors, homesteads were built and farms were acquired. These farms are within a few miles of each other.

Today, all of these farms are still being operated by August Wolbrueck's family. My Grandpa, Dad, Uncle and me work very hard to keep these going. And with a stroke of a pen, our heritage of farming, ranching and country homes could be disturbed and broken. This is our livelihood...this is my future.

It saddens me to think that all of this that my family worked so hard for, for over 124 years, could be lost. I plan on keeping our farms and ranches going. This may not happen with the re-route of Hwy. 29. With Plan A, you go through or near 4 of our farms, besides the countless other farms and families you will disturb.

Keep current Hwy 29 where it is. Do not choose Plan A that affects my heritage and my family's homes.

Thank-you

*Kaitlin*

Kaitlin Wolbrueck

**State Highway 29**

**T.X.D.O.T.  
RECEIVED**

**MAY 23 2016**

**DISTRICT 14 - MAIL ROOM  
AUSTIN, TX**

**RE: Anita Wolbrueck Rode Estate**

**As executor of the Estate of Anita Wolbrueck Rode, I must protest to the proposed Plan A of the State Highway 29 improvement on behalf of the heirs.**

**My dear Aunt Anita passed away a few weeks ago at the age of 102. She was blessed to live in her home on her family farm and care for herself until a few weeks before her death. She lived on County Road 124 and has property on County Road 124 that will be touched by Plan A of the improvements to Highway 29 project.**

**Her Grandfather and Grandmother August and Fredericka Wolbrueck began a farming operation in the area of County Road 124, 192 and 158 after moving to Texas in 1882 from Germany. That farming heritage continues today in the Wolbrueck family.**

**Anita was an extremely strong believer in her heritage and her family. It would have broken her heart to know that her Wolbrueck farming heritage would be disturbed or lost with the Highway 29 redirection.**

**On behalf of the heirs of Anita Wolbrueck Rode, I oppose Plan A.**

*Milton Wolbrueck*

**Milton Wolbrueck**

**Executor, Estate of Anita Wolbrueck Rode**

**T.X.D.O.T.  
RECEIVED**

**MAY 23 2016**

State Highway 29 Corridor

**DISTRICT 14 - MAIL ROOM  
AUSTIN, TX**

My Great Grandfather August Wolbrueck (Wolbruck) and Great Grandmother Fredericka Wolbrueck (Wolbruck) came to Texas from Germany in 1882. After settling in Williamson County, they began a farming operation that is still in their family today. My sons and I have farmed the land handed down and acquired by the generations to follow August and Fredericka.

Attached are documents showing the chain of ownership to one of the farms since 1909. The proposed Plan A takes part of that 1909 farm. (A Family Farm Heritage Program Application is pending).

We are farmers and conservationist of the land. I have served as chairman of the board of directors of the Little River San Gabriel Soil and Water Conservation District (A Federal and State Program) for over 20 years. Placing a multi land highway through this farming community **DOES NOT CONSERVE THE LAND!**

We live on County Road 126. Plan A proposal comes across the road from our front yard. After 51 years of marriage and hard farm work and going through many tribulations, it deeply saddens me to think that this could all be lost to our future generations by this plan.

**Keep Highway 29 where it is and fix it to the required standards!**

*Milton Wolbrueck*

Milton Wolbrueck

1851 County Road 126

Georgetown, Texas 78626

512-863-3287

[bjwolbrueck@gmail.com](mailto:bjwolbrueck@gmail.com)

6971.  
**Warrant Deed**

**WITH VENDORS LIEN**  
SINGLE AND WIVES JOINT ACKNOWLEDGMENTS

O. A. Nelson

vs

Frederike Wolbruck

And

OTTO Wolbruck.

Filed for Record this the 12 day of  
march A.D. 1909 at 5  
o'clock P.M.

*Thos H. Lewis*  
County Clerk.

By \_\_\_\_\_  
Deputy.

Recorded March A.D. 1909  
in Williamson County Record  
of Deeds Book 131  
Page 433.

*Thos H. Lewis*  
County Clerk.

By \_\_\_\_\_  
Deputy.

Recording Fee \$100.

This Deed should be immediately filed with  
the County Clerk for Record.

By \_\_\_\_\_  
Mail to \_\_\_\_\_

Warranty Deed

Frederike Walbruech  
to  
Otto Walbruech

FILED FOR RECORD  
at 10 o'clock 9 M.

NOV - 5 1918

E. M. Murray

Clerk, County Court, Williamson Co., Texas.

Deputy.

Recd - By Thur

②

asm

Amos Peter

185  
300  
\$1.00

*ed*  
INDEXED 9465

OTTO WOLBRUECK, ET UX  
TO DEED  
ALBERT WOLBRUECK

FILED FOR RECORD

at 1:45 o'clock P M.

JUL 14 1951

DICK CERVENKA  
Clerk County Court Williamson Co., Tex.

By Verna Vaughn Deputy

(3)

175

14  
2:20

*Chg. & Mail*

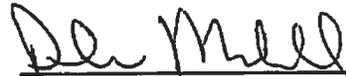
WOOD & WILCOX  
LAWYERS  
GEORGETOWN, TEXAS

7/11/51

STATE OF TEXAS                   §  
  §  
COUNTY OF WILLIAMSON       §

This instrument was acknowledged before me by the said Milton Wolbrueck, Independent Executor of the Estate of Albert O. Wolbrueck, Deceased, on this 13<sup>th</sup> day of February, 2012.



  
\_\_\_\_\_  
Notary Public, State of Texas

After recording, return to:

LELAND R. ENOCHS, ATTORNEY  
P. O. Box 751  
Taylor, Texas 76574

## Brittani Slimp

---

**From:** Mike Walker  
**Sent:** Monday, May 23, 2016 8:08 AM  
**To:** Brittani Slimp  
**Subject:** FW: SH 29 Corridor Study - Comment

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

-----Original Message-----

**From:** srwolbrueck@yahoo.com [mailto:srwolbrueck@yahoo.com]  
**Sent:** Thursday, May 19, 2016 7:00 AM  
**To:** Jon.Geiselbrecht@txdot.gov; Marisabel.Ramthun@txdot.gov; Bobby.Ramthun@txdot.gov; Michelle.Cooper@txdot.gov; Jan.Shull@txdot.gov; Iredden@ieaworld.com; rrenton@ieaworld.com; Dean Tesmer <dtesmer@blantonassociates.com>; Mike Walker <mike.walker@blantonassociates.com>  
**Subject:** SH 29 Corridor Study - Comment

**Name:** Shawna Wolbrueck

**E-mail:** srwolbrueck@yahoo.com

**Address:**  
1579 CR 126  
Georgetown, TX 78626

**Comment:**

My family has a farming and ranching operation on County Roads 121, 126, 127, 124, 157, 158 and 192. Plan A, the pink road, affects much of our operation. This is a multi-generational farming/ranching operation that would be affected adversely should Plan A be selected.

I would like to take a moment of your time to list just a few ways this affects our family. It will cause a drastic decrease in farm land; decrease in land equals decrease in my family income. Our main Farm Operation equipment storage facilities are located on the south side of CR 126. Access to entire farm operation will be disturbed, imagine having a publicly used congregating area in your front yard. A decrease in ranch land for cattle production means an additional decrease in my family income! See a trend here? A final note, for the income affects, our coastal hay fields and pasture land will be affected. Therefore, access to cattle operation will be disturbed.

On a much more personal note; my homestead! It is located about a mile from purposed Plan A, the pink road. Plan A will decrease my property values. No one wants to live that close to a major highway! Why do you think we built where we did? Can you imagine being able to listen to the birds, having cattle as your neighbors, and an occasional grey fox that has made your trees their comfort spot to raise their young, all being taken away? It s a scary reality that DOT is proposing. Traffic noise and scenery will destroy my family's tranquil country farm life. Please reconsider your options.

I oppose Plan A!



Dear Sirs:

The public meeting at East View High School was informative but not explanatory. It is obvious the state highway commission has no intention of doing anything to improve the current SH 29 problems or provide any help for the current businesses or home owners on the current highway. That roads problems are merely being used as a crass excuse to build a six lane divided highway from nowhere to nowhere, which will serve no apparent purpose. The homes and land on the current SH 29 will still flood and the "dangerous driving conditions" (which does not exist) will remain unresolved.

The proposed northern route (A) will be destructive to approximately 1000 prime agricultural areas, reducing American food and crop production, as well as, removing this land from the tax rolls, thus increases taxes for surrounding land owners.

On a personal note – Route A will run less than 100 feet from my bedroom wall, thus rendering my home unlivable and financially worthless (and unsellable). As a retired cardiologist, my only current way to make a living is by raising organic beef. Route A will eliminate my only hay field, putting me out of the cattle business. Route A will destroy my home and property, my way of life, and my retirement, which I worked over thirty years to afford.

It is impossible to come up with a reason as to why not removing the flood problem on SH 29 is not the most logical solution in this situation. I would be much cheaper, less destructive, and more beneficial.

I was told there is no money to clean out the San Gabriel River to resolve the flood problem; however, I was also told there no state money to build the new multi-lane road and if the road is built the county will have to pony up the money. There are better ways to spend money than to build an unnecessary limited access highway.

My hope is some existing logical, none political or greedy, minds will reverse this destructive and wasteful wonton project. This project will be devastating to more people than you dare imagine.

Please reconsider,

A handwritten signature in black ink, appearing to read "Michael F. Wright", with a stylized flourish at the end.

Michael F. Wright, DO, FACOI

T.X.D.O.T.  
RECEIVED

COMMENT SHEET

MAY 16 2016

Public Meeting  
SH 29 Corridor Study  
East View High School - May 10, 2016

DISTRICT 14 - MAIL ROOM  
AUSTIN, TX

On May 10, 2016 an open house public meeting was held, and I quote, "concerning proposed improvements to SH 29 from Southwestern Blv in Georgetown to SH 95." When going from table to table speaking with representatives from TXD, not one person "proposed" any improvements to the existing SH 29; no widening of the San Gabriel river to prevent flooding, no bridges, no answers to what could be done to help the people that are currently living in that area. The only thing proposed was building a new road, Plan A and Plan D, which will take away private property against the owners will, destroy multiple families way of life, removing their ability to make a living, and eliminating their privacy. Why would the state of Texas need a highway as large as I 35 going from nowhere to nowhere? Unless there is a hidden agenda, stating it would be for public use that is merely a pretext to a private beneficiary. I am completely against the proposed SH 29 corridor development.

Name: MICHELE M. WRIGHT

Address: 1990 CR 127 GEORGETOWN, TX 78626

Phone: 512-417-4662

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Friday, May 20, 2016 will be included in the official public meeting record.** If you have any questions, please contact Jon Geiselbrecht at 512-832-7218.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request it must be submitted under a separate letter. (Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that may apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

# COMMENT SHEET

Public Meeting  
SH 29 Corridor Study  
East View High School – May 10, 2016

① Red lights at Rain dance & 29.  
so we can cross the hwy.

② sound wall 8' so the new traffic  
will not be so loud.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Please include your name and mailing address with all written comments. Comment sheets and/or letters should be mailed to: District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426 or faxed to 512-832-7157. **All written comments received on or before Friday, May 20, 2016 will be included in the official public meeting record.** If you have any questions, please contact Jon Geiselbrecht at 512-832-7218.

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request it must be submitted under a separate letter. (Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that may apply to you:

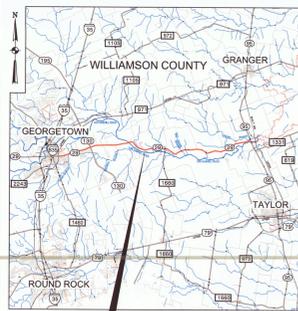
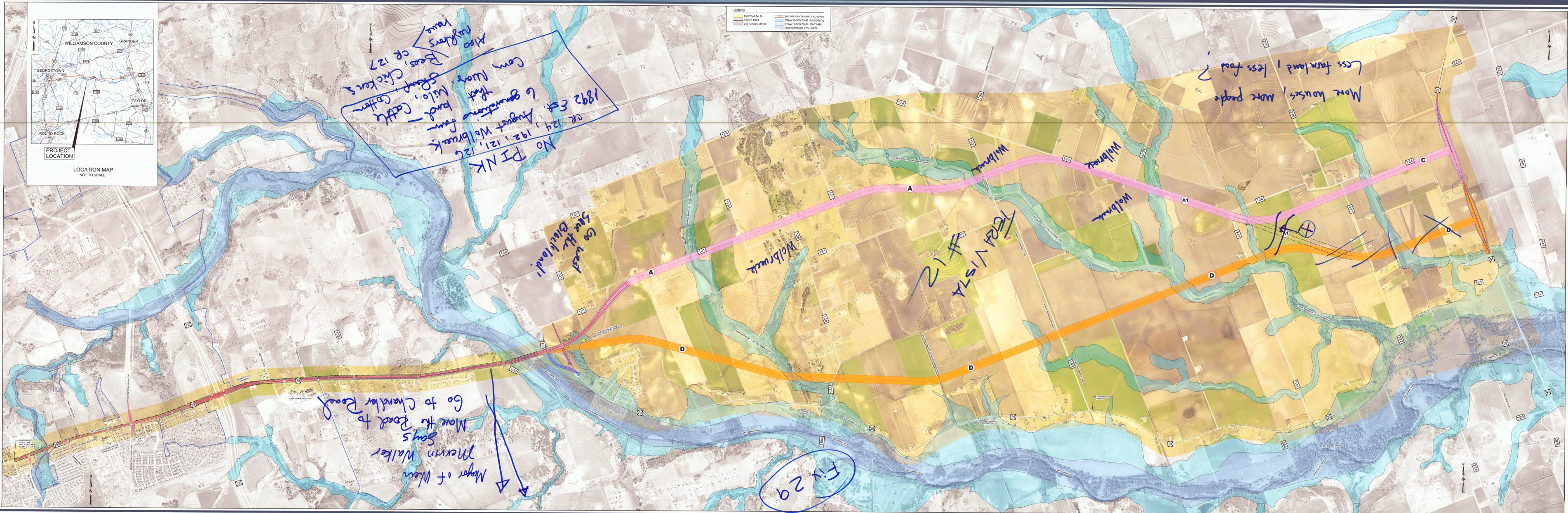
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on



★ Historical Marker	Proposed Alternatives	▨ Cemetery	▨ Maintained Right-of-way	▨ Utility Corridor (Overhead)	▭ Williamson County Parcel Data
• Wells	--- Trails	▨ Church	▨ Municipal	▨ Vacant	
• Residence and or Structure	--- Pipelines	▨ Commercial	▨ Park	▨ Water	
• Cellular/Radio Tower	▭ Study Area	▨ Educational Facility	▨ Residential	▨ Woodlands	
--- Existing Right-of-way	▨ Agriculture				

1:12,000  
0 0.5 1 2 3 Miles





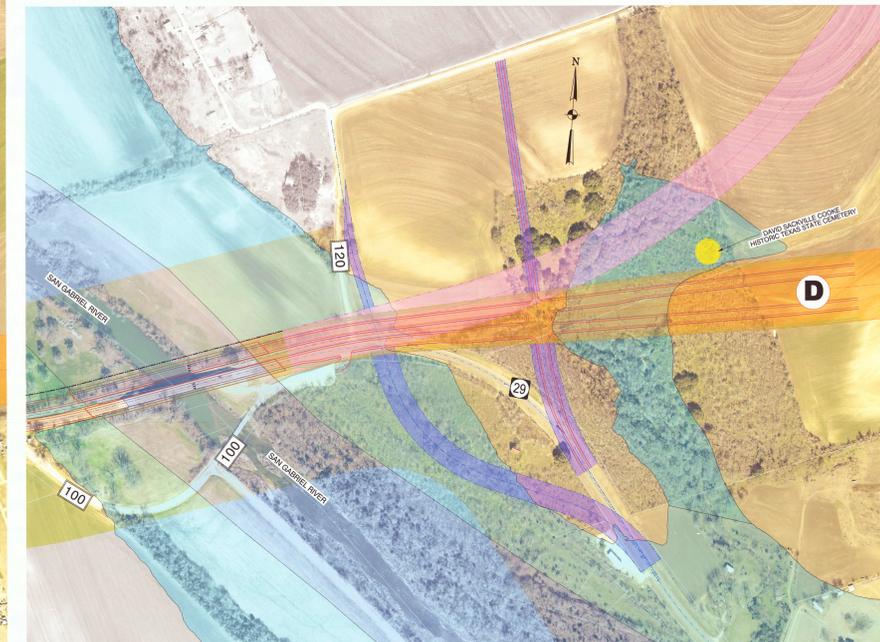
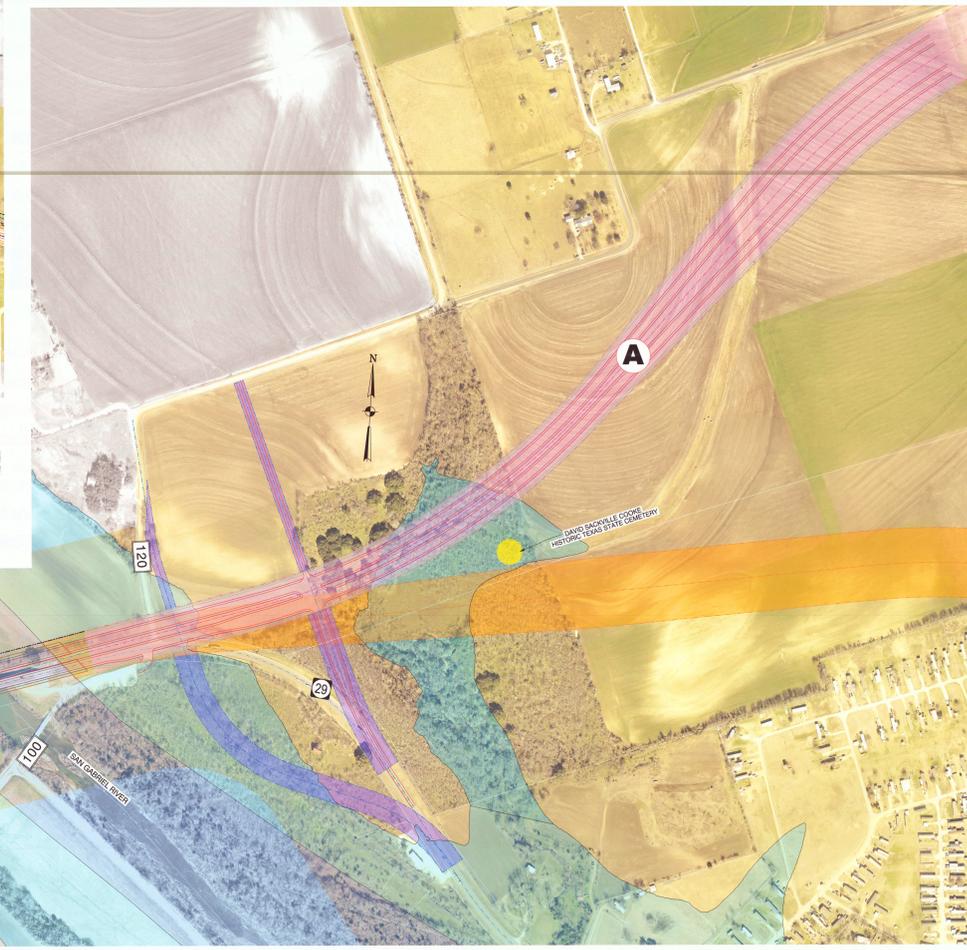
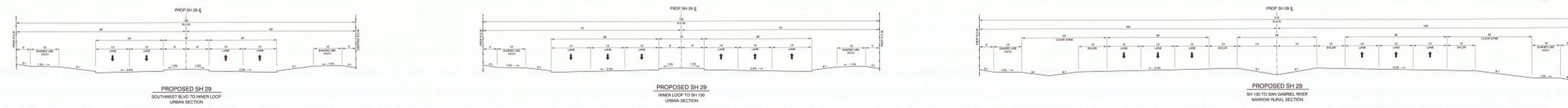
PROJECT LOCATION

LOCATION MAP  
NOT TO SCALE



# SH 29 CORRIDOR STUDY

Limits: from Southwestern Blvd to SH 95  
 Approximate length of project = 13.8 miles



**Attachment E**  
Figures and Photographs



**WELCOME**  
**State Highway 29**  
**PUBLIC MEETING**

**From Southwestern Boulevard to State Highway 95**

**May 10, 2016**

**6 p.m. to 8 p.m.**

**East View High School Cafeteria**

# SH 29 Improvement Study

## Purpose and Need

### Purpose:

- To upgrade the existing roadway to meet current design standards and potentially provide a new location alignment between SH 130 and SH 95

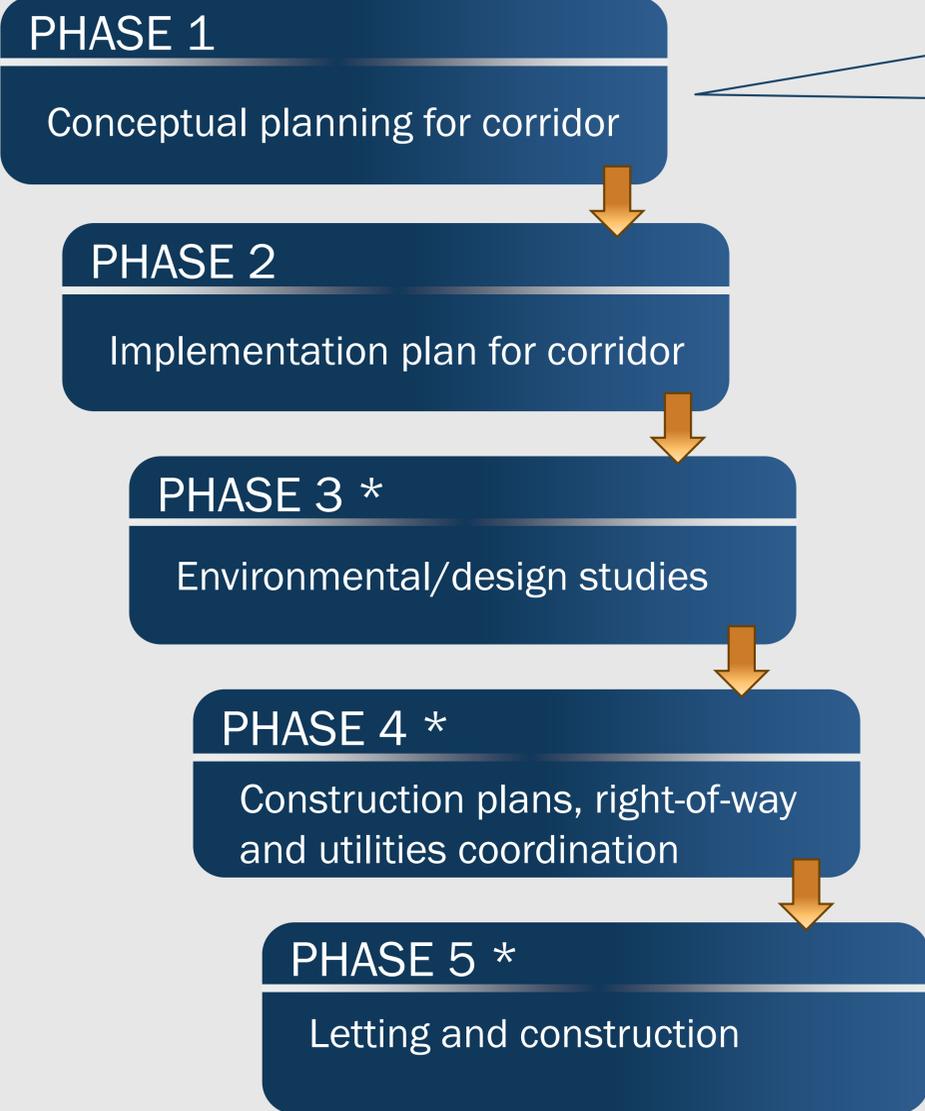
### Need:

The proposed project is needed in order to:

- Accommodate existing and projected traffic volumes
- Improve safety
- Address roadway flooding
  - Portions of SH 29 are located within the 100-year floodplain and occasionally overtopped by flood waters

# SH 29 Improvement Study

## TxDOT Project Development Process

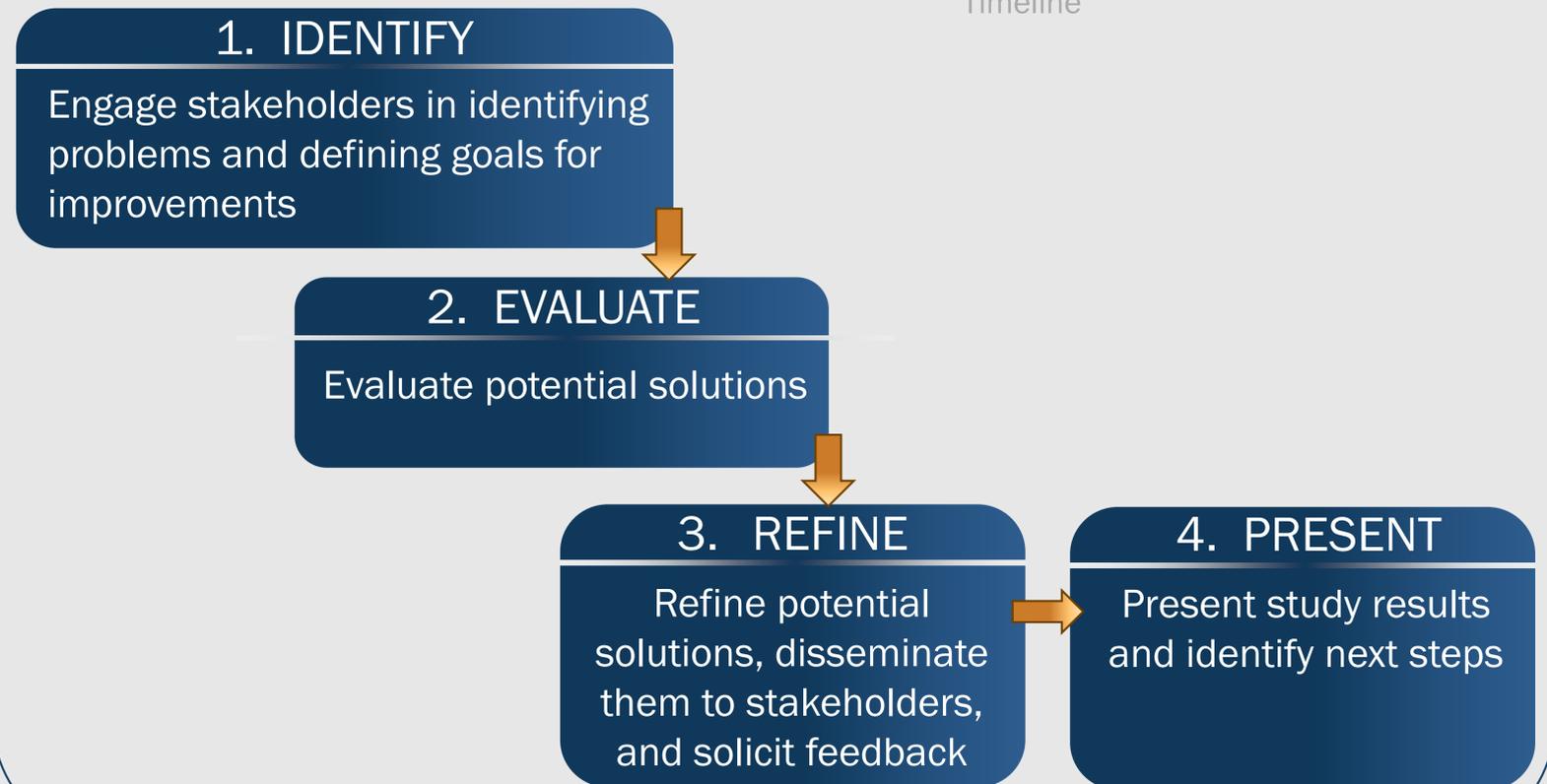


\*As funding is identified

## State Highway 29 Improvement Study

Spring 2015    Summer 2015    Fall 2015    Winter 2015/2016    Spring 2016    Summer 2016    Fall 2016

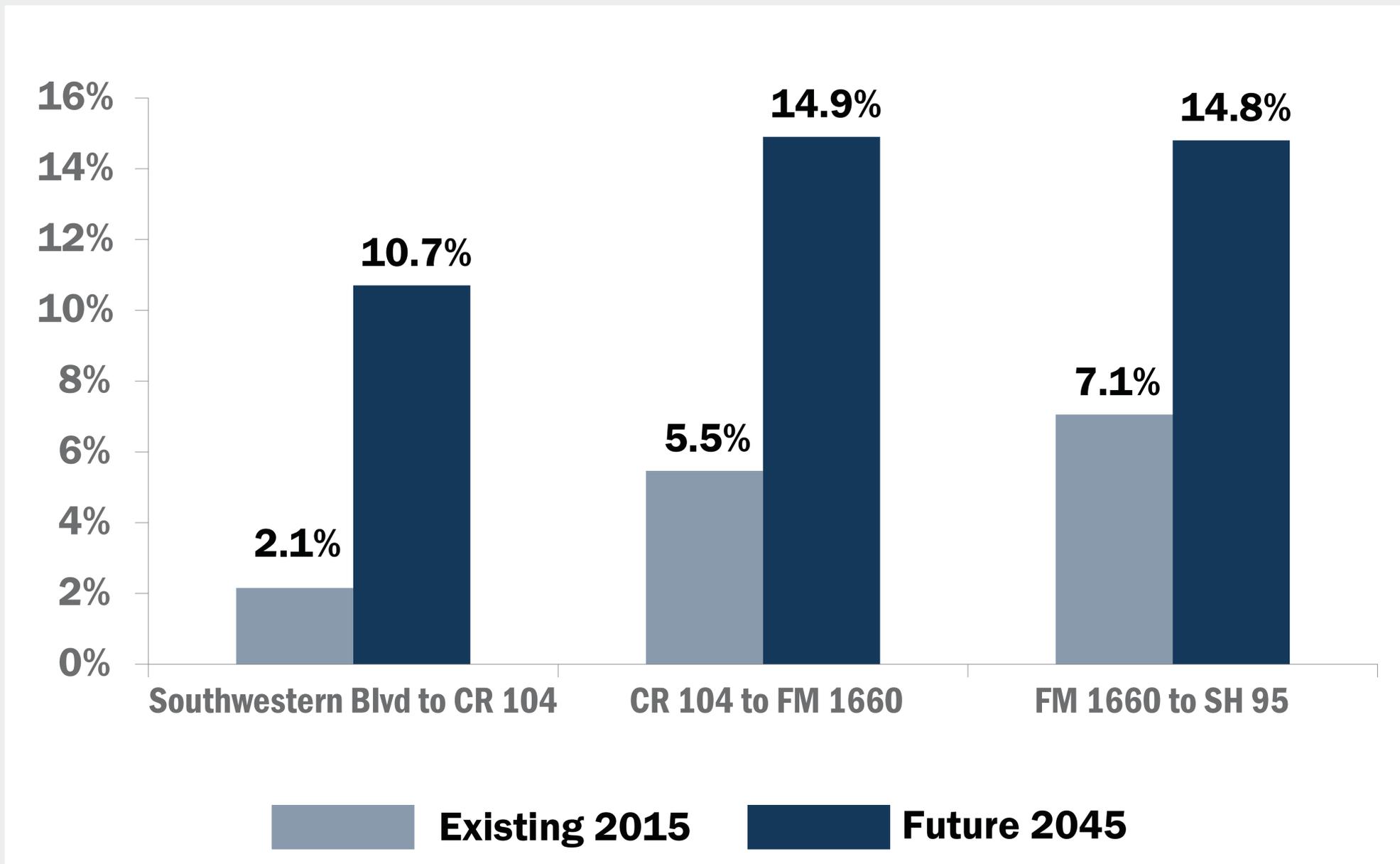
Timeline



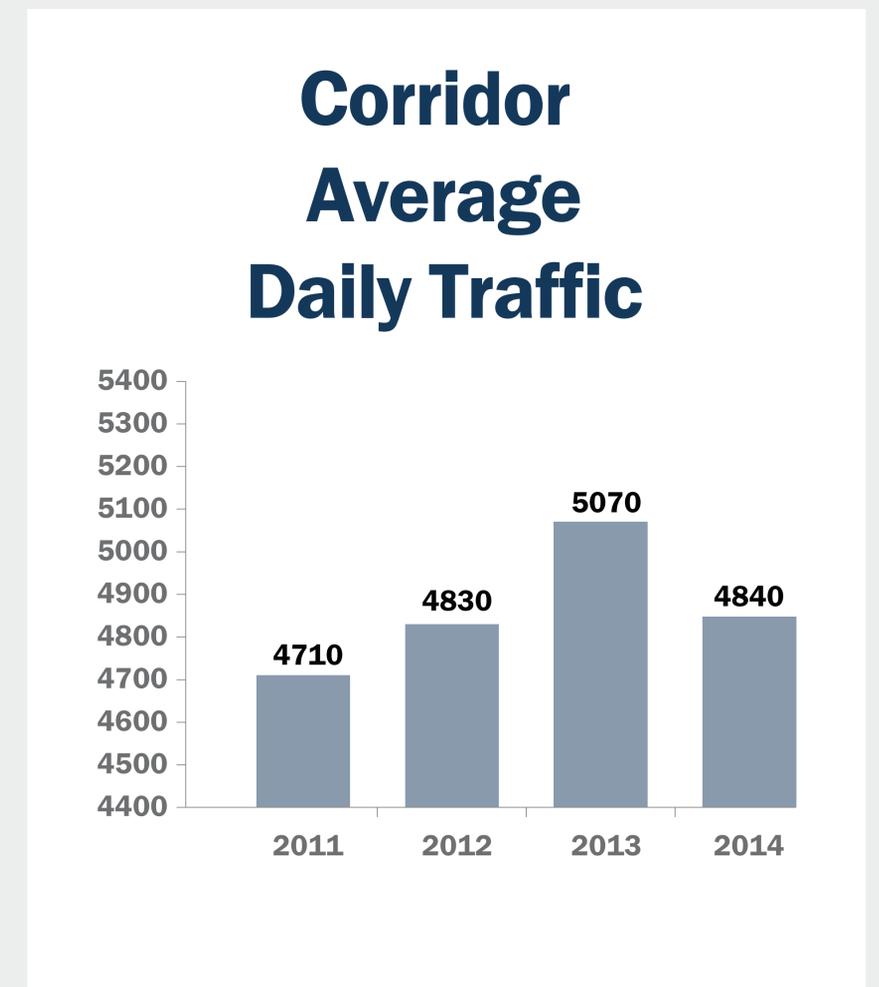
STAKEHOLDER ENGAGEMENT

# SH 29 Corridor Study

## Forecasted Truck Percentage on Corridor



Source:  
 Existing truck percentage: 2015 peak period turning movement counts  
 Future truck percentage: TxDOT Statewide Planning Map



Source:  
 TxDOT Transportation Data Management System  
 2015 counts unavailable

## Average Daily Traffic (ADT)

Location	2015*	2045**	Annual Growth
Southwestern Blvd. to SH 130	13,900	27,100	2.3%
SH 130 to CR 120	8,000	25,700	4.0%
CR 120 to SH 95	3,800	19,600	5.7%

## Level of Service (LOS) by Segment

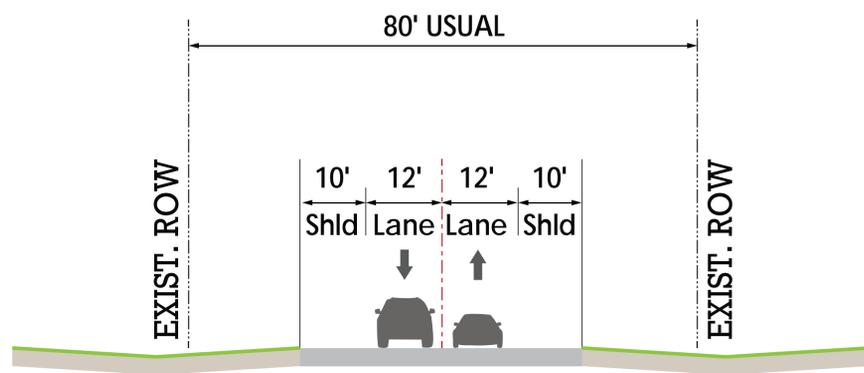
Location	Existing 2015 LOS	2045 No Build LOS	2045 Build LOS
Southwestern Blvd. to SH 130	C	E	B
SH 130 to CR 120	D	E	A
CR 120 to SH 95 (old alignment)	C	E	D
CR 120 to SH 95 (new alignment)	-	-	A

Level of Service for corridor segments represent reduction in free-flow travel speeds for through vehicles.

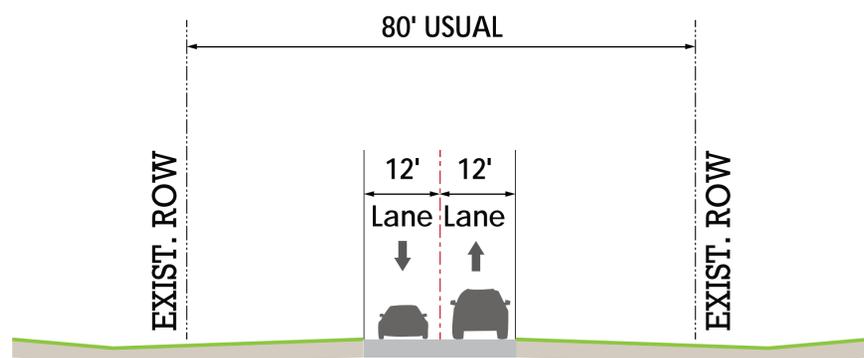
A	B	C	D	E	F
Fast		Medium	Slow		

# SH 29 Corridor Study

## Existing Typical Cross Sections

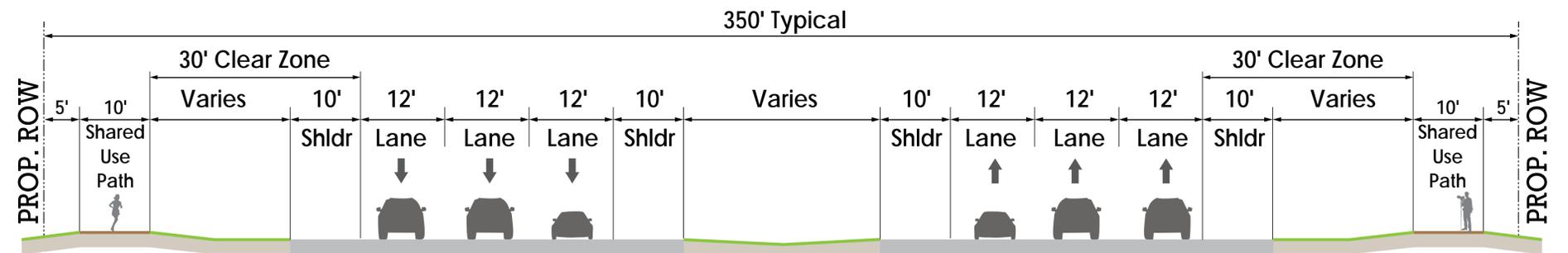


Southwestern Blvd. to CR 126

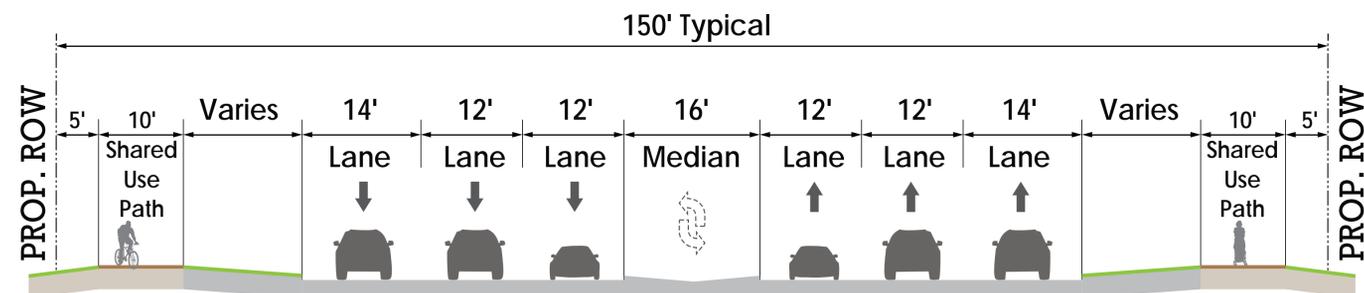


CR 126 to SH 95

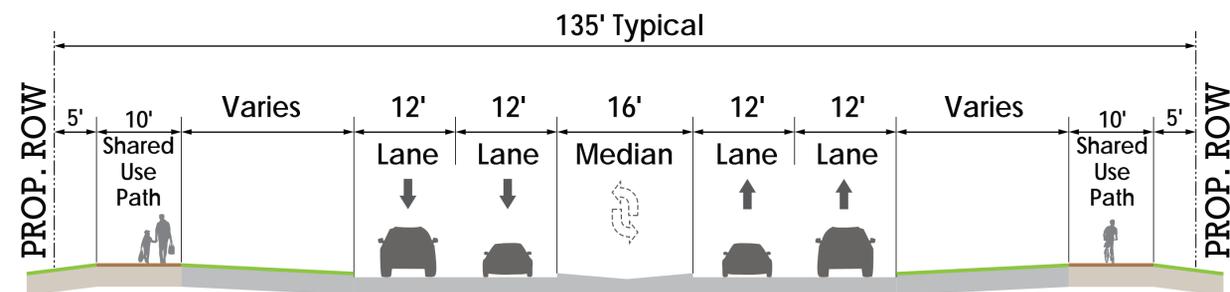
## Potential Future Cross Sections



SH 130 to SH 95



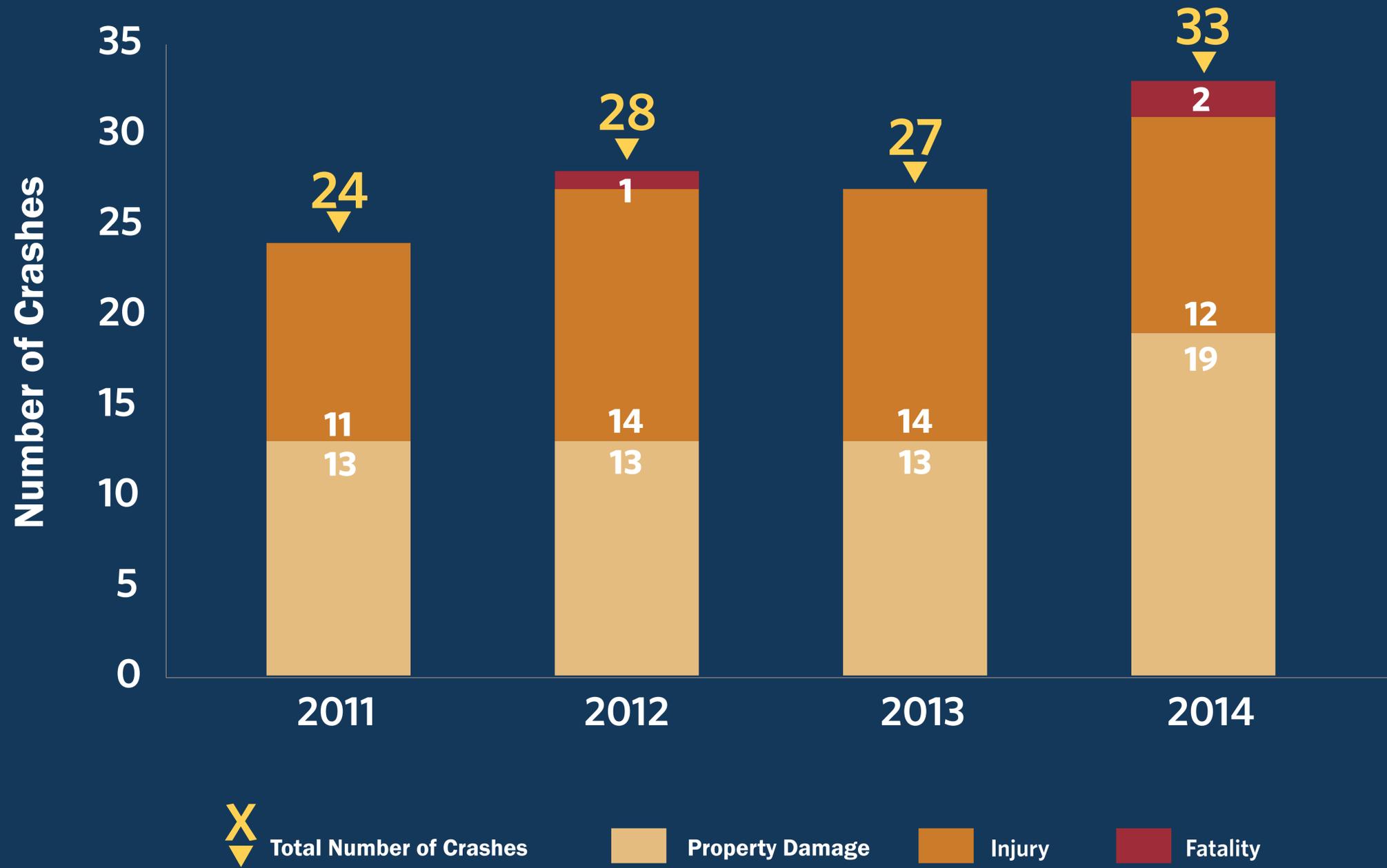
Inner Loop to SH 130



Southwestern Blvd. to Inner Loop

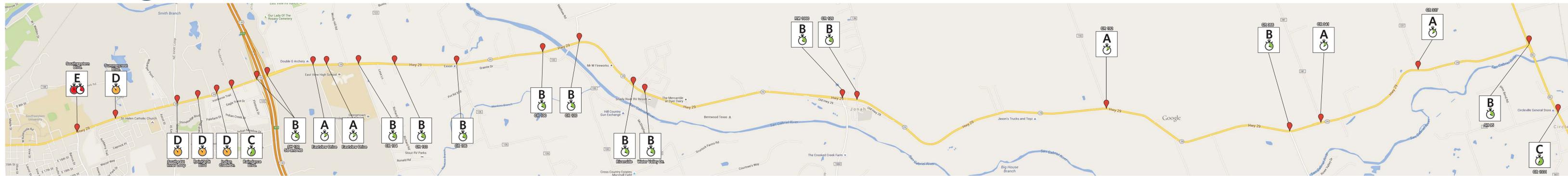
# SH 29 Corridor Study

## Crash History and Severity



# SH 29 Corridor Study Intersection Level of Service

## 2015 Existing



## 2045 No Build

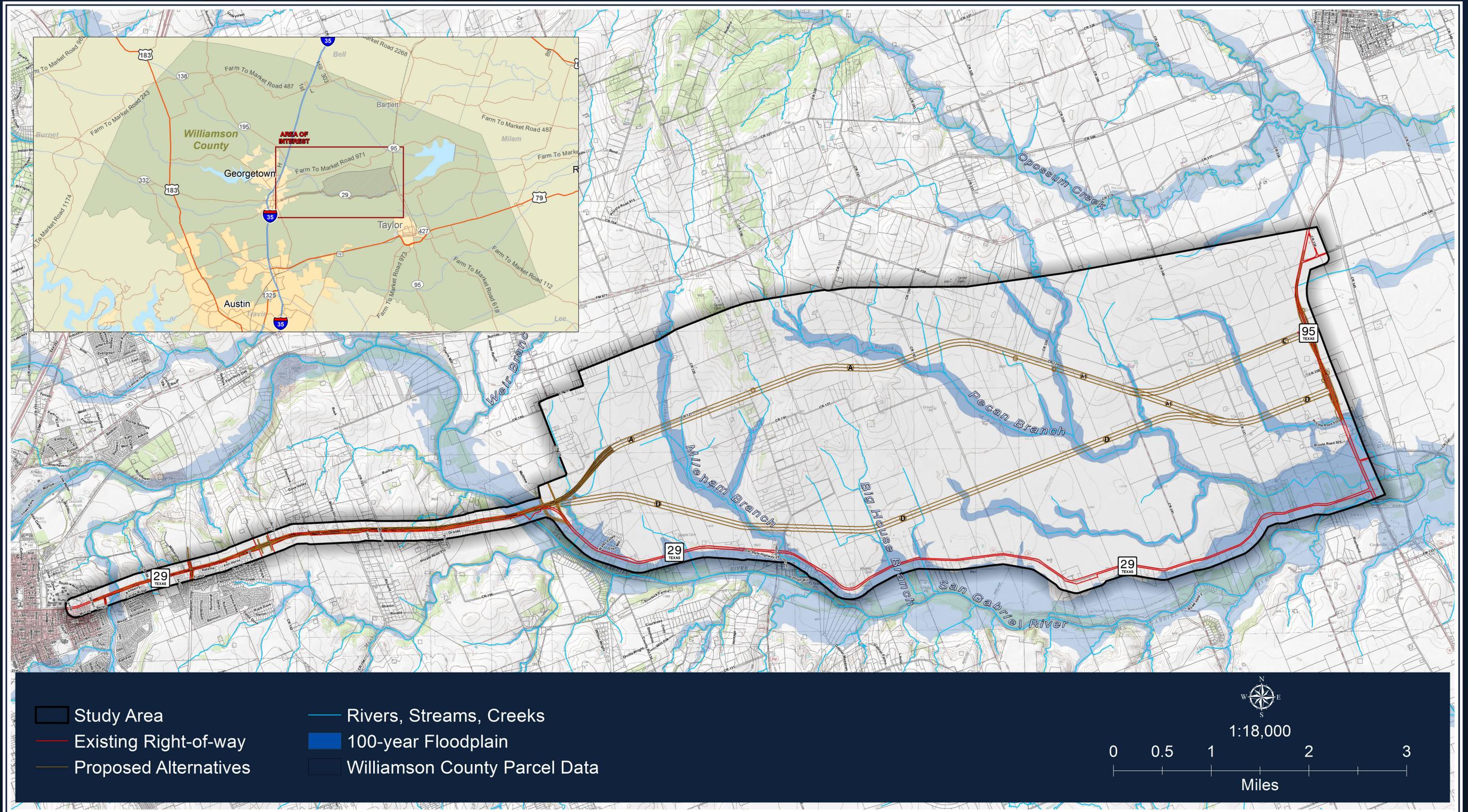


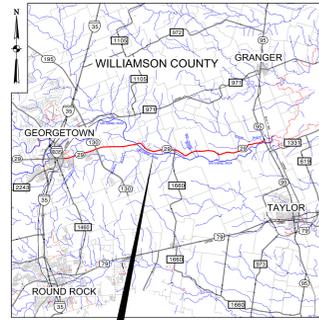
## 2045 Build<sup>1, 2</sup>



<sup>1</sup>2045 forecasts developed using 2040 CAMPO model forecasts plus growth rate.

<sup>2</sup>2045 Build Level of Service results for existing SH 29 intersections reflect reductions in vehicle demand due to availability of the proposed future SH 29 alignment.

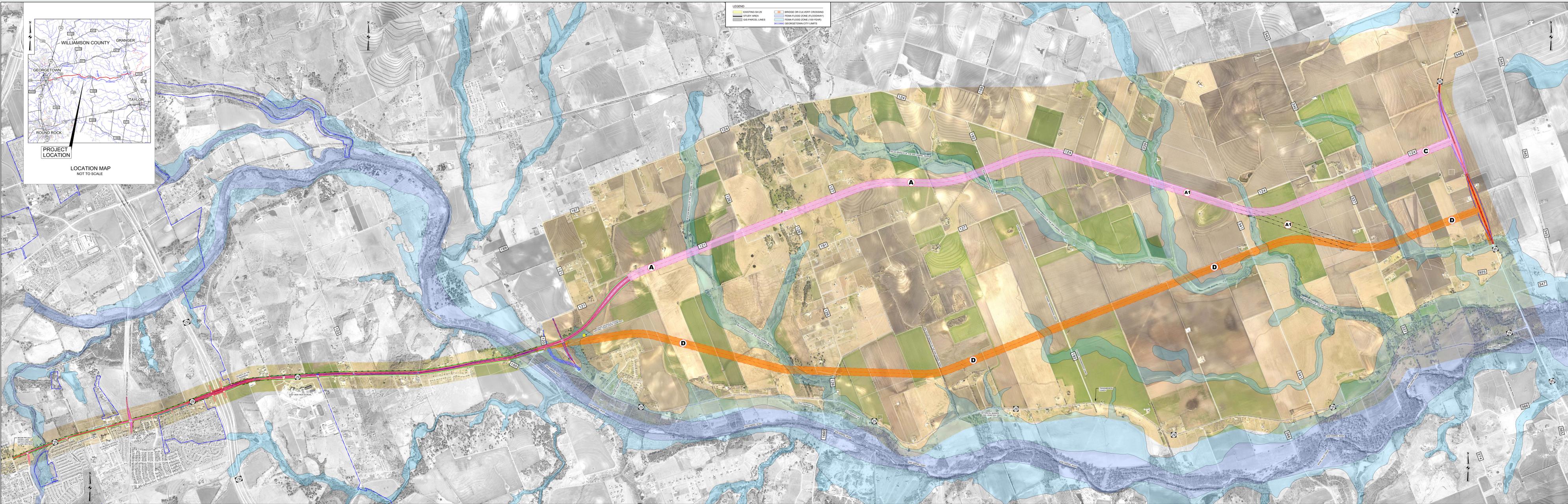


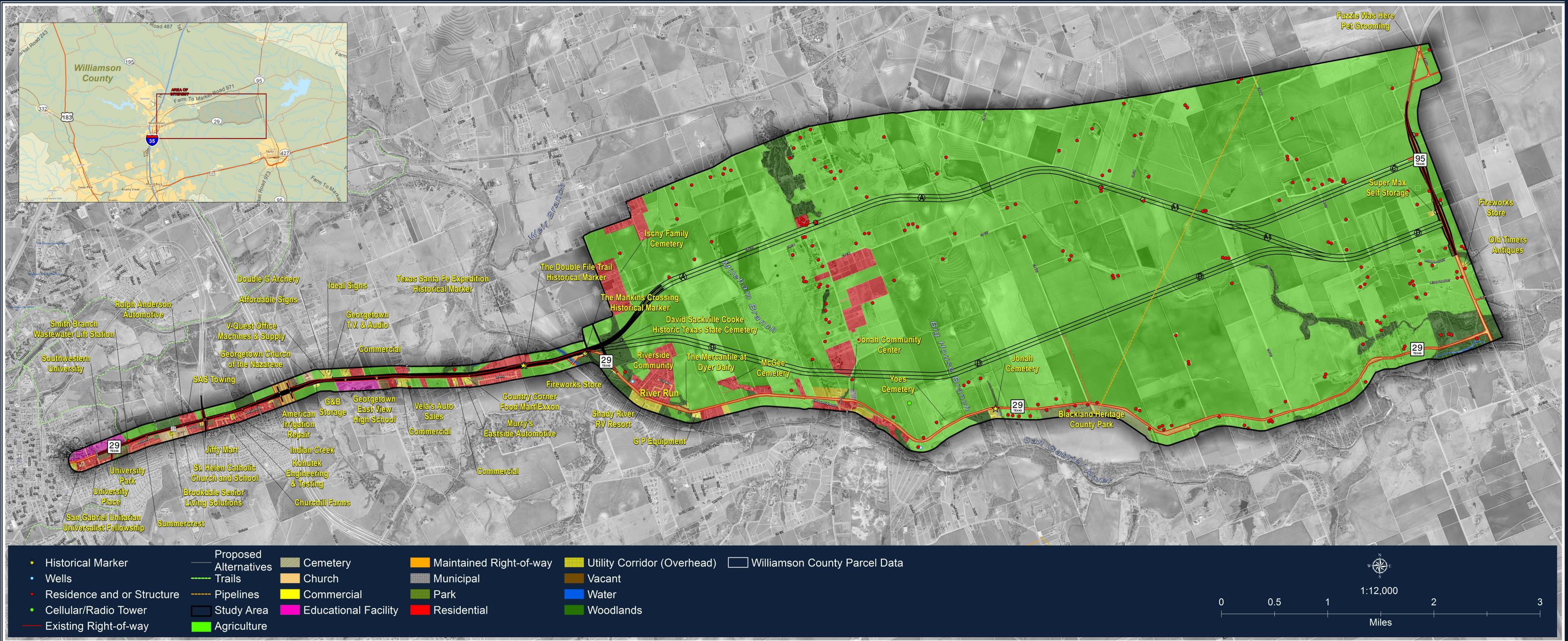


PROJECT LOCATION  
LOCATION MAP  
NOT TO SCALE

LEGEND

- EXISTING SH 29
- STUDY AREA
- GIS PARCEL LINES
- BRIDGE OR CULVERT CROSSING
- FEMA FLOOD ZONE (100-YEAR)
- FEMA FLOOD ZONE (100-YEAR)
- GEORGETOWN CITY LIMITS

















## Attachment F

To date, no project modifications have been made as a result of the public meeting.