



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

Thursday, November 10, 2016 from 6:00 p.m. to 8:00 p.m.

Presenters

Marisabel Ramthun, TxDOT

Elected Officials in Attendance

Chairman John Pettitt, Georgetown Transportation Advisory Board

Commissioner Larry Madsen, Williamson County Precinct 4

Dan A. Gattis, Williamson County Judge

Total Number of Attendees (approx.)

221

Total Number of Commenters

96

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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 Thursday, November 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 open house meeting held in May 2016. See **Attachment A** for public comments on the proposed project.

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 upgrade the existing roadway to meet current design standards and potentially provide a new location alignment between SH 130 and SH 95. 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 existing and projected traffic volumes, improve safety, and address roadway flooding. 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. On May 10, 2016, a second public meeting was held to show possible alternatives that were developed. The purpose of this third meeting held on November 10, 2016, was to allow the public another opportunity to review and provide comments on these possible alternatives based on feedback and interest received by TxDOT.

The purpose of the proposed project is to upgrade the existing roadway to meet current design standards and potentially provide a new location alignment between SH 130 and SH 95.

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

- **From Southwestern Boulevard to Inner Loop:** The proposed cross section would consist of four 12-foot-wide travel lanes, two lanes in each direction, separated by a 16-foot-wide raised median. The roadway would include variable width grassy shoulders flanked by a 10-foot-wide shared use paths and six-foot-wide outside shoulders both sides of the roadway.
- **From Inner Loop to SH 130:** The proposed cross section would consist of three travel lanes in each direction, two 12-foot-wide inner lanes and a 14-foot-wide outer lane, divided by a 14-foot-wide median. The travel lanes would be flanked by variable width grassy medians with 10-foot-wide shared use paths and six-foot-wide shoulders on each side of the roadway.
- **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 shoulders on each side. East and westbound traffic would be separated by a variable width grassy median. A 10-foot-wide shared used path would be provided on both sides of the roadway.

Four build alternatives plus the No-Build alternative were displayed at the public meeting. The build alternatives include:

- **Alternative A (also known as 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 required. Seven residential displacements and one commercial displacement are anticipated.
- **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 399 acres of new right-of-way. Seven residential and two commercial displacements are anticipated.

- **Alternative D:** This alternative is located just north of SH 29. It has a length of approximately 13.1 miles and would require approximately 407 acres of new right-of-way. Three residential displacement and one commercial displacement are anticipated.
- **Alternative E:** This alternative is located along the existing SH 29 alignment. It has a length of 13.7 miles and would require 348 acres of new right-of-way. Twenty-five residential and four commercial displacements are anticipated.

Public Meeting Information

Public Meeting Date and Location

The Public Meeting was held on Thursday, November 10, 2016 at East View High School located at 4490 E University Ave, Georgetown, TX.

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 774 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: Sunday, October 30, 2016
 - *Taylor Daily Press*
 - Published Date: Saturday, October, 29, 2016
- Letters
 - Letters were mailed to elected officials on October 17, 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: <http://www.txdot.gov/inside-txdot/projects/studies/austin/sh29.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 public meeting packet which included:

- Welcome Letter
- Study Process Overview
- Study Area Map
- Comment Card

A copy of the public meeting packet is included in **Attachment B**. See **Attachment C** for sign-in sheets.

Nine project display boards and six roll plots were exhibited to provide information about the proposed study. The following nine boards were displayed in the room on easels and the roll plots were displayed on tables:

- Welcome board
- Project Purpose and Need board
- Study Process board
- Preliminary Matrix/Comparison of Alternatives board
- Existing and Future Traffic Projections board
- Population Growth board
- Crash History and Severity board
- Average Daily Traffic and Level of Service board
- Existing and Potential Future Cross Section board
- Potential Corridor Constraints roll plot
- Floodplain Constraints Map roll plot
- Preliminary Matrix/Comparison of Alternatives roll plot
- SH 29 Corridor Study Engineering for Study Area roll plot
- SH 29 Corridor Study Engineering for Rural Area roll plot
- SH 29 Corridor Study Engineering for Urban Area roll plot

Three table stations were set up around the room each with one copy of each roll plot. Tables were provided in the room for attendees to complete comment forms. See **Attachment D** for comments received at the public meeting and during the comment period.

Display boards, maps, and photographs of the meeting and room layout are included in **Attachment E**.

A table was also provided for attendees to submit online surveys for the SH 29 Corridor project to help TxDOT learn what was important to the public in the study area. See **Attachment F** for the survey results summary.

Public Meeting Format

The Public Meeting was held from 6:00 p.m. to 8:00 p.m. From 6:00 p.m. to 6:30 p.m., the public was able to review project display boards and discuss the proposed project and any environmental issues with project staff. A formal presentation was given at 6:30 p.m.

Public Meeting Attendance

A total of 221 persons signed-in at the meeting, including 13 TxDOT employees and 14 project consultants. Three elected officials, and one media representative were present. Meeting sign-in sheets are included as **Attachment C**.

Public Comment and Response Summary

The public comment period for this public meeting began on October 29, 2016, with the first publication of the meeting notice in the *Taylor Press*.

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: www.txdot.gov/apps-cg/contact_us/form/SH29-Corridor-Study-Austin-contact.htm. During the meeting, attendees were asked to provide comments on comment forms (to leave or mail in later). The public comment period concluded November 28, 2016.

A total of 96 written comments were received during the comment period, including 60 written or emailed comments, and 36 comment notes that were placed on the roll plots 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.

A description of project modifications resulting from the public meeting is included in **Attachment G**.

Attachment A

Comment/Response Matrix

Comment/Response Matrix

Last Name	First Name	Date Received	Comment Type	Method Received	Comment (verbatim)	Response
Bogard	John	November 27, 2016	Written comment	Email	I am opposed to plan A – anything else (sic) OK – plan D or just bring the original Hwy29 up to standard. Chandler road (sic) serves a better purpose and has infrastructure in place to handle traffic through RR (sic) unlike 29 that is already congested in Georgetown. What are you guys thinking? Turn Chandler into a 4 lane.	<p>Comment noted. The goal of the SH 29 corridor study is to determine feasible corridors (alternatives) for possible future SH 29 improvements.</p> <p>Upgrading the existing alignment was included as an alternative during the evaluation process (alternative E). Widening the existing alignment would result in a high number of residential displacements, and high costs and impacts resulting from raising the road out of the floodplain for approximately one mile. Alternatives A and D would result in fewer impacts to residential and commercial properties.</p> <p>Chandler Road is outside of the SH 29 study area and serves the travel shed to the south. Chandler Road connects to University Boulevard in Round Rock, where it provides access to retail establishments and educational campuses. West of IH 35, the roadway becomes RM 1431, which provides regional connectivity to Cedar Park, Lago Vista, and Marble Falls to the west. SH 29, on the other hand, provides regional connectivity from Burnet to Granger/Taylor via Georgetown and also experiences high truck traffic. Chandler Road is also not a state facility and thus not under TxDOT jurisdiction. Williamson County's Long-Range Transportation Plan calls for further study of Chandler Road as a potential controlled access facility in the future.</p> <p>As of December 2016, no funding has been allocated for construction. If funding becomes available and SH 29 is advanced into a development state for project</p>

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						implementation, TxDOT would conduct further environmental studies, alternative 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, hydraulic studies, biological evaluation, and waters of the U.S. investigations.
Byrom	Stiles, Jr.	November 14, 2016	Written comment	Mail	<p>After having attended the TxDOT meeting on 11.10.16, I want to commend TxDOT on their presentation of the SH29 corridor study.</p> <p>This is to advise TxDOT that we owners and heirs of the Katherine Byrom Estate farm totally endorse Route A as being the logical route for the SH 29 corridor.</p>	Comment noted. See response to John Bogard's written comment regarding the corridor study.
Colbert	Patti	November 10, 2016	Written comment	Public meeting	<p>Oppose Plan A as it will be less than a mile from my 40 Ac (sic) homestead that I worked all my life to own.</p> <p>Will do everything possible to fight the plan A.</p>	Comment noted. See response to John Bogard's written comment regarding the corridor study.
Conrath	Heidi	November 10, 2016	Written comment	Public meeting	<p>1) flooding of Hwy 29 is minimal and rare. (100 year flood plain (sic), even tho (sic) flooded recently (sic)</p> <p>2) environmental impact on wild life (sic), migration routes - stay w/ existing Hwy 29 area</p> <p>"E" (sic) 3) Hwy 29 existing - homes impacted are relatively new compared to 100 year old farms</p>	<p>Comment noted.</p> <p>There were a total of 27 flood maintenance reports over a 16-month period, from March 2015 to June 2016. Twenty-three cases resulted in water over the roadway, and 4 cases resulted in the roadway being closed due to high water. Water over the roadway caused various issues such as travel delays, reduction in usable lanes, and the need to use alternative routes. In addition, dirt and debris over the roadway was reported, and</p>

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					<p>4) impact on farms is personal & economic = BAD; also amt (sic) of ag products produced. Farmers don't earn \$, they don't spend.</p> <p>5) cost of A & D will be more - have to go deep in blackland to reach a stable base.</p> <p>Also - not clear about traffic increase estimates. Where do you think all this traffic is coming from & going to? Granger? Taylor? (RE: SH 130 to 95)</p> <p>Population growth is not even thruout (sic) all locations in county. ie - Liberty Hill is growing, but Granger is not. (or is growing slower).</p> <p>Take existing Hwy 29 & increase width to the north.</p> <p>Encourage use of Chandler Rd for E/W.</p>	<p>traveling of the route was discouraged during one flood event.</p> <p>See response to John Bogard's written comment.</p> <p>Construction costs have not been prepared for each alignment at this point. The evaluation process is being based on effect to the natural and human resources.</p> <p>If the project is advanced to the next stage of project development, and a build alternative 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.</p> <p>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.</p> <p>TxDOT's Transportation Planning and Programming Division and CAMPO provided the forecasts that were used to project traffic volumes for this project.</p> <p>Population projections were obtained from the Texas Water Development Board which is a standard source for obtaining population projections.</p>
Crow	Tracy	November 23, 2016	Written comment	Email	I appose (sic) option A and strongly agree that option E is the only option that should ever be considered.	Comment noted. See response to John Bogard's written comment.

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Davidson	Buster	November 10, 2016	Written comment	Public meeting	I do not prefer route D, but if used I think it would be more beneficial to many if where it crosses CR 126, it should cross farther north and go East down property lines for approximately 1.5 mi. instead of cutting the rectangular farms at an angle. Then after that, maybe go straight through the flat farms & tie into CR 124 or farther south of it.	<p>Comment noted. See responses to John Bogard's comment regarding future environmental studies should the project advance, and Heidi Conrath's written comment regarding acquisition of right-of-way.</p> <p>Alternatives were developed to avoid and minimize impacts to farms by maximizing alignments along property lines where possible.</p>
Dyer	Susan	November 10, 2016	Written comment	Public meeting	The current hwy 29 floods, is dangerous and there is a serious need for improvements. Chandler Rd should not be an option - this is not a feasible alternative to the overall growth of the area or even for traffic patterns associated with hwy 29. Moving the hwy north is the overall best alternative. I hope the department reviews cost along with overall growth and future maintenance (sic) when choosing the plan. Although a few natives might be upset choosing a plan ideal for the growth long term changes of this growing community would be ideal. I am in favor of the (A-A1-C) option. Comments from your original meetings were probably only voiced by those in opposition. Overall I want a safe road that will withstand the long term growth of this area.	Comments noted. See response to John Bogard's written comment regarding future environmental studies should the project advance.
Gibson	Bob & Carrie	November 10, 2016	Written comment	Public meeting	Have 2 large, old Oak trees directly behind a Historical Marker.	Comment noted. See response to John Bogard's written comment.
Hajda	Brant	November 27, 2016	Written comment	Email	Our family farms and has (sic) property along the proposed route of the new sh (sic) 29 route. Either of the 2 routes would divide our property and make it difficult to transport farm equipment along and across sh (sic) 29. We also feel there is no need for a road of this magnitude in our area. The current sh (sic) 29	Comment noted. See responses to John Bogard's written comment regarding the corridor study and Heidi Conrath's written comment regarding traffic numbers and right-of-way acquisition.

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					<p>could be raised in flood prone areas and widened along the whole route and be satisfactory for the area and residents using the highway. I know your engineers are projecting a major increase in population in our county, but as of now very little growth has happened in that area and water is a limiting factor to growth here. Also where exactly is this road going to, in ends at hwy (sic) 95? Surely not that many people are heading to granger lake (sic) because that is the closest destination to where it stops. We have st hwy (sic) 971 and chandler road (sic) that can be used instead of this road anyway. When chandler road (sic) was built we were told that it would be used to take pressure off 29, now this project has arisen anyway.</p> <p>In my and other area residents opinions building this road is not necessary and is only taking away precious farm and agricultural land that we can not (sic) make more of. Our family property is the Bartosh Partners LTD tract.</p> <p><i>This comment was sent in twice.</i></p>	<p>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. Construction would take place in phases as funding becomes available and traffic demands grow.</p> <p>FM 971 is outside of the SH 29 study area and serves the travel shed to the north.</p>
Hajda	Chad	November 27, 2016	Written comment	Email	<p>Two of the alternative proposed routes goes (sic) directly thru (sic) our family farm. This property has been in the family over 100 years, and my great grandparents were very proud to raise their family and provide for their needs off of the land.</p> <p>Instead of using eminent domain to divide farmland property, why not build a raised road (like a bridged highway/area) where the documented floodplain areas of the current Highway 29 exists???</p> <p>I viewed the proposed new routes, and has it been evaluated to just expand the current</p>	<p>Comment noted. See responses to John Bogard's written comment regarding the corridor study and Heidi Conrath's written comment regarding right-of-way acquisition.</p> <p>If the project is advanced, a detailed hydraulic analysis would be completed. Hydraulic design criteria does not allow for an increase in flooding impacts to surrounding properties.</p> <p>Construction costs for each alternative were not estimated as part of the study. The construction costs would be computed if the project is advanced. Improving the existing</p>

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					<p>highway, and put a dollar amount to doing as recommended above? To completely take a different route seems to the general public as wasteful compared to working on the existing highway.</p> <p>I also understand that agriculture and rural families are a minority, but it is a beyond discouraging feeling to have something taken away that my ancestors worked so hard to own.</p> <p>Chandler road (sic) has been constructed, highway (sic) 971 has been rebuilt, in my opinion those could be expanded as well to more lanes and not divide existing properties.</p> <p>Little consideration is ever taken for farm equipment traveling on roads, crossing and traveling this new proposed highway just to farm what would be left would be dangerous to say the least. I asked at the last meeting in Georgetown about access, and one of the employees said there would be private bridges put in. The majority of drivers now do not respect farm equipment and dangerously pass on the highway.</p> <p>I worked for the USDA-Natural Resource Conservation Service from 2002 to 2015, and had many calls from private landowners when Chandler Road was installed. New drainage and erosion issues arose with Chandler being built. A true steward of the land takes care of their property, and many landowners addressed the issues on their own to make it right.</p> <p>I sat thru (sic) the last meeting, and the projected population expansion that was</p>	<p>route would likely require extensive bridge structure, retaining walls and embankment, thereby affecting access to remaining properties. However, if the project is advanced, consideration would be given to maintaining access to existing properties during detailed design.</p> <p>See response to Brant Hajda's written comment regarding the use of FM 971.</p> <p>Currently there are no plans to include private bridges for this project.</p> <p>If the project is advanced to construction, a Storm Water Pollution Prevention Plan would be implemented during construction to control water quality impacts.</p>

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					<p>presented. Water will be a limiting factor to that increase in population. Taking existing farmland and justifying that by the projections shows how important agriculture, providing food for people, and what the history farmers and ranchers of our state means... which apparently is nothing.</p> <p>Working on where the current road is now is the option that rural residents of Williamson county (sic) prefer. Accomodating (sic) land developers and real estate salesmen with a new highway with tax payer funding is wrong.</p>	
Hajda	Loretta Bartosh	November 27, 2016	Written comment	Email	<p>We have made the 3 meetings regarding hwy (sic) 29. We strongly believe the road needs to be left as is with 2 or 3 curves straightened some and low sections lifted up west of hwy (sic) 95. This (sic) a very scenic and beautiful drive.</p> <p>Bartosh Partners Ltd. Property – owned by the Zett family for over 100 years 1. South of cr (sic) 124 and 2. North or (sic) cr (sic) 124.</p> <p>1. Bartosh property – my grandfather (Frank Zett) inherited this place from his parents. Each one of their children got a piece of land. Frank Zett loved U.S. history and named my mother (Liberty Sophie Zett born in 1918). He raised 14 children here. Mom and Dad (my parents, Liberty and Henry Bartosh) bought this place from the family to keep it family owned. Now I (LB Hajda), sister and brother are very proud owners. This piece of property also contains the family home.</p> <p>2. B.P. LTD property, the place north of cr (sic) 124 was also bought by our parents. This</p>	Comment noted. See responses to John Bogard’s written comment regarding the corridor study and improving the existing alignment, and Heidi Conrath’s written comment regarding right-of-way acquisition.

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					<p>place was owned by mom's aunt Theresa Zett Stefka.</p> <p>These places have been owned by the Zett family over 100 years and we have no intention of selling any part of them. We are proud to own these family pieces of land. We kept them up and they are very productive farm land (sic), something that is needed by this country and not to be destroyed.</p>	
Hajda	Louis	November 27, 2016	Written comment	Email	<p>I am a lifelong farmer in the Granger area, taking property for the new Highway 29 proposed routes directly affects me. My wife's family has owned property that has been farmed over 100 years, and we would like to keep it that way.</p> <p>Neighbors around us agree about working on the current location of highway (sic) 29, specifically on the floodplain areas with a raised road where needed. Adding lanes there would be the preferred construction we want.</p> <p>Is convenience during flooding worth taking someone's property? Many roads are closed in Austin when there are flood conditions, should we have to pay the price for that reasoning in moving highway (sic) 29? Spending the amount of money to do so does not make sense to me. What percent of time is Highway 29 flooded?</p> <p>Traffic has been diverted off of I-35 when there are issues, doing the same when needed for highway (sic) 29 would appear to be the conservative approach to the same thing.</p>	<p>Comment noted. See responses to John Bogard's comment regarding future environmental studies should the project advance, and Heidi Conrath's written comment regarding acquisition of right-of-way.</p> <p>A new SH 29 location would provide an alternative route for local traffic to use until overtopping recedes.</p>

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					<p>If this construction is pushed thru (sic), please consider focusing on where it is now, and build the road where potentially flooded areas are on peers (sic).</p> <p>We do not plan on ever selling farmland, it is my livelihood along with my son's.</p>	
Hall-Schwarz	Rochelle	November 10, 2016	Written comment	Email	<p>Very sad we have I-30 (sic)! We don't need this. I am concerned about widening (sic) 29. Where I live we have 2 oak trees with a monumental historical marker. We are also a history of Indians that have been documented to reside over this land along the San Gabriel. We also have 4 unmarked confederate graves on property. This is are (sic) livelihood of hay, cattle, beautiful oak trees. I can't see this. Most of the fatalities happened on the curves.</p> <p>Taking away large trees - & we have I-30 that has been so noisy. Why are we spending tax payers \$.</p>	Comment noted. See responses to John Bogard's comment regarding future environmental studies should the project advance, and Heidi Conrath's written comment regarding acquisition of right-of-way.
Hoffman	Margaret	November 27, 2016	Written comment	Email and Mail	<p>COMMENTS ON SH 29 EAST OF SH 130</p> <p>In his letter to Mr. Terry McCoy dated July 22,2016, (sic) Mr. Dan Gattis explained the appropriateness of Option A under TxDOT's "Goal and Objectives to Foster Stewardship." I couldn't express those points any better; I endorse his analysis. I have just a few additional observations.</p> <p>My comments relate to three issues:</p> <ol style="list-style-type: none"> 1. There actually is no need to replace the segment of SH 29 between SH 130 and SH 95. 2. If more east/west lanes are or become necessary, the most appropriate alternative is to expand Chandler Road. If evidence 	<p>Comment noted. See response to John Bogard's written comment regarding the corridor study and the use of Chandler Road.</p> <p>See response to Heidi Conrath's written comment regarding the need for the project due to traffic numbers.</p> <p>TxDOT evaluated crash data and found that the crash rate on SH 29 exceeds the statewide average rates for rural state highways. The number of crashes have increased along SH 29. In 2011 there were 24 crashes, in 2012 there were 28 crashes, in 2013 there were 27 crashes, and in 2014 there were 33 crashes.</p>

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					<p>develops that additional east/west lanes north of Chandler are needed, the proposed Option A is the appropriate choice.</p> <p>3. Option D is the least effective of the options to address the issues raised by the study.</p> <p>THE SEGMENT BETWEEN SH 130 AND SH 95 DOES NOT NEED TO BE REPLACED</p> <p>Most of the issues identified by the study are either not present or are minimal on this segment. I have lived in Jonah for almost 20 years, and I travel SH 29 into Georgetown at least once a day, at various times of day (sic). While I have experienced traffic congestions west of the Inner Loop at peak traffic times, it does not occur east of SH 130. This is true even mornings and afternoons on school days, which are the times I most often drive that route. When the new high school was built, I expected traffic to become an issue, but it hasn't.</p> <p>The study materials cite (sic) population growth in Williamson County, anticipated traffic volume increases, safety and roadway flooding. It is so true that Williamson County has been and is growing rapidly; however the rate of growth in the SH 130- SH 95 portion of the corridor has been significantly less than in the western part, and has not resulted in traffic congestion or significant safety problems. Traffic has actually lessened on this segment due to the construction of Chandler Road, which now allows traffic to bypass Georgetown when moving between SH 95 and Interstate 35.</p> <p>The study cites (sic) a relatively slow increase in both number and severity of crashes. It</p>	

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					<p>doesn't compare the numbers on SH 29 with those on Four-lane highways, I 35 or US 183, for example. Most crashes are caused by driver inattention. The study doesn't explain how replacing an uncongested segment of roadway will lessen the risk of crashes. If there is a particular intersection or other area that is problematic, remediation of that issues should be undertaken. That can occur more quickly and economically that replacing the road.</p> <p>Likewise, the flooding of areas near the road occurs infrequently and in a few small areas. In my 20 years living here I have witnessed flooding in Jonah once and on properties on the south side of the river a few times. As far as I know the road itself hasn't experienced extended or large volume flooding. Like safety, the issue of water reaching the road is appropriately controllable without replacing the entire roadway.</p> <p>IF CONGESTION BECOMES A PROBLEM EAST OF SH 130, EXPAND CHANDLER ROAD</p> <p>Chandler Road is not busy between 130 and 95. I frequently drive both east and west of the intersection of Chandler and FM 1660. The segment east of 130 to Taylor is lightly used. The state or county already owns the right of way for Chandler Road should expansion be needed.</p> <p>D IS THE INAPPROPRIATE CHOICE</p> <p>If additional lanes are or become needed east of SH 130, Option A is the appropriate choice. As the "Preliminary Matrix/Comparison of Alternatives" demonstrates, Option A includes:</p>	

Last Name	First Name	Date Received	Comment Type	Method Received	Comment (verbatim)	Response
					<p>Fewest acres of ROW (excluding option E) Fewest parcels affected Fewest bisected properties Fewest floodplain acres Fewest acres of prime farmland lost Fewest acres of woodlands lost.</p> <p>At the November 10th public presentation TxDOT staff members indicated that Option E is unlikely to be chosen due to the numbers of residences and parcels affected, the number of floodplain acres involved, the loss of woodlands and the impacts to parks. Option D is not appropriate for the same reasons that the staff doesn't favor E. Certainly, if the road should be moved from proximity to the river, A is the only choice.</p> <p>Thank you for considering my comments. If you have any questions, please call me at XXX-XXX-XXXX.</p> <p><i>This comment was sent in twice, once via email and once via US mail.</i></p>	
Hoffman	Margaret	December 2, 2016	Written comment	Mail	<p>On November 27th I filed comments concerning the segment of East SH 29 between SH 130 and SH 95. Those comments relate why I believe TxDOT's study results indicate that particular segment of the road does not need to be replaced anytime soon, and if replacement is decided to be necessary, Option D is not an appropriate choice for relocation. Today I am writing to explain why I hope TxDOT will choose not to relocate SH 29 through my property.</p> <p>My property is approximately 26 acres located just north of the intersection of SH 29 and County Road 126. I have owned it and lived here since January 1997. For that entire time,</p>	<p>The goal of the SH 29 study is to determine feasible corridors (alternatives) for possible future SH 29 improvements. As of December, 2016, no funding has been allocated for construction. If funding becomes available in the future, and SH 29 is advanced into a development stage for project implementation, the Texas Department of Transportation would conduct further environmental studies, alternative 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</p>

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					<p>my late husband and I have devoted ourselves and our financial resources to transforming the whole property into a wildlife refuge. Since 2011, I have been managing the property in accordance with a Wildlife Management Plan created by Texas Parks & Wildlife and accepted by the Williamson County Appraiser. The plan targets songbirds, bats and waterfowl for protection.</p> <p>The most significant feature (sic) the Plan is a pond that is fed continuously by a well, both of which I dug for the purpose of providing year round water to wildlife, migratory birds and water fowl. The maps TxDOT has provided of Option 6 (sic) indicate the ROW would pass almost adjacent to the pond, rendering it useless for wildlife as well as destroying its recreational value to my family. I am enclosing two Google Earth photos and two TxDOT maps which show the locations of the pond and the buildings that are near or adjacent to the proposed ROW, including 2 houses occupied by me and my family.</p> <p>Finally, as TxDOT's maps show, the portion of my property that is included in Option D is less than 800 feet away from the existing SH 29. It would be counter to the stated purposes of the project – safety and flood amelioration – to spend all that money and to ruin a 20-year wildlife habitat project to move the road only 800 feet farther from the river.</p> <p>I realize that many of the people whose land will be impacted by this project have important personal interests in their farms and family properties. I respect that and sympathize. My hope is that in your consideration of this project's impacts on us</p>	<p>materials initial site assessments, traffic noise studies, an air quality analysis, a socioeconomic study, a biological evaluation, and waters of the U.S. investigations.</p> <p>The biological evaluation would include an evaluation of rare, threatened and endangered species, wildlife habitat, and vegetation impacts that could be affected if a particular alignment was selected.</p> <p>At this time, we are not able to conclude that Option D does not meet the SH 29 corridor study's purpose. As the corridor study progresses into the National Environmental Policy Act and schematic development phase of project development, minor shifts in the alignment(s) or elimination of alternatives could be explored, but would not occur until later in the study process. We will take your comments into consideration as the study develops.</p>

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					you will make wise, sensitive decisions. In my case, please conclude with me that Option D does not meet the SH 29 study's purposes, and that adopting it as currently configured would destroy the State's important interest in this wildlife refuge and habitat.	
Hollins	Carol	November 28, 2016	Written comment	Mail	<p>In my opinion,</p> <ul style="list-style-type: none"> - There is no need for a road of this size to be planned or built. Population models based on growth elsewhere in Williamson County are inappropriately applied to the farmlands east of IH35 where virtually no growth has taken place over the last decade. In fact, population has decreased in many of the areas "served" by this new planned road. - All data presented at the meeting regarding impact is based on outdated maps and is therefore erroneous and deceitful. In addition, the definition of "impacted" used by TXDOT for their display charts does not take into account a roadway dissecting a property rendering it useless, bringing traffic within a few feet of an existing home, or restricting access to an existing home. - Plan E (reconstruction of existing SH29) should be the only choice since those folks who live there knew in advance that they lived along a state highway. You can't claim to be surprised or impacted by modernization if you chose to buy property on or near a State Highway any more than expecting an airport that you chose to live near to restrict operation after you move in. Other alternate plans presented severely impact homes, barns, and farms that have in some cases been in continuous use for over a century. Many of the owners purchased their property while often paying a premium price to enjoy the distance from State highways and thoroughfares. It would be unconscionable to 	<p>Comment noted. See response to Brant Hajda's written comment regarding the number of lanes that would be needed for a new alignment.</p> <p>See response to Heidi Conrath's written comment regarding population numbers. Population growth data reported at the November 10th public meeting was for Williamson County and not specific to the study area. Increased population growth within the county would lead to increased traffic numbers. TXDOT's Transportation Planning and Programming Division conducted a study on existing traffic conditions and on future traffic projections for the SH 29 Corridor. The largest increase in traffic is anticipated to occur in the eastern portion of the study area, between CR 120 and SH 95. The 2015 average daily traffic for this section was 3,800 vehicles and is projected to increase to 19,600 vehicles by the year 2045. West of this area, average daily traffic is projected to range from 25,700 to 27,100 vehicles in the year 2045, with the higher vehicle numbers being closer to Georgetown.</p> <p>See response to John Bogard's written comment regarding the corridor study and improving the existing alignment.</p> <p>TXDOT makes every effort to use the latest information and up to date materials where</p>

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					<p>destroy the lifestyle and property values of these citizens on routes A & D. In addition, plans A & D would destroy 10,000 acres of rich and productive farmland which can never be restored.</p> <p>I am not directly impacted by any of the proposed plans, but strongly object to the destruction and devastation that will be imposed through the construction of this thoroughfare through virgin property and farmland. The areas that TXDOT is concerned about serving in the future can better be served through expansion of existing roads should there ever be a population increase.</p>	<p>possible. The study began in 2015 and the imagery used for the maps presented at the public meetings was from 2015.</p> <p>Alternative A would require approximately 386 acres of new right-of-way, alternative A-A1-C would require approximately 399 acres of new right-of-way, and alternative D would require approximately 407 acres of new right-of-way.</p>
Hollins	Kenneth	November 28, 2016	Written comment	Mail	<p>In my opinion,</p> <ul style="list-style-type: none"> - There is no need for a road of this size to be planned or built. Population models based on growth elsewhere in Williamson County are inappropriately applied to the farmlands east of IH35 where virtually no growth has taken place over the last decade. In fact, population has decreased in many of the areas “served” by this new planned road. - All data presented at the meeting regarding impact is based on outdated maps and is therefore erroneous and deceitful. In addition, the definition of “impacted” used by TXDOT for their display charts does not take into account a roadway dissecting a property rendering it useless, bringing traffic within a few feet of an existing home, or restricting access to an existing home. - Plan E (reconstruction of existing SH29) should be the only choice since those folks who live there knew in advance that they lived along a state highway. You can’t claim to be surprised or impacted by modernization if you chose to buy property on or near a State Highway any more than expecting an airport 	Comment noted. See response to Carol Hollins’ written comment.

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					<p>that you chose to live near to restrict operation after you move in. Other alternate plans presented severely impact homes, barns, and farms that have in some cases been in continuous use for over a century. Many of the owners purchased their property while often paying a premium price to enjoy the distance from State highways and thoroughfares. It would be unconscionable to destroy the lifestyle and property values of these citizens on routes A & D. In addition, plans A & D would destroy 10,000 acres of rich and productive farmland which can never be restored.</p> <p>I am not directly impacted by any of the proposed plans, but strongly object to the destruction and devastation that will be imposed through the construction of this thoroughfare through virgin property and farmland. The areas that TXDOT is concerned about serving in the future can better be served through expansion of existing roads should there ever be a population increase.</p>	
Holmstrom	Doreen	December 1, 2016	Written comment	Mail	<p>I am writing regarding the SH 29 Corridor Study. I currently reside next to the existing SH 29. I own farm and ranch land that will be crossed by both Proposed Routes A and D. However, Route A will be most detrimental to the remaining contiguous property. Route D will be more advantageous for my residence as it puts the traffic farther from my home.</p> <p>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</p>	Comment noted. See responses to John Bogard's comment regarding future environmental studies should the project advance, and Heidi Conrath's written comment regarding acquisition of right-of-way.

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					<p>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.</p> <p>As mentioned above, Route D also crosses 189 acres of Holmstrom Family cultivated land. However, there are no improvements on this property.</p> <p>I understand that SH 29 needs improvement. However, I ask you to please consider Route D. Thank you for your consideration of my input.</p>	
Hutton	Michael R.	November 28, 2016	Written comment	Email	<p>It seem (sic) crazy that the state thinks Hwy 29 needs to be 6 lanes when I-35 is in dire needs (sic). 29 already has a right a way (sic) and plenty of room to expand and elevate the existing right a way (sic).</p> <p>I moved out here over 20 years ago to get away from all the traffic and now you want to bring it to our back door. Shame on you. Not only that who asked you to?</p>	<p>See response to Brant Hajda's written comment regarding the need for a six lane facility.</p> <p>Future traffic projections indicate the need for 6 lanes. See response to Heidi Conrath's written comment regarding right-of-way acquisition.</p> <p>See response to John Bogard's written comment regarding the expansion and elevation of the existing roadway.</p>
Johnston	Ian	November 28, 2016	Written comment	Email	<p>I am opposed to Highway 29 TXDOT (sic) Option A. The impact to farmland and to the environment are unacceptable to many families who live and farm in these areas. Paving over precious farmland is an irresponsible land-use decision. The best course of action is TXDOT (sic) Option E, improving the EXISTING Hyw (sic) 29 route.</p>	<p>Comment noted. See responses to John Bogard's comment regarding future environmental studies should the project advance, and Heidi Conrath's written comment regarding acquisition of right-of-way.</p>

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Johnston	John	November 28, 2016	Written comment	Email	I am opposed to Highway 29 TXDOT (sic) Option A. The impact to precious farmland & the environment, disrupting lives of families, are real and unacceptable to many of these families who work & farm these lands. There are better options, including improvements to the existing Hwy. 29 route. 6 lanes? Sometimes more concrete and asphalt is not the answer.	<p>Comment noted. See responses to John Bogard's comment regarding future environmental studies should the project advance, and Heidi Conrath's written comment regarding acquisition of right-of-way.</p> <p>See responses to Brant Hajda's and Michael R. Hutton's written comments regarding the need for 6 lanes.</p>
Johnston	Lisa	November 27, 2016	Written comment	Email	I am opposed to Highway 29 TXDOT (sic) Option A. The impact to precious farmland and to the environment are real and unacceptable to many families who live and farm in these areas. There are better options, including improvements to the existing Highway 29 route.	<p>Comment noted. See responses to John Bogard's comment regarding future environmental studies should the project advance, and Heidi Conrath's written comment regarding acquisition of right-of-way.</p>
JPCKK, LLC.	Jimmy	November 17, 2016	Written comment	Email	I am located directly across from the East View High School. It appears you intend to expand the current easement from 165' to 240'. I hope that expansion is going to be split evenly between my property and East View High School property. It was hard to tell from the map, provided.	<p>Comment noted. See response to Heidi Conrath's written comment regarding acquisition of right-of-way.</p> <p>The schematic currently shows all the additional ROW will be taken from the North side (non-high school side) of the existing roadway.</p>
Kaminkow	Shawn & Dan	November 10, 2016	Written comment	Public meeting	The traffic on the 29 corridor is not significant enough to warrant this type of change. The flooding issue is the one that needs to be addressed - this could be an inexpensive solution to route water into Willis Creek and the San Gabriel. According to your numbers the increase of 5.7% traffic does not correlate to the number of accidents - they have not had any substantial change. Please note the increase of population has not equally changed/increased the amount of traffic that remains on 29 to the end at 95. The intersection of 29 & CR 337 could have a pipe	<p>Comment noted. See response to Heidi Conrath's written comment regarding traffic on SH 29, and Chad Hajda's written comment regarding flooding.</p> <p>See response to Margaret Hoffman's written comment regarding crash data.</p> <p>See response to John Bogard's written comment regarding the corridor study. If the project is advanced, hydraulic studies would be conducted to determine the need for a pipe at this location.</p>

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					to divert the water to Willis Creek and widen the creek across the farmland to accomodate (sic). This would be substantially better than the TXDOT (sic) pumping the water into OUR backyard.	
Keller	Kimberly	November 14, 2016	Written comment	Email	<p>Thank you for the opportunity to have another meeting November 10 on Hwy 29 expansion. Again, we are sad, disappointed and angry the existing road cannot be used with upgrades and tax dollars used more to address the seldom-potential flooded road.</p> <p>The plan A-pink road significantly impacts our farm and livelihood for our future. Our farm is a historical farm established in 1909. It has a 100 year designation from Texas.</p> <p>Why ruin our farm to table heritage livelihood?</p> <p>Please, please do not put that road through our farm. Our family plans on continuing the long established love of the land given to us generations ago, for generations to come. We dont (sic) want to sell, we dont (sic) want to develop, we just want to farm. Please give me the chance to give my great grandchildren this land.</p>	Comment noted. See responses to John Bogard's comment regarding future environmental studies should the project advance, and Heidi Conrath's written comment regarding acquisition of right-of-way.
King	Jan	November 10, 2016	Written comment	Public meeting	<p>We already have Chandler Road & Right of way there. We have 971. Modify 29 so it won't flood to the east & leave the rest of 29 alone. Increase Chandler Road if necessary.</p> <p>It is not necessary to take what we have worked so hard for and want to leave to our grandchildren. Thank you.</p>	<p>Comment noted. See responses to John Bogard's comment regarding future environmental studies should the project advance and the use of Chandler Road, and Heidi Conrath's written comment regarding acquisition of right-of-way.</p> <p>See response to Brant Hajda's written comment regarding the use of FM 971.</p>

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Klaus	Herbert D., Sr	November 10, 2016	Written comment	Public meeting	<p>2 Rec.s (sic) for 29</p> <p>1) E) would keep good farmland from ruin for another 50 years - make improvements as need (sic) to existing curves & flooding/width of roadway etc. to 95</p> <p>2. A) Same as above regarding farm land (sic) - Reroute 29 from existing to alignment to cover 971 near CR 161 - existing where possible to Granger - this would address many wreck (sic) in this curve (sic) area of 971 ~ to Granger.</p>	<p>Comment noted. See responses to John Bogard's comment regarding future environmental studies should the project advance, and Heidi Conrath's written comment regarding acquisition of right-of-way.</p> <p>See response to Brant Hajda's and Chad Hajda's written comments regarding the width that would be needed if the project were advanced and flooding.</p> <p>See response to Margaret Hoffman's written comment regarding crash data.</p>
Lidell	Lynn	November 28, 2016	Written comment	Email	<p>My family owns property that would be cut in half by the proposed northern "A" route for the SH 29 relocation. I am strongly opposed to the A route as it would destroy land that has been owned by my family for over 100 years and would damage property owned by other long-time land owners in the Jonah area. SH 29 between Jonah and I-95 is a country highway that is not heavily used, and both current and future traffic estimates do not justify such a large highway construction project. If a decision is made that an expansion of SH 29 must occur, the proposed "route E" that would expand the current SH 29 is the best option. The proposed Route D should be considered as a second choice since it would cause a smaller loss of homes that route A.</p>	<p>Comment noted. See responses to John Bogard's comment regarding future environmental studies should the project advance, and Heidi Conrath's written comment regarding acquisition of right-of-way.</p> <p>See responses to Brant Hajda's and Michael R. Hutton's written comments regarding the width and number of lanes that would be needed if the project were advanced.</p>
Lidell	Michael	November 27, 2016	Written comment	Email	<p>I own property that would be bisected by the proposed northern "A" route for the SH 29 relocation. I am strongly opposed to the A route as it would cut across land that has been owned by my family for over 100 years and would damage property owned by other long-time land owners in the Jonah area. SH</p>	<p>Comment noted. See responses to John Bogard's comment regarding future environmental studies should the project advance, and Heidi Conrath's written comment regarding acquisition of right-of-way.</p>

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					29 is a lightly traveled rural highway, and both current and projected traffic volumes do not warrant such a massive highway expansion project. If a SH 29 expansion must occur, route E that would expand the existing SH 29 roadway is the preferred approach with Route D as a less desirable second choice as it would cause the smallest loss of existing dwellings. However, the best use of tax dollars would be eliminate (sic) the unneeded project for expansion of SH 29 and instead use these resources for mass transit to address the serious traffic congestion problems in the IH-35 corridor between Georgetown and Austin.	See responses to Brant Hajda's and Michael R. Hutton's written comments regarding the width and number of lanes that would be needed if the project were advanced. Regional express bus service between Georgetown and Austin is currently under consideration as part of the Mobility35 project. Currently, the Capital Area Rural Transportation System (CARTS) provides fixed route and curb-to-curb transit bus service in the non-urbanized areas of Williamson County.
Litterst	Carlette	November 29, 2016	Written comment	Mail	<p>I, Carlette Holmstrom Litterst, am writing to give 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 the headquarters of our family farm; it will be very negatively impacted by the proposed Route A. We also own a 125-acre cultivated field to the East of this tract which the proposed Route A will also cross. Our family additionally owns 189 acres which Route D will bisect. However, Route D will move traffic further from my mother's (Doreen Holmstrom's) homestead, which sits next to the existing SH 29.</p> <p>Attached, please find a map on which you can see Route A crossing the 316.21 acres and the 125 acres. This shows its negative impact on the Holmstrom farm improvements. 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. It appears to take out large metal barns and grain bins. We will incur substantial</p>	Comment noted. See responses to John Bogard's comment regarding future environmental studies should the project advance, and Heidi Conrath's written comment regarding acquisition of right-of-way.

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					<p>expense rebuilding some of the improvements and relocating others. A large portion will be cut off by Route A and be useless. If you will see on the attached map of Route D, there are no improvements on our 189 acres which is cut by this route.</p> <p>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. If Route D is selected, our family home will not be negatively impacted.</p> <p>I certainly hope that the Texas Department of Transportation will consider our State's rich history and the importance of agriculture in that history. I am a fourth generation Texan. Our family, the Holmstroms, has lived and farmed in Williamson County for over 110 years. My great-grandfather, Carl Gus Holmstrom, was a Swedish immigrant who settled in Williamson County around 1900. He settled in Jonah along with other Swedish families. Education was important to him, and he helped build the Jonah School. He was one of the first three school trustees, and his name appears on the cornerstone of that building still today. My great-grandfather, grandfather, and father all worked hard to purchase land and continue the family farming tradition. My great grandfather</p>	

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					<p>purchased his tract of land in 1905. My grandfather, Oscar Holmstrom, purchased the 316.21 acres referred to above in 1940. 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 and later purchase other tracts in the Jonah area. 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 an excellent farmer and a great steward of the land. We are grateful and proud Texans.</p> <p>My father did not 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. We are seeking to preserve the rich history of this land. My husband, Mike Litterst, also a graduate of Texas A&M University and a member of the Class of 1973, and I continue to live here and take care of this farm. My father was extremely proud that his graddaughters (sic), Dana and Cara, were raised on the family farm and that both are graduates of the Texas A&M University, classes of 2004 and 2007, respectively.</p> <p>To sum up, our family is in a unique situation unlike any other family along the SH 29 proposed routes, as follows: 1. My mother's homestead is along the existing SH 29. 2. Our family owns land through which Route D will cut across. 3. We own two tracts through which Route A will cut, with the 316.21 tract being most significantly impacted. 4. Route A</p>	

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					will also significantly impact our homestead, passing very near it. I realize the leadership of the Texas Department of Transportation has a choice to make. I realize that families along Route D will be affected, but not to the extent they will walk out their back door to find a six lane highway and not to the extent it will be so detrimental. I respectfully ask and implore you to please select Route D.	
Litterst	Mike D.	December 1, 2016	Written comment	Mail	<p>I am writing regarding the proposed relocation of SH 29 East. I oppose Route A and would like to see TxDOT select Route D. The proposed Route A will cut through my wife's family farm between our house and the barns. Not only would Route A cause relocation of the family, curtailment of some of the agricultural activities, and 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. However, Route D is preferred over Route A.</p> <p>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.</p> <p>Your consideration of Route D in this matter is greatly appreciated and sought out by the Holmstrom family.</p>	Comment noted. See responses to John Bogard's comment regarding future environmental studies should the project advance, and Heidi Conrath's written comment regarding acquisition of right-of-way.
Markham	Gary & Carrie	November 10, 2016	Written comment	Public meeting	<p>A public meeting that includes questions posed and answered in front of the entire group would be far more beneficial to the entire community.</p> <p>Or</p>	Comment noted.

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					Questions submitted ahead of time & answered in front of the whole group would be more helpful and educational.	
Mason	Teri	November 23, 2016	Written comment	Email	<p>I would like to make my wishes known regarding the Hwy 29 project in Georgetown. I vote for option E – to fix the EXISTING Hwy 29 route and not disturb the countryside and people’s homes with a re-route.</p> <p>Again OPTION E to fix the existing Hwy 29.</p>	<p>Comment noted. See responses to John Bogard’s comment regarding future environmental studies should the project advance and improving the existing alignment, and Heidi Conrath’s written comment regarding acquisition of right-of-way.</p>
Meyer	Angelica	November 26, 2016	Written comment	Email	<p>I am against “ROUTE A”!</p> <p>I do not support ROUTE A as i (sic) is an unnecessary road. It destroys properties and peoples (sic) lives. There are better options available. I believe that development of FM971 (sic) is a better choice for development since the easement is already there and all that needs to be done is to widen the road. FM971 (sic) goes from the same starting point and ends at the same place your other roads end and it does not destroy anyones (sic) property.</p> <p>The people at the meeting were uninformed, not equipped to answer questions, would move people off to other people when questions were asked, and could not answer 80 of the questions presented. Their typical answer was “I don’t know... let’s ask this person who is in charge of ...”.</p> <p>I also believe this will increase flooding and change the current water flow when rain occurs.</p> <p>Your options are not a good use of tax dollars and again I do not support “ROUTE A”.</p>	<p>Comments noted. See responses to John Bogard’s comment regarding future environmental studies should the project advance, and Heidi Conrath’s written comment regarding acquisition of right-of-way.</p> <p>See response to Brant Hajda’s written comment regarding the use of FM 971.</p>

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Meyer	Eric	November 25, 2016	Written comment	Email	<p>I am opposed to "ROUTE A".</p> <p>"ROUTE A" is a road from nowhere to nowhere that destroys numerous properties for no good reason. FM971 (sic) should be widened if people insist on creating more throughput for traffic.</p> <p>I am concerned that with a new road will come new flood problems. I also believe crime will increase and that noise will become an issue.</p> <p>During this meeting whenever people had questions a TX DOT (sic) representative would say we will need to ask another person. When we would ask that person they would say it's another persons (sic) job. Absolutely no one was informed nor was anyone from TX DOT (sic) helpful.</p> <p>According to Marisabel Rathune's (sic) statistics that she presented 30.1 (sic) of the people are opposed to ROUTE A. When we would discuss things with Marisabel she would add facts regarding information after the close date for comments. Marisabel Rathune (sic) was suppose (sic) to e-mail me additional information and has not got (sic) back to me like she said she would.</p> <p><i>This comment was sent in twice.</i></p>	<p>Comments noted. See responses to John Bogard's comment regarding future environmental studies should the project advance, and Heidi Conrath's written comment regarding acquisition of right-of-way.</p> <p>See response to Brant Hajda's written comment regarding the use of FM 971.</p> <p>See response to Chad Hajda's written comment regarding flooding.</p>
Mitchell	Shane	November 10, 2016	Written comment	Public meeting	<p>I am strongly apposed (sic) to option A with Hwy 79, Chandler Road, 29, and 971 all going East to West, I see no need for anything to be done.</p>	<p>Comment noted. See responses to John Bogard's comment regarding future environmental studies should the project advance, improving the existing alignment, and the use of Chandler Road.</p>

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						<p>See response to Heidi Conrath's written comment regarding the need for the project due to projected traffic numbers.</p> <p>See response to Brant Hajda's written comment regarding the use of FM 971.</p>
Ney	Mark S.	November 10, 2016	Written comment	Public meeting	<p>1. Maps do not show turn arounds at intersection of 29 & 130. concerned about access to the property from the east bound lanes</p> <p>2. Concerned about the sell of the required property. When 130 was put in the sell of the required property was very long, expensive, and difficult. I hope this will not turn into that.</p>	<p>Comment noted. The comment to add U-turn lanes at SH 130 will be evaluated and incorporated into the schematic revisions if appropriate.</p> <p>See response to Heidi Conrath regarding property acquisition.</p>
Paul	James	November 17, 2016	Written comment	Email	<p>One of the main reasons for this relocation is to efficiently serve the community's transportation needs. The community's primarily impacted for East/West traffic efficiency, are Georgetown, Weir, Granger and Taylor.</p> <p>However, Taylor has recently received the efficiency of the Chandler Road Extension, to relieve the current Highway 29. So primarily, the communities remaining are Georgetown, Weir and Granger. Option A essentially splits the land mass between the current Hwy 29 alignment, and FM 971, and therefore creates a better system of East/West traffic flow for those mostly in need for enhanced public safety and transportation efficiency. Additionally, the Option A alignment expands transportation opportunities to a larger section of the eastern portion of the county, while Option D practically mirrors the current Hw29 (sic) alignment, as well as "piggy backs" the current Chandler Road Extension.</p>	<p>Comment noted. See responses to John Bogard's comment regarding future environmental studies should the project advance.</p> <p>See response to Chad Hajda's written comment regarding flooding.</p>

Last Name	First Name	Date Received	Comment Type	Method Received	Comment (verbatim)	Response
					<p>One of the other reasons for this relocation is to improve safety, and address roadway flooding. One of the more dangerous roads, in the Eastern side of the county, is FM 971. This road is primarily used for residents to commute from Granger to Georgetown, thru (sic) Weir. By using Option A, it will attract the current commuters, from using FM 971, thus reducing the current risk of fatality type accidents, on FM 971.</p> <p>As far as roadway flooding, by putting in Option D, which would include 30 more floodplain acres than Option A, it will only increase the immediate runoff impacts for the existing Highway 29, thus making the existing problem worse, for those of us, relying on the current Highway 29, no matter what option is chosen.</p> <p>Option A creates a far greater opportunity for a positive economic impact coming from what will be a tremendous investment on behalf of the State of Texas (aka "taxpayers") as there is a greater land mass capable of ultimate development on the two sides of the Option A alignment. Option D creates a significant amount of small "island properties" that will lie between the previous Hwy 29 alignment and the Option D Alignment. In fact if Option D is chosen you would be able to drive along the new alignment in sight of the previously alignment for most of the route. This obviously does not make for transportation efficiency, a good use of tax dollars, or economic development sense.</p> <p>Option A utilizes a significant portion of current right of way of County Roads potentially lessening the burden on the</p>	

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					<p>taxpayers for right of way purchase (and County road maintenance) and by utilizing such right of way would not create a new roadway impact in those areas as opposed to Option D which utilizes only new right of way and new roadway alignments thus creating a greater “new” impact on area landowners. Option A would also cause 30 less impact to the near extinct Woodlands on the Eastern side of the county, as well as 10 less impact to Farmland Soils, that is a huge dependency, for the Eastern side of the county.</p> <p>As far as cost of construction, it will be much less expensive to build Option A, considering it will require less elevation increases and run off prevention, traveling thru (sic) 30 less floodplain acres, then (sic) it would require with Option D.</p> <p>In summary, it appears that all of the States concerns, for efficiency and safety, were commonly voiced, by all parties, during the Public Meeting #1. However it also appears, that all of the concerns expressed in Meeting #1, are now falling victim, to simply a few more individuals concerns, against Option A, foregoing all of the most reasonable solutions to address efficiency and public safety.</p>	
Pettitt	John	November 10, 2016	Written comment	Public meeting	Would add another column on your alternative route comparison - COST	Comment noted.
Pfiester	Sam	November 10, 2016	Written comment	Public meeting	<p>1) 350' is TOO wide. For the next 50 years +, 150' is wide enough for lines with a wide divided medium</p> <p>2) Do NOT cut-off access. Limited access is a taking for all tracts which are split by the highway</p>	<p>Comment noted. See responses to Heidi Conrath's and Brant Hajda's written comments regarding the need for the project and the needed for the width of the project if the project is advanced.</p> <p>TxDOT would work with affected property owners concerning access.</p>

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					3) I much prefer Route A. If it's 150' wide w/ access, Route D is acceptable.	See response to John Bogard's written comment regarding the corridor study.
Raum	Bobbie	November 10, 2016	Written comment	Public meeting	I own G&B Storage in business since 1997; if possible I do not want to be displaced.	Comment noted. See response to John Bogard's written comment regarding the corridor study, and Heidi Conrath's written comment regarding right-of-way acquisition.
Rubio	Albert	November 8, 2016	Written comment	Email	Question: Do you have R.O.W. Dedication information for the property located at 3901 University Ave (Hwy 29). The site is located at the northeast corner of Berry Lane and Hwy 29 (approximately 1 block east of Toll Road 130). I'm submitting a site plan application to City (sic) of Georgetown and need show (sic) R.O.W (sic) Dedication on the plans. Please provide information. Thanks and have a great day.	Since this project is currently in the feasibility phase, no ROW has been purchased. The current schematic shows a need for 90 feet of additional ROW. This additional ROW will all be taken from the North side.
Sefcik	Warren E., Jr.	November 10, 2016	Written comment	Public meeting	Would like to request a private meeting. 8555 St Hwy 29 E (Wallace & Willis Co. Owners Sefcik) 9201 St Hwy 29E CR 126 & Hwy 29E	Comment noted.
Selleck	Daniel J.	November 23, 2016	Written comment	Email	I was in attendance at the last two meetings regarding SH 29. I would like to be counted as against the Option A and in favor of fixing the existing road. I am opposed to the state of Texas taking privately held farmland for infrastructure when there are other options. I am opposed to the State of Texas considering impinging on the quality of life of the residents that will be impacted by Option A or Option D. Your reasoning that "in the future" you will need to have the infrastructure to handle	Comment noted. See response to John Bogard's comment regarding future environmental studies should the project advance and improving the existing alignment. See response to Heidi Conrath's written comment regarding acquisition of right-of-way and the need for the project due to traffic numbers.

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					<p>development is flawed. You have no way of knowing if or when the owners of these beautiful properties in the affected areas would sell to developers. I believe that what you actually mean is that when you build the road, they will come. That is not what any of us want in our area.</p> <p>I am opposed to SH29 turning into a Williams Drive (west of IH35). I am truly dismayed that you are even considering this as an option.</p>	
Selleck	Janet M.	November 23, 2016	Written comment	Email	<p>I was in attendance at the last two meetings regarding SH 29. I would like to be counted as against the Option A and in favor of fixing the existing road.</p> <p>I am opposed to the state of Texas taking privately held farmland for infrastructure when there are other options. I am opposed to the State of Texas considering impinging on the quality of life of the residents that will be impacted by Option A or Option D. Your reasoning that “in the future” you will need to have the infrastructure to handle development is flawed. You have no way of knowing if or when the owners of these beautiful properties in the affected areas would sell to developers. I believe that what you actually mean is that when you build the road, they will come. That is not what any of us want in our area.</p> <p>I am opposed to SH29 turning into a Williams Drive (west of IH35). I am truly dismayed that you are even considering this as an option.</p>	<p>Comment noted. See response to John Bogard’s comment regarding future environmental studies should the project advance and improving the existing alignment.</p> <p>See response to Heidi Conrath’s written comment regarding acquisition of right-of-way and the need for the project due to traffic numbers.</p>
Sitton	Dana	December 1, 2016	Written comment	Mail	<p>The Highway 29 road improvement project in Williamson County was proposed to improve roadway standards, increase driver security, and prepare for potential future traffic</p>	<p>Comment noted. See response to John Bogard’s comment regarding future environmental studies should the project advance.</p>

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					<p>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.</p> <p>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.</p> <p>Our family farm, which was purchased in 1940, rests along Country Road 126. The Route A proposed solution options 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.</p> <p>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.</p>	See response to Heidi Conrath's written comment regarding acquisition of right-of-way.
Smith	William	November 10, 2016	Written comment	Public meeting	Can you or some one (sic) with the TxDOT change the lights from changing so fast at the East View School and the toll road 130. If your	Comment noted. This information has been provided to the TxDOT Austin District for consideration.

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					(sic) going east or west on Hwy 29 and some one (sic) is about to get to the light at the school or coming off the toll road 130. The lights change way too fast, when your (sic) at the speed limit on 29 Hwy and have to break hard to stop. Just to let the ones that have came (sic) up to the light to get on 29 Hwy. These people need to wait longer so the ones that are at the speed limit to pass them before the lights change for them. Please look in to (sic) this! Before someone dies, trying to make the lights as they change. Just way to (sic) fast. Thanks.	
Steel	Dawn & Kenneth	November 25, 2016	Written comment	Mail	We oppose Option A. We have lived here 23 years and we would like to continue living in this peaceful and quite (sic) country.	<p>Comment noted. See response to John Bogard's comment regarding future environmental studies should the project advance.</p> <p>See response to Heidi Conrath's written comment regarding acquisition of right-of-way.</p>
Stefek	Janie	November 28, 2016	Written comment	Email	I have previously commented on this study at the prior meetings. Please note these are my concerns. 1 st you have the existing hwy 29. Why build a new road when you can do upgrades on the existing roadway. If you wish to add more lanes that could easily be done. Just build 2 lanes on the side of the current one with a higher elevation & a new bridge if needed over the spots that are too low. At the same time you can mend all of the curves that need to be straightened. This makes more sense that (sic) starting in a whole new spot with a road. Saves a lot of tax payers money by working with an existing road. The existing road doesn't have as much farm equipment going on it either.	<p>Comment noted. See response to John Bogard's comment regarding future environmental studies should the project advance and improving the existing alignment.</p> <p>See response to Heidi Conrath's written comment regarding acquisition of right-of-way.</p> <p>See response to Chad Hajda's written comment regarding flooding.</p>

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					<p>For the concerns on your other plans as I have stated in my prior concerns the orange route is not only going thru (sic) 1 of my properties but 2. It takes a tip off of my current residence property. How can you even began (sic) to be fair to individuals when you are putting them thru (sic) such a disadvantage. I can't move from 1 property to the other without reaching out & touching vehicles going by not to mention the noise. I thought the concerns are to get away from water issues. By going the orange route there are water issues when you get prior to Pecan branch. I am not going to began (sic) to tell you how much flooding goes on thru (sic) that area starting a bit before Pecan branch. Then once you get to my area of CR 337. Water goes over the road in several places. You can have engineers tell you what to do but they have not been in this area after large rains nor have they lived in the area their whole life. Not to mention where is the water gona (sic) go? Is it just gona (sic) flood all the land around my house if not my house included? We already have a large waterway that goes across my driveway because of all the water that comes down from the area north of CR 124. The orange plan should not be even considered if all you are doing is creating more water issues. If I had just moved to the area and wouldn't know what I was talking about that is one thing. Experience should count for more than what someone is just saying they have no idea. Living in the area your whole life is the experience. An engineer just puts whatever on paper for presentation shouldn't experience count for more?</p> <p>For the concerns on the pink route, I can see where you have the A pointing down take that</p>	

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					<p>ill (sic) kink out of it & make it straight unless its going thru (sic) a house. Now where you have the curve (that is where the C starts for CR 124 take the curve out & go straight to 95 from that point. There are no water issues there (that is the north side of CR 124.). You could make the new Hwy go straight to 95 without curves all the way to CR 346. That makes more sense. Not only that; if people want to go to the lake they could just keep going straight on CR 346 or you could have HWY 29 end between CR 346 & CR 124 at HWY 95.</p> <p>By building the current HWY 29 up to a higher ground level this would eliminate the problems that may occur when it rains too much. Not to mention people which built their houses near the hwy knew what they have to put up with. Why are you being so considerate to them & not the farmers. These houses which have been built on Hwy 29 a lot of those people are the ones that contribute to your traffic on the roadways. Remember without the farmer; future generations will not have food or water to live. This is the Blackland Prairie it is not meant for roadways & houses (look at all the problems they have by Hutto with the houses). The soils shift; foundations crack. Perhaps the Blackland Prairie needs to be on an endangered list; without it eventually you will not have food and water. Consideration is given to endangered species what about the endangered farmers.</p> <p>Thank you for your consideration.</p>	
Stefek-Willis	Gloria	November 10, 2016	Written comment	Public meeting	Our land has been in my family since the mid 1850's. It is a working farm.	Comment noted. See response to John Bogard's comment regarding future

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					Phone XXX-XXX-XXXX – cell Tx Dept of Agriculture Heritage Farms Sue Miller	environmental studies should the project advance. See response to Heidi Conrath’s written comment regarding acquisition of right-of-way.
Symons	Tom & Darlene	November 10, 2016	Written comment	Public meeting	We prefer option D Very opposed to option A	Comment noted. See response to John Bogard’s written comment regarding the corridor study.
Urbanek	Dawn	November 10, 2016	Written comment	Public meeting	Option C cuts through our farm at CR 337, leaving only a sliver of land. If this option is chosen, please consider moving the road to CR 124 leaving most of our farm intact.	Comment noted. See response to John Bogard’s comment regarding future environmental studies should the project advance. See response to Heidi Conrath’s written comment regarding acquisition of right-of-way.
Urbanek	Gordon	November 10, 2016	Written comment	Public meeting	Option C is not our preferred option! Option C completely divides our property, and may render portions left unusable (sic)!	Comment noted. See response to John Bogard’s comment regarding future environmental studies should the project advance. See response to Heidi Conrath’s written comment regarding acquisition of right-of-way.
Welch	Barbara J.	November 10, 2016	Written comment	Public meeting	Corridor (sic) "A" seems to be the better choice. Corridor (sic) A's connection with 95 is a better location as it also benefits the town of Granger. As a footnote, I guess my gut feeling just favors A.	Comment noted. See response to John Bogard’s comment regarding future environmental studies should the project advance.
Werchan	Debra	November 27, 2016	Written comment	Email	I live on CR 121 and you will be taking part of my driveway on Option A if it passes. How will I be able to enter the new highway when traffic will be going 60-70mph? Are you buying my land and house? I oppose both options and	Comments noted. See response to John Bogard’s comment regarding future environmental studies should the project advance.

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					think mirroring hwy (sic) 29 west improvements is the least expensive and less disruptive.	<p>See response to Heidi Conrath's written comment regarding acquisition of right-of-way.</p> <p>If the project is advanced and Alternative A is selected, it is anticipated that a small amount of ROW would be needed from the front of this property. TxDOT would work with the landowner regarding access.</p>
Westerman	John & Cara	December 1, 2016	Written Comment	Mail	<p>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.</p> <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 additions, 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</p>	<p>Comment noted. See response to John Bogard's comment regarding future environmental studies should the project advance.</p> <p>See response to Heidi Conrath's written comment regarding acquisition of right-of-way construction costs have not been computed.</p> <p>All roadway design, including horizontal and vertical alignment and super elevation transitions, comply with the current TxDOT Roadway Design Manual. The criteria accounts for sight distance needs.</p> <p>See response to Chad Hajda's written comment regarding flooding.</p> <p>Williamson County's 2035 Long-Range Transportation Plan proposes upgrading the segment of SH 29 between Haven Lane and Southwestern Boulevard from a two-lane undivided roadway to a four-lane major divided arterial. Further, Southwest Bypass, a new arterial roadway that will stretch between SH 29 and IH 35 on the west side of Georgetown, is currently under construction. In the future, it will connect directly with Inner Loop across IH</p>

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					<p>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 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.</p> <p>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.</p> <p>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.</p> <p>According to the Floodplain Constraints Exhibit, Route A and Route D contain the same number of floodplain crossings; however, Route A contains 6 additional</p>	<p>35 to provide a bypass of SH 29 near IH 35.</p> <p>Williamson County's Long-Range Transportation Plan shows a proposed controlled access facility along a potential alignment of SH 29, east of SH 130. Access point locations would be determined during the planning stages of any future controlled access facility.</p>

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					<p>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 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?</p> <p>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 (sic) 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.</p>	

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Wolbruek	Douglas	November 10, 2016	Written comment	Public meeting	<p>I farm and Ranch in area and Route A will affect how my family legacy can be determined.</p> <p>Will affect family ability too (sic) make living!</p>	<p>Comment noted. See response to John Bogard's comment regarding future environmental studies should the project advance.</p> <p>See response to Heidi Conrath's written comment regarding acquisition of right-of-way.</p>
Wright	Michael F.	November 10, 2016	Written comment	Public meeting	<p>We own 148 acres & raise cattle - Project D will destroy my only hay field and will seem less than 50 feet from my bedroom - Thus my home will be unlivable and unsellable. Our way of life will be destroyed - what do we do with a \$600,000 house The (sic) we cannot live in or sell? The road is not needed</p> <p>There may be a cave under the D way (sic) on my property.</p>	<p>Comment noted. See response to John Bogard's comment regarding future environmental studies should the project advance.</p> <p>See response to Heidi Conrath's written comment regarding acquisition of right-of-way and the need for the project due to traffic numbers.</p>
Wright	Michael F.	November 16, 2016	Written comment	Mail	<p>Dear TxDOT,</p> <p>Our discourse at the November 10th Hwy 29 meeting was both interesting and confusing. In the written comments, I made the mistake of referring to Corridor D, instead of Corridor A; therefore, I wish to restate my comments.</p> <p>My family lives at 1990 CR 127, Georgetown, TX and the path of Corridor A runs less than fifty feet from our bedroom wall, which will make our home unlivable and unsellable. The house, per se, is valued at approximately \$6000,00 (sic) not including the land. Therefore, owning an unlivable house will be quite a burden on my family, (sic)</p> <p>In addition, we are in the cattle business and Corridor A will eliminate my only hay field. A rather detrimental situation to one raising cattle.</p>	<p>Comment noted. See response to John Bogard's comment regarding future environmental studies should the project advance and improving the existing alignment.</p> <p>See response to Heidi Conrath's written comment regarding acquisition of right-of-way.</p> <p>See response Brant Hajda's written comment regarding the use of FM 971.</p>

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					<p>That said, it is my hope, if you feel the need to build such a road system, you choose Corridor D, enlarge and repair Hwy 29, or use the current Hwy 971 corridor verses (sic) Corridor A.</p> <p>This summer I found a sink hole in the pasture behind my house, indicating there may be a cave or other problems under the Corridor A right-of-way. You might desire to explore this possibility.</p> <p>Thank you for your consideration.</p>	
No name	No name	November 10, 2016	Written comment	Public meeting	<p>I do not believe TXDOT (sic) with their \$\$\$ have the right to go and take (screw people out of their land that has been in their family for years! You (TXDOT) (sic) have no morals and can not (sic) even open the floor for comments!</p> <p>Since they are not bothering your property you really have no issue here</p>	<p>Comments noted. See response to John Bogard's comment regarding future environmental studies should the project advance.</p> <p>See response to Heidi Conrath's written comment regarding acquisition of right-of-way.</p>
Written Comments on Displays from Public Meeting #3 (No Names)						
No Name	No Name	November 10, 2016	Written comment on Potential Corridor Constraints displays	Public meeting	Need extra lane from 130 to Eastview (safety)	Comment noted. See response to John Bogard's written comment regarding the corridor study.
No Name	No Name	November 10, 2016	Written comment on Potential Corridor Constraints displays	Public meeting	<p>Property label corrected to "Murray's Eastside Automotive" instead of "Murry's Eastside Automotive".</p> <p><i>The same comment was written on the three displays.</i></p>	Comment noted.

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No Name	No Name	November 10, 2016	Written comment on Potential Corridor Constraints displays	Public meeting	“Need sidewalks on extra lane for turning.” Comment on western segment of the project area.	Comment noted. If the project is advanced, bicycle and pedestrian accommodations would be evaluated during detailed design.
No Name	No Name	November 10, 2016	Written comment on Potential Corridor Constraints displays	Public meeting	Person indicated Farm-to-Market (FM) 127 would need access to the proposed A route alignment.	Comment noted. Once the preferred corridor is selected, refinements such as cross street and driveway tie-ins will be designed to address local access needs.
No Name	No Name	November 10, 2016	Written comment on Potential Corridor Constraints displays	Public meeting	Member of the public indicated they would like pipes installed to direct water that floods the existing SH 29 near the eastern end of SH 29.	Comment noted. See response to Chad Hajda’s written comment regarding flooding.
No Name	No Name	November 10, 2016	Written comment on the Full Engineering displays	Public meeting	“Wolbrueck working farm” located near the proposed A route and FM 126 intersection.	Comment noted.
No Name	No Name	November 10, 2016	Written comment on the Full Engineering displays	Public meeting	“Working farms Wolbrueck” located east of the FM 127 and FM 124 intersection.	Comment noted.
No Name	No Name	November 10, 2016	Written comment on the Full Engineering displays	Public meeting	“Two working century farms (1909) Wolbrueck Wol-Rich” Located west of the FM 124 and FM 192 intersection.	Comment noted.
No Name	No Name	November 10, 2016	Written comment on the Full	Public meeting	Displacement marker closest to the FM 341 and FM 124 intersection along proposed A route labeled “Shed”.	Comment noted.

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			Engineering displays			
No Name	No Name	November 10, 2016	Written comment on the Full Engineering displays	Public meeting	Property northwest of the FM 341 and FM 124 intersection labeled with: "Taken? 120 Days Ago".	Comment noted.
No Name	No Name	November 10, 2016	Written comment on the Full Engineering displays	Public meeting	Property north of the existing SH 29 between FM 192 and FM 341 labeled "Dynamite Plant".	Comment noted.
No Name	No Name	November 10, 2016	Written comment on the Full Engineering displays	Public meeting	Displacement marker near the FM 126 and proposed a route labeled "Hay Barn".	Comment noted.
No Name	No Name	November 10, 2016	Written comment on the Full Engineering displays	Public meeting	Pecan Branch of the San Gabriel River north of the proposed A route near the FM 192 intersection labeled with the words "This floods bad".	Comment noted. See response to Chad Hajda's written comment regarding flooding.
No Name	No Name	November 10, 2016	Written comment on the Full Engineering displays	Public meeting	"We need help flood debris extreme" near the SH 95 and SH 29 intersection and north of the intersection.	Comment noted. See response to Chad Hajda's written comment regarding flooding.
No Name	No Name	November 10, 2016	Written comment on the Full Engineering displays	Public meeting	"Pls (sic) don't raise the road level it will create a land lock & flood more" near the SH 95 and SH 29 intersection and north of the intersection.	Comment noted. See responses to John Bogard's written comment regarding the corridor study and Chad Hajda's written comment regarding flooding.
No Name	No Name	November 10, 2016	Written comment on the Full	Public meeting	"Clear out under bride (sic) maybe open more; RR bridge cleared & open more" near the SH 95 and SH 29 intersection and with arrows pointing north and south of the intersection.	Comment noted. See response to John Bogard's written comment regarding the corridor study.

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			Engineering displays			
No Name	No Name	November 10, 2016	Written comment on the Full Engineering displays	Public meeting	"7' rise from RR/95 to other side of 95" south of the SH 95 and SH 29 intersection.	Comment noted. See response to John Bogard's written comment regarding the corridor study.
No Name	No Name	November 10, 2016	Written comment on the Full Engineering displays	Public meeting	"DO NOT mess w/ my house Shawna" Near the subdivision directly west of where the San Gabriel river and SH 29 intersect.	Comment noted. See responses to John Bogard's written comment regarding the corridor study, and Heidi Conrath's written comment regarding right-of-way acquisition.
No Name	No Name	November 10, 2016	Written comment on the Full Engineering displays	Public meeting	"No need to take any property in this subdivision expand on other side" Near the subdivision directly west of where the San Gabriel river and SH 29 intersect.	Comment noted. See responses to John Bogard's written comment regarding the corridor study, and Heidi Conrath's written comment regarding right-of-way acquisition.
No Name	No Name	November 10, 2016	Written comment on the Full Engineering displays	Public meeting	Circle drawn around property where the proposed route A first aligns with FM 121.	Comment noted.
No Name	No Name	November 10, 2016	Written comment on the Full Engineering displays	Public meeting	Land southeast of the Mileham Branch of the San Gabriel River and FM 121 intersection labeled "Wolbrueck farms".	Comment noted.
No Name	No Name	November 10, 2016	Written comment on the Full Engineering displays	Public meeting	Structures north of the FM 126 and FM 121 intersection labeled as "Dairy barn" and "House".	Comment noted.
No Name	No Name	November 10, 2016	Written comment on the Full	Public meeting	Land southwest of the FM 126 and FM 121 intersection labeled as "Wolbrueck farms".	Comment noted.

Last Name	First Name	Date Received	Comment Type	Method Received	Comment (verbatim)	Response
			Engineering displays			
No Name	No Name	November 10, 2016	Written comment on the Full Engineering displays	Public meeting	Land west of the FM 126 and proposed D route alignment intersection has a house and a pond identified. Also: "Migratory birds here and other wildlife designated wildlife habitat Highway will be almost on it"	Comment noted. See response to John Bogard's written comment regarding further environmental studies if the project should advance.
No Name	No Name	November 10, 2016	Written comment on the Full Engineering displays	Public meeting	Land parcels located west of the FM 192 and FM 124 labeled with "Working Farm; Wolbruecks 2 working century farms (over 100 years)".	Comment noted.
No Name	No Name	November 10, 2016	Written comment on the Full Engineering displays	Public meeting	Land parcels located west of the FM 192 and FM 124 labeled with "Wol-Rich Century farm; dates back 1909".	Comment noted.
No Name	No Name	November 10, 2016	Written comment on the Full Engineering displays	Public meeting	Displacement marker located west of the FM 339 and FM 124 intersection: "Land owner; 165 yrs. in one family working farms 65 acres".	Comment noted.
No Name	No Name	November 10, 2016	Written comment on the Preliminary Matrix/Comparison of Alternatives display	Public meeting	The 26 residential displacements number in column E is circled with the words: "Sorry but how many are 'mobile' homes?"	Mobile homes were not counted as displacements since they could be moved if needed.
No Name	No Name	November 10, 2016	Written comment on the Rural (East side of the	Public meeting	Arrow indicating the location for the David Sackville Cooke Historic Texas State Cemetery is located more southeast, south of the proposed D route.	Comment noted.

Last Name	First Name	Date Received	Comment Type	Method Received	Comment (verbatim)	Response
			project) Engineering displays			
No Name	No Name	November 10, 2016	Written comment on the Rural (East side of the project) Engineering displays	Public meeting	A house was indicated east of the FM 337 and route E alignment intersection.	Comment noted.
No Name	No Name	November 10, 2016	Written comment on the Rural (East side of the project) Engineering displays	Public meeting	“Raise & straighten” near the east end of the existing SH 29.	Comment noted. See response to John Bogard’s written comment regarding the corridor study and improving the existing alignment.
No Name	No Name	November 10, 2016	Written comment on the Rural (East side of the project) Engineering displays	Public meeting	Member of the public indicated there needs to be a “Bigger Bridge” southeast of the SH 95 and SH 29 intersection.	Comment noted. See response to John Bogard’s written comment regarding the corridor study and improving the existing alignment.
No Name	No Name	November 10, 2016	Written comment on the Rural (East side of the project) Engineering displays	Public meeting	“Improve Drainage - Open up Rail Road Dike – Bad – little openings More ‘Bridge area” Near SH 95 and SH 29 intersection.	Comment noted. See response to Chad Hajda’s written comment regarding flooding and drainage. See response to John Bogard’s written comment regarding the corridor study and improving the existing alignment.

Last Name	First Name	Date Received	Comment Type	Method Received	Comment (verbatim)	Response
No Name	No Name	November 10, 2016	Written comment on the Rural (East side of the project) Engineering displays	Public meeting	<p>“Debora Werchan How do I get out of my driveway?”</p> <p>Near property north of where A route alignment and FM 121 first align.</p>	Comment noted. TxDOT would work with landowners regarding access should their property be affected. .
No Name	No Name	November 10, 2016	Written comment on the Urban (West side of the project) Engineering displays	Public meeting	Property north of the existing SH 29 and west of the FM 106 and SH 29 intersection labeled with: “3 unmarked graves of military confederate soldiers”.	Comment noted. See response to John Bogard’s written comment regarding further environmental studies if the project should be advanced.
No Name	No Name	November 10, 2016	Written comment on the Urban (West side of the project) Engineering displays	Public meeting	Arrow indicating the marked location for the David Sackville Cooke Historic Texas State Cemetery is located southeast of alternative D.	Comment noted. Information provided on the meeting map was obtained from Williamson County Tax Appraisal records. If necessary, adjustments to the alternative D would be made to avoid impacts to the cemetery.

Attachment B

Notices and Handouts

1. Elected Officials Letters
2. Post Card
3. Taylor Press Affidavit and Tearsheet
4. Williamson County Sun Affidavit and Tearsheet
5. Public Meeting Packet Handout



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October 14, 2016

The Honorable Valerie Covey
County Commissioner, Precinct Three
Williamson County
3010 Williams Drive, Suite 153
Georgetown Texas 78628

RE: Public Meeting on SH 29 from Southwestern Boulevard to SH 95

Dear Commissioner Covey:

You are cordially invited to attend a public meeting for the above referenced SH 29 project.* The public meeting will allow the public the opportunity to review and comment on the corridor study project.

The public meeting will be held at the East View High School Cafeteria on November 10, 2016. The school is located at 4490 East University Avenue in Georgetown. The meeting will be held from 6:00 p.m. to 8:00 p.m., and will begin with an Open House between 6:00 p.m. and 6:30 p.m. During this time, maps, drawings, and other project information will be on display, and TxDOT staff will be available to discuss the project and answer questions. The open house will be followed by a presentation and a verbal comment session.

Those who are unable to attend the public meeting in-person may review the displays on the project website at <http://www.txdot.gov/insidetxdot/projects/studies/austin/sh29.html>. Please forward this information to staff, as appropriate.

If you need additional information on this project or the public meeting, please contact: Marisabel Ramthun, Austin District Advanced Project Development Director, at (512) 832-7216, or Lorena Echeverria de Misi, Austin District Director of Transportation Planning and Development, at (512) 832-7006.

Sincerely,

Terry G. McCoy, P.E.
Austin District Engineer

cc: Lorena Echeverria de Misi, P.E., Director of Transportation Planning and Development, Austin District, TxDOT
Marisabel Z. Ramthun, P.E., Advanced Project Development, Austin District, TxDOT
Jon Geiselbrecht, Environmental Specialist, Austin District, TxDOT

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October 14, 2016

The Honorable Larry Madsen
County Commissioner, Precinct Four
Williamson County
350 Exchange Blvd., Suite 100
Hutto Texas 78634

RE: Public Meeting on SH 29 from Southwestern Boulevard to SH 95

Dear Commissioner Madsen:

You are cordially invited to attend a public meeting for the above referenced SH 29 project.* The public meeting will allow the public the opportunity to review and comment on the corridor study project.

The public meeting will be held at the East View High School Cafeteria on November 10, 2016. The school is located at 4490 East University Avenue in Georgetown. The meeting will be held from 6:00 p.m. to 8:00 p.m., and will begin with an Open House between 6:00 p.m. and 6:30 p.m. During this time, maps, drawings, and other project information will be on display, and TxDOT staff will be available to discuss the project and answer questions. The open house will be followed by a presentation and a verbal comment session.

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Sincerely,

Terry G. McCoy, P.E.
Austin District Engineer

cc: Lorena Echeverria de Misi, P.E., Director of Transportation Planning and Development, Austin District, TxDOT
Marisabel Z. Ramthun, P.E., Advanced Project Development, Austin District, TxDOT
Jon Geiselbrecht, Environmental Specialist, Austin District, TxDOT

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October 14, 2016

The Honorable Tommy Gonzalez
Council Member, District 7
City of Georgetown
P.O. Box 409
Georgetown Texas 78627

RE: Public Meeting on SH 29 from Southwestern Boulevard to SH 95

Dear Council Member Gonzalez:

You are cordially invited to attend a public meeting for the above referenced SH 29 project.* The public meeting will allow the public the opportunity to review and comment on the corridor study project.

The public meeting will be held at the East View High School Cafeteria on November 10, 2016. The school is located at 4490 East University Avenue in Georgetown. The meeting will be held from 6:00 p.m. to 8:00 p.m., and will begin with an Open House between 6:00 p.m. and 6:30 p.m. During this time, maps, drawings, and other project information will be on display, and TxDOT staff will be available to discuss the project and answer questions. The open house will be followed by a presentation and a verbal comment session.

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Sincerely,

Terry G. McCoy, P.E.
Austin District Engineer

cc: Lorena Echeverria de Misi, P.E., Director of Transportation Planning and Development, Austin District, TxDOT
Marisabel Z. Ramthun, P.E., Advanced Project Development, Austin District, TxDOT
Jon Geiselbrecht, Environmental Specialist, Austin District, TxDOT

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October 14, 2016

The Honorable Rachael Jonrowe
Council Member, District 6
City of Georgetown
P.O. Box 409
Georgetown Texas 78627

RE: Public Meeting on SH 29 from Southwestern Boulevard to SH 95

Dear Council Member Jonrowe:

You are cordially invited to attend a public meeting for the above referenced SH 29 project.* The public meeting will allow the public the opportunity to review and comment on the corridor study project.

The public meeting will be held at the East View High School Cafeteria on November 10, 2016. The school is located at 4490 East University Avenue in Georgetown. The meeting will be held from 6:00 p.m. to 8:00 p.m., and will begin with an Open House between 6:00 p.m. and 6:30 p.m. During this time, maps, drawings, and other project information will be on display, and TxDOT staff will be available to discuss the project and answer questions. The open house will be followed by a presentation and a verbal comment session.

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Sincerely,

Terry G. McCoy, P.E.
Austin District Engineer

cc: Lorena Echeverria de Misi, P.E., Director of Transportation Planning and Development, Austin District, TxDOT
Marisabel Z. Ramthun, P.E., Advanced Project Development, Austin District, TxDOT
Jon Geiselbrecht, Environmental Specialist, Austin District, TxDOT

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October 14, 2016

Mr. David Morgan
City Manager
City of Georgetown
P.O. Box 409
Georgetown Texas 78627

RE: Public Meeting on SH 29 from Southwestern Boulevard to SH 95

Dear Mr. Morgan:

You are cordially invited to attend a public meeting for the above referenced SH 29 project.* The public meeting will allow the public the opportunity to review and comment on the corridor study project.

The public meeting will be held at the East View High School Cafeteria on November 10, 2016. The school is located at 4490 East University Avenue in Georgetown. The meeting will be held from 6:00 p.m. to 8:00 p.m., and will begin with an Open House between 6:00 p.m. and 6:30 p.m. During this time, maps, drawings, and other project information will be on display, and TxDOT staff will be available to discuss the project and answer questions. The open house will be followed by a presentation and a verbal comment session.

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Sincerely,

Terry G. McCoy, P.E.
Austin District Engineer

cc: Lorena Echeverria de Misi, P.E., Director of Transportation Planning and Development, Austin District, TxDOT
Marisabel Z. Ramthun, P.E., Advanced Project Development, Austin District, TxDOT
Jon Geiselbrecht, Environmental Specialist, Austin District, TxDOT

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October 14, 2016

The Honorable Dan A. Gattis
County Judge
Williamson County
710 S. Main Street, Suite 101
Georgetown Texas 78626

RE: Public Meeting on SH 29 from Southwestern Boulevard to SH 95

Dear Judge Gattis:

You are cordially invited to attend a public meeting for the above referenced SH 29 project.* The public meeting will allow the public the opportunity to review and comment on the corridor study project.

The public meeting will be held at the East View High School Cafeteria on November 10, 2016. The school is located at 4490 East University Avenue in Georgetown. The meeting will be held from 6:00 p.m. to 8:00 p.m., and will begin with an Open House between 6:00 p.m. and 6:30 p.m. During this time, maps, drawings, and other project information will be on display, and TxDOT staff will be available to discuss the project and answer questions. The open house will be followed by a presentation and a verbal comment session.

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Sincerely,

Terry G. McCoy, P.E.
Austin District Engineer

cc: Lorena Echeverria de Misi, P.E., Director of Transportation Planning and Development, Austin District, TxDOT
Marisabel Z. Ramthun, P.E., Advanced Project Development, Austin District, TxDOT
Jon Geiselbrecht, Environmental Specialist, Austin District, TxDOT

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October 14, 2016

The Honorable Dale Ross
Mayor
City of Georgetown
P.O. Box 409
Georgetown Texas 78627

RE: Public Meeting on SH 29 from Southwestern Boulevard to SH 95

Dear Mayor Ross:

You are cordially invited to attend a public meeting for the above referenced SH 29 project.* The public meeting will allow the public the opportunity to review and comment on the corridor study project.

The public meeting will be held at the East View High School Cafeteria on November 10, 2016. The school is located at 4490 East University Avenue in Georgetown. The meeting will be held from 6:00 p.m. to 8:00 p.m., and will begin with an Open House between 6:00 p.m. and 6:30 p.m. During this time, maps, drawings, and other project information will be on display, and TxDOT staff will be available to discuss the project and answer questions. The open house will be followed by a presentation and a verbal comment session.

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Sincerely,

Terry G. McCoy, P.E.
Austin District Engineer

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October 14, 2016

The Honorable Marsha Farney
Texas House of Representatives
P.O. Box 2910
Austin, Texas 78768

RE: Public Meeting on SH 29 from Southwestern Boulevard to SH 95

Dear Representative Farney:

You are cordially invited to attend a public meeting for the above referenced SH 29 project.* The public meeting will allow the public the opportunity to review and comment on the corridor study project.

The public meeting will be held at the East View High School Cafeteria on November 10, 2016. The school is located at 4490 East University Avenue in Georgetown. The meeting will be held from 6:00 p.m. to 8:00 p.m., and will begin with an Open House between 6:00 p.m. and 6:30 p.m. During this time, maps, drawings, and other project information will be on display, and TxDOT staff will be available to discuss the project and answer questions. The open house will be followed by a presentation and a verbal comment session.

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Sincerely,

Terry G. McCoy, P.E.
Austin District Engineer

cc: Lorena Echeverria de Misi, P.E., Director of Transportation Planning and Development, Austin District, TxDOT
Marisabel Z. Ramthun, P.E., Advanced Project Development, Austin District, TxDOT
Jon Geiselbrecht, Environmental Specialist, Austin District, TxDOT
Carlos Calle, Legislative Liaison, State Legislative Affairs, TxDOT

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October 14, 2016

The Honorable Larry Gonzales
Texas House of Representatives
P.O. Box 2910
Austin, Texas 78768

RE: Public Meeting on SH 29 from Southwestern Boulevard to SH 95

Dear Representative Gonzales:

You are cordially invited to attend a public meeting for the above referenced SH 29 project.* The public meeting will allow the public the opportunity to review and comment on the corridor study project.

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Austin District Engineer

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Carlos Calle, Legislative Liaison, State Legislative Affairs, TxDOT

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October 14, 2016

The Honorable Charles Schwertner
Texas Senate
P.O. Box 12068
Austin, Texas 78711

RE: Public Meeting on SH 29 from Southwestern Boulevard to SH 95

Dear Senator Schwertner:

You are cordially invited to attend a public meeting for the above referenced SH 29 project.* The public meeting will allow the public the opportunity to review and comment on the corridor study project.

The public meeting will be held at the East View High School Cafeteria on November 10, 2016. The school is located at 4490 East University Avenue in Georgetown. The meeting will be held from 6:00 p.m. to 8:00 p.m., and will begin with an Open House between 6:00 p.m. and 6:30 p.m. During this time, maps, drawings, and other project information will be on display, and TxDOT staff will be available to discuss the project and answer questions. The open house will be followed by a presentation and a verbal comment session.

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Sincerely,

Terry G. McCoy, P.E.
Austin District Engineer

cc: Lorena Echeverria de Misi, P.E., Director of Transportation Planning and Development, Austin District, TxDOT
Marisabel Z. Ramthun, P.E., Advanced Project Development, Austin District, TxDOT
Jon Geiselbrecht, Environmental Specialist, Austin District, TxDOT
Carlos Calle, Legislative Liaison, State Legislative Affairs, TxDOT

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STATE HIGHWAY 29 CORRIDOR STUDY

From Southwestern Boulevard to State Highway 95

PUBLIC MEETING

**Nov. 10, 2016
6-8 p.m.**

*Formal presentation at 6:30 p.m.
East View High School Cafeteria
4490 East University Avenue
Georgetown, TX 78626

Join us for the public meeting to discuss possible improvements to the SH 29 corridor 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.

East View High School

The corridor study would determine the need for a proposed project based on projected traffic growth in Georgetown and Williamson County. It would also identify improvements regarding the safety of the existing facility by potentially 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. The meeting will begin with an open house, followed by a formal presentation at 6:30 p.m.

Maps of the study area, 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 the TxDOT Georgetown Area Office located at 2727 South Austin Avenue, Georgetown, Texas 78626. Information can also be obtained by going to txdot.gov and searching "SH 29 from Southwestern Blvd to SH 95".

Citizens interested in attending the public meeting 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.

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.



Austin District
Attn: District Environmental Coordinator
P.O. Box 15426
Austin, Texas 78761

STATE OF TEXAS

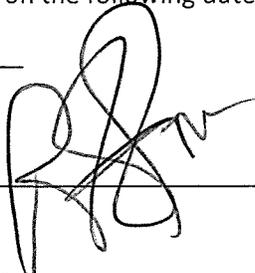
PUBLISHER'S AFFIDAVIT

COUNTY OF WILLIAMSON

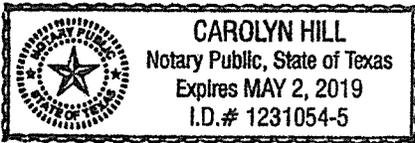
BEFORE ME, THE UNDERSIGNED AUTHORITY, this day personally

appeared Richard Stone and after being by me duly sworn, says that he is the Publisher of the Taylor Press, a newspaper published in and with general circulation in Williamson County, Texas, and that the Notice, a copy of which is hereto attached, was published in said newspaper on the following date (s):

October 30th A.D. 20 16



SUSCRIBED AND SWORN TO before me, this the 9th day of November A.D. 20 16



Carolyn Hill

Notary Public in and for Williamson County, Texas

Taylor ISD

big helper at home and he likes to help out at school."

While Mitchell admits that getting up a little earlier isn't always easy, once he's awake he's ready to go raise the flags.

"When Dad wakes me up early I'm ready to go," Mitchell said. "Because of how important it is."

Cork said that taking on the early morning duty fits in perfectly with the leadership skills students are learning as part of their daily activities.

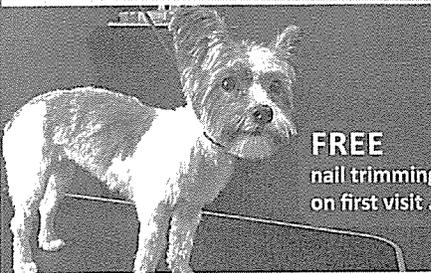
"It gives ownership to Mitchell as being a leader on this campus," Cork said. "Because that's what we do, we grow leaders at TH Johnson."

Crockett. His program began with Davy Crockett's time in the U. S. Congress, particularly recalling when he opposed President Andrew Jackson's Indian removal bill.

Society in his honor. President Janie Kollman called a short business meeting, and the minutes were read and approved. Delores Kubala reported that Relay for

SERVICES AVAILABLE:

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- Full Service
- Furminator Bath
- Furminator & Cut
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512-868-7788

K9.Klips0889@gmail.com

Heather Alexander-Owner



WINDMILL MINI STORAGE

Storing & Packing Tips:
All glass items should be individually wrapped.

Clothing, curtains, and drapes should be stored on non-rusting hangers.

204 Commercial Drive
(next to Moss True Value)
Taylor, Texas 76754
512.352.0033
www.windmill-mini-storage.com

PUBLIC NOTICE

NOTICE OF A PUBLIC HEARING

NOTICE IS HEREBY GIVEN TO ALL INTERESTED PERSONS THAT THE HUTTO CITY COUNCIL WILL HOLD A PUBLIC HEARING REGARDING:

AN ORDINANCE OF THE CITY OF HUTTO, TEXAS AMENDING THE CODE OF ORDINANCES (2014 EDITION), CHAPTER 6, ARTICLE 6.03: UNSAFE BUILDINGS, PROVIDING FOR A PUBLICATION CLAUSE, SEVERABILITY CLAUSE, REPEALING CLAUSE, OPEN MEETINGS CLAUSE, PENALTY CLAUSE AND EFFECTIVE DATE.

A public hearing will be held on November 17, 2016 at 7:00 p.m.

Hutto City Hall
401 W. Front St., Hutto, Texas

For additional information the public may contact Development Services



Texas Department of Transportation

Public Meeting SH 29 Corridor Study: From Southwestern Boulevard to SH 95

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

Nov. 10, 2016 from 6 p.m. to 8 p.m.

Formal Presentation at 6:30 p.m.

East View High School Cafeteria

4490 East University Avenue, Georgetown, Texas 78626

The corridor study would determine the need for a proposed project based on projected traffic growth in Georgetown and Williamson County. It would also identify improvements regarding the safety of the existing facility by potentially upgrading the existing 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 the study area that would be evaluated during the study. On May 10, 2016, TxDOT held a second public meeting to show possible alternatives that were developed. The purpose of this third meeting is to allow the public another opportunity to review and provide comments on these possible alternatives based on feedback and interest received by TxDOT. The meeting will begin with an open house, followed by a formal presentation at 6:30 p.m.

Maps of the study area, 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 the TxDOT Georgetown Area Office located at 2727 South Austin Avenue, Georgetown, Texas 78626. For more information on the study and to take a survey to help us learn what is important to you in the study area, go to www.txdot.gov and search "SH 29 from Southwestern Boulevard to SH 95".

Citizens interested in attending the public meeting 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.

Comments from the public regarding the corridor study are encouraged. Comments may be submitted either at the public meeting or in writing following the meeting and must be postmarked by Nov. 28, 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: TxDOT Austin District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426. Comments may also be emailed at the following website: www.txdot.gov/apps-cg/contact_us/form/SH29CorridorStudyAustin-contact.htm.

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.

Affidavit of Publisher to Publication of Legal Notice

THE STATE OF TEXAS
COUNTY OF WILLIAMSON
IN THE MATTER OF

Blanton & Associates, Inc.
Notice of Texas Department of Transportation Public Meeting
SH 29 Corridor Study:
From Southwestern Boulevard in Georgetown
To SH 95 near Circleville in Williamson County.

The Williamson County Sun/Sunday Sun, newspapers of general circulation, have been continuously and regularly published for a period of not less than one year in the County of WILLIAMSON, Texas, preceding the date of the above-referenced notice. Said notice was published in said paper as follows:

First insertion 30th day of October, 2016
Second insertion _____ day of November, 2016
Third insertion _____ day of November, 2016
Fourth insertion _____ day of November, 2016



Newspaper Representative

Subscribed and sworn to before me, this
31st day of October, 2016.

Witness my hand and official seal.



Rosita Elsom, Notary Public
My Commission Expires February 11, 2019



Practicing debate

The Florence Cross-Examination and Congressional Debate Teams traveled to Burnet, Texas, on November 15 to participate in a practice meet. Pictured are Itzel Cepeda, Tahani Rodgers, Alyssa Sullivan, and Shayla Stewart.



Courtesy photo



Texas Department of Transportation

Public Meeting SH 29 Corridor Study:

From Southwestern Boulevard to SH 95

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

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Formal Presentation at 6:30 p.m.

East View High School Cafeteria

4490 East University Avenue, Georgetown, Texas 78626

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Maps of the study area, 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 the TxDOT Georgetown Area Office located at 2727 South Austin Avenue, Georgetown, Texas 78626. For more information on the study and to take a survey to help us learn what is important to you in the study area, go to www.txdot.gov and search "SH 29 from Southwestern Boulevard to SH 95".

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Comments from the public regarding the corridor study are encouraged. Comments may be submitted either at the public meeting or in writing following the meeting and must be postmarked by Nov. 28, 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: TxDOT Austin District Environmental Coordinator, P.O. Box 15426, Austin, Texas, 78761-5426. Comments may also be emailed at the following website: www.txdot.gov/apps-cg/contact_us/form/SH29-Corridor-Study-Austin-contact.htm.

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,

MATHNA
The Math League
We Make Math Make

512-763-7

1821 Westinghouse Rd
Georgetown, TX
georgetown@mathna.org
mathnasium.com/ge



Charles E. Lance, Former Attorney and Retiree Judge, with his wife



Jana K. McCown, Former Assistant District Attorney

(512) 8



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

Nov. 10, 2016

The Texas Department of Transportation welcomes you to tonight's third public meeting to discuss possible improvements to the State Highway 29 corridor between Southwestern Boulevard in Georgetown and SH 95 near Circleville in Williamson County.

The meeting will begin with an open house, followed by a formal presentation at 6:30 p.m.

The corridor study would determine the need for proposed project based on projected traffic growth in Georgetown and Williamson County. It would also identify improvements regarding the safety of the existing facility by potentially upgrading the existing 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 Sept. 1, 2015, TxDOT held an open house meeting to introduce the project to the public and to get their input on the study area that would be evaluated during the study. On May 10, 2016, a second public meeting was held to show possible alternatives that were developed. The purpose of this third meeting is to allow the public another opportunity to review and provide comments on these possible alternatives based on feedback and interest received by TxDOT.

Maps of the study area, 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. Comments may also be faxed to (512) 832-7157 or emailed at the following website: www.txdot.gov/apps-cg/contact_us/form/SH29-Corridor-Study-Austin-contact.htm. For more information on the study and to take a survey to help us learn what is important to you in the study area, go to www.txdot.gov and search "SH 29 from Southwestern Boulevard to SH 95".

All written comments received at the public meeting, as well as those postmarked by Nov. 28, will be included in the official meeting record and taken into consideration during future project development.

Thank you for attending tonight's public meeting. 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.

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.

OUR GOALS

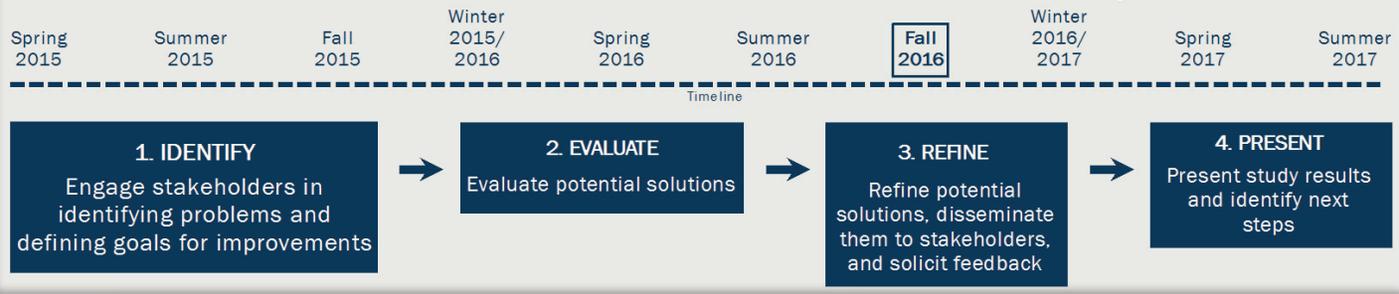
MAINTAIN A SAFE SYSTEM ▪ ADDRESS CONGESTION ▪ CONNECT TEXAS COMMUNITIES ▪ BEST IN CLASS STATE AGENCY

An Equal Opportunity Employer

TxDOT Project Development Process

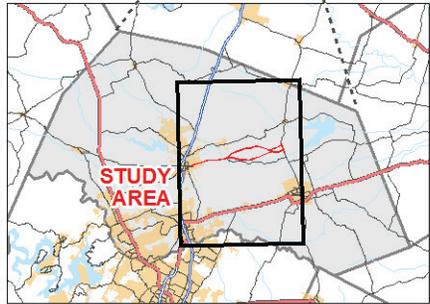
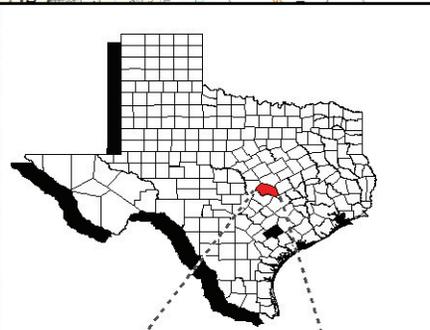
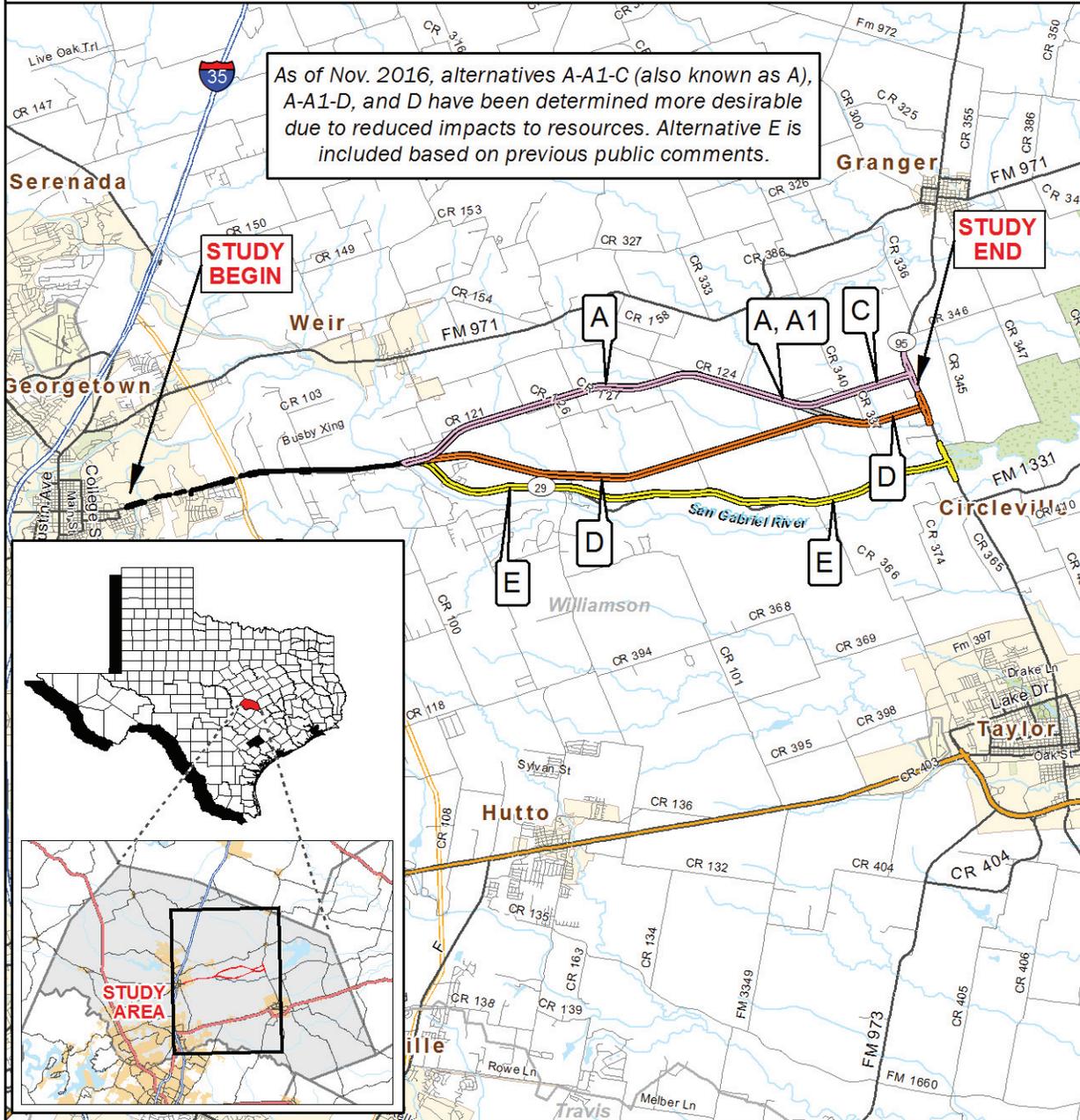


Phase 1 Timeline for SH 29 Corridor Study





SH 29 Study Corridor Reasonable Alternatives



- A-A1-C (Also known as A)
- A-A1-D
- D
- E



1:200,000
Miles



Study Location on County Map
SH 29 from
Southwestern Boulevard to SH 95
Williamson County, Texas

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.



COMMENT CARD
SH 29 from Southwestern Boulevard to SH 95
Nov. 10, 2016, 6 p.m. - 8 p.m.

(PLEASE PRINT)

NAME: _____

ADDRESS: _____

REPRESENTING: _____

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that 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

COMMENTS: _____

Comments can be submitted tonight at the public meeting. Comments can also be submitted by:

- Email: www.txdot.gov/apps-cg/contact_us/form/SH29-Corridor-Study-Austin-contact.htm
- Fax: 512-832-7157
- Mail: Austin District Environmental Coordinator
TxDOT Austin District
PO Box 15426
Austin, TX 78761-5426

All comments must be received or postmarked by Nov. 28, 2016, to be part of the Public Meeting Summary. For more information on the study and to take a survey to help us learn what is important to you in the study area, go to www.txdot.gov and search "SH 29 from Southwestern Boulevard to SH 95".

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Attachment C

Sign-In Sheets

1. Public Sign-In Sheets
2. Media Sign-In Sheet
3. Elected Officials Sign-In Sheet
4. Staff Sign-In Sheets



1st
Add mailing
to

SIGN IN SHEET

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

East View High School Cafeteria

4490 East University Avenue, Georgetown, Texas 78626

Name	Affiliation	Mailing Address	How Did You Hear About the Open House?
Joe S. Watson		8100E Hwy 29 Georgetown Tex	
Bettye Watson			
Zerbe			
Paul Johnson		167 Private Road 946 Georgetown Texas 78626	
Debbie Dawel		1902 Cimbro St. TAYLOR TX	sent mailer
* John Miles		13700 ST Hwy 29E. 78626	Family.
Tom Symons		1200 CR 124, 78626	Email
Harlow Symas		" " "	"
Row Leps		280 CR 189 Gtown 78626	
Billie Lee			



SIGN IN SHEET

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

East View High School Cafeteria

4490 East University Avenue, Georgetown, Texas 78626

Name	Affiliation	Mailing Address	How Did You Hear About the Open House?
Amanda Straszke		1150 CR 126	postcard
Tina Straszke		131 CR 191	Postcard
DAVID STROMAY			
Carl Hollins		201 CR 156	Newspaper
Patsy Danek		350 Wendy Hill Rd	
Jodie Danek		"	
Carrie Markham		10810 Hwy 29, Gtown	Sign on 29
Gary Markham		"	"
Bill & Jill Maples		3024 Hacienda	TV - Paper
Barbara J. Welch		250 Old State Hwy 29 E	Mail -



SIGN IN SHEET

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

East View High School Cafeteria

4490 East University Avenue, Georgetown, Texas 78626

Name	Affiliation	Mailing Address	How Did You Hear About the Open House?
DAN M. GATTIS		10265 E Hwy 29 Georgetown TX 78626	Mail
Bob & Lesa Gurley		850 CR 126 Georgetown 78626	mail
Rochelle & Bella Schwartz		6051 E. State Hwy 29 Georgetown, TX 78626	signage on 29
Bob Gibson/Carone		6013 E Hwy 29 Georgetown TX 78626	postcard/signage
JOE BOHANNAN		51 WIND HILL RD GEORGETOWN TX 78626	
MIKE + MICHELLE MCALISTER		5755 E STATE HWY 29 GEORGETOWN TX 78626	
Wanda Sejay		P.O. BOX 92 WIL TX 78060	public
Ed DONOVAN		317 KATY XING G'TOWN 78626	PUBLIC NOTICE
Sam Slaughter		131 Jonckheere rd Georgetown TX 78626	Neighbors
Cary Philynx		P.O. Box 522 Thorndale, TX	



SIGN IN SHEET

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

East View High School Cafeteria

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Name	Affiliation	Mailing Address	How Did You Hear About the Open House?
JIM VANCE		PO Box 352 TAYLOR	Wilco Sun
Jessie & Toby Nunn	residents	126 Retama Dr. 78626	Postcard
John F. Holmsten	resident	124 78626	
Kenna Knapp	resident	520 Rusk Ln.	sign on 29
Mark & Amy Janecke	resident	2551 CR 127	mailed card
Jane Steff	resident - farmer	1157 CR 337 Brangel	mailed
Joyce May	The Wilco Sun	county@wilcosun.com	
Gary Perkins	resident	111 Highway 4 Ct.	mail
Patti Couzart	Resident	2251 CR 127	mail
Donny VanDerKamp	resident	138 CR 338	mail



SIGN IN SHEET

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

East View High School Cafeteria

4490 East University Avenue, Georgetown, Texas 78626

Name	Affiliation	Mailing Address	How Did You Hear About the Open House?
Charlie Flynn		115 Private Road 946	last meeting
Mary Calixtro		908 E. 22nd St Georgetown	Sign - Paper
Zach Ryan	LTA Engineering		website.
Laina Merkord		Georgetown 105 CR 153 78626	
Mark Mey		303 Leander Rd Georgetown TX 78626	mail
Lisa Onstot		857 W. Hwy 95 Granger TX 76530	mail, road sign
Joni & Liz Walter		PO Box 707 Taylor TX	
Joseph Halbert	Sen. Schwertner		e-mail



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SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

East View High School Cafeteria

4490 East University Avenue, Georgetown, Texas 78626

Name	Affiliation	Mailing Address	How Did You Hear About the Open House?
MIKE LITTELL		1700 CR 126 GEORGETOWN TX 78626	paper
Charles Carlton		13574 E Hwy 29 GT 78626	
Dawn Urbanek		553 CR 286 Liberty Hill 78642	(Sign)
Ala Kutala		337 1350 GRANGER	
NANCIE RODDY	OWNER	4000 Edgerock Dr.	Austin 78731 (mail)
Herb Kilgus	Land owner	5353 CR 124	1 Signs
Jerry Tidwell	Land owner	P.O. Box 201	Letter
Deann Tidwell	Land owner	P.O. Box 201	
Flo Leach	LAND OWNER	12531 Hy 29 EAS	Georgetown Tex
Kaitlin Wolbrink		3150 CR 124	



SIGN IN SHEET

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East View High School Cafeteria

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Name	Affiliation	Mailing Address	How Did You Hear About the Open House?
Kenneth Hollis		201 CR 156 GEORGETOWN	email.
Nancy Murray		5500 E Hwy 29 G'town	mailer
GOSARY MEIXSELL		601 Patriot Way	Sign
Styler Bynum		11750 E Hwy 29	Sign
Lamy Kotala		1350 CR 192 Georgetown TX 78626	Sign
Wayne J. [unclear]		980 Patriot Way Georgetown TX 78626	
Lynn Lidell		901 County Rd. 126 Georgetown, TX 78626	post card
VICTOR WILHELM		19901 NEEDLE PINE DR ROUND ROCK, TX 78664	NEWS
Dennis Arbuckle		182 CR 191 Georgetown	post card
Doug Raymond		8704 Pepper Rock Dr Austin, TX 78717	Sign



SIGN IN SHEET

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

East View High School Cafeteria

4490 East University Avenue, Georgetown, Texas 78626

Name	Affiliation	Mailing Address	How Did You Hear About the Open House?
Julie Mitchell	landowner	128 CR 191, Georgetown Tx	received letter
MARY + GARY KNIPPEN	landowner	200 CR 126 Georgetown, Tx	Letter
Montalvo	land owner	140 Ronald Rd	Sign
Blas de la Garza	land owner	200 East View Dr.	Sign
Willis Seifert	land owner	PO Box 926000 Tx	letter
Cathy Slaughter	landowner	130 Jonah Mill Rd	Go to letter
Judy Saegert	Land owner	350 CR 3379 Hanger, Tx 76530	
Dr M.F. Wright	" "	1990 CR 127	mail - e mail
Shana Mitchell	Land Owner	128 CR 191	mail Mail
Mona + Robert Teisberg	Hwy 29 traveler	810 Shady Hollow Dr. 78628	Wm City Sun - on neighborhood website



SIGN IN SHEET

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

East View High School Cafeteria

4490 East University Avenue, Georgetown, Texas 78626

Name	Affiliation	Mailing Address	How Did You Hear About the Open House?
Vicente Carrizales		550 CR 126 Georgetown, TX 78626	
Ethan Orser	resident	3015 Gubelview dr Georgetown TX 78628	Friend
Buster Davidson		481 CR 106 Georgetown, TX 78626	Mail
Karen & Nan Galt	property owner	185 DC R 105 Hutto TX 78634	Mail Etc
DAVE GARRETT		13229 ADONIS DR AUSTIN, TX 78729	WEBSITE
JOSEPH AUBIN	PROP OWNER	810 S. MAIN ST. GEORGETOWN TX 78626	NEWSPAPER
Ann Galt	prop, owner	7801 E Hwy 29 Georgetown TX 78626	mail
Mercedes Instibal		120 Grist Mill Loop Georgetown TX 78626	
Brian Kozitza		252 Busby Crossing Georgetown TX 78626	Friend
David Onstot		857 N Hwy 95 Georgetown TX	



SIGN IN SHEET

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

East View High School Cafeteria

4490 East University Avenue, Georgetown, Texas 78626

Name	Affiliation	Mailing Address	How Did You Hear About the Open House?
Milton Wolbrueck	land Owner	1851 Co Rd 126 ^{Georgetown} TX 78626	Letter
BRADLEY WOLBRUECK	LAND OWNER	1514 CR 126 ^{GEORGETOWN} TX 78626	SFGM
Gloria Stefek-Willis	Land owner	5350 CR 124 ^{Georgetown} TX 78626	
Warren E. Sefcik Jr.	Land Owner	3302 Primrose Trl ^{Georgetown} TX 78628	Letter
SAM P. ESTER	"	403 Elm St ^{Georgetown TX}	"
Mary Louise Oelwa Francisco Oelwa Jr.	Land owner "son"	4750 E. Hwy 29 Georgetown, TX	letter
J. W. Wade	land owner	300 CR 103 Georgetown, TX	
Bobbie Baum	G & B Storage	4109 S. H. 130 Georgetown 78626	Letter
Sarah Fama	land owner	755 CR 121 Georgetown, TX 78626	letter
WILLIAM PINTOR	land owner		



SIGN IN SHEET

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

East View High School Cafeteria

4490 East University Avenue, Georgetown, Texas 78626

Name	Affiliation	Mailing Address	How Did You Hear About the Open House?
Al Endsley	Area Resident	260 Old Hwy 29 E	
Carolyn Endsley	" "	" "	
Mark Dowd	Area - Landowner	4101 SH 130 G/Town -	
Leah A. V. V. V.	Landowner CR124	5315 CR 124	
Charles Mikolencak	Area Resident	Thrail, Tx P.O. Box 354	
Eric Meyer	AREA RESIDENT	1290 CR 127	
Karla Mikolencak	EAST LAND OWNER 29	GEORGETOWN, TX 4151 CR 404 FAYLOR, TX 76574	
Kenneth Miller	Land Owner 29	355 Old Hwy 29 E	
Sarah Craig	Landowner	1520 CR 127 Georgetown Tx	
Cliff Craig	Landowner	1520 CR 127 Georgetown Tx	



SIGN IN SHEET

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

East View High School Cafeteria

4490 East University Avenue, Georgetown, Texas 78626

Name	Affiliation	Mailing Address	How Did You Hear About the Open House?
Paula Sawyer	land owner	land	notice
Matt Foster	"		notice
Sharon Shauer	"		
Rusty Russell	landowner	PO Box 2864 Georgetown, TX 78627	Yard sign
Mamie Ruth Ricker	Farmer's Owner	3350 CR 124 78626	e mail
Marys Wacht	LAND	280 OLD STATE HWY 29 E	MAIL
Jimmy & Allison Smith	home owner	86 Jonah Loop	news
Rock Mitchell	Home Owner	CR 100	sign
Shirley McAllister	Home owner	CR 126	sign
Tracy Crow	Home Owner	CR 127	postcard



SIGN IN SHEET

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

East View High School Cafeteria

4490 East University Avenue, Georgetown, Texas 78626

Name	Affiliation	Mailing Address	How Did You Hear About the Open House?
Aerdi Connally	landowner	2200 CR 100 Gr. TX 78626	sign on 29
Shana Gathis	home/land owner	10205 Hwy 29 East Georgetown, TX 78626	card in mail
Steven Widacki	area office	102 W. Morrow Ste. 101 Geo'twn., TX 78626	grape vine
Michael Lidell	land owner	5723 Deerfield Rd Rockville MD 20851	postcard
Clyde + Kay Woerner	land owner	4101 E University Ave.	notice
DAUGAS WOLBRUECK	LAND OWNER	1575 CR 126	notice
Shirley Taylor	Land Owner	2302 CR 127, 600	CARD in mail
Elle Maurisak	land Owner	POB 929 Granger TX 76530	email
TRAVIS BARRD	area resident	419 meadow Park 78626	mail, other landowners
Teresa Schneider	landowner	850 CR 337 Granger, TX 76530	mail



SIGN IN SHEET

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

East View High School Cafeteria

4490 East University Avenue, Georgetown, Texas 78626

Name	Affiliation	Mailing Address	How Did You Hear About the Open House?
JAMES MILLS	PROPERTY OWNER	1900 C.R. 103 GTU 78626	NOTICE
James m Pekar		6120 CR 547 Granger TX 76537	
Shawn Kaminkow	Prop. Owner	15075 E Hwy 29 Granger	Notice
Jolue Diser	Prop owns	3015 Gabriel (View) DR	Friends
David & Janice Deedar	Prop owner	11350 E Hwy 29	Notice
Consuelo Ayala	Prop owner	114 Water Valley Dr	Notice
Brad Chandler	Prop owner	PO Box 186 Gtown	Notice
Wesley E. JASEK	BGE	7000 N Mopac Ste 330 Austin, TX 78731	Twitter / WJasek
Ed Polarek	City of Georgetown		
WILL SMITH	OWNER OF PROPERTY	120 BRIST MILL Loop	MAILED NOTICE TO ME.



SIGN IN SHEET

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

East View High School Cafeteria

4490 East University Avenue, Georgetown, Texas 78626

Name	Affiliation	Mailing Address	How Did You Hear About the Open House?
RON BRUTCHER		P.O. BOX 3000 # 240 GEORGETOWN, 78627	ROAD SIGN
H. H. Nijes		4701 Phileo Dr 78745 Austin	
Shawna Padilla		113 Granite dr	
Kevin Welch		PO Box 2621 Temple Tx 76523	
Angelica Meyer		1290 CR 127 Georgetown TX 78626	mail / Road sign
John Vrobel		Taylor, TX 76574	
Rich Harwell		GTown 78626	.
Kathy Armstrong	Keller Williams Land owner	Gtown 78626	Road sign
Dennis Watkins		20 Jannah Loop Gtown 78626	mail / Road sign
Debra Werchan		755 CR 121 Gtown	mail



SIGN IN SHEET

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

East View High School Cafeteria

4490 East University Avenue, Georgetown, Texas 78626

Name	Affiliation	Mailing Address	How Did You Hear About the Open House?
Jason Full		PO Box 126, Georgetown, TX 78627	
Tamara Stromann		PO Box 243 New TX	
Jose G. Cavazos		196 CR 127 Georgetown 78626	
Brooke Pugh		5124875 E Hwy 29	
Margaret Hoffman		251 CR 126	
George + Diana Jackson		212 Granite Dr	
Carlette Litterst		1700 CR 126 GT 78626	
Patrick Steben		4503 North Main Taylor TX	
Shelly Engelke		151 Gabriel Meadows, Hutto TX	
Wallace Lefch		2020 CR 153 GEORGETOWN TX 78626	



SIGN IN SHEET

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

East View High School Cafeteria

4490 East University Avenue, Georgetown, Texas 78626

Name	Affiliation	Mailing Address	How Did You Hear About the Open House?
Janet Selleck	LANDOWNER	105 Whippoorwill Way Georgetown TX	
Daniel Selleck	"	"	
Jimmy Paul	--	PO Box 2691 Georgetown, TX 78627	MAILING ROAD SIGN
PAIGE PAUL	--	--	--
RICK KLATT	MOS ENGINEER	--	WEBER.
LARRY MAUSEN	Pct. 4	1807 N CR 122 RR, TX 78663	
ERIC GALINDO	ALLIANCE TRANSPORTATION GROUP	—	WEBSITE
Kristi Walton	landowner		Road Sign
Donna Pierce	landowner	101 Berry Ln Georgetown TX 78626	mail
Ricki Pierce	" "	"	



SIGN IN SHEET

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

East View High School Cafeteria

4490 East University Avenue, Georgetown, Texas 78626

Name	Affiliation	Mailing Address	How Did You Hear About the Open House?
Louis Hajda	owner/farmer	P.O. Box 455 Granger, TX	neighbor
Chad Hajda	" "	" "	" "
Jackie Thomas	owner	6001 Ethwy 29	mail-postcard
Shan Edry	owner	7801 E Hwy 29 Gtown	mail in
Pamela Biddle	owner-farmer	1755 CO RD 103 103 Gtown	sign
Jen King	owner farmer	900 CR 126 Gtown	mail+email
Kimberly Keller	owner farmer	CR 124 Gtown	
Molly & Andy Hamma	owner	102 Sunny Creek Gtn	Mail



SIGN IN SHEET – Elected Officials

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

East View High School Cafeteria

4490 East University Avenue, Georgetown, Texas 78626

Name	Affiliation	Mailing Address	How Did You Hear About the Open House?
John Pettitt	GTAB	208 Duck Creek Lane Georgetown, TX	City of Georgetown
LARRY MADSEN	Pzt. & Commissioner	1807 NCR 122 RA, TX 78665	
Dan A. Gattis	Williamson County Judge		



SIGN IN SHEET – Staff

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

East View High School Cafeteria

4490 East University Avenue, Georgetown, Texas 78626

Name	Affiliation	Mailing Address	How Did You Hear About the Open House?
Rachel Sprunger	Blanton		
Jim Reser	IEA, Inc	18333 Preston Rd Suite 205 Dallas TX, 75257	
C. ERIC JACOBSON	BLANTON		
Mike Walker	Blanton		
Dean Tesmer	Blanton		
RICH RENTON	IEA		
Sam Hinoposa	HALFF	100 145 North Suite 260 Conroe, TX 77301	
Jasmine Gardner	Blanton		
Ju Gieselbrecht	TxDOT		
Tracey Janus	TxDOT		



SIGN IN SHEET – Staff

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

East View High School Cafeteria

4490 East University Avenue, Georgetown, Texas 78626

Name	Affiliation	Mailing Address	How Did You Hear About the Open House?
HILDA ORTIZ	TXDOT		
Anthony Horne	TXDOT		
Brad Jackson	TXDOT		
Carmen Ramos	TXDOT		
WJ (Joe) BREAU	TXDOT		
JAMES R. WILLIAMS	TXDOT		
PAUL MORALES	HALFF ASSOC.		
Adeliza Ramirez	TXDOT		
Michelle Cooper	TXDOT-GTAO		
John Peters	TXDOT-GTAO		



SIGN IN SHEET – Staff

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

East View High School Cafeteria

4490 East University Avenue, Georgetown, Texas 78626

Name	Affiliation	Mailing Address	How Did You Hear About the Open House?
Keeli Reyna	TXDOT		
Amy Redman	TXDOT		
Danny Brown	IEA		
Larry Redden	IEA		
Rached Islam	HDR		
Matthew Best	HDR		
Randy Wilson	Blanton		

Attachment D

Comments Received

1. Written Comments Received
2. Comments Written on Displays at Public Meeting

Rachel Sprunger

From: Mike Walker
Sent: Monday, November 28, 2016 9:09 AM
To: Rachel Sprunger
Subject: FW: SH 29 Corridor Study - Comment

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

From: johncbogard@gmail.com [mailto:johncbogard@gmail.com]
Sent: Sunday, November 27, 2016 8:10 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: John Bogard

E-mail: johncbogard@gmail.com

Address:
1245 COUNTY ROAD 126
Georgetown, TX 78626

Comment:

I am opposed to plan A - anything else OK - plan D or just bring the original Hwy29 up to standard. Chandler road serves a better purpose and has infrastructure in place to handle traffic through RR unlike 29 that is already congested in Georgetown. What are you guys thinking? Turn Chandler into a 4 lane.



COMMENT CARD
SH 29 from Southwestern Boulevard to SH 95
Nov. 10, 2016, 6 p.m. - 8 p.m.

T.X.D.O.T.
RECEIVED

NOV 14 2016

DISTRICT 14 - MAIL ROOM
AUSTIN, TX

(PLEASE PRINT)

NAME: STILES BYROM, JR.

ADDRESS: 11750 E. HWY. 29, GEORGETOWN, TX. 78626

REPRESENTING: THE HEIRS OF THE KATHERINE BYROM ESTATE FARM.

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that 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

COMMENTS: AFTER HAVING ATTENDED THE TxDOT

MEETING ON 11.10.16, I WANT TO COMMENT

TxDOT ON THEIR PRESENTATION OF THE SH29

CORRIDOR STUDY.

THIS IS TO ADVISE TxDOT THAT WE OWNERS AND

HEIRS OF THE KATHERINE BYROM ESTATE FARM

TOTALLY ENDORSE ROUTE A AS BEING THE LOGICAL

ROUTE FOR THE SH29 CORRIDOR. RESPECTFULLY,

STILES BYROM, JR.

Comments can be submitted tonight at the public meeting. Comments can also be submitted by:

- Email: www.txdot.gov/apps-cg/contact_us/form/SH29-Corridor-Study-Austin-contact.htm
- Fax: 512-832-7157
- Mail: Austin District Environmental Coordinator
TxDOT Austin District
PO Box 15426
Austin, TX 78761-5426

All comments must be received or postmarked by Nov. 28, 2016, to be part of the Public Meeting Summary. For more information on the study and to take a survey to help us learn what is important to you in the study area, go to www.txdot.gov and search "SH 29 from Southwestern Boulevard to SH 95".

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COMMENT CARD

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

(PLEASE PRINT)

NAME:

PATTI COCBERT

ADDRESS:

2251 CR 127

REPRESENTING:

Landowner

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that 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

COMMENTS:

Oppose Plan A as it will be less than a mile from my 40 ac homestead that I worked all my life to own -
Will do everything possible to get the plan A

Comments can be submitted tonight at the public meeting. Comments can also be submitted by:

- Email: www.txdot.gov/apps-cg/contact_us/form/SH29-Corridor-Study-Austin-contact.htm
- Fax: 512-832-7157
- Mail: Austin District Environmental Coordinator
TxDOT Austin District
PO Box 15426
Austin, TX 78761-5426

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COMMENT CARD

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

(PLEASE PRINT)

NAME: Heidi Conrath

ADDRESS: 2200 CR 100, Georgetown

REPRESENTING:

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that 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

COMMENTS: ① flooding of Hwy 29 is minimal and rare (100 year flood plain, even tho' flooded recently)
 ② environmental impact on wild life migration routes - stay w/ existing Hwy 29 area
 "E" ③ Hwy 29 existing - homes impacted are relatively new compared to 100 year old farms
 ④ impact on farms is personal economic = BAI
 ⑤ cost of A + D will be more - have to go deep in blackland to reach a stable base.

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 TxDOT Austin District
 PO Box 15426
 Austin, TX 78761-5426

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also ↓
 amt of
 ag
 products
 produced
 farmers
 don't
 own
 land
 they
 don't
 spend,

Also -

not clear about traffic increase estimates,
where do you think all this traffic
is coming from + going to? Granger?
(RE: SH130 to 95) Taylor?

Population growth is not even thruout
all locations in county. ie - Liberty
Hill is growing, but Granger is not.
(or is growing slower).

take existing Hwy 29 + increase width
to the north.

encourage use of Chandler Rd
for E/W.

Rachel Sprunger

From: Mike Walker
Sent: Monday, November 28, 2016 10:12 AM
To: Rachel Sprunger
Subject: FW: TxDOT Internet E-Mail

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

From: Jon Geiselbrecht [mailto:Jon.Geiselbrecht@txdot.gov]
Sent: Monday, November 28, 2016 10:05 AM
To: Dean Tesmer <dtesmer@blantonassociates.com>; Mike Walker <mike.walker@blantonassociates.com>; Larry Redden (lredden@ieaworld.com) <lredden@ieaworld.com>
Cc: Marisabel Ramthun <Marisabel.Ramthun@txdot.gov>
Subject: FW: TxDOT Internet E-Mail

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

From: AUSINFO
Sent: Monday, November 28, 2016 9:58 AM
To: Jon Geiselbrecht
Subject: FW: TxDOT Internet E-Mail

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

From: tracy.crow@hotmail.com [mailto:tracy.crow@hotmail.com]
Sent: Wednesday, November 23, 2016 4:12 PM
To: AUSINFO
Subject: TxDOT Internet E-Mail

Name: Ms. Tracy Crow<tracy.crow@hotmail.com>
Address:
2325 CR127
Georgetown, TX 78626

Requested Contact Method: Email

Reason for Contact: Customer Service
Complaint: No

Comment: Hwy 29 construction

I appose option A and strongly agree that option E is the only option that should ever be considered.

[#EndTheStreak]<<http://www.txdot.gov/inside-txdot/media-center/psas/end-streak.html>>



COMMENT CARD

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

(PLEASE PRINT)

NAME: Buster Davidson

ADDRESS: 481 CR 106 Georgetown 78626

REPRESENTING: _____

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that 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

COMMENTS: I do not prefer route D, but if used I think it would be more beneficial to many if where it crosses CR126, it should cross farther north and go East down property lines for approximately 1.5 mi. instead of cutting the rectangular farms at an angle. Then after that, maybe go straight through the flat farms & tie into CR124 or farther south of it.

Comments can be submitted tonight at the public meeting. Comments can also be submitted by:

- Email: www.txdot.gov/apps-cg/contact_us/form/SH29-Corridor-Study-Austin-contact.htm
- Fax: 512-832-7157
- Mail: Austin District Environmental Coordinator
TxDOT Austin District
PO Box 15426
Austin, TX 78761-5426

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COMMENT CARD

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

(PLEASE PRINT)

NAME: Susan Dyer

ADDRESS: 7801 E Hwy 29 Georgetown

REPRESENTING: self

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that 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

COMMENTS: the current hwy(E) floods, is dangerous
and there is a serious need for improvements.

-Chandler Rd should not be an option - this is not
a feasible alternative to the overall growth of the

area or even for traffic patterns associated with
hwy 29 - Moving the hwy north is the overall

best alternative. I hope the department reviews
cost along with overall growth and future

maintenance when choosing the plan. Although a few
natives might be upset choosing a plan ideal for the growth

Comments can be submitted tonight at the public meeting. Comments can also be submitted by:

- Email: www.txdot.gov/apps-cg/contact_us/form/SH29-Corridor-Study-Austin-contact.htm
- Fax: 512-832-7157
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long term changes of this growing community would be ideal. I am in favor of the (A-A1-C) option, ~~and~~ comments from your original meetings were probably only voiced by those in opposition.

Overall I want a safe road that will withstand the ^{long term} growth of this area.



COMMENT CARD

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

(PLEASE PRINT)

NAME: Bob Gibson/Carrie

ADDRESS: 6013 E. Hwy 29, Georgetown, TX

REPRESENTING: _____

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that 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

COMMENTS: Have 2 large, old Oak trees
directly behind a historical marker

Comments can be submitted tonight at the public meeting. Comments can also be submitted by:

- Email: www.txdot.gov/apps-cg/contact_us/form/SH29-Corridor-Study-Austin-contact.htm
- Fax: 512-832-7157
- Mail: Austin District Environmental Coordinator
TxDOT Austin District
PO Box 15426
Austin, TX 78761-5426

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Rachel Sprunger

From: Mike Walker
Sent: Monday, November 28, 2016 9:11 AM
To: Rachel Sprunger
Subject: FW: SH 29 Corridor Study - Comment

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

From: bhhajda@hotmail.com [mailto:bhhajda@hotmail.com]
Sent: Sunday, November 27, 2016 8:42 PM
To: Jon.Geiselbrecht@txdot.gov; Marisabel.Ramthun@txdot.gov; Bobby.Ramthun@txdot.gov; Michelle.Cooper@txdot.gov; Jan.Shull@txdot.gov; Iredde@ieaworld.com; rrenton@ieaworld.com; Dean Tesmer <dtesmer@blantonassociates.com>; Mike Walker <mike.walker@blantonassociates.com>
Subject: SH 29 Corridor Study - Comment

Name: Brant Hajda

E-mail: bhhajda@hotmail.com

Address:
P.O. Box 455
Granger, TX 76530

Comment:

Our family farms and has property along the proposed route of the new sh 29 route. Either of the 2 routes would divide our property and make it difficult to transport farm equipment along and across sh 29. We also feel there is no need for a road of this magnitude in our area. The current sh 29 could be raised in flood prone areas and widened along the whole route and be satisfactory for the area and residents using the highway. I know your engineers are projecting a major increase in population in our county, but as of now very little growth has happened in that area and water is a limiting factor to growth here. Also where exactly is this road going to, it dead ends at hwy 95? Surely not that many people are heading to granger lake because that is the closest destination to where it stops. We have st hwy 971 and chandler road that can be used instead of this road anyway. When chandler road was built we were told that it would be used to take pressure off of 29, now this project has arisen anyway. In my and other area residents opinions building this road is not necessary and is only taking away precious farm and agricultural land that we can not make more of. Our family property is the Bartosh Partners LTD tract.

Thanks for you time,
Brant Hajda

Rachel Sprunger

From: Mike Walker
Sent: Monday, November 28, 2016 9:17 AM
To: Rachel Sprunger
Subject: FW: SH 29 Corridor Study - Comment

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

From: chhajda@hotmail.com [mailto:chhajda@hotmail.com]
Sent: Sunday, November 27, 2016 8:45 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: Chad Hajda

E-mail: chhajda@hotmail.com

Address:
P.O. Box 455
Granger, TX 76530

Comment:

Two of the alternative proposed routes goes directly thru our family farm. This property has been in the family over 100 years, and my great grandparents were very proud to raise their family and provide for their needs off of the land.

Instead of using eminent domain to divide farmland property, why not build a raised road (like a bridged highway/area) where the documented floodplain areas of the current Highway 29 exists???

I viewed the proposed new routes, and has it been evaluated to just expand the current highway, and put a dollar amount to doing as recommended above? To completely take a different route seems to the general public as wasteful compared to working on the existing highway.

I also understand that agriculture and rural families are a minority, but it is a beyond discouraging feeling to have something taken away that my ancestors worked so hard to own.

Chandler road has been constructed, highway 971 has been rebuilt, in my opinion those could be expanded as well to more lanes and not divide existing properties.

Little consideration is ever taken for farm equipment traveling on roads, crossing and traveling this new proposed highway just to farm what would be left would be dangerous to say the least. I asked at the last meeting in Georgetown about access, and one of the employees said there would be private bridges put in. The majority of drivers now do not respect farm equipment and dangerously pass on the highway.

I worked for the USDA-Natural Resource Conservation Service from 2002 to 2015, and had many calls from private landowners when Chandler Road was installed. New drainage and erosion issues arose with Chandler being built. A

true steward of the land takes care of their property, and many landowners addressed the issues on their own to make it right.

I sat thru the last meeting, and the projected population expansion that was presented. Water will be a limiting factor to that increase in population. Taking existing farmland and justifying that by the projections shows how important agriculture, providing food for people, and what the history farmers and ranchers of our state means... which apparently is nothing.

Working on where the current road is now is the option that rural residents of Williamson county prefer. Accomodating land developers and real estate salesmen with a new highway with tax payer funding is wrong.

Rachel Sprunger

From: Mike Walker
Sent: Monday, November 28, 2016 9:23 AM
To: Rachel Sprunger
Subject: FW: SH 29 Corridor Study - Comment

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

From: bhhajda@hotmail.com [mailto:bhhajda@hotmail.com]
Sent: Sunday, November 27, 2016 9:06 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: Loretta Bartosh Hajda

E-mail: bhhajda@hotmail.com

Address:
P.O. Box 455
Granger, TX 76530

Comment:

We have made the 3 meetings regarding hwy 29. We strongly believe the road needs to be left as is with 2 or 3 curves straightened some and low sections lifted up west of hwy 95. This a very scenic and beautiful drive.

Bartosh Partners Ltd. property - owned by the Zett family for over 100 years 1. South of cr 124 and 2. north of cr 124.

1. Bartosh property - my grandfather (Frank Zett) inherited this place from his parents. Each one of their children got a piece of land. Frank Zett loved U.S. history and named my mother (Liberty Sophie Zett born in 1918). He raised 14 children here. Mom and Dad (my parents, Liberty and Henry Bartosh) bought this place from the family to keep it family owned.

Now I (LB Hajda), sister and brother are very proud owners. This piece of property also contains the family home.

2. B.P. LTD property, the place north of cr 124 was also bought by our parents. This place was owned by mom's aunt Theresa Zett Stefka.

These places have been owned by the Zett family over 100 years and we have no intention of selling any part of them. We are proud to own these family pieces of land. We kept them up and they are very productive farm land, something that is needed by this country and not to be destroyed.

Sincerely,
Loretta Bartosh Hajda
512-859-2828

Rachel Sprunger

From: Mike Walker
Sent: Monday, November 28, 2016 9:18 AM
To: Rachel Sprunger
Subject: FW: SH 29 Corridor Study - Comment

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

From: chhajda@hotmail.com [mailto:chhajda@hotmail.com]
Sent: Sunday, November 27, 2016 8:59 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: Louis Hajda

E-mail: chhajda@hotmail.com

Address:
P.O. Box 455
Granger, TX 76530

Comment:

I am a lifelong farmer in the Granger area, taking property for the new Highway 29 proposed routes directly affects me. My wife's family has owned property that has been farmed over 100 years, and we would like to keep it that way.

Neighbors around us agree about working on the current location of highway 29, specifically on the floodplain areas with a raised road where needed.

Adding lanes there would be the preferred construction we want.

Is convenience during flooding worth taking someone's property? Many roads are closed in Austin when there are flood conditions, should we have to pay the price for that reasoning in moving highway 29? Spending the amount of money to do so does not make sense to me. What percent of time is Highway 29 flooded?

Traffic has been diverted off of I-35 when there are issues, doing the same when needed for highway 29 would appear to be the conservative approach to the same thing.

If this construction is pushed thru, please consider focusing on where it is now, and build the road where potentially flooded areas are on peers.

We do not plan on ever selling farmland, it is my livelihood along with my son's.



COMMENT CARD

SH 29 from Southwestern Boulevard to SH 95
Nov. 10, 2016, 6 p.m. - 8 p.m.

(PLEASE PRINT)

NAME: Rochelle Hall-Schwarz

ADDRESS: 6051 E. State Highway 29, Georgetown TX

REPRESENTING: self - resides on 29

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that 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

COMMENTS: Very sad we have I-30! We don't need this

I am concerned about widening 29.
where I live we have 2 oak trees w/ a
monumental historical marker. We are
also a history of Indians that have
been documented to reside over this land
along the San Gabriel. We also have
4 unmarked confederate graves on property.
This is one livelihood of hay, cattle & beautiful
oak trees, I can't see this. Most of the fatalities happen
on the curves.

Comments can be submitted tonight at the public meeting. Comments can also be submitted by:

- Email: www.txdot.gov/apps-cg/contact_us/form/SH29-Corridor-Study-Austin-contact.htm
Fax: 512-832-7157
Mail: Austin District Environmental Coordinator
TxDOT Austin District
PO Box 15426
Austin, TX 78761-5426

- taking away large trees - We have I-30
That has been so
noisy. Why are we
spending tax payers \$.

All comments must be received or postmarked by Nov. 28, 2016, to be part of the Public Meeting Summary. For more information on the study and to take a survey to help us learn what is important to you in the study area, go to www.txdot.gov and search "SH 29 from Southwestern Boulevard to SH 95".

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.

Rachel Sprunger

From: Mike Walker
Sent: Monday, November 28, 2016 9:07 AM
To: Rachel Sprunger
Subject: FW: SH 29 Corridor Study - Comment

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

From: mgkh126@gmail.com [mailto:mgkh126@gmail.com]
Sent: Sunday, November 27, 2016 5:56 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: Margaret Hoffman

E-mail: mgkh126@gmail.com

Address:
251 County Road 126
Georgetown, TX 78626

Comment:
COMMENTS ON SH 29 EAST OF SH 130

In his letter to Mr. Terry McCoy dated July 22, 2016, Mr. Dan Gattis explained the appropriateness of Option A under TxDOT's "Goal and Objectives to Foster Stewardship." I couldn't express those points any better; I endorse his analysis. I have just a few additional observations.

My comments relate to three issues:

1. There actually is no need to replace the segment of SH 29 between SH 130 and SH 95.
2. If more east/west lanes are or become necessary, the most appropriate alternative is to expand Chandler Road. If evidence develops that additional east/west lanes north of Chandler are needed, the proposed Option A is the appropriate choice.
3. Option D is the least effective of the options to address the issues raised by the study.

THE SEGMENT BETWEEN SH 130 AND SH 95 DOES NOT NEED TO BE REPLACED

Most of the issues identified by the study are either not present or are minimal on this segment. I have lived in Jonah for almost 20 years, and I travel SH 29 into Georgetown at least once a day, at various times of day. While I have experienced traffic congestion west of the Inner Loop at peak traffic times, it does not occur east of SH 130. This is true even mornings and afternoons on school days, which are the times I most often drive that route. When the new high school was built, I expected traffic to become an issue, but it hasn't.

The study materials cite population growth in Williamson County, anticipated traffic volume increases, safety and roadway flooding. It is so true that Williamson County has been and is growing rapidly; however the rate of growth in the SH 130- SH 95 portion of the corridor has been significantly less than in the western part, and has not resulted in traffic congestion or significant safety problems. Traffic has actually lessened on this segment due to the construction of Chandler Road, which now allows traffic to bypass Georgetown when moving between SH 95 and Interstate 35.

The study cites a relatively slow increase in both number and severity of crashes. It doesn't compare the numbers on SH 29 with those on four-lane highways, I 35 or US 183, for example. Most crashes are caused by driver inattention. The study doesn't explain how replacing an uncongested segment of roadway will lessen the risk of crashes. If there is a particular intersection or other area that is problematic, remediation of that issue should be undertaken. That can occur more quickly and economically than replacing the road.

Likewise, the flooding of areas near the road occurs infrequently and in a few small areas. In my 20 years living here I have witnessed flooding in Jonah once and on properties on the south side of the river a few times. As far as I know the road itself hasn't experienced extended or large volume flooding. Like safety, the issue of water reaching the road is appropriately controllable without replacing the entire roadway.

IF CONGESTION BECOMES A PROBLEM EAST OF SH 130, EXPAND CHANDLER ROAD

Chandler Road is not busy between 130 and 95. I frequently drive both east and west of the intersection of Chandler and FM 1660. The segment east of 130 to Taylor is lightly used. The state or county already owns the right of way for Chandler Road should expansion be needed.

D IS THE INAPPROPRIATE CHOICE

If additional lanes are or become needed east of SH 130, Option A is the appropriate choice. As the "Preliminary Matrix/Comparison of Alternatives" demonstrates, Option A includes:

Fewest acres of ROW (excluding option E) Fewest parcels affected Fewest bisected properties Fewest floodplain acres
Fewest acres of prime farmland lost Fewest acres of woodlands lost

At the November 10th public presentation TxDOT staff members indicated that Option E is unlikely to be chosen due to the numbers of residences and parcels affected, the number of floodplain acres involved, the loss of woodlands and the impacts to parks. Option D is not appropriate for the same reasons that the staff doesn't favor E. Certainly, if the road should be moved from proximity to the river, A is the only choice.

Thank you for considering my comments. If you have any questions, please call me at 512-751-2051.

T.X.D.O.T.
RECEIVED
DEC 01 2016
DISTRICT 14 - MAIL ROOM
AUSTIN, TX

Margaret Hoffman
251 County Road 126
Georgetown Tx 78626
28 November 2016

TxDOT
PO Box 15426
Austin Tx 78761-5426

Re: SH 29 from Southwestern Blvd to SH 95

Ladies and Gentlemen:

I posted the following comments online yesterday, but knowing how the internet is sometimes mysterious, I am forwarding them by mail as well.

COMMENTS ON SH 29 EAST OF SH 130

In his letter to Mr. Terry McCoy dated July 22, 2016, Mr. Dan Gattis explained the appropriateness of Option A under TxDOT's "Goal and Objectives to Foster Stewardship." I couldn't express those points any better; I endorse his analysis. I have just a few additional observations.

My comments relate to three issues:

- There actually is no need to replace the segment of SH 29 between SH 130 and SH 95.
- If more east/west lanes are or become necessary, the most appropriate alternative is to expand Chandler Road. If evidence develops that additional east/west lanes north of Chandler are needed, the proposed Option A is the appropriate choice.
- Option D is the least effective of the options to address the issues raised by the study.

THE SEGMENT BETWEEN SH 130 AND SH 95 DOES NOT NEED TO BE REPLACED

Most of the issues identified by the study are either not present or minimal on this segment. I have lived in Jonah for almost 20 years, and I travel SH 29 into Georgetown at least once a day, at various times of day. While I have experienced **traffic congestion** west of the Inner Loop at peak traffic times, it does not occur east of SH 130. This is true even mornings and afternoons on school days, which are the times I most often drive that route. When the new high school was built, I expected traffic to become an issue, but it hasn't.

The study materials cite population growth in Williamson County, anticipated traffic volume increases, safety and roadway flooding. It is so true that Williamson County has been and is growing rapidly; however the **rate of growth in the SH 130- SH 95 portion** of the corridor has been significantly less than in the western part, and has not resulted in traffic congestion or significant safety problems. Traffic has actually lessened on this segment due to the construction of Chandler Road, which now allows traffic to bypass Georgetown when moving between SH 95 and Interstate 35.

The study cites a relatively slow increase in both number and severity of *crashes*. It doesn't compare the numbers on SH 29 with those on four-lane highways, I 35 or US 183, for example. Most crashes are caused by driver inattention. The study doesn't explain how replacing an uncongested segment of roadway will lessen the risk of crashes. If there is a particular intersection or other area that is problematic, remediation of that issue should be undertaken. That can occur more quickly and economically than replacing the road.

Likewise, the *flooding* of areas near the road occurs infrequently and in a few small areas. In my 20 years living here I have witnessed flooding in Jonah once and on properties on the south side of the river a few times. As far as I know the road itself hasn't experienced extended or large volume flooding. Like safety, the issue of water reaching the road is appropriately controllable without replacing the entire roadway.

IF CONGESTION BECOMES A PROBLEM EAST OF SH 130, EXPAND CHANDLER ROAD

Chandler Road is not busy between 130 and 95. I frequently drive both east and west of the intersection of Chandler and FM 1660. The segment east of 130 is lightly used. The state or county already owns the right of way for Chandler Road should expansion be needed.

D IS THE INAPPROPRIATE CHOICE

If additional lanes are or become needed east of SH 130, ***Option A is the appropriate choice***. As the "Preliminary Matrix/Comparison of Alternatives" demonstrates, Option A includes:

- Fewest acres of ROW (excluding option E)
- Fewest parcels affected
- Fewest bisected properties
- Fewest floodplain acres
- Fewest acres of prime farmland lost
- Fewest acres of woodlands lost

At the November 10th public presentation TxDOT staff members indicated that Option E is unlikely to be chosen due to the numbers of residences and parcels affected, the number of floodplain acres involved, the loss of woodlands and the impacts to parks. Option D is not appropriate for the same reasons that the staff doesn't favor E. Certainly, if the road should be moved from proximity to the river, Option A is the only choice.

Thank you for considering my comments. If you have any questions, please call me at 512-751-2051.

Sincerely,



MARGARET HOFFMAN

T.X.D.O.T.
RECEIVED

DEC 02 2016

DISTRICT 14 - MAIL ROOM
AUSTIN, TX

30 November 2016

Mr Terry McCoy, P.E.
Texas Department of Transportation
Post Office Drawer 15426
Austin Tx 78761

RE: SH 29 Realignment from Southwestern Blvd to SH 95

Dear Mr McCoy,

On November 27th I filed comments concerning the segment of East SH 29 between SH 130 and SH 95. Those comments relate why I believe TxDOT's study results indicate that particular segment of the road does not need to be replaced anytime soon, and if replacement is decided to be necessary, Option D is not an appropriate choice for relocation. Today I am writing to explain why I hope TxDOT will choose not to relocate SH 29 through my property.

My property is approximately 26 acres located just north of the intersection of SH 29 and County Road 126. I have owned it and lived here since January 1997. For that entire time, my late husband and I have devoted ourselves and our financial resources to transforming the whole property into a wildlife refuge. Since 2011, I have been managing the property in accordance with a Wildlife Management Plan created by Texas Parks & Wildlife and accepted by the Williamson County Appraiser. The plan targets songbirds, bats and waterfowl for protection.

The most significant feature the Plan is a pond that is fed continuously by a well, both of which I dug for the purpose of providing year round water to wildlife, migratory birds and water fowl. The maps TxDOT has provided of Option 6 indicate the ROW would pass almost adjacent to the pond, rendering it useless for wildlife as well as destroying its recreational value to my family. I am enclosing two Google Earth photos and two TxDOT maps which show the locations of the pond and the buildings that are near or adjacent to the proposed ROW, including 2 houses occupied by me and my family.

Finally, as TxDOT's maps show, the portion of my property that is included in Option D is less than 800 feet away from the existing SH 29. It would be counter to the stated purposes of the project - safety and flood amelioration - to spend all that money and to ruin a 20-year wildlife habitat project to move the road only 800 feet farther from the river.

I realize that many of the people whose land will be impacted by this project have important personal interests in their farms and family properties. I respect that and

sympathize. My hope is that in your consideration of this project's impacts on us you will make wise, sensitive decisions. In my case, please conclude with me that Option D does not meet the SH 29 study's purposes, and that adopting it as currently configured would destroy the State's important interest in this wildlife refuge and habitat.

Sincerely,

A handwritten signature in black ink that reads "Margaret Hoffman". The signature is written in a cursive style with a long, sweeping tail on the "n".

251 County Road 126
Georgetown Tx 78626

512-751-2051



Google Earth

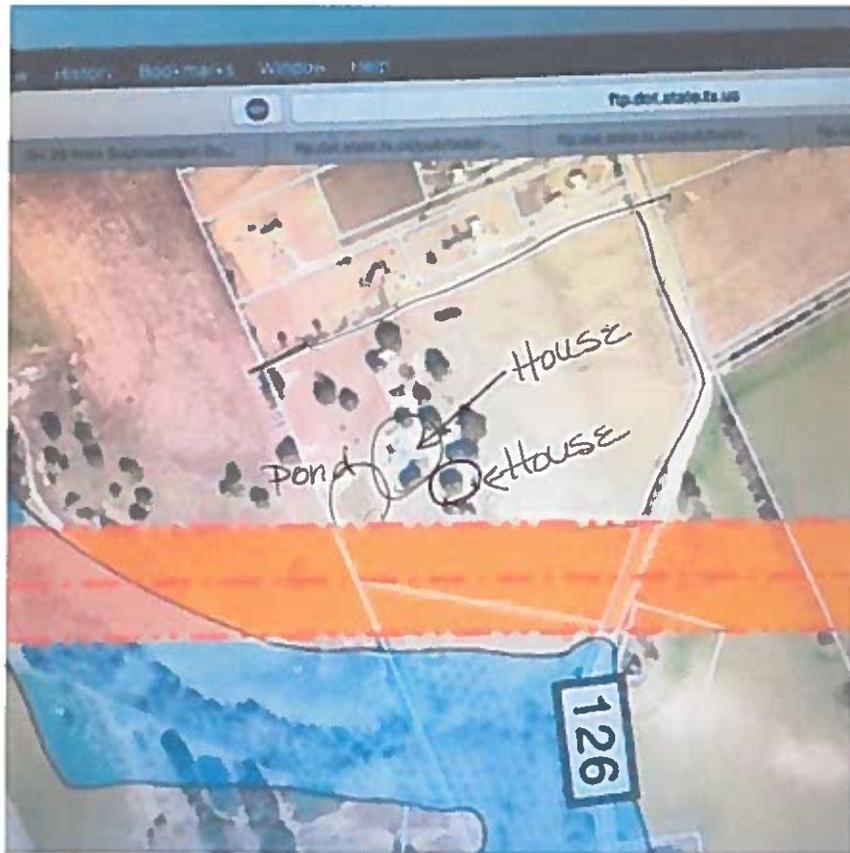




Google Earth

feet
meters

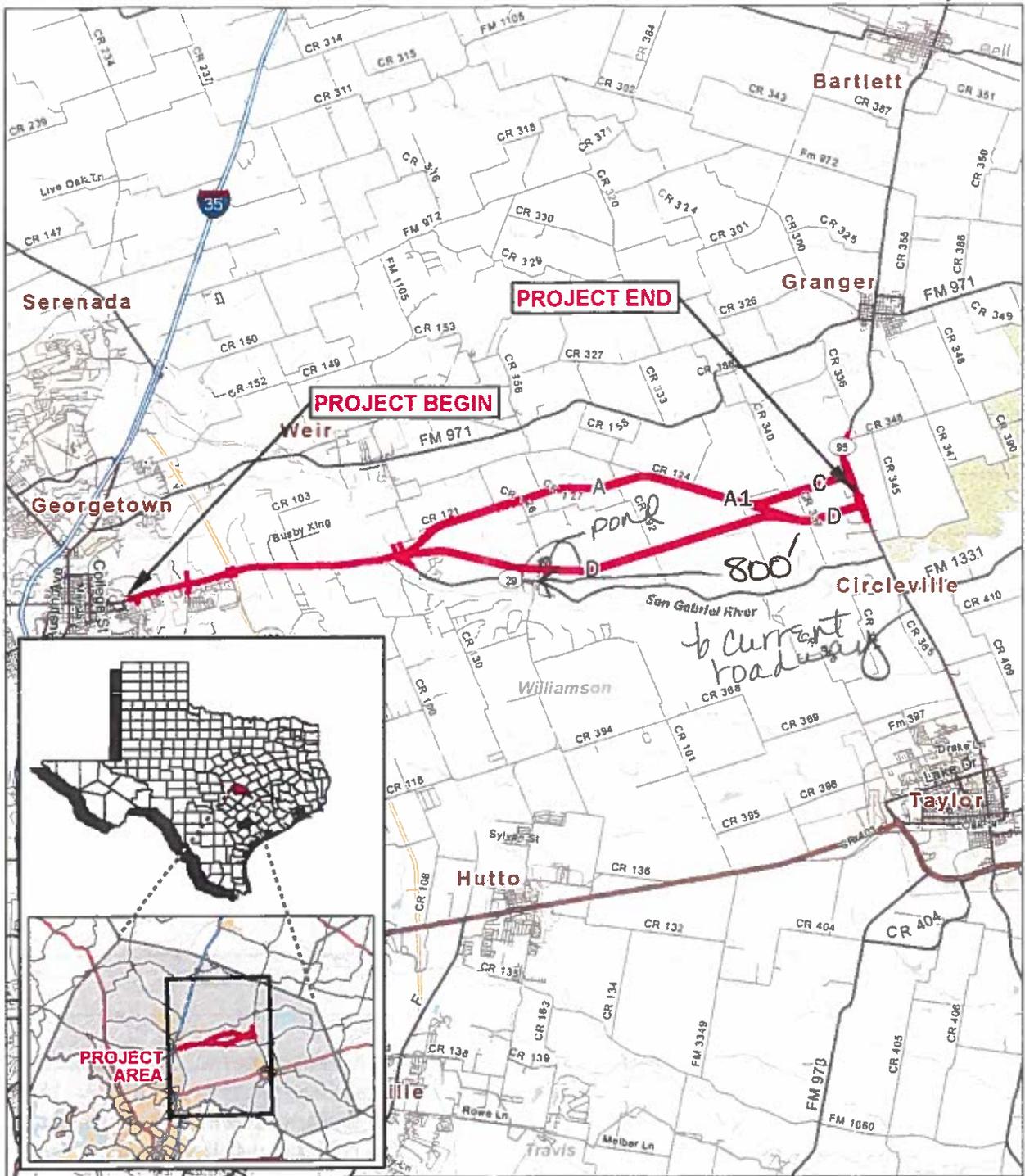






Google Earth





— 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

Carol Hollins
201 County Road 156
Georgetown, TX 78626
512-868-3677
carolhollins1@gmail.com

T.X.D.O.T.
RECEIVED
NOV 28 2016
DISTRICT 14 - MAIL ROOM
AUSTIN, TX

To: TXDOT via fax RE: SH 29 Public Meeting

In my opinion,

-There is no need for a road of this size to be planned or built. Population models based on growth elsewhere in Williamson County are inappropriately applied to the farmlands east of IH35 where virtually no growth has taken place over the last decade. In fact, population has decreased in many of the areas "served" by this new planned road.

-All data presented at the meeting regarding impact is based on outdated maps and is therefore erroneous and deceitful. In addition, the definition of "impacted" used by TXDOT for their display charts does not take into account a roadway dissecting a property rendering it useless, bringing traffic within a few feet of an existing home, or restricting access to an existing home.

-Plan E (reconstruction of existing SH29) should be the **only** choice since those folks who live there knew in advance that they lived along a state highway. You can't claim to be surprised or impacted by modernization if you chose to buy property on or near a State Highway any more than expecting an airport that you chose to live near to restrict operation after you move in. Other alternate plans presented severely impact homes, barns, and farms that have in some cases been in continuous use for over a century. Many of the owners purchased their property while often paying a premium price to enjoy the distance from State highways and thoroughfares. It would be unconscionable to destroy the lifestyle and property values of these citizens on routes A & D. In addition, plans A & D would destroy 10,000 acres of rich and productive farmland which can never be restored.

I am not directly impacted by any of the proposed plans, but strongly object to the destruction and devastation that will be imposed through the construction of this thoroughfare through virgin property and farmland. The areas that TXDOT is concerned about serving in the future can better be served through expansion of existing roads should there ever be a population increase .

Carol Hollins
Nov-22, 2016

T.X.D.O.T.
RECEIVED

NOV 28 2016

DISTRICT 14 - MAIL ROOM
AUSTIN, TX

Kenneth Hollins
201 County Road 156
Georgetown, TX 78626
512-868-3677
kenhollins@gmail.com

To: TXDOT via fax RE: SH 29 Public Meeting

In my opinion,

-There is no need for a road of this size to be planned or built. Population models based on growth elsewhere in Williamson County are inappropriately applied to the farmlands east of IH35 where virtually no growth has taken place over the last decade. In fact, population has decreased in many of the areas "served" by this new planned road.

-All data presented at the meeting regarding impact is based on outdated maps and is therefore erroneous and deceitful. In addition, the definition of "impacted" used by TXDOT for their display charts does not take into account a roadway dissecting a property rendering it useless, bringing traffic within a few feet of an existing home, or restricting access to an existing home.

-Plan E (reconstruction of existing SH29) should be the **only** choice since those folks who live there knew in advance that they lived along a state highway. You can't claim to be surprised or impacted by modernization if you chose to buy property on or near a State Highway any more than expecting an airport that you chose to live near to restrict operation after you move in. Other alternate plans presented severely impact homes, barns, and farms that have in some cases been in continuous use for over a century. Many of the owners purchased their property while often paying a premium price to enjoy the distance from State highways and thoroughfares. It would be unconscionable to destroy the lifestyle and property values of these citizens on routes A & D. In addition, plans A & D would destroy 10,000 acres of rich and productive farmland which can never be restored.

I am not directly impacted by any of the proposed plans, but strongly object to the destruction and devastation that will be imposed through the construction of this thoroughfare through virgin property and farmland. The areas that TXDOT is concerned about serving in the future can better be served through expansion of existing roads should there ever be a population increase .


11-22-16

T.X.D.O.T.
RECEIVED

DEC 01 2016

DISTRICT 14 - MAIL ROOM
AUSTIN, TX

November 25, 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. I currently reside next to the existing SH 29. I own farm and ranch land that will be crossed by both Proposed Routes A and D. However, Route A will be most detrimental to the remaining contiguous property. Route D will be more advantageous for my residence as it puts the traffic farther from my home.

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.

As mentioned above, Route D also crosses 189 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

Rachel Sprunger

From: Mike Walker
Sent: Monday, November 28, 2016 9:24 AM
To: Rachel Sprunger
Subject: FW: SH 29 Corridor Study - Comment

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

From: mhutton@climatec.com [mailto:mhutton@climatec.com]
Sent: Monday, November 28, 2016 7:22 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: Michael R. Hutton

E-mail: mhutton@climatec.com

Address:
1233 County Road 126
Georgetown, TX 78626

Comment:

It seem crazy that the state thinks Hwy 29 needs to be 6 lanes when I-35 is in dire needs. 29 already has a right a way and plenty of room to expand and elevate the existing right a way.

I moved out here over 20 years ago to get away from all the traffic and now you want to bring it to our back door. Shame on you. Not only that who asked you to?

Rachel Sprunger

From: Mike Walker
Sent: Wednesday, November 30, 2016 11:06 AM
To: Rachel Sprunger
Subject: FW: TxDOT Internet E-Mail

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

From: Jon Geiselbrecht [mailto:Jon.Geiselbrecht@txdot.gov]
Sent: Wednesday, November 30, 2016 10:59 AM
To: Dean Tesmer <dtesmer@blantonassociates.com>; Mike Walker <mike.walker@blantonassociates.com>
Subject: FW: TxDOT Internet E-Mail

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

From: AUSINFO
Sent: Tuesday, November 29, 2016 9:31 AM
To: Jon Geiselbrecht
Subject: FW: TxDOT Internet E-Mail

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

From: ianj44@gmail.com [mailto:ianj44@gmail.com]
Sent: Monday, November 28, 2016 11:49 PM
To: AUSINFO
Subject: TxDOT Internet E-Mail

Name: Mr. Ian Johnston<ianj44@gmail.com>

Address:

2200 County Road 124

Georgetown, TX 78626

Requested Contact Method: Email

Reason for Contact: Customer Service

Complaint: No

Comment: I am opposed to Highway 29 TxDOT Option A. The impact to farmland and to the environment are unacceptable to many families who live and farm in these areas. Paving over precious farmland is an irresponsible land-use decision. The best course of action is TxDOT Option E, improving the EXISTING Hyw 29 route.

[#EndTheStreak]<<http://www.txdot.gov/inside-txdot/media-center/psas/end-streak.html>>

Rachel Sprunger

From: Mike Walker
Sent: Wednesday, November 30, 2016 11:06 AM
To: Rachel Sprunger
Subject: FW: TxDOT Internet E-Mail

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

From: Jon Geiselbrecht [mailto:Jon.Geiselbrecht@txdot.gov]
Sent: Wednesday, November 30, 2016 10:59 AM
To: Dean Tesmer <dtesmer@blantonassociates.com>; Mike Walker <mike.walker@blantonassociates.com>
Subject: FW: TxDOT Internet E-Mail

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

From: AUSINFO
Sent: Monday, November 28, 2016 4:20 PM
To: Jon Geiselbrecht
Subject: FW: TxDOT Internet E-Mail

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

From: f86brat2@yahoo.com [mailto:f86brat2@yahoo.com]
Sent: Monday, November 28, 2016 3:30 PM
To: AUSINFO
Subject: TxDOT Internet E-Mail

Name: Mr. John Johnston<f86brat2@yahoo.com>

Address:

2200 County Road 124

Georgetown, TX 78626

Phone:

(512) 864-9444

Requested Contact Method: Email

Reason for Contact: Customer Service

Complaint: No

Comment: I am opposed to Highway 29 TxDOT Option A. The impact to precious farmland & the environment, disrupting lives of families, are real and unacceptable to many of these families who work & farm these lands. There are better options, including improvements to the existing Hwy. 29 route. 6 lanes? Sometimes more concrete and asphalt is not the answer.

[#EndTheStreak]<<http://www.txdot.gov/inside-txdot/media-center/psas/end-streak.html>>

Rachel Sprunger

From: Mike Walker
Sent: Monday, November 28, 2016 10:12 AM
To: Rachel Sprunger
Subject: FW: TxDOT Internet E-Mail

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

From: Jon Geiselbrecht [mailto:Jon.Geiselbrecht@txdot.gov]
Sent: Monday, November 28, 2016 9:58 AM
To: Dean Tesmer <dtesmer@blantonassociates.com>; Mike Walker <mike.walker@blantonassociates.com>; Larry Redden (lredden@ieaworld.com) <lredden@ieaworld.com>
Cc: Marisabel Ramthun <Marisabel.Ramthun@txdot.gov>
Subject: FW: TxDOT Internet E-Mail

Please include this comment as well in the summary...

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

From: Lisaoj@mail.com [mailto:Lisaoj@mail.com]
Sent: Sunday, November 27, 2016 10:01 PM
To: AUSINFO
Subject: TxDOT Internet E-Mail

Name: Ms. Lisa Johnston<Lisaoj@mail.com>
Phone:
(512) 864-9444

Requested Contact Method:

Reason for Contact: Customer Service

Complaint: No

Comment: I am opposed to Highway 29 TxDOT Option A. The impact to precious farmland and to the environment are real and unacceptable to many families who live and farm in these areas. There are better options, including improvements to the existing Highway 29 route.

[#EndTheStreak]<<http://www.txdot.gov/inside-txdot/media-center/psas/end-streak.html>>

Rachel Sprunger

From: Mike Walker
Sent: Thursday, November 17, 2016 1:24 PM
To: Rachel Sprunger
Subject: FW: SH 29 Corridor Study - Comment

Follow Up Flag: Follow up
Flag Status: Completed

fyi

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

From: jimmy@alliedelectric.us [mailto:jimmy@alliedelectric.us]
Sent: Thursday, November 17, 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; lredden@ieaworld.com; rrenton@ieaworld.com; Dean Tesmer <dtesmer@blantonassociates.com>; Mike Walker <mike.walker@blantonassociates.com>
Subject: SH 29 Corridor Study - Comment

Name: JPCKK, LLC.

E-mail: jimmy@alliedelectric.us

Address:
PO Box 2629
Georgetown, TX 78627

Comment:

I am located directly across from the East View High School. It appears you intend to expand the current easement from 165' to 240'. I hope that expansion is going to be split evenly between my property and East View High School property. It was hard to tell from the map, provided.



COMMENT CARD

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

(PLEASE PRINT)

NAME: Shawn & Dan Kaminkow

ADDRESS: 15075 E. Highway 29 Granger, TX 76530

REPRESENTING: Self-Homeowners

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that 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

COMMENTS: The traffic on the 29 Corridor is not significant enough to warrant this type of change. The flooding issue is the one that needs to be addressed - this could be an inexpensive solution to route water into Willis Creek and the San Gabriel. According to your numbers the increase of 5.7% traffic does not correlate to the number of accidents - they have not had any substantial change. Please note the increase of population has not equally changed/increased the amount of traffic that ~~remains~~ remains on 29 to the end at 95.

Comments can be submitted tonight at the public meeting. Comments can also be submitted by:

- Email: www.txdot.gov/apps-cg/contact_us/form/SH29-Corridor-Study-Austin-contact.htm
- Fax: 512-832-7157
- Mail: Austin District Environmental Coordinator
TxDOT Austin District
PO Box 15426
Austin, TX 78761-5426

Continued
→

All comments must be received or postmarked by Nov. 28, 2016, to be part of the Public Meeting Summary. For more information on the study and to take a survey to help us learn what is important to you in the study area, go to www.txdot.gov and search "SH 29 from Southwestern Boulevard to SH 95".

The intersection of 29 & CR337 could have a pipe to divert the water to Willis Creek and widen the creek across the farmland to accommodate. This would be substantially better than the TXDOT pumping the water into OUR backyard.

Rachel Sprunger

From: Mike Walker
Sent: Monday, November 14, 2016 1:55 PM
To: Rachel Sprunger
Subject: FW: Hwy 29

fyi

From: Jon Geiselbrecht [mailto:Jon.Geiselbrecht@txdot.gov]
Sent: Monday, November 14, 2016 1:54 PM
To: Marisabel Ramthun <Marisabel.Ramthun@txdot.gov>; Dean Tesmer <dtesmer@blantonassociates.com>; Mike Walker <mike.walker@blantonassociates.com>; Larry Redden (lredden@ieaworld.com) <lredden@ieaworld.com>
Subject: FW: Hwy 29

fyi

From: Kimberly Keller [mailto:paintwithme.kimberlykeller@gmail.com]
Sent: Monday, November 14, 2016 11:57 AM
To: Jan Shull; Jon Geiselbrecht
Subject: Hwy 29

Thank you for the opportunity to have another meeting November 10 on Hwy 29 expansion. Again, we are sad, disappointed and angry the existing road cannot be used with upgrades and tax dollars used more to address the seldom-potential flooded road.

The plan A-pink road significantly impacts our farm and livelihood for our future. Our farm is a historical farm established in 1909. It has a 100 year designation from Texas.

Why ruin our farm to table heritage livelihood?

Please, please do not put that road through our farm. Our family plans on continuing the long established love of the land given to us generations ago, for generations to come. We dont want to sell, we dont want to develop, we just want to farm. Please give me the chance to give my great grandchildren this land.

Thank you,
Kimberly Keller
WOL-RICH FARM est 1909
512 635 7936

#EndTheStreakTX



COMMENT CARD

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

(PLEASE PRINT)

NAME: Jan King

ADDRESS: 900 CR 1210

REPRESENTING: self and others concerned

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that 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

COMMENTS: We already have Chandler Road & Right of way there. We have 971. Modify 29 so it won't flood to the east. & leave the rest of 29 alone. Increase Chandler Road if necessary.

It is not necessary to take what we have worked so hard for and want to leave to our grandchildren. Thank you.

Comments can be submitted tonight at the public meeting. Comments can also be submitted by:

- Email: www.txdot.gov/apps-cg/contact_us/form/SH29-Corridor-Study-Austin-contact.htm
- Fax: 512-832-7157
- Mail: Austin District Environmental Coordinator
TxDOT Austin District
PO Box 15426
Austin, TX 78761-5426

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COMMENT CARD

SH 29 from Southwestern Boulevard to SH 95
Nov. 10, 2016, 6 p.m. - 8 p.m.

(PLEASE PRINT)

NAME: Herbert D. Klaus Sr.

ADDRESS: 5315 CR 124

REPRESENTING: my self

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that 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

COMMENTS: 2 Recs for 29

1) E) would keep good farm land from ruin for another
50 yrs - MAKE improvements AS NEED TO
Existing Curves + Flooding / width of Roadway ETC.
TO 95

2. A) same as above regarding farm land - Repoute
29 from Existing to Alignment to cover 971 NEAR
CR 161 - Existing where possible to Ganger - This
would address many wreck in this curve Area
of 971 ~ To Ganger

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Rachel Sprunger

From: Mike Walker
Sent: Tuesday, November 29, 2016 7:38 AM
To: Rachel Sprunger
Subject: FW: SH 29 Corridor Study - Comment

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

From: drlidell@earthlink.net [mailto:drlidell@earthlink.net]
Sent: Monday, November 28, 2016 9:31 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: Lynn Lidell

E-mail: drlidell@earthlink.net

Address:
901 County Rd. 126
Georgetown, TX 78626

Comment:

My family owns property that would be cut in half by the proposed northern "A" route for the SH 29 relocation. I am strongly opposed to the A route as it would destroy land that has been owned by my family for over 100 years and would damage property owned by other long-time land owners in the Jonah area. SH 29 between Jonah and I-95 is a country highway that is not heavily used, and both current and future traffic estimates do not justify such a large highway construction project. If a decision is made that an expansion of SH 29 must occur, the proposed "route E" that would expand the current SH 29 is the best option. The proposed Route D should be considered as a second choice since it would cause a smaller loss of homes than route A.

Rachel Sprunger

From: Mike Walker
Sent: Monday, November 28, 2016 9:23 AM
To: Rachel Sprunger
Subject: FW: SH 29 Corridor Study - Comment

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

From: lidell@hotmail.com [mailto:lidell@hotmail.com]
Sent: Sunday, November 27, 2016 11:46 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: Michael Lidell

E-mail: lidell@hotmail.com

Address:
5723 Denfield Rd
Rockville, MD 20851

Comment:

I own property that would be bisected by the proposed northern "A" route for the SH 29 relocation. I am strongly opposed to the A route as it would cut across land that has been owned by my family for over 100 years and would damage property owned by other long-time land owners in the Jonah area. SH 29 is a lightly traveled rural highway, and both current and projected traffic volumes do not warrant such a massive highway expansion project. If a SH 29 expansion must occur, route E that would expand the existing SH 29 roadway is the preferred approach with Route D as a less desirable second choice as it would cause the smallest loss of existing dwellings. However, the best use of tax dollars would be eliminate the unneeded project for expansion of SH 29 and instead use these resources for mass transit to address the serious traffic congestion problems in the IH-35 corridor between Georgetown and Austin.

T.X.D.O.T.
RECEIVED

NOV 29 2016

DISTRICT 14 - MAIL ROOM
AUSTIN, TX

Carlette Litterst
1700 CR 126
Georgetown, TX 78626

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

I, Carlette Holmstrom Litterst, am writing to give 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 the headquarters of our family farm; it will be very negatively impacted by the proposed Route A. We also own a 125-acre cultivated field to the East of this tract which the proposed Route A will also cross. Our family additionally owns 189 acres which Route D will bisect. However, Route D will move traffic further from my mother's (Doreen Holmstrom's) homestead, which sits next to the existing SH 29.

Attached, please find a map on which you can see Route A crossing the 316.21 acres and the 125 acres. This shows its negative impact on the Holmstrom farm improvements. 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. It appears to take out large metal barns and grain bins. We will incur substantial expense rebuilding some of the improvements and relocating others. A large portion will be cut off by Route A and be useless. If you will see on the attached map of Route D, there are no improvements on our 189 acres which is cut by this route.

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. If Route D is selected, our family home will not be negatively impacted.

I certainly hope that the Texas Department of Transportation will consider our State's rich history and the importance of agriculture in that history. I am a fourth generation Texan. Our family, the Holmstroms, has lived and farmed in Williamson County for over 110 years. My great-grandfather, Carl Gus Holmstrom, was a Swedish immigrant who settled in Williamson County around 1900. He settled in Jonah along with other Swedish families. Education was important to him, and he helped build the Jonah School. He was one of the first three school trustees, and his name appears on the cornerstone of that building still today. My great-grandfather, grandfather, and father all worked hard to purchase land and continue the family farming tradition. My great grandfather purchased his tract of land in 1905. My grandfather, Oscar Holmstrom, purchased the 316.21 acres referred to above in 1940. 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 and later purchase other tracts in the Jonah area. 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 an excellent farmer and a great steward of the land. We are grateful and proud Texans.

My father did not 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. We are seeking to preserve the rich history of this land. My husband, Mike Litterst, also a graduate of Texas A&M University and a member of the Class of 1973, and I continue to live here and take care of this farm. My father was extremely proud that his graddaughters, Dana and Cara, were raised on the family farm and that both are graduates of Texas A&M University, classes of 2004 and 2007, respectively.

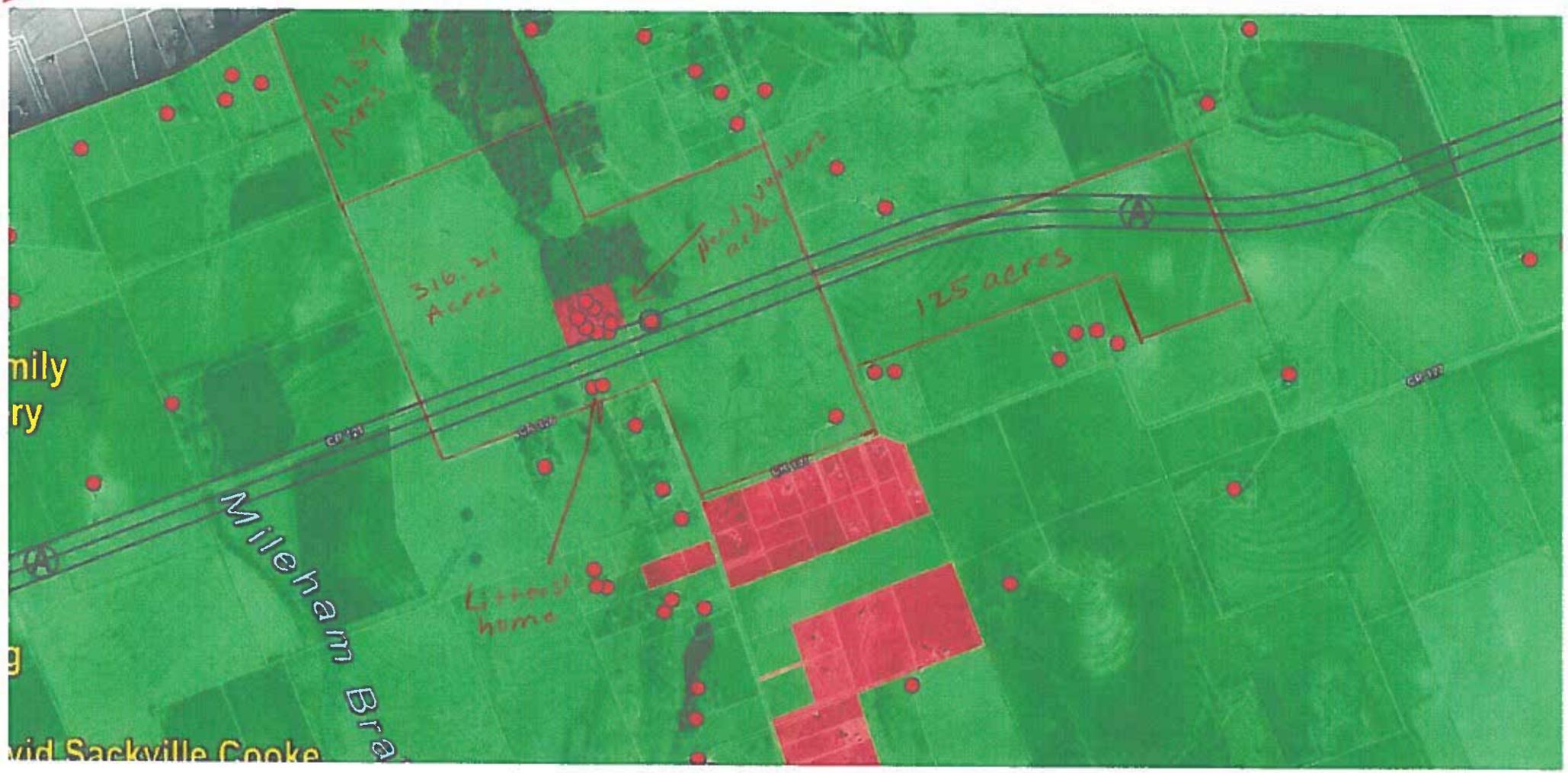
To sum up, our family is in a unique situation unlike any other family along the SH 29 proposed routes, as follows: 1. My mother's homestead is along the existing SH 29. 2. Our family owns land through which Route D will cut across. 3. We own two tracts through which Route A will cut, with the 316.21 tract being most significantly impacted. 4. Route A will also significantly impact our homestead, passing very near it. I realize the leadership of the Texas Department of Transportation has a choice to make. I realize that families along Route D will be affected, but not to the extent they will walk out their back door to find a six lane highway and not to the extent it will be so detrimental. I respectfully ask and implore you to please select Route D.

Sincerely,



Carlette Holmstrom Litterst

572-635-3822



SH 29 CORRIDOR STUDY

Limits: from Southwestern Blvd to SH 95
Approximate length of project: ~ 13.8 miles

LEGEND	
Proposed SH 29	Proposed SH 29 Right-of-Way
Proposed SH 29 Right-of-Way	Proposed SH 29 Right-of-Way
Proposed SH 29 Right-of-Way	Proposed SH 29 Right-of-Way
Proposed SH 29 Right-of-Way	Proposed SH 29 Right-of-Way

1 land
y Route



189 Acres

D. Holmstrom homestead

T.X.D.O.T.
RECEIVED

DEC 01 2016

DISTRICT 14 - MAIL ROOM
AUSTIN, TX

November 25, 2016

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

Dear Sir or Madam:

I am writing regarding the proposed relocation of SH 29 East. I oppose Route A and would like to see TxDOT select Route D. The proposed Route A will cut through my wife's family farm between our house and the barns. Not only would Route A cause relocation of the family, curtailment of some of the agricultural activities, and 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. However, Route D is preferred over Route A.

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 of Route D 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



COMMENT CARD

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

(PLEASE PRINT)

NAME: Gary & Carni Markham

ADDRESS: 10810 S Hwy 29

REPRESENTING: _____

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that 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

COMMENTS: A ^{public} meeting that includes questions posed and answered in front of the entire group would be far more beneficial to the entire community.

or

Questions submitted ahead of time & answered in front of the whole group would be more helpful and educational.

Comments can be submitted tonight at the public meeting. Comments can also be submitted by:

- Email: www.txdot.gov/apps-cg/contact_us/form/SH29-Corridor-Study-Austin-contact.htm
- Fax: 512-832-7157
- Mail: Austin District Environmental Coordinator
TxDOT Austin District
PO Box 15426
Austin, TX 78761-5426

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Rachel Sprunger

From: Mike Walker
Sent: Monday, November 28, 2016 10:12 AM
To: Rachel Sprunger
Subject: FW: TxDOT Internet E-Mail

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

From: Jon Geiselbrecht [mailto:Jon.Geiselbrecht@txdot.gov]
Sent: Monday, November 28, 2016 10:05 AM
To: Dean Tesmer <dtesmer@blantonassociates.com>; Mike Walker <mike.walker@blantonassociates.com>; Larry Redden (lredden@ieaworld.com) <lredden@ieaworld.com>
Cc: Marisabel Ramthun <Marisabel.Ramthun@txdot.gov>
Subject: FW: TxDOT Internet E-Mail

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

From: AUSINFO
Sent: Monday, November 28, 2016 9:58 AM
To: Jon Geiselbrecht
Subject: FW: TxDOT Internet E-Mail

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

From: terilym@gmail.com [mailto:terilym@gmail.com]
Sent: Wednesday, November 23, 2016 1:26 PM
To: AUSINFO
Subject: TxDOT Internet E-Mail

Name: Ms. Teri Mason<terilym@gmail.com>

Address:

1237 CR 126
Georgetown, TX 78626

Phone:

(512) 930-1902

Requested Contact Method: Email

Reason for Contact: Customer Service

Complaint: No

Comment: I would like to make my wishes known regarding the Hwy 29 project in Georgetown. I vote for option E - to fix the EXISTING Hwy 29 route and not disturb the countryside and people's homes with a re-route.

Again OPTION E to fix the existing Hwy 29.

Thank you

[#EndTheStreak]<<http://www.txdot.gov/inside-txdot/media-center/psas/end-streak.html>>

Rachel Sprunger

From: Mike Walker
Sent: Monday, November 28, 2016 9:07 AM
To: Rachel Sprunger
Subject: FW: SH 29 Corridor Study - Comment

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

From: nursejellybean@gmail.com [mailto:nursejellybean@gmail.com]
Sent: Saturday, November 26, 2016 12:23 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 against "ROUTE A"!

I do not support ROUTE A as it is an unnecessary road. It destroys properties and peoples lives. There are better options available. I believe that development of FM971 is a better choice for development since the easement is already there and all that needs to be done is to widen the road. FM971 goes from the same starting point and ends at the same place your other roads end and it does not destroy anyones property.

The people at the meeting were uninformed, not equipped to answer questions, would move people off to other people when questions were asked, and could not answer 80 of the questions presented. Their typical answer was "I don't know...let's ask this person who is in charge of...".

I also believe that this will increase flooding and change the current water flow when rain occurs.

Your options are not a good use of tax dollars and again I do not support "ROUTE A".

Rachel Sprunger

From: Mike Walker
Sent: Monday, November 28, 2016 9:04 AM
To: Rachel Sprunger
Subject: FW: SH 29 Corridor Study - Comment

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

From: ericbmeyer@gmail.com [mailto:ericbmeyer@gmail.com]
Sent: Friday, November 25, 2016 10:55 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: Eric Meyer

E-mail: ericbmeyer@gmail.com

Address:
1290 County Road 127
Georgetown, TX 78626

Comment:
I am opposed to "ROUTE A".

"ROUTE A" is a road from nowhere to nowhere that destroys numerous properties for no good reason. FM971 should be widened if people insist on creating more throughput for traffic.

I am concerned that with a new road will come new flood problems. I also believe crime will increase and that noise will become an issue.

During this meeting whenever people had questions a TX DOT representative would say we will need to ask another person. When we would ask that person they would say it's another persons job. Absolutely no one was informed nor was anyone from TX DOT helpful.

According to Marisabel Rathune's statistics that she presented 30.1 of the people are opposed to ROUTE A. When we would discuss things with Marisabel she would add facts regarding information after the close date for comments. Marisabel Rathune was suppose to e-mail me additional information and has not got back to me like she said she would.

Sincerely,
Eric Meyer



COMMENT CARD
SH 29 from Southwestern Boulevard to SH 95
Nov. 10, 2016, 6 p.m. - 8 p.m.

(PLEASE PRINT)

NAME: Shane Mitchell

ADDRESS: 128 CR 191

REPRESENTING: Landowner

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that 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

COMMENTS: I am strongly apposed to option A
With Hwy 79, Chandler Road, 29, and 911
all going East to West, I see no need
for anything to be done.

Comments can be submitted tonight at the public meeting. Comments can also be submitted by:

- Email: www.txdot.gov/apps-cg/contact_us/form/SH29-Corridor-Study-Austin-contact.htm
- Fax: 512-832-7157
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Rachel Sprunger

From: Mike Walker
Sent: Thursday, November 17, 2016 1:13 PM
To: Rachel Sprunger
Subject: FW: SH 29 Corridor Study - Comment

Follow Up Flag: Follow up
Flag Status: Completed

fyi

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

From: jimmy@alliedelectric.us [mailto:jimmy@alliedelectric.us]
Sent: Thursday, November 17, 2016 1:12 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: James Paul

E-mail: jimmy@alliedelectric.us

Address:
PO Box 2691
Georgetown, TX 78627

Comment:

One of the main reasons for this relocation is to efficiently serve the community's transportation needs. The community's primarily impacted for East/West traffic efficiency, are Georgetown, Weir, Granger and Taylor. However, Taylor has recently received the efficiency of the Chandler Road Extension, to relieve the current Highway 29. So primarily, the communities remaining are Georgetown, Weir and Granger. Option A essentially splits the land mass between the current Hwy 29 alignment, and FM 971, and therefore creates a better system of East/West traffic flow for those mostly in need for enhanced public safety and transportation efficiency. Additionally, the Option A alignment expands transportation opportunities to a larger section of the eastern portion of the county, while Option D practically mirrors the current Hw29 alignment, as well as "piggy backs" the current Chandler Road Extension.

One of the other reasons for this relocation is to improve safety, and address roadway flooding. One of the more dangerous roads, in the Eastern side of the county, is FM 971. This road is primarily used for residents to commute from Granger to Georgetown, thru Weir. By using Option A, it will attract the current commuters, from using FM 971, thus reducing the current risk of fatality type accidents, on FM 971.

As far as roadway flooding, by putting in Option D, which would include 30 more floodplain acres than Option A, it will only increase the immediate runoff impacts for the existing Highway 29, thus making the existing problem worse, for those of us, relying on the current Highway 29, no matter what option is chosen.

Option A creates a far greater opportunity for a positive economic impact coming from what will be a tremendous investment on behalf of the State of Texas (aka "taxpayers") as there is a greater land mass capable of ultimate development on the two sides of the Option A alignment. Option D creates a significant amount of small "island

properties” that will lie between the previous Hwy 29 alignment and the Option D Alignment. In fact if Option D is chosen you would be able to drive along the new alignment in sight of the previously alignment for most of the route. This obviously does not make for transportation efficiency, a good use of tax dollars, or economic development sense.

Option A utilizes a significant portion of current right of way of County Roads potentially lessening the burden on the taxpayers for right of way purchase (and County road maintenance) and by utilizing such right of way would not create a new roadway impact in those areas as opposed to Option D which utilizes only new right of way and new roadway alignments thus creating a greater “new” impact on area landowners. Option A would also cause 30 less impact to the near extinct Woodlands on the Eastern side of the county, as well as 10 less impact to Farmland Soils, that is a huge dependency, for the Eastern side of the county.

As far as cost of construction, it will be much less expensive to build Option A, considering it will require less elevation increases and run off prevention, traveling thru 30 less floodplain acres, then it would require with Option D.

In summary, it appears that all of the States concerns, for efficiency and safety, were commonly voiced, by all parties, during the Public Meeting #1. However it also appears, that all of the concerns expressed in Meeting #1, are now falling victim, to simply a few more individuals concerns, against Option A, foregoing all of the most reasonable solutions to address efficiency and public safety.



COMMENT CARD

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

(PLEASE PRINT)

NAME: John Pettitt

ADDRESS: 208 Duck Creek Lane, Georgetown

REPRESENTING: GTAB

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that 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

COMMENTS: would add another column on your alternative route comparisons - COST

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- Fax: 512-832-7157
- Mail: Austin District Environmental Coordinator
TxDOT Austin District
PO Box 15426
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COMMENT CARD

SH 29 from Southwestern Boulevard to SH 95
Nov. 10, 2016, 6 p.m. - 8 p.m.

(PLEASE PRINT)

NAME: SAM FIESTER

ADDRESS: 403 ELM ST Georgetown TX 78626

REPRESENTING: self (LAND OWNER) & WAAP LTD (FAMILY LTD PARTNERSHIP)

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that 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

COMMENTS: _____

① 350' is Too wide. For the next 50 years⁺, ~~150'~~
150' is wide enough for ~~lines~~ ^{with a} ~~wide~~ ^{wide} DIVIDED Median

② Do NOT CUT-OFF ACCESS. Limited Access is a
TAKING for all tracts which are split by the
Highway

③ I much prefer Route A. If it's 150' wide w/ access, Route D
is acceptable.

Comments can be submitted tonight at the public meeting. Comments can also be submitted by:

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- Fax: 512-832-7157
- Mail: Austin District Environmental Coordinator
TxDOT Austin District
PO Box 15426
Austin, TX 78761-5426

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COMMENT CARD

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

(PLEASE PRINT)

512-863-3475

NAME: Bobbie RAUM

ADDRESS: 4109 S.H.130 G.T. 78626

REPRESENTING: _____

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that 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

COMMENTS: I own G+B Storage in business since 1997; if possible I do not want to be displaced.

Bobbie Raum

Comments can be submitted tonight at the public meeting. Comments can also be submitted by:

- Email: www.txdot.gov/apps-cg/contact_us/form/SH29-Corridor-Study-Austin-contact.htm
- Fax: 512-832-7157
- Mail: Austin District Environmental Coordinator
TxDOT Austin District
PO Box 15426
Austin, TX 78761-5426

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From: albertrubio.pe@gmail.com
To: [Jon Geiselbrecht](mailto:Jon.Geiselbrecht); [Marisabel Ramthun](mailto:Marisabel.Ramthun); [Bobby Ramthun](mailto:Bobby.Ramthun); [Michelle Cooper](mailto:Michelle.Cooper); [Jan Shull](mailto:Jan.Shull); Iredde@ieaworld.com; rrenton@ieaworld.com; dtesmer@blantonassociates.com; mike.walker@blantonassociates.com
Subject: SH 29 Corridor Study - Comment
Date: Tuesday, November 08, 2016 11:53:51 PM

Name: Albert Rubio, P.E.

E-mail: albertrubio.pe@gmail.com

Address:

P.O. Box 5246
Austin, TX 78683

Comment:

Question: Do you have R.O.W. Dedication information for the property located at 3901 University Ave (Hwy 29). The site is located at the northeast corner of Berry Lane and Hwy 29 (approximately 1 block east of Toll Road 130). I'm submitting a site plan application to City of Georgetown and need show R.O.W Dedication on the plans. Please provide information. Thanks and have a great day.

Albert Rubio, P.E.
Rubio Engineering Co.
TBPE Firm No. F-12313
Ph. 512-964-3506

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



COMMENT CARD

SH 29 from Southwestern Boulevard to SH 95
Nov. 10, 2016, 6 p.m. - 8 p.m.

(PLEASE PRINT)

NAME: Warren E. Setcik Jr. Ph#(512) 630-3069

ADDRESS: 3302 Primrose Trl. G-Town, TX. 78628

REPRESENTING: Self & Family Intrest

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that 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

COMMENTS: Would like to request a private meeting.
8555 St Hwy 29 E (Wallace & Willis Co. Owners)
9201 St Hwy 29 E
CR 126 & Hwy 29 E

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To Whom it May Concern:

I was in attendance at the last two meetings regarding SH 29. I would like to be counted as against the Option A and in favor of fixing the existing road.

I am opposed to the state of Texas taking privately held farmland for infrastructure when there are other options. I am opposed to the State of Texas considering impinging on the quality of life of the residents that will be impacted by Option A or Option D. Your reasoning that "in the future" you will need to have the infrastructure to handle development is flawed. You have no way of knowing if or when the owners of these beautiful properties in the affected areas would sell to developers. I believe that what you actually mean is that when you build the road, they will come. That is not what any of us want in our area.

I am opposed to SH29 turning into a Williams Drive (west of IH35). I am truly dismayed that you are even considering this as an option.

Sincerely

Daniel J Selleck

Owner: 2915 CR 124
Georgetown TX 78633
512.943.0088

To Whom it May Concern:

I was in attendance at the last two meetings regarding SH 29. I would like to be counted as against the Option A and in favor of fixing the existing road.

I am opposed to the state of Texas taking privately held farmland for infrastructure when there are other options. I am opposed to the State of Texas considering impinging on the quality of life of the residents that will be impacted by Option A or Option D. Your reasoning that "in the future" you will need to have the infrastructure to handle development is flawed. You have no way of knowing if or when the owners of these beautiful properties in the affected areas would sell to developers. I believe that what you actually mean is that when you build the road, they will come. That is not what any of us want in our area.

I am opposed to SH29 turning into a Williams Drive (west of IH35). I am truly dismayed that you are even considering this as an option.

Sincerely

Janet M Selleck

Owner: 2915 CR 124
Georgetown TX 78633
512.943.0088

T.X.D.O.T.
RECEIVED

DEC 01 2016

DISTRICT 14 - MAIL ROOM
AUSTIN, TX

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)



COMMENT CARD

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

(PLEASE PRINT)

NAME: WILLIAM SMITH

ADDRESS: 120 CRIST MILL LOOP

REPRESENTING: ME, LAND AND HOME OWNER

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that 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

COMMENTS: CAN YOU OR SOME ONE WITH IN THE TXDOT

CHANGE THE LIGHTS FROM CHANGING SO FAST AT THE EASTVIEW SCHOOL
AND THE TOLL ROAD 130. IF YOU ARE GOING EAST OR WEST ON
HWY 29 AND SOME ONE IS ABOUT TO GET TO THE LIGHT AT THE
SCHOOL OR COMING OFF THE TOLL ROAD 130. THE LIGHTS CHANGE
WAY TOO FAST, WHEN YOU AT THE SPEED LIMIT ON 29 HWY AND
HAVE TO BREAK HARD TO STOP, JUST TO LET THE ONES THAT
HAVE COME UP TO THE LIGHT TO GET ON 29 HWY. THESE

PEOPLE NEED TO WAIT LONGER SO THE ONES THAT ARE AT THE
SPEED LIMIT TO PASS THEM, BEFORE THE LIGHTS CHANGE FOR THEM.

Comments can be submitted tonight at the public meeting. Comments can also be submitted by:

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- Fax: 512-832-7157
- Mail: Austin District Environmental Coordinator
TxDOT Austin District
PO Box 15426
Austin, TX 78761-5426

*PLEASE LOOK IN TO THIS!
BEFORE SOMEONE DIES TRYING
TO MAKE THE LIGHTS AS THEY
CHANGE, JUST WAY TO FAST.*

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*THANKS
WILL
SMITH*



COMMENT CARD

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

(PLEASE PRINT)

NAME: Mark S Ney

ADDRESS: 303 Leander Rd, Georgetown, TX 78626

REPRESENTING: McIntire Family Partnership (3587 University)

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that 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

COMMENTS: _____

1. Maps do not show Turnarounds at intersection
of 29 & 130. Concerned about access
to the property from the east bound lanes

2. Concerned about the sell of the
required property. When 130 was put in
the sell of the required property was very
long, expensive, and difficult. I hope
this will not turn in to that.

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11-25-16

TXDot

We oppose Option A.

We have lived here 23 years
and we would like to
continue living in this
peaceful and quite country.

Sincerely,
Dawn + Kenneth
Steele

2351 CR 127
Georgetown Tx
78626

T.X.D.O.T.
RECEIVED

NOV 28 2016

DISTRICT 14 - MAIL ROOM
AUSTIN, TX



COMMENT CARD
SH 29 from Southwestern Boulevard to SH 95
Nov. 10, 2016, 6 p.m. - 8 p.m.

(PLEASE PRINT)

NAME: Janie Siefert

ADDRESS: 1151 CR 337 Granger TX

REPRESENTING: my husband Larry + I

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that 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

COMMENTS: see below copy

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Janie Stefek

To: www.txdot.gov

My name is Janie Stefek, my residence address is 1151 CR 337, Granger TX
Other property owned is 1555 CR 341, Georgetown TX.

I am representing my husband, Larry Stefek & I.
I am not employed with TX Dot nor do I do business with TX Dot,
I would benefit monetarily from the project. I am commenting.

To whom it concerns:

I have previously commented on this study at the prior meetings. Please note these are my concerns. 1st you have the existing hwy 29. Why build a new road when you can do upgrades on the existing roadway. If you wish to add more lanes that could easily be done. Just build 2 lanes on the side of the current one with a higher elevation & a new bridge if needed over the spots that are too low. At the same time you can mend all of the curves that need to be straightened. This makes more sense than starting in a whole new spot with a road. Saves a lot of tax payers money by working with an existing road. The existing road doesn't have as much farm equipment going on it either.

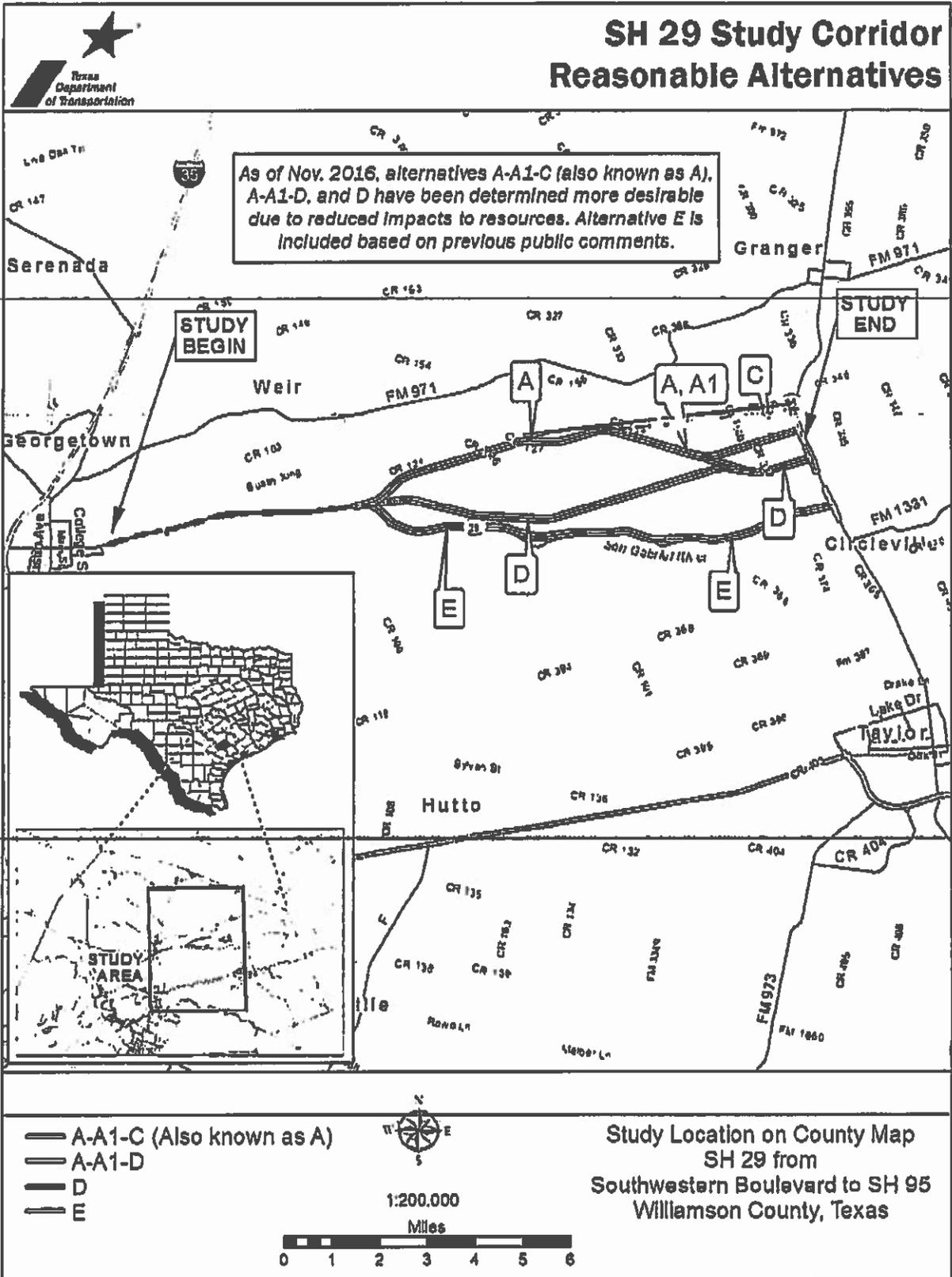
For the concerns on your other plans as I have stated in my prior concerns the orange route is not only going thru 1 of my properties but 2. It takes a tip off of my current residence property. How can you even begin to be fair to individuals when you are putting them thru such a disadvantage. I can't move from 1 property to the other without reaching out & touching vehicles going by not to mention the noise. I thought the concerns are to get away from water issues. By going the orange route there are water issues when you get prior to Pecan branch. I am not going to begin to tell you how much flooding goes on thru that area starting a bit before Pecan branch. Then once you get to my area of CR 337. Water goes over the road in several places. You can have engineers tell you what to do but they have not been in this area after large rains nor have they lived in the area their whole life. Not to mention where is the water going to go? Is it just going to flood all the land around my house if not my house included? We already have a large waterway that goes across my driveway because of all the water that comes down from the area north of CR 124. The orange plan should not be even considered if all you are doing is creating more water issues. If I had just moved to the area and wouldn't know what I was talking about that is one thing. Experience should count for more than what someone is just saying they have no idea. Living in the area your whole life is the experience. An engineer just puts whatever on paper for presentation shouldn't experience count for more?

For the concerns on the pink route, I can see where you have the A pointing down take that ill kink out of it & make it straight unless its going thru a house. Now where you have the curve (that is where the C starts for CR 124 take the curve out & go straight to 95 from that point. There are no water issues there (that is the north side of CR 124.). You could make the new Hwy go straight to 95 without curves all the way to CR 346. That makes more sense. Not only that; if people want to go to the lake they could just keep going straight on CR 346 or you could have HWY 29 end between CR 346 & CR 124 at HWY 95.

By building the current HWY 29 up to a higher ground level this would eliminate the problems that may occur when it rains too much. Not to mention people which built their houses near the hwy knew what they have to put up with. Why are you being so considerate of them & not the farmers. These houses which have been built on Hwy 29 a lot of those people are the ones that contribute to your traffic on the roadways. Remember without the farmer; future generations will not have food or water to live. This is the Blackland Prairie It is not meant for roadways & houses (look at all the problems they have by Hutto with the houses). The soils shift; foundations crack. Perhaps the Blackland Prairie needs to be on an endangered list; without it eventually you will not have food and water. Consideration is given to endangered species what about the endangered farmers.

Thank you for your consideration.

Janie Stefek
Concerned Citizen



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COMMENT CARD

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

(PLEASE PRINT)

NAME: Gloria Stefek-Willis

ADDRESS: 5350 CR 124, Georgetown 78626

REPRESENTING: _____

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that 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

COMMENTS: _____

Our Land has been in my family
since mid 1950's. It is a working
FARM

Phone
281-703-4581 - Cell

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Tx Dept of Agriculture
Heritage Farms
Sid Miller



COMMENT CARD

SH 29 from Southwestern Boulevard to SH 95
Nov. 10, 2016, 6 p.m. - 8 p.m.

(PLEASE PRINT)

NAME: Symons, Tom + Darlene

ADDRESS: 1200 CR 124 Georgetown, TX 78626

REPRESENTING: _____

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that 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

COMMENTS: _____

We prefer option D
Very opposed to option A

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COMMENT CARD

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

(PLEASE PRINT)

NAME: DAWN WRBANEK

ADDRESS: 553 CR 286 Liberty Hill 78642

REPRESENTING: ESTATE OF ALVIN KUBALA

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that 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

COMMENTS: Option C cuts through
our farm at CR 337, leaving
only a sliver of land. If
this option is chosen, please
consider moving the road to
CR 124 leaving most of our
farm intact.

Comments can be submitted tonight at the public meeting. Comments can also be submitted by:

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COMMENT CARD

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

(PLEASE PRINT)

NAME: GORDON URBANEK

ADDRESS: 553 CR 286 LIBERTY HILL, TX. 78642

REPRESENTING: ESTATE OF ALVIN KUBALA

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that 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

COMMENTS: OPTION C IS NOT OUR PREFERRED OPTION!

OPTION C. COMPLETELY DIVIDES OUR PROPERTY, AND MAY

RENDER PORTIONS LEFT UNUSABLE!

Comments can be submitted tonight at the public meeting. Comments can also be submitted by:

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COMMENT CARD

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

(PLEASE PRINT)

NAME: BARBARA J. WELCH

ADDRESS: 250 OLD STATE HWY 29 E

REPRESENTING: MYSELF

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that 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

COMMENTS: CORRIDOR "A" SEEMS TO BE THE BETTER

CHOICE. CORRIDOR A'S CONNECTION WITH 95 IS A
BETTER LOCATION AS IT ALSO BENEFITS THE TOWN
OF GRANGER.

As a footnote, I guess my gut feeling just
favours A.

Comments can be submitted tonight at the public meeting. Comments can also be submitted by:

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Rachel Sprunger

From: Mike Walker
Sent: Monday, November 28, 2016 10:12 AM
To: Rachel Sprunger
Subject: FW: TxDOT Internet E-Mail

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

From: Jon Geiselbrecht [mailto:Jon.Geiselbrecht@txdot.gov]
Sent: Monday, November 28, 2016 10:04 AM
To: Dean Tesmer <dtesmer@blantonassociates.com>; Mike Walker <mike.walker@blantonassociates.com>; Larry Redden (lredden@ieaworld.com) <lredden@ieaworld.com>
Cc: Marisabel Ramthun <Marisabel.Ramthun@txdot.gov>
Subject: FW: TxDOT Internet E-Mail

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

From: AUSINFO
Sent: Monday, November 28, 2016 9:58 AM
To: Jon Geiselbrecht
Subject: FW: TxDOT Internet E-Mail

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

From: pinchhit1@gmail.com [mailto:pinchhit1@gmail.com]
Sent: Sunday, November 27, 2016 9:33 PM
To: AUSINFO
Subject: TxDOT Internet E-Mail

Name: Ms. Debra Werchan<pinchhit1@gmail.com>

Address:

755 CR 121
Georgetown, TX 78626

Phone:

(512) 269-8449

Requested Contact Method: Email

Reason for Contact: Customer Service

Complaint: No

Comment: I live on CR 121 and you will be taking part of my driveway on Option A if it passes. How will I be able to enter the new highway when traffic will be going 60-70mph? Are you buying my land and house? I oppose both options and think mirroring hwy 29 west improvements is the least expensive and less disruptive.

[#EndTheStreak]<<http://www.txdot.gov/inside-txdot/media-center/psas/end-streak.html>>

T.X.D.O.T.
RECEIVED

DEC 01 2016

DISTRICT 14 - MAIL ROOM
AUSTIN, TX

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

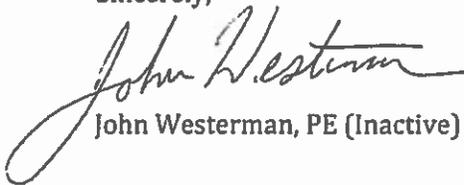
radius of curvature as compared to Route D. This difference may also impact horizontal sight distances, especially during growing seasons of corn and wheat. In addition, smaller radii of curvature could increase the required super-elevation of the roadway, thus increasing the need to cut/fill within 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)



COMMENT CARD

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

(PLEASE PRINT)

NAME: DOUGLAS WOLBRUECK

ADDRESS: 1579 CR 126

REPRESENTING:

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that 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

COMMENTS: I FARM AND RANCH IN AREA AROUND ROUTE A WILL AFFECT HOW MY FAMILY LEGACY CAN BE DETERMINED.

WILL AFFECT FAMILY ABILITY TO MAKE LIVING!

Comments can be submitted tonight at the public meeting. Comments can also be submitted by:

- Email: www.txdot.gov/apps-cg/contact_us/form/SH29-Corridor-Study-Austin-contact.htm
Fax: 512-832-7157
Mail: Austin District Environmental Coordinator
TxDOT Austin District
PO Box 15426
Austin, TX 78761-5426

All comments must be received or postmarked by Nov. 28, 2016, to be part of the Public Meeting Summary. For more information on the study and to take a survey to help us learn what is important to you in the study area, go to www.txdot.gov and search "SH 29 from Southwestern Boulevard to SH 95".

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.



COMMENT CARD

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

(PLEASE PRINT)

NAME: Dr. Michael F. Wright

ADDRESS: 1990 CR 127 Houston 78026

REPRESENTING: my family + our way of life

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that 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

COMMENTS: We own 148 acres + raise cattle - Project D
will destroy my only hayfield and will run less than
50 feet from my bedroom - Thus my home will
be uninhabitable and unsellable. Our way of life
will be destroyed - What do we do with a
\$600,000 house that we cannot live in or sell?
The road is NOT needed
There may be a Cove under the D way on my
Property.

Comments can be submitted tonight at the public meeting. Comments can also be submitted by:

- Email: www.txdot.gov/apps-cg/contact_us/form/SH29-Corridor-Study-Austin-contact.htm
- Fax: 512-832-7157
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T.X.D.O.T.
Received

NOV 16 2016

District 14
Georgetown Residency

MICHAEL F. WRIGHT, DO, FACOI

1990 CR 127
Georgetown, Texas 78626

(512) 417-4660

Internal Medicine

Cardiology

\

TxDOT
2727 South Austin Avenue
Georgetown, TX 78626

Dear TxDOT,

Our discourse at the November 10th Hwy 29 meeting was both interesting and confusing. In the written comments, I made the mistake of referring to Corridor D, instead of Corridor A; therefore, I wish to restate my comments.

My family lives at 1990 CR 127, Georgetown, TX and the path of Corridor A runs less than fifty feet from our bedroom wall, which will make our home unlivable and unsellable. The house, per se, is valued at approximately \$6000,000 not including the land. Therefore, owning an unlivable house will be quite a burden on my family,

In addition, we are in the cattle business and Corridor A will eliminate my only hay field. A rather detrimental situation to one raising cattle.

That said, it is my hope, if you feel the need to build such a road system, you choose Corridor D, enlarge and repair Hwy 29, or use the current Hwy 971 corridor verses Corridor A.

This summer I found a sink hole in the pasture behind my house, indicating there may be a cave or other problems under the Corridor A right-of-way. You might desire to explore this possibility.

Thank you for your consideration.

Sincerely yours,



Michael F. Wright, DO

MICHAEL F. WRIGHT, D.O.
1990 CR 127
Georgetown, Texas 78626



POSTAGE WILL BE PAID BY ADDRESSEE
AUSTIN TX 787
FRED GRANDE DISTRICT
149 MCOW 2006-FM 2 L

TXDOT
2727 A. Austin Ave.
Georgetown, TX 78626



78626-753527



COMMENT CARD

SH 29 from Southwestern Boulevard to SH 95

Nov. 10, 2016, 6 p.m. - 8 p.m.

(PLEASE PRINT)

NAME: _____

ADDRESS: _____

REPRESENTING: _____

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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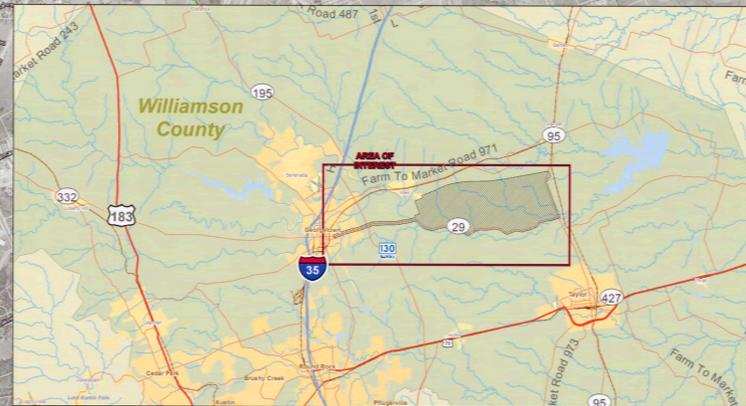
COMMENTS: I DO NOT BELIEVE TXDOT WITH
THEIR \$\$\$ HAVE THE RIGHT TO GO AND
TAKE (SCREW) PEOPLE OUT OF THEIR
LAND THAT HAS BEEN IN THEIR
FAMILY FOR YEARS! You (TXDOT)
HAVE NO MORALS AND CAN NOT EVEN
OPEN THE FLOOR FOR COMMENTS!

Comments can be submitted tonight at the public meeting. Comments can also be submitted by:

- Email: www.txdot.gov/apps-cg/contact_us/form/SH29-Corridor-Study-Austin-contact.htm
- Fax: 512-832-7157
- Mail: Austin District Environmental Coordinator
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★ Historical Marker	— Existing Right-of-way	--- Trails	■ Agriculture	■ Maintained Right-of-way	■ Vacant	□ Williamson County Parcel Data
• Wells	— A-A1-C (A) Alternative	--- Pipelines	■ Cemetery	■ Municipal	■ Water	□ Study Area
● Cellular/Radio Tower	— A-A1-D Alternative		■ Church	■ Park	■ Woodlands	
○ Potential Residential Displacement	— D Alternative		■ Commercial	■ Residential		
○ Potential Commercial Displacement	— E Alternative		■ Educational Facility	■ Utility Corridor (Overhead)		

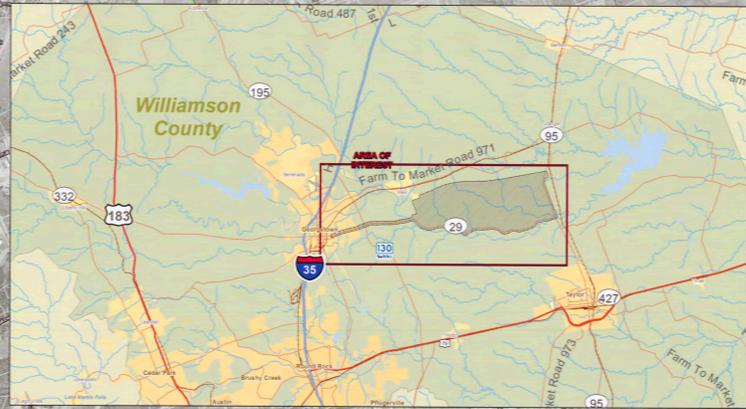
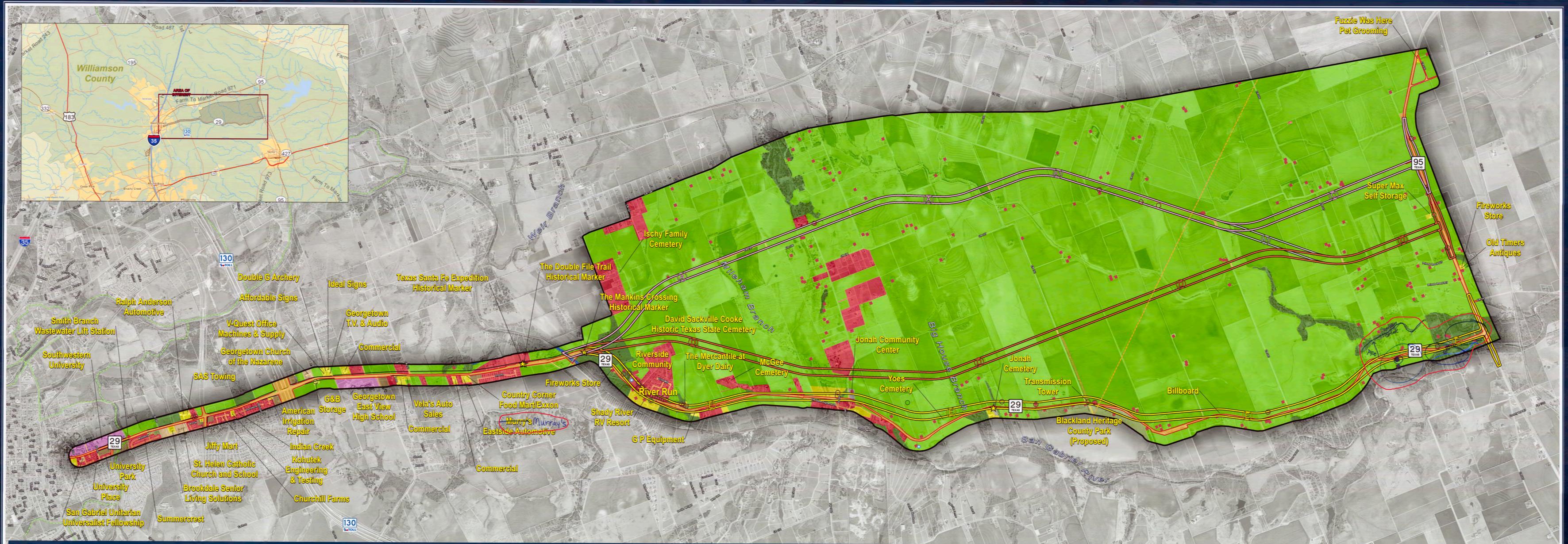
1:12,000
0 0.5 1 2 3 Miles



★ Historical Marker	Existing Right-of-way	Trails	Agriculture	Maintained Right-of-way	Vacant	Williamson County Parcel Data
• Wells	A-A1-C (A) Alternative	Pipelines	Cemetery	Municipal	Water	Study Area
• Cellular/Radio Tower	A-A1-D Alternative		Church	Park	Woodlands	
○ Potential Residential Displacement	D Alternative		Commercial	Residential		
○ Potential Commercial Displacement	E Alternative		Educational Facility	Utility Corridor (Overhead)		

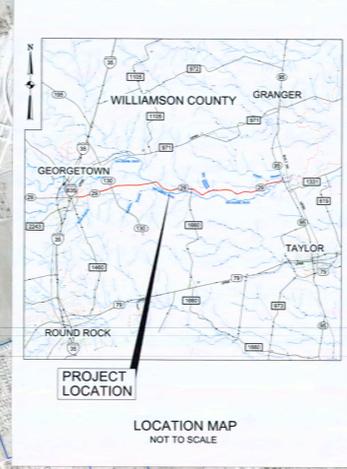
0 0.5 1 2 3
Miles

1:12,000



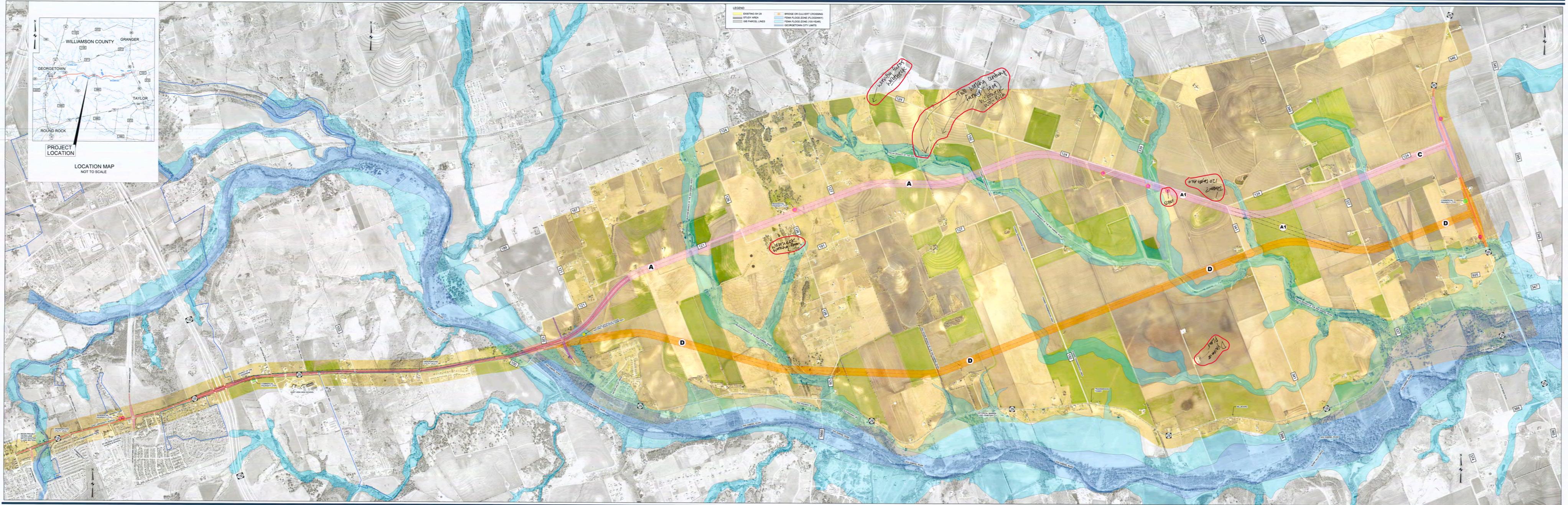
- ★ Historical Marker
- Wells
- Cellular/Radio Tower
- Potential Residential Displacement
- Potential Commercial Displacement
- Existing Right-of-way
- A-A1-C (A) Alternative
- A-A1-D Alternative
- D Alternative
- E Alternative
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- Pipelines
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- Municipal
- Park
- Residential
- Utility Corridor (Overhead)
- Vacant
- Water
- Woodlands
- Williamson County Parcel Data
- Study Area

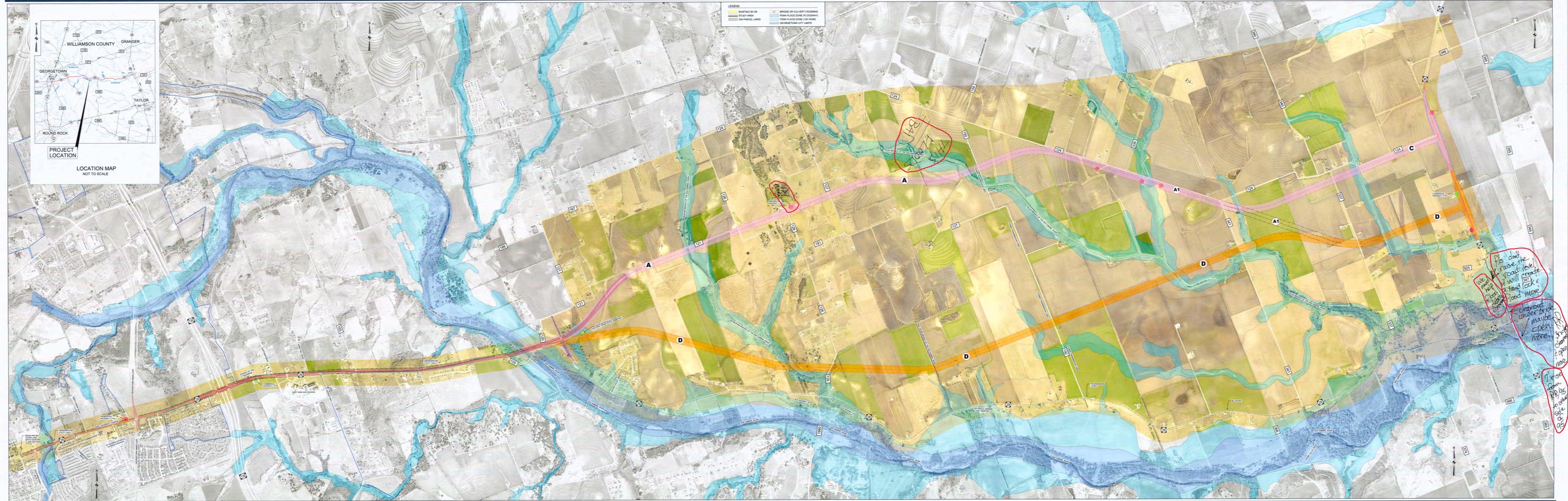
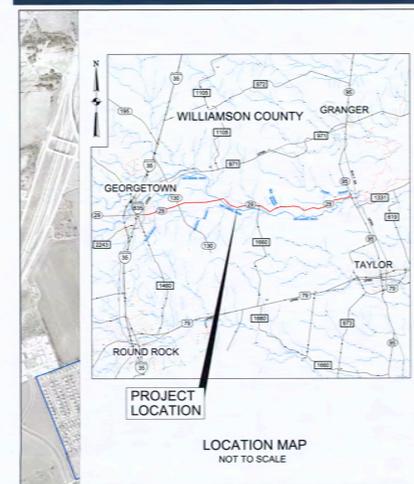




LEGEND

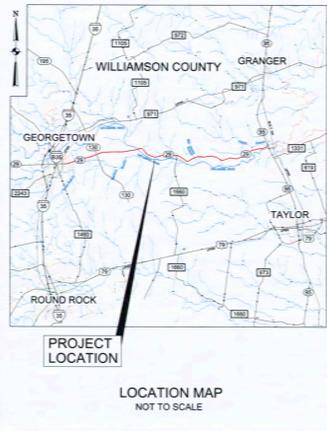
EXISTING SH 29	BRIDGE OR CALVERT CROSSING
STUDY AREA	FEMA FLOOD ZONE (FLOODWAY)
DIP PARCEL LINES	FEMA FLOOD ZONE (100-YEAR)
	GEORGETOWN CITY LIMITS





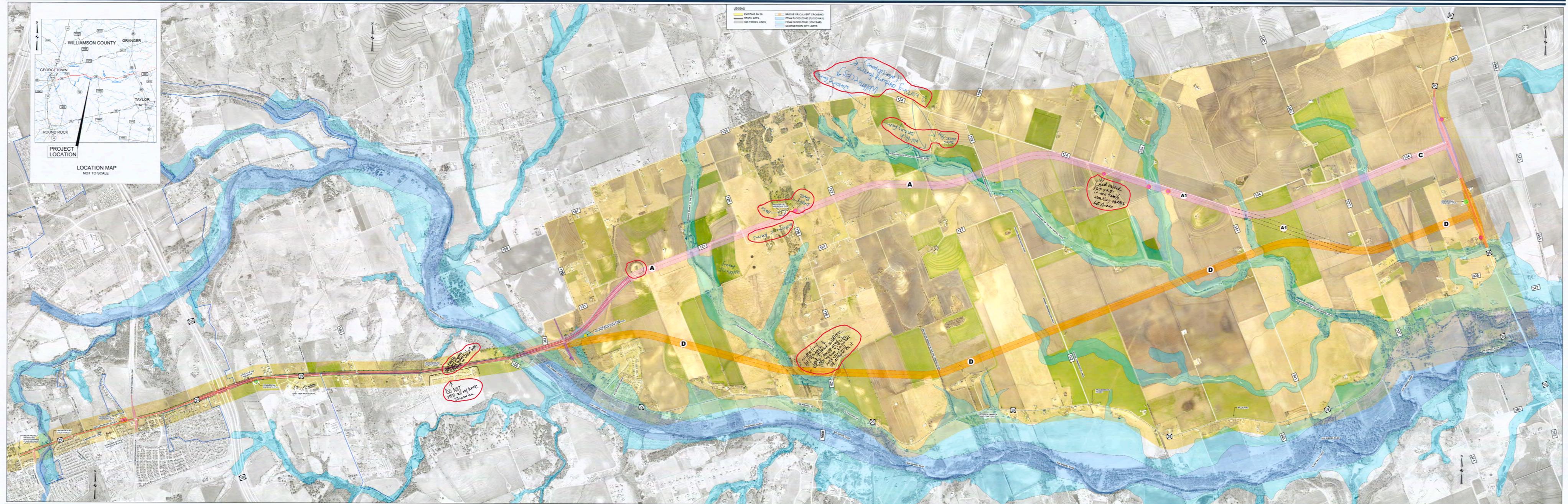
Handwritten notes in red circles:

- Do not raise the road here, it will create a hard lock & flood more.
- We need to clear road under bridge / maybe open more.
- Raise from RR 95 to other side & open more.



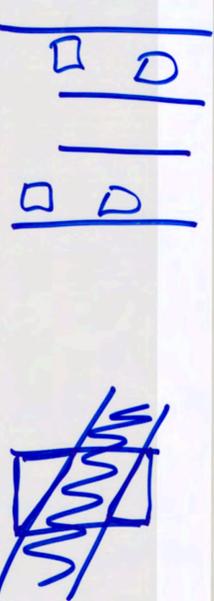
LEGEND

EXISTING SH 29	BRIDGE OR CULVERT CROSSING
STUDY AREA	FEMA FLOOD ZONE (100-YEAR)
DIS PARCEL LINES	FEMA FLOOD ZONE (100-YEAR)
	GEORGETOWN CITY LIMITS



PRELIMINARY MATRIX/COMPARISON OF ALTERNATIVES

POTENTIAL IMPACTS	UNIT OF MEASURE	A (A-A1-C)	A-A1-D	D	E (IMPROVE EXISTING ALIGNMENT)	NO - BUILD
Length	Mile	13.2	13.3	13.1	13.7	0
Proposed ROW	Acre	386	399	407	348	0
Residential Displacements	Number	7	7	3	<u>26</u>	0
Commercial Displacements	Number	1	2	2	<u>4</u>	0
Parcels Impacted	Number	129	145	142	220	0
Bisected Properties	Number	10	14	24	6	0
Floodplain	Acre	30	34	38	199	0
Prime Farmland Soils	Acre	326	338	359	358	0
Woodlands	Acre	12	15	16	37	0
Potential Impacts to Parks	Acre	0.2 (Trail Use)	0.2 (Trail Use)	0.2 (Trail Use)	7.3 (Blackland Heritage Park-Proposed)	0



PRELIMINARY MATRIX/COMPARISON OF ALTERNATIVES

POTENTIAL IMPACTS	UNIT OF MEASURE	A (A-A1-C)	A-A1-D	D	E (IMPROVE EXISTING ALIGNMENT)	NO - BUILD
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Potential Impacts to Parks	Acre	0.2 (Trail Use)	0.2 (Trail Use)	0.2 (Trail Use)	7.3 (Blackland Heritage Park-Proposed)	0

SORRY BUT HOW MANY ARE "MOBILE" HOMES?



Open area
 Rail Road like - Bad
 more "bridge area" -> like aprons



LEGEND

EXISTING SH 29	BRIDGE OR CULVERT CROSSING
STUDY AREA	FEMA FLOOD ZONE (FLOODWAY)
GIS PARCEL LINES	FEMA FLOOD ZONE (100-YEAR)
	GEORGETOWN CITY LIMITS

Attachment E

Figures and Photographs

1. Display Boards
2. Roll Plots
3. PowerPoint Presentation
4. Pictures of the Public Meeting



WELCOME

State Highway 29

PUBLIC MEETING

From Southwestern Boulevard to State Highway 95

November 10, 2016

6 p.m. to 8 p.m.

East View High School Cafeteria

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

TxDOT Project Development Process



Phase 1 Timeline for SH 29 Corridor Study

Spring 2015 Summer 2015 Fall 2015 Winter 2015/2016 Spring 2016 Summer 2016 **Fall 2016** Winter 2016/2017 Spring 2017 Summer 2017

Timeline

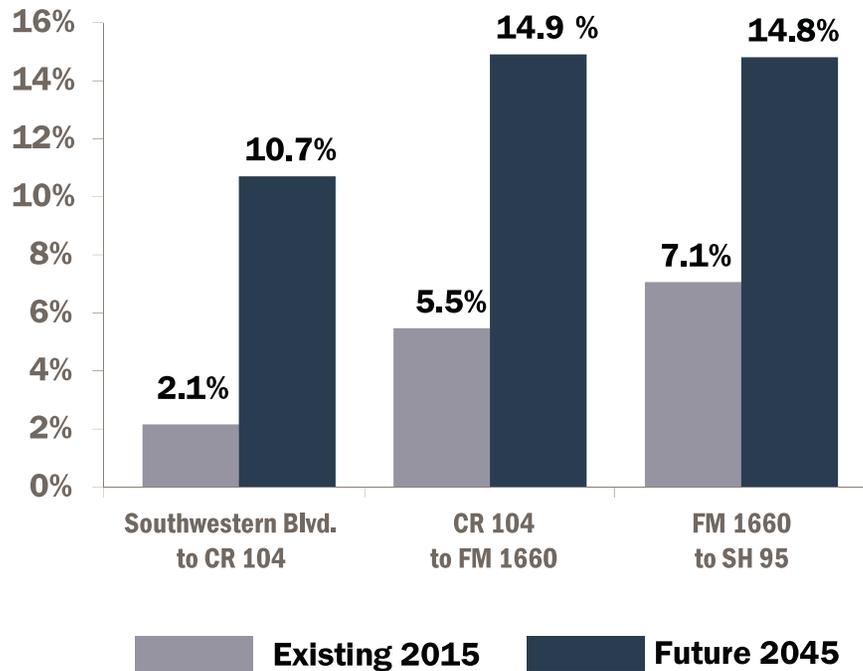


PRELIMINARY MATRIX/COMPARISON OF ALTERNATIVES

POTENTIAL IMPACTS	UNIT OF MEASURE	A (A-A1-C)	A-A1-D	D	E (IMPROVE EXISTING ALIGNMENT)	NO - BUILD
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Existing and Future Traffic Projections

Forecasted Truck Percentage on Corridor

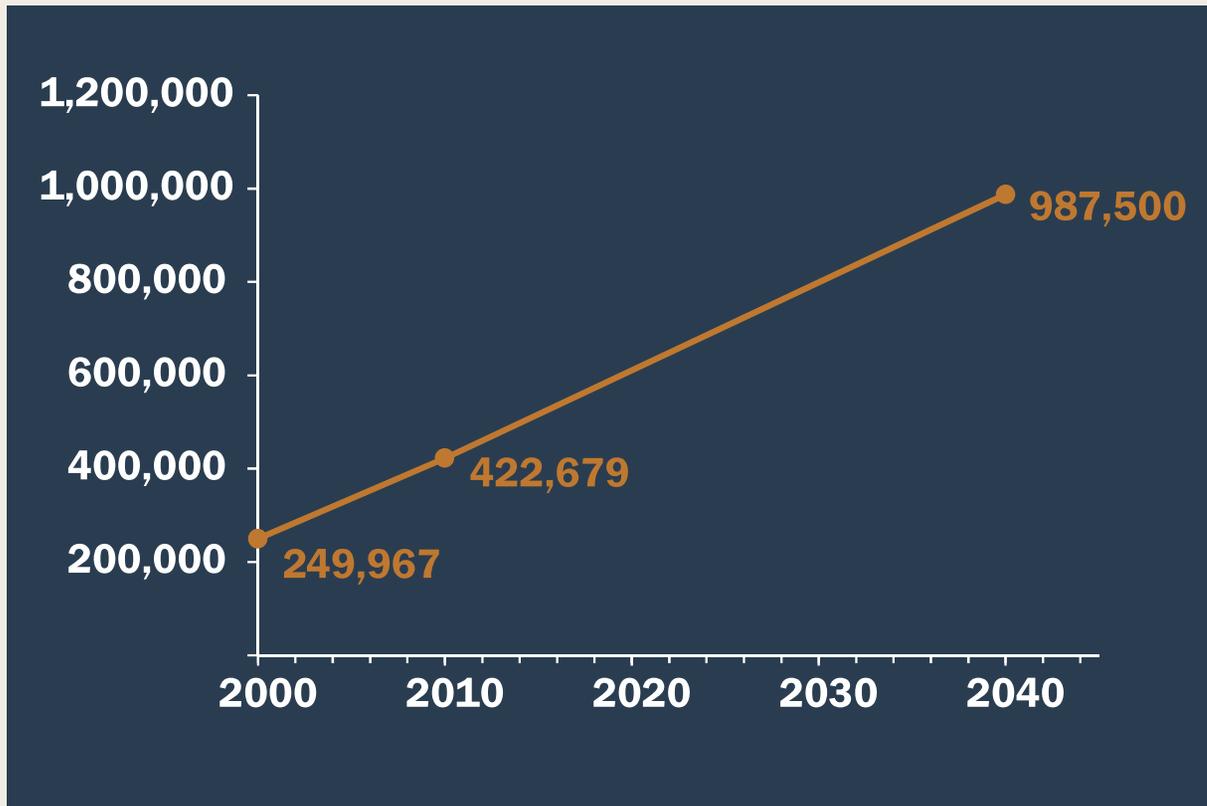


Source:
 Existing: 2015 peak hour turning movement counts
 Future: TxDOT Statewide Planning Map

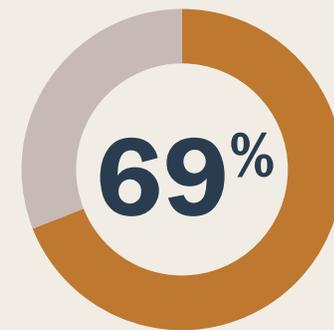
Location	2015 ADT*	2045 ADT**	Annual Growth
Southwestern Blvd. to SH 130	13,900	27,100	2.3%
SH 130 to CR 120	8,000	25,700	4.0%
CR 120 to SH 95	3,800	19,600	5.7%

Source:
 *TxDOT, **2040 CAMPO Model with growth rate

Population Growth



Williamson County is one of the fastest growing counties in the U.S.



Williamson County's population increase since 2000.

SH 29 Corridor Study

Crash History and Severity



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%

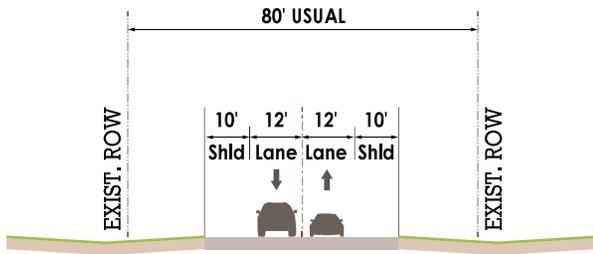
Level of Service (LOS) by Segment

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

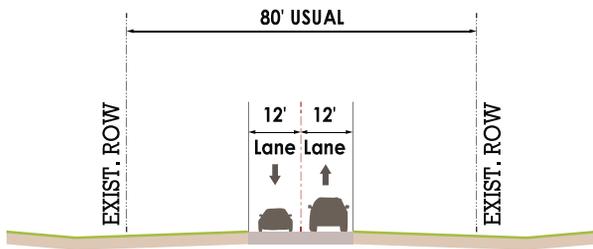
Level of Service for corridor segments represent reduction in free-flow travel speeds for through vehicles.

A	B	C	D	E	F
Fast			Medium	Slow	

Existing Typical Cross Sections

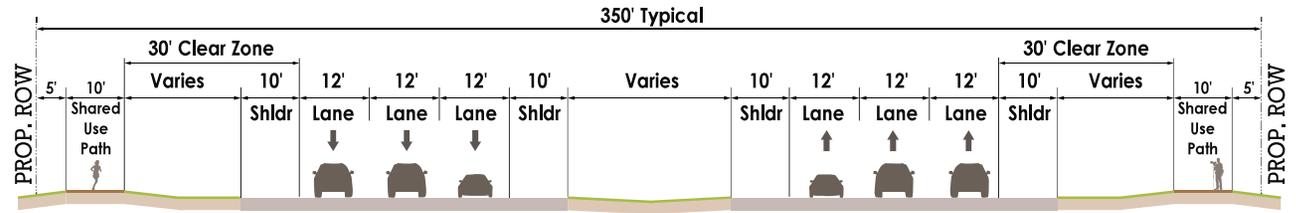


Southwestern Blvd. to CR 126

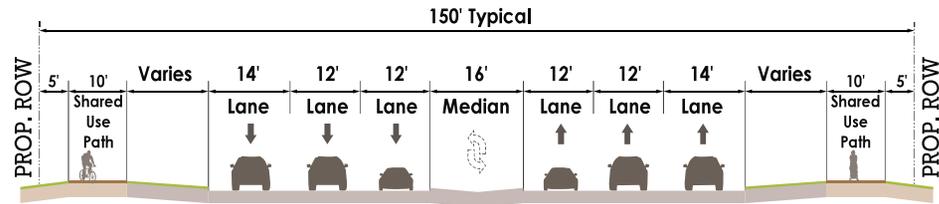


CR 126 to SH 95

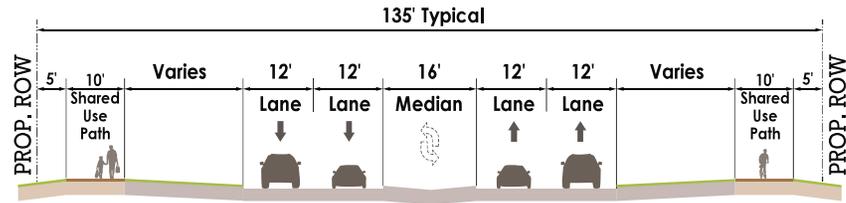
Potential Future Cross Sections



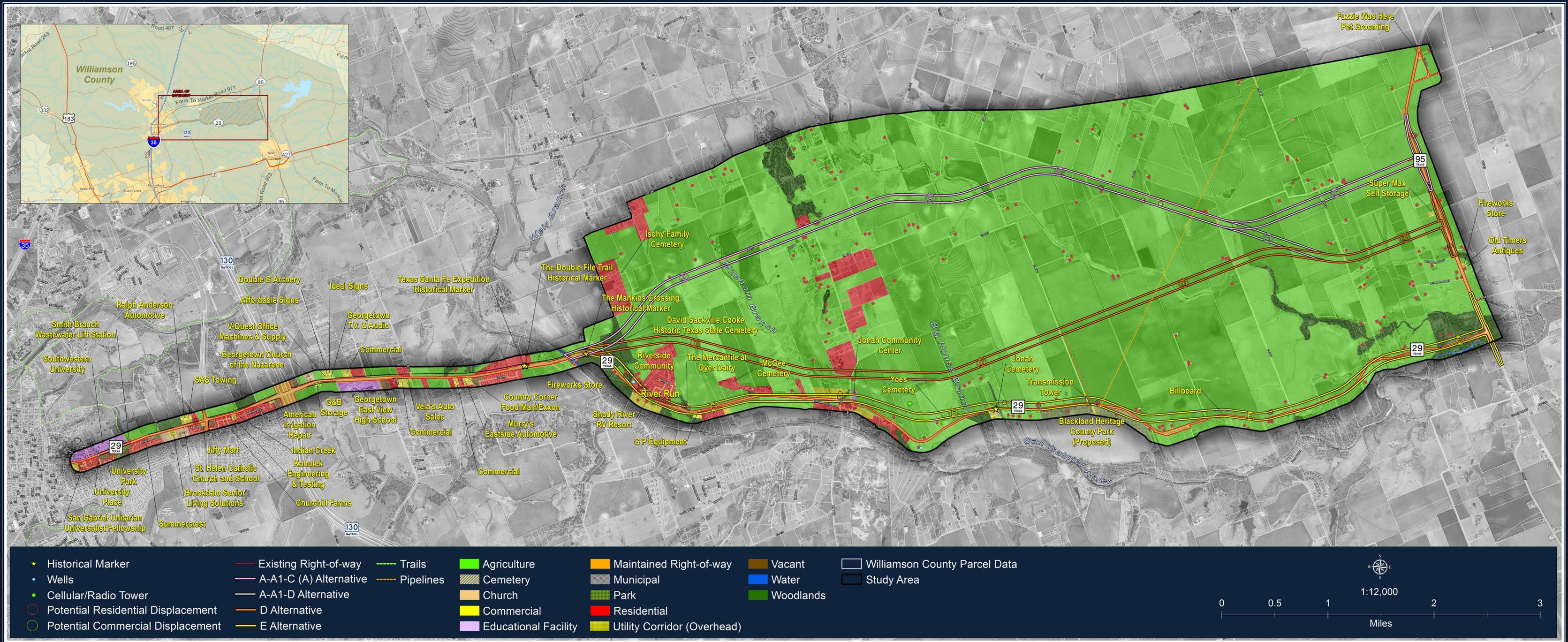
SH 130 to SH 95

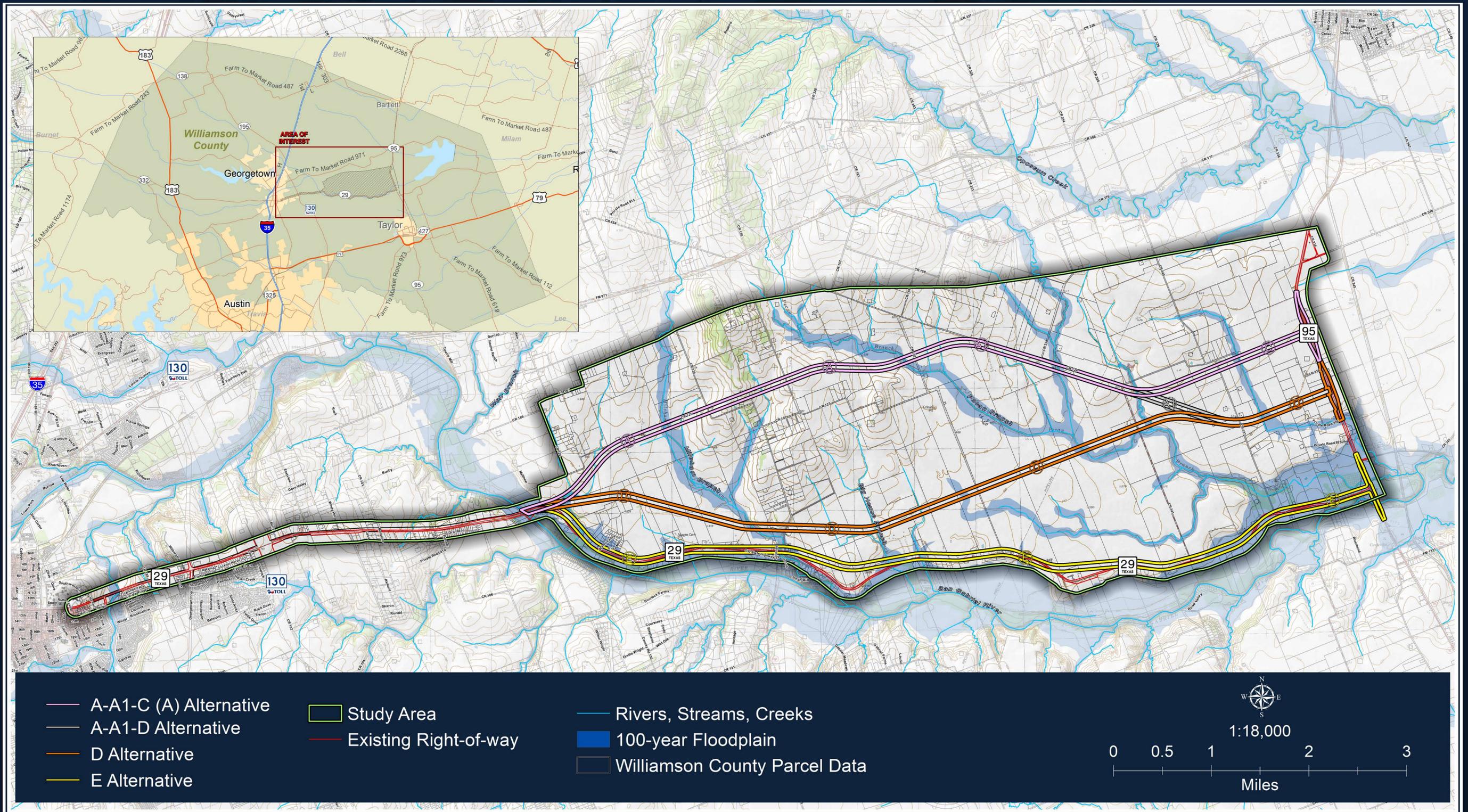


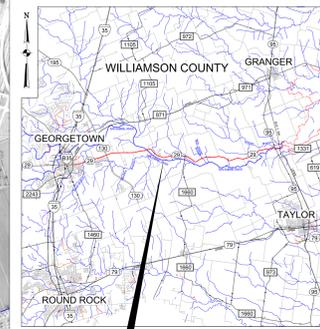
Inner Loop to SH 130



Southwestern Blvd. to Inner Loop



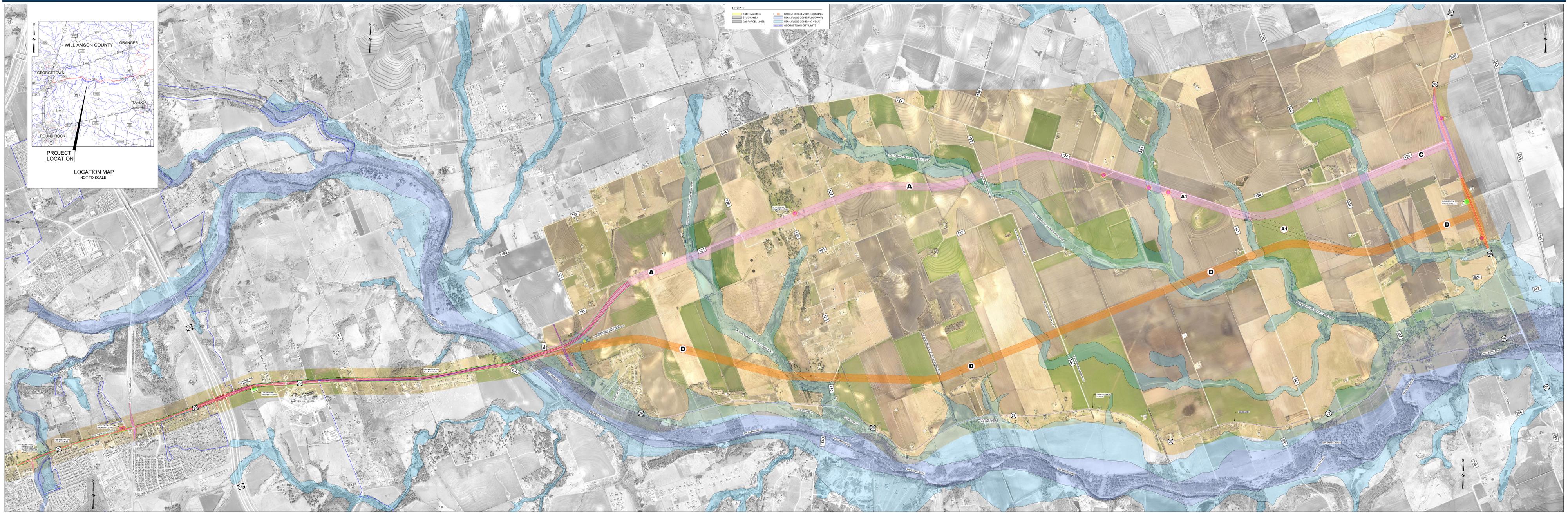




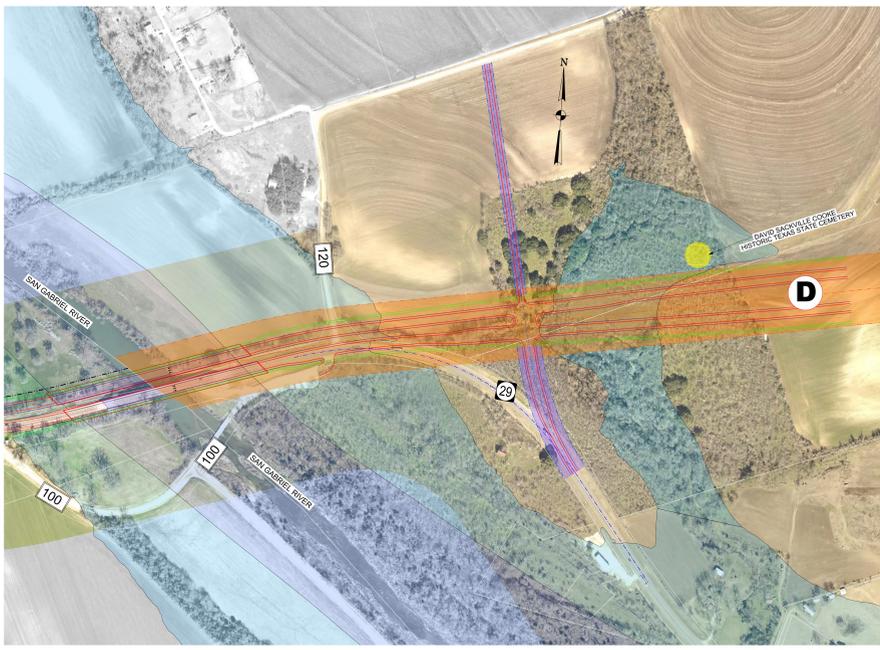
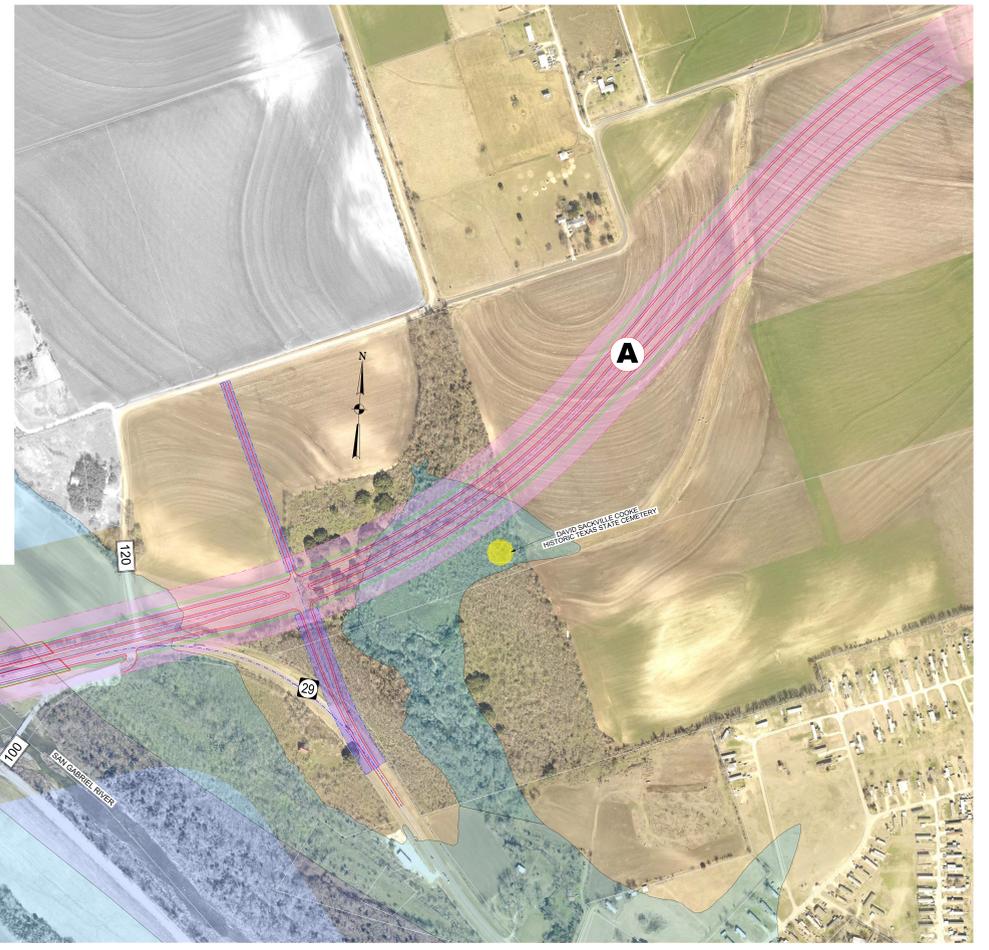
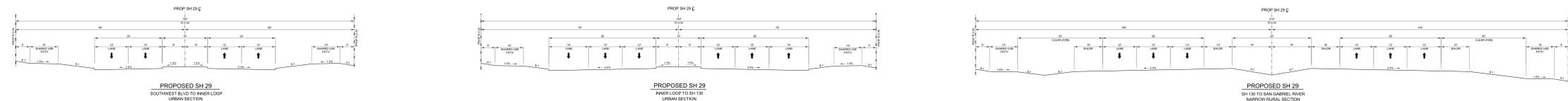
PROJECT LOCATION
LOCATION MAP
NOT TO SCALE

LEGEND

- EXISTING SH 29
- STUDY AREA
- CIP PARCEL LINES
- BRIDGE OR CULVERT CROSSING
- FIRM FLOOD ZONE (FLOODWAY)
- FIRM FLOOD ZONE (100-YEAR)
- GEORGETOWN CITY LIMITS





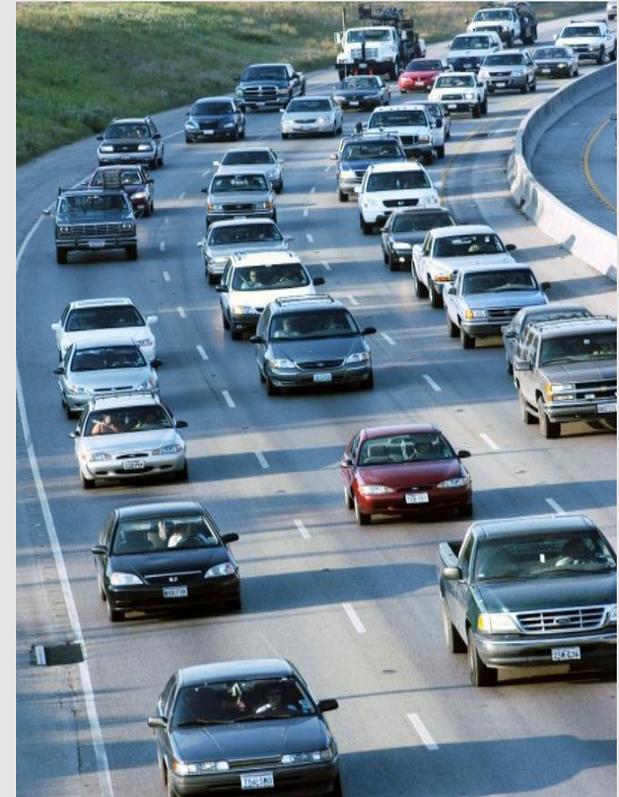




SH 29 CORRIDOR STUDY, PUBLIC MEETING #3

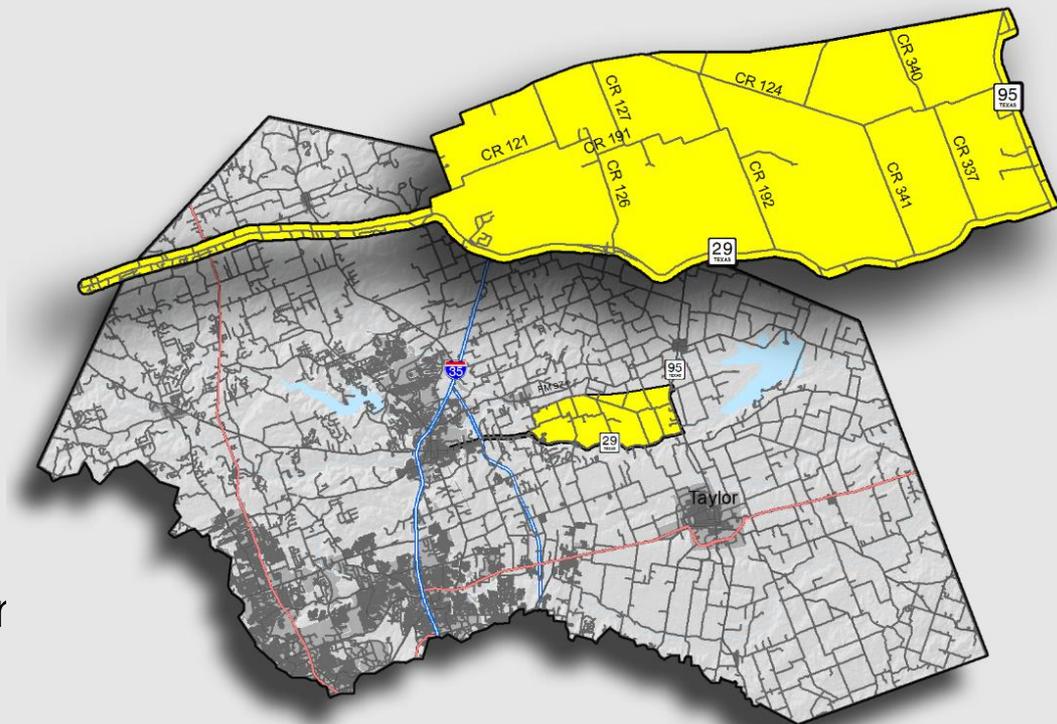
Limits: From Southwestern Boulevard
to SH 95

Nov. 10, 2016



Project Overview and Purpose of Meeting

- Introductions
- Purpose of this meeting
 - Provide information on the SH 29 Corridor Study
 - Recap what TxDOT heard from Public Meetings #1 and #2
 - Discuss what has been done based on public input
 - Explain next steps
 - Receive additional input from public



SH 29 Corridor Study

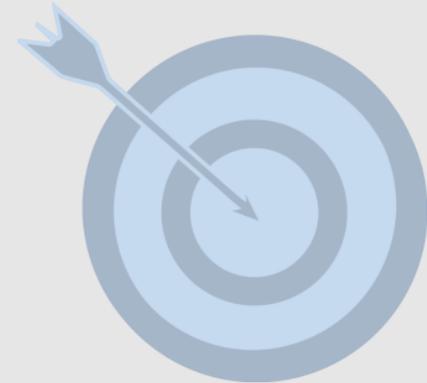
- TxDOT is conducting this corridor study to determine future roadway improvements that would efficiently serve the community's transportation needs.
- The purpose of this study is intended to identify a recommended option or options that would be further evaluated if the project is advanced.
- This is a planning study and does not include the development of construction plans.

Williamson County Long Range Transportation Plan

- The Plan identifies road and transit improvements that should be built or improved over the next 25 years.
- The Plan identifies a new location controlled access roadway from east of the San Gabriel River to SH 95.
- Why TxDOT is involved:
 - SH 29 is on the state highway system and maintained by TxDOT; additionally, TxDOT is partnering with Williamson County to study the SH 29 corridor.

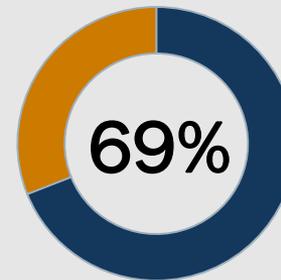
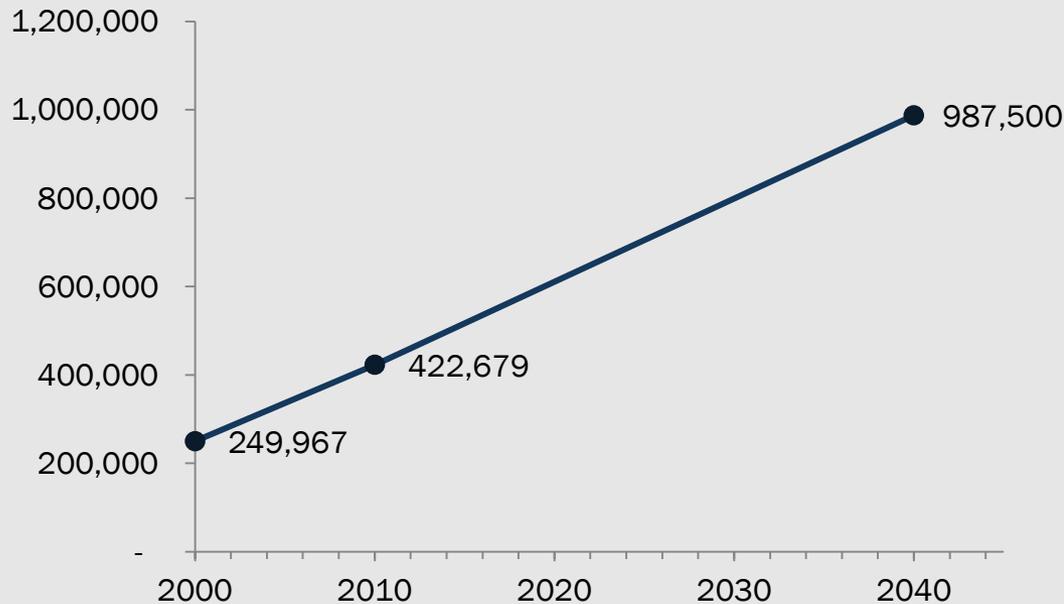
SH 29 Purpose and Need

- **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



Williamson County is one of the fastest growing counties in the U.S.

Williamson County Population

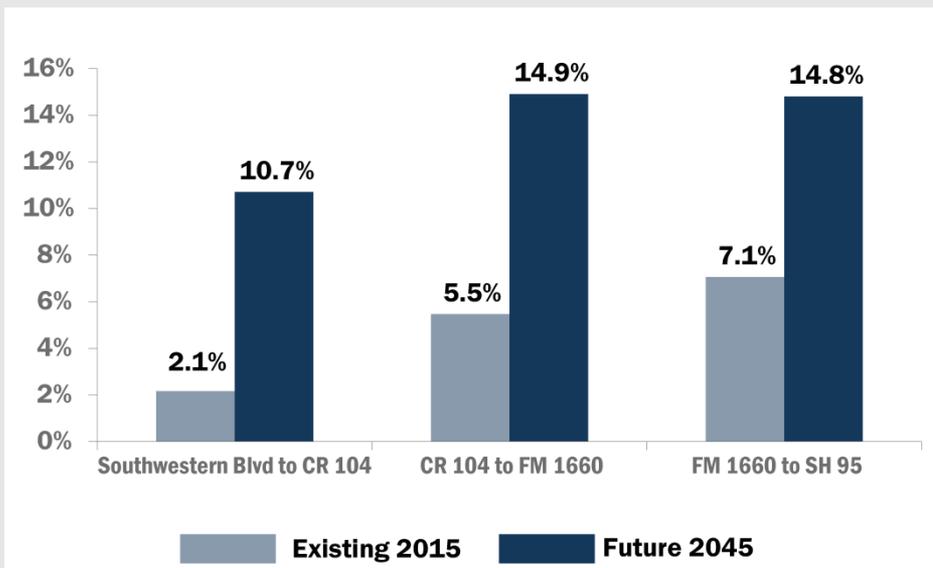


Williamson County's
population
increase since
2000.

Source: US Census Bureau and Texas Water Development Board

SH 29 Existing and Future Traffic Projections

Forecasted Truck Percentage on Corridor



Location	2015 ADT*	2045 ADT**	Annual Growth
Southwestern Blvd. to SH 130	13,900	27,100	2.3%
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CR 120 to SH 95	3,800	19,600	5.7%

Source: * TxDOT, **2040 CAMPO Model with growth rate

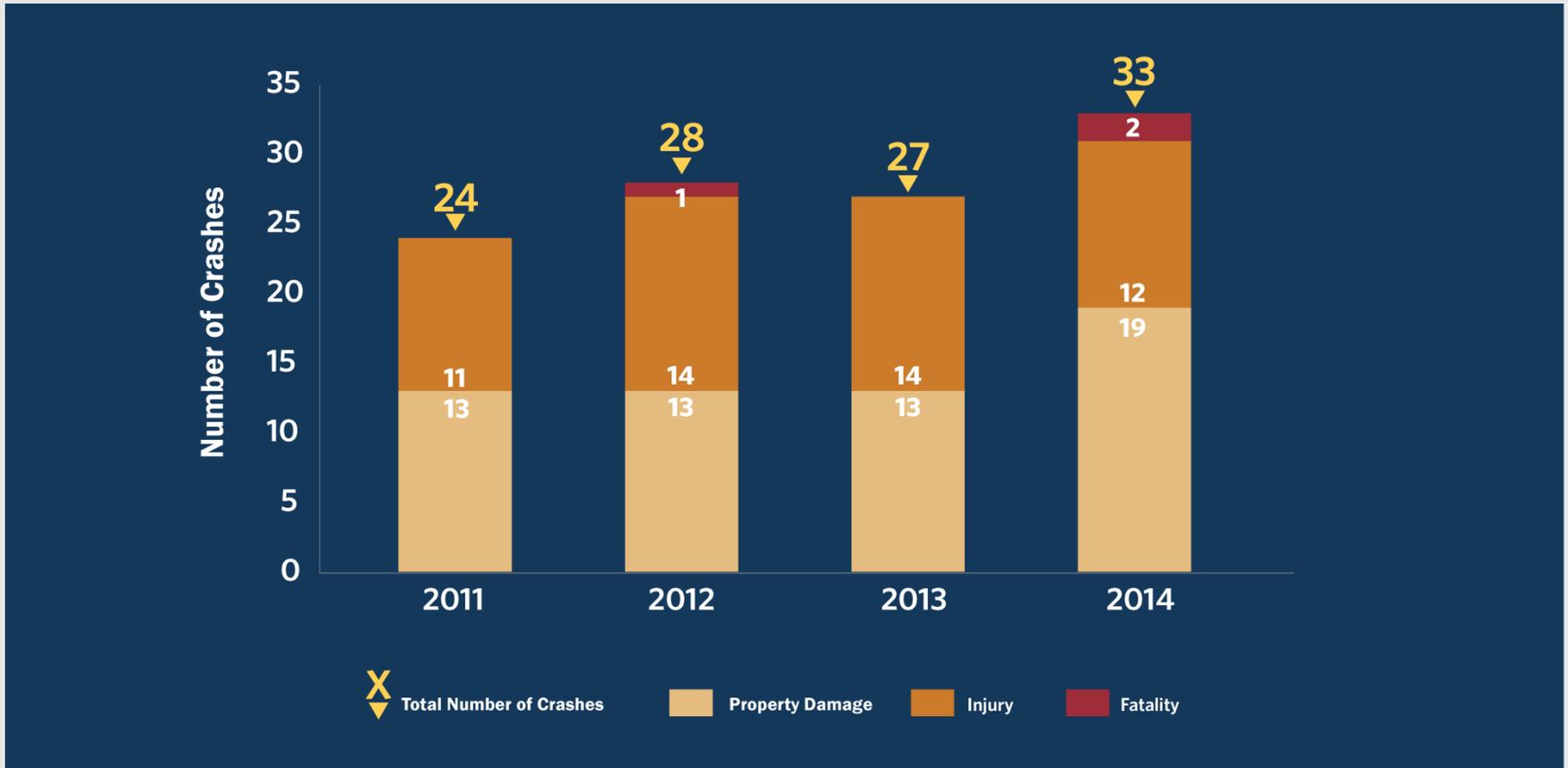
Source:

Existing – 2015 peak hour turning movement counts

Future – TxDOT Statewide Planning Map

Improve Safety

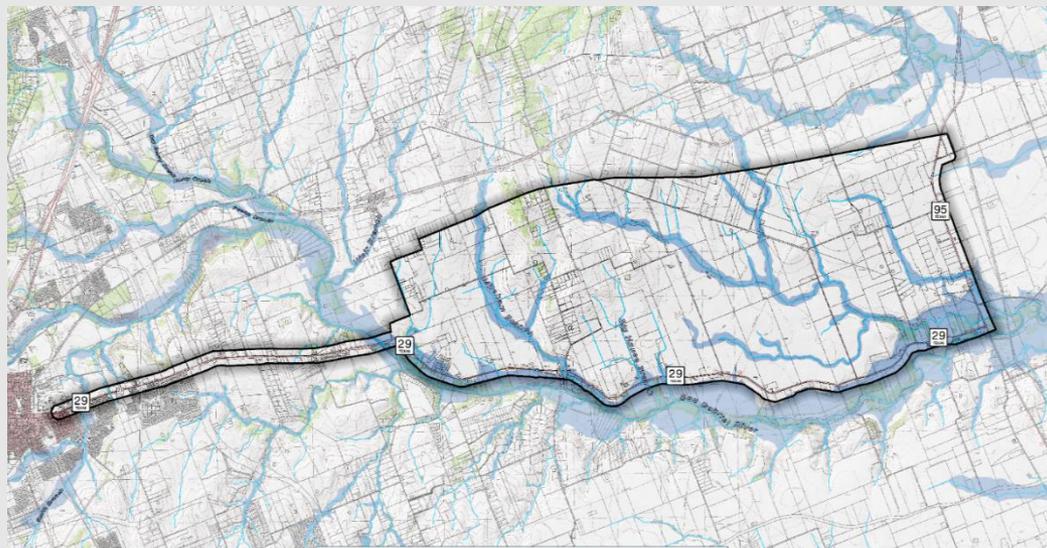
Crash History and Severity



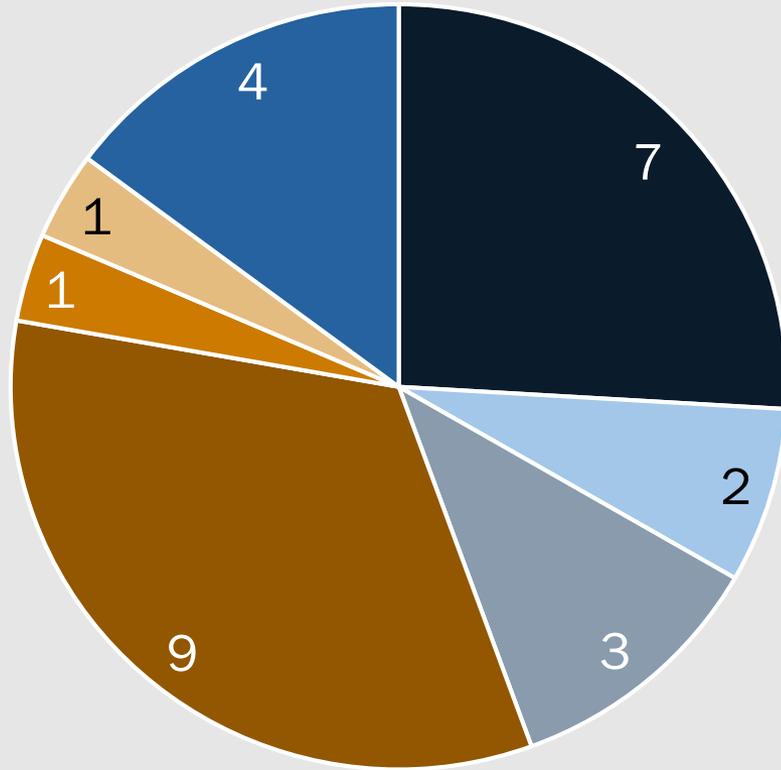
Source: TxDOT Maintained Crash Records Information System, 2014

100-Year Floodplain

- Roadway closed four times within a 16-month period from 3/15 to 6/16
- Analyze options for adding fill into the floodplain
 - Not cost effective
 - Lengthy permit coordination with FEMA and US Army Corps of Engineers
- Options considered
 - Elevate roadway with fill
 - Elevate roadway with fill/retaining walls
 - Channel storage/detention
 - Size approximately 1000 feet wide and 20 feet deep
- Debris removal in channel would help with smaller storm events, but not large events



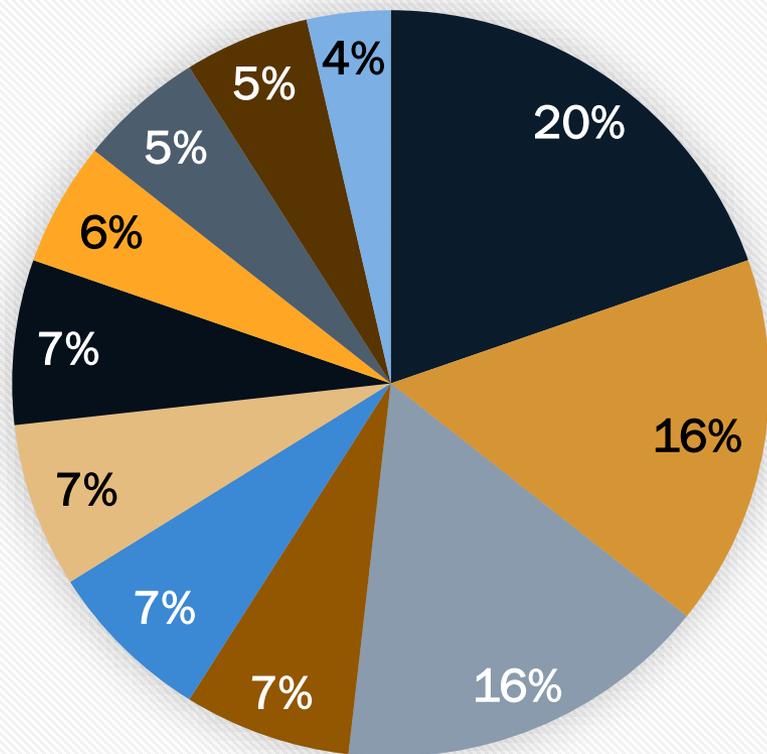
Flood Maintenance Summary from March 2015 to June 2016



- Water over the roadway (7)
- Motorists should expect delays (2)
- Travel lanes reduced to one lane (3)
- Use alternate route (9)
- Dirt and debris over roadway (1)
- Travel discouraged (1)
- Roadway closed (4)

Source: TxDOT 2016

Public Meeting #1 Comment Summary Period from Sept. 1, 2015 to Sept. 11, 2015

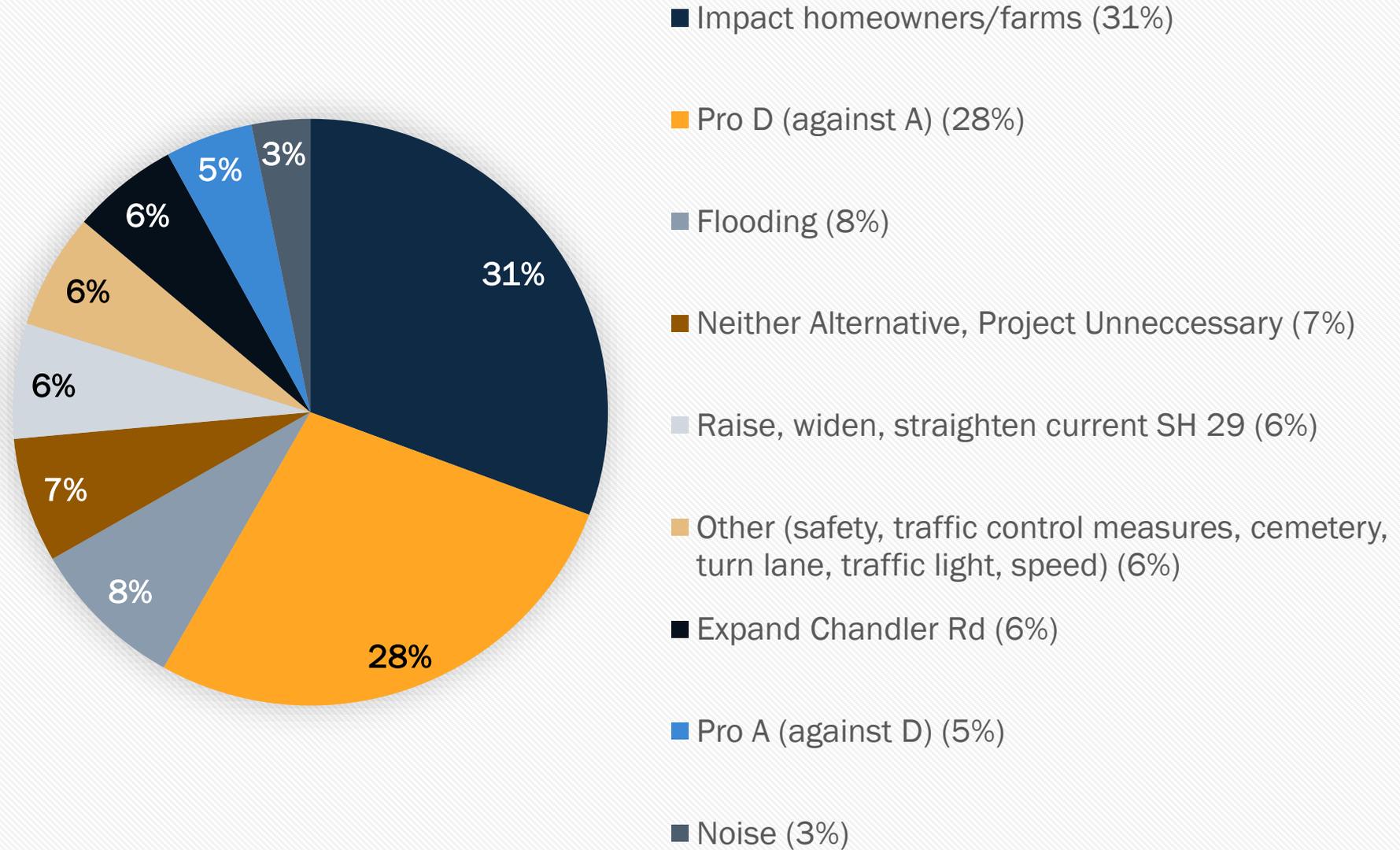


- Safety, accidents, straighten roadway (20%)
- Flooding is an issue (16%)
- Impacts to homeowners (16%)
- Move SH 29 North (7%)
- Sidewalks (7%)
- Turn lanes (7%)
- Other (toll road, congestion, traffic signal) (7%)
- Cemeteries, historical marker (6%)
- Use Railroad ROW (5%)
- No need for change (5%)
- Flooding is not an issue (4%)

What Was Done After Public Meeting #1?

- Reviewed all public input received
- Developed Study Area Corridors that:
 - Avoided and/or minimized impacts to parcels and residential properties
 - Utilized existing county or state right-of-way where possible
 - Avoided and/or minimized flooding issues (minimize impacts to floodplains)
 - Minimized bridge structures
 - Avoided and/or minimized impacts based on identified constraints
 - Avoided impacts to cemeteries
- Developed Evaluation Matrix to Compare Corridors
 - Three alternatives were determined to be feasible based on the above criteria
- Scheduled Public Meeting #2 for May 10, 2016

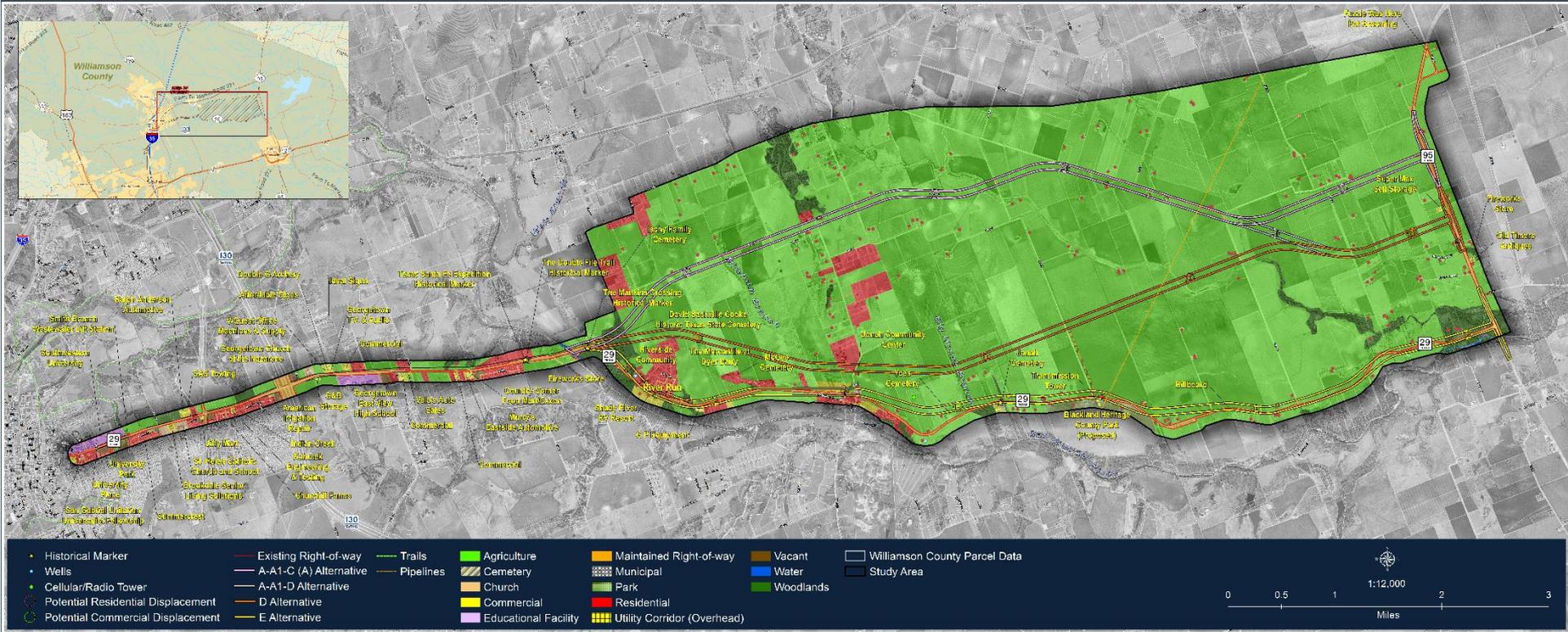
Public Meeting #2 Comment Summary Period from May 10, 2016 to May 20, 2016



What Was Done After Public Meeting #2?

- Reviewed and summarized all public input received
- Due to the comments received during the 10-day comment period and the number of comments received after the comment period, it was determined that an additional meeting was necessary
- Scheduled Public Meeting #3 for Nov. 10, 2016

Reasonable Alternatives



Preliminary Matrix/Comparison of Alternatives

PRELIMINARY MATRIX/COMPARISON OF ALTERNATIVES

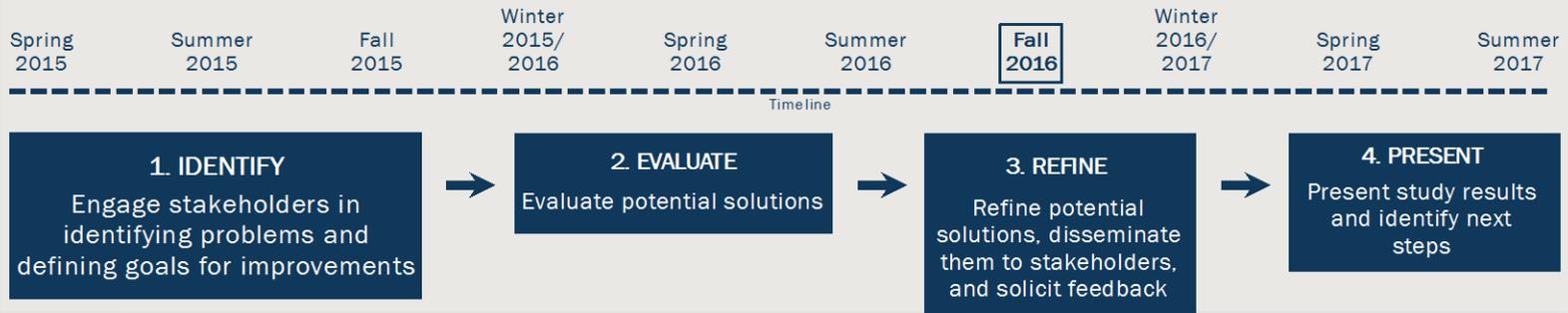
POTENTIAL IMPACTS	UNIT OF MEASURE	A (A-A1-C)	A-A1-D	D	E (IMPROVE EXISTING ALIGNMENT)	NO - BUILD
Length	Mile	13.2	13.3	13.1	13.7	0
Proposed ROW	Acre	386	399	407	348	0
Residential Displacements	Number	7	7	3	26	0
Commercial Displacements	Number	1	2	2	4	0
Parcels Impacted	Number	129	145	142	220	0
Bisected Properties	Number	10	14	24	6	0
Floodplain	Acre	30	34	38	199	0
Prime Farmland Soils	Acre	326	338	359	358	0
Woodlands	Acre	12	15	16	37	0
Potential Impacts to Parks	Acre	0.2 (Trail Use)	0.2 (Trail Use)	0.2 (Trail Use)	7.3 (Blackland Heritage Park-Proposed)	0

Timeline and Next Steps

TxDOT Project Development Process



Phase 1 Timeline for SH 29 Corridor Study



Please provide **COMMENTS** postmarked by **Nov. 28, 2016**

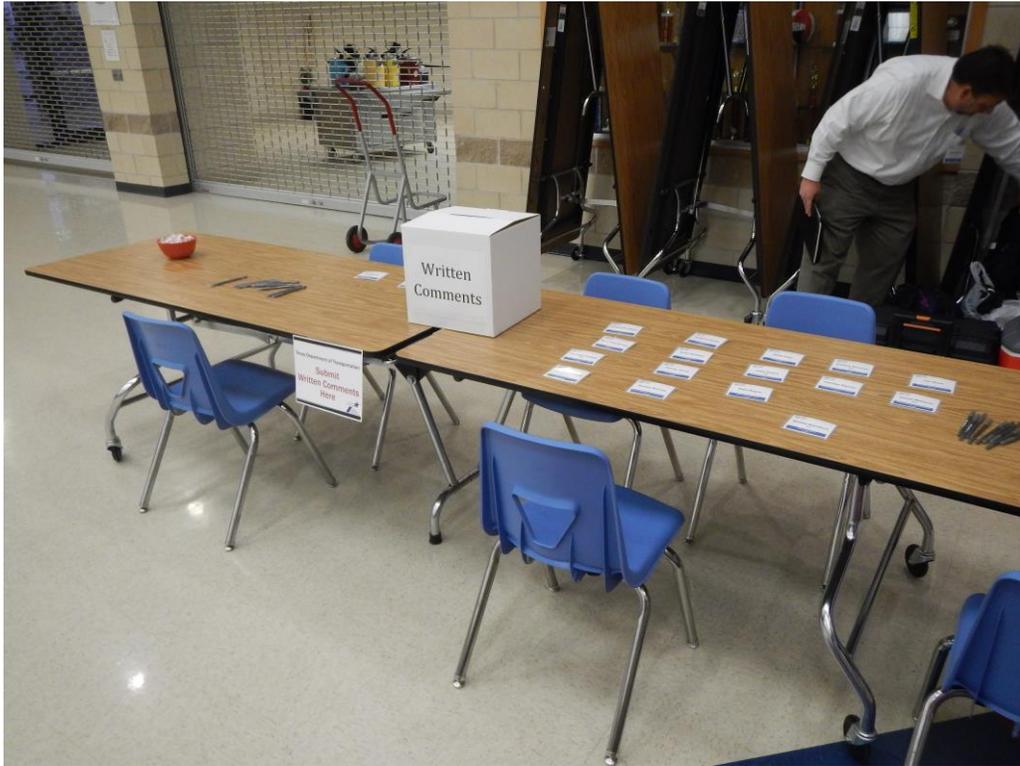
- You can submit comments by:
 - Placing your comments in the comment box here tonight
 - Email: www.txdot.gov/apps-cg/contact_us/form/SH29-Corridor-Study-Austin-contact.htm
 - Fax: (512) 832-7157
 - Mail: P.O. Box 15426, Austin, TX 78761-5426
 - Web: www.TxDOT.gov, keyword search “SH 29 from Southwestern Boulevard to SH 95”























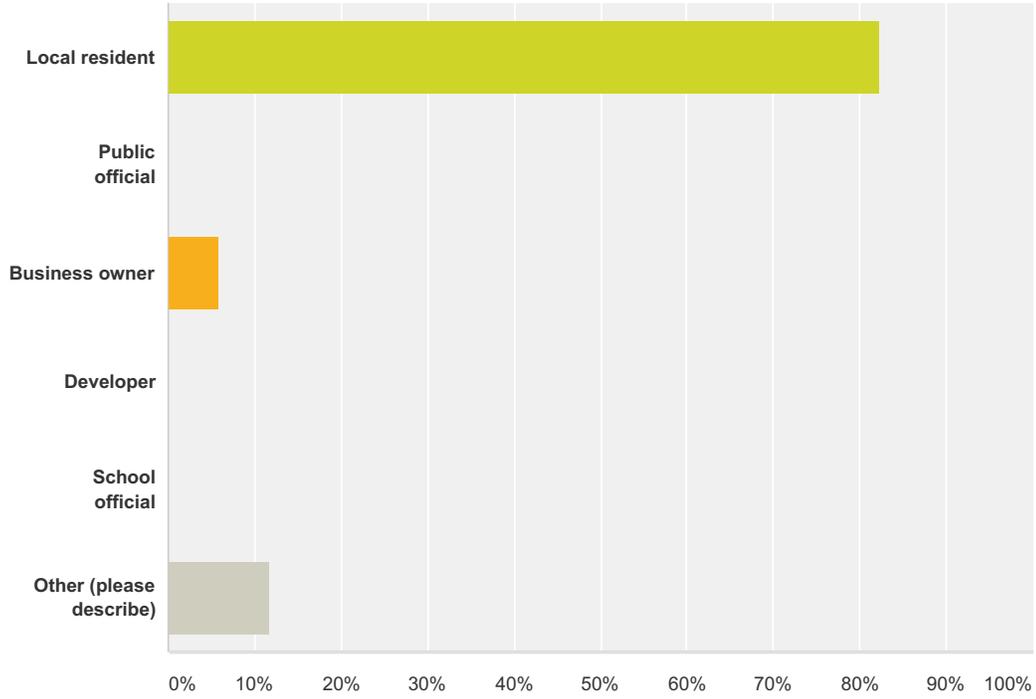




Attachment F
Survey Results Summary

Q1 Which category best describes your interest?

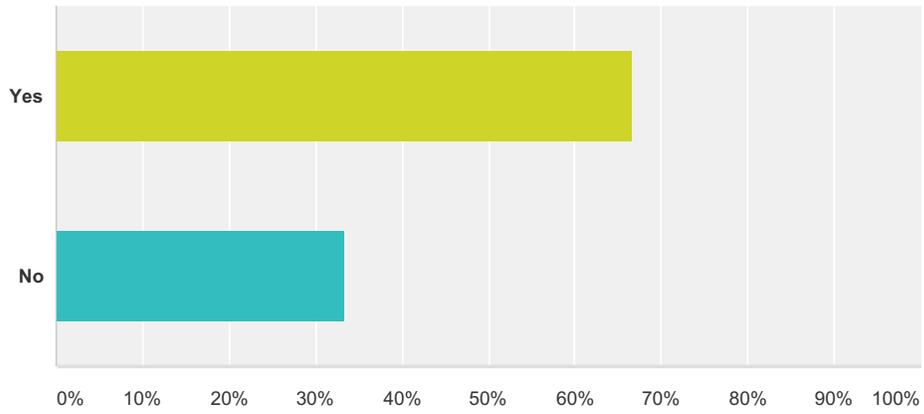
Answered: 17 Skipped: 1



Answer Choices	Responses
Local resident	82.35% 14
Public official	0.00% 0
Business owner	5.88% 1
Developer	0.00% 0
School official	0.00% 0
Other (please describe)	11.76% 2
Total	17

Q2 Do you live on the SH 29 corridor between Southwestern Blvd and SH 95?

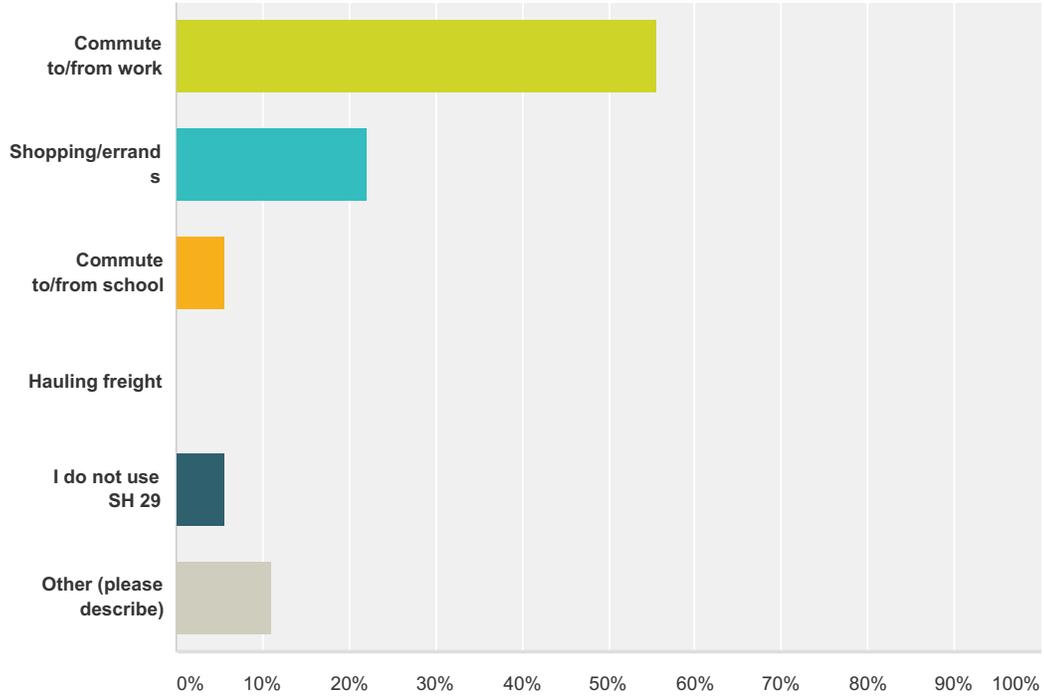
Answered: 18 Skipped: 0



Answer Choices	Responses	
Yes	66.67%	12
No	33.33%	6
Total		18

Q3 What is your primary reason for driving the SH 29 corridor between Southwestern Blvd and SH 95?

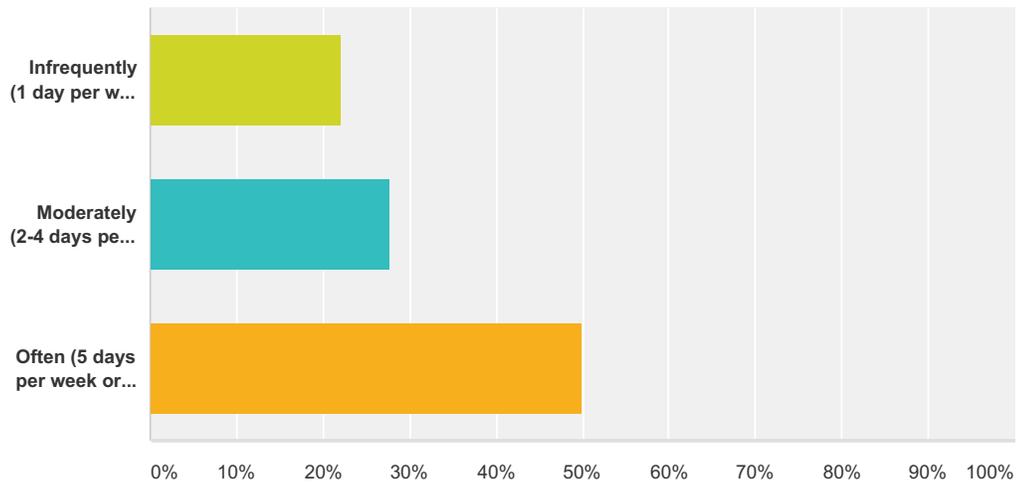
Answered: 18 Skipped: 0



Answer Choices	Responses
Commute to/from work	55.56% 10
Shopping/errands	22.22% 4
Commute to/from school	5.56% 1
Hauling freight	0.00% 0
I do not use SH 29	5.56% 1
Other (please describe)	11.11% 2
Total	18

Q4 On average, how often do you travel on SH 29?

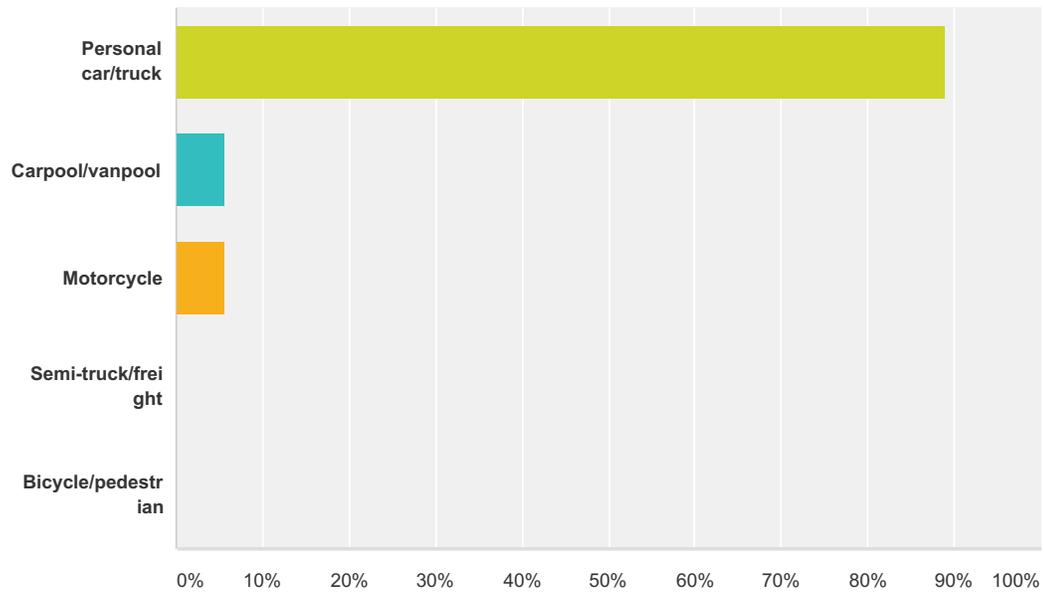
Answered: 18 Skipped: 0



Answer Choices	Responses
Infrequently (1 day per week or less)	22.22% 4
Moderately (2-4 days per week)	27.78% 5
Often (5 days per week or more)	50.00% 9
Total	18

Q5 What mode of transportation do you most often use to travel on SH 29?

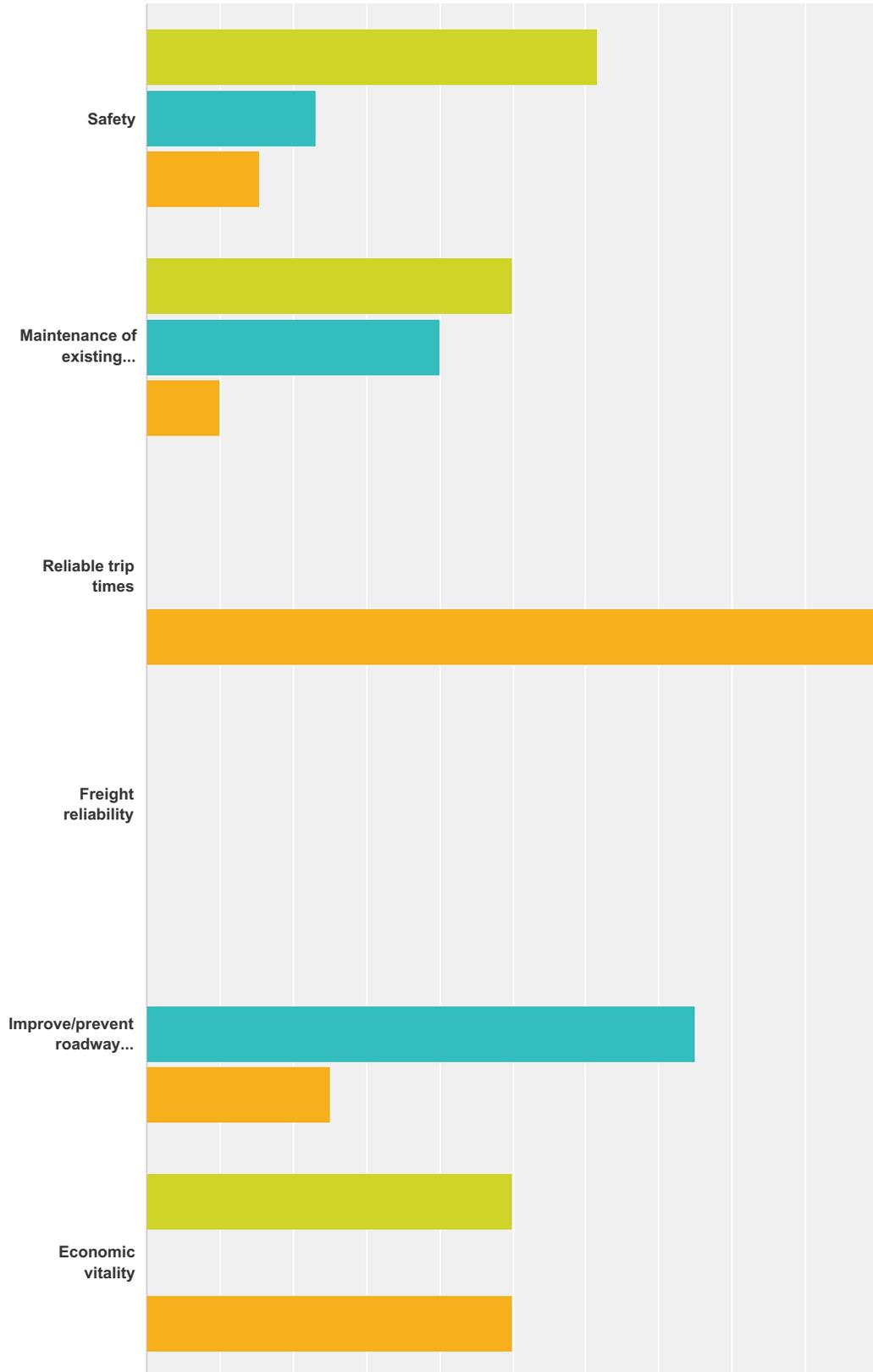
Answered: 18 Skipped: 0



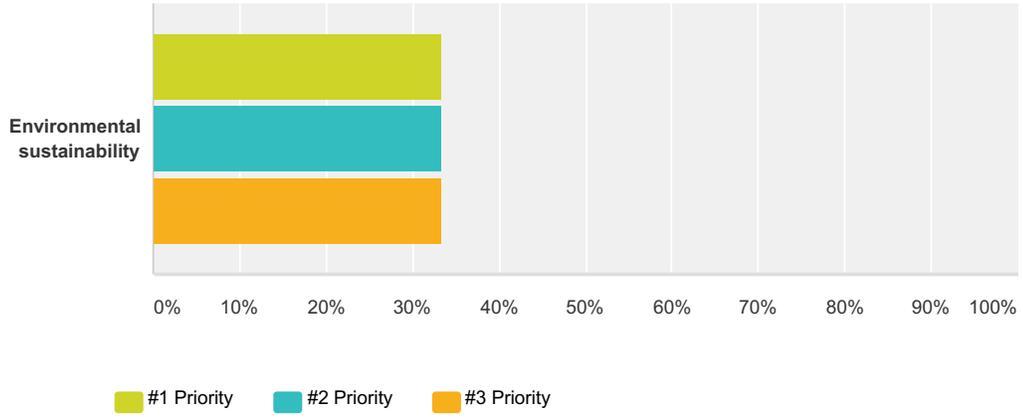
Answer Choices	Responses
Personal car/truck	88.89% 16
Carpool/vanpool	5.56% 1
Motorcycle	5.56% 1
Semi-truck/freight	0.00% 0
Bicycle/pedestrian	0.00% 0
Total	18

Q6 What are your three highest priorities you would like us to consider within the study area?

Answered: 17 Skipped: 1



SH 29 in Williamson County

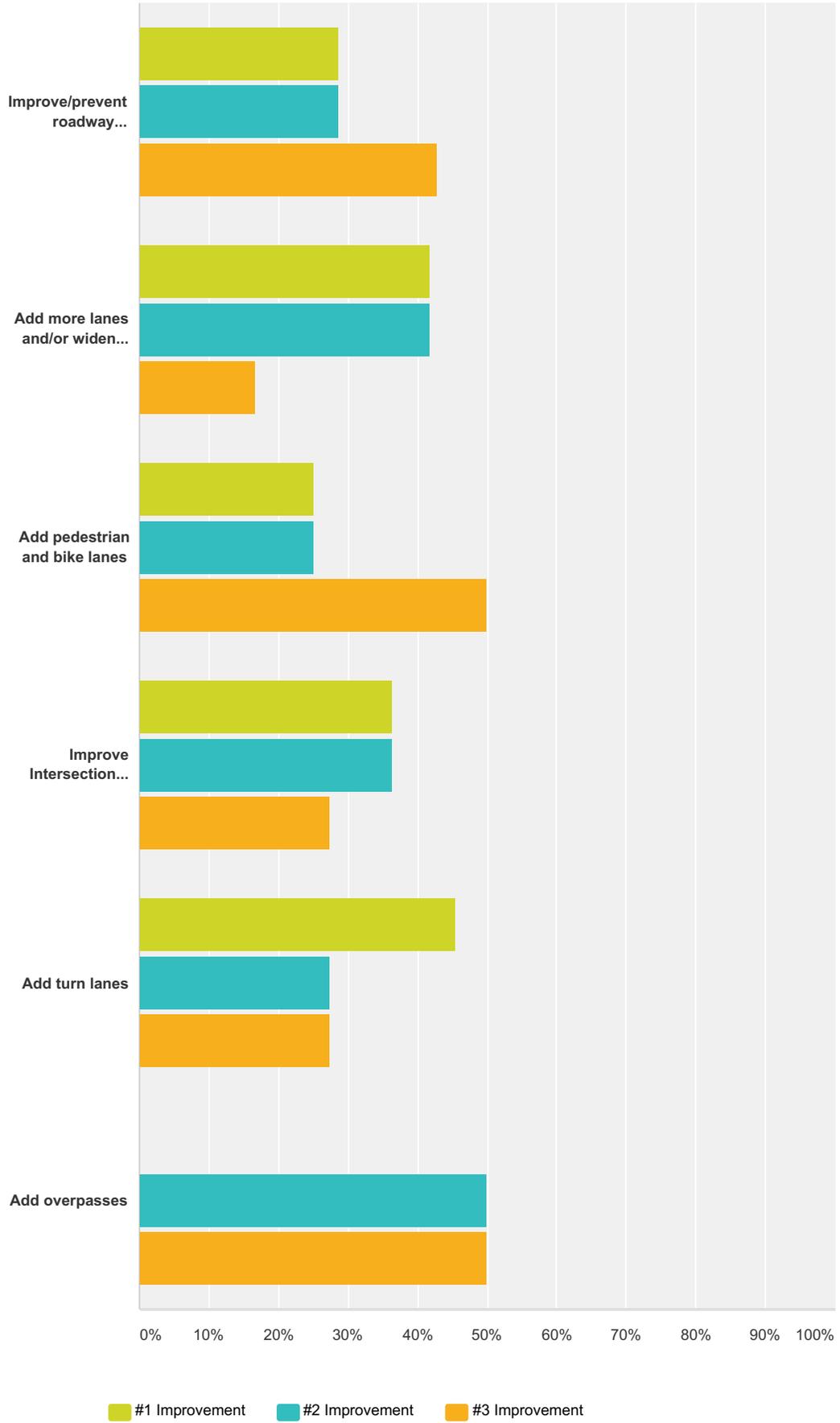


	#1 Priority	#2 Priority	#3 Priority	Total
Safety	61.54% 8	23.08% 3	15.38% 2	13
Maintenance of existing roadways	50.00% 5	40.00% 4	10.00% 1	10
Reliable trip times	0.00% 0	0.00% 0	100.00% 4	4
Freight reliability	0.00% 0	0.00% 0	0.00% 0	0
Improve/prevent roadway flooding	0.00% 0	75.00% 3	25.00% 1	4
Economic vitality	50.00% 1	0.00% 0	50.00% 1	2
Environmental sustainability	33.33% 3	33.33% 3	33.33% 3	9

Q7 Please pick your top three improvement areas on SH 29 in Williamson County:

Answered: 17 Skipped: 1

SH 29 in Williamson County



SH 29 in Williamson County

	#1 Improvement	#2 Improvement	#3 Improvement	Total
Improve/prevent roadway flooding	28.57% 2	28.57% 2	42.86% 3	7
Add more lanes and/or widen shoulders	41.67% 5	41.67% 5	16.67% 2	12
Add pedestrian and bike lanes	25.00% 1	25.00% 1	50.00% 2	4
Improve Intersections (to better serve local traffic)	36.36% 4	36.36% 4	27.27% 3	11
Add turn lanes	45.45% 5	27.27% 3	27.27% 3	11
Add overpasses	0.00% 0	50.00% 1	50.00% 1	2

Q8 What stretch of SH 29 is most troublesome for you and why?

Answered: 15 Skipped: 3

Question 8: What stretch of SH 29 is most troublesome for you and why?

R1	None.
R2	I travel the Georgetown to CR 366 section of SH29 at least 6 x per week. Once you are past Jonah/1660 intersection where the shoulders disappear, it can become very congested - much of the time with farm vehicles that take up the entire lane at 20 mph. The road also seems to be deteriorating at an alarming rate - I suspect from heavy truck traffic which seems to be increasing every week.
R3	18 wheeler and road quality.
R4	Jonah to 95.
R5	130 to cr100.
R6	<i>Respondent skipped this question.</i>
R7	Near the river and old pass ways during rainy times to drive safely.
R8	Between I35 and 130.
R9	<i>Respondent skipped this question.</i>
R10	<i>Respondent skipped this question.</i>
R11	Left turn off 29 onto 120.
R12	East of mankins crossing.
R13	None.
R14	Through Georgetown and West. More traffic.
R15	Eastview High School West to InnerLoop.
R16	The most troublesome stretch of SH 29 is between Georgetown and SH 130 as it has the most congestion issues and slowest travel times.
R17	The light at Southwestern Blvd. West bound traffic backs up or has to pull into the wide improved shoulder to pass when someone is turning left.
R18	N/A.

Q9 To join our mailing list for study updates, please fill out the information below. Your information will be kept confidential and used only for this study.

Answered: 12 Skipped: 6

Answer Choices	Responses	
Name:	100.00%	12
Email:	100.00%	12
Address:	100.00%	12
City/Town	100.00%	12
State	100.00%	12
Zip code	100.00%	12

Attachment G

Description of Project Modifications Resulting from Public Meeting

Two public comments indicated the David Sackville Cooke Historic Texas State Cemetery is located south of route D, contrary to the mapped location shown on the public meeting displays. The location shown on the displays was obtained from the Williamson County records. Efforts would be made to reroute any alternative to avoid impacts to the cemetery should the project advance.