



Public Open House Documentation

Southeast Loop Study

**East/west connector between SH 130 and FM 3349
and north/south travel to US 79**

Meeting Location

Hutto ISD Performing Arts Center
101 FM 685
Hutto, TX 78634

Meeting Date and Time

June 24, 2019
4:00 p.m. – 7:00 p.m.

Translation Services

Spanish interpretation was available upon request

Elected Officials in Attendance

Russ Boles, County Commissioner Precinct 4

Total Number of Attendees (approx.)

258

Total Number of Commenters

43 written comments, 35 comments via email, 5 mailed comments
were received through July 9, 2019

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SUMMARY

Study Overview

Williamson County is conducting a study to consider connections for east/west travel between SH 130 and FM 3349 and north/south travel to US 79. Under Precinct 4 Commissioner Russ Boles' leadership, the study area has been rightsized to become the Southeast Loop Study. A public open house was held on Monday, June 24, 2019 from 4:00 to 7:00 p.m. at the Hutto ISD Performing Arts Center, 101 FM 685, Hutto, TX 78634.

The purpose of this meeting was to share a preferred route concept and gather public feedback. Approximately 258 people signed in, and approximately 45 additional people attended the meeting but preferred not to sign in. The sign-in sheets from the meeting are included in Attachment C.

Public Input

The public comment period took place from June 24 to July 9, 2019. During this time, comments could be submitted through written comment cards shared at the meeting and via mail or email.

Comments Received:

- 43 written comment cards
- 35 comment submitted by email
- 5 comments submitted by mail

Comments and responses are included in Attachment A, and all comments received are included in Attachment D.

Meeting Notice and Public Outreach

Several methods were used to notify the public of the meeting. Copies are included in Attachment B.

Advertisements

Print ads in English were published the week of June 2 in the:

- Taylor Daily Press
- Williamson County Sun
- Community Impact

Postcards

A postcard was mailed on May 30, 2019 to 6,769 property owners within the study area or who had previously indicated that they would like to receive study information.

Email

An email notification was sent from the roads@wilco.org email address on May 29, 2019, and a reminder to share comments and view materials online was sent on July 2, 2019.

Social Media

Social media notifications were posted to the Williamson County Facebook and Twitter accounts on May 29, 2019 and June 19, 2019.

Additional Notifications

Williamson County issued a press release, held a press conference, and updated the Williamson County webpage with meeting information on May 29, 2019.

Open House

The open house format allowed attendees to come-and-go as they pleased. Registration tables were set up for attendees to sign in and receive a Growth at a Glance fact sheet. Project team members offered to walk the public through informational boards and maps and to answer any questions. The display boards, handouts, and maps are included in Attachment E.

Attendees were encouraged to share input by:

- Submitting written comment cards at the meeting
- Emailing comments to roads@wilco.org
- Mailing comments to Williamson County Public Information Office
710 S. Main Street, Suite 101, Georgetown, TX 78626



ATTACHMENT A

Comment Response Matrix

Comments and input received through July 9, 2019 are included in this report. Comments received after July 9, 2019 will be evaluated by the project team and considered as the study moves forward.

The following table addresses comments received through:

- Written comments submitted at the public open house
- Mail
- Email

Williamson County is taking all comments into consideration. Please use any of the following methods to contact us:

- Email: roads@wilco.org
- Mail: Williamson County Public Information Office
710 S. Main Street, Suite 101, Georgetown, TX 78626
- Phone: 512-943-1195 (leave a message to request a call back within 48 hrs.)

For additional information on the studies please visit our website at www.wilco.org/seloop.

Commenter Number	Commenter Name	Date Received	Source	Comment	Comment Topic	Response
1	A resident in the Taylor area	6/24/2019	Open House Comment Card	<p>Taylor should NOT be paying for this project. It is not a benefit for most people. We have roads that need to be fixed first in our city. The developers/Railpark group should pay for it. This road is not necessary. It will ruin many people's homes/farms. It will add to flooding. This is ruining quality of life for people in the name of developing more expensive housing.</p> <p>We should be working on public transit to alleviate traffic, not building yet another road. Why are we adding to congestion?? Light rail, metro, etc. is the answer, not cutting through properties of established homes.</p>	Funding Impacts to property and heritage Flooding Public transit	<p>Williamson County is the 5th fastest growing County in the state of Texas and currently has 10,860 lots in development, which is 4,000 more than Travis County and 6,000 more than Hays County. In addition, there has been a 49% employment growth over the last 11 years due to new employers moving to the area. The County has a Long-Range Transportation Plan that includes corridor studies such as the Southeast Loop Study. Additional modes of transportation may be considered through separate studies.</p> <p>The County is pursuing various funding opportunities for the Southeast Loop from local, state, and federal sources.</p>
2	Acord, Robert & Julia	6/24/2019	Open House Comment Card	<p>First - thank you Christen for the info and helping clarify misinformation which leads us to our 1st complaint all the misleading info being floated, even at this meeting ours neighbors are being told something different than what Christen told us. Transparency people!!!</p> <p>1) 138 is already backed up. don't wait til the end to address</p> <p>2) a raised hyway will only add to the noise- please no</p> <p>3) drainage in Lakeside is horrible. our yards all flood on Estate Cove. Our yard gets knee high at times.</p> <p>4) sound is a huge concern. we paid extra to be on a quiet culdesac.</p> <p>? we are told our road in the culdesac stays in tack [sic] is that correct?</p>	Public input process Congestion Noise concerns Drainage and flooding Impacts to property	<p>For the most current information on the Southeast Loop, please visit the County's Southeast Loop webpage https://www.wilco.org/Departments/Infrastructure/County-Engineer-Road-and-Bridge/Corridor-Projects/Southeast-Loop or email roads@wilco.org with any project questions.</p> <p>Phase 1 improvements will take into account traffic on CR 138.</p> <p>Noise impacts will be analyzed and addressed during the design phase of the main lanes. The frontage road will stay similar to the current configuration of CR 138.</p> <p>Analysis of potential drainage improvements will take place during the design phase, and the County will consider the new Atlas 14 data, which takes into account the most recent rainfall data.</p> <p>The Estate Cove cul-de-sac is anticipated to remain intact (with no connection to the new roadway).</p>
3	Anonymous	6/24/2019	Open House Comment Card	<p>██████████ End of Spring Valley</p>	Public input	Comment noted.
4	Anonymous	6/24/2019	Open House Comment Card	<p>████████████████████</p>	Public input	Added to email list. Comment noted.
5	Anonymous	6/24/2019	Open House Comment Card	<p>I believe this to be a big money maker for individuals who purchased land in the 1990's. It is ill planned and people will pay higher taxes- we'll become California. As far as walking trails along the Brushy - who is legelly [sic] obligated for the water moccassins, coral snakes and rattlers? My property extends to to middle of Brushy Creek -</p> <p>Our elected officials are living in a dream world - and do not represent me. They are influenced by City Councils, foreign labor, but I pay their salary. I'am [sic] only one farmer who will be hurt - the world is fed by our farmers in and around Hutto. And yet we elected public officials who are out of touch and could care less after we've paid taxes and their salary for decades.</p>	Impacts to property and heritage Environmental impacts Elected officials	<p>The Southeast Loop Study considers connections for east/west travel between SH 130 and FM 3349 and north/south travel to US 79. This study will address the tremendous amount of growth and immediate transportation needs in the Hutto and Taylor areas. Over the last several months, the project team has gathered additional data and conducted further engineering analysis to select and refine this route concept. Next steps include environmental analysis and fieldwork, which will take into account wildlife and flooding among other elements.</p> <p>During the past decade, Williamson County has budgeted through bonds and their general budget to purchase right of way (ROW) and build roads across the County to address growth. The County is being fiscally responsible by planning ahead and buying ROW before major development occurs.</p>

Commenter Number	Commenter Name	Date Received	Source	Comment	Comment Topic	Response
6	Anonymous	6/24/2019	Open House Comment Card	The truth behind the "loop", to give Preferred Access for the Private businesses that <i>could</i> populate the Taylor Logistics Park, paid for by us. Whilst destroying the lives and agricultural economy which Williamson County and the State of Texas was founded on. The Logistics park in theory, is A complete economic fallacy in this market and climate, dreamed up by someONE or a few people in far away boardrooms and in mansions who will benefit, even more than they already have. If a company can afford to move and operate a successful large scale logistics business they can operate at night or shifted hours -logically- and pay for improvements themselves if necessary. The traffic only gets worse going south, starting at gattis school (the point of spur) and on to San Antonio compounding traffic on 130 and IH35 for the current residents who commute. Numerous independent studies and the Mayor of Austin have blatantly stated that road constructuon for single rider commuters can not and will not ever keep up with growth. The "projections" and "studies" they reference are based on the assumption of Maximum growth projections for an area, including that which will result from the road itself, sounds kind of funny because it is. The companies hired to do the studies benefit from more projects, that is simple to understand. Furthermore the "loop" is slated and connected to foreign developers who plan to spread strip centers, tract housing, storage units, etc. with little to NO return to the current residents. Also laying the groundwork by securing "legal" rights for Right of Way, Eminent domain, condemnation of private property, and large scale destruction and "permitting" of Prime Farmland for a major toll road -equal to 130- running east to west but has has not been accepted on to Milam county as they recognize the destruction of hundreds (eventually thousands) of farms and complete economic by-pass away from local business this will create for every city along 79.	Impacts to property and heritage Funding Traffic congestion Future planning and growth	The Southeast Loop Study considers connections for east/west travel between SH 130 and FM 3349 and north/south travel to US 79. This study will address the tremendous amount of growth and immediate transportation needs in the Hutto and Taylor areas. Williamson County is the 5th fastest growing County in the state of Texas and currently has 10,860 lots in development, which is 4,000 more than Travis County and 6,000 more than Hays County. In addition, there has been a 49% employment growth over the last 11 years due to new employers moving to the area. The Southeast Loop, which is a County road, not a toll road, is expected to be built in phases as additional lanes are needed and as funding allows. The first phase of the project will be a two to three-lane road: one lane in each direction and potentially a center turn lane. Future phases of construction will include a second frontage road, which will create divided lanes for each direction, and mainlanes will be added if the County continues to grow and the need arises. Additional modes of transportation may be considered through separate studies. During the past decade, Williamson County has budgeted through bonds and their general budget to purchase right of way (ROW) and build roads across the County to address growth. The County is being fiscally responsible by planning ahead and buying ROW before major development occurs.
7	Benoit, Lori Duhs	6/24/2019	Open House Comment Card	1. The drawings shows a "shared-use path/ulility corridor" along the frontage road for the INITIAL phase. I believe this is very important to include this in the beginning at the start. Please make sure initial funding includes this. Among other things, the lower income folks in the area walk and bicycle to all the business for work such as the HEB super-center shopping strip. Also, I believe more people would bicycle and walk if a dedicated space was given to increase safety of being on the road with dangerous vehicles. 2. Please use the least lighting possible as you move away from Toll 130. Use "Dark Sky" lights that are more directional & aim for straight down & not out. Thank you, Lori 6-24-2019	Public input process Shared use path Dark Skies lighting	The Southeast Loop is expected to be built in phases as additional lanes are needed and as funding allows. The first phase of the project will be a two to three-lane road: one lane in each direction and potentially a center turn lane. Future phases of construction will include a second frontage road, which will create divided lanes for each direction, and mainlanes will be added if the County continues to grow and the need arises. Depending on funding sources for Phase 1 project, a shared use path may be included in the initial phase. The County does not typically use roadway lighting in rural areas. If used, roadway lighting will be determined during the design phase of this project and implemented according to state and federal standards and requirements.
8	Bonnet, Teresa	6/24/2019	Open House Comment Card	Teresa Bonnet - via Mary Ann Melton Concerns about lots of traffic and potential accidents 1) Build Phase 1 on the Northside - wonderful if it happen 2) If you put it on the southside, then a barrier or wall would be needed for safety and sound She has a 3-year old grandson that plays near the southside of the possible road. Please build north - - notes via - [REDACTED]	Congestion Safety concerns Construction phases Impacts to property Noise Concerns	The Southeast Loop is expected to be built in phases as additional lanes are needed and as funding allows. The first phase of the project will be a two to three-lane road: one lane in each direction and potentially a center turn lane. Which side of the right of way the lanes will be built on first will be determined during the design phase. Future phases of construction will include a second frontage road, which will create divided lanes for each direction, and mainlanes will be added if Williamson County continues to grow and the need arises. There will be 20 feet of space between the proposed right of way line and the pavement to provide space for utilities and shared use path. Noise impacts will be analyzed and addressed during the design phase of the main lanes.
9	Cantlon, Jennifer Davies, Larry E	6/24/2019	Open House Comment Card	1) If this highway is build next to my house, I have concerns about: A - Noise B - Traffic on Dana Dr. C - Decrease in value of my property 2) We moved to Hutto in September of 2016 - - This was to be my retirement home. - I just had a "15,000." roof put on my house. - What about the improvements I've done? We moved here to get away from the traffic, noise .. etc .. of Austin & of course less taxes!!	Noise concerns Traffic congestion Impacts to property	Noise impacts will be analyzed and addressed during the design phase of the main lanes. Phase 1 improvements will take into account traffic on CR 138. Directly impacted property owners will engage in the right of way (ROW) acquisition process with Williamson County. The formal acquisition process involves independent appraisals and a negotiation process between the property owner and the County. Specific characteristics of each parcel are reviewed by an independent, licensed appraiser to determine the fair market value for each parcel along the proposed ROW. Any impact of the project on the remaining property after the acquisition and construction of the proposed road facility will also be reviewed.

Commenter Number	Commenter Name	Date Received	Source	Comment	Comment Topic	Response
10	Cervenka, Abigail	6/24/2019	Open House Comment Card	I'd like to begin by stating I was not even informed of this meeting and I live within just a few miles of the study area. It would completely disrupt my life and my farm. That's not transparency. Second, to whoever is reading this, in hopes that you are a decent human being, I will let you in on the secret that your bosses are trying to keep from you. This project is based on an invented need. This project goes back directly to benefit some individuals in power. Russ Boles is undergoing this project specifically to reach his real estate developments. How the f*** is that in the best interest of the people? That's insider trading. Or take Judge Hobbs or county attorney Hobbs who stand to develop on their land on the land they stole from Ima Lee Sorenson when she, an ailing widow was too sick to protest the signing over of her entire property to them. Go all the way back to Frank Limmer who has been trying this crap since dinosaurs roamed the earth. This is just the same old story of power and greed allowing the few to violate the rights of the many. If you have any ethics, look up Frankie Limmer, Ima Lee Sorenson, etc. and see what kind of people you are working for.	Notification process Impacts to property and heritage Opposition to project	Williamson County is the 5th fastest growing County in the state of Texas and currently has 10,860 lots in development, which is 4,000 more than Travis County and 6,000 more than Hays County. In addition, there has been a 49% employment growth over the last 11 years due to new employers moving to the area. The Southeast Loop Study addresses the tremendous amount of growth and immediate transportation needs in the Hutto and Taylor areas. The County utilized multiple tools to notify the public of the public open house that took place on June 24 including advertisements in the Taylor Daily Press, Williamson County Sun and Community Impact, a postcard mailed out to 6,769 property owners within the study area or who had previously indicated that they would like to receive study information, several email blasts to the Southeast Loop database, social media posts on Facebook and Twitter, a press conference held on May 29, and the Southeast Loop County webpage was updated to reflect the upcoming open house. Commissioner Boles has previously worked and continues to work in commercial real estate. He has asked the County's attorney if there are any conflicts of interest and they have concluded that there are none in regard to the Southeast Loop Study.
11	Clark, Whitney	6/24/2019	Open House Comment Card	1) We need more information and specific plans/facts, etc. for the Lakeside Estates neighborhood 2) How tall is the elevated road? 3) How will ingress & egress to the neighborhood (Lakeside Estates) be effected? 4)Will property owners be compinsated [sic] in some way for the decrease in quality of life during this time along with decrease in property values? 5) Transparency is everything!!! 6) Where is the funding coming from? 7) Where will this project begin? At 130 or 79?	Lakeside Estates impacts and access Funding sources Roadway configuration	Phase 1 design of the road is the next phase of the project and will include more details regarding any modifications to exits and entrances at the Lakeside Estates neighborhood at CR 138. The project team met with the Board of the Lakeside Estates Neighborhood Association on September 18, 2019 to discuss impacts to the neighborhood and further discuss the project's timeline. The schematic design will show approximate elevation information of the roadway. As we move further into design, the County will share more detailed information as it becomes available. Construction phasing has not yet been identified; however, the first phase of the project will be a two to three-lane road: one lane in each direction and potentially a center turn lane. Future phases of construction will include a second frontage road, which will create divided lanes for each direction, and mainlanes will be added if the County continues to grow and the need arises. Directly impacted property owners will engage in the right of way (ROW) acquisition process with Williamson County. The formal acquisition process involves independent appraisals and a negotiation process between the property owner and the County. Specific characteristics of each parcel are reviewed by an independent, licensed appraiser to determine the fair market value for each parcel along the proposed ROW. Any impact of the project on the remaining property after the acquisition and construction of the proposed road facility will also be reviewed. The County is pursuing various funding opportunities for the Southeast Loop from local, state, and federal sources. First phase of the project will be improvements at segments closest to SH 130 and US 79.
12	Eubanks, Micki	6/24/2019	Open House Comment Card	It's obvious that the planned southeast loop is solely for the benefit of the developers of the Hutto Megasite and other planned commercial development, rather than the safety and traffic flow for the tax paying residents of Williamson County, who will be paying for said road. This loop is not needed and should be reconsidered. The noise and air pollution it will create will be a detriment to the wildlife, farms, and quality of life for those who live in Eastern Williamson County. It's a shame that development is going to ruin the very thing that makes our area so special. Our farmland and wildlife should be protected, not sold out to the highest bidder. Many cities and counties - like Flower Mound, TX and Portland, OR - have successfully implemented growth boundaries to contain sprawl and protect the vital farmland that is such a crucial part of their economies.	Opposition to project Environmental impacts Noise concerns Impacts to property and heritage Future growth and planning	Williamson County is the 5th fastest growing County in the state of Texas and currently has 10,860 lots in development, which is 4,000 more than Travis County and 6,000 more than Hays County. In addition, there has been a 49% employment growth over the last 11 years due to new employers moving to the area. The Southeast Loop Study addresses the tremendous amount of growth and immediate transportation needs in the Hutto and Taylor areas. This study considers connections for east/west travel between SH 130 and FM 3349 and north/south travel to US 79 to accommodate for the growth in the area. The County is pursuing various funding opportunities for the Southeast Loop from local, state, and federal sources. Next steps include environmental analysis and fieldwork, which will take into account wildlife and flooding among other elements. Noise impacts will be analyzed and addressed during the design phase of the main lanes. In Texas, counties do not have zoning authority. Only cities can zone within their city limits.

Commenter Number	Commenter Name	Date Received	Source	Comment	Comment Topic	Response
13	Evans, Lucas	6/24/2019	Open House Comment Card	Off-set tree removal at Brushy Creek Crossing. Plant at least or move old growth pecan trees. You are destroying extremely rare old growth pecan stands. Old growth. Gone.	Tree preservation Environmental impacts	Next steps in the study include environmental analysis and fieldwork, which will take into account wildlife and flooding among other elements. Williamson County does their best to minimize impacts to homeowners and businesses, as well as environmental factors; however, the County recognizes that there will be some impacts.
14	Fitzpatrick, Kate	6/24/2019	Open House Comment Card	The area s/east of 137 is environmentally beautiful & sensitive w/ all sorts of trees (rare in Hutto), animals, drainage into the Creek, etc. Dev [sic] the subdivision areas & let the little area left entice a better class of people to at least some area of Hutto & preserve a few places for wildlife. Not all of Hutto needs to be the same. Making the only nice area of Hutto an industrial area is a crime. *Widen 137 both N & S. Hut Rowe to the south, cut across N. of the amphitheater to 1660 & widen that to intersect w/ the new toll rd	Environmental impacts Impacts to property and heritage Suggestions for roadway configuration	The Southeast Loop Study considers connections for east/west travel between SH 130 and FM 3349 and north/south travel to US 79. This study will address the tremendous amount of growth and immediate transportation needs in the Hutto and Taylor areas. Over the last several months, the project team has gathered additional data and conducted further engineering analysis to select and refine this route concept. Next steps in the study include environmental analysis and fieldwork, which will take into account wildlife and flooding among other elements. Williamson County does their best to minimize impacts to homeowners and businesses, as well as environmental factors; however, the County recognizes that there will be some impacts. FM 1660 and CR 137 are on the City of Hutto's Mobility Master Plan (June 2018) as future major collector streets. The Southeast Loop would be in addition to those improvements.
15	Sager, Vangie	6/24/2019	Open House Comment Card	Property [REDACTED] 134 & 1660 North of Bubba Barnes Corner	Public input	Comment noted.
16	George, Jeff	6/24/2019	Open House Comment Card	My property is on the creek and is going to be taken away - the best of my land - hoping that someone will understand the value of the land to me - 40+ years now it's gone! Thank you, Jeff George	Impacts to property and heritage	Williamson County does their best to minimize impacts to homeowners and businesses, as well as environmental factors; however, the County recognizes that there will be some impacts. Directly impacted property owners will engage in the right of way (ROW) acquisition process with Williamson County. The formal acquisition process involves independent appraisals and a negotiation process between the property owner and the County. Specific characteristics of each parcel are reviewed by an independent, licensed appraiser to determine the fair market value for each parcel along the proposed ROW. Any impact of the project on the remaining property after the acquisition and construction of the proposed road facility will also be reviewed.
17	George, Jeff	6/24/2019	Open House Comment Card	Thank you I just found out that your new road is running approx: 100' from my front door. Just on the north side of brushy creek where you built a new park and just started a new housing development there was not anything there before you did that. No houses no nothing. So now you are destroying peoples life that have been here 30 to 40 year's [sic]. I guess I be a Hutto "Homeless Person" now in the near future. Jeff M George	Impacts to property and heritage	Williamson County is the 5th fastest growing County in the state of Texas and currently has 10,860 lots in development, which is 4,000 more than Travis County and 6,000 more than Hays County. In addition, there has been a 49% employment growth over the last 11 years due to new employers moving to the area. In Texas, counties do not have zoning authority. Only cities can zone within their city limits. Williamson County does their best to minimize impacts to homeowners and businesses, as well as environmental factors; however, the County recognizes that there will be some impacts.
18	Gindin, Mark	6/24/2019	Open House Comment Card	It looks well-thought through. There may be some objections, but a road is definitely needed. The less you can burden the tax-payer is better. We hope it is not a toll road. It is better to send traffic along quickly instead of clog up rural roads. Not sure what is best notification, but our emails should all be on file by now.	Support for project Toll road Notification process	The Southeast Loop, which is a County road, not a toll road, is expected to be built in phases as additional lanes are needed and as funding allows. During the past decade, Williamson County has budgeted through bonds and their general budget to purchase right of way (ROW) and build roads across the County to address growth. The County is being fiscally responsible by planning ahead and buying ROW before major development occurs.

Commenter Number	Commenter Name	Date Received	Source	Comment	Comment Topic	Response
19	Gross, Ginger	6/24/2019	Open House Comment Card	My primary concern is taking out good productive farm land to create huge roads where they are not needed. There sure seem to be other roads that could be expanded to solve the traffic problem without taking out homes & farms at a much smaller cost! It sure looks like a lot of this SE Loop was created for future developments which will also cause future flooding as it has done in so many small communities all over Texas. And I have my doubts about the public input in stage 1 of this plan. When did that happen & how much was that advertised? I am praying that people making the decisions are thinking about what's really good, right, and fair for all the people; including farm families of Wil. Co, including east Wil. Co, and not just thinking of lining their pocketbooks through investments. That would be sad!	Opposition to project Impacts to property and heritage Flooding Public input process	Williamson County is the 5th fastest growing County in the state of Texas and currently has 10,860 lots in development, which is 4,000 more than Travis County and 6,000 more than Hays County. In addition, there has been a 49% employment growth over the last 11 years due to new employers moving to the area. The Southeast Loop Study addresses the tremendous amount of growth and immediate transportation needs in the Hutto and Taylor areas. This study kicked off as two separate corridor studies in 2017. The A-1 open house was held on June 6, 2017 and had approximately 114 attendees. To promote the open house: letters were sent to 183 stakeholders, an open house flyer was distributed to 1,024 homes, email notifications were sent to the distribution list, advertisements were published in the Wilco Sun, Pflugerville Pflag, and Hutto/Taylor Press, and a press release was issued by Williamson County. The E-1 open house was held on June 27, 2017 and had approximately 266 attendees. To promote the open house: postcards were mailed out to 732 property owners within the study area, two advertisements were published in the Taylor Daily Press and the Wilco Sun, email notifications were sent out to the distribution address, Williamson County issued a press release, and social media posts were shared on Facebook, Twitter, and Nextdoor. Upon reviewing the study areas of each corridor, the County decided that there was enough overlap to combine the studies. A third open house was held for the combined A-1/E-1 study. There were approximately 266 attendees and the event was promoted using multiple channels including advertisements in the Taylor Daily Press and Wilco Sun, 7,188 postcards mailed to property owners, email notifications sent to the distribution list, a message on Nextdoor, and a Williamson County press release. Construction phasing has not yet been identified; however, the first phase of the project will be a two to three-lane road: one lane in each direction and potentially a center turn lane. Future phases of construction will include a second frontage road, which will create divided lanes for each direction, and mainlanes will be added if the County continues to grow and the need arises.
20	Guzman, Sandra	6/24/2019	Open House Comment Card	I live off of Cty Rd 138 on Little Lake. Every morning I have 2 go up 2 blocks on Dana to semi-safely exit left on 138 towards 1660. With ↑ in housing developments along 1660/Pflugerville side? more house proposed (500) near riverwalk area *my concern is if this loop is funded how it will either make an entrance or exit out of lakeside more difficult. While loop study is to alleviate traffic on 79 *please keep in mind that people that live in Lakeside (Hutto/Pf. side) already are faced w/ not enough lanes and ↑ in traffic flow. Hopefully this will be kept in mind as you begin phases of the project. Thank you for your time.	Safety concerns Funding Traffic congestion	Phase 1 design of the road is the next phase of the project and will include more details regarding any modifications to the exits and entrances at the Lakeside Estates neighborhood at CR 138. Construction phasing has not yet been identified; however, the first phase of the project will be a two to three-lane road: one lane in each direction and potentially a center turn lane. Future phases of construction will include a second frontage road, which will create divided lanes for each direction, and mainlanes will be added if the County continues to grow and the need arises. Phase 1 improvements will take into account traffic and safety concerns on CR 138. As we move further into design, the County will share more detailed design information as it becomes available.
21	Jacaruso, William	6/24/2019	Open House Comment Card	Disapointment [sic] does not begin to describe my feelings regarding this project. My 8.12 acres is a place where 200 year old oaks and large mouth bass call home. But your project will replace those with pavement, congestion and pollution. It doesn't seem right - no matter what "greater good" you think you're serving -	Opposition to project Environmental impacts Impacts to property and heritage	Williamson County does their best to minimize impacts to homeowners and businesses, as well as environmental factors; however, the County recognizes that there will be some impacts. Over the last several months, the project team has gathered additional data and conducted further engineering analysis to select and refine this route concept. Next steps include environmental analysis and fieldwork, which will take into account wildlife and flooding among other elements.
22	Janecka, Albert	6/24/2019	Open House Comment Card	Why isn't the road located to the west, following CR 134 or CR 132? Hutto wants this road as a loop to ease traffic through town. Put it closer to Hutto and let them help pay for it. And what happened to the two lanes and a turn lane Commissioner Boles said the road would be?	Route suggestions Traffic congestion Funding	The Southeast Loop is a County project, separate from the City of Hutto's proposed arterial road near CR 132. An arterial road is meant to deliver traffic from collector/local roads to larger roadway facilities like the Southeast Loop. Both roadways are needed to accommodate anticipated traffic growth. The Southeast Loop is expected to be built in phases as additional lanes are needed and as funding allows. The first phase of the project will be a two to three-lane road: one lane in each direction and potentially a center turn lane. Future phases of construction will include a second frontage road, which will create divided lanes for each direction, and mainlanes will be added if the County continues to grow and the need arises.

Commenter Number	Commenter Name	Date Received	Source	Comment	Comment Topic	Response
23	Key, Jeff and Tamara	6/24/2019	Open House Comment Card	<p>1. Taylor is highest taxed city in County.</p> <p>2. Williamson Co. highest taxed county in the state.</p> <p>3. Why! is Taylor, Hutto dollars part in more \$ than Cedar Park participation in this? They have the commercial \$ to draw from. We're drawing \$ from farmers.</p> <p>4. Obvious you (county) didn't plan ahead.</p> <p>5. Taking private property for tax purposes & growth is against the Texas Constitution.</p> <p>6. How is Russ Boles Commissioner able to do this when he is a real estate agent.</p> <p>7. Travis County did this now they have no agricultural land left. Why are you doing this besides to commercialize for contractors and you benefit by our payment and taxes.</p> <p>Very sad!</p>	<p>Taxes</p> <p>Funding</p> <p>Impacts to property</p> <p>Future growth</p>	<p>In the most recent Texas Comptroller information available, Williamson County's effective tax rate ranked #192 out of 254 counties in Texas, with #1 being the highest effective tax rate. (https://comptroller.texas.gov/taxes/property-tax/rates/)</p> <p>The Southeast Loop Study addresses the tremendous amount of growth and immediate transportation needs in the Hutto and Taylor areas.</p> <p>Commissioner Boles has previously worked and continues to work in commercial real estate. He has asked the County's attorney if there are any conflicts of interest and they have concluded that there are none in regard to the Southeast Loop Study.</p> <p>Williamson County is the 5th fastest growing County in the state of Texas and currently has 10,860 lots in development, which is 4,000 more than Travis County and 6,000 more than Hays County. In addition, there has been a 49% employment growth over the last 11 years due to new employers moving to the area. The County is pursuing various funding opportunities for the Southeast Loop from local, state, and federal sources. The County is being fiscally responsible by planning ahead and buying ROW before major development occurs.</p>
24	Kimbrough, Charles	6/24/2019	Open House Comment Card	I live adjacent to CR 138 on the Travis County side. I would like to be contacted regarding what the expected impact to my property would be.	<p>Request for follow-up</p> <p>Impacts to property</p>	The project team will contact you to discuss potential impacts.
25	Lee, Don	6/24/2019	Open House Comment Card	Like to know time line route 1	Project timeline	<p>Next steps for the Southeast Loop Study include, conducting fieldwork analyses such as environmental, historical, and survey work, and finalizing the route. Williamson County will begin the right of way acquisition process with willing sellers and expects to begin construction of the first phase within five years.</p> <p>Construction phasing has not yet been identified; however, the first phase of the project will be a two to three-lane road: one lane in each direction and potentially a center turn lane. Future phases of construction will include a second frontage road, which will create divided lanes for each direction, and mainlanes will be added if the County continues to grow and the need arises.</p>
26	Lessner, Wynette Norman	6/24/2019	Open House Comment Card	Concern about flooding in Norman's Crossing. Flooding from runoff is a serious problem now. Homes that have never flooded ever are at serious risk. Residents have had to be air-lifted during flooding multiple times. Serious planning has to be done to prevent loss of life and property!	<p>Flooding</p> <p>Safety concerns</p>	<p>The Southeast Loop Study considers connections for east/west travel between SH 130 and FM 3349 and north/south travel to US 79. This study will address the tremendous amount of growth and immediate transportation needs in the Hutto and Taylor areas. Over the last several months, the project team has gathered additional data and conducted further engineering analysis to select and refine this route concept. Next steps include environmental analysis and fieldwork, which will take into account wildlife and flooding among other elements.</p> <p>Analysis of potential drainage improvements will also take place during the design phase and the County will consider the new Atlas 14 data, which takes into account the most current rainfall data.</p>
27	Louis, Kelly	6/24/2019	Open House Comment Card	Would like more stats on how this helps - this is clearly for development and does not benefit the citizens of Hutto. Hutto does not want the homes, land, & businesses compromised for development - need more public forum discussions and need all the information. Information has been poorly shared with the public	<p>Future planning</p> <p>Public input process</p> <p>Opposition to project</p> <p>Notification process</p>	<p>Williamson County is the 5th fastest growing County in the state of Texas and currently has 10,860 lots in development, which is 4,000 more than Travis County and 6,000 more than Hays County. In addition, there has been a 49% employment growth over the last 11 years due to new employers moving to the area. The Southeast Loop Study addresses the tremendous amount of growth and immediate transportation needs in the Hutto and Taylor areas. This study considers connections for east/west travel between SH 130 and FM 3349 and north/south travel to US 79 to accommodate for the growth.</p> <p>Thank you for your feedback regarding the sharing of information. We will implement changes for future County projects.</p>
28	Loveless, Josh & DeeDee	6/24/2019	Open House Comment Card	We moved to Hutto for it's small town family feel. To retire here in our home and raise grandchildren. Now this Loop is being presented and will ultitmy [sic] take my whole property. How can you expect people to want to move here when you are taking property from those who already live here. This is disrupting livelihoods and historic farms that have been here for generations. If this bond passes, we will be forced from our home that we love and will leave Hutto! Leave Hutto! Our business, our banking, our love for this town. Gone. This is not a great way to treat your fellow townsman.	<p>Opposition to project</p> <p>Impacts to property and heritage</p>	Williamson County does their best to minimize impacts to homeowners and businesses, as well as environmental factors; however, the County recognizes that there will be some impacts.
29	Mason, Daron	6/24/2019	Open House Comment Card	Hutto trail goes through our land at two points - Cotton Wood Creek & Brushy Creek. Like to know more about this.	<p>Impacts to property</p> <p>Request for follow-up</p>	Per the Williamson County Master Trail Plan, a trail is proposed along Brushy Creek and Cottonwood Creek; however, funding for these trails has not been identified nor a study completed on moving forward with these projects. For more information on County Parks projects, please visit http://www.wilco.org/parks .

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30	Melton, Mary Ann	6/24/2019	Open House Comment Card	1) On Jakes Hill Road, less expensive if you route property a little farther south - so you don't take the large property that is in the middle of construction right now - 2) Concerns about route through farmland. Route along property lines to avoid stranding sections of land making it more difficult or impossible to farm small segments - 3) Breaking up or destroying heritage farms - land that has been worked on by same family for generations - please go around such property 4) Please take into consideration homeowners where the road will run very close to their homes Please put in sound bar	Route suggestions Impacts to property and heritage Noise concerns	At the beginning of this project in 2017, Williamson County asked the community to draw route options on a map. Through engineering analysis and community feedback, routes were refined and eliminated. Williamson County does their best to minimize impacts to homeowners and businesses, as well as environmental factors; however, the County recognizes that there will be some impacts. Noise impacts will be analyzed and addressed during the design phase of the main lanes.
31	Peterson, Peggy	6/24/2019	Open House Comment Card	I own 19+ acres of which the rear portion (6 acres) of my property is being taken by the loop. The acquisition divides my property into two (2) parts. I will not be able to access the new north tract (2-3 acres). The total of usable property would be about 6 acres. Currently and for 20 years have had an Ag. exemption which I will lose & my property taxes will double. From map displayed 6/24/19 (open house) unable to determine how functional elements (barn, riding arena, home & loafing shed) will be impacted. Unknown if payment for acquisition includes just the section of land for road or will include north section that will become unusable. TOTALLY AGAINST THIS PROJECT! The comments above only scratch the surface and do not constitute the entire list of concerns or comments. Open house should have been structured to have a speaker discuss/inform by walking property owners through posters & explain the process and the fact this is a 10 lane highway.	Impacts to property and heritage Taxes Opposition to project Public input process	Williamson County does their best to minimize impacts to homeowners and businesses, as well as environmental factors; however, the County recognizes that there will be some impacts. Directly impacted property owners will engage in the right of way (ROW) acquisition process with Williamson County. The formal acquisition process involves independent appraisals and a negotiation process between the property owner and the County. Specific characteristics of each parcel are reviewed by an independent, licensed appraiser to determine the fair market value for each parcel along the proposed ROW. Any impact of the project on the remaining property after the acquisition and construction of the proposed road facility will also be reviewed. For properties that are split by the roadway, driveway access to remainder properties will be provided. Construction phasing has not yet been identified; however, the first phase of the project will be a two to three-lane road: one lane in each direction and potentially a center turn lane. Future phases of construction will include a second frontage road, which will create divided lanes for each direction, and mainlanes will be added if the County continues to grow and the need arises. As we move further into design, the County will share more detailed design information as it becomes available.
32	Randig, Juneva	6/24/2019	Open House Comment Card	Flooding on my land with 1.5 " of rain Too much western concrete	Flooding	Analysis of potential drainage improvements will also take place during the design phase and the County will consider the new Atlas 14 data, which takes into account the most current rainfall data.
33	Randig, Juneva	6/24/2019	Open House Comment Card	Hutto Flooding from West - Taxes in Williamson county are way too high - San francisco scenario in place - mortgage & taxes too high - People will leave - I hear this daily - Home prices will decrease below what they once - C.R. 101 - Total mess from no ditches being maintained by county & 18 wheelers -	Flooding Taxes Impacts to property Road conditions and maintenance	Analysis of potential drainage improvements will also take place during the design phase and the County will consider the new Atlas 14 data, which takes into account the most recent rainfall data. Williamson County is the 5th fastest growing County in the state of Texas and currently has 10,860 lots in development, which is 4,000 more than Travis County and 6,000 more than Hays County. In addition, there has been a 49% employment growth over the last 11 years due to new employers moving to the area. In the most recent Texas Comptroller information available, Williamson County's effective tax rate ranked #192 out of 254 counties in Texas, with #1 being the highest effective tax rate. (https://comptroller.texas.gov/taxes/property-tax/rates/) CR 101 between US 79 and Chandler Road has been annexed and is maintained by the City of Taylor. Reconstruction of CR 101 between Chandler Road and US 79 is expected to begin in early 2020 and will address the current condition of the road. Anticipated completion is late 2020.
34	Rinehart, Donna	6/24/2019	Open House Comment Card	Please consider using land on West Side of FM 3349 for road. Why take someone's home on the East Side. (or have a road at the front door!) Why is this road not going on FM 973 where land is already bought! Check it out!	Route suggestions	The right of way width varies but is evenly split along FM 3349. Williamson County does their best to minimize impacts to homeowners and businesses, as well as environmental factors; however, the County recognizes that there will be some impacts. FM 973 is a TxDOT facility. The County agrees that it should be widened and has requested that TxDOT move forward with a project to widen FM 973 from Taylor to US 290. The Southeast Loop would be in addition to those improvements.
35	Rinehart, Robert	6/24/2019	Open House Comment Card	Why would you not purchase land on the west side of FM 3349 to prevent homeowners on the east side to have a road at their front doorsteps!	Route suggestions Impacts to property	The right of way width varies but is evenly split along FM 3349. Williamson County does their best to minimize impacts to homeowners and businesses, as well as environmental factors; however, the County recognizes that there will be some impacts.

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36	Roberts, Jill	6/24/2019	Open House Comment Card	I wish there was another path that did not put it on top of people's houses and our neighborhoods. Im sure there is a better idea. Thank you	Impacts to property	At the beginning of this project in 2017, Williamson County asked the community to draw route options on a map. Through engineering analysis and community feedback, routes were refined and eliminated. The Southeast Loop Study considers connections for east/west travel between SH 130 and FM 3349 and north/south travel to US 79. This study will address the tremendous amount of growth and immediate transportation needs in the Hutto and Taylor areas. Over the last several months, the project team has gathered additional data and conducted further engineering analysis to select and refine this route concept. Next steps in the study include environmental analysis and fieldwork, which will take into account wildlife and flooding among other elements. Williamson County does their best to minimize impacts to homeowners and businesses, as well as environmental factors; however, the County recognizes that there will be some impacts.
37	Rocha, Anna	6/24/2019	Open House Comment Card	I'm concerned about impact to Santa Maria Cemetery at 1167 CR 137 Hutto. Currently very difficult and sometimes downright hazardous when there is a funeral. Traffic coming over Jake's Hill is coming at a very high rate of speed and its a blind spot so they are unaware that someone is attempting to turn into the cemetery. There are signs that have been installed over the last couple of years to alert traffic that there is a cemetery ahead. However this does not deter traffic from coming at a high rate of speed over Jakes Hill.	Impacts to cemetery Safety concerns	The Southeast Loop does not directly impact the Santa Maria Cemetery. Your comment regarding speeding on CR 137 will be passed on to the Sheriff's office.
38	Sanchez, Minerva	6/24/2019	Open House Comment Card	County plans for CR 101	Public input	Reconstruction of CR 101 between Chandler Road and US 79 is expected to begin in early 2020. Anticipated completion is late 2020. The project team will contact you to share more detailed plans.
39	Sherrill, Steve	6/24/2019	Open House Comment Card	Build it today without delay! -Include additional ROW for other infrastructure -Improvements - i.e. water, sewer, electric, communication -Plan for grade separation [sic] at existing intersections and proposed future planned roadway -Need to show other wilco future roadway plans & how ultimately all would be served -Should show City of Taylor on aerial so the bigger picture can be seen -Show School District Boundaries (Hutto & Taylor) and how it may benefit School Transportation -More information needed on how to get across railroad at HWY 29 [sic]. Grade separation? Flyovers, etc. -How will Hutto Mega Site & RCR Taylor Development play into the plans? -If I was City of Taylor [sic], I would be disappointed in not being included in the map and data.	Support for project Right of way Utilities Roadway configuration	There will be 20 feet of space between the proposed right of way line and the pavement to provide space for utilities and shared use path. The schematic design will show anticipated grade separations per future arterials shown on the Long-range Transportation Plan. Conceptual design for the overpass at the intersection of US 79 and FM 3349 is currently underway. Design of the overpass has just begun but a schematic will be available for the community upon completion. Hutto ISD currently completes 300 bus crossings daily of the railroad parallel to US 79. The overpass will enable buses to cross US 79 and the railroad tracks more easily. The County has been holding discussions with all affected property owners including the RCR Taylor site and the Hutto megasite.
40	Straughn, Lisa	6/24/2019	Open House Comment Card	My house is located right off the proposed corridor and I have several concerns. There are only two main entrances that feed off of county Rd 138 currently and the traffic leaving is Lakeside Estates can be very dangerous. How would this impact the traffic pattern and affect property values. I am also concerned about an increase in road noise. Please contact me to discuss.	Safety concerns Impacts to property Noise concerns Request for follow-up	Phase 1 design of the road is the next phase of the project and will include more details regarding any modifications to the exits and entrances at the Lakeside Estates neighborhood at CR 138. Noise impacts will be analyzed and addressed during the design phase of the main lanes. Phase 1 improvements will take into account traffic on CR 138. As we move further into design, the County will share more detailed design information as it becomes available. The first phase of the project will be a two to three-lane road: one lane in each direction and potentially a center turn lane, similar to the current configuration of CR 138.
41	Underwood, James A.	6/24/2019	Open House Comment Card	██████████ has propose a different route that makes better sence [sic]. His won't cut 1660 going parallel to the power lines going north to meet 132 were it can continue going north on 132 an make a right on 132 to meet 3349 & the intersection with 79. This way the area between City of Hutto on 3349 can develop with all the utilities needed. Especially water. Immediate attention has to be given to Mager Ln, CR 132 & CR 134 to connect to 1660 & TR 130 [sic] and this way serves the community and the next 5 yr. Going the way all the way to 3349 has to hapen [sic] bad in 15 yr. from now, not now.	Route suggestions Utilities Roadway configuration	The Southeast Loop is a County project, separate from the City of Hutto's proposed arterial road near CR 132. An arterial road is meant to deliver traffic from collector/local roads to larger roadway facilities like the Southeast Loop. Both roadways are needed to accommodate anticipated traffic growth.

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42	Williams, Dustin	6/24/2019	Open House Comment Card	Please send more information as it becomes available. We have not received any information to this point. -Very concerned about KEEPING our cul-de-sac, We purchased our home because the cul-de-sac was there. -Also concerned about future SOUND, there must be proper SOUND proofing from the new major road.	Notification process Impacts to property Noise concerns	Noise impacts will be analyzed and addressed during the design phase of the main lanes. The Estate Cove cul-de-sac is anticipated to remain intact (with no connection to the new roadway). The first phase of the project will be a two to three-lane road: one lane in each direction and potentially a center turn lane, similar to the current configuration of CR 138.
43	Winkelmann, Eric & Tammy	6/24/2019	Open House Comment Card	Specific information needed regarding 79 intersection, fly-over, 101 project * Property is located at 79/CR 101; homestead and business. We would appreciate being contacted as soon as engineer drawings are completed; showing specifically how SE Loop will connect to CR 101 on the North side of 79.	Roadway configuration Request for follow-up	Conceptual design for the overpass at the intersection of US 79 and FM 3349 is currently underway.
44	Bunch, Kaci	6/24/2019	Email	To whom it may concern, I would like to share my opinion on the proposed southeast bypass loop that will be voted on in November. The proposed loop cuts through Lakeside Estates neighborhood, which is the neighborhood in which my young family and I reside. We love our neighborhood: it's proximity to downtown Hutto, the ease of access to highways, the school districts and even our neighbors. We love our house. We love the memories of bringing home our first born child and our wedding anniversaries. My husband and I have always said the only negative to our neighborhood was no sidewalks. We both grew up in similar cozy neighborhoods, and looked forward to raising our family in a similar one-the one we moved in to. If this Southeast Loop passes, we will be a stones throw (literally, not figuratively) to a major highway. That means no bike rides, no family walks, no front porch sitting. It means excess traffic noise in our once quiet backyard. This neighborhood matters, our memories matter, and our HOMES matter. This highway is not the solution to traffic avoiding downtown Hutto. There has to be a better way than taking our homes and replacing it with highway. Hutto is better than that. Signed, Disgruntled (yet hopeful) Citizen	Impacts to property and heritage Traffic congestion Noise concerns	The Southeast Loop Study considers connections for east/west travel between SH 130 and FM 3349 and north/south travel to US 79. This study will address the tremendous amount of growth and immediate transportation needs in the Hutto and Taylor areas. Noise impacts will be analyzed and addressed during the design phase of the main lanes. Construction phasing has not yet been identified; however, the first phase of the project will be a two to three-lane road: one lane in each direction and potentially a center turn lane. The frontage road will stay similar to the current configuration of CR 138. Depending on funding sources for Phase 1 project, a shared use path may be included in the initial phase. The County does their best to minimize impacts to homeowners and businesses, as well as environmental factors; however, the County recognizes that there will be some impacts. The County understands this is a disruptive project for the community and is committed to working with property owners to ensure a smooth process.
45	Lorek, John	6/25/2019	Email	Is this correct? If it is and it passes during the election. We need \$350,000 to go back to the Cal Ripken Sr. Foundation to build another Ability Field. http://www.wilco.org/Portals/0/SoutheastLoop_Route_201906224.pdf?ver=2019-06-25-113424-390 And We will need \$180,000 to Rebuild the Playground at another location. CTX Ability Sports is Co-Owner with the Bridge Community Church (We get \$90,000 of the Playground Money Per attached Contract) [See attachments]	Impacts to property Request for follow-up	Thank you for your comment. To respect the property owner's privacy, please direct your questions to the property owner.

Commenter Number	Commenter Name	Date Received	Source	Comment	Comment Topic	Response
46	Straughn, Lisa	6/25/2019	Email	I attended the meeting last night to get information about plans for South East [sic] Loop. I live in Lakeside Estates. My house is the third house in this neighborhood on Little Lake Road. We have lived in this neighborhood for at least 10 years. There are only two exits from this neighborhood on to County Road 138. Two of my immediate neighbors are directly affected but my house is not in what they consider the purple zone. With the addition of new home access, the road that I live on has increased in volume of traffic. Traffic is becoming a HUGE concern through our neighborhood on the two roads. There is a neighborhood directly across 138 that will be affected also. My concern is this proposed loop will add to this traffic congestion. I need to know how traffic will be addressed to ensure safety of the neighborhoods directly affected. Please let me know. [REDACTED] mber is .	Impacts to property Traffic congestion	Phase 1 design of the road is the next phase of the project and will include more details regarding any modifications to the exits and entrances at the Lakeside Estates neighborhood at CR 138. Construction phasing has not yet been identified; however, the first phase of the project will be a two to three-lane road: one lane in each direction and potentially a center turn lane. Future phases of construction will include a second frontage road, which will create divided lanes for each direction, and mainlanes will be added if the County continues to grow and the need arises. As the project moves into the design phase, Williamson County will share more detailed information as it becomes available.
47	Gaines, Lavern	6/28/2019	Email	I am aware the Southeast Loop is coming, therefore, I all can do is collect as much information as possible so I can make the best decisions for my home ownership. -What is the last address on Dana Drive that is being considered for purchase? I am trying to figure out how close it is to my home. -A specific timeline now and after funding -A list of community partners supporting this development Requests: -An interactive map where I can input my address and it pulls specific information as it relates to my home. -Use clear simple language when communicating or writing print materials for homeowners. At the hearing last week I heard the phrase “right sized” which is planning and development language, and not used by everyday home owners. As a homeowner that was not right sized, the language kind of said they were right and we are on the wrong side. Of course this isn’t reality but it is a human perception. -Sound barrier wall -Sidewalks -Provide some kind of pest/snake control during construction to keep as many away from current homes -Easy access out of neighborhood Thank you for the opportunity to give input.	Impacts to property Right of way Public input process Noise concerns Sidewalks Construction impacts Project timeline Request for more information	For the most current map on the Southeast Loop, please visit the County's Southeast Loop webpage https://www.wilco.org/Departments/Infrastructure/County-Engineer-Road-and-Bridge/Corridor-Projects/Southeast-Loop . The last house directly impacted by the Southeast Loop is 105 Dana Dr., Hutto, TX 78634. Directly impacted property owners will engage in the right of way acquisition process with the County. Construction phasing has not yet been identified; however, the first phase of the project will be a two to three-lane road: one lane in each direction and potentially a center turn lane. Future phases of construction will include a second frontage road, which will create divided lanes for each direction, and mainlanes will be added if the County continues to grow and the need arises. Community leaders who have lent their support to the Southeast Loop Study include the Taylor Economic Development Corporation, the Williamson County Emergency Services District #3, the Taylor City Council, the Hutto Independent School District, and the Greater Taylor Chamber of Commerce. While there is no interactive map, the County is happy to meet you to discuss the study. Noise impacts will be analyzed and addressed during the design phase of the main lanes. Phase 1 design of the road is the next phase of the project and will include more details regarding any modifications to the exits and entrances at the Lakeside Estates neighborhood at CR 138. Phase 1 improvements will take into account traffic on CR 138. Depending on funding sources for Phase 1 project, a shared use path may be included in the initial phase. As the project moves into the design phase, Williamson County will work with the neighborhood to address concerns. Design of the road is the next phase of the project and will include more details regarding the exits and entrances at the Lakeside Estates neighborhood.

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48	Ribich, Cheryl	6/28/2019	Email	<p>We appreciate the opportunity to share our concerns over the Southeast Loop. The decision to connect our county road to Highway 79 is devastating to us. We realize that we can't stop growth but we're feeling a little picked on at this point. Valid concern for home values:</p> <p>Easing traffic issues on CR 138 is important but not if it means more noise, more accidents, and visible on/off ramps. We already have the toll in our face. How much more are we supposed to learn to live with?</p> <p>What we need:</p> <p>Sidewalks and bike lanes on both sides, red lights with sensors to keep traffic from backing up in any neighborhood, and sound barrier walls on BOTH sides of this road. It is absolutely not okay to put in this type of road, running through 2+ neighborhoods with out sound barrier walls. We hear the toll road all day, every day. Travis and Williamson county must work together to protect the homes values and quality of life of the hundreds of low to middle income families in these neighborhoods. The rent and home prices are so high in central Texas that we couldn't afford to move even if we wanted to.</p> <p>Share Timelines:</p> <p>It is important that residents are informed of timelines for every phase of this project. After all this is not just another road going in. This 100% affects our day to day lives in a very real way.</p> <p>These are not businesses you're disrupting. These are homes and families most of whom are barely getting by and just trying to hold to the only thing of real value they have. Help us to make this a positive experience in the end so we feel like we were heard and that you have done everything possible to protect our families and enhanced instead of destroyed our quality of life and home values.</p> <p>Thanks for listening.</p>	<p>Public input process</p> <p>Noise and safety concerns</p> <p>Impacts to property</p> <p>Bicycle and pedestrian accommodations</p> <p>Project timeline</p>	<p>Williamson County does their best to minimize impacts to homeowners and businesses, as well as environmental factors; however, the County recognizes that there will be some impacts. Noise impacts will be analyzed and addressed during the design phase of the main lanes. Phase 1 improvements will take into account traffic on CR 138. Depending on funding sources for Phase 1 project, a shared use path may be included in the initial phase.</p> <p>Construction phasing has not yet been identified; however, the first phase of the project will be a two to three-lane road: one lane in each direction and potentially a center turn lane. Future phases of construction will include a second frontage road, which will create divided lanes for each direction, and mainlanes will be added if the County continues to grow and the need arises.</p> <p>As the project moves into the design phase, Williamson County will work with the neighborhood to address concerns.</p>
49	Barnes, Bennie	7/2/2019	Email	<p>Wilco Team,</p> <p>I think the road project is a good idea and should be started as soon as possible. The traffic on Hwy79 is only going to get worse with all the new developments in the area, we need some relief and we need it fast.</p>	<p>Support for project</p> <p>Traffic congestion</p>	<p>Comment noted.</p>
50	Hammock, Elise	7/2/2019	Email	<p>To whom it may concern,</p> <p>We believe the proposed loop will greatly increase traffic that cuts through our subdivision (Lakeside Estates). Estate Dr in particular is a busy road already, people use it to cut between CR 138 & Chris Kelley Blvd. The subdivision roads that are used to cut through the subdivision have at least 5 school bus stops with NO sidewalks.</p> <p>We are concerned about the safety of the kids in our subdivision and with the increase in traffic and associated noise.</p> <p>We are not in favor of this loop and believe a loop between Toll 139 and IH 35 would be a better use of funds.</p>	<p>Traffic congestion</p> <p>Impacts to property</p> <p>Noise and safety concerns</p> <p>Opposition to project</p>	<p>Phase 1 design of the road is the next phase of the project and will include more details regarding any modifications to the exits and entrances at the Lakeside Estates neighborhood at CR 138. As we move further into design, the County will work with the neighborhood to address their concerns. Noise impacts will be analyzed and addressed during the design phase of the main lanes. As we move further into design, the County will share more detailed design information as it becomes available.</p> <p>Lakeside Estates is within the City of Hutto. Pedestrian Improvements within the subdivision would be provided by the City. Pedestrian Improvements on Kratz Lane and Estate Drive are on the City of Hutto's Mobility Master Plan (June 2018) as planned sidewalk improvements. Timeline for improvements will depend on funding and priorities. Recommend reaching out to the City of Hutto regarding additional information on projects in the City's Mobility Master Plan.</p> <p>The Southeast Loop Study considers connections for east/west travel between SH 130 and FM 3349 and north/south travel to US 79. This study will address the tremendous amount of growth and immediate transportation needs in the Hutto and Taylor areas.</p>
51	Louis, Kelly	7/2/2019	Email	<p>Hi, I would like updates and also does homes impacted also include those homes that will basically have this in our backyard?</p>	<p>Impacts to property</p> <p>Request for follow-up</p>	<p>For the most current map on the Southeast Loop, please visit the County's Southeast Loop webpage https://www.wilco.org/Departments/Infrastructure/County-Engineer-Road-and-Bridge/Corridor-Projects/Southeast-Loop.</p>

Commenter Number	Commenter Name	Date Received	Source	Comment	Comment Topic	Response
52	Perry, Tim	7/3/2019	Email	Hello, From what information has been provided it seems that this road is currently only going to be connecting up to TX-130. And since TX 130 is a toll road the majority of the traffic will be getting off at the nearest point to that connection before being forced onto the toll. Can you add a connection point to FM 685 as well as TX-130, FM 685 is much better suited to handle the increased traffic than CR 138.	Toll road Roadway configuration suggestions	Phase 1 improvements will take into account traffic on CR 138. As we move further into design, the County will share more detailed design information as it becomes available. The frontage roads of SH 130 in this area are also FM 685; FM 685 can be accessed by turning either north or south and utilizing the non-tolled frontage road.
53	Davies, Larry	7/4/2019	Email	Greetings: I attended the Community Meeting concerning the new loop. My wife and I own the house located at 107 Dana Dr. and understand, thru my neighbors, that the highway is planned to be NEXT to our home. However, the representatives for Williamson County, or their agents, were UNABLE to answer 3 (three) simple questions: 1. How close will the highway be to my house? 2. What will be the result of my home's value with a highway next to us, and is there some sort of compensation for the possible loss in value? 3. We bought in Hutto to escape the chaos and noises of Austin traffic and we are wondering what the noise of the highway will do to our peace and tranquility? I am disabled and we had hoped to be here for the the rest of our lives. We do NOT want to live next to a freeway because of the increased neighbor hood and highway traffic, increased noise, and the loss of our peace and quiet. We didn't buy on the corner because of these reasons. We are very concerned about our future, safety, and the dynamics of our neighborhood, and feel that TRUE transparency is mandatory for the success of this project. We would very much appreciate someone contacting us, by email or phone, for a meeting with ANSWERS, not runaround and gibberish with no definitive answers!! I feel we, as tax payers, have the right to know what's going on!	Public input process Impacts to property and heritage Roadway configuration Traffic Noise concerns Safety concerns Request for follow up	Williamson County does their best to minimize impacts to homeowners and businesses, as well as environmental factors; however, the County knows there will be some impacts. For the most current map on the Southeast Loop, please visit the County's Southeast Loop webpage https://www.wilco.org/Departments/Infrastructure/County-Engineer-Road-and-Bridge/Corridor-Projects/Southeast-Loop . The last house directly impacted by the Southeast Loop is 105 Dana Dr., Hutto, TX 78634. There will be 20 feet of space between the proposed right of way line and the pavement to provide space for utilities and shared use path. Directly impacted property owners who are interested in selling will engage in the right of way acquisition process with Williamson County. There is no compensation for those not directly impacted. Noise impacts will be analyzed and addressed during the design phase of the main lanes. Phase 1 improvements will take into account traffic on CR 138. Phase 1 design of the road is the next phase of the project and will include more details regarding any modifications to the exits and entrances at the Lakeside Estates neighborhood at CR 138. Construction phasing has not yet been identified; however, the first phase of the project will be a two to three-lane road: one lane in each direction and potentially a center turn lane.

Commenter Number	Commenter Name	Date Received	Source	Comment	Comment Topic	Response
54	Bonnet, Theresa	7/5/2019	Email	<p>Hello my name is Theresa Bonnet, my address is [REDACTED], off of County Road 138. Our land dead ends against StarMark Dog Academy's land and will be highly effected by this project coming in. The future of wanting to retire in our home of over 36 years, is now in jeopardy. The main issue/concern our family has is that this road is only a few yards from our property line which, in turn, now posses a major safety threat to our family, our animals and property!!! The only barricade that is keeping a motor vehicle from entering our property is a barbed wire fence. My grandson and animals play on the other side of this fence during the day. My concern with this project, coming in so close to my family and our home/land, without any type of safety barrier, could be the potential tragic loss of our grandson, other family members/friends, animals, as well as, damage to our property.</p> <p>Our other concern is the noise and car pollution that this project would bring. If in the future, we decide to sell our home, this would be virtually impossible or undesirable to anyone wanting to buy our home. We also have so much wildlife that is going to be effected by this project as well.</p> <p>Our case should be an exception, due to the safety hazards that this project presents. I have seen some of these exceptions being met, where the County has put up safety/sound barrier walls in peoples back yards. This would keep the County in good standings with the community. Also, the fact that it was mentioned that the Commissioner wants to make everything right, and everyone as happy as possible, a safety/sound barrier placed along our property line, provided by the County, would be a step in the right direction to keeping your constituents safe and happy.</p> <p>Please keep in mind that this is not just about appearance or convenience but more of a potential disaster that hopefully can be avoided by simply adding a safety barrier. Also, something to consider, would anyone working on the Southeast Loop project be content or have the same concerns that are about to be presented to me and my family.</p> <p>Thank you for your time!</p>	<p>Impacts to property</p> <p>Safety concerns</p> <p>Noise concerns</p> <p>Environmental impacts</p>	<p>Noise impacts will be analyzed and addressed during the design phase of the main lanes.</p> <p>There will be 20 feet of space between the proposed right of way line and the pavement to provide space for utilities and shared use path.</p> <p>Williamson County recognizes that this is a disruptive project for the community and is committed to working with property owners to ensure a smooth process.</p>
55	Bennett, Rachel	7/7/2019	Email	<p>Hello,</p> <p>I live in Lakeside Estates and would like to know what the plan is for the entrance to our neighborhood. It looks like the first few homes from the front of our neighborhood will be taken. Is there a plan to reconstruct a fence and entrances as nice or nicer to what we currently have?</p> <p>At what point will we know if this plan has been approved?</p>	<p>Impacts to property</p> <p>Project timeline</p>	<p>Phase 1 design of the road is the next phase of the project and will include more details regarding any modifications to the exits and entrances at the Lakeside Estates neighborhood at CR 138. As we move further into design, the County will share more detailed design information as it becomes available.</p> <p>Fieldwork and environmental work in addition to further refinement on the Southeast Loop route concept is expected to take place throughout the rest of the year. Once the route concept is finalized, the Commissioners Court will vote to approve the route and move forward with design, the next phase of the project. We expect the route to be finalized by the end of the year or early 2020.</p>
56	Bennett, Rachel	7/7/2019	Email	<p>Also, what will be done to make sure there isn't a bottleneck at this intersection with 130? It already takes me 20-25 minutes to get out of Lakeside Estates and through the light at Gattis School and 685/130 frontage on a busy day. What is the plan to make sure traffic flows smoothly and we aren't completely backed up?</p>	<p>Traffic congestion</p>	<p>Phase 1 design of the road is the next phase of the project and will include more details regarding any modifications to the exits and entrances at the Lakeside Estates neighborhood at CR 138. Phase 1 improvements will take into account traffic on CR 138. Construction phasing has not yet been identified; however, the first phase of the project will be a two to three-lane road: one lane in each direction and potentially a center turn lane. Future phases of construction will include a second frontage road, which will create divided lanes for each direction, and mainlanes will be added if the County continues to grow and the need arises.</p> <p>As we move further into design, the County will share more detailed design information as it becomes available.</p>

Commenter Number	Commenter Name	Date Received	Source	Comment	Comment Topic	Response
57	Naivar, Clint	7/7/2019	Email	<p>The southeast loop isn't for the good of transportation it's proposed for the benefit of build out or development. This is obvious due to the fact in the bond proposal for November, Hutto wants taxpayers to pay for an over or underpass at cr 134 or close to cr 132 and hwy 79.</p> <p>If this loop was for transportation purposes the it would tie into this overpass to cross hwy 79.</p> <p>Also, with the route on 3349, why doesn't the county use the existing ROW of 3349 and expand to the west? There would be no homes destroyed and less land owners to have to negotiate with.</p> <p>The conflict of interest that the county commissioner has regarding his real estate interest and ties to the properties that this loop would service is proof that this project is supported so that select individuals can make thousands of dollars and the remaining land owners that are stewards to this rich farm land are left to be chased and their land ruined due to developers.</p>	<p>Funding</p> <p>Taxes</p> <p>Route suggestions</p> <p>Right of way</p> <p>Impacts to property</p>	<p>Williamson County is the 5th fastest growing County in the state of Texas and currently has 10,860 lots in development, which is 4,000 more than Travis County and 6,000 more than Hays County. In addition, there has been a 49% employment growth over the last 11 years due to new employers moving to the area.</p> <p>The Southeast Loop is a Williamson County project separate from the proposed City of Hutto arterial road project near CR 132. An arterial road is meant to deliver traffic from collector/local roads to larger roadway facilities like the Southeast Loop. Both projects are needed to address the growth and provide safe crossings of the railroad tracks.</p> <p>The overpass at the intersection of US 79 and FM 3349 is a separate County project; Design of the overpass has just begun, but a schematic will be available for the community to review upon completion and the next phase of the Southeast Loop Study will take it into consideration when designing the route. The right of way width varies but is evenly split along FM 3349. In addition, the County is also supporting the City of Hutto arterial project from CR 134, which would cost approximately \$81 million.</p> <p>Commissioner Boles has previously worked and continues to work in commercial real estate. He has asked the County's attorney if there are any conflicts of interest and they have concluded that there are none in regard to the Southeast Loop Study.</p>
58	Walker, Candy & Steve	7/7/2019	Email	<p>Comments:</p> <p>1. A 3 lane highway may be justified, but a 10 lane highway is grossly unjustified and a waste of tax payers money.</p> <p>2. We were not notified about the loop personally effecting us and our home until after receiving a notice the beginning of June. Although it has been implied we had prior knowledge.</p>	<p>Opposition to project</p> <p>Notification process</p>	<p>The Southeast Loop is expected to be built in phases as additional lanes are needed and as funding allows. The first phase of the project will be a two to three-lane road: one lane in each direction and potentially a center turn lane. Future phases of construction will include a second frontage road, which will create divided lanes for each direction, and mainlanes will be added if the County continues to grow and the need arises. During the past decade, Williamson County has budgeted through bonds and their general budget to purchase right of way (ROW) and build roads across the County to address growth. The County is being fiscally responsible by planning ahead and buying ROW before major development occurs.</p> <p>The County began outreach to directly impacted property owners in late May/early June 2019. Impacted property owners should have received a letter in the mail with information about setting up an individual meeting with the project team. If your property is directly impacted, but you have not had a chance to meet with the project team please email roads@wilco.org to schedule that.</p>
59	Dolan, Terry	7/8/2019	Email	<p>The proposed route is probably the "least of all evils" if a road has to be done. It allows the farmers and local population to continue to use existing roads during and after construction of the new road and have access to properties without traveling on a controlled access facility. Would suggest making the future phase be an overpass at FM3349 so that FM3349 flows smoothly from US79 to FM1660 and perhaps the same thing where the future phase crosses FM1660.</p> <p>Thanks for the opportunity to give input.</p>	<p>Support for project</p> <p>Roadway configuration</p> <p>Route suggestions</p> <p>Public input process</p>	<p>Comment noted.</p>

Commenter Number	Commenter Name	Date Received	Source	Comment	Comment Topic	Response
60	Fowler, Mike	7/8/2019	Email	<p>Dear roads@wilco; County Judge Gravell & Commissioners Boles, Cook, Long and Covey along with other concerned parties:</p> <p>As disclosure: I am a licensed Texas Real Estate Broker, former Mayor of the City of Hutto and friend of Williamson County. I am representing part of the Gola families on the sale of @85 acres of their land. Additionally, I have had numerous discussions with Commissioner Russ Boles, Mayor Brandt Rydell and Mayor Doug Gaul about the need for a better route for the Southeast Loop and am not representing any of these elected officials or their respective governmental entities on the Proposed Southeast Loop.</p> <p>Please strongly reconsider the re-routing of a portion of the Proposed Southeast Loop to better serve Williamson County, the City of Hutto and the City of Taylor.</p> <p>- The bad news is that this much needed transportation improvement project unfortunately does not best serve the mobility or community needs of this area.</p> <p>- The good news is that with some basic adjustments and rerouting this proposed project would better serve all governmental entities above and thus the citizens of Williamson County and others who ultimately will pay for and utilize these improvements</p> <p>Concerns: having driven as close to possible this proposed route well over twenty times, gotten out of my vehicle to view specific areas, studied County Road maps, utilized Google Earth and other mapping applications; considered the deep history of the area and especially the Shiloh crossing at Brushy Creek and the desire of residents of Norman’s Crossing not to have the Southeast Loop close to their community, consideration of the 345Kv transmission line route/usage as well as know major proposed developments and economic development impact in the area including the @450 acre City of Hutto megasite, the @650 acre City of Taylor, the City of Hutto Perfect Game Project with CR 132/City of Hutto proposed overpass and road improvements along with the SE Loop impact on the historic Downtown District and the CO-OP Project by MA Partners, I know that this project can be better planned.</p> <p>Solutions: specifically, I propose routing the Southeast Loop with a beginning point after the crossing of Brushy Creek near CR139 (just east and north of the Lookout Subdivision and the Black Shiloh Cemetery), staying east of the Shiloh-McCutcheon Cemetery and generally proceeding north east on the Wallin properties to the middle of the Gola and Bigon properties then following to the immediate west of the 345Kv transmission lines to the north thus avoiding the houses along CR134 and further distancing the Loop from Norman’s Crossing. The City of Hutto has a proposed CR132 overpass and road improvement project in conjunction with Perfect Game and this could be a successfully coordinated effort between the City of Hutto and Williamson County. At an appropriate point the Southeast Loop would curve to the east and either bisect or parallel the City of Hutto @450 acre megasite at which point it would cross FM3349 and either bisect or parrallel the City of Taylor @650 acre megasite before terminating at a redesigned US79 overpass or tie in to the US79 Taylor Loop. As a planned economic development success element of both megasites, it is further recommended that both the City of Taylor and the City of Hutto both work with Union Pacific Railroad and TxDOT to allow for RR spur service to both megasites. The Southeast Loop should be a combined and well coordinated project between Williamson County, the City of Hutto, the City of Taylor and the State of Texas.</p> <p>I will be pleased to meet with anyone who wishes to discuss a better Southeast</p>	Public input process Roadway configuration suggestions	Comment noted.

Committer Number	Committer Name	Date Received	Source	Comment	Comment Topic	Response
				<p>loop within Precinct 4 of Williamson County. Let's make this a WIN-WIN-WIN proposition for everyone.</p> <p>Please share this information as you see appropriate.</p> <p>With appreciation and thanks,</p>		
61	Garry, Buz	7/8/2019	Email	<p>At the County's bond proposal meeting in Taylor, the City of Hutto made a presentation in which it represented that it was committed to a city-financed overpass over U.S. 79 at a position between the current developed community and the Covert dealerships. It requested that the county include bond funding to incorporate this overpass into a road network that would include a rerouting of FM 1660 south of U.S. 79 to bypass Hutto to the east, and to connect it to Limmer Loop and existing FM 1660 somewhere north of Hutto.</p> <p>I would suggest that it makes sense for the Southeast Loop plan to incorporate this route design, giving Hutto the east bypass it wants and providing the desired reconfiguration of FM 1660, all while minimizing the impact on agricultural lands to the east of the currently developed Hutto municipality.</p> <p>Such a route would have the beneficial effects of:</p> <ol style="list-style-type: none"> 1.Limiting to one the need for expensive and (during construction) disruptive construction of overpass interchanges on U.S. 79. Two such currently proposed interchanges could be consolidated. 2. Combining a workable Southeast Loop with the realignment of FM 1660 that the City of Hutto both wants and needs 3.Minimizing, to the the greatest extent possible, the disruption and destruction of valuable agricultural lands between Taylor and Hutto. 	<p>Funding</p> <p>Route suggestions</p> <p>Impacts to property</p>	<p>The Southeast Loop is a Williamson County project separate from the proposed City of Hutto arterial road project near CR 132. An arterial road is meant to deliver traffic from collector/local roads to larger roadway facilities like the Southeast Loop. Both projects are needed to address the growth and provide a safe crossing of the railroad tracks.</p> <p>Design of the overpass at the intersection of US 79 and FM 3349 has just begun, but a schematic will be available for the community to review upon completion and the next phase of the Southeast Loop Study will take it into consideration when designing the route. The County is also supporting the City of Hutto arterial project from CR 134, which would cost approximately \$81 million.</p>
62	Garry, Susan	7/8/2019	Email	<p>Regarding the previous Williamson County plan that included the Corridor that would have gone all the way to Hwy. 95 and possibly beyond, it is an improvement that this Corridor has been taken out of the plan. I hope that it is gone for good and will not be reinstated in the future.</p> <p>It seems that the proposed Southeast Loop comes too far east out into the valuable agricultural area of Southeast Williamson County. I would ask that it be placed farther west, closer to the urban area of Hutto, possibly to hook into the overpass over Hwy. 79 that Hutto already wants to build.</p> <p>This southeastern part of the county contains homes and farms that have been in the same families for generations. A new wide road is not needed here. The residents are able to get around on the existing roads, especially if they are well maintained. Building this new partial loop where it is shown on the map would be a force for forced urbanization, encouraging the destruction of prime farmland by developments that would follow the construction of the road, but might not have been constructed otherwise.</p> <p>Thank you for this latest revision of the road plan, which is better than the previous one. I would just ask that you please consider if the partial loop can be moved even farther away from a valuable agricultural area.</p>	<p>Route suggestions</p> <p>Impacts to property and heritage</p>	<p>The Southeast Loop is a Williamson County project separate from the proposed City of Hutto arterial road project near CR 132. Both projects are needed to address the growth and provide a safe crossing of the railroad tracks. The County is also supporting the City of Hutto arterial project from CR 134, which would cost approximately \$81 million.</p> <p>Design of the overpass at the intersection of US 79 and FM 3349 has just begun, but a schematic will be available for the community to review upon completion and the next phase of the Southeast Loop Study will take it into consideration when designing the route.</p> <p>Williamson County does their best to minimize impacts to homeowners and businesses, as well as environmental factors; however, the County recognizes that there will be some impacts.</p> <p>Williamson County is the 5th fastest growing County in the state of Texas and currently has 10,860 lots in development, which is 4,000 more than Travis County and 6,000 more than Hays County. In addition, there has been a 49% employment growth over the last 11 years due to new employers moving to the area.</p>

Committer Number	Committer Name	Date Received	Source	Comment	Comment Topic	Response
63	Byrd, John	7/9/2019	Email	<p>Comments:</p> <p>1. I would prefer that the route follow FM 3349 as there is already some easement space and it seems to make sense to follow the existing corridor using CR 101 and FM 3349.</p> <p>2. I am concerned about increased traffic on CR 404 and traffic speed. We already have seen increased traffic in the past 5 years and hardly anyone obeys the speed limit. We routinely see traffic going 50-70 mph by our house. It is dangerous to be near the roadside. Increased law enforcement would be welcomed!</p>	<p>Route suggestions</p> <p>Traffic congestion</p> <p>Safety concerns</p>	<p>The Southeast Loop runs along FM 3349 and the right of way width varies but is evenly split along by FM 3349.</p> <p>Your comment regarding speeding on CR 404 has been passed on to the Sheriff's office.</p>
64	Cervenka, Cindy	7/9/2019	Email	<p>Let me preface this by saying I have attended the Wilco public meetings on the A1, E1, the combination of those corridors, and now the newly named Southeast Loop. Wilco has been suspiciously quiet for 2018. Meetings that were scheduled with the public were canceled with the comment there would be more to come. We knew you were working on something so I suppose this was it. We've gone from Bob Daigh frequently stating the corridors were needed to "move people and goods through the county" to Commissioner Russ Boles introducing this "rightsized" project to "enhance safety and mobility in eastern Williamson County", in the Williamson County Public Information Office Media Release dated May 29, 2019. In that same media release, Commissioner Boles states, "Through listening to farmers, property owners, neighborhood leaders, elected officials, and leaders in education, I have rightsized the Southeast Loop Study to better address the current needs of eastern Williamson County; I am looking forward to the results as we continue to plan for the future." And here is where the public has been misled. This statement indicates that NEW discussions have been held with the farmers; discussions held after Russ Boles came into office. At the Wilco public meeting I asked who these farmers were. After some delay, while the correct personnel were summoned, I was surprised to learn that the farmers referred to in that statement were the ag-related persons who had made comments at the previous Public information meetings for Corridors A1, E1, and A2. Those meetings took place before Mr. Boles was elected. The employees also stated Farm Bureau had been involved. I believe they issued a statement of NON-Support. This road is very different from the E1 and A1. So don't be fooled into thinking that any of your constituents are as supportive as you claim. I agree that Williamson County is growing, although I would guess that a large percentage of that growth is not in the eastern part of the county. If you want to prove this particular route is needed, then your studies should include only this area. We are a rural area. The land is a precious commodity that should be protected and preserved. That's what the farmers I know would tell you. Let us continue to farm. Any road of this magnitude will forever affect our farming ability even if we aren't right in the path. We have environmental concerns. A road north of my farm will most certainly create flooding in my direction. I question this route in its entirety and have to wonder whose pockets are being lined. Are their proposed developments along this "rightsized" route that past or present city or county officials, past or present county commissioners, or their heirs and assigns would benefit from? It makes you wonder. Any possibilty of profiting in this manner is all kind of shady. If you want to stand out and leave a legacy for the county and in particular eastern Williamson County do something different. Stand up for the farmers and ranchers. Preserve and protect these limited natural resources. Think outside the box. Do the right thing. This Southeast Loop is not the right thing.</p>	<p>Public input process</p> <p>Planning process</p> <p>Opposition to project</p>	<p>At the beginning of this project in 2017, Williamson County asked the community to draw route options on a map. Through engineering analysis and community feedback, routes were refined and eliminated.</p> <p>Williamson County is the 5th fastest growing County in the state of Texas and currently has 10,860 lots in development, which is 4,000 more than Travis County and 6,000 more than Hays County. In addition, there has been a 49% employment growth over the last 11 years due to new employers moving to the area. In terms of the eastern part of the County, the Siena development off of CR 110 had 2 lots until 2012. In 2018, there were 916 lots and over 3,000 more are planned.</p> <p>Analysis of potential drainage improvements will take place during the design phase and the County will consider the new Atlas 14 data, which takes into account the most current rainfall data.</p>

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65	Baran, Matthew	7/9/2019	Email	To whom it may concern: As a Taylor resident, I am not in favor of the planned roadway that will empty traffic onto 79. I strongly urge that FM 973 be upgraded to divided 4 lane status ASAP. The traffic relief will be noticed immediately upon completion. Land is completely available for this project.	Opposition to project FM 973 Traffic congestion	FM 973 is a TxDOT facility. The County agrees that it should be widened and has requested that TxDOT move forward with a project to widen FM 973 from Taylor to US 290. The Southeast Loop would be in addition to those improvements.
66	Black, Kim	7/9/2019	Email	This email is in regards to the above subject of the southeast loop. I do not want this loop and I live in Taylor. Just fix FM 973, only because you already asked for those funds - so please use them for that purpose. It is the most used route by my family, and friends here in town, to get to Austin. Don't create more flooding where we already have that issue. We have to live with crappy roads in our town, and that's insult enough.	Opposition to project Funding Flooding Road conditions and maintenance	FM 973 is a TxDOT facility. The County agrees that it should be widened and has requested that TxDOT move forward with a project to widen FM 973 from Taylor to US 290. The Southeast Loop would be in addition to those improvements. Analysis of potential drainage improvements will take place during the design phase and the County will consider the new Atlas 14 data, which takes into account the most recent rainfall data.
67	Druesdow, Gordon	7/9/2019	Email	Williamson County has passed bonds for roads already and have yet to spend any of it on what they said it was for. Now the county wanting to divert that bond money from 2013 to go towards this proposed road? spend the money we as taxpayers already approved of on projects they promised! improve and expand FM 973 if the county want a better and safer route to Austin for Taylor residents. They took the right of way for widening that road many, many years ago and haven't done anything with it! 973 is my daily route back and forth from my home in Taylor . I am not ok with them taking people's homes, land and jobs by eminent domain!	Funding FM 973 Route suggestions Impacts to property	FM 973 is a TxDOT facility. The County agrees that it should be widened and has requested that TxDOT move forward with a project to widen FM 973 from Taylor to US 290. The Southeast Loop would be in addition to those improvements. Williamson County has completed over 160 projects and constructed over 550 lane-miles of roadway through the Road Bond Program. No 2013 bond money has been diverted to the Southeast Loop.
68	Durham, Linda	7/9/2019	Email	<p>I am a resident at [REDACTED] and am directly impacted by this proposed UNNEEDED road</p> <p>Hwy 79 is a perfectly acceptable east/west route to the toll road or 95</p> <p>If people are complaining about the lights on 79 why does Hutto continue to allow development, that requires lights DIRECTLY on 79? Their newest development is going to add another light</p> <p>I travel 973 everyday and have no problems getting into Austin. I travel about 32 miles a day, each way WILLINGLY in order to live where I do. I made the choice almost 5 years ago to move from Cedar Park to my current location, knowing full well the impact of my location on things like shopping, entertainment, convenience stores and commute times. I did it because i wanted the peace quiet and SPACE from the hustle and bustle.</p> <p>Now you're wanting to bring the hustle and bustle to my front door</p> <p>No thank you.</p> <p>Linda and Perry Durham [REDACTED]</p> <p>Williamson county voters and residents since 1986</p> <p>Please contact me as we are "directly affected" and have not spoken to anyone at Williamson County regarding this PROPOSED road</p>	Impacts to property Traffic signals Request for follow-up	<p>Williamson County is the 5th fastest growing County in the state of Texas and currently has 10,860 lots in development, which is 4,000 more than Travis County and 6,000 more than Hays County. In addition, there has been a 49% employment growth over the last 11 years due to new employers moving to the area. The Southeast Loop Study addresses the tremendous amount of growth and immediate transportation needs in the Hutto and Taylor areas. This study considers connections for east/west travel between SH 130 and FM 3349 and north/south travel to US 79 to accommodate for the growth.</p> <p>In Texas, counties do not have zoning authority. Only cities can zone within their city limits. Next steps include environmental analysis and fieldwork, which will take into account wildlife and flooding among other elements.</p> <p>Upon checking our list of directly impacted property owners, [REDACTED] is not listed; however, the County does recognize that the community will be affected by this route and are happy to meet with you to discuss the project.</p>

Commenter Number	Commenter Name	Date Received	Source	Comment	Comment Topic	Response
69	Grace, Bev & Craig	7/9/2019	Email	<p>The proposed SE loop is like Austin's Mopac, it will dump traffic on 79, it's not a loop. It is another exit from the toll 130 that will take out at least 9 homes right at 130 and CR 138 (the proposed start of this "loop") then cut across a church's activity field and proceed across to FM 3349 where they will take right of way from people's front yards (one of them being a pecan orchard) as well as completely wipe out a home where it will dump more traffic onto HWY 79 between Hutto and Taylor. The current route planned for this road will take people's land and homes against their will (eminent domain) when there are willing sellers just a few miles farther west. Why don't they negotiate with those willing sellers?</p> <p>Williamson County has passed bonds for roads already and have yet to spend any of it on what was authorized for and divert 2013 bond money toward SE Loop. They need to spend the money we as taxpayers already approved of on projects they promised! Improve and expand FM 973 if they want a better and safer route to Austin for Taylor residents. Plus FM 1431 to Round Rock needs expansion especially with the new Valero site and the estimated 200 trucks per day from that site alone. They took the right of way for widening both roads many, many years ago and have not acted to expand except on 1431 now where new subdivisions are going in. Why not finish all of 1431?</p> <p>We do not approve this proposed Southeast Loop.</p>	<p>Impacts to property</p> <p>Traffic congestion</p> <p>Funding</p> <p>FM 973</p> <p>Future planning and growth</p> <p>Opposition to project</p>	<p>The Southeast Loop Study considers connections for east/west travel between SH 130 and FM 3349 and north/south travel to US 79. This study will address the tremendous amount of growth and immediate transportation needs in the Hutto and Taylor areas.</p> <p>Williamson County does their best to minimize impacts to homeowners and businesses, as well as environmental factors; however, the County recognizes that there will be some impacts.</p> <p>A list of previous Road Bond projects with the current status can be found on http://roadbond.wilco.org/.</p> <p>FM 973 is a TxDOT facility. The County agrees that it should be widened and has requested that TxDOT move forward with a project to widen FM 973 from Taylor to US 290. The Southeast Loop would be in addition to those improvements.</p> <p>Williamson County has completed over 160 projects and constructed over 550 lane-miles of roadway through the Road Bond Program. No 2013 bond money has been diverted to the Southeast Loop.</p> <p>Design in underway for the expansion of University Boulevard to a 4-lane roadway from FM 1460 to SH 130. This project will be constructed through a partnership between Williamson County and the City of Round Rock.</p>
70	Horton Keys, Tammy	7/9/2019	Email	<p>We are against the Southeast Loop plan. Aside from it being nothing more than a land grab, it does not follow the TX Constitution. Basically what we would be paying for the upgrade of property for contractors to come in put in subdivisions and make money off of. This isn't what Eminent Domain is supposed to be used for. It's also not for population growth or for taxing.</p> <p>You have passed bonds before and we have yet to see the results. Our towns roads are some of the worst in the county (I hear that from visitors) and yet we are taxed the highest in the county. Where is the money going? Murphy park was supposed to be a flood reservoir, when was the last time it was dredged? I understand you were not able to wade across it when it was built, but hasn't had upkeep and you sure can now. Where's the money going?</p> <p>I certainly hope the people wake up and understand how they are being taken for a financial ride on a very bumpy street they paid for many times over.</p>	<p>Opposition to project</p> <p>Taxes</p> <p>Funding</p>	<p>Williamson County is the 5th fastest growing County in the state of Texas and currently has 10,860 lots in development, which is 4,000 more than Travis County and 6,000 more than Hays County. In addition, there has been a 49% employment growth over the last 11 years due to new employers moving to the area.</p> <p>A list of previous Road Bond projects with the current status can be found on http://roadbond.wilco.org/.</p> <p>Murphy Park is a City of Taylor park maintained by the City. City streets are also maintained by the City. County road bonds cannot be used to maintain city streets, but have funded several projects in the Taylor area including widening and reconstruction of 2nd Street and drainage improvements along 2nd Street.</p> <p>Williamson County has completed over 160 projects and constructed over 550 lane-miles of roadway through the Road Bond Program. No 2013 bond money has been diverted to the Southeast Loop.</p>

Commenter Number	Commenter Name	Date Received	Source	Comment	Comment Topic	Response
71	Hosek, Kelley	7/9/2019	Email	<p>Dear Sir or Madam,</p> <p>I would like to express my deep dissatisfaction with the proposed road currently slated for southeastern Williamson County along County Road 138, the proposed Southeast Loop. Your plan does nothing to alleviate the already-congested intersection of CR 138 and SH 130. Relieving current congestion should take priority over a proposed road to nowhere that some land speculator thinks will be a boon to the local economy.</p> <p>Do not call this a "loop". A loop is what San Antonio has in 410 or Houston has with 610 or Beltway 8. A loop is a closed figure where the beginning and the end of the line overlap at some point. This is not even a spur road because it doesn't go to any place. Call this what it is: bypass. You are trying to bypass the main commercial area of Hutto. Shame on you for hijacking our city's tax base.</p> <p>Now, why would you put a bypass in that area of Hutto? How much time do you save? A minute? Where are you going? If you are looking to accommodate the imagined little league baseball fans that will flock to your new sports complex, they would be better-suited to take SH 130 to US 79. Why don't you develop that? Make US 79 more like SH 71 through Bastrop. THAT would be a MUCH better use of my tax dollars for transportation. Keep these travelers in the commercial corridor. Make money for the city and the businesses that line the highway.</p> <p>Your road collides three times with the 100-year floodplain, according to the map you provided. What does this mean for future development? As we saw after Hurricane Harvey in Houston, building in the floodplain does not yield good results for those in the floodplain itself, nor for those who were properly platted outside the floodplain. How can we be sure that our neighbors will not experience the same fate as the folks in Taylor where there were flooding concerns, brought on by development, just this spring? This may not seem like a big deal to you; maybe you don't have to buy flood insurance. But folks need to know that your construction will alter the way water flows across this area, and if they choose to build a business or a residential development, they may not be able to afford to insure it. And then comes the rain...</p> <p>We need better transportation options in the region. This proposed road is not a solution, but just another part of the problem. If you want to improve mobility, how about making some of these county roads into parkways, similar to the newly opened section of road that connects Limmer Loop to FM 1431? BUT, you have to add bicycle and pedestrian access to all future roads. Connect these parkways to the park trail that is developing in this region--hey, now THERE'S a concept! Make it easier for families and kids to bike around this area. Take a bike to the library! Take a bike to the shopping centers! It would make the whole area more attractive to folks who want to live in the region, increasing tax revenue from all the homes and apartments that would be built. Connect the trails to hotel sites, add rental bikes and scooters, so that visitors could take a trip to the park--let Hutto get a piece of the scooter/bike pie.</p> <p>Most importantly, however, you must solve the traffic problem at CR 138/Gattis School Road and SH 130. DO NOT let anyone EVER AGAIN build an overpass/underpass/flyover without building the U-turns/flyovers in all applicable directions at the time of the original build. Don't buy into the whine that it costs too much now; it will cost EVEN MORE in the future, when traffic proves the necessity of these U-turns and flyovers--just look at US 183 and IH 35. Perhaps having a well-planned road with already-built U-turns could have solved some of the headaches we have in the CR 138/Gattis School Road intersection right now. How many accidents have to happen there before we see a change?</p>	<p>Opposition to project</p> <p>Traffic congestion</p> <p>Route suggestions</p> <p>Flooding</p> <p>Bicycle and pedestrian accommodations</p> <p>Noise concerns</p> <p>Roadway configuration</p>	<p>Thank you for your comments.</p> <p>Analysis of potential drainage improvements will also take place during the design phase and the County will consider the new Atlas 14 data, which takes into account the most current rainfall data.</p> <p>Noise impacts will be analyzed and addressed during the design phase of the mainlanes. Phase 1 improvements will take into account traffic on CR 138. The Southeast Loop will include a shared use path for bicycle and pedestrian access.</p> <p>Your suggestions on other road improvements have been forwarded to the County engineer.</p>

Committer Number	Committer Name	Date Received	Source	Comment	Comment Topic	Response
				<p>Do something about the existing traffic on westbound CR 138, especially on weekday mornings. Re-arrange the traffic patterns to allow a double-lane left turn from CR 138 westbound to SH 130 southbound. Build a south-to-north U-turn over SH 130 to ease the traffic for folks who have shopped at the HEB complex. Make CR 138 more of a parkway, like Gattis School Road, all the way to CR 137. Put up sound-dampening walls along the way, especially for neighborhoods where you will condemn the property. Make CR 137 into a parkway from CR 138 to FM 1660.</p> <p>This proposed Southeast Loop Bypass is poorly thought-out. Please go back to the drawing board and try again. Consider more than the parcels up on US 79 where there is nothing. Consider adding to the vibrancy of the entire city of Hutto. And more importantly, consider solving current traffic congestion now.</p>		
72	Hosek, Larry	7/9/2019	Email	<p>To Whom It May Concern,</p> <p>I live at [REDACTED], in the Lakeside Estates subdivision. The proposed highway will take out the first several houses at the beginning of my street. While it seems inevitable that this road will be built I would like to make a few suggestions.</p> <p>- The current traffic on CR1'38 as it intersects SH 130 is getting out of control. Especially during AM & PM rush hour it is becoming more and more congested and dangerous. During the school year, in the morning, the traffic backs up into our neighborhood. I would like to suggest a double-lane left turn so more cars could turn during each light cycle. Or at the least make the second land an optional left turn (as many are already doing that anyway). I would suggest something be done about this immediately, as once school starts the problem will become much worse.</p> <p>- For the proposed road, I hope it will actually alleviate traffic. I'm not sure it will since it seems to bypass most of the locations where the current traffic is coming from. The intersection where it dead-ends into HWY79 no one lives. Most of the current traffic is coming from Hutto and not Taylor. I'm aware that most roads are built by and for developers and development. It seems more about future development then fixing current traffic problems.</p> <p>- At my residence the road noise from SH 130 can be extremely loud at times, especially in the morning and evening. With the proposed road being even closer to my house I would like to suggest installing noise barriers. Anything that can be done to alleviate the noise from the new road and SH 130 would be greatly appreciated.</p> <p>- My last suggestion is to be up-front and transparent with the people in the area as this process continues. Having only one open house from (4-7) on a weekday night was not enough. As you likely know many who live in the are work in areas like Austin and that likely wasn't a convenient time for many. It made it seem like you were trying to depress turn out. Please try to adjust the schedule in the future. At least one on a weekend or later in the evening, so that more of us that commute and work during the week can attend.</p>	<p>Opposition to project</p> <p>Impacts to property</p> <p>Traffic congestion</p> <p>Roadway configuration suggestions</p> <p>Noise concerns</p> <p>Public input process</p>	<p>Williamson County does their best to minimize impacts to homeowners and businesses, as well as environmental factors; however, the County recognizes that there will be some impacts.</p> <p>Phase 1 design of the road is the next phase of the project and will include more details regarding any modifications to the exits and entrances at the Lakeside Estates neighborhood at CR 138. As the County moves into the design phase, they will work with the Lakeside Estates neighborhood. Phase 1 improvements will take into account traffic on CR 138.</p> <p>Construction phasing has not yet been identified; however, the first phase of the project will be a two to three-lane road: one lane in each direction and potentially a center turn lane. Future phases of construction will include a second frontage road, which will create divided lanes for each direction, and mainlanes will be added if the County continues to grow and the need arises.</p> <p>An overpass is planned for the intersection of FM 3349 and US 79.</p> <p>Noise impacts will be analyzed and addressed during the design phase of the main lanes. Noise barriers would be determined at that time.</p> <p>Thank you for your feedback. We will implement changes for future County projects.</p>

Commenter Number	Commenter Name	Date Received	Source	Comment	Comment Topic	Response
73	Kempner, Carolyn	7/9/2019	Email	Please consider this as my opposition to the Southeast Loop project. The benefit does not justify the expense and we feel there is an inherent conflict of interest and improper motivation for the project. Please cancel the project. Thank you.	Opposition to project	Comment noted.
74	Keys, Jeff	7/9/2019	Email	<p>Regarding the "right sized" Southeast Loop to avoid Hutto;</p> <p>First of all, it is NOT a loop around Hutto. It is another exit from the toll 130 that will take out at least 9 homes right at 130 and CR 138 (the proposed start of this "loop") then cut across a church's activity field and proceed across to FM 3349 where they will take right of way from people's front yards (one of them being a pecan orchard) as well as completely wipe out a home where it will dump more traffic onto HWY 79 between Hutto and Taylor at our precious town's (Taylor) eyesore of a rail yard they have planned for construction.</p> <p>There is far more involved than just being a two lane road. THERE IS NO JUSTIFICATION FOR TAKING 350 FEET OF RIGHT OF WAY FOR A TWO LANE ROAD THAT ALREADY EXISTS THERE! Sounds like it will be TEN LANES! The current route planned for this road will take people's land and homes against their will (eminent domain) when there are willing sellers just a few miles farther west. Why don't they negotiate with willing sellers? Because Russ Boles has his hand in the cookie jar with Taylor's Rail Yard and Hutto's Megasite. Also, Hutto wants nothing to do with this Southeast Loop! It's all for Taylor.</p> <p>Williamson County has passed bonds for roads already and have yet to spend any of it on what they said it was for. Now they're wanting to divert that bond money from 2013 to go towards this monstrosity. You need to spend the money we as taxpayers already approved of on projects they promised! Improve and expand FM 973 to make a better and safer route to Austin for Taylor residents. The Count took the right of way for widening that road many, many years ago and haven't done anything with it! I am not OK with them taking people's homes, land and jobs by eminent domain!</p> <p>I grew up in Los Angeles County in the '50s through the '70s and saw many expensive and devastating projects that failed within a few years only to bring on new ones. Get it right and do it right.</p>	<p>Opposition to project</p> <p>Impacts to property</p> <p>Right of way</p> <p>Funding</p>	<p>The Southeast Loop Study considers connections for east/west travel between SH 130 and FM 3349 and north/south travel to US 79. This study will address the tremendous amount of growth and immediate transportation needs in the Hutto and Taylor areas.</p> <p>Williamson County does their best to minimize impacts to homeowners and businesses, as well as environmental factors; however, the County recognizes that there will be some impacts. During the past decade, Williamson County has budgeted through bonds and their general budget to purchase right of way (ROW) and build roads across the County to address growth. The County is being fiscally responsible by planning ahead and buying ROW before major development occurs.</p> <p>Construction phasing has not yet been identified; however, the first phase of the project will be a two to three-lane road: one lane in each direction and potentially a center turn lane. Future phases of construction will include a second frontage road, which will create divided lanes for each direction, and mainlanes will be added if the County continues to grow and the need arises. The County will purchase property now for the future as a benefit to tax payers, before the development happens.</p> <p>Williamson County has completed over 160 projects and constructed over 550 lane-miles of roadway. No 2013 bond money has been diverted to the Southeast Loop.</p> <p>FM 973 is a TxDOT facility. The County agrees that it should be widened and has requested that TxDOT move forward with a project to widen FM 973 from Taylor to US 290. The Southeast Loop would be in addition to those improvements.</p> <p>Directly impacted property owners will engage in the right of way (ROW) acquisition process with Williamson County. The formal acquisition process involves independent appraisals and a negotiation process between the property owner and the County. Specific characteristics of each parcel are reviewed by an independent, licensed appraiser to determine the fair market value for each parcel along the proposed ROW. Any impact of the project on the remaining property after the acquisition and construction of the proposed road facility will also be reviewed.</p> <p>Commissioner Boles has previously worked and continues to work in commercial real estate. He has asked the County's attorney if there are any conflicts of interest and they have concluded that there are none in regard to the Southeast Loop Study.</p>
75	Meyer, Chris	7/9/2019	Email	<p>To whom it may concern,</p> <p>I am writing to let you know of my disapproval of the proposed "Southeast Loop" connecting Highway 79, west of Taylor, to 130, south of Hutto. This project would be a gross misuse of tax dollars and should also be considered an abuse of the hard working people that will have their land, and part of their livelihoods, stripped away to make way for something that is only wanted by a small percentage of people, and needed by none.</p> <p>Williamson County carries enough debt as it is, don't take on more burden for the citizens of this county for something that isn't even needed!</p>	<p>Opposition to project</p> <p>Funding</p> <p>Taxes</p> <p>Impacts to property</p>	<p>In the most recent Texas Comptroller information available, Williamson County's effective tax rate ranked #192 out of 254 counties in Texas, with #1 being the highest effective tax rate. (https://comptroller.texas.gov/taxes/property-tax/rates/)</p> <p>Williamson County is the 5th fastest growing County in the state of Texas and currently has 10,860 lots in development, which is 4,000 more than Travis County and 6,000 more than Hays County. In addition, there has been a 49% employment growth over the last 11 years due to new employers moving to the area. During the past decade, Williamson County has budgeted through bonds and their general budget to purchase right of way (ROW) and build roads across the County to address growth. The County is being fiscally responsible by planning ahead and buying ROW before major development occurs.</p> <p>Williamson County does their best to minimize impacts to homeowners and businesses, as well as environmental factors; however, the County recognizes that there will be some impacts.</p>

Commenter Number	Commenter Name	Date Received	Source	Comment	Comment Topic	Response
76	Oswald, Jean	7/9/2019	Email	<p>As a resident and homeowner in Taylor, Texas, I urge you not to proceed with your plans for the Southeast Loop.</p> <p>I honestly can't understand why you would have planned this in the first place. It would do very little to alleviate the traffic and will cause flooding later on. It's inconvenient and will not help.</p> <p>I drive 973 to Manor everyday. The backlog occurs at 290. I was informed years ago that 973 would be widened. That obviously hasn't happened.</p> <p>You don't need to make more roads. You need to invest in getting alternative transportation moving. We need mass transit. We need effective train systems and metro bus systems.</p> <p>I heartily urge you to stop this project. I will be watching. And I do vote. Every time.</p>	<p>Opposition to project</p> <p>Traffic congestion</p> <p>FM 973</p> <p>Public transit options</p>	<p>Williamson County is the 5th fastest growing County in the state of Texas and currently has 10,860 lots in development, which is 4,000 more than Travis County and 6,000 more than Hays County. In addition, there has been a 49% employment growth over the last 11 years due to new employers moving to the area.</p> <p>The Southeast Loop Study considers connections for east/west travel between SH 130 and FM 3349 and north/south travel to US 79. This study will address the tremendous amount of growth and immediate transportation needs in the Hutto and Taylor areas. Over the last several months, the project team has gathered additional data and conducted further engineering analysis to select and refine this route concept. Next steps include environmental analysis and fieldwork, which will take into account wildlife and flooding among other elements.</p> <p>Analysis of potential drainage improvements will also take place during the design phase and the County will consider the new Atlas 14 data, which takes into account the most recent rainfall data.</p> <p>FM 973 is a TxDOT facility. The County agrees that it should be widened and has requested that TxDOT move forward with a project to widen FM 973 from Taylor to US 290. The Southeast Loop would be in addition to those improvements.</p> <p>The Cities of Hutto and Taylor have not created a partnership with Capital Metro to study or provide transit.</p>
77	Rathke, Melanie	7/9/2019	Email	<p>I do not think Williamson county needs to be building any new roads, especially with bond money that was passed for fixing existing roads and bridges (2013 bonds passed). I for one, feel like if any roads are going to be expanded or widened, for an alternative route for Taylor to Austin, you should start with widening FM 973. From what I understand, the R-O-W was acquired for that years ago and has never been done.</p> <p>The families that could lose their land through eminent domain for this proposed project is just shameful. There are willing sellers a mile or so west of this proposed location. Why aren't you negotiating with them? Stop this land grab!</p>	<p>Opposition to project</p> <p>FM 973</p> <p>Impacts to property</p>	<p>A list of previous Road Bond projects with the current status can be found on http://roadbond.wilco.org/.</p> <p>FM 973 is a TxDOT facility. The County agrees that it should be widened and has requested that TxDOT move forward with a project to widen FM 973 from Taylor to US 290. The Southeast Loop would be in addition to those improvements.</p> <p>Williamson County does their best to minimize impacts to homeowners and businesses, as well as environmental factors; however, the County recognizes that there will be some impacts.</p>
78	Schmidt, Susan	7/9/2019	Email	<p>I have strong reservations about this corridor that connects 130 to 79. It's not needed. If people have moved out here, they should be aware of the commute time. I spent 25 years commuting to Round Rock from Coupland and I had to adjust my commute time many times. If you move to Central Texas, expect traffic problems. I will not vote for any bonds for this road until the county roads in eastern Williamson County are totally repaired. There are many people moving out to that area & the roads are horrible. There are also school buses that traverse these very dangerous roads twice daily during the school year. Until these roads are totally reconditioned, no bonds for this corridor. I invite all commissioners as well as the county engineer and the heads of road & bridge to travel these roads in eastern Williamson County. Everyone in this county should be made aware of them.</p>	<p>Traffic congestion</p> <p>Road conditions and maintenance</p> <p>Safety concerns</p>	<p>Williamson County is the 5th fastest growing County in the state of Texas and currently has 10,860 lots in development, which is 4,000 more than Travis County and 6,000 more than Hays County. In addition, there has been a 49% employment growth over the last 11 years due to new employers moving to the area.</p> <p>The Southeast Loop Study addresses the tremendous amount of growth and immediate transportation needs in the Hutto and Taylor areas. This study considers connections for east/west travel between SH 130 and FM 3349 and north/south travel to US 79 to accommodate for the growth. Next steps include environmental analysis and fieldwork, which will take into account wildlife and flooding among other elements.</p> <p>A list of previous Road Bond projects with the current status can be found on http://roadbond.wilco.org/. Road Bond funding cannot be used for maintenance projects. If you are aware of a specific roadway in need of maintenance, please submit a request to https://www.wilco.org/Departments/Infrastructure/County-Engineer-Road-and-Bridge/Contact-Us.</p>
79	Naivar, Raymond	7/1/2019	Mailed Comment	<p>At the point where the Southeast Loop meets & connects with FM 3349 going North toward State Highway 79, why doesn't the right of way for Southeast Loop stay west of Fm 3349? By doing this west side of FM 3349 Southeast Loop ROW, you would eliminate delaing [sic] with 5 (five) land owners, consisting of 2 (two) houses, trees, ponds, & buildings, in addition to a pipeline running along the side of FM 3349. By locating the Southeast Loop on the west side of Fm 3349, the existing FM 3349 ROW could STILL be used if needed and thus would go through vacant land as it is called by city & county government. This in turn would eliminate the purchase & distruction [sic] of two homes. There are no homes owned by land owners on the west side of FM 3349. That would have to be bought & destroyed by the county, thus saving the County lots of TAXPAYER money. Commissioner Boles rightsized this roadway to the extream [sic], so now he needs to rightly locate it to the west side of Fm 3349 to do the least dammage [sic] to the least amount of people.</p>	<p>Route suggestions</p> <p>Impacts to property</p>	<p>The Southeast Loop runs along FM 3349 and the right of way width varies but is evenly split along FM 3349.</p> <p>Williamson County does their best to minimize impacts to homeowners and businesses, as well as environmental factors; however, the County recognizes that there will be some impacts.</p>

Commenter Number	Commenter Name	Date Received	Source	Comment	Comment Topic	Response
80	Raasch-Klein, Brittney	7/2/2019	Mailed Comment	<p>Concerns:</p> <ul style="list-style-type: none"> -Childrens safety -Noise -Construction runoff & waste -The emissions for CO2 and other air pollutants into Lakeside Estates and other Communities -Environmental concerns for wildlife and habitat -Property values -Exiting the neighborhood, <p>Questions:</p> <ol style="list-style-type: none"> 1) With the influx of traffic associated from the proposal, how will the county ensure children's safety in the nearby neighborhoods? 2) How will the county address the additional release of air pollution into Lakeside Estates and surrounding communities? 3) What will the county do to minimize construction waste and Runoff? 4) What regulatory solutions would be applied for noise beside a wall? 5) What concrete steps will Williamson County take to minimize it's impact on biodiversity? 6) Regarding transparency, what other influences (not already listed) swayed the decision of constructing a major highway versus adding a few lanes? 7) How does the county plan on paying for this major project? 	<p>Safety concens</p> <p>Environmental impacts</p> <p>Impacts to property</p> <p>Noise concerns</p> <p>Funding</p>	<p>Safety is one of the driving factors for the Southeast Loop Study. Everyday school busses and emergency vehicles have to cross railroad crossings and get stuck in traffic. The Southeast Loop would help alleviate that and make the roads safer for everyone.</p> <p>Next steps include environmental analysis and fieldwork followed by the design of the road which will take into account the impacts on the Lakeside Estates and surrounding neighborhoods.</p> <p>Analysis of potential drainage improvements will also take place during the design phase and the County will consider the new Atlas 14 data, which takes into account the most recent rainfall data.</p> <p>Noise impacts will be analyzed and addressed during the design phase of the main lanes.</p> <p>The environmental analysis and fieldwork take into account wildlife and biodiversity.</p> <p>Construction phasing has not yet been identified; however, the first phase of the project will be a two to three-lane road: one lane in each direction and potentially a center turn lane. Future phases of construction will include a second frontage road, which will create divided lanes for each direction, and mainlanes will be added if the County continues to grow and the need arises.</p> <p>The County is pursuing various funding opportunities for the Southeast Loop from local, state, and federal sources.</p>
81	Krueger, Michael	7/8/2019	Mailed Comment	<p>The land requirement is too wide and alters the area so much compared to what it has been all of my life and especially so it would not have to force longtime residents out of their home and land who live close to FM 3349. Who really benefits by cutting the road path thru all the farmland going Southwest toward SH 130 besides the developers and all the developments they want to bring in? There are other roads in the County like chandler Road that need to be improved that are more important for traffic volume and safety. The Southeast Loop Plan hastens the demise of productive farmland which is getting less of each year and disrupts the life of people living in the affected area. I have interest in two properties that border FM 3349 that are in the proposed path of the road. I have concerns what the proposed large scale altering of the exisiting FM 3349 will impact on water drainage from farm fields and transportation of farm machinery. Also I have an interest in a farm property that is accessed from FM 3349 by a deeded easement when the property was purchased and the entrance to it is in the proposed path of the road. Will there still be an access point from the new 3349? What will happen to the Koch pipeline that is parallel to FM 3349?</p>	<p>Impacts to property</p> <p>FM 3349</p> <p>Drainage</p> <p>Pipeline</p>	<p>The Southeast Loop Study considers connections for east/west travel between SH 130 and FM 3349 and north/south travel to US 79. This study will address the tremendous amount of growth and immediate transportation needs in the Hutto and Taylor areas. Over the last several months, the project team has gathered additional data and conducted further engineering analysis to select and refine this route concept. Next steps include environmental analysis and fieldwork, which will take into account wildlife and flooding among other elements.</p> <p>Construction phasing has not yet been identified; however, the first phase of the project will be a two to three-lane road: one lane in each direction and potentially a center turn lane. Future phases of construction will include a second frontage road, which will create divided lanes for each direction, and mainlanes will be added if the County continues to grow and the need arises.</p> <p>Analysis of potential drainage improvements will also take place during the design phase and the County will consider the new Atlas 14 data, which takes into account the most recent rainfall data.</p> <p>There are many pipelines that run throughout the study area. The County will work with the utility companies to move those if necessary.</p>

Committer Number	Committer Name	Date Received	Source	Comment	Comment Topic	Response
82	Naivar, Diane	7/8/2019	Mailed Comment	<p>The Southeast Loop is only for the benefit of RCR Rail and Hutto Megasite. It will not alleviate Hwy 79 traffic. The City of Hutto is against this route.</p> <p>The correct place for this road is at CR 132. Hutto is already planning on overpass at this site.</p> <p>Williamson County shows no fiscal responsibility-money just seems to grow on trees. How much can taxpayers stand? Instead of building new roads, repair the ones that are already there so more people can drive on them. Bond money is borrowed money... future generations will suffer because of the decisions the county makes today.</p> <p>The mindset of the county to "build out" is stupid. This will create massive flooding issues. Wilco does not have the resources: water, electricity, etc. to sustain this massive growth. Granger Lake is filling up with silt. Water is a precious resource.</p> <p>Williamson County officials want to create a massive debt, massive flooding, massive water and electrity shortage. They want to fill their pockets and move away.</p> <p>The Southeast Loop needs to be put WEST of FM 3349. This eliminates the need to deal with 5 landowners. It also eliminates the need to purchase 2 houses. This also avoids the need to deal with the PIPELINE running along FM 3349.</p> <p>Attached are some land comparables to show you what land is worth here in the industrial area of this Southeast Coordior. We have documentation of \$5.00 per square foot of property purchased on CR 101 by Wilco in 2016. This was before the RCR Rail or Hutto Megasite were established. There is land listed for sale on Ed Schmidt Boulevard for \$10.00 per square foot.</p> <p>This Southeast Loop has been "rightsized" and now needs to be RELOCATED to the West of FM 3349 to do the least amount of harm to the least amount of people!</p> <p>[See attachments]</p>	<p>Opposition to project</p> <p>Route suggestions</p> <p>Funding</p> <p>Taxes</p> <p>Future planning and growth</p> <p>Road conditions and maintenance</p> <p>Flooding</p> <p>Impacts to property</p>	<p>Williamson County is the 5th fastest growing County in the state of Texas and currently has 10,860 lots in development, which is 4,000 more than Travis County and 6,000 more than Hays County. In addition, there has been a 49% employment growth over the last 11 years due to new employers moving to the area.</p> <p>The Southeast Loop is a Williamson County project separate from the proposed City of Hutto arterial road project near CR 132. Both projects are needed to address the growth and provide a safe crossing of the railroad tracks. The County is also supporting the City of Hutto arterial project from CR 134 which would cost approximately \$81 million.</p> <p>A list of previous Road Bond projects with the current status can be found on http://roadbond.wilco.org/.</p> <p>If you are aware of a specific roadway in need of maintenance, please submit a request to https://www.wilco.org/Departments/Infrastructure/County-Engineer-Road-and-Bridge/Contact-Us.</p> <p>Analysis of potential drainage improvements will also take place during the design phase and the County will consider the new Atlas 14 data, which takes into account the most recent rainfall data.</p> <p>The Southeast Loop runs along FM 3349 and the right of way width varies but is evenly split along FM 3349.</p> <p>Williamson County does their best to minimize impacts to homeowners and businesses, as well as environmental factors; however, the County recognizes that there will be some impacts.</p>
83	Vance, Jim	7/9/2019	Mailed Comment	<p>I consider the proposed Hutto SE bypass project as another ploy by the Williamson County Commissioners to further the ongoing land development macroplay in this county with stimulation of a new microplay in the specific locale of the project. The earlier initiative to develop the development trigger for this subregion of the county was based upon leveraging rapid growth in the Pflugerville region of Travis County to establish a new major road connection across Brushy Creek and link it with a major network addtion through southern Williamson County, but met stiff resistance from many residents of Norman's Crossing and the farming region of eastern Williamson County. These network initiatives by Williamson County are intended to support and facilitate conversion of present-day agricultural lands into residential, commercial, industrial, and other non-agricultural functions whose enhanced taxable value would both justifiy and repay the County's massive</p>	<p>Future planning and growth</p> <p>Impacts to property</p>	<p>Williamson County is the 5th fastest growing County in the state of Texas and currently has 10,860 lots in development, which is 4,000 more than Travis County and 6,000 more than Hays County. In addition, there has been a 49% employment growth over the last 11 years due to new employers moving to the area.</p> <p>During the past decade, Williamson County has budgeted through bonds and their general budget to purchase right of way (ROW) and build roads across the County to address growth. The County is being fiscally responsible by planning ahead and buying ROW before major development occurs.</p>

Commenter Number	Commenter Name	Date Received	Source	Comment	Comment Topic	Response
				<p>roadbuilding investment, and this has been the Court's cover but explicitly objective since the mid-1990s.</p> <p>In terms of the justification stated for the present revision to the basic land conversion scheme, County road officials mention new development areas along various county roads but provide nothing in the way of numerical evidence of existing, nor of projected future development conditions in future years. There are no post-construction traffic projections, either on a short-term basis to assess the diversion of existing traffic and provision of "relief" on present-day traffic patterns, or on a long-term basis which can be assessed against the implicit scale of distributed population and employment forecasts for some 10- or 20-year horizon. The practice of underestimating future land use and population distributions from prospective road project inducement is a long-established method by which State and County roadbuilding institutions maintain appearance of self-justification for network expansions, and coupled with consistent avoidance of producing more accurate, valid traffic forecats form the fully-induced future conditions which become embedded in construction design and environmental clearance stages, the process continues to appear in public mindsets as an appropriate action but yields physical infrastructure which is incorrectly configured and then becomes constructed in a time sequence that fails to match the market response.</p> <p>It is the market paradigm of "build it, they'll come and enhance value" which has fostered [sic] and established now extremely widespread and deeply-embedded activity in waves of land development "plays" (comparable to oil & gas plays) in rapidly-growing areas. Williamson County has experienced many such waves, but especially so since inception of the Road Bond Program in the late 1990s. This program has relied upon committing road improvement funds into new-alignment corridors with the express but covert intent to surf the recurring waves of regional growth by inducing conversion of agricultural farm and ranchland to fulfill the select market players' need to fill out their advance position through acquisition of well-situated land parcels in order to satisfy a long supply chain that eventually leads to rooftops. With each stage of approval that leads to actual construction, those players will repeatedly be able to grow their profitability through successive rounds of syndication, and with each new flush of profit some of those available funds will be devoted to charitable and political contributions (tax-deductible, of course) that gains each player greater social influence and sway over the political institutions that sustain the roadbuilding program and the underlying paradigm.</p> <p>It is this unfolding microplay which the project has currently proposed is forced to support in substitution by initiative of the current Precinct 4 Commissioner through a smaller-scale and somewhat reoriented configuration, but which remains cyncially poised to make the larger macroplay in the eastern half of the county "just a little bit (more) pregnant." It simply represents another type of broad enabling support for the larger macroplay which he personally has provided during his previous tenure at Brazos River Authority by efforts to create a regional water-supply capability for the entire region. The objective is nothing less than inducing Williamson County to be the 21st Centuy of the 20th Century Orange County, California.</p>		



ATTACHMENT B

Notices

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Advertisements

Williamson County Sun, ran June 2, 2019 – Affidavit of Publication

Affidavit of Publisher to Publication of Legal Notice

THE STATE OF TEXAS
COUNTY OF WILLIAMSON
IN THE MATTER OF

CD&P
Williamson County Southeast Loop Study

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:

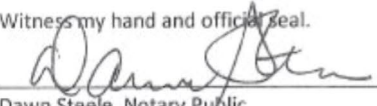
First insertion 2nd day of June, 2019
Second insertion _____ day of July, 2019
Third insertion _____ day of July, 2019
Fourth insertion _____ day of July, 2019



Newspaper Representative

Subscribed and sworn to before me, this
5th day of July, 2019.

Witness my hand and official seal.



Dawn Steele Notary Public
My Commission Expires August 26, 2020



Jerald (Jerry) Boyd Weide

ball team. He returned to Thomson to attend and play football at Austin College. He asserted the loss of his life on February 20, 1942.

Steady was a loving and dedicated husband, an able and

Jerald (Jerry) Boyd Webb, age 41, of Georgetown, Texas, passed away on Memorial Day May 27, 2002, surrounded by his loving family after a courageous one-year battle with

Donald (Jerry)
Rayd Weiss, age 82,
of Georgetown, Texas,
passed away on
Memorial Day May
27, 2013, surrounded
by his loving family
after a courageous
one-year battle with
cancer.

- 12 industrial centers
- 18 school districts
- 264 government

They were born in Wilkes County, N.C., the son of a farmer and the daughter of a teacher. The family moved to the North Carolina State Penitentiary in 1934. They were born in Wilkes County, N.C., the son of a farmer and the daughter of a teacher. The family moved to the North Carolina State Penitentiary in 1934. They were born in Wilkes County, N.C., the son of a farmer and the daughter of a teacher. The family moved to the North Carolina State Penitentiary in 1934.

[illegible][illegible]

Continuum/Free JA

- 12 industrial customers
- 10 school customers
- 24 government customers

Continuum/Mile Triggs

create a long-term solution but I remain frustrated with our inability to accurately estimate and adjust GCElectric performance over the short term," Mr. Shrock said.

GUS reporter gene search

The city plans to incorporate the management of the water and electric utilities as part of the budget process currently underway.

Earlier this month, longtime General Manager of Utilities Jim Briggs announced he will retire at the end of September. Current Utility Director Glen

Dishong will continue to head the city's water utility and the city will begin the search for a new electric utility manager this year.

The new electric utility manager will focus on improving the performance of the city's energy portfolio, developing new measures to evaluate portfolio perfor-

The manager also will develop and implement a comprehensive risk management policy that sets boundaries on risk tolerance, financial obligations and guides decision making at all levels of the electric utility.

Death Notice

Rev. Roger J. Nash died on Saturday, May 25, 2013. A memorial service will be held at 11 a.m. on Friday, June 7, 2013 at Park Lutheran Church in Georgetown, Texas.

Obituaries may be e-mailed to obit@wtkr.com
Tuesday at 10 a.m. for the Wednesday paper,
Friday at 10 a.m. for the Sunday paper.
Call 513-320-4134 for more details.

See more obituaries on Page 5A

HEALTH AND WELLNESS SERIES



The path to a healthier you

Saturday, June 8
Starts at 9:00 AM
San Gabriel Park
Georgetown, TX 78626

Join internal medicine resident physician Jennifer Fan, MD, for a discussion on recognizing and understanding opioid abuse. Then, step off on a two-mile walk where you can continue the conversation.

All ages welcome. Join us for this FREE event and receive:

- Health and wellness tips
- Light snacks
- Healthy fun for the entire family
- T-shirt provided by Walk with a Doc



Reprints are available from the publisher at a special price of \$10.00 per copy. For more information, contact the publisher at the address below. Please allow 4-6 weeks for delivery of reprints.

OPEN HOUSE

Southeast Loop Study

Williamson County is conducting a study to consider connections for east/west travel between SM 190 and FM 8849 and north/south travel to US 79. Over the last several months, the project team has gathered additional data and conducted further engineering analysis. Under Commissioner Boals' leadership, the study area has been right-sized to become the Southeast Loop Study. This project will address the tremendous amount of growth and immediate transportation needs in the Nutt and Taylor areas.

The purpose of this meeting is to share a preferred route concept and gather public feedback. The meeting is an open house with no formal presentation, and all are welcome to attend, at their convenience, to review project materials and discuss with staff.

Monday, June 24, 2019

4-7 PM

Hutto ISD Performing Arts Center

Wilkinson County has experienced tremendous growth. Progressive planning is required to keep pace and better protect residents' quality of life.

New Housing Construction Skyrockets

GREW 170% between 2016 & 2017

Source: Williamson County, 2018

Materials will be available online following the meeting. For any special accommodation requests, please contact us prior to the meeting and every reasonable effort will be made to accommodate communication and mobility needs.

Share comments at the meeting or send via email/mail by July 9, 2019 to be included in the meeting summary.

FOR MORE INFORMATION

www.wilco.org/sclong

Email: roads@psn.org

Phone: 737-808-4094

📧 @wilcogov 📞 /wilcog

STATE OF TEXAS

PUBLISHER'S AFFIDAVIT

COUNTY OF WILLIAMSON

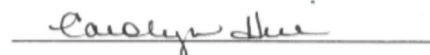
BEFORE ME, THE UNDERSIGNED AUTHORITY, this day personally

appeared Jason Hennington 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):

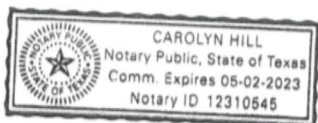
June 2nd A.D. 20 19




SUSCRIBED AND SWORN TO before me, this the 19th day of July A.D. 20 19



Notary Public in and for Williamson County, Texas



Criminal Mischief-Report block of Maresh 3701 N Main



OPEN HOUSE

Southeast Loop Study


Williamson County is conducting a study to consider connections for east/west travel between SH 130 and FM 3349 and north/south travel to US 79. Over the last several months, the project team has gathered additional data and conducted further engineering analysis. Under Commissioner Boles' leadership, the study area has been rightsized to become the Southeast Loop Study. This project will address the tremendous amount of growth and immediate transportation needs in the Hutto and Taylor areas.

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Monday, June 24, 2019
4 - 7 PM
Hutto ISO Performing Arts Center
101 FM 685, Hutto, TX 78634

Williamson County has experienced tremendous growth. Progressive planning is required to keep pace and better protect residents' quality of life.

New Housing Construction Skyrockets



GREW 170% between 2010 & 2017

Source: Williamson County, 2018

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Share comments at the meeting or send via email/mail by July 9, 2019 to be included in the meeting summary.

FOR MORE INFORMATION

www.wilco.org/seloop
Email: roads@wilco.org
Phone: 737-808-4694
@wilcogov /wilcogov

710 S. Main St., Ste. 101 • Georgetown, TX 78626

Community Impact, ran June 6, 2019 – Affidavit of Publication



Corporate Headquarters | 16225 Impact Way, Suite 1, Pflugerville, Texas 78660
512.989.6808 | 866.989.6808 | fax 512.989.6809

State of Texas County of Travis

BEFORE ME, the undersigned authority, on this day personally appeared Todd Brown, who being duly sworn on her oath stated as follows:

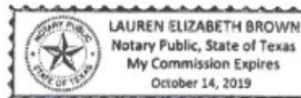
My name is Todd Brown. I certify that I am an employee of the publishers of Community Impact Newspaper. I certify that the attached ad was published in the Community Impact Newspaper Round Rock/Pflugerville/Hutto edition on June 6, 2019 at the cost of \$1,165.00.

I certify that the attached tear sheet is a true and accurate copy of the publications as they appeared in the Community Impact Newspaper on the above-specified date.

SUBSCRIBED AND SWORN TO BEFORE ME on this 3rd date of
July, 2019, to certify which witness my hand and official seal.

VCB
Employee, Community Impact Newspaper

Notary, State of Texas
(seal)*



Lauren Elizabeth Brown

communityimpact.com



OPEN HOUSE

Southeast Loop Study

Williamson County is conducting a study to consider connections for east/west travel between SH 130 and FM 3349 and north/south travel to US 79. Over the last several months, the project team has gathered additional data and conducted further engineering analysis. Under Commissioner Boles' leadership, the study area has been rightsized to become the Southeast Loop Study. This project will address the tremendous amount of growth and immediate transportation needs in the Hutto and Taylor areas.

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Williamson County has experienced tremendous growth. Progressive planning is required to keep pace and better protect residents' quality of life.

New Housing Construction Skyrockets

GREY 170% JUNE 8, 2017

Source: Williamson County, 2018

Monday, June 24, 2019
4 – 7 PM
Hutto ISD Performing Arts Center
101 FM 685, Hutto, TX 78634

Materials will be available online following the meeting. For any special accommodation requests, please contact us prior to the meeting and every reasonable effort will be made to accommodate communication and mobility needs.

Share comments at the meeting or send via email/mail by July 9, 2019 to be included in the meeting summary.

FOR MORE INFORMATION

www.wilco.org/seloop
Email: roads@wilco.org
Phone: 737-808-4694

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Come & experience our residential-style senior community with the convenience of an attached garage, and many choices for yourself to be as active & independent as you want.
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- TRIM**
Ice Formations 973

2 FREE Samples
Coupon good for (2) Benjamin Moore® Paint Samples.

Valid June 18 - June 28
Must present coupon. One coupon per customer per visit. Cannot be combined with any other offers.



COLOR COLOR SAMPLES


4th of July SPECIALS!

COME \$10 REG AS TH FROM NEIGH PAINT

Mention be com

Postcard

Mailed to 6,769 property owners on May 30, 2019



OPEN HOUSE

Southeast Loop Study

Williamson County is conducting a study to consider connections for east/west travel between SH 130 and FM 3349 and north/south travel to US 79. Over the last several months, the project team has gathered additional data and conducted further engineering analysis. Under Commissioner Boles' leadership, the study area has been rightsized to become the Southeast Loop Study. This project will address the tremendous amount of growth and immediate transportation needs in the Hutto and Taylor areas.

The purpose of this meeting is to share a preferred route concept and gather public feedback. The meeting is an open house with no formal presentation, and all are welcome to attend, at their convenience, to review project materials and discuss with staff.

Monday, June 24, 2019


4 - 7 PM
Hutto ISD
Performing Arts Center
101 FM 685, Hutto, TX 78634

Share comments at the meeting or send via email/mail by July 9, 2019 to be included in the meeting report.

(Front)


Williamson County has experienced tremendous growth. Progressive planning is required to keep pace and better protect residents' quality of life.

New Housing Construction Skyrockets



GREW 170% from 2010 to 2017

Source: Williamson County, 2018



710 S. Main St., Ste. 101
Georgetown, TX 78626

FOR MORE INFORMATION

www.wilco.org/seloop
Email: roads@wilco.org
Phone: 737-808-4694
@wilcogov /wilcogov

Materials will be available online following the meeting. For any special accommodation requests, please contact us prior to the meeting and every reasonable effort will be made to accommodate communication and mobility needs.

(Back)

Email Notifications

Meeting announcement, sent May 29, 2019



Southeast Loop Update

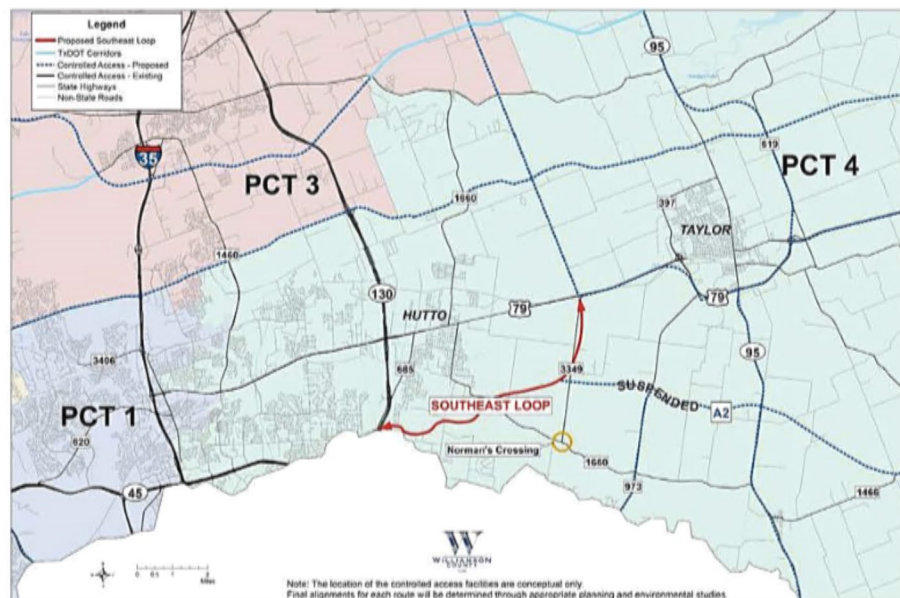
May 29, 2019

Subject: Southeast Williamson County Update

Greetings,

Today, Commissioner Russ Boles met with Hutto and Taylor representatives and the media to discuss safety concerns, growth and the need for transportation improvements in Southeast Williamson County. This included the study area formerly known as the Southeast Corridor.

Under Commissioner Boles' leadership, the study area has been rightsized to become the Southeast Loop Study in an effort to address the tremendous amount of growth and immediate transportation needs in the Hutto and Taylor areas. By listening to farmers, property owners, neighborhood leaders, elected officials, and leaders in education, Commissioner Boles and the project team have rightsized the study and suspended A-2, which previously cut across farmland eastbound over to SH 95, from the study area. In addition, the north/south connection to US 79 will no longer travel through Norman's Crossing.



The next steps will be to present the route concept to individual property owners. An open house also will be held to gather feedback from the community. That information will be used to further refine the route concept in addition to field work and engineering analysis.

Please join us for the Southeast Loop Study open house. The purpose of this meeting is to share a preferred route concept and gather public feedback. The meeting is an open house format with no formal presentation, and all are welcome to attend, at their convenience, to review project materials and visit with staff.

Monday, June 24, 2019
4 – 7 p.m.
Hutto ISD Performing Arts Center
101 FM 685, Hutto, TX 78634

Materials will be available online following the meeting. For any special accommodation requests, please contact us prior to the meeting and every reasonable effort will be made to accommodate communication and mobility needs. Share comments at the meeting or send via email/mail by July 9, 2019 to be included in the meeting report.

Please visit the Williamson County website www.wilco.org/seloop for more information or reach out with questions or comments.

Thank you,

The Project Team

For more information:
wilco.org/seloop | roads@wilco.org | 512.943.1195





Southeast Loop Study

July 2, 2019

Subject: Williamson County Southeast Loop Study

Thank you to those who attended the Southeast Loop Study Public Open House on June 24. Your time and input are greatly appreciated. The materials shared at the meeting are available on the Williamson County Website at www.wilco.org/seloop.

The comment period to be included in the official report is open through July 9, 2019. The County believes community input makes better projects. If you haven't already, we encourage you to share your comments. Submit your comments via:

- Email: roads@wilco.org with "Southeast Loop" in the subject line
- Mail: Williamson County Public Information, 710 S. Main Street, Suite 101, Georgetown, TX 78626

If you are interested in receiving updates, please send an email to roads@wilco.org with "Southeast Loop – Updates" in the subject line.

If you are a directly impacted property owner and have not yet met with the study team, please contact us to set up a meeting.

The County and Study teams will continue to share information as it is available. If you have additional questions about these or any other topics, please contact us.

Email: roads@wilco.org

Call: 737-808-4694

Mail: Public Information Office, 710 S. Main Street, Suite 101,

Georgetown, TX 78626

Thank you,

The Project Team

For more information:

wilco.org/seloop | roads@wilco.org | 737-808-4694





Public Information Office Media Release

WILLIAMSON COUNTY ANNOUNCES THE SOUTHEAST LOOP STUDY *County, Hutto and Taylor Reps Come Together to Support Transportation Study*

MAY 29, 2019 (Williamson County, TX) - Today, Williamson County announced the Southeast Loop Study, which will consider connections for east/west travel between SH 130 and FM 3349 and north/south travel to US 79. The project, introduced by Precinct 4 Commissioner Russ Boles, is intended to enhance safety and mobility in eastern Williamson County, while preparing for the tremendous growth in the region.

The Southeast Loop Study is another important step taken by the County to proactively plan for the next two decades. The U.S. Census Bureau recently announced that Williamson County is the fifth fastest-growing county in Texas, with population projections calling for significant, continued growth. There are 10,860 residential lots currently in development in Williamson County, more than twice that of Hays County (4,723) or Travis County (4,000). This rapid growth requires progressive planning to keep pace with the influx of residents and vehicles.

"The County has worked diligently with constituents to collect questions and feedback as we prepare for the continued growth we know is coming," said Commissioner Boles. "Through listening to farmers, property owners, neighborhood leaders, elected officials, and leaders in education, I have rightsized the Southeast Loop Study to better address the current needs of eastern Williamson County; I am looking forward to the results as we continue to plan for the future."

Over the last several years, the County has considered other options for east/west travel between SH 130 and FM 3349 and north/south travel to US 79. Those studies included A1, E1, A2, Southeast Corridor and more. The Southeast Loop Study is not only different by name, but different in scope. After further analysis and under Commissioner Boles' leadership, the study has been adjusted to address the region's needs. Notably, further work on A2 has been suspended and while the study area is still being refined it no longer goes near Norman's Crossing.

Rapid population growth also comes with a greater need for emergency response services. Over the last four years (2014-2018), Williamson County has seen a 32 percent increase in Calls for Service (CFS), which include 911 calls, administrative calls and Officer Initiated Activities, such as traffic stops, citizen assists and observed crimes.

"The data points are clear; we need to take action to address Williamson County's mounting infrastructure needs," said Sheriff Robert Chody. "The Sheriff's Office supports this project, which will ultimately lead to safer routes for our citizens and emergency response teams."

Next steps for the study will include presenting a route concept to individual property owners. An open house will also be held to gather feedback from the community. That information will be combined with field work and engineering analysis to further refine a proposed route.

The County will host an open house on Monday, June 24, 2019 from 4:00 to 7:00 p.m. at the Hutto ISD Performing Arts Center, 101 FM 687, Hutto, TX 78634. No formal presentation will be given. Community members are encouraged to stop by at their convenience to learn more about the project, discuss the route concept and share feedback with County staff.

For the most up-to-date information on Williamson County's corridor studies, visit www.wilco.org/seloop.

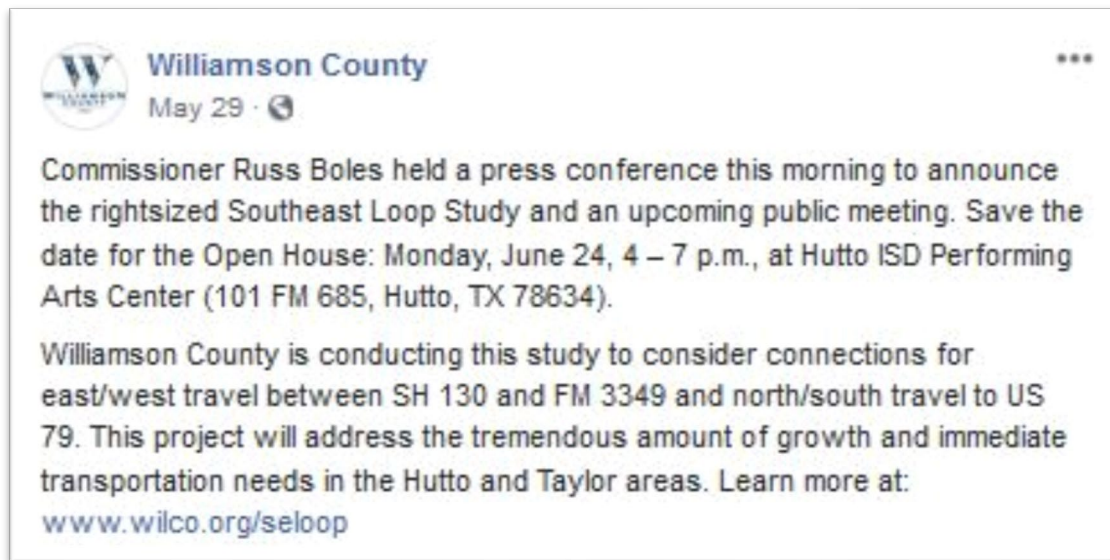
For more information:

wilco.org | connie.odom@wilco.org | 512.943.1122 (media line)

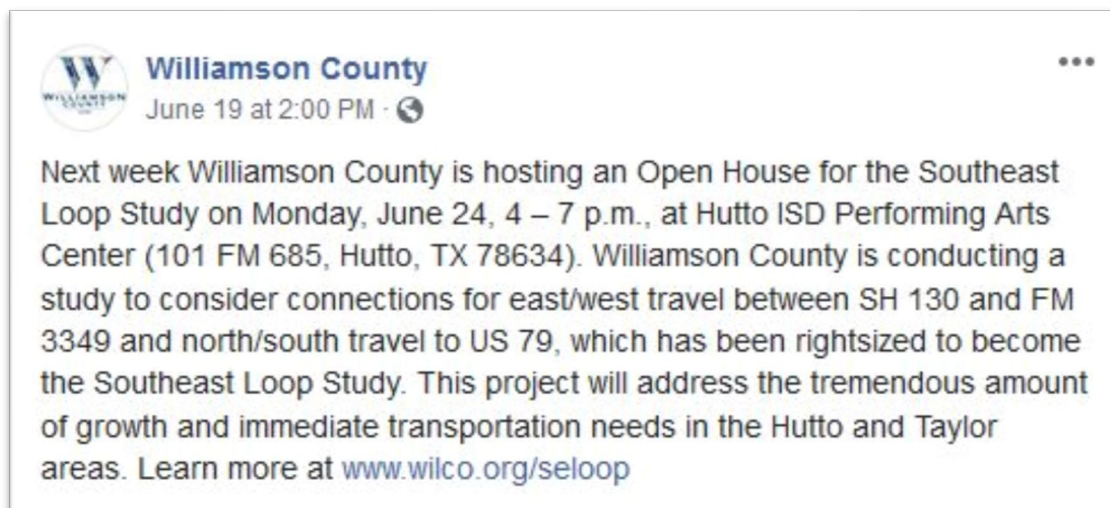


Social Media

Facebook notification, posted on May 29, 2019



Facebook reminder, posted on June 19, 2019




Twitter notification, posted on May 29, 2019



Twitter reminder, posted on June 19, 2019





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Southeast Loop

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[County Engineer/Road And Bridge](#)

[Resurfacing Program](#)
[Corridor Projects](#)

[Corridor C / SH 29 Bypass](#)
[Corridor H / Sam Bass Road](#)
[Corridor D / Ronald Reagan Extension](#)
[Corridor F / US 183](#)
[Southeast Loop](#)

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Southeast Loop

Location: East/west travel between SH 130 and FM 3349 and north/south travel to US 79 in Precinct 4

Overview: Williamson County is conducting a study to consider connections for east/west travel between SH 130 and FM 3349 and north/south travel to US 79. Over the last several months, the project team has gathered additional data and conducted further engineering analysis. Under Commissioner Boles' leadership, the study area has been rightsized to become the Southeast Loop Study. This project will address the tremendous amount of growth and immediate transportation needs in the Hutto and Taylor areas.

Materials and Documents

Title
Growth at a Glance Fact Sheet
May 29, 2019 Media Release
Open House Boards 6.24.19
Southeast Loop Route 6.24.19

Public Involvement

Williamson County wants to hear from you, and public input is encouraged.

An open house was held on June 24, 2019. Comments from the open house were accepted through July 9, 2019. Materials from the meeting are available below.

For more information or to submit comments, please reach out:

Email: roads@wilco.org
Call: 737-808-4694
Mail: Public Information Office, 710 S. Main Street, Suite 101, Georgetown, TX 78626
Updates: If you would like to receive e-mail updates, please send an email to roads@wilco.org with "Southeast Loop Updates" in the subject line.



ATTACHMENT C

Sign-in Sheets

Sign-In Sheets



SOUTHEAST LOOP SIGN-IN

June 24, 2019

Name	Email	Address	How did you hear about the meeting?
Dale Scrimone			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Sign <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
MIKE & SHERI MEEK			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Sign <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/> COMM. 1 MPAs
MICHAEL PRILLMAN			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Sign <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
JIM VANCE			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Sign <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
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SOUTHEAST LOOP SIGN-IN

June 24, 2019

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T. McRae			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Sign <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Robert & Leslie Garcia			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Sign <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Tony Schnell			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Sign <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Mitch & Michelle Buvick			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Sign <input checked="" type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Ben & Barb Marsal			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Sign <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
ELDON STANFORD			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Sign <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
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Janeen Landig			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Eric Winkelman			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input checked="" type="checkbox"/>
Eric Winkelman			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Marcelo Tico			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Yoy Tico			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Edwanda Tico			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Jeff George			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input checked="" type="checkbox"/>
Mike Walker			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Bob Wolf			Mail <input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Bruce Clark			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Jessica Helms Whitherspoon			Mail <input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Stephanie Barr			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Diane Maivar			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Tanner Taylor			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input checked="" type="checkbox"/> Other <input type="checkbox"/>
Sunshine Vanover			Mail <input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>



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June 24, 2019

Name	Email	Address	How did you hear about the meeting?
LARRY DAVIS			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Donna & Stephanie Ramsey			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Don Lee			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Brian & Lucy Brown			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Myrtle Norman Lussner			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
James A. Visclewood			Mail <input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
ROBERT BRIDGES			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Roberts Donna Rinchard			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Dollar Ackerman			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Brenda Jones			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Judy & Jay Dutcher			Mail <input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Michael Krueger			Mail <input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input checked="" type="checkbox"/> Other <input type="checkbox"/>
Sam Cardozo			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
MATT TIEMANN			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
William B. Maples			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input checked="" type="checkbox"/> Other <input type="checkbox"/>



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Name	Email	Address	How did you hear about the meeting?
<i>Jeff M. Locke</i>			Mail <input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
<i>Dana Becken</i>			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
<i>Roy Lesener</i>			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
<i>Kathleen Cook</i> <i>John Cook</i>			Mail <input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
<i>Charles Downing Smith</i>			Mail <input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
<i>CHARLES A. BARR</i>			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
<i>Matt & Shanna Overholser</i>			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
<i>ROGER & KENY CONRAD</i>			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input checked="" type="checkbox"/> <i>PHONES</i>
<i>VIRGIL Schweitzer</i>			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
<i>Rick A King</i>			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
<i>Patricia Dornier</i>			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
<i>Janene Petty</i>			Mail <input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
<i>Kate Fitzpatrick</i>			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
<i>HARVEY & SUE HEHMAN</i>			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
<i>VANGIE SAGER</i>			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input checked="" type="checkbox"/> Other <input type="checkbox"/>



SOUTHEAST LOOP SIGN-IN
June 24, 2019

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<i>BRANDON COPELAND</i>			Mail <input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
<i>Candy Walker</i> <i>Stephen Walker</i>			Mail <input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
<i>Randy Weiss</i>			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
<i>ED DILWORTH</i>			Mail <input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
<i>C. Way Clark</i>			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
<i>Raymond Adams</i>			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
<i>Ross DeWanna</i>			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input checked="" type="checkbox"/> <i>TRUST</i>
<i>Cindy Coffey</i>			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
<i>Dingo Gross</i>			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
<i>OTHELLO ZIBICHT</i>			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
<i>Janice King</i>			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input checked="" type="checkbox"/>
<i>Jeff Keys</i>			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
<i>Steven Farrow</i>			Mail <input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
<i>Kelly Fuesel</i>			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
<i>Nancy Fuesel</i>			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input checked="" type="checkbox"/> Other <input type="checkbox"/>



SOUTHEAST LOOP SIGN-IN
June 24, 2019

Name	Email	Address	How did you hear about the meeting?
Scott D. Kerner			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input checked="" type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>
Laura Morgan Mettugh			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input checked="" type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>
Timothy Perry			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input checked="" type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>
Matthew Southard			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input checked="" type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>
Gerald Shanna Holden			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input checked="" type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>
Bernie Barnes			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input checked="" type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>
Abby Cervenka			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input checked="" type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>
Marilyn & Ed Morgan			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input checked="" type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>
MIKE FOWLER			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input checked="" type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>
Ralph Remmeat			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input checked="" type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>
Joy Kovar			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input checked="" type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>
Ernie McHone			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input checked="" type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>
Anthony Cole			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input checked="" type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>
Janet Zhd			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input checked="" type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>
Dee Strangher			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input checked="" type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>



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Name	Email	Address	How did you hear about the meeting?
Nesley E. Jara			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input checked="" type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>
LAVERN GAINES			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input checked="" type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>
Evelyn Davis			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input checked="" type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>
Diego Davis			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input checked="" type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>
Tiffany Price			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input checked="" type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>
Terrence Owens			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input checked="" type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>
Adolph W. Meyer			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input checked="" type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>
MARK HARDY			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input checked="" type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>
Darryl Stoller			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input checked="" type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>
WISSA DRUMMOND			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input checked="" type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>
MITCH DRUMMOND			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input checked="" type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>
Christie Fols			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input checked="" type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>
Robert & Julia Acord			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input checked="" type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>
David Colabucis			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input checked="" type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>
Charlie Coffey			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input checked="" type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>



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Name	Email	Address	How did you hear about the meeting?
Donna Fowler			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Lawrence Castro			Mail <input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Mingrva SANCHEZ			Mail <input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
ROU FALLOUT			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Joe Bessant			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Joe & Martha Segura			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Megan Frey			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Jeff Ridings			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Charles Kimbrough			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Clyton & Veronica Pelletier			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Shirley Whit			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Andie Tomblinson			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Ryan Schneider			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Adelma Joy Pfluger			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Ted WITTLIFF			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>



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Name	Email	Address	How did you hear about the meeting?
TERRY DOLAN			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
SHARON MORRIS			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
William Jacaruso			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Betsy Prasatik			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
James McIntosh			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
John & Delia Myers			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
RICHARD STON			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input checked="" type="checkbox"/> <i>Facebook</i>
Donald & Shaleya Swada			Mail <input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Melanie Potulka			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Henry & Mary Ann Melton			Mail <input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Bonnie & Robert Kaderka			Mail <input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Anna Rocha			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Sandra Greenman			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input checked="" type="checkbox"/> <i>Church</i>
Laurence Young			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Paul Lindli			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>



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Name	Email	Address	How did you hear about the meeting?
Jay Klem			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Rosalina Perez			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Rob Tiemann			Mail <input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Doug Weiss			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
NOLAN CALE			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Gay Craker / Toni Callaway			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Betsy Hamilton			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Roselind McElanor			Mail <input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Jill Roberts			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Terry Cook			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Bobbie Bishop			Mail <input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input checked="" type="checkbox"/> Other <input type="checkbox"/>
Jarrod Holensee			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Brian LaBado			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input checked="" type="checkbox"/> Other <input type="checkbox"/>
Anne Cano			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Judy Scher-Hobbs			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>



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Name	Email	Address	How did you hear about the meeting?
Jeni Boehm			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Patty Casarett			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Debbie Kovar			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
CARL WEEKS			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Ryan Quinn			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
DAN STOWARD			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Kyle Kemp			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Jack + Barbara Piper			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input checked="" type="checkbox"/> Other <input type="checkbox"/>
Ken McLellan			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
David Peck			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Jorge + Sonya Gonzalez			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input checked="" type="checkbox"/> Other <input type="checkbox"/>
Samwita + Bobby Henderson			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Ryan, Diane, Corey Olson			Mail <input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Patti Lawhorne			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input checked="" type="checkbox"/> Other <input type="checkbox"/>
Whitney + Justin Clark			Mail <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input checked="" type="checkbox"/> Other <input type="checkbox"/>



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Name	Email	Address	How did you hear about the meeting?
Kelly Lewis			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input type="checkbox"/>
Rich Northcott			Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Myronna McQuinn			Mail <input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/>
Douglas R. DEBANES			Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
DONALD WIEDERHOLD			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/>
Brittney Klein			Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
David Turnipseed			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input type="checkbox"/>
Steve Sussman			Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
MICK EUBANKS			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/>
Blond Davis/Susan Davis			Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Jeff Jenkins			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/>
Dustin Williams			Friends/Family <input checked="" type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Bobby Seiferman			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/>
Dalea Bauer-Kemper			Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Rona Tricia Palmer			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/>
			Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>



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Name	Email	Address	How did you hear about the meeting?
Brenda Rydell			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/>
Tom Atkins			Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input checked="" type="checkbox"/>
May Peck			Mail <input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/>
ROBIN DAUTERIVE			Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Larry Hamper			Mail <input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/>
Lori Duhs Benoit			Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Steve Popoff			Mail <input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input type="checkbox"/>
Brian Orsco			Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Gerald Anderson			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/>
Mark Day			Friends/Family <input checked="" type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Lorrie Westbury Kennedy			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/>
Wilbert Verwer			Friends/Family <input type="checkbox"/> News <input checked="" type="checkbox"/> Other <input type="checkbox"/>
James Schmidt			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/>
Christopher Lescher			Friends/Family <input checked="" type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Julie Rydell			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/>
			Friends/Family <input checked="" type="checkbox"/> News <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/> Taylor Frost



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Name	Email	Address	How did you hear about the meeting?
MICHAEL WESTSTROM			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
TERRY ROBBINS			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Troy Fritche			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input checked="" type="checkbox"/>
Jenny Hudson			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Eloise Brackenridge			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Albora & Lee Jarocka			Mail <input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
KEVIN DWYER			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Edna Vela & Ruben Edna			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
CINDY CERVENKA			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input checked="" type="checkbox"/> Other <input type="checkbox"/>
Carol & Stephen Selman			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Susan & Russell Schmidt			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Brian Rue			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
LARRY HOSER			Mail <input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Peter & Linda Duxham			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Richard Hamersley			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>



SOUTHEAST LOOP SIGN-IN
June 24, 2019

Name	Email	Address	How did you hear about the meeting?
Stephen M. Jones			Mail <input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Mary Burton			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input checked="" type="checkbox"/> Other <input type="checkbox"/>
Stephanie Smith			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input checked="" type="checkbox"/> Other <input type="checkbox"/>
Connor Collins			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Troy Boehm			Mail <input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Clint Bacon			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Greg Gola			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input checked="" type="checkbox"/> News <input checked="" type="checkbox"/> Other <input type="checkbox"/>
Mark Gindin			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input checked="" type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
PAT FLEENER			Mail <input checked="" type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
ANGELA M BOREN			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
Rissa McGuire			Mail <input type="checkbox"/> Email <input checked="" type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input checked="" type="checkbox"/> Other <input type="checkbox"/>
JUDY WHELESS			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>
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			Mail <input type="checkbox"/> Email <input type="checkbox"/> Social Media <input type="checkbox"/> Signs <input type="checkbox"/> Friends/Family <input type="checkbox"/> News <input type="checkbox"/> Other <input type="checkbox"/>



ATTACHMENT D

Comments Received

- **Comments**
 - Written Comments.....54
 - Emailed Comments.....102
 - Mailed Comments.....162

SOUTHEAST LOOP STUDY

Comment Card

Name: A resident of Taylor/Mhrall area
Address: _____
Phone: _____
Email: _____

Please share feedback and questions on the Southeast Loop Study.

Taylor should not be paying for this project.
It is not a benefit for most people. ^{we have roads that need to be fixed first in our city.}
The developers/Railpark group should pay for it.
This road is not necessary.
It will ruin many people's homes/farms.
~~It~~ will add to flooding.
This is ruining quality of life for people in the name of developing more expensive housing.
We should be working on public transit to alleviate traffic, not building yet another road. Why are we adding to congestion?? Light rail, metro, etc is the answer, not cutting through properties of established homes.

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SOUTHEAST LOOP STUDY

Comment Card

Name: Robert & Julia Acord
Address: 120 Estate Cove, Hutto
Phone: [REDACTED]
Email: [REDACTED]

Please share feedback and questions on the Southeast Loop Study.

First - Thank you Christen for the info & helping clarify mis information which leads us to our 1st complaint all the misleading info being floated, even at this meeting ours neighbors are being told something different than what Christen told us. Transparency people!!!

① 138 is already backed up ,don't wait til the end to address

② a raised highway will only add to the noise - please NO

③ drainage in Lakeside is horrible , our yards all flood on ~~the~~ Estate cove. Our yard gets knee high at times.

④ Sound is a huge concern. We paid extra to be on a quiet culdesac.

? we are told our road in the culdesac stays in tack is that correct?

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SOUTHEAST LOOP STUDY

Comment Card

Name: _____

Address: _____

Phone: _____

Email: _____

Please share feedback and questions on the Southeast Loop Study.

10

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SOUTHEAST LOOP STUDY

Comment Card

Name: _____

Address: _____

Phone: _____

Email: _____

Please share feedback and questions on the Southeast Loop Study.

I believe this to be a big money maker for individuals who purchased land in the 1990's. It is ill planned and people will pay higher taxes - we'll become California.

As far as walking trails along the Brushy - who is legally obligated for the water moccasins, coral snakes and rattlers? My property extends to middle of Brushy Creek -

Our elected officials are living in a dream world - and do not represent me. They are influenced by City Councils, Foreign labor, but I pay their salary. I am only one farmer who will be hurt - the world is fed by our farmers in and around Hutto. And yet we elected public officials who are out of touch and could care less after we've paid taxes and their salary for decades.

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The truth behind the “loop”, to give Preferred Access for the Private businesses that *could* populate the Taylor Logistics Park, **paid for by us**. Whilst destroying the lives and agricultural economy which Williamson County and The State of Texas was founded on. The Logistics park in theory, is A complete economic fallacy in this market and climate, dreamed up by someONE or a few people in far away boardrooms and in mansions who will benefit, even more than they already have. If a company can afford to move and operate a successful large scale logistics business **they can operate at night or shifted hours** -logically- and pay for improvements themselves if necessary.

The traffic only gets worse going south, starting at gattis school (the point of spur) and on to San Antonio compounding traffic on 130 and IH35 for **the current residents** who commute. Numerous independent studies and the Mayor of Austin have blatantly stated that road construction for single rider commuters can not and will not ever keep up with growth. The “projections” and “studies” they reference are based on the assumption of Maximum growth projections for an area, including that which will result from the road itself, sounds kind of funny because it is. The companies hired to do the studies benefit from more projects, that is simple to understand.

Furthermore the “loop” is slated and connected to foreign developers who plan to spread strip centers, tract housing, storage units, etc. with little to NO return to **the current residents**. Also laying the groundwork by securing “legal” rights for Right of Way, Eminent domain, condemnation of private property, and large scale destruction and “permitting” of Prime Farmland for a major toll road -equal to 130- running east to west but has not been accepted on to Milam county **as they recognize** the destruction of hundreds (eventually thousands) of farms and **complete economic by-pass** away from local business this will create for **every city along 79**.

See a place you would like to Visit? Tell Russ! (image from DOT of current rail lines)



Not my image.

0
0

SOUTHEAST LOOP STUDY

Comment Card

Name: Lori Duhs Benoit
Address: 400 Spring Valley ST, Hutto, TX 78634
Phone: [REDACTED]
Email: [REDACTED]

Please share feedback and questions on the Southeast Loop Study. I do believe a road is needed.

① The drawings shows a "shared-use path/utility corridor" along the frontage road for the INITIAL phase. I believe this is very important to include this in the beginning at the start. Please make sure ~~and~~ initial funding includes this. Among other things, the lower income folks in the area walk and bicycle to all the business for work such as ^{the} HEB Super-center shopping strip. Also, I believe more people would bicycle + walk if a dedicated space was given to increase safety of being on the road with ^{dangerous} ~~to~~ vehicles.

② Please ~~do not~~ use the least lighting possible as you move away from Toll 130. Use "Dark Sky" Lights ^{that are more directional aim straight down + not out.}
Thank you, Lori [REDACTED]

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SOUTHEAST LOOP STUDY

Comment Card

Name: Teressa Bonnet -
Address: Spring Valley.
Phone: _____
Email: _____

Please share feedback and questions on the Southeast Loop Study.

Teressa Bonnet - via Mary Ann Melton
Concerns about lots of traffic + potential accidents

- 1) Build Phase 1 on the Northside - wonderful it happens
- 2) If you put it on the southside, then
a barrier or wall would be needed
for safety and sound.

She has a 3-year old grandson that plays
near the southside of the possible road -

Please build north -

- notes via -

Aynah Rife

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SOUTHEAST LOOP STUDY

Comment Card

Name: LARRY E. DAVIES + JENNIFER CANTLOW
Address: 107 DANA DR. LUTTO, TX 78634
Phone: [REDACTED]
Email: [REDACTED]

Please share feedback and questions on the Southeast Loop Study.

1) IF THIS HIGHWAY IS BUILT NEXT TO MY HOUSE,
I HAVE CONCERNS ABOUT:
A- NOISE
B- TRAFFIC ON DANA DR.
C- DECREASE IN VALUE OF MY PROPERTY

2) WE MOVED TO LUTTO IN SEPTEMBER OF 2016 -
- THIS WAS TO BE MY RETIREMENT HOME.
- I JUST HAD A "15,000" ROOF PUT ON MY HOUSE
- WHAT ABOUT THE IMPROVEMENTS I'VE DONE?

WE MOVED HERE TO GET AWAY FROM THE TRAFFIC,
NOISE, ETC., OF DUSTIN & OF COURSE LESS TAXES!!

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SOUTHEAST LOOP STUDY

Comment Card

Name: Abigail Cervenka
Address: 12701 FM 1460 Taylor, TX
Phone: [REDACTED]
Email: [REDACTED]

Please share feedback and questions on the Southeast Loop Study.

I'd like to begin by stating I was not even informed of this meeting and I live within just a few miles of the study area. It would completely disrupt my life and my farm. That's not transparency. Second, to whoever is reading this, in hopes that you are a decent human being, I will ~~let you in on the secret~~ that your bosses are trying to keep from you. This project is based on an invented need. This project goes back directly to benefit some individuals in power. Russ Boies is undergoing this project specifically to reach his real estate developments. How the ~~[REDACTED]~~ is that in the best interest of the people? That's insider trading. Or take Judge Hobbs or County attorney Hobbs who stand to develop on their land and on the land they stole from Ima Lee Sorenson when she, an ailing widow was too sick to protest the signing over of her entire property to them. Go all the way back to Frankie Limmer who has been trying this crap since dinosaurs roamed the earth. This is just the same old story of power and greed allowing the few to violate the rights of the many. If you have any ~~ethics~~ ethics, look up Frankie Limmer, Ima Lee Sorenson, etc and see ~~what~~ what kind of people you are working ~~for~~ for. The comment period for comments to be included in the official report is open through July 9, 2019.

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SOUTHEAST LOOP STUDY

Comment Card

Name: Whitney Clark
Address: 200 Little Lake Rd, Hutto TX 78634
Phone: [REDACTED]
Email: [REDACTED]

Please share feedback and questions on the Southeast Loop Study.

- ① We need more information and specific ~~plans~~ plans/facts, etc. for the Lakeside Estates neighborhood.
- ② How tall is the elevated road?
- ③ How will ingress + egress to the neighborhood (Lakeside Estates) be effected?
- ④ Will property owners be compensated in some way ~~for~~ for the decrease in quality of life during this time along with decrease in property values?
- ⑤ Transparency is everything !!!
- ⑥ Where is the funding coming from?
- ⑦ Where will this project begin? At 130 or 79?

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SOUTHEAST LOOP STUDY

Comment Card

Name: Micki Eubanks
Address: 1251 CR 129 Taylor
Phone: [REDACTED]
Email: [REDACTED]

Please share feedback and questions on the Southeast Loop Study.

It's obvious that the planned Southeast Loop is solely for the benefit of the developers of the Hutto Megaproject and other planned commercial development, rather than the safety and traffic flow for the tax paying residents of Williamson County, who will be paying for said road.

This loop is not needed and should be reconsidered. The noise and air pollution it will create will be a detriment to the wildlife, farms, and quality of life for those who live in Eastern Williamson County. It's a shame that development is going to ruin the very thing that makes our area so special. Our farmland and wildlife should be protected, not sold out to the highest bidder.

Many cities and counties - like Flower Mound, TX and Portland, OR - have successfully implemented growth boundaries to contain sprawl and

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protect the vital farmland that is such a
crucial part of their economies.

SOUTHEAST LOOP STUDY

Comment Card

Name: Lucas Evans
Address: 3750 W 132 S
Phone: [REDACTED]
Email: [REDACTED]

Please share feedback and questions on the Southeast Loop Study.

Off-set tree removal at
Brushy Crossing. Plant at least or
creek
more old growth pecan trees.

You are destroying extremely
rare old growth Pecan
stands.

Old growth trone.

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SOUTHEAST LOOP STUDY

Comment Card

Name:

Kate Fitzpatrick

Address:

1201 C.R. 137

Phone:

[REDACTED]

Email:

[REDACTED]

Please share feedback and questions on the Southeast Loop Study.

The area S/East of 137 is environmentally beautiful & sensitive w/ all sorts of trees (rare in Hutto), animals, drainage into the Creek, etc.

Dev. ~~But~~ the subdivision areas & let the little area left entire a better class of people to at least some area of Hutto & preserve a few places for wildlife.

Not all of Hutto needs to be the same. Making the only nice area of Hutto an industrial area is a crime.

* widen 137 both N & S. H-F Rowe

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to the South, cut across N. of the amphitheater to 1660 & that to intersect w/ the new toll rd



SOUTHEAST LOOP STUDY

Comment Card

Name: Vangie Leger
Address: 2259 Ada Lane Round Rock, Tx.
Phone: [REDACTED] 78664
Email: [REDACTED]

Please share feedback and questions on the Southeast Loop Study.

Property 11125 FM 1660 Hutto
134 & 1660 North of Bubba
Barnes Corner

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SOUTHEAST LOOP STUDY

Comment Card

Name: Jeff George
Address: 453 CR 139
Phone: [REDACTED]
Email: [REDACTED]

Please share feedback and questions on the Southeast Loop Study.

My property is on the creek and is going to be
taken away the best of my land - Hoping that
some one will understand the value of this land
to me — 40+ yrs now it is gone!

Thank you Jeff George

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SOUTHEAST LOOP STUDY

Comment Card

Name: Jeff M. GEORGE
Address: 451 CR 139
Phone: [REDACTED]
Email: _____

Please share feedback and questions on the Southeast Loop Study.

THANK YOU I JUST FOUND OUT THAT YOUR NEW ROAD IS
RUNNING APPROX: 100' FROM MY FRONT DOOR. JUST ON
THE NORTH SIDE OF BRUSKEY CREEK WHERE YOU
BUILT A NEW PARK AND JUST STARTED A NEW HOUSING
DEVELOPMENT THERE WAS NOT ANYTHING THERE BEFORE
YOU DID THAT. NO HOUSES NO NOTHING. SO NOW YOU ARE
DESTROYING PEOPLE'S LIFE THAT HAVE BEEN HERE 30 TO 40 YEARS.
I GUESS I WILL BE A LITTLE "HOMELESS PERSON" NOW IN THE
NEAR FUTURE.

Jeff M. George

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SOUTHEAST LOOP STUDY

Comment Card

Name: Mark Gordon
Address: 1730 CR 139
Phone: [REDACTED]
Email: [REDACTED]

Please share feedback and questions on the Southeast Loop Study.

It looks well-thought through. There may be some objections, but a road is definitely needed. The less you can burden the tax-payer is better. We hope it is not a toll road. It is better to send traffic along quickly instead of clog up rural roads.

Not sure what is best notification, but our emails should all be on file by now.

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SOUTHEAST LOOP STUDY

Comment Card

Name: Ginger Gross
Address: 2561 CR 435 Thrall, Tx. 76578
Phone: [REDACTED]
Email: [REDACTED]

Please share feedback and questions on the Southeast Loop Study.

My primary concern is taking out good productive farm land to create ^{huge} roads where they are not needed. There sure seem to be other roads that could be expanded to solve the traffic problem without taking out homes + farms at a much smaller cost! It sure looks like a lot of this SE Loop was created for future development which will also cause future flooding ~~as~~ as it has done in so many small communities all over Texas. And I have my doubts about the public input in Stage 1 of this plan. When did that happen + how much was that advertised? I am praying that people making these decisions ~~are~~ are ~~are~~ thinking about what's really good, right, and fair for all the people, including farm families.

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of Will. Co., including east Will. Co., and not just thinking of lining their pocketbooks through investments. That would be sad!



SOUTHEAST LOOP STUDY

Comment Card

Name: Sandra Guzman
Address: 125 Little Lake Rd
Phone: _____
Email: [REDACTED]

Please share feedback and questions on the Southeast Loop Study.

I live off of CTY RD 138 on Little Lake. Every morning I have to go up 2 blocks on Dana to semi-safely ~~exit~~ exit left on 138 towards 1660. With ↑ in housing developments along 1660 / Pflugerville side, more house proposed (500) near Riverwalk area * my concern is if this loop is funded how it will either make ^{entrance or} exit out of Lakeside more difficult.

While loop study is to alleviate traffic on 79 * please keep in mind that people that live in Lakeside (Auto/Pf. side) already are faced w/ not enough lanes and ↑ in traffic flow.

Hopefully this will be kept in mind as you begin Phases of the project. ~~to be considered~~
Thank you for your time.

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SOUTHEAST LOOP STUDY

Comment Card

Name: William Jacaruso
Address: 1353 County Rd 137
Phone: [REDACTED]
Email: [REDACTED]

Please share feedback and questions on the Southeast Loop Study.

Disappointment does not begin to describe my feelings regarding this project. My 8.12 acres is a place where 200 year old oaks and large mouth bass call home. But your project will replace those with pavement, congestion and pollution. It doesn't seem right - no matter what "greater good" you think you're serving-

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SOUTHEAST LOOP STUDY

Comment Card

Name: Albert JANECKA

Address: 301 CR 404, TAYLOR

Phone: [REDACTED]

Email: [REDACTED]

Please share feedback and questions on the Southeast Loop Study.

Why isn't the road located to the west, ~~para~~ following CR134 or CR132? Hutto wants this road ~~to ease~~ as a loop to ease traffic through town. ~~The~~ Put it closer to Hutto and let them help pay for it.

And what happened to the two lanes and a turn lane. Commissioner Boles said the road would be?

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SOUTHEAST LOOP STUDY

Comment Card

Name: Charles Kimbrough

Address: 1506 Saint Leo St

Phone: [REDACTED]

Email: [REDACTED]

Please share feedback and questions on the Southeast Loop Study.

I live adjacent to CR138 on the Travis County
side. I would like to be contacted regarding what
the expected impact to my property would be.

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SOUTHEAST LOOP STUDY

Comment Card

Name: Don Lee

Address: 1796 County Road Hutto Texas 78634

Phone: [REDACTED]

Email: [REDACTED]

Please share feedback and questions on the Southeast Loop Study.

Like to know time line ~~of the~~ Route 1

[illegible][illegible]

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SOUTHEAST LOOP STUDY

Comment Card

Name:

Wynette Norman Lessner

Address:

12621 FM 1660 Taylor, TX 76574

Phone:

Email:

Please share feedback and questions on the Southeast Loop Study.

Concern about flooding in Norman's Crossing. Flooding from runoff is a serious problem now. Homes that have never flooded ever are at serious risk. Residents have had to be air-lifted during flooding multiple times. Serious planning has to be done to prevent loss of life and property!

Raphael Cruz Rodriguez

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SOUTHEAST LOOP STUDY

Comment Card

Name: Kelly Louis
Address: 1216 Dana
Phone: [REDACTED]
Email: [REDACTED]

Please share feedback and questions on the Southeast Loop Study.

would like more stats on how this helps - this is clearly for development and does not benefit the citizens of Hutto Hutto does not want the homes, land, & businesses compromised for development - need more public forum discussions and need all the information. Information has been poorly shared with the public

The comment period for comments to be included in the official report is open through **July 9, 2019**.

- Submit a comment card at the public open house
- Email: roads@wilco.org with "Southeast Loop" in the subject line
- Mail: Williamson County Public Information, 710 S. Main Street, Suite 101, Georgetown, TX 78626

SOUTHEAST LOOP STUDY

Comment Card

Name: Josh + DeeDee Loveless
Address: 1700 CR 134 HUTTO, TX 78634
Phone: [REDACTED]
Email: [REDACTED]

Please share feedback and questions on the Southeast Loop Study.

We moved to Hutto for it's small town family feel. To retire here in our home and raise grandchildren. Now this loop is being presented and will ultimately take my whole property. How can you expect people to want to move here when you are taking property from those who already live here. This is disrupting livelihoods and historic farms that have been here for generations. If this bond passes, we will be forced from our home that we love and will leave HUTTO! Leave HUTTO! our business, our banking, our love for this town, gone. This is not a great way to treat your fellow townsman.

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SOUTHEAST LOOP STUDY

Comment Card

Name: DARON MASON

Address: 11900 FM 1660

Phone: [REDACTED]

Email: [REDACTED]

Please share feedback and questions on the Southeast Loop Study.

Hutto trail goes through our land at two points - cotton wood creek & Brusly creek.

Like to know more about this.

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SOUTHEAST LOOP STUDY

Comment Card

Name: Mary Ann Melton
Address: 188 Spring Valley
Phone: [REDACTED]
Email: [REDACTED]

Please share feedback and questions on the Southeast Loop Study.

- 1) on Lakes Hill Road less expensive if you route property a little farther south - so you don't take the large property that's in the middle of construction right now -
- 2) Concerns about route through farmland. Route along property lines to avoid stranding sections of land making it more difficult or impossible to farm small segments -
3. Breaking up or destroying heritage farms - land that has been worked by same family for generations - Please go around such property
- 4) Please take into consideration homeowners where the road will run very close to their homes Please put in sound bay

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SOUTHEAST LOOP STUDY

Comment Card

Name: Peggy Peterson
Address: 435 CR 139
Phone: [REDACTED]
Email: [REDACTED]

Please share feedback and questions on the Southeast Loop Study.

I OWN 19+ ACRES OF WHICH THE REAR PORTION (6 ACRES) OF MY PROPERTY IS BEING TAKEN BY THE LOOP. THE ACQUISITION DIVIDES MY PROPERTY INTO TWO (2) PARTS. I WILL NOT BE ABLE TO ACCESS THE NEW NORTH TRACT (2-3 ACRES). THE TOTAL OF USABLE PROPERTY WOULD BE ABOUT 6 ACRES. CURRENTLY & FOR 20 YEARS HAVE HAD AN AG. EXEMPTION WHICH I WILL LOSE & MY PROPERTY TAXES WILL DOUBLE. FROM MAP DISPLAYED 6/24/19 (OPEN HOUSE) UNABLE TO DETERMINE HOW FUNCTIONAL ELEMENTS (BARN, RIDING ARENA, HOME & LOADING SHED) WILL BE IMPACTED. UNKNOWN IF PAYMENT FOR ACQUISITION INCLUDES JUST THE SECTION OF LAND FOR ROAD OR WILL INCLUDE NORTH SECTION THAT WILL BECOME UNUSABLE. TOTALLY AGAINST THIS PROJECT! THE COMMENTS ABOVE ONLY SCRATCH THE SURFACE AND DO NOT CONSTITUTE THE ENTIRE LIST OF CONCERNS OR COMMENTS. OPEN HOUSE SHOULD HAVE BEEN STRUCTURED TO HAVE A SPEAKER DISCUSS/INFORM BY WALKING PROPERTY OWNERS THROUGH POSTERS & EXPLAIN THE PROCESS AND THE FACT THIS IS A 10 LANE HIGHWAY.

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SOUTHEAST LOOP STUDY

Comment Card

Name:

Address:

Phone:

Email:

Please share feedback and questions on the Southeast Loop Study.

Flooding on my land
with 1.5" of rain
Too much Western
Concrete

The comment period for comments to be included in the official report is open through **July 9, 2019**.

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- Email: roads@wilco.org with "Southeast Loop" in the subject line
- Mail: Williamson County Public Information, 710 S. Main Street, Suite 101, Georgetown, TX 78626

SOUTHEAST LOOP STUDY

Comment Card

Name:

Address:

Phone:

Email:

Please share feedback and questions on the Southeast Loop Study.

2/11/10
Flooding from West —
Taxes in Williamson County
are way too high —
San Francisco scenario in place —
Mortgages & Taxes too high —
People will leave —
I hear this daily —
Home prices will decrease below what
they are —
C. R. 101 — Total mess from
no ditches being maintained by
County & 18 wheelers —

The comment period for comments to be included in the official report is open through **July 9, 2019**.

- Submit a comment card at the public open house
- Email: roads@wilco.org with "Southeast Loop" in the subject line
- Mail: Williamson County Public Information, 710 S. Main Street, Suite 101, Georgetown, TX 78626

SOUTHEAST LOOP STUDY

Comment Card

Name: Donna Riehart
Address: 2201 Fm 3349
Phone: [REDACTED]
Email: [REDACTED]

Please share feedback and questions on the Southeast Loop Study.

Please consider using land on
West Side of Fm 3349 for road.

Why take someone's home on the
East Side. (or have a road at the
front door!)

Why is this road not going on
Fm 973 where land is
already Bought!

Check it out!

The comment period for comments to be included in the official report is open through **July 9, 2019**.

- Submit a comment card at the public open house
- Email: roads@wilco.org with "Southeast Loop" in the subject line
- Mail: Williamson County Public Information, 710 S. Main Street, Suite 101, Georgetown, TX 78626

SOUTHEAST LOOP STUDY

Comment Card

Name: Robert Rinehart
Address: 2201 Fm 3349
Phone: [REDACTED]
Email: [REDACTED]

Please share feedback and questions on the Southeast Loop Study.

Why would you not purchase land
on the West Side of Fm 3349 to
prevent homeowners on the east side
to have a road at their front doorsteps!

The comment period for comments to be included in the official report is open through **July 9, 2019**.

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- Mail: Williamson County Public Information, 710 S. Main Street, Suite 101, Georgetown, TX 78626

SOUTHEAST LOOP STUDY

Comment Card

Name: Jim Rosent
Address: 103 Casander Ln
Phone: _____
Email: _____

Please share feedback and questions on the Southeast Loop Study.

*I wish there was another path
that did not put it on top of
people's houses and ~~near~~ our
neighborhood. I'm sure there is
a better way.
Thank you*

The comment period for comments to be included in the official report is open through **July 9, 2019**.

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- Email: roads@wilco.org with "Southeast Loop" in the subject line
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SOUTHEAST LOOP STUDY

Comment Card

Name: Anna Rocha
Address: 510 Tulek Rd Taylor, Tx 76574
Phone: [REDACTED]
Email: [REDACTED]

Please share feedback and questions on the Southeast Loop Study.

I'm concerned about impact to Santa Maria
Cemetery at 1167 CR 137 Hutto. Currently very difficult
and sometimes downright hazardous when there is a
funeral. Traffic coming over Jake's Hill is
coming at a very high rate of speed and
its a blind spot so they are unaware that someone
is attempting to turn into the cemetery. There are
signs that have been installed over the last couple
of years to alert traffic that there is a cemetery
ahead. However this does not deter traffic from
coming at a high rate of speed over Jakes Hill.

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SOUTHEAST LOOP STUDY

Comment Card

Name: MINERVA SANCHEZ

Address: 1161 CR 394 Alto

Phone: [REDACTED]

Email: [REDACTED]

Please share feedback and questions on the Southeast Loop Study.

County plans for CR 101

The comment period for comments to be included in the official report is open through **July 9, 2019**.

- Submit a comment card at the public open house
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SOUTHEAST LOOP STUDY

Comment Card

Name: STEVE SHERRILL
Address: _____
Phone: _____
Email: [REDACTED]

Please share feedback and questions on the Southeast Loop Study.

- BUILD IT TODAY WITHOUT DELAY!
- Include Additional Row for other infrastructure
- Improvements - I.E. Water, sewer, electric, communications.
- PLAN FOR GRADE Separation at existing intersections
and proposed future planned roadway.
- NEED TO SHOW OTHER WILCO FUTURE ROADWAY PLANS
& How ULTIMATELY ALL would be served.
- SHOULD SHOW City of Taylor on AERIAL So the
BIGGER Picture can be seen.
- Show School District Boundaries (Hutto & Taylor)
and how it may benefit School Transportation
- MORE INFORMATION NEEDED ON HOW TO GET
ACROSS RAILROAD AT HWY 29. GRADE SEPARATION?
Flowers, etc.
- How will Hutto Mega Site & RCR Taylor Development
play into the plans?
- IF I was City of Taylor, I would be disappointed
in not being included in the map and data.

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SOUTHEAST LOOP STUDY

Comment Card

Name: Lisa Straughn
Address: 104 Little Lake Rd Hutto, Tx 78634
Phone: [REDACTED]
Email: [REDACTED]

Please share feedback and questions on the Southeast Loop Study.

My house is located right off the proposed
corridor and I have several concerns. There are
only two main entrances that feed off of county Rd 138 currently
and the traffic leaving ~~is~~ Lakeside Estates can be very dangerous.
How would this impact the traffic pattern and affect
property values. I am also concerned about an increase
in road noises. Please contact me to discuss.

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SOUTHEAST LOOP STUDY

Comment Card

Name:

James A. Underwood

Address:

Owner of 52 Acres on CR 134 Hutto

Phone:

Email:

Please share feedback and questions on the Southeast Loop Study.

Mr. Mike Fowler has propose a difent
rout that makes better sense. His rout
cuts 1660 going parallel to the power lines going
north to meet 132 were it can continue
going north on 132 an make a right
on 132 to meet 3349 ~~at~~ the intersection
with 79.

This way the area betem City of Hutto
an 3349 can develop with all the
utilities needed. special water.

Immediate atention has to be giver to Mages Ln,
CR 132 & CR 134 to connect to 1660 & TR 130 an
then way serves the community in the next 5yr.
going the way of all the way to 3349 has
to happen but in 15 yr. from now, not now.

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SOUTHEAST LOOP STUDY

Comment Card

Name: Dustin Williams

Address: 123 Estate Cove

Phone: [REDACTED]

Email: [REDACTED]

Please share feedback and questions on the Southeast Loop Study.

" Please send more information as it becomes available. We have not received any information to this point.

- Very concerned about KEEPING our cul-de-sac, we purchased our home ^{because} ~~for~~ the cul-de-sac was there.

- Also concerned about future SOUND, there must be proper sound proofing from this new major road.

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SOUTHEAST LOOP STUDY

Comment Card

Name: Eric and Tammy Winkelmann
Address: 12365 US Hwy 79 Taylor 76574
Phone: [REDACTED]
Email: [REDACTED]

Please share feedback and questions on the Southeast Loop Study.

Specific information needed
regarding 79 intersection, fly-over,
101 project *

Property is located at 79/CR 101;
homestead and business.

We would appreciate being contacted
as soon as engineering ~~drawings~~ drawings
are completed, showing specifically
how SE Loop will connect to
CR ~~101~~ 101 on the North side of 79.

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TX HomeTownLocator
... local information, resources, & data

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Map of Williamson County, TX

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[Land](#)



Texas Solar Calculator

Find out what you should pay for solar based on recent solar installations in your zipcode

Williamson County Texas Map

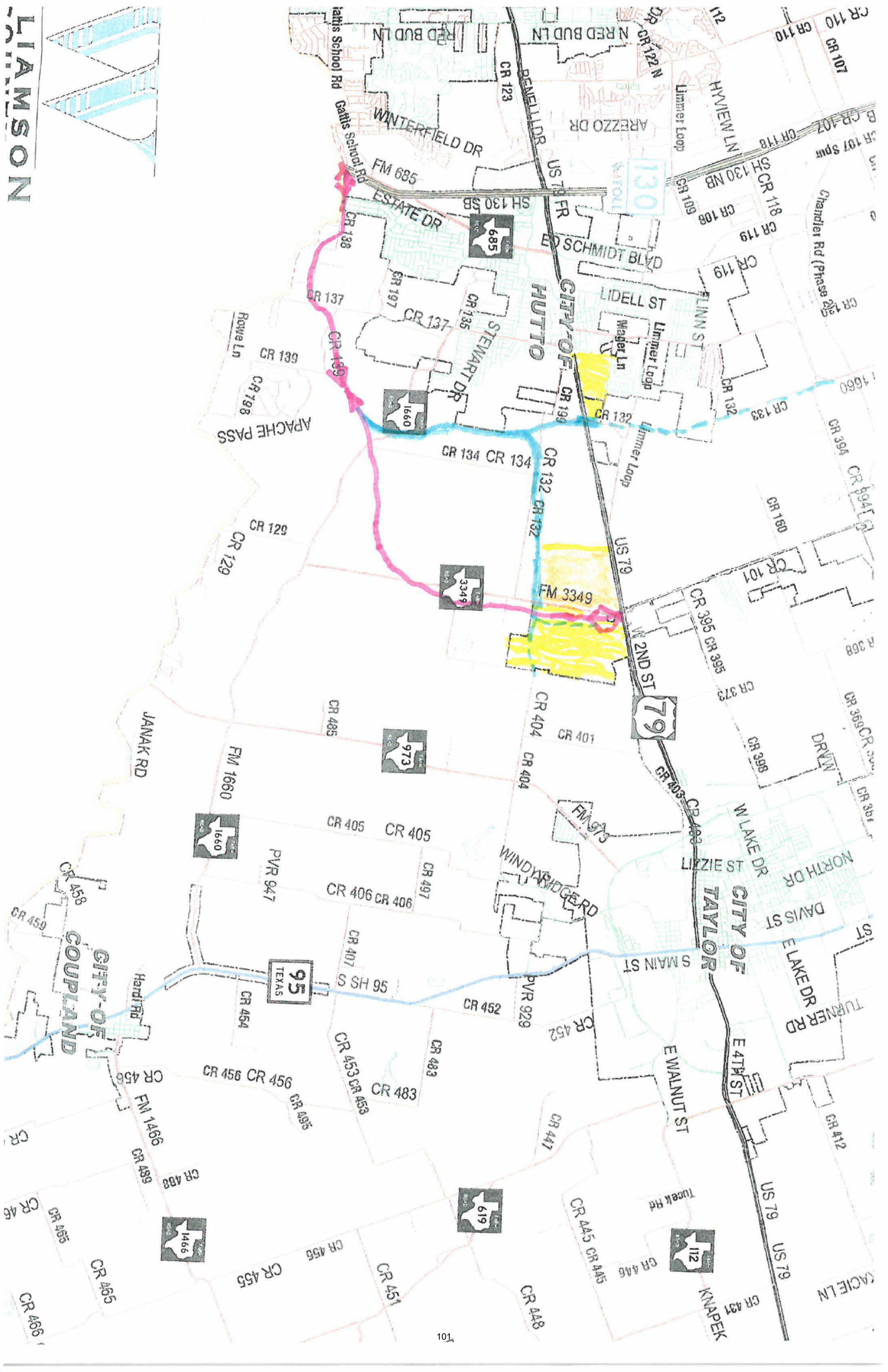


Mike Fowler
BROKER

Email: [REDACTED]
108 West Live Oak Street
Hutto, Texas 78634



TEXAS
REAL ESTATE
AND
INVESTMENTS



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

From: Kaci Bunch [REDACTED]

Sent: Monday, June 24, 2019 9:25 PM

To: Williamson County Road Bond Program <roadbond1@wilco.org>

Subject: Southeast Loop

EXTERNAL email: Exercise caution when opening.

To whom it may concern,

I would like to share my opinion on the proposed southeast bypass loop that will be voted on in November. The proposed loop cuts through Lakeside Estates neighborhood, which is the neighborhood in which my young family and I reside. We love our neighborhood: it's proximity to downtown Hutto, the ease of access to highways, the school districts and even our neighbors. We love our house. We love the memories of bringing home our first born child and our wedding anniversaries. My husband and I have always said the only negative to our neighborhood was no sidewalks. We both grew up in similar cozy neighborhoods, and looked forward to raising our family in a similar one-the one we moved in to.

If this Southeast Loop passes, we will be a stones throw (literally, not figuratively) to a major highway. That means no bike rides, no family walks, no front porch sitting. It means excess traffic noise in our once quiet backyard. This neighborhood matters, our memories matter, and our HOMES matter.

This highway is not the solution to traffic avoiding downtown Hutto. There has to be a better way than taking our homes and replacing it with highway. Hutto is better than that.

Signed,
Disgruntled (yet hopeful) Citizen

Sent from my iPhone

From: john lorek [REDACTED]
Sent: Tuesday, June 25, 2019 7:25 PM
To: Williamson County Road Bond Program <roadbond1@wilco.org>
Subject: South Loop

EXTERNAL email: Exercise caution when opening.

Is this correct? If it is and it passes during the election. We need \$350,000 to go back to the Cal Ripken Sr. Foundation to build another Ability Field.

http://www.wilco.org/Portals/0/SoutheastLoop_Route_201906224.pdf?ver=2019-06-25-113424-390

And We will need \$180,000 to Rebuild the Playground at another location. CTX Ability Sports is Co-Owner with the Bridge Community Church (We get \$90,000 of the Playground Money Per attached Contract)

John Lorek

Illinois Ability Sports

[REDACTED]

2 attachments

 **Construction and Operating Agreement (Final).pdf**
1185K

 **LOA-Central TX Ability Sports-The Bridge Community Church.pdf**
390K

CONSTRUCTION AND OPERATING AGREEMENT

THIS CONSTRUCTION AND OPERATING AGREEMENT (this "Agreement") is made as of the ____ day of _____, 2014, by and between **THE BRIDGE COMMUNITY CHURCH**, a Texas non-profit entity ("BCC"), **CHIVE CHARITIES**, a Texas non-profit entity ("Chive"), and **CAL RIPKEN, SR. FOUNDATION, INC.**, a Maryland non-profit corporation ("Foundation"). BCC, Chive, and Foundation are sometimes referred to individually as "Party" and collectively as "Parties."

WITNESSETH

WHEREAS, by virtue of a deed dated _____, and recorded among the Land Records of Williamson County, Texas as Document No. _____, BCC is the owner of a fee simple interest in certain property located at 747 County Road 138, Hutto, Texas (the "Property"), as more particularly described in **Exhibit A** hereto; and

WHEREAS, pursuant and subject to the terms and conditions of this Agreement, BCC and the Foundation desire to jointly construct a special needs youth baseball field on the Property ("Project"), and for BCC to lease, operate and manage the Project; and

WHEREAS, BCC has entered into an agreement dated February 13, 2014 with Central Texas Ability Sports ("CTX Ability Sports"), a Cal Ripken, Sr. Foundation affiliate, for CTX Ability Sports to operate the Project upon completion of construction of the Improvements described below.

NOW, THEREFORE, in consideration of the mutual covenants and agreements of the Parties, the foregoing recitals, which are deemed a substantive part of this Agreement, and for other good and valuable consideration, the receipt and sufficiency of which are mutually acknowledged, it is agreed as follows:

1. **Term of Agreement.** The initial term hereof (the "Initial Term") shall commence on the date hereof (the "Commencement Date"), and shall end, unless earlier terminated pursuant to the terms hereof, at midnight on the twentieth (20th) anniversary of the Completion Date (defined below) (the "Expiration Date"). Subsequent to the Expiration Date, for so long as the Foundation (or an affiliate of the Foundation) is conducting programs consistent with the mission of helping special needs individuals through baseball-themed programs (the "Mission"), this Agreement shall automatically renew on a year to year basis, effective as of the Expiration Date, and annually thereafter. The foregoing notwithstanding, the Foundation may terminate this Agreement after the Expiration Date by written notice to Bridge Community Church no later than six (6) months in advance of the next succeeding renewal date.

2. **Construction of Improvements.**

(a) **Adequate Funding.** The Foundation's obligation to prepare the Plans and construct the Improvements (each as hereinafter defined) is subject to the condition precedent that BCC shall have obtained the portion it has agreed to fund for the construction of the Project, and the Foundation shall have obtained the portion it has agreed to fund for the construction of the Project (collectively, the "Funding") in such amount as the Foundation shall deem adequate to construct the

Project, based on the Foundation's construction cost estimates for the Improvements and all "soft costs" related thereto, copies of which shall be provided to BCC. If BCC and the Foundation have not obtained the Funding by August 1, 2014, the Foundation may, at its sole option, terminate this Agreement by giving written notice to BCC, in which event BCC and the Foundation shall have no further rights or obligations under this Agreement except as set forth herein. The Foundation shall not commence the construction of the Improvements prior to the satisfaction of this condition precedent, unless otherwise agreed to by the Foundation in writing.

(b) Plans. BCC have previously approved the conceptual design plan ("Concept Plan") for the Project, which is attached hereto as Exhibit B. The Foundation shall, at BCC's cost and expense, cause the preparation of the architectural plans, construction documents and drawings ("Plans") for the improvements comprising the Project, including, but not limited to, the site improvements, grading, storm water management facilities, utilities, and other infrastructure work, buildings, structures, and other improvements ("Improvements") substantially consistent with the Concept Plan, and provide copies thereof to the Foundation for approval, such approval not to be unreasonably withheld, conditioned, or delayed.

(c) Permits. The Foundation shall, at BCC's cost and expense, obtain all requisite licenses, permits and other approvals for the construction of the Improvements on the Property (collectively, the "Permits") from the applicable authorities. The Foundation's obligation to construct the Improvements is subject to the condition precedent that the Foundation shall have obtained the Permits. If the Foundation has not obtained the Permits by September 30, 2014, then either BCC or the Foundation shall have the right to terminate this Agreement by giving written notice to the other, in which event BCC and the Foundation shall have no further rights or obligations under this Agreement except as set forth herein. Additionally, BCC shall, at its sole cost and expense, execute and deliver any and all public utility easements and other such instruments that may be required to construct the Improvements.

(d) Construction. Provided that the Foundation obtains all Permits, and BCC and the Foundation obtain the Funding, the Foundation shall cause to be constructed upon the Property the site improvements (including, but not limited to, grading, installation of storm water management facilities, utilities, and other infrastructure work), buildings, structures, and other improvements comprising the Project as shown in the Plans (collectively, the "Improvements"). Such construction shall commence within (90) days after the later to occur of the date that the Foundation has obtained all Permits and the date that BCC and the Foundation have obtained the Funding, and shall achieve Substantial Completion (defined below) within (120) days of the commencement of construction, subject to force majeure. For purposes of this Agreement, "force majeure" is defined as labor or materials shortages, work stoppages, strikes, and acts of God. As used herein, the term "Substantial Completion" shall mean the stage in the progress of the Improvements when the Improvements or designated portion thereof are sufficiently complete in accordance with the Plans such that they may be utilized for their intended use. Should there exist any unknown subsurface conditions, contamination, casualties or natural disasters that are not otherwise covered by the Foundation's or its contractor's insurance proceeds ("**Unexpected Events**") which causes any delay of the construction, the date for Substantial Completion shall be extended under the provisions of Force Majeure for such period of time until BCC has corrected the hindering condition.

(e) Construction Access. BCC does hereby grant and convey to the Foundation, its agents, contractors, employees, successors and assigns, the right of ingress and egress to access the

Property for the performance of the Foundation's obligations described in Section 2 above, and for the performance of the Foundation's further obligations under this Agreement.

(f) Other Approvals. BCC shall, at its sole cost and expense, and, in BCC's name, request and obtain any and all other approvals, consents, and other conditions precedent to the development of the Project as contemplated by this Agreement, whether pursuant to any instrument of record or otherwise binding upon the Property, if any. The Foundation, as a part of its preparation of the Plans, shall, at the Foundation's expense, prepare and provide BCC with all documents and drawings required in connection with obtaining such approvals and consents.

(g) Insurance. Prior to commencing any construction on the Property, the Foundation shall (a) deliver to BCC a statement of the names of all contractors and subcontractors and the estimated cost of all labor and material to be furnished by them; (b) cause each contractor to carry (i) workers' compensation insurance in statutory amounts covering all the contractor's and subcontractor's employees, and (ii) Comprehensive General Liability Insurance coverage (bodily injury and property damage) including automobile, with limits of \$1,000,000 per each occurrence and, if obtainable, either insuring both Parties as well as the contractors, or containing an appropriate clause whereby the contractor agrees to indemnify and keep harmless the Parties from any and all liability, damage or expense by reason of injury or loss to person or property occurring by reason of work performed by the contractor, his employees, agents, subcontractors and others invited on the Property by him; (c) cause Builder's Risk Insurance to be carried (including fire, extended coverage, vandalism and malicious mischief); (d) deliver to BCC certificates of insurance evidencing the above insurance (including the above-mentioned contractual, hold harmless agreement) which certificates shall indicate limits and contain a waiver of subrogation clause and a clause giving BCC fifteen (15) days advance notice prior to the termination or modification of said insurance; and (e) furnish at least fifteen (15) days before any such insurance expires or is canceled, appropriate evidence of continuation of coverage.

(h) Removal of Liens. In the event any mechanic's or materialmen's lien shall at any time be filed against the Property allegedly by reason of work, labor, services or materials performed or furnished to the Foundation for work or materials performed or used with respect to the Project, the Foundation shall within ten (10) business days cause the same to be discharged or bonded.

3. Representations and Warranties.

(a) By BCC. BCC hereby represents and warrants that:

(i) BCC has the full right and legal authority to enter into and perform its obligations under this Agreement;

(ii) BCC owns good and marketable fee simple title to the Property;

(iii) no easements are required for vehicular and pedestrian access to and from the Property and the Property has a means of ingress and egress directly to and from each public roadway abutting the Property;

(iv) there are no violations of any zoning or building laws which affect the Property or the use thereof for the Project;

(v) neither BCC nor any other person or entity, has caused or permitted the generation, treatment, storage, disposal or release of Hazardous Materials in, on or under the Property, and the BCC knows of no violation or alleged violation of any Environmental Laws (defined below), at, to, or from the Property. For purposes of this Agreement, the term "Hazardous Materials" shall mean any oil, flammable explosives, asbestos, urea formaldehyde, radioactive materials or waste, or other hazardous, toxic, contaminated or polluting materials, substances or wastes, including, without limitation, any "hazardous substances," "hazardous wastes," "hazardous materials" or "toxic substances" as defined under federal, state or local laws, ordinances and regulations relating to environmental protection (collectively, "Environmental Laws"). BCC shall, within five (5) business days after full execution of this Agreement provide the Foundation with a copy of any and all environmental reports, inspections, investigations, studies, audits, tests, reviews, governmental communications or other analyses in BCC's possession or control relating to the Property or any portion thereof.

(vi) there are no underground storage tanks, active or abandoned, in, on or under the Property;

(vii) there is no pending, nor, to the best of BCC's knowledge, threatened, litigation or other legal or administrative proceeding or investigation affecting or related to the Property; and

(viii) BCC has not received any notice and has no knowledge of the commencement of eminent domain proceedings affecting the Property.

(b) By the Foundation. The Foundation hereby represents and warrants that:

(i) the Foundation has the full right and legal authority to enter into and perform its obligations under this Agreement;

(ii) should the Foundation use the Project, such use shall be consistent with its charitable purposes; and

(iii) once commenced the Project will be completed in a good and workmanlike manner in accordance with the Plans.

4. **Naming Rights and Ancillary Benefits.**

(a) Venue Name. During the Initial Term of this Agreement, Chive is granted the right to name (the "Naming Rights") the Project officially as "KCCO Ability Field" (the "Name"), unless amended or changed in accordance with this Agreement.

(b) Signage and Exposure. Pursuant to Section 4(a), Chive will be entitled to have certain signage or other forms of exposure placed in, on and around the Project (the "Signage")

(c) Exclusivity. In addition to the Naming Rights granted hereunder, BCC agrees not to offer, grant, or sell:

- (i) the right to name the Project to any other third party, and
- (ii) any subordinate portion of the Project (the "Subordinate Naming Rights") to any third party:

(a) whose primary business or activities fall within the same category as Chive;

(b) whose activities or offerings of products and/or services are competitive with one or more of the Chive's activities, products, or services;

(c) who otherwise could be reasonably identified by Chive to be one of their direct competitors; or

(d) without the prior written consent of Chive (in its sole and absolute discretion).

In the event BCC desires to offer, grant or sell Subordinate Naming Rights to any such third party, BCC agrees to submit to Chive the identity of the third party for Chive's prior written approval, approval which shall not be unreasonably withheld, conditioned or delayed.

5. Management and Operation Duties. Upon Substantial Completion of the Improvements, or such earlier date as is provided below, BCC (or its contractor (e.g. CTX Ability Sports) for such services), shall at its sole cost and expense, be responsible for the management, maintenance, and operation of the Project, and shall carry out the duties as set forth below:

(a) Day to day management and operation of the Project, including, but not limited to, the scheduling and management of events at the Project, in compliance with all applicable laws, ordinances, rules and regulations, and this Agreement.

(b) At all times keep and maintain the Project, and all features, aspects and components thereof, clean and in good order and repair and operating condition, including, without limitation:

(i) routine cleaning and maintenance of the Improvements, provision of security to the Project, the provision of utilities to the Project, and all other aspects of the day to day management and operation of the Project and the programs conducted thereon; and

(ii) long term maintenance of the Improvements, including, but not limited to, repairs, replacements and capital improvements. The Foundation shall have no maintenance, repair or replacement responsibilities under this Agreement with respect to the Project or any aspect thereof, except resulting from damages caused by the sole gross negligence or willful misconduct of the Foundation or the Foundation's agents, contractors and employees, and as described in 5 below.

(c) Maintaining insurance coverage with respect to the Project and Improvements, issued by one or more insurance companies qualified or authorized by the State of Texas to issue such coverage and an A.M. Best Company financial and performance rating of A-IX or better, including:

(i) a policy of property and casualty insurance insuring against loss or damage by fire or other hazards, under a policy or policies covering such risks as are presently included in "special form" (also known as "all risk") coverage, but in any event including fire, lightning, windstorm, hail, explosion, riot, riot attending a strike, civil commotion, damage from aircraft, smoke, vandalism, and malicious mischief, in an amount not less than the full replacement value of the Improvements. No policy of insurance shall be written such that the proceeds thereof will produce less than the minimum coverage required by this Section by reason of co-insurance provisions or otherwise; and

(ii) comprehensive (also known as commercial) general liability insurance on an "occurrence" basis against claims for "personal injury" liability and liability for death, bodily injury and damage to property, products and completed operations, with coverage in the minimum amounts of \$1,000,000 per occurrence and \$3,000,000 with respect to the aggregate of all occurrences during any given annual policy period. If such coverage is not commercially available BCC and Foundation will agree on appropriate limits, based on available alternatives. Such policy shall name the Foundation, its agents, employees, officers, trustees, successors and assigns as additional insureds, effective as of the date of this Agreement.

With respect to all such policies, BCC shall obtain from its insurer(s) a policy clause to the effect that the insurer shall not cancel or change the terms of such insurance policy or policies without first giving the Foundation at least thirty (30) days prior written notice thereof. A certificate of insurance made by the issuer shall be delivered to the Foundation within fifteen (15) days after the date of this Agreement.

(d) Development of appropriate written agreements governing the use of the Improvements by parties other than BCC and the Foundation, and the supervision of such use by third parties (which use shall in any event be subject to Section 6, below).

(e) Promulgation of reasonable rules and regulations governing the use of the Improvements by parties other than BCC and the Foundation (which use shall in any event be subject to Section 6, below).

(f) Preparation of an annual operating budget for the operation of the Project consistent with the permitted uses of the Project. Budgets will be prepared on a fiscal year basis to correspond with BCC's fiscal year.

(g) Collection of operating revenue generated by the Project and payment of associated expenses.

(h) Maintain in its office in Hutto, Texas, accurate and complete books and records with regard to its management of the Project, and provide the Foundation with access to such books and records upon reasonable prior notice.

Notwithstanding the foregoing, Foundation has been advised by BCC that it has entered into a separate agreement with CTX Ability Sports to operate and/or manage the property for BCC. Foundation approves and has no objection to that agreement.

6. **Use of the Improvements.** The Parties agree that the Improvements shall be used exclusively for the following uses, events and programs, unless otherwise agreed to in writing by the Parties from time to time:

(a) Youth activities consistent with BCC's, CTX Ability Sports' and the Foundation's charitable missions.

(b) Baseball programs, and any other programs to be engaged in by special needs children conducted and/or sponsored by BCC and/or CTX Ability Sports.

(c) The Foundation shall have the right to use the Project for at least ten (10) days each calendar year for activities consistent with its Mission. The Foundation and BCC shall coordinate their schedules in order to avoid conflicts in dates of usage of the Project.

(d) Chive shall have the right to use the Project upon providing one week's notice to BCC or its assigns. Such usage may be denied by BCC or its assigns solely due to a conflict in usage with another third party for the date requested by Chive which was received by BCC or its assigns prior to receiving the usage request from Chive.

7. **Reports of Events.** Annually during the term of this Agreement, prior to March 1 of each calendar year, starting the first March following the Completion Date, BCC shall furnish to the Foundation a report which contains the number of special needs children served during the previous calendar year with a summary of the programs anticipated to be conducted by BCC in the next calendar year.

8. **Indemnification.** To the fullest extent permitted by law, the Foundation and BCC (as applicable, the "Indemnitor") shall each indemnify and hold harmless the other and Chive (the "Indemnitee") and its agents, contractors, employees, volunteers, successors and assigns from and against any and all liabilities, obligations, demands, causes of action, losses, expenses and damages, arising out of or based upon (i) the Indemnitor's performance of (or failure to perform) its duties hereunder, (ii) the conduct by the Indemnitor at the Project of its programs as specified herein, and (iii) the violation of any laws or negligence or willful misconduct by the Indemnitor or its affiliates, agents, contractors or employees. The provisions of this Section shall survive expiration or any termination of this Agreement.

9. **Condemnation.** If, as a result of eminent domain proceedings, there should be a taking of all or any material portion of the Property or the right of access to the Property, then this Agreement, at the option of either party, shall terminate upon the giving of notice to the other. BCC will advise the Foundation immediately upon receipt of notice of the commencement of proceedings by any authority having eminent domain powers to acquire any part of the area in the Property. In the event of a taking, or a conveyance in lieu of a taking, resulting in the termination of this Agreement, BCC and the Foundation will cooperate in applying for and prosecuting a claim for that taking and agree that the aggregate net award after deducting expenses and costs, including reasonable attorneys' fees, incurred in connection therewith payable to both BCC and the Foundation shall be paid to the

Parties (or if required, to any mortgagee) and distributed as follows: (i) the Foundation shall receive so much of the net award as shall compensate it for the depreciated value of its monetary donation of three hundred fifty dollars (\$350,000) toward the Improvements which represents the Foundation's and its donors' monetary donation of \$350,000; and (ii) BCC shall receive the balance thereof.

10. **Notice of Sale.** If at any time during the term of this Agreement, the BCC decides to sell the Property, the BCC shall provide the Foundation with written notice of its intent to sell. If the Property is sold at any time during the term of this Agreement, the remedies described in Paragraph 11 shall be afforded to the Foundation. In any event and for the entire term of this Agreement, no such sale shall have any adverse effect on this Agreement, it being understood that this Agreement runs with the land, will be recorded in the land records of Williamson County, Texas and is therefore binding on any successor owners of the Property.

11. **Default.**

(a) The failure of either Party to perform its duties hereunder, which default is not cured within thirty (30) days of written notice thereof, shall constitute an "Event of Default" hereunder and a breach of this Agreement by the defaulting Party; provided, however, that if the default is of such a nature that it cannot be cured within such 30-day period, there shall be no Event of Default if a cure is commenced within such 30-day period and thereafter is diligently pursued to completion.

(b) Any delay in performance hereunder by either Party due to force majeure shall be excused and shall not be considered grounds to declare a default hereunder. Cure periods hereunder shall extend in proportion to such delays.

12. **Remedies upon Default.** Upon an Event of Default by the Foundation hereunder, BCC's sole remedy shall be to terminate this Agreement by written notice to the Foundation. Upon an Event of Default by BCC hereunder, which default is of such a nature so as to legally or practically deprive the Foundation (or others, as contemplated by this Agreement), of the use of the Improvements for the conduct of its programs as contemplated by this Agreement, the Foundation may terminate this Agreement by written notice to BCC, in which case BCC shall be liable for liquidated damages equal to the unamortized/undepreciated construction costs of the Foundation's monetary contribution to the Improvements (\$350,000), based upon a fifteen (15) year amortization of such costs, computed as of the date of termination of the Agreement under this Section. The Parties agree that based upon the contributions of the Foundation to the Project, the aforesaid sum constitutes a reasonable estimate of the Foundation's damages in the event of BCC's default hereunder and is not a penalty. In lieu of terminating this Agreement, the Foundation shall have the right (i) to institute an action as provided for in Section 12 hereof to specifically enforce BCC's obligations hereunder, and/or (ii) to cure the Event of Default (if susceptible to cure by a party other than BCC) and to charge BCC for the out of pocket expenses incurred by the Foundation in exercising such self help remedy. Neither Party shall be liable for any special, indirect, incidental or consequential damages, of any nature, including, without limitation, loss of actual or anticipated profits or revenues, loss of use, cost of capital, incurred by a Party as the result of an Event of Default, other than the damages specifically provided for herein.

13. **Dispute Resolution.** Any controversy, claim, cause of action or other dispute ("Dispute") relating to this Agreement or the interpretation thereof, which cannot be resolved by negotiations between the Parties, shall be resolved through mediation conducted in Williamson County, Texas. Unless the Parties shall otherwise agree, mediation shall be conducted by the

14. **Assignment; Successors.** Neither Party shall assign its duties and obligations hereunder without the prior written consent of the other Party. This Agreement and the terms hereof shall inure to the benefit of, the Parties successors and permitted assigns.

(a) Each Party shall be deemed to be an independent contractor in its performance hereunder such that neither Party nor any employee or agent of either Party shall be deemed an agent of the other Party, unless otherwise agreed in writing by the Parties.

16. **Notices.** Any notice, request or demand or other communication required or permitted to be given pursuant to this Agreement (each, a “Notice”) shall be in writing and shall be deemed sufficiently given if delivered by hand by messenger at the address of the intended recipient (set forth below); sent by Federal Express or a comparable guaranteed overnight delivery service, prepaid, with instructions to deliver on the next business day; or sent by United States first class mail, registered or certified, postage prepaid, with return receipt requested; and addressed as follows (or to such other address as may have been specified by the addressee party in a written notice previously given to the sender party in accordance with this Section):

Attn: Pastor David McClain

Attn: Brian Mercedes

Attn: President

Any Notice given in accordance with this Section shall be deemed to be given and delivered as of (i) the date of actual delivery, if delivered by hand by messenger; (ii) the first (1st) business day following deposit with Federal Express (or comparable guaranteed overnight delivery service), if sent by such overnight delivery service, prepaid, with instructions to deliver on the next business day; or (iii) the third (3rd) day following deposit with the United States Postal Service, if sent by United States first class mail (registered or certified, postage prepaid, with return receipt requested).

17. **No Waiver.** The failure of a Party at any time to require performance hereunder by the other Party of any provision hereof shall in no way affect the right of such Party to require such performance at any time thereafter, nor shall any waiver by a Party of a breach hereof or default hereunder by the other Party constitute a waiver of any succeeding breach of or default under the same or any other provision hereof.

18. **Entire Agreement.** This Agreement and the exhibits attached hereto and forming a part hereof set forth all the covenants, promises, agreements, conditions and understandings between Parties related to this Agreement, and there are no covenants, promises, agreements, conditions or understandings, either written or oral, between them other than as are set forth herein. No subsequent alteration, amendment, change or addition to this Agreement shall be binding on the Parties unless reduced to writing and signed by both Parties.

19. **Headings and Section Numbers.** The headings and section numbers herein are inserted only as a matter of convenience and in no way define, limit, construe or describe the scope or intent of such sections hereof.

20. **Partial Invalidity.** If any term, covenant or condition of this Agreement or the application thereof to any person or circumstances shall be held invalid or unenforceable, the remainder of this Agreement or the application of such term, covenant or condition to persons or circumstances other than those as to whom it is held invalid or unenforceable shall not be affected thereby, and each term, covenant or condition hereof shall be valid and be enforceable to the fullest extent permitted by law.

21. **Miscellaneous.**

(a) This Agreement may be signed in one or more counterparts, each of which will constitute an original and all of which shall comprise the entire Agreement.

(b) This Agreement shall be governed by and construed in accordance with the laws of the State of Texas.

IN WITNESS WHEREOF, Parties have caused these presents to be executed and sealed as of the day and year first above written.

BCC:

THE BRIDGE COMMUNITY CHURCH

a Texas non-profit entity

By: _____ (SEAL)

Date: _____, 2014

STATE OF TEXAS
COUNTY OF WILLIAMSON, to-wit:

I hereby certify that on this _____ day of _____, 2014, before me, the subscriber, a Notary Public in and for the State and County aforesaid, personally appeared _____, who acknowledged himself to be the _____ of **THE BRIDGE COMMUNITY CHURCH**, a Texas non-profit entity, and he acknowledged the foregoing instrument to be the act of said entity.

Witness my hand and Notarial Seal.

My Commission expires: _____

Notary Public

CHIVE:

CHIVE CHARITIES,
a Texas non-profit entity

By: Brian Mercedes (SEAL)
Brian Mercedes

Date: 5-13-, 2014

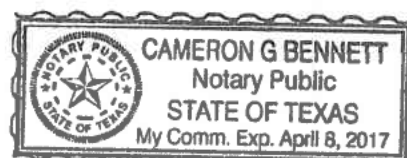
STATE OF TEXAS
COUNTY OF TRAVIS, to-wit:

I hereby certify that on this 13 day of May, 2014, before me, the subscriber, a Notary Public in and for the State and County aforesaid, personally appeared Brian Mercedes, who acknowledged himself to be the Executive Director of **CHIVE CHARITIES**, a Texas non-profit entity, and he acknowledged the foregoing instrument to be the act of said entity.

Witness my hand and Notarial Seal.

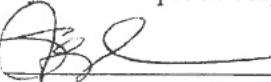
My Commission expires: April 8, 2017

Cameron G Bennett
Notary Public



**SIGNATURES CONTINUED ON THE FOLLOWING PAGE
THE FOUNDATION:**

CAL RIPKEN, SR. FOUNDATION, INC.,
a Maryland non-profit corporation

By:  (SEAL)

Steve Salem

President

Date: May 13, 2014

STATE OF MARYLAND
CITY/COUNTY OF BALTIMORE, to-wit:

I hereby certify that on this 13 day of May, 2014, before me, the subscriber, a Notary Public in and for the State and County aforesaid, personally appeared Steve Salem, who acknowledged himself to be the President of **CAL RIPKEN, SR. FOUNDATION, INC.**, a Maryland non-profit corporation, and he acknowledged the foregoing instrument to be the act of said corporation.

Witness my hand and Notarial Seal.

My Commission expires: 7/29/2014

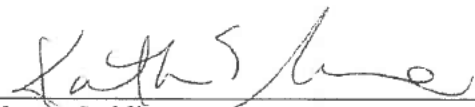

Notary Public

EXHIBIT A

Property Lease



COMMUNITY PARTNER PLAYGROUND CONTRACT

July 1, 2016

KaBOOM!, Inc. (referred to herein as KaBOOM!) is pleased that Central Texas Ability Sports and The Bridge Community Church (referred to herein as the Community Partner) has agreed to collaborate with KaBOOM! and Blue Cross and Blue Shield of Texas (referred to herein as the Funding Partner) in the construction of a new playground at The Ability Field, 747 County Road 138, Hutto, TX 78634 (the "Project"). This Community Partner Playground Contract (this "Agreement"), which sets forth the Community Partner's obligations in connection with the Project and certain matters on which the parties have agreed, will, when executed by the duly authorized representatives of each party, supersede any prior agreements and represent the complete legally binding agreement between the parties regarding the Project.

1. Obligations of the Community Partner. The Community Partner shall work with KaBOOM! and the Funding Partner as well as community residents to design, plan and build the Project. By executing this Agreement, the Community Partner is unconditionally agreeing to each of the following obligations, in each case meeting the requirements provided by KaBOOM!:
 - (a) Fundraising. In support of the Project, the Community Partner must contribute \$8,500 to KaBOOM!, which will apply the funds directly to the purchase of playground equipment. KaBOOM! will invoice the Community Partner for such amount promptly following the execution of this Agreement, which amount must be paid in full at least thirty (30) days prior to the Project's Build Day (as defined below).
 - (b) Project Site.
 - (i) Ownership. At the time of execution of this Agreement, the Community Partner shall provide KaBOOM! with proof of land ownership evidenced by either a deed granting title to the property to the Community Partner or a letter from the property owner showing approval for the Project. The Community Partner is the owner of the playground in its entirety, for the lifetime of the playground, including the equipment and/or safety surfacing purchased by KaBOOM! and/or the Funding Partner.
 - (ii) Permits. Prior to Build Day, the Community Partner shall obtain all necessary permits and licenses regarding the installation, possession and use of the playground in compliance with applicable laws and regulations.
 - (iii) Preparation. The Community Partner shall ensure that the Project site is safe for volunteers and children, which responsibility includes: (1) recruiting fifteen (15) adult volunteers to participate in preparation activities two to three days prior to Build Day; (2) preparing the site for the installation of the Project at least two weeks before Build Day, which includes removing existing playground equipment, footers and safety surfacing, grading the land, removing fencing and performing soil tests; (3) conducting up to two (2) utility checks as reasonably requested by KaBOOM! with the appropriate utility companies, with the first test being completed on or before Design Day (as defined below) and with all utility check documentation provided upon completion to the KaBOOM! project manager who shall supervise the planning and installation of the playground (the "Project Manager"); and (4) conducting up to two (2) soil site tests as reasonably requested by KaBOOM!, with the first test being completed on or before Design Day and with all soil check documentation provided to the Project Manager upon completion. The Community Partner is responsible for undertaking any necessary risk mitigation should the soil be deemed unsafe for children and volunteers.
 - (iv) Safety and Security. The Community Partner shall ensure the security of equipment, tools, supplies and well being of the adults and children from the beginning of the preparation activities until the conclusion of Build Day, including any postponement.
 - (v) Maintenance. Maintenance of the playground facility and supervision of its use is the sole responsibility of the Community Partner. The Community Partner shall collaborate with KaBOOM! during the Project planning process to develop a maintenance program for the playground and, with the support of the property

owner (if owner is a separate party), shall maintain the playground and the property before and after the Build Day to ensure a safe and attractive playspace. In furtherance of the foregoing, in the event any playground equipment included in the Project no longer is permitted for any reason to be located at its original site of construction or such site is no longer controlled by the Community Partner for any reason, then the Community Partner promptly shall notify KaBOOM! following its becoming aware of such situation and shall, at the Community Partner's sole cost and expense, take such steps as may be necessary to promptly and safely relocate the playground equipment (including any permanent signage and other fixtures) to an alternate site that serves children or to ensure that the successor controlling person of such site shall continue to make such playground available to children in the same manner contemplated as of the Build Day and maintain (or permit the Community Partner to maintain) such playground in accordance with the maintenance program. In addition, the Community Partner shall accept and maintain engineered wood fiber as playground safety surfacing, meeting standards established by Consumer Product Safety Commission guidelines, for the lifetime of the playground. Guidance and materials for the purpose of developing a maintenance plan for the playground are available, upon request, from the playground equipment and safety surfacing manufacturers, including Playworld Systems, Inc.

- (vi) Service Learning. The Community Partner shall recruit a group of at least 25-50 youth ages 5-12 years to participate in the Presidential Active Lifestyle Award Challenge (<http://www.presidentschallenge.org/challenge/active/index.shtml>). The youths shall commit to being active 60 minutes a day for five days a week for six weeks between Design Day and Build Day.
- (c) Design Day. The Community Partner agrees to host a KaBOOM!-facilitated "Design Day" with at least twenty (20) adult volunteers and twenty (20) children. Such adult volunteers shall remain engaged in the planning activities throughout the Project's planning process.
- (d) Build Day. The Community Partner shall recruit 150 adult volunteers from the community to participate in a one-day installation event for the Project, which is scheduled to occur on 9/10/2016 and which is referred to herein as the Build Day. The Community Partner shall ensure that all volunteers sign a waiver. On the Build Day, the Community Partner shall provide food, water, tools, dumpsters, music and restroom facilities for all volunteers.
- (e) Promotion: Intellectual Property. The Community Partner shall seek prior approval from KaBOOM! and/or the Funding Partner for any materials that reference the Project or contain the name, trademarks, service marks, logos and other intellectual property (collectively, and together with all goodwill attached or which shall become attached to any of the them, the "Marks") of KaBOOM! and/or the Funding Partner, including press releases, fliers and promotional materials. The Community Partner acknowledges and agrees that each of KaBOOM! and the Funding Partner is the sole owner of all right, title and interest in and to its respective Marks. The parties acknowledge that KaBOOM! and the Funding Partner may take all steps to protect their Marks as they deem appropriate. Any use of the Marks will inure to the sole benefit of KaBOOM! or the Funding Partner (as applicable). The Community Partner shall not use the Marks in any manner that would harm the reputation of KaBOOM! or the Funding Partner or disparage or negatively reflect upon the Marks. Upon expiration of or termination of this Agreement for any reason, the Community Partner shall cease all use of the Marks. The Community Partner shall collaborate with KaBOOM! and the Funding Partner to secure media coverage for the Project.
- (f) Signage. The Community Partner shall allow the names and logos of KaBOOM! and the Funding Partner to be displayed on permanent playground signage, which shall be substantially in the form provided to the Community Partner during the application process and shall be 12 ¼ inches wide by 30 ¼ inches tall and mounted on poles in a mutually agreed location.
- (g) Shade. The Community Partner has agreed to accept the installation of the shade over the playground that was built with KaBOOM! and has agreed to: 1) determine if a permit is needed for shade and if so, identify what is needed to secure the permit. 2) If permit is required, the Community Partner is responsible for filing the paperwork and making payment for the expenses related to securing the permit. The KaBOOM! shade vendor will provide the necessary designs and documentation needed to secure the permit. 3) In coordination with the Project Manager and the shade vendor, the plan for drilling the holes for the shade post footers, installation of the rebar and pouring the concrete will be identified. This will include the timeline for the footer work and site access

for the contractor. 4) the Community Partner is responsible for ensuring the shade vendor has access to the site. Damage to sidewalks or fences is the responsibility of the Community Partner 5) Once the shade post footers are completed, the Community Partner must secure the site so that no kids play on the footers. 6) Within 2-3 days of the footers being completed, provide access for the shade vendor to install the shade. 6) A maintenance plan for the shade is created and provided to KaBOOM! Once the shade is installed, it needs to be properly maintained. This includes checking the tension on the shade and tightening it as needed. In the event of a high wind event (ie. Hurricane), the shade needs to be taken down. Once the high wind event is over, the shade needs to be re installed. 7) Payment for the shade will be paid directly to the shade vendor.

- (h) Playground Costs. The Community Partner is solely responsible for and shall hold KaBOOM! and the Funding Partner harmless from any costs beyond the proposed Project budget, including costs incurred by the Community Partner for any prior site preparation, upgrades or improvements or any equipment or materials purchased to supplement those secured by KaBOOM!.
- (i) Warranty. The playground equipment and the safety-surfacing related to the Project may be covered under warranty by the applicable manufacturers, a copy of which may be obtained, upon request, from such manufacturers. The Community Partner acknowledges that any warranties and/or guarantees on any equipment or material are subject to the respective manufacturer's terms thereof, and the Community Partner agrees to look solely to such manufacturers for any such warranty and/or guarantee. Neither KaBOOM! nor the Funding Partner nor any of their respective affiliates, directors, officers, managers, partners, members, shareholders, employees, agents or representatives, have made nor are in any manner responsible or liable for any representation, warranty or guarantee, express or implied, in fact or in law, relative to any equipment or material, including its quality, mechanical condition or fitness for a particular purpose.
- (j) Insurance. The Community Partner (or such other appropriate entity to which KaBOOM! consents in writing) shall obtain and maintain from no less than seven (7) days prior to the Build Day and through the first anniversary of the Build Day worker's compensation insurance policies and commercial general liability insurance (providing coverage against liability for bodily injury, death and property damage that may arise out of or be based upon the use of the playground), in each case in amounts not less than one million dollars (\$1,000,000). At the time of execution of this Agreement, the Community Partner shall provide to KaBOOM! a copy of a certificate from its insurer indicating the nature, scope, duration and amount of insurance coverage, and naming KaBOOM! and the Funding Partner as additional insureds under such policy, which insurance shall be primary over any other insurance covering KaBOOM! and the Funding Partner and which policy shall provide that KaBOOM! and the Funding Partner be given at least thirty (30) days prior written notice of any change or cancellation of coverage.
- (k) Indemnification. The Community Partner shall indemnify and hold harmless KaBOOM!, the Funding Partner and their respective affiliates, directors, officers, managers, partners, members, shareholders, employees, agents and representatives from any and all losses, liabilities, claims, actions, fees and expenses (including interest and penalties due and payable with respect thereto and reasonable attorneys' and accountants' fees and any other reasonable out-of-pocket expenses incurred in investigating, preparing, defending or settling any action), including any of the foregoing arising under, out of or in connection with any breach of this Agreement, any actions associated with this Project or resulting from the use of any playground property and equipment, including those for personal injury, death, or property damage, except to the extent resulting from the willful misconduct of such indemnified person. This provision shall survive any termination or expiration of this Agreement.

2. Obligations of KaBOOM!

- (a) Playground Build. KaBOOM! shall provide technical and organizational leadership and guidance for the Project and shall:
 - (i) Coordinate Funding Partner participation, facilitate playground design, including regular planning meetings, and work with vendors to procure equipment and materials in a timely manner, except to the extent that safety surfacing other than engineered wood fiber is used, which shall be procured by the Community Partner.

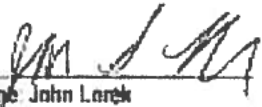
- (ii) Manage construction logistics for the Project, coordinate playground site preparation activities with the Community Partner, inventory equipment and materials, and assure that the necessary tools and materials are available on the Build Day.
 - (iii) Lead the Build Day activities, including the coordination of Build Day captains and volunteers.
 - (iv) Provide educational and promotional materials to support the Project, including the KaBOOM! Tool Kit (a 4-book set), KaBOOM! online Playground Planner, nametags and other general supplies.
- (b) Inspection. KaBOOM!, in collaboration with the Community Partner, will secure a Certified Playground Safety Inspector to review the playground structure at the conclusion of the Build Day (or, if KaBOOM! assumes responsibility for the playground construction going beyond one day, at the conclusion of the installation) to ensure that the structure is safe and built to all appropriate standards and guidelines, unless the Build Day is not completed on the Build Day due to failure of the Community Partner, in which case the Community Partner shall secure the Certified Playground Safety Inspector.
- (c) Promotion. KaBOOM! will provide proposed promotional materials relating to the Project for the Community Partner's review and approval, which approval shall not be unreasonably withheld or delayed.
- (d) Website Listing. KaBOOM! will place the playground on its list of KaBOOM! builds on the KaBOOM! website and KaBOOM! will send information to the Community Partner on playground maintenance programming and enhancements.
3. Build Day Postponement. The Build Day shall not be postponed except when weather or other conditions jeopardize the safety of the volunteers or threaten the structural integrity of the playground. The decision to postpone the Build Day will be made by majority agreement of the representatives of KaBOOM!, the Community Partner and the Funding Partner, except where such decision must be made by KaBOOM! on the construction site and representatives of the Community Partner and the Funding Partner are not available for consultation. In the event that the Build Day is postponed, KaBOOM!, the Community Partner and the Funding Partner shall develop a plan for rescheduling the Build Day at the next earliest date possible for each party. The Funding Partner shall be responsible for all additional expenses related to the rescheduled Build Day, including, without limitation, equipment, labor and materials, storage and travel costs and expenses; *provided, however*, that the Funding Partner shall be notified of the estimated amount of such additional expenses in connection with rescheduling of the Build Day. Notwithstanding the foregoing, in the event that the date of the Build Day is cancelled or changed as a result of the Community Partner's failure to satisfy its obligations in connection with the Project, then the Community Partner shall be liable to KaBOOM! and the Funding Partner for all such additional expenses related to the rescheduled Build Day.
4. Funding Partner Relations. KaBOOM! has a separate contract with the Funding Partner pursuant to which the Funding Partner has agreed to provide financial and human resources for the Project. In recognition of the Funding Partner's contribution of such resources, the Funding Partner shall receive first placement on any recognition materials developed for the Project, including playground signage, banners, T-shirts, press releases, website and newsletter stories, and flyers, and the Community Partner shall not solicit sponsors or donors in relation to the Project whose products or services directly compete with the products or services of the Funding Partner as identified to the Community Partner by KaBOOM! and/or the Funding Partner. In the event the Community Partner solicits other sponsors or donors, then the Community Partner shall not permit such sponsors or donors to compete with the Funding Partner for signage and sponsorship recognition.
5. Termination. In the event that the Community Partner fails to make the payments required under Section 1(a) or otherwise breaches this Agreement, KaBOOM! may terminate this Agreement upon written notice to the Community Partner of such termination. Furthermore, if either party is delayed or prevented from fulfilling any of its obligations hereunder by any cause beyond its reasonable control, including acts of God, acts or omissions of civil or military authorities, fire, strike, flood, riot, act of terrorism, war, transportation delay, or inability due to such causes to obtain required labor, materials or facilities, such party shall not be liable hereunder for such delay or failure and either party may terminate this Agreement if the other is unable to perform any obligation hereunder for a period longer than ten (10) calendar days due to such force majeure event, in which case KaBOOM! shall refund to the Community Partner any amounts paid to KaBOOM!, less expenses already committed and/or incurred prior to the date of such


termination. If, upon termination as provided herein, the sum due KaBOOM! the by Community Partner exceeds the sum paid to KaBOOM! hereunder, the Community Partner shall pay KaBOOM! for any such additional sum due upon presentation of appropriate documentation within thirty (30) days of invoice. Except as set forth above, upon any termination, this Agreement shall become void and have no effect, and no party shall have any liability to the other party, except that nothing herein will relieve any party from liability for any intentional breach of this Agreement prior to such termination.

6. General Provisions. The Community Partner represents to KaBOOM! that all information provided by it to KaBOOM!, including in the Playground Profile Application, is true, correct and complete in all respects and does not omit any information relevant to the Project. Each party has all requisite power and authority, including any necessary approval by its governing body, to execute and deliver this Agreement, and to perform its obligations hereunder. This Agreement may not be assigned or transferred by either party without the prior written consent of the other party hereto. This Agreement shall inure to the benefit of and be binding upon the parties hereto, their respective successors and permitted assigns, and where expressly stated, their affiliates and representatives. This Agreement shall be governed by and construed under the laws of the State of New York, without regard to conflicts of laws principles to the extent that the application of the laws of another jurisdiction would be required thereby. This Agreement may be altered, modified or amended only by a written document signed by both parties. This Agreement may be executed in two or more counterparts, each of which shall be an original and all of which, when taken together, shall constitute the same agreement and may be delivered by facsimile or electronic mail transmission with the same force and effect as if originally executed copies hereof were delivered. Any notices required or permitted to be given hereunder shall be sent by certified or registered United States mail, postage prepaid, by personal delivery addressed to the applicable party or by facsimile or electronic mail transmission (the receipt of which is confirmed) at the address set forth under such party's signature below. The Funding Partner shall be an intended third party beneficiary of Sections 1(b), (e), (f), (g), (h), (i) and (j) and Sections 2(b), 3, 4 and 6 of this Agreement and is entitled to enforce its rights under such sections as if it were a party to this Agreement.

By executing this Community Partner Playground Contract where indicated below, each of KaBOOM! and the Community Partner agrees, as of the date identified above, to be legally bound by all of the terms and provisions set forth above.


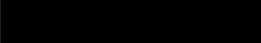

Central Texas Ability Sports

By: 
Name: John Lorek
Title: Executive Director


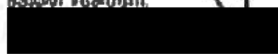
Address:
CTX Ability Sports
1422 Saint Leger Street
Pflugerville, Texas 78660
Email: 

KaBOOM!, Inc.

By: 
Name: Gerry Mague
Title: Chief Financial Officer

Address:
4301 Connecticut Ave Suite ML-1
Washington, DC 20008
T: 
F: 
E: 

The Bridge Community Church

By: 
Name: David McLain
Title: Pastor/President
Email: 

Address:
747 Country Rd 138
Hutto, TX 78634

Contact information for the person who should receive KaBOOM! invoices:

Name: John Lorek

Telephone number: 

Mailing Address:
313 McCoy Lane
Williamson, Texas 78634

Email: 

From: Lisa Straughn [REDACTED]
Sent: Tuesday, June 25, 2019 10:34:01 AM
To: Russ Boles
Subject: Proposed South East Loop

EXTERNAL email: Exercise caution when opening.

I attended the meeting last night to get information about plans for South East Loop. I live in Lakeside Estates. My house is the third house in this neighborhood on Little Lake Road. We have lived in this neighborhood for at least 10 years. There are only two exits from this neighborhood on to County Road 138. Two of my immediate neighbors are directly affected but my house is not in what they consider the purple zone. With the addition of new home access, the road that I live on has increased in volume of traffic. Traffic is becoming a HUGE concern through our neighborhood on the two roads. There is a neighborhood directly across 138 that will be affected also. My concern is this proposed loop will add to this traffic congestion. I need to know how traffic will be addressed to ensure safety of the neighborhoods directly affected. Please let me know. My contact number is [REDACTED]

From: Lavern Gaines [REDACTED]
Sent: Friday, June 28, 2019 1:22 PM
To: Williamson County Road Bond Program <roadbond1@wilco.org>
Subject: Southeast Loop Home Owner - 122 Dana Dr

EXTERNAL email: Exercise caution when opening.

I am aware the Southeast Loop is coming, therefore, I all can do is collect as much information as possible so I can make the best decisions for my home ownership.

- What is the last address on Dana Drive that is being considered for purchase? I am trying to figure out how close it is to my home.
- A specific timeline now and after funding
- A list of community partners supporting this development

Requests:

- An interactive map where I can input my address and it pulls specific information as it relates to my home.
- Use clear simple language when communicating or writing print materials for homeowners. At the hearing last week I heard the phrase “right sized” which is planning and development language, and not used by everyday home owners. As a homeowner that was not *right sized*, the language kind of said they were right and we are on the wrong side. Of course this isn’t reality but it is a human perception.
- Sound barrier wall

- Sidewalks
- Provide some kind of pest/snake control during construction to keep as many away from current homes
- Easy access out of neighborhood

Thank you for the opportunity to give input.

Lavern S. Gaines

122 Dana Drive | Hutto, TX 78634

 Mobile

From: Cheryl Ribich [REDACTED]
Sent: Friday, June 28, 2019 2:11 PM
To: Williamson County Road Bond Program <roadbond1@wilco.org>
Subject: Southeast Loop

EXTERNAL email: Exercise caution when opening.

We appreciate the opportunity to share our concerns over the Southeast Loop. The decision to connect our county road to Highway 79 is devastating to us. We realize that we can't stop growth but we're feeling a little picked on at this point.

Valid concern for home values:

Easing traffic issues on CR 138 is important but not if it means more noise, more accidents, and visible on/off ramps. We already have the toll in our face. How much more are we supposed to learn to live with?

What we need:

Sidewalks and bike lanes on both sides, red lights with sensors to keep traffic from backing up in any neighborhood, and sound barrier walls on BOTH sides of this road. It is absolutely not okay to put in this type of road, running through 2+ neighborhoods with out sound barrier walls. We hear the toll road all day, every day. Travis and Williamson county must work together to protect the homes values and quality of life of the hundreds of low to middle income families in these neighborhoods. The rent and home prices are so high in central Texas that we couldn't afford to move even if we wanted to.

Share Timelines:

It is important that residents are informed of timelines for every phase of this project. After all this is not just another road going in. This 100% affects our day to day lives in a very real way.

These are not businesses you're disrupting. These are homes and families most of whom are barely getting by and just trying to hold to the only thing of real value they have. Help us to make this a positive experience in the end so we feel like we were heard and that you have done everything possible to protect our families and enhanced instead of destroyed our quality of life and home values.

Thanks for listening.

*Cheryl C. Ribich - County Road 138 home owner
1407 Saint Leger, Pflugerville, TX 78660*

[REDACTED]

From: [REDACTED]
Sent: Tuesday, July 2, 2019 5:34 PM
To: Williamson County Road Bond Program <roadbond1@wilco.org>
Subject: Southeast Loop

EXTERNAL email: Exercise caution when opening.

Wilco Team,

I think the road project is a good idea and should be started as soon as possible. The traffic on Hwy79 is only going to get worse with all the new developments in the area, we need some relief and we need it fast.

Thanks,
Bennie Barnes

From: Elise Hammock [REDACTED]
Sent: Tuesday, July 2, 2019 8:48 PM
To: Williamson County Road Bond Program <roadbond1@wilco.org>
Subject: Southeast Loop

EXTERNAL email: Exercise caution when opening.

To whom it may concern,

We believe the proposed loop will greatly increase traffic that cuts through our subdivision (Lakeside Estates). Estate Dr in particular is a busy road already, people use it to cut between CR 138 & Chris Kelley Blvd. The subdivision roads that are used to cut through the subdivision have at least 5 school bus stops with NO sidewalks.

We are concerned about the safety of the kids in our subdivision and with the increase in traffic and associated noise.

We are not in favor of this loop and believe a loop between Toll 139 and IH 35 would be a better use of funds.

Elise and Cody Hammock
203 Lakemont Dr.
Hutto, TX 78634

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

From: Kelly Louis [REDACTED]

Sent: Tuesday, July 2, 2019 10:13 PM

To: Williamson County Road Bond Program <roadbond1@wilco.org>

Subject: Southeast Loop-Updates

EXTERNAL email: Exercise caution when opening.

Hi,

I would like updates and also does homes impacted also include those homes that will basically have this in our backyard?

Thanks,

Kelly Louis

From: Timothy Perry [REDACTED]
Sent: Wednesday, July 3, 2019 1:12 AM
To: Williamson County Road Bond Program <roadbond1@wilco.org>
Subject: Southeast Loop

EXTERNAL email: Exercise caution when opening.

Hello,

From what information has been provided it seems that this road is currently only going to be connecting up to TX-130. And since TX 130 is a toll road the majority of the traffic will be getting off at the nearest point to that connection before being forced onto the toll. Can you add a connection point to FM 685 as well as TX-130, FM 685 is much better suited to handle the increased traffic than CR 138.

Best regards,
Tim

From: Larry Davies [REDACTED]
Sent: Thursday, July 4, 2019 12:28 PM
To: Williamson County Road Bond Program <roadbond1@wilco.org>
Subject: Southeast Loop

EXTERNAL email: Exercise caution when opening.

Greetings:

I attended the Community Meeting concerning the new loop. My wife and I own the house located at 107 Dana Dr. and understand, thru my neighbors, that the highway is planned to be NEXT to our home.

However, the representatives for Williamson County, or their agents, were UNABLE to answer 3 (three) simple questions:

1. How close will the highway be to my house?
2. What will be the result of my home's value with a highway next to us, and is there some sort of compensation for the possible loss in value?
3. We bought in Hutto to escape the chaos and noises of Austin traffic and we are wondering what the noise of the highway will do to our peace and tranquility?

I am disabled and we had hoped to be here for the the rest of our lives. We do NOT want to live next to a freeway because of the increased neighbor hood and highway traffic, increased noise, and the loss of our peace and quiet. We didn't buy on the corner because of these reasons.

We are very concerned about our future, safety, and the dynamics of our neighborhood, and feel that TRUE transparency is mandatory for the success of this project.

We would very much appreciate someone contacting us, by email or phone, for a meeting with ANSWERS, not runaround and gibberish with no definitive answers!! I feel we, as tax payers, have the right to know what's going on!

Sincerely,
Larry E. Davies
107 Dana Dr.
Hutto, TX 78634



FW: Southeast Loop

From: Theresa Bonnet [REDACTED]
Sent: Friday, July 5, 2019 12:38 PM
To: Williamson County Road Bond Program <roadbond1@wilco.org>
Subject: Southeast Loop

EXTERNAL email: Exercise caution when opening.

Hello my name is Theresa Bonnet, my address is [440 Spring Valley St. Hutto, Texas, off of County Road 138](#). Our land dead ends against StarMark Dog Academy's land and will be highly effected by this project coming in. The future of wanting to retire in our home of over 36 years, is now in jeopardy. The main issue/concern our family has is that this road is only a few yards from our property line which, in turn, now posses a major safety threat to our family, our animals and property!!! The only barricade that is keeping a motor vehicle from entering our property is a barbed wire fence. My grandson and animals play on the other side of this fence during the day. My concern with this project, coming in so close to my family and our home/land, without any type of safety barrier, could be the potential tragic loss of our grandson, other family members/friends, animals, as well as, damage to our property.

Our other concern is the noise and car pollution that this project would bring. If in the future, we decide to sell our home, this would be virtually impossible or undesirable to anyone wanting to buy our home. We also have so much wildlife that is going to be effected by this project as well.

Our case should be an exception, due to the safety hazards that this project presents. I have seen some of these exceptions being met, where the County has put up safety/sound barrier walls in peoples back yards. This would keep the County in good standings with the community. Also, the fact that it was mentioned that the Commissioner wants to make everything right, and everyone as happy as possible, a safety/sound barrier placed along our property line, provided by the County, would be a step in the right direction to keeping your constituents safe and happy. Please keep in mind that this is not just about appearance or convenience but more of a potential disaster that hopefully can be avoided by simply adding a safety barrier. Also, something to consider, would anyone working on the Southeast Loop project be content or have the same concerns that are about to be presented to me and my family. Thank you for your time!

FW: Southeast Loop

From: Rachel Bennett [REDACTED]
Sent: Sunday, July 7, 2019 1:02 PM
To: Williamson County Road Bond Program <roadbond1@wilco.org>
Subject: Southeast Loop

EXTERNAL email: Exercise caution when opening.

Hello,

I live in Lakeside Estates and would like to know what the plan is for the entrance to our neighborhood. It looks like the first few homes from the front of our neighborhood will be taken. Is there a plan to reconstruct a fence and entrances as nice or nicer to what we currently have?

At what point will we know if this plan has been approved?

Thank you,

Rachel Bennett
[REDACTED]

FW: Southeast Loop

From: Rachel Bennett [REDACTED]
Sent: Sunday, July 7, 2019 1:14 PM
To: Williamson County Road Bond Program <roadbond1@wilco.org>
Subject: Re: Southeast Loop

EXTERNAL email: Exercise caution when opening.

Also, what will be done to make sure there isn't a bottleneck at this intersection with 130? It already takes me 20-25 minutes to get out of Lakeside Estates and through the light at Gattis School and 685/130 frontage on a busy day. What is the plan to make sure traffic flows smoothly and we aren't completely backed up?

[Quoted text hidden]

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

From: Clint Naivar [REDACTED]

Sent: Sunday, July 7, 2019 7:45 AM

To: Williamson County Road Bond Program <roadbond1@wilco.org>

Subject: Southeast Loop

EXTERNAL email: Exercise caution when opening.

The southeast loop isn't for the good of transportation it's proposed for the benefit of build out or development. This is obvious due to the fact in the bond proposal for November, Hutto wants taxpayers to pay for an over or underpass at cr 134 or close to cr 132 and hwy 79.

If this loop was for transportation purposes the it would tie into this overpass to cross hwy 79. Also, with the route on 3349, why doesn't the county use the existing ROW of 3349 and expand to the west? There would be no homes destroyed and less land owners to have to negotiate with.

The conflict of interest that the county commissioner has regarding his real estate interest and ties to the properties that this loop would service is proof that this project is supported so that select individuals can make thousands of dollars and the remaining land owners that are stewards to this rich farm land are left to be chased and their land ruined due to developers.

Sent from my iPad

From: Candy Walker [REDACTED]
Sent: Sunday, July 7, 2019 7:01 PM
To: Williamson County Road Bond Program <roadbond1@wilco.org>
Cc: Stephen Walker [REDACTED]; Candy Walker [REDACTED]
[REDACTED]
Subject: Southeast Loop

EXTERNAL email: Exercise caution when opening.

Comments:

1. A 3 lane highway may be justified, but a 10 lane highway is grossly unjustified and a waste of tax payers money.
2. We were not notified about the loop personally effecting us and our home until after receiving a notice the beginning of June. Although it has been implied we had prior knowledge.

Sincerely,
Candy & Steve Walker

From: Terry K Dolan [REDACTED]
Sent: Monday, July 8, 2019 8:35 PM
To: Williamson County Road Bond Program <roadbond1@wilco.org>
Subject: Southeast Loop

EXTERNAL email: Exercise caution when opening.

The proposed route is probably the "least of all evils" if a road has to be done. It allows the farmers and local population to continue to use existing roads during and after construction of the new road and have access to properties without traveling on a controlled access facility. Would suggest making the future phase be an overpass at FM3349 so that FM3349 flows smoothly from US79 to FM1660 and perhaps the same thing where the future phase crosses FM1660.

Thanks for the opportunity to give input.

Terry Dolan
1156 River Vista Rd
Georgetown, TX 78628
[REDACTED]

From: Mike Fowler [REDACTED]
Sent: Monday, July 8, 2019 10:12 AM
To: Williamson County Road Bond Program <roadbond1@wilco.org>
Cc: Bill Gravell [REDACTED]; Russ Boles [REDACTED]; Doris Sanchez [REDACTED]; Cynthia Long [REDACTED]; Comm3 [REDACTED]

Subject: PUBLIC COMMENT: Regarding the Proposed Southeast Loop utilizing Wilco maps provided and other sources

EXTERNAL email: Exercise caution when opening.

Dear roads@wilco; County Judge Gravell & Commissioners Boles, Cook, Long and Covey along with other concerned parties:

As disclosure: I am a licensed Texas Real Estate Broker, former Mayor of the City of Hutto and friend of Williamson County. I am representing part of the Gola families on the sale of @85 acres of their land. Additionally, I have had numerous discussions with Commissioner Russ Boles, Mayor Brandt Rydell and Mayor Doug Gaul about the need for a better route for the Southeast Loop and am not representing any of these elected officials or their respective governmental entities on the Proposed Southeast Loop.

Please strongly reconsider the re-routing of a portion of the Proposed Southeast Loop to better serve Williamson County, the City of Hutto and the City of Taylor.

- The bad news is that this much needed transportation improvement project unfortunately does not best serve the mobility or community needs of this area.
- The good news is that with some basic adjustments and rerouting this proposed project would better serve all governmental entities above and thus the citizens of Williamson County and others who ultimately will pay for and utilize these improvements.

Concerns: having driven as close to possible this proposed route well over twenty times, gotten out of my vehicle to view specific areas, studied County Road maps, utilized Google Earth and other mapping applications; considered the deep history of the area and especially the Shiloh crossing at Brushy Creek and the desire of residents of Norman's Crossing not to have the Southeast Loop close to their community, consideration of the

345Kv transmission line route/usage as well as know major proposed developments and economic development impact in the area including the @450 acre City of Hutto megasite, the @650 acre City of Taylor, the City of Hutto Perfect Game Project with CR 132/City of Hutto proposed overpass and road improvements along with the SE Loop impact on the historic Downtown District and the CO-OP Project by MA Partners, I know that this project can be better planned.

Solutions: specifically, I propose routing the Southeast Loop with a beginning point after the crossing of Brushy Creek near CR139 (just east and north of the Lookout Subdivision and the Black Shiloh Cemetery), staying east of the Shiloh-McCutcheon Cemetery and generally proceeding north east on the Wallin properties to the middle of the Gola and Bigon properties then following to the immediate west of the 345Kv transmission lines to the north thus avoiding the houses along CR134 and further distancing the Loop from Norman's Crossing. The City of Hutto has a proposed CR132 overpass and road improvement project in conjunction with Perfect Game and this could be a successfully coordinated effort between the City of Hutto and Williamson County. At an appropriate point the Southeast Loop would curve to the east and either bisect or parallel the City of Hutto @450 acre megasite at which point it would cross FM3349 and either bisect or parallel the City of Taylor @650 acre megasite before terminating at a redesigned US79 overpass or tie in to the US79 Taylor Loop. As a planned economic development success element of both megasites, it is further recommended that both the City of Taylor and the City of Hutto both work with Union Pacific Railroad and TxDOT to allow for RR spur service to both megasites. The Southeast Loop should be a combined and well coordinated project between Williamson County, the City of Hutto, the City of Taylor and the State of Texas.


I will be pleased to meet with anyone who wishes to discuss a better Southeast loop within Precinct 4 of Williamson County. Let's make this a WIN-WIN-WIN proposition for everyone.

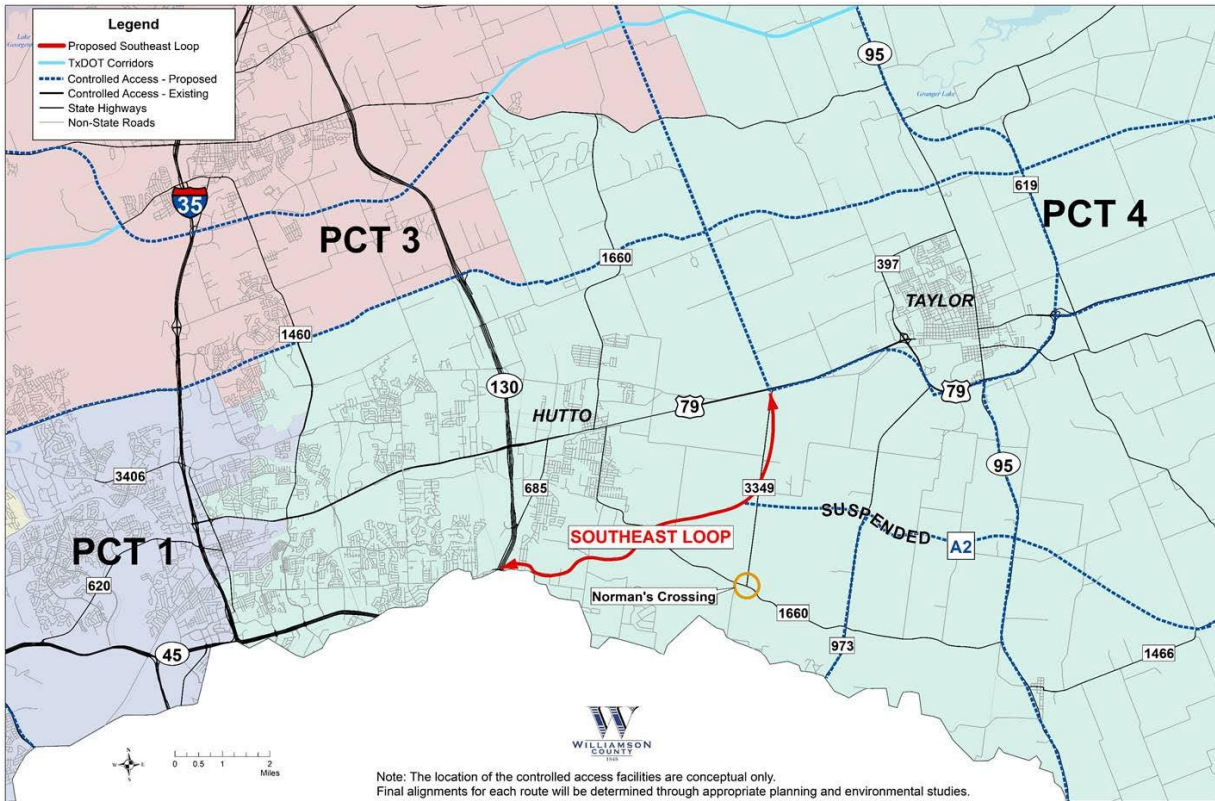
Please share this information as you see appropriate.

With appreciation and thanks,

Mike

**Mike Fowler, Broker
TEX US Real Estate
108 West Live Oak Street
Hutto, Texas 78634**





From: Buz Garry [REDACTED]
Sent: Monday, July 8, 2019 8:07 PM
To: Williamson County Road Bond Program <roadbond1@wilco.org>
Subject: Southeast Loop

EXTERNAL email: Exercise caution when opening.

At the County's bond proposal meeting in Taylor, the City of Hutto made a presentation in which it represented that it was committed to a city-financed overpass over U.S. 79 at a position between the current developed community and the Covert dealerships. It requested that the county include bond funding to incorporate this overpass into a road network that would include a rerouting of FM 1660 south of U.S. 79 to bypass Hutto to the east, and to connect it to Limmer Loop and existing FM 1660 somewhere north of Hutto.

I would suggest that it makes sense for the Southeast Loop plan to incorporate this route design, giving Hutto the east bypass it wants and providing the desired reconfiguration of FM 1660, all while minimizing the impact on agricultural lands to the east of the currently developed Hutto municipality.

Such a route would have the beneficial effects of:

1.
Limiting to one the need for expensive and (during construction) disruptive construction of overpass interchanges on U.S. 79. Two such currently proposed interchanges could be consolidated.
2.
Combining a workable Southeast Loop with the realignment of FM 1660 that the City of Hutto both wants and needs
3.
Minimizing, to the the greatest extent possible, the disruption and destruction of valuable agricultural lands between Taylor and Hutto.

Thank you,

Mahon B. Garry, Jr.
2200 County Road 458
Coupland, Texas 78615

From: Susan Garry [REDACTED]
Sent: Monday, July 8, 2019 8:14 PM
To: Williamson County Road Bond Program <roadbond1@wilco.org>
Subject: Southeast Loop

EXTERNAL email: Exercise caution when opening.

Regarding the previous Williamson County plan that included the Corridor that would have gone all the way to Hwy. 95 and possibly beyond, it is an improvement that this Corridor has been taken out of the plan. I hope that it is gone for good and will not be reinstated in the future.

It seems that the proposed Southeast Loop comes too far east out into the valuable agricultural area of Southeast Williamson County. I would ask that it be placed farther west, closer to the urban area of Hutto, possibly to hook into the overpass over Hwy. 79 that Hutto already wants to build.

This southeastern part of the county contains homes and farms that have been in the same families for generations. A new wide road is not needed here. The residents are able to get around on the existing roads, especially if they are well maintained. Building this new partial loop where it is shown on the map would be a force for forced urbanization, encouraging the destruction of prime farmland by developments that would follow the construction of the road, but might not have been constructed otherwise.

Thank you for this latest revision of the road plan, which is better than the previous one. I would just ask that you please consider if the partial loop can be moved even farther away from a valuable agricultural area.

Thank you,
Susan Garry
2200 CR 458
Coupland, Texas 78615

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

From: [REDACTED]

Sent: Tuesday, July 9, 2019 8:06 AM

To: Williamson County Road Bond Program <roadbond1@wilco.org>

Subject: Southeast Loop

EXTERNAL email: Exercise caution when opening.

Comments:

1. I would prefer that the route follow FM 3349 as there is already some easement space and it seems to make sense to follow the existing corridor using CR 101 and FM 3349.

2. I am concerned about increased traffic on CR 404 and traffic speed. We already have seen increased traffic in the past 5 years and hardly anyone obeys the speed limit. We routinely see traffic going 50-70 mph by our house. It is dangerous to be near the roadside. Increased law enforcement would be welcomed!

Respectfully,

John Byrd
601 County Road 404
Taylor, TX

From: cindy cervenka [REDACTED]
Sent: Tuesday, July 9, 2019 11:29 AM
To: Williamson County Road Bond Program <roadbond1@wilco.org>
Subject: "Southeast Loop"

EXTERNAL email: Exercise caution when opening.

Let me preface this by saying I have attended the Wilco public meetings on the A1, E1, the combination of those corridors, and now the newly named Southeast Loop. Wilco has been suspiciously quiet for 2018. Meetings that were scheduled with the public were canceled with the comment there would be more to come. We knew you were working on something so I suppose this was it. We've gone from Bob Daigh frequently stating the corridors were needed to "move people and goods through the county" to Commissioner Russ Boles introducing this "rightsized" project to "enhance safety and mobility in eastern Williamson County", in the Williamson County Public Information Office Media Release dated May 29, 2019.

In that same media release, Commissioner Boles states, "Through listening to farmers, property owners, neighborhood leaders, elected officials, and leaders in education, I have rightsized the Southeast Loop Study to better address the current needs of eastern Williamson County; I am looking forward to the results as we continue to plan for the future." And here is where the public has been misled. This statement indicates that NEW discussions have been held with the farmers; discussions held after Russ Boles came into office. At the Wilco public meeting I asked who these farmers were. After some delay, while the correct personnel were summoned, I was surprised to learn that the farmers referred to in that statement were the ag-related persons who had made comments at the previous Public information meetings for Corridors A1, E1, and A2. Those meetings took place before Mr. Boles was elected. The employees also stated Farm Bureau had been involved. I believe they issued a statement of NON-Support.

This road is very different from the E1 and A1. So don't be fooled into thinking that any of your constituents are as supportive as you claim. I agree that Williamson County is growing, although I would guess that a large percentage of that growth is not in the eastern part of the county. If you want to prove this particular route is needed, then your studies should include only this area.

We are a rural area. The land is a precious commodity that should be protected and preserved. That's what the farmers I know would tell you. Let us continue to farm. Any road of this magnitude will forever affect our farming ability even if we aren't right in the path. We have environmental concerns. A road north of my farm will most certainly create flooding in my direction.

I question this route in its entirety and have to wonder whose pockets are being lined. Are their proposed developments along this "rightsized" route that past or present city or county officials, past or present county commissioners, or their heirs and assigns would benefit from? It makes you wonder. Any possibility of profiting in this manner is all kind of shady.

If you want to stand out and leave a legacy for the county and in particular eastern Williamson County do something different. Stand up for the farmers and ranchers.

Preserve and protect these limited natural resources. Think outside the box. Do the right thing.

This Southeast Loop is not the right thing.

Respectfully,

Cindy Cervenka

12701 FM 1660

Taylor, TX 76574



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

From: Matthew Baran [REDACTED]

Sent: Tuesday, July 9, 2019 3:30 PM

To: Williamson County Road Bond Program <roadbond1@wilco.org>

Subject: Southeast Loop

EXTERNAL email: Exercise caution when opening.

To whom it may concern: As a Taylor resident, I am not in favor of the planned roadway that will empty traffic onto 79. I strongly urge that FM 973 be upgraded to divided 4 lane status ASAP. The traffic relief will be noticed immediately upon completion. Land is completely available for this project. Matt Baran / Taylor TX

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

From: Kim Black [REDACTED]

Sent: Tuesday, July 9, 2019 8:09 PM

To: Williamson County Road Bond Program <roadbond1@wilco.org>

Subject: Southeast Loop

EXTERNAL email: Exercise caution when opening.

This email is in regards to the above subject of the southeast loop. I do not want this loop and I live in Taylor. Just fix FM 973, only because you already asked for those funds - so please use them for that purpose. It is the most used route by my family, and friends here in town, to get to Austin. Don't create more flooding where we already have that issue. We have to live with crappy roads in our town, and that's insult enough.

Kim Black

Sent from my iPad

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

From: Gordon Druesdow [REDACTED]

Sent: Tuesday, July 9, 2019 3:34 PM

To: Williamson County Road Bond Program <roadbond1@wilco.org>

Subject: Southeast loop

EXTERNAL email: Exercise caution when opening.

Williamson County has passed bonds for roads already and have yet to spend any of it on what they said it was for. Now the county wanting to divert that bond money from 2013 to go towards this proposed road? spend the money we as taxpayers already approved of on projects they promised! improve and expand FM 973 if the county want a better and safer route to Austin for Taylor residents. They took the right of way for widening that road many, many years ago and haven't done anything with it! 973 is my daily route back and forth from my home in Taylor . I am not ok with them taking people's homes, land and jobs by eminent domain!

Gordon Druesdow

Taylor

Sent from my iPhone

From: Linda Durham [REDACTED]
Sent: Tuesday, July 9, 2019 5:23 PM
To: Williamson County Road Bond Program <roadbond1@wilco.org>
Cc: Linda Durham [REDACTED]
Subject: Southeast Loop

EXTERNAL email: Exercise caution when opening.

I am a resident at 300 CR 404 and am directly impacted by this proposed UNNEEDED road

Hwy 79 is a perfectly acceptable east/west route to the toll road or 95

If people are complaining about the lights on 79 why does Hutto continue to allow development, that requires lights DIRECTLY on 79? Their newest development is going to add another light

I travel 973 everyday and have no problems getting into Austin. I travel about 32 miles a day, each way WILLINGLY in order to live where I do. I made the choice almost 5 years ago to move from Cedar Park to my current location, knowing full well the impact of my location on things like shopping, entertainment, convenience stores and commute times. I did it because i wanted the peace quiet and SPACE from the hustle and bustle.

Now you're wanting to bring the hustle and bustle to my front door

No thank you.

Linda and Perry Durham
300 CR 404
Taylor, TX
Williamson county voters and residents since 1986

Please contact me as we are "directly affected" and have not spoken to anyone at Williamson County regarding this PROPOSED road

[Sent from Yahoo Mail for iPhone](#)

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

From: Bev Grace [REDACTED]

Sent: Tuesday, July 9, 2019 9:47 PM

To: Williamson County Road Bond Program <roadbond1@wilco.org>

Subject: Southeast Loop disapproval

EXTERNAL email: Exercise caution when opening.

The proposed SE loop is like Austin's Mopac, it will dump traffic on 79, it's not a loop. It is another exit from the toll 130 that will take out at least 9 homes right at 130 and CR 138 (the proposed start of this "loop") then cut across a church's activity field and proceed across to FM 3349 where they will take right of way from people's front yards (one of them being a pecan orchard) as well as completely wipe out a home where it will dump more traffic onto HWY 79 between Hutto and Taylor. The current route planned for this road will take people's land and homes against their will (eminent domain) when there are willing sellers just a few miles farther west. Why don't they negotiate with those willing sellers?

Williamson County has passed bonds for roads already and have yet to spend any of it on what was authorized for and divert 2013 bond money toward SE Loop. They need to spend the money we as taxpayers already approved of on projects they promised! Improve and expand FM 973 if they want a better and safer route to Austin for Taylor residents. Plus FM 1431 to Round Rock needs expansion especially with the new Valero site and the estimated 200 trucks per day from that site alone. They took the right of way for widening both roads many, many years ago and have not acted to expand except on 1431 now where new subdivisions are going in. Why not finish all of 1431?

We do not approve this proposed Southeast Loop.

Bev & Craig Grace

Homeowners

Taylor

Sent from my iPhone

From: Tammy Horton Keys [REDACTED]
Sent: Tuesday, July 9, 2019 4:38 PM
To: Williamson County Road Bond Program <roadbond1@wilco.org>
Subject: Southeast Loop

EXTERNAL email: Exercise caution when opening.

We are against the Southeast Loop plan. Aside from it being nothing more than a land grab, it does not follow the TX Constitution. Basically what we would be paying for the upgrade of property for contractors to come in put in subdivisions and make money off of. This isn't what Eminent Domain is supposed to be used for. It's also not for population growth or for taxing.

You have passed bonds before and we have yet to see the results. Our towns roads are some of the worst in the county (I hear that from visitors) and yet we are taxed the highest in the county. Where is the money going? Murphy park was supposed to be a flood reservoir, when was the last time it was dredged? I understand you were not able to wade across it when it was built, but hasn't had upkeep and you sure can now. Where's the money going?

I certainly hope the people wake up and understand how they are being taken for a financial ride on a very bumpy street they paid for many times over.

Sincerely,
The Keys family
Taylor, TX

From: Kelley Hosek [REDACTED]
Sent: Tuesday, July 9, 2019 1:22 PM
To: Williamson County Road Bond Program <roadbond1@wilco.org>
Subject: Comments RE: Proposed Southeast Bypass

EXTERNAL email: Exercise caution when opening.

Dear Sir or Madam,

I would like to express my deep dissatisfaction with the proposed road currently slated for southeastern Williamson County along County Road 138, the proposed Southeast Loop. Your plan does nothing to alleviate the already-congested intersection of CR 138 and SH 130. Relieving current congestion should take priority over a proposed road to nowhere that some land speculator thinks will be a boon to the local economy.

Do not call this a "loop". A loop is what San Antonio has in 410 or Houston has with 610 or Beltway 8. A loop is a closed figure where the beginning and the end of the line overlap at some point. This is not even a spur road because it doesn't go to any place. Call this what it is: bypass. You are trying to bypass the main commercial area of Hutto. Shame on you for hijacking our city's tax base.

Now, why would you put a bypass in that area of Hutto? How much time do you save? A minute? Where are you going? If you are looking to accommodate the imagined little league baseball fans that will flock to your new sports complex, they would be better-suited to take SH 130 to US 79. Why don't you develop that? Make US 79 more like SH 71 through Bastrop. THAT would be a MUCH better use of my tax dollars for transportation. Keep these travelers in the commercial corridor. Make money for the city and the businesses that line the highway.

Your road collides three times with the 100-year floodplain, according to the map you provided. What does this mean for future development? As we saw after Hurricane Harvey in Houston, building in the floodplain does not yield good results for those in the floodplain itself, nor for those who were properly platted outside the floodplain. How can we be sure that our neighbors will not experience the same fate as the folks in Taylor where there were flooding concerns, brought on by development, just this spring? This may not seem like a big deal to you; maybe you don't have to buy flood insurance. But folks need to know that your construction will alter the way water flows across this area, and if they choose to build a business or a residential development, they may not be able to afford to insure it. And then comes the rain...

We need better transportation options in the region. This proposed road is not a solution, but just another part of the problem. If you want to improve mobility, how about making some of these county roads into parkways, similar to the newly opened section of road that connects Limmer Loop to FM 1431? BUT, you have to add bicycle and pedestrian access to all future roads. Connect these parkways to the park trail that is developing in this region--hey, now THERE'S a concept! Make it easier for families

and kids to bike around this area. Take a bike to the library! Take a bike to the shopping centers! It would make the whole area more attractive to folks who want to live in the region, increasing tax revenue from all the homes and apartments that would be built. Connect the trails to hotel sites, add rental bikes and scooters, so that visitors could take a trip to the park--let Hutto get a piece of the scooter/bike pie.

Most importantly, however, you must solve the traffic problem at CR 138/Gattis School Road and SH 130. DO NOT let anyone EVER AGAIN build an overpass/underpass/flyover without building the U-turns/flyovers in all applicable directions at the time of the original build. Don't buy into the whine that it costs too much now; it will cost EVEN MORE in the future, when traffic proves the necessity of these U-turns and flyovers--just look at US 183 and IH 35. Perhaps having a well-planned road with already-built U-turns could have solved some of the headaches we have in the CR 138/Gattis School Road intersection right now. How many accidents have to happen there before we see a change?

Do something about the existing traffic on westbound CR 138, especially on weekday mornings. Re-arrange the traffic patterns to allow a double-lane left turn from CR 138 westbound to SH 130 southbound. Build a south-to-north U-turn over SH 130 to ease the traffic for folks who have shopped at the HEB complex. Make CR 138 more of a parkway, like Gattis School Road, all the way to CR 137. Put up sound-dampening walls along the way, especially for neighborhoods where you will condemn the property. Make CR 137 into a parkway from CR 138 to FM 1660.

This proposed Southeast Loop Bypass is poorly thought-out. Please go back to the drawing board and try again. Consider more than the parcels up on US 79 where there is nothing. Consider adding to the vibrancy of the entire city of Hutto. And more importantly, consider solving current traffic congestion now.

Thank you for your consideration,
Kelley Hosek
Lakeside Estates

From: Larry Hosek [REDACTED]
Sent: Tuesday, July 9, 2019 11:11 AM
To: Williamson County Road Bond Program <roadbond1@wilco.org>
Subject: Southeast Loop Comments

EXTERNAL email: Exercise caution when opening.

To Whom It May Concern,

I live at 118 Little Lake Road, Hutto, in the Lakeside Estates subdivision. The proposed highway will take out the first several houses at the beginning of my street. While it seems inevitable that this road will be built I would like to make a few suggestions.

- The current traffic on CR1`38 as it intersects SH 130 is getting out of control. Especially during AM & PM rush hour it is becoming more and more congested and dangerous. During the school year, in the morning, the traffic backs up into our neighborhood. I would like to suggest a double-lane left turn so more cars could turn during each light cycle. Or at the least make the second land an optional left turn (as many are already doing that anyway). **I would suggest something be done about this immediately, as once school starts the problem will become much worse.**

- For the proposed road, I hope it will actually alleviate traffic. I'm not sure it will since it seems to bypass most of the locations where the current traffic is coming from. The intersection where it dead-ends into HWY79 no one lives. **Most of the current traffic is coming from Hutto and not Taylor.** I'm aware that most roads are built by and for developers and development. It seems more about future development then fixing current traffic problems.

- At my residence the road noise from SH 130 can be extremely loud at times, especially in the morning and evening. With the proposed road being even closer to my house I would like to suggest installing noise barriers. **Anything that can be done to alleviate the noise from the new road and SH 130 would be greatly appreciated.**

- My last suggestion is to **be up-front and transparent** with the people in the area as this process continues. Having only one open house from (4-7) on a weekday night was not enough. As you likely know many who live in the area work in areas like Austin and that likely wasn't a convenient time for many. It made it seem like you were trying to depress turn out. Please try to adjust the schedule in the future. At least one on a weekend or later in the evening, so that more of us that commute and work during the week can attend.

Thank you.
-Larry Hosek

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

From: Carolyn Kempner [REDACTED]

Sent: Tuesday, July 9, 2019 6:33 PM

To: Williamson County Road Bond Program <roadbond1@wilco.org>

Subject: Southeast Loop

EXTERNAL email: Exercise caution when opening.

Please consider this as my opposition to the Southeast Loop project. The benefit does not justify the expense and we feel there is an inherent conflict of interest and improper motivation for the project. Please cancel the project. Thank you.

Sincerely,

Carolyn Kempner
Maurice Kempner
3000 CR 425
Thorndale 76577

Sent from my iPhone

From: Jeff Keys [REDACTED]
Sent: Tuesday, July 9, 2019 5:05 PM
To: Williamson County Road Bond Program <roadbond1@wilco.org>
Subject: Southeast Loop

EXTERNAL email: Exercise caution when opening.

To: Wilco Commissioners :

Regarding the "right sized" Southeast Loop to avoid Hutto;

First of all, it is NOT a loop around Hutto. It is another exit from the toll 130 that will take out at least 9 homes right at 130 and CR 138 (the proposed start of this "loop") then cut across a church's activity field and proceed across to FM 3349 where they will take right of way from people's front yards (one of them being a pecan orchard) as well as completely wipe out a home where it will dump more traffic onto HWY 79 between Hutto and Taylor at our precious town's (Taylor) eyesore of a rail yard they have planned for construction.

There is far more involved than just being a two lane road. THERE IS NO JUSTIFICATION FOR TAKING 350 FEET OF RIGHT OF WAY FOR A TWO LANE ROAD THAT ALREADY EXISTS THERE! Sounds like it will be TEN LANES! The current route planned for this road will take people's land and homes against their will (eminent domain) when there are willing sellers just a few miles farther west. Why don't they negotiate with willing sellers? Because Russ Boles has his hand in the cookie jar with Taylor's Rail Yard and Hutto's Megasite. Also, Hutto wants nothing to do with this Southeast Loop! It's all for Taylor.

Williamson County has passed bonds for roads already and have yet to spend any of it on what they said it was for. Now they're wanting to divert that bond money from 2013 to go towards this monstrosity. You need to spend the money we as taxpayers already approved of on projects they promised! Improve and expand FM 973 to make a better and safer route to Austin for Taylor residents. The Count took the right of way for widening that road many, many years ago and haven't done anything with it! I am not OK with them taking people's homes, land and jobs by eminent domain!

I grew up in Los Angeles County in the '50s through the '70s and saw many expensive and devastating projects that failed within a few years only to bring on new ones. Get it right and do it right.

Sincerely,

Jeff Keys

Taylor TX

From: Chris Meyer [REDACTED]
Sent: Tuesday, July 9, 2019 4:12 PM
To: Williamson County Road Bond Program <roadbond1@wilco.org>
Subject: Disapproval of Southeast Loop

EXTERNAL email: Exercise caution when opening.

To whom it may concern,

I am writing to let you know of my disapproval of the proposed "Southeast Loop" connecting Highway 79, west of Taylor, to 130, south of Hutto. This project would be a gross misuse of tax dollars and should also be considered an abuse of the hard working people that will have their land, and part of their livelihoods, stripped away to make way for something that is only wanted by a small percentage of people, and needed by none.

Williamson County carries enough debt as it is, don't take on more burden for the citizens of this county for something that isn't even needed!

Respectfully,
Chris Meyer
Resident of WilCo Precinct 4

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

From: Jean Oswald [REDACTED]
Sent: Tuesday, July 9, 2019 4:29 PM
To: Williamson County Road Bond Program <roadbond1@wilco.org>
Subject: Southeast Loop

EXTERNAL email: Exercise caution when opening.

As a resident and homeowner in Taylor, Texas, I urge you not to proceed with your plans for the Southeast Loop.

I honestly can't understand why you would have planned this in the first place. It would do very little to alleviate the traffic and will cause flooding later on. It's inconvenient and will not help.

I drive 973 to Manor everyday. The backlog occurs at 290. I was informed years ago that 973 would be widened. That obviously hasn't happened.

You don't need to make more roads. You need to invest in getting alternative transportation moving. We need mass transit. We need effective train systems and metro bus systems.

I heartily urge you to stop this project. I will be watching. And I do vote. Every time.

Sincerely,

Jean Oswald
1317 Davis Street
Taylor, Texas 76574

Sent from my iPhone

From: Melanie Rathke [REDACTED]
Sent: Tuesday, July 9, 2019 3:40 PM
To: Williamson County Road Bond Program <roadbond1@wilco.org>
Subject: Southeast Loop

EXTERNAL email: Exercise caution when opening.

I do not think Williamson county needs to be building any new roads, especially with bond money that was passed for fixing existing roads and bridges (2013 bonds passed). I for one, feel like if any roads are going to be expanded or widened, for an alternative route for Taylor to Austin, you should start with widening FM 973. From what I understand, the R-O-W was acquired for that years ago and has never been done.

The families that could lose their land through eminent domain for this proposed project is just shameful. There are willing sellers a mile or so west of this proposed location. Why aren't you negotiating with them? Stop this land grab!

Sincerely,
Melanie Rathke
Taylor, Texas resident

From: Williamson County [mailto:noreply@wilco.org]

Sent: Tuesday, July 9, 2019 5:52 PM

To: roadadmin <roadadmin@wilco.org>

Subject: Contact From Susan Schmidt

Road and Bridge Contact Us

Name Susan Schmidt

Phone Number [REDACTED]

E-Mail Address [REDACTED]

Home Address (Opnal) 300 Lake Road

Coupland 78615

Category/Topic Other

Subject Corridor (east)

Message I have strong reservations about this corridor that connects 130 to 79. It's not needed. If people have moved out here, they should be aware of the commute time. I spent 25 years commuting to Round Rock from Coupland and I had to adjust my commute time many times. If you move to Central Texas, expect traffic problems. I will not vote for any bonds for this road until the county roads in eastern Williamson County are totally repaired. There are many people moving out to that area & the roads are horrible. There are also school buses that traverse these very dangerous roads twice daily during the school year. Until these roads are totally reconditioned, no bonds for this corridor. I invite all commissioners as well as the county engineer and the heads of road & bridge to travel these roads in eastern Williamson County. Everyone in this county should be made aware of them.

SOUTHEAST LOOP STUDY

Comment Card

Name: RAYMOND NAIVAR

Address: 1247 FM 3349

Phone: [REDACTED]

Email: [REDACTED]

Please share feedback and questions on the Southeast Loop Study.

At the point where the Southeast Loop meets & connects with FM 3349 going North toward State Highway 79, why doesn't the Right of way for Southeast Loop stay west of FM 3349? By doing this west side of FM 3349 Southeast ^{LOOP} ROW, you would eliminate dealing with 5 (Five) land owners, consisting of 2 (Two) houses, Trees, ponds, & Buildings, in addition to a pipeline running along the side of FM 3349. By locating the Southeast Loop on the west side of FM 3349, the existing FM 3349 ROW could still be used if needed and thus would go through vacant land as it is called by city & county government. This in turn would eliminate the purchase & destruction of two homes. There are no homes owned by land owners on the west side of FM 3349 that would have to be bought & destroyed by the county, thus saving the county lots of taxpayer money.

Commissioner Boles right sized this roadway to the extreme, so now he needs to rightly locate it to the west side of FM 3349 to do the least damage to the least amount of people.

The comment period for comments to be included in the official report is open through **July 9, 2019.**

- Submit a comment card at the public open house
- Email: roads@wilco.org with "Southeast Loop" in the subject line
- Mail: Williamson County Public Information, 710 S. Main Street, Suite 101, Georgetown, TX 78626

SOUTHEAST LOOP STUDY

Comment Card

Name: Brittney Raasch-Klein
Address: 433 Little Lake RD Hutto
Phone: [REDACTED]
Email: [REDACTED]

Please share feedback and questions on the Southeast Loop Study.

• Concerns :

- Children's safety
- Noise
- Construction Runoff & waste
- Environmental concerns for wildlife and habitat
- Property values
- The emissions of CO₂ and other air pollutants into Lakeside Estates and other communities.
- Exiting the neighborhood

• Questions :

- 1) With the influx of traffic associated ~~with~~ from the proposal, how will the County ensure children's safety in the nearby neighborhoods?
- 2) How will the county address the additional release of air pollution into Lakeside Estates and surrounding communities?
- 3) ~~How~~ what will the county do to minimize construction waste and runoff?
- 4) What regulatory solutions would be applied for noise beside a wall?



The comment period for comments to be included in the official report is open through **July 9, 2019**.

- Submit a comment card at the public open house
- Email: roads@wilco.org with "Southeast Loop" in the subject line
- Mail: Williamson County Public Information, 710 S. Main Street, Suite 101, Georgetown, TX 78626

SOUTHEAST LOOP STUDY

Comment Card

Name: Brittney Raasch-Klein

Address: _____

Phone: _____

Email: _____

Please share feedback and questions on the Southeast Loop Study.

- 5) What concrete steps will Williamson County take to minimize it's impact on biodiversity?
- 6) Regarding transparency, what other influences (not already listed) swayed the decision of constructing a major highway versus adding a few lanes?
- 7) How does the county plan on paying for this major project?
- _____
- _____
- _____
- _____
- _____
- _____
- _____
- _____
- _____
- _____

The comment period for comments to be included in the official report is open through **July 9, 2019**.

- Submit a comment card at the public open house
- Email: roads@wilco.org with "Southeast Loop" in the subject line
- Mail: Williamson County Public Information, 710 S. Main Street, Suite 101, Georgetown, TX 78626



SOUTHEAST LOOP STUDY

Comment Card

Name: Michael Krueger
Address: 4551 County Road 132, Hutto, Tex. 78634-4451
Phone: [REDACTED]
Email: —

Please share feedback and questions on the Southeast Loop Study.

The land requirement is too wide and alters the area so much compared to what it has been all of my life and especially so it would not have to force longtime residents out of their homes and land who live close to FM 3349. Who really benefits by cutting the road path thru all the farmland going Southwest toward SH 130 besides the developers and all the developments they want to bring in? There are other roads in the County like Chandler Road that needs to be improved that are more important for traffic volume and safety. The Southeast Loop Plan hastens the demise of productive farmland which is getting less of each year and disrupts the life of people living in the affected area. I have interest in ~~the~~ two properties that border FM 3349 that are in the proposed path of the road. I have concerns what the proposed large scale altering of the existing FM 3349 will impact on water drainage from farm fields and transportation of farm machinery. also I have an interest in a farm property that is accessed from FM 3349 by a deeded easement when the property was purchased and the entrance to it is in the proposed path of the road. Will there still be an access point from the new 3349? What will happen to the Koch pipeline that is ~~parallel~~ to FM 3349?

The comment period for comments to be included in the official report is open through **July 9, 2019.**

- Submit a comment card at the public open house
- Email: roads@wilco.org with "Southeast Loop" in the subject line
- Mail: Williamson County Public Information, 710 S. Main Street, Suite 101, Georgetown, TX 78626

SOUTHEAST LOOP STUDY

Comment Card

Name: Diane Naivar
Address: 1251 Fm 3349 Taylor Tx. 76574
Phone: [REDACTED]
Email: [REDACTED]

Please share feedback and questions on the Southeast Loop Study.

The Southeast Loop is only for the benefit of RCR Rail and Hutto Megasite. It will not alleviate Hwy 79 traffic. The City of Hutto is against this route.

The correct place for this road is at CR 132. Hutto is already planning an overpass at this site.

Williamson County shows no fiscal responsibility-money just seems to grow on trees. How much can taxpayers stand? Instead of building new roads, repair the ones that are already there so more people can drive on them. Bond money is borrowed money...future generations will suffer because of the decisions that the county makes today.

The mindset of the county to "build out" is stupid. This will create massive flooding issues. Wilco does not have the resources: water, electricity etc., to sustain this massive growth. Granger Lake is filling up with silt. Water is a precious resource.

Williamson County officials want to create a massive debt, massive flooding, massive water and electricity shortage. They want to fill their pockets and move away.

The Southeast Loop needs to be put **WEST** of FM 3349. This eliminates the need to deal with 5 landowners. It also eliminates the need to purchase 2 houses. This also avoids the need to deal with the **PIPELINE** running along FM 3349.

Attached are some land comparables to show you what land is worth here in the industrial area of this Southeast Corridor. We have documentation of \$5.00 per square foot of property purchased on CR 101 by Wilco in 2016. This was before the RCR Rail or Hutto Megasite were established. There is land listed for sale on Ed Schmidt Boulevard for \$10.00 per square foot.

This Southeast Loop has been "rightsized" and now needs to be **RELOCATED** to the West of FM 3349 to do the least amount of harm to the least amount of people!

REAL ESTATE CONTRACT
CR 101 Right of Way—Parcel 11

Keith Hagler

THIS REAL ESTATE CONTRACT ("Contract") is made by RCNT, LP (referred to in this Contract as "Seller") and WILLIAMSON COUNTY, TEXAS (referred to in this Contract as "Purchaser"), upon the terms and conditions set forth in this Contract.

ARTICLE I
PURCHASE AND SALE

By this Contract, Seller sells and agrees to convey, and Purchaser purchases and agrees to pay for, the tract(s) of land described as follows:

All of that certain 0.221 acre (9,620 Sq. Ft.) tract of land in the James C. Eaves Survey, Abstract No. 213, Williamson County, Texas; being more fully described by metes and bounds in Exhibit "A", attached hereto and incorporated herein (**Parcel 11**);

together with all and singular the rights and appurtenances pertaining to the property, including any right, title and interest of Seller in and to adjacent streets, alleys or rights-of-way (all of such real property, rights, and appurtenances being referred to in this Contract as the "Property"), and any improvements situated on and attached to the Property described in Exhibit "A" not otherwise agreed herein to be retained by Seller, for the consideration and upon and subject to the terms, provisions, and conditions set forth below.

ARTICLE II
PURCHASE PRICE

Purchase Price

2.01. The Purchase Price for the Property described in Exhibit "A", any improvements on the Property, and any damage to or cost of cure for the remaining property of Seller shall be the sum of FORTY EIGHT THOUSAND ONE HUNDRED TWENTY and 00/100 Dollars (\$48,120.00).

Payment of Purchase Price

2.02. The Purchase Price shall be payable in cash at the Closing.



David Patton
(713) 854-8881

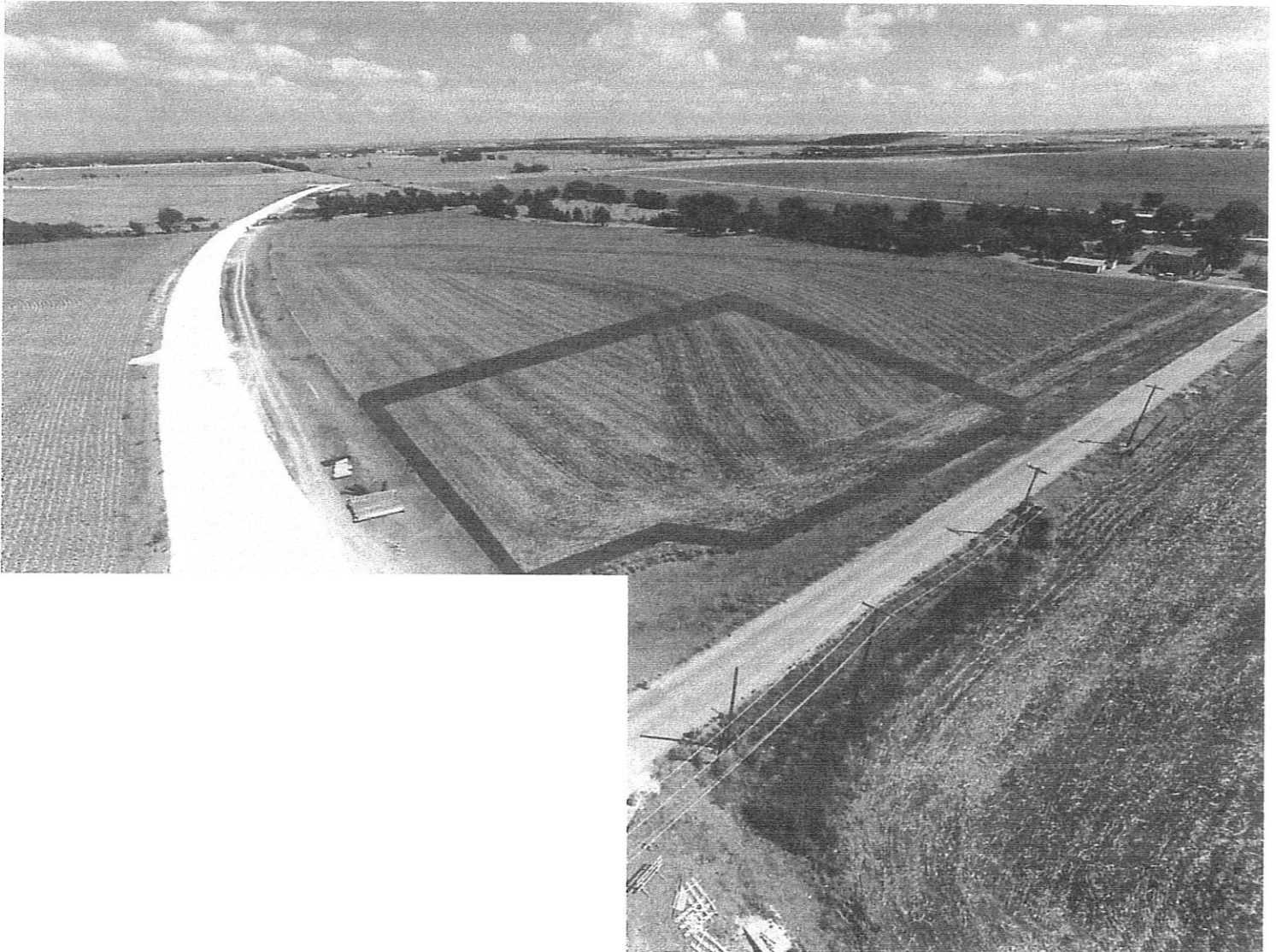


GARY
GREENE

0 Ed Schmidt Blvd

\$2,180,000

Hutto, TX 78634 · 5.00 AC · Land For Sale



ABOUT 0 ED SCHMIDT BLVD , HUTTO, TX 78634

Price	\$2,180,000	Proposed Use	Commercial
Sale Type	Investment	Total Lot Size	5.00 AC
No. Lots	1	Zoning Description	None
Property Type	Land	APN / Parcel ID	0219-00-000-1404-906
Property Sub-type	Commercial		

Listing ID: 13701505 Date Created: 8/29/2018 Last Updated: 6/5/2019

1 LOT AVAILABLE

Lot A

Price	\$2,180,000	Lot Size	5.00 AC
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SALE NOTES

Five acre corner in the fast growing town of Hutto. Just outside the City Limits and ETJ on CR 118 and the new expansion of Ed Schmidt Blvd (CR 119) that will tie into Chandler Rd scheduled to be completed in the Spring of 2019. Property is part of an additional 40 acre +/- tract that can be also purchased or subdivided. Neighboring 58 acres recently purchased for development

AIRPORT

	DRIVE	DISTANCE
Austin-Bergstrom International Airport	47 min	37.6 mi

ADDITIONAL PHOTOS



2 Overview



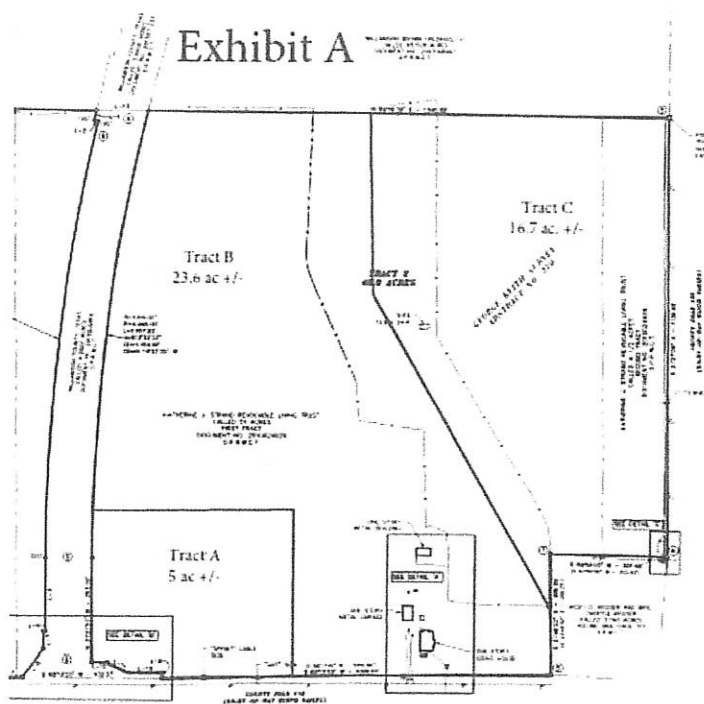
DJI0057112 Small



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IMG_463821 Small



Ed Schmidt

9 July 2019

Williamson County

Public Information Office

710 S. Main Street, Suite 101

Georgetown, TX 78626

RE: Hutto SE Bypass

I consider the proposed Hutto SE Bypass project as another ploy by the Williamson County Commissioners to further the ongoing land development macroplay in this county with stimulation of a new microplay in the specific locale of the project. The earlier initiative to develop the development trigger for this subregion of the county was based upon leveraging rapid growth in the Pflugerville region of Travis County to establish a new major road connection across Brushy Creek and link it with a major network addition through southern Williamson County, but met stiff resistance from many residents of Norman's Crossing and the farming region of eastern Williamson County. These network initiatives by Williamson County are intended to support and facilitate conversion of present-day agricultural lands into residential, commercial, industrial and other non-agricultural functions whose enhanced taxable value would both justify and repay the County's massive roadbuilding investment, and this has been the County's cover, but explicit objective since the mid-1990s.

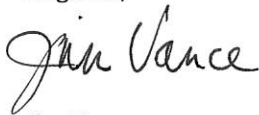
In terms of the justification stated for the present revision to this basic land conversion scheme, County road officials mention new development areas along various county roads but provide nothing in the way of numerical evidence of existing, nor of projected future development conditions in future years. There are no post-construction traffic projections, either on a short-term basis to assess the diversion of existing traffic and provision of "relief" on present-day traffic patterns, or on a long-term basis which can be assessed against the implicit scale of distributed population and employment forecasts for some 10- or 20-year horizon. The practice of underestimating future land use and population distributions from prospective road project inducement is a long-established method by which State and County roadbuilding institutions maintain appearance of self-justification for network expansions, and coupled with consistent avoidance of producing more accurate, valid traffic forecasts from the fully-induced future conditions which become embedded in construction design and environmental clearance stages, the process continues to appear in public mindsets as an appropriate action but yields physical infrastructure which is incorrectly configured and then becomes constructed in a time

sequence that fails to match the market response.

It is the market paradigm of "build it, they'll come and enhance value" which has fostered and established now extremely widespread and deeply-embedded activity in waves of land development "plays" (comparable to oil & gas plays) in rapidly-growing areas. Williamson County has experienced many such waves, but especially so since inception of the Road Bond Program in the late 1990s. This program has relied upon committing road improvement funds into new-alignment corridors with the express but covert intent to surf the recurring waves of regional growth by inducing conversion of agricultural farm and ranchland to fulfill the select market players' need to fill out their advance position through acquisition of well-situated land parcels in order to satisfy a long supply chain that eventually leads to rooftops. With each stage of approval that leads to actual construction, those players will repeatedly be able to grow their profitability through successive rounds of syndication, and with each new flush of profit some of those available funds will be devoted to charitable and political contributions (tax-deductible, of course) that gains each player greater social influence and sway over the political institutions that sustain the roadbuilding program and the underlying paradigm.

It is this unfolding microplay which the project as currently proposed is forced to support in substitution by initiative of the current Precinct 4 Commissioner through a smaller-scale and somewhat reoriented configuration, but which remains cynically poised to make the larger macroplay in the eastern half of the county "just a little bit (more) pregnant." It simply represents another type of broad enabling support for the larger macroplay which he personally has provided during his previous tenure at Brazos River Authority by efforts to create a regional water-supply capability for the entire region. The objective is nothing less than inducing Williamson County to be the 21st Century equivalent to 20th Century Orange County, California.

Regards,

A handwritten signature in cursive script that reads "Jim Vance".

Jim Vance

Circleville (PO Box 352, Taylor TX 76574-0352)



ATTACHMENT E

Figures

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Growth at a Glance Fact Sheet



Growth at a Glance

Williamson County has experienced tremendous growth and current population projections show this growth will continue. It is the County's responsibility to plan for transportation needs and this growth requires progressive planning to keep pace with the increased number of residents and vehicles and to better protect the quality of life for residents.



Williamson County Outpaces Travis & Hays

Lots in Development

The County has 10,860 lots currently in development. That's 4,000 more than Travis County and 6,000 more than Hays County.



New Housing Starts Skyrocketed

New, privately-owned houses on which construction has started.



Calls for Police, Fire, EMS Increased

Includes 911 calls, administrative calls and officer-initiated activities (traffic stops, citizen assists, observed crimes).



Community Sprouts on CR 110

Along CR 110, a total of two lots were developed between 1987 and 2009.



More Growth Ahead

3,697
Total lots planned in Paloma & Siena developments



City of Hutto Growth

of Housing Permits Grew
107%



2,446
Residential Housing Units Developed Since 2012



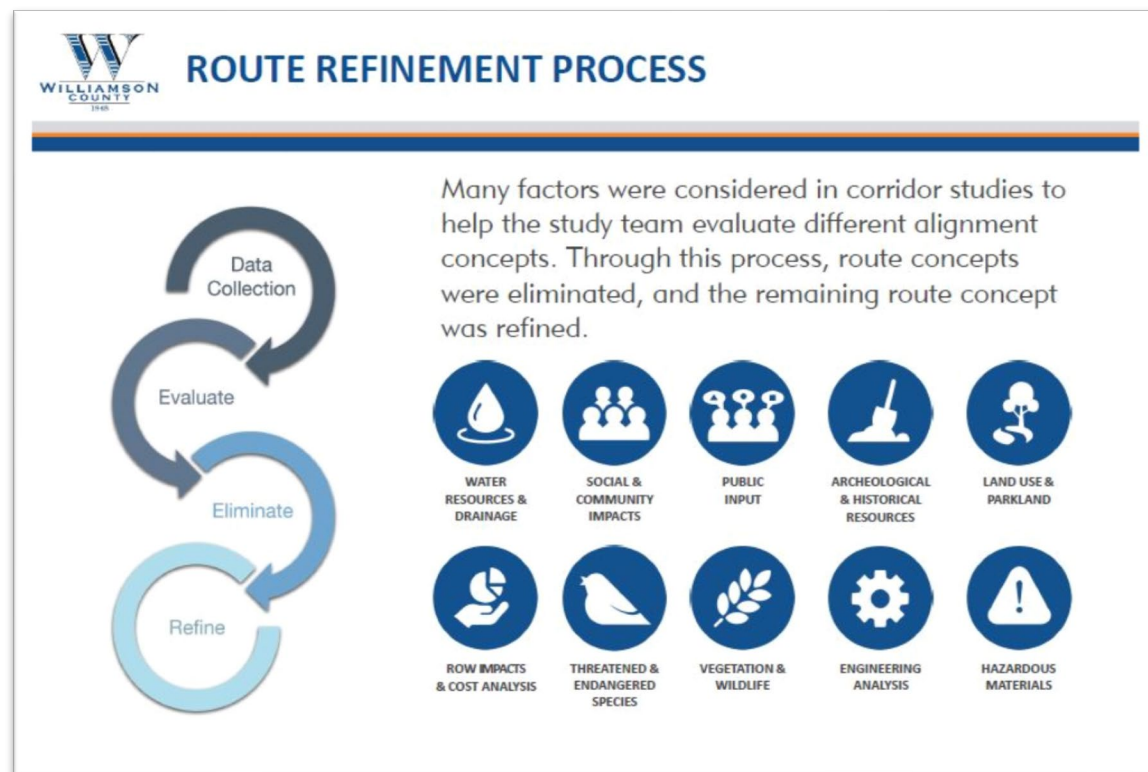
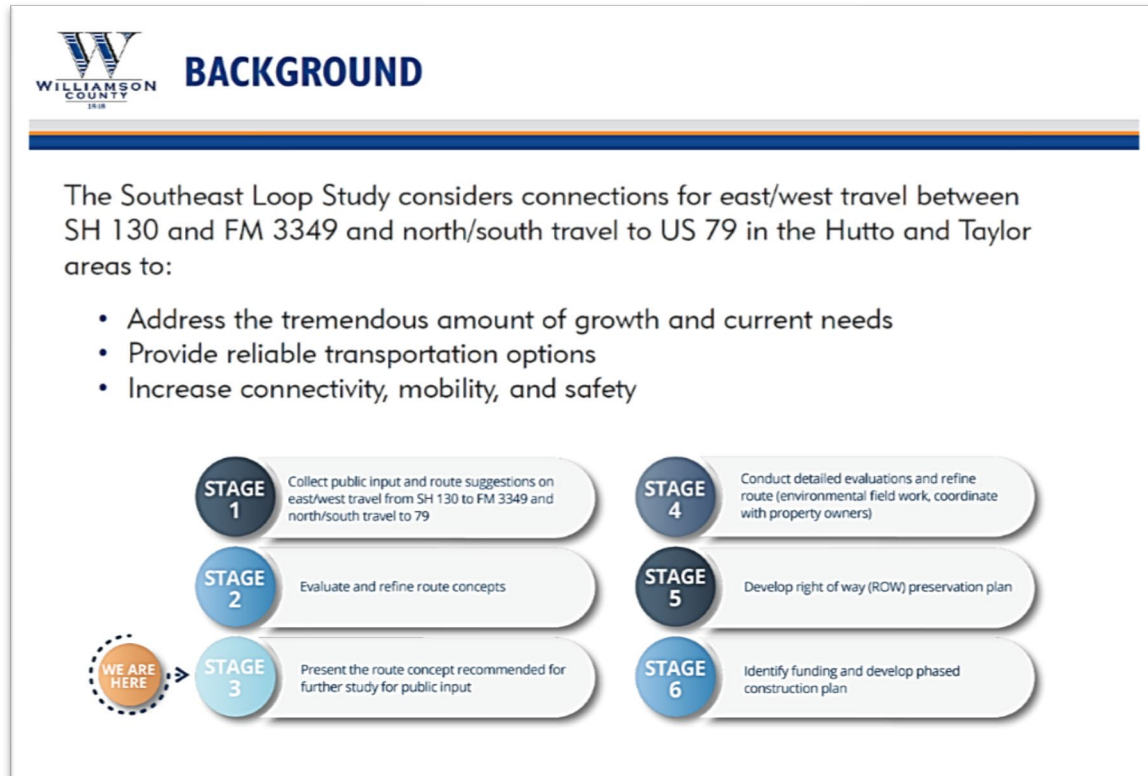
If the County Doesn't Plan Ahead

- We cannot protect what is important to the community
- The opportunity to preserve the corridor will be lost as development continues
- We miss an opportunity to coordinate with property owners, businesses, and the community

Updated: June 2019

Sources: US Census Bureau 2019, Williamson County 2019, MetroStudy 2018, City of Hutto 2018

Exhibit Boards



2016

- Williamson County Long-Range Transportation Plan (LRTP) updated with Corridor Plan

2017

- County initiated the A1 and E1 corridor studies in eastern Williamson County
- Three public meetings were held with 646 attendees to collect input on the study and gather route suggestions from the public
- A1 and E1 corridors were combined and named the Southeast Corridor

Public Comments

"People need plenty of width for sharing roadway and lights to permit safe cross."

"Do improve access but protect the development of new communities."

"Preserve the farm land. Respect family farms that have been in agricultural operation for many years!"

"Design should not necessarily be about speed but promoting quality of life and community."

"This area is filled with rural homes. A road will increase light pollution and noise pollution. Decreased air quality. No more bonfires with quiet. No more stars "

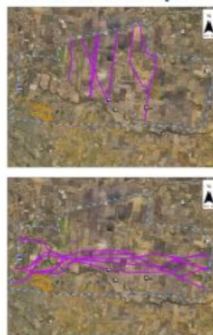
Publicly Drawn Routes



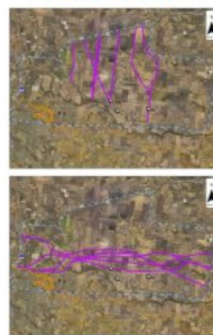
2018

- The technical team conducted analyses and environmental studies to identify initial route concepts for A1 and E1
- The east/west route was extended to SH 95, creating route concept A2, and routes were eliminated and refined to identify reasonable route concepts

Initial Route Concepts



Refined Initial Route Concepts



Reasonable Route Concepts





SOUTHEAST LOOP STUDY

2019

- Technical team gathered additional data and conducted further engineering analysis
- Under Commissioner Boles' leadership, the study area was rightsized to become the **Southeast Loop Study**
- The non-tolled Southeast Loop will be a County road that includes an overpass at US 79 and the railroad tracks
- A2 route from FM 3349 to SH 95 was removed from the study

New Housing Starts Skyrocketed

New, privately-owned houses on which construction has started.



Calls for Police, Fire, EMS Increased

Includes 911 calls, administrative calls and officer-initiated activities (traffic stops, citizen assists, observed crimes).



Source: MetroStudy 2018, Williamson County 2019



GROWTH AT A GLANCE

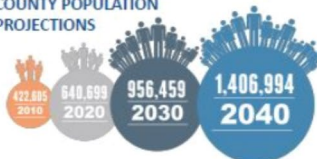


Williamson County



The County has 10,860 lots currently in development. That's 4,000 more than Travis County and 6,000 more than Hays County.

COUNTY POPULATION PROJECTIONS



Along CR 110



More Growth Ahead

3,697

TOTAL LOTS PLANNED IN PALOMA & SIENA DEVELOPMENTS



City of Hutto

OF HOUSING PERMITS GREW 107%



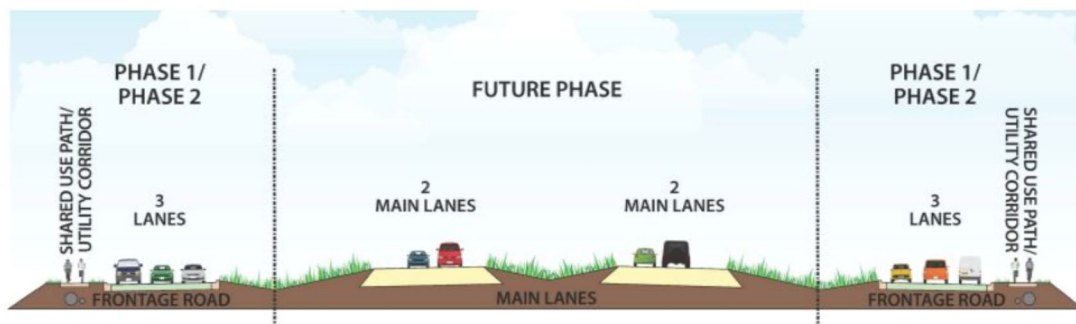
2,446
RESIDENTIAL HOUSING UNITS DEVELOPED SINCE 2012



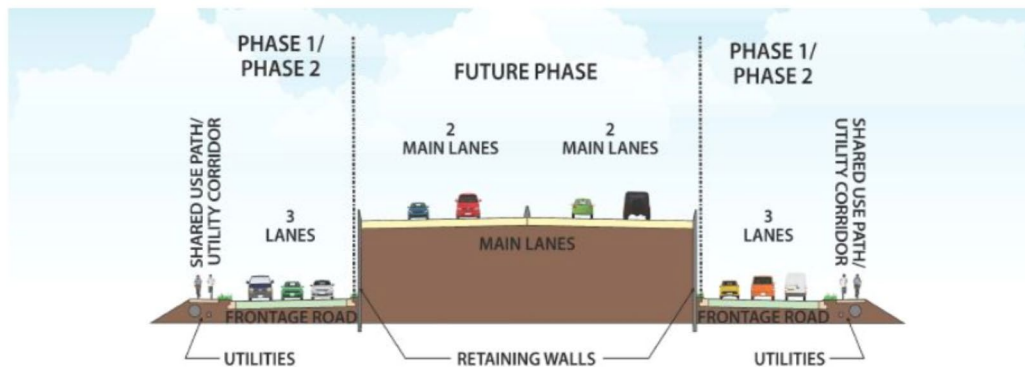
Sources: US Census Bureau 2019, Williamson County 2019, MetroStudy 2018, City of Hutto 2018, CAMPO 2040 Plan



**Access Controlled Facility Conceptual Drawing
Approximately 350 Feet**



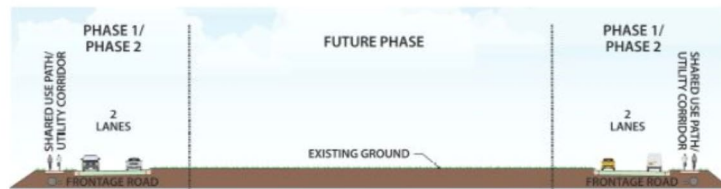
Section Near SH 130 Conceptual Drawing Approximately 240 Feet



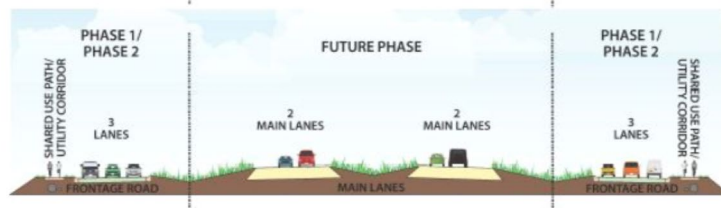
Phasing Conceptual Drawings

Access controlled facilities are often built in phases, usually starting with the frontage roads as funding is available. The graphic below is an illustration of phasing and more details will be identified in construction plans.

Initial Phases - Frontage Roads Approximately 350 Feet



Future Phases - Mainlanes Approximately 350 Feet





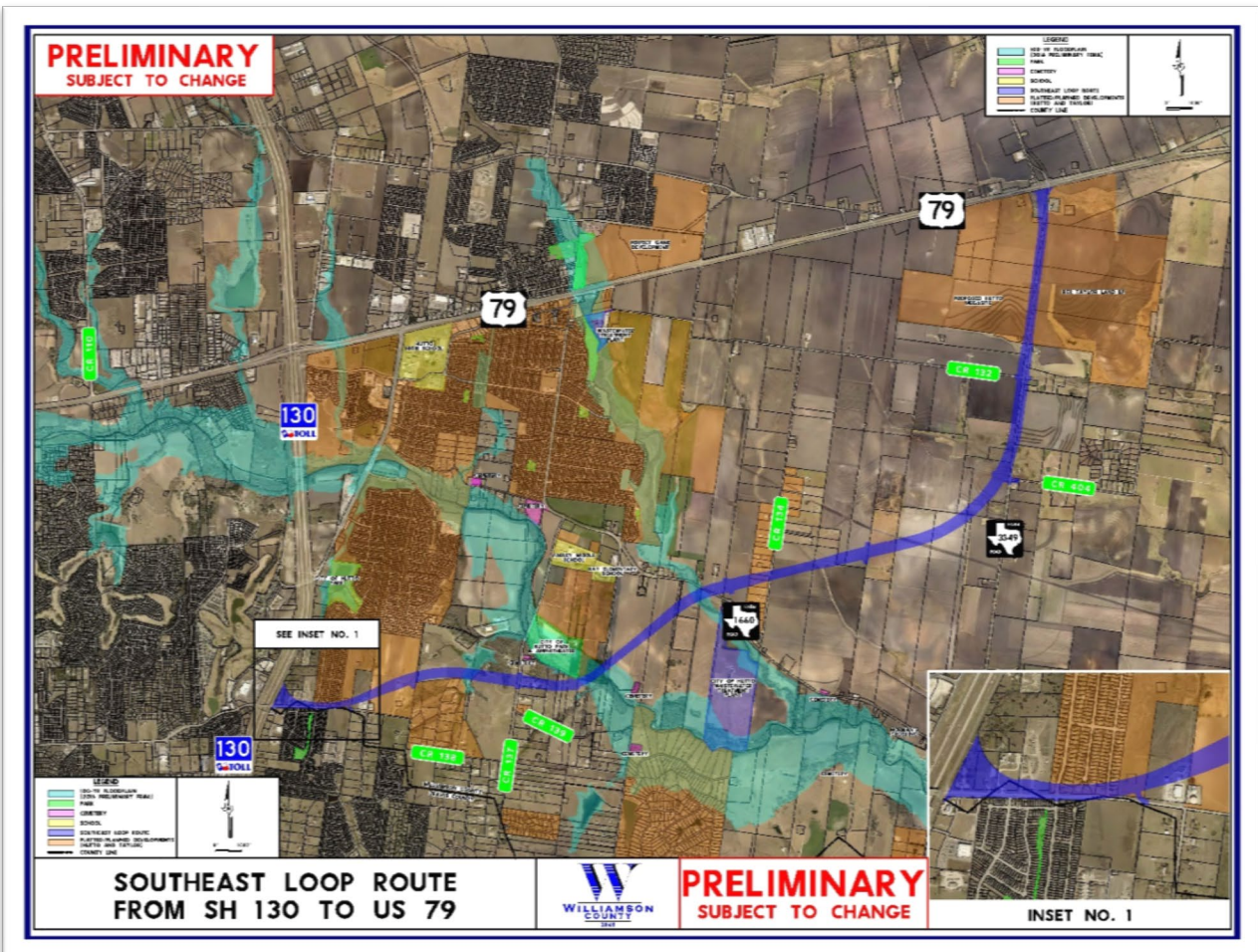
NEXT STEPS

- Collect and evaluate public input on the Southeast Loop route concept
- Conduct environmental field investigations and additional analysis
- Continue property owner coordination
- Refine and finalize the route concept

Share Your Input

- The comment period for comments to be included in the official meeting report is open through **July 9, 2019**
- Submit a comment card at the public open house
- Send via email or mail
 - Email: roads@wilco.org with "Southeast Loop" in the subject line
 - Mail: Williamson County Public Information
710 S. Main Street, Suite 101
Georgetown, TX 78626

Southeast Loop Route Map



Environmental Constraints Map

