



# Documentation of Virtual Public Meeting

## **Project Location**

Williamson County, Texas

RM 2243  
CSJ: 2103-01-032

## **Project Limits**

From US 183 to Southwest Bypass

## **Meeting Location**

Virtual Public Meeting  
[www.WilCo.org/RM2243](http://www.WilCo.org/RM2243)

## **Meeting Date and Time**

Tuesday, May 25, 2021 – Wednesday, June 9, 2021

## **Translation Services**

Spanish translation available upon request

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

517

## **Total Number of Commenters**

51

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## A. Comment/Response Matrix

Commenter Number	Commenter Name	Date Received	Source	Comment	Comment Topic	Response
1	Matthew Thompson	5/24/21	Mailed Comment Form	I am a homeowner in Georgetown. I like the small town feel of Georgetown. It is fast slipping away. I am against road improvements east of the I-130. I want slow growth initiatives for Georgetown and surrounding areas. The area is growing too fast. Wider roads means a temporary relief of traffic congestion, more development, less green spaces and ultimately worse traffic. Lets keep our city small with lots of green space. Let builders build East where space is more open and there is lots of space to expand and build wider roads.	Growth concerns	Williamson County is experiencing a tremendous amount of growth and that trend is expected to continue. In 2019, Williamson County ranked 9th as the fastest growing large-county in the nation. By 2050, the population of Williamson County is estimated to be 1.6 million residents – nearly three times what it is now. The County is not in charge of zoning in this area but the County is responsible for planning and addressing transportation needs now and in the future. Current growth requires additional roadway infrastructure to keep pace with the increased number of residents and vehicles and to better protect the safety, mobility and quality of life for residents.
2	Stephen Lycan	5/26/21	Online Comment Form	FM 2243 needs to be straightened out. It needs a middle turn lane. 2243 does not need the massive expansion that is planned by the county. We do not need a divided hwy. with feeder roads on either side for commercial expansion. This is a rural neighborhood road and needs to remain that way. The noise pollution alone will be unbearable to the existing residents.	Project size concerns	Williamson County is experiencing a tremendous amount of growth and that trend is expected to continue. In 2019, Williamson County ranked 9th as the fastest growing large-county in the nation. By 2050, the population of Williamson County is estimated to be 1.6 million residents – nearly three times what it is now. It is the County's responsibility to plan for and address transportation needs now and in the future. Current growth requires additional roadway infrastructure to keep pace with the increased number of residents and vehicles and to better protect the safety, mobility and quality of life for residents.  The first phase of construction for RM 2243 is anticipated to include a single frontage road, which would serve two-way traffic until the other frontage road is built in a future phase. Future phases, which could include the second frontage road and two mainlanes in each direction separated by a concrete barrier, with direct connections to 183A and Ronald Reagan Boulevard would be built as growth occurs and the need arises and funding becomes available.
3	Weston Wicks	5/26/21	Online Comment Form	With the development of this potential massive highway, please do all you can with the design to guide traffic to I-35 using the SW Bypass. If traffic increases drastically and it all continues to flow east of the SW Bypass on Leander Road, past the middle school and to I-35, it will be nearly impossible for residents to make left turns out of the River Ridge neighborhood. Please take this into consideration as the traffic during the morning and night time are making it difficult to safely take left turns. If you build more lanes with faster speeds, more cars will use RM 2243 and in turn cause a HUGE amount of traffic between the SW Bypass and I-35. The stop lights will become so backed up that residents along this road will suffer the same traffic that is now wrecking Highway 29. Please do all you can in the design to direct traffic to use the SW Bypass. Maybe even apply restrictions on heavy trucks that requires the trucks over a certain weight to use the SW Bypass. Thanks	Traffic concerns	TxDOT and Williamson County are proposing the reconstruction and widening of RM 2243 to improve roadway design and address safety, mobility, and connectivity for motorists between 183A and Southwest Bypass.  The County is also scheduled to begin construction on the final phase of the Southwest Bypass Extension in fall 2021, which will extend the two-lane Southwest Bypass from Wolf Ranch Parkway to SH 29. This is the final phase of the Southwest Bypass project. Segment 1 of the project, which included a new two-lane roadway from IH-35 to 3,100 feet west, was completed in fall 2018. Segment 2 of the project, which completed the roadway from RM 2243 to IH-35, was completed in May 2020.
4	Thomas G Arthur	5/28/21	Emailed Comment Card	A sound barrier wall is needed along the north Right-of-Way on both sides of Escalera Pkwy to block traffic sounds for Escalera Ranch and the Preserve subdivisions. This should be part of the phase I construction.	Noise concerns	A traffic noise analysis will be conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Traffic Noise Policy (2019). The traffic noise analysis process includes the following elements: (1) identification of land use activity areas that might be impacted by traffic noise; (2) determination of existing noise levels; (3) prediction of future noise levels; (4) identification of possible noise impacts; (5) consideration and evaluation of measures to reduce noise impacts. If the proposed project results in a traffic noise impact based on the noise analysis, the following noise abatement measures will be considered:  Traffic management – Control devices could be used to reduce the speed of the traffic; however, the minor benefit of one dB(A) per five mph reduction in speed does not outweigh the associated increase in congestion and air pollution. Other measures such as time or use restrictions for certain vehicles are prohibited on state highways.  Alteration of horizontal and/or vertical alignments – Any alteration of the existing alignment would displace existing businesses and residences, require additional right of way and not be cost effective/reasonable.  Buffer zone – The acquisition of undeveloped property to act as a buffer zone is designed to avoid rather than abate traffic noise impacts and, therefore, is not feasible.  Noise barriers – Noise barriers in the form of noise walls are the most commonly used noise abatement measures and were considered for this project.
5	Thomas G Arthur	5/28/21	Emailed Comment Card	RM 2243 Schematic Feedback Comment - Need Sound Barried Wall Along North R.O.W. Need Sound Barrier Wall Along North R.O.W. of Phase 1 Construction	Noise concerns	Please see our response to comment #4.

6	Thomas G Arthur	5/28/21	Emailed Comment Card	There is no crossover for Escalera Pkwy traffic to access the eastbound frontage road.	Access to neighborhoods	The County is responsible for the safety and mobility of its residents. This responsibility includes planning for current and future transportation needs in order to keep pace with the County's growth and maintain a high-level of quality of life. The first phase of construction for RM 2243 is anticipated to include a single frontage road, which would serve two-way traffic and accommodate east and west-bound travel from Escalera Pkwy. To accommodate access to the eastbound frontage road in future phases, the current schematic includes crossovers at Water Oak Pkwy and Flintlock Dr. Future phases would be built as growth occurs and the need arises and funding becomes available. A connection to the eastbound frontage road would conflict with the entrance/exit ramps currently planned in the vicinity of the intersection.
7	Thomas G Arthur	5/28/21	Emailed Comment Card	RM 2243 Schematic Feedback Comment - No Crossover from Escalera Pkwy to Eastbound Frontage Road No crossover to allow Escalera Pkwy to have access to Eastbound Frontage Road	Access to neighborhoods	Please see our response to comment #6.
8	Thomas G Arthur	5/28/21	Emailed Comment Card	The old section of existing 2243 (Old 2243) seems to be abandoned from the new roadway down to Ronald Reagan leaving no access to that section of the road or to the north end of County Road 175.	Old 2243	As part of this project, the old/remaining section of RM 2243 will be slightly realigned to connect to the new frontage road to maintain access.
9	Thomas G Arthur	5/28/21	Emailed Comment Card	RM 2243 Schematic Feedback Comment - No Access to "Old" 2243 or CR 175 No access to (Old) 2243 or County Road 175	Old 2243	Please see our response to comment #8
10	Troy Winslow	5/28/21	Emailed Comment Card	My wife and I are building a house in the Lost Quarry neighborhood, which is on 2243 about half way between Ronald Reagan and I-35. In regard to this project, our request is for there to be safe and adequate access to the neighborhood. When traveling westbound on 2243, this would likely mean a dedicated right-turn lane onto Lost Quarry Lane. When traveling eastbound on 2243, this would mean a direct access left-turn onto Lost Quarry Lane without having to drive past Lost Quarry Lane, make a U-Turn, then drive back eastbound in order to make a right turn onto Lost Quarry Lane.	Access to neighborhoods	TxDOT and the County are proposing the reconstruction and widening of RM 2243 from 183A to Southwest Bypass to improve roadway design and address safety, mobility, and connectivity for motorists in this rapidly growing area. It is a priority to ensure safe and adequate access to existing neighborhoods.  Ingress and egress will be maintained for all existing neighborhoods for each phase of the project. For more information on the connectivity to the Lost Quarry neighborhood see the schematic design post to the project webpage, <a href="http://www.wilco.org/RM2243">www.wilco.org/RM2243</a>
11	Matt Jacobi	5/31/21	Online Comment Form	This design/realignment moves 10-lane highway within 1000ft of our home and other homes in a neighborhood (Reagan's Overlook) of acreage homesites, zoned single-family rural. It doesn't feel very rural having a massive highway in your backyard. This isn't a couple of old farmhouses; this a new neighborhood with homes currently valued at 1M+ that pay a lot of property taxes.  What is being done to limit the impact on nearby neighborhoods? Can the alignment of the road be shifted any further south to limit the impact? What can be done with pavement types or road elevation to reduce noise? Can a noise barrier be installed? Can a thick wall of trees be planted as a buffer? Can speed limits be capped? What about noise ordinances related to the speed of large trucks or restrictions on things like engine braking?  The request is not to stop construction, but to ensure that people who have built their homes in a new neighborhood of acreage homesites aren't driven from them and don't see their property values decrease.	Project size concerns Noise concerns Traffic concerns	Williamson County is experiencing a tremendous amount of growth and that trend is expected to continue. In 2019, Williamson County ranked 9th as the fastest growing large-county in the nation. By 2050, the population of Williamson County is estimated to be 1.6 million residents – nearly three times what it is now. It is the County's responsibility to plan for and address transportation needs now and in the future. Current growth requires additional roadway infrastructure to keep pace with the increased number of residents and vehicles and to better protect the safety, mobility and quality of life for residents.  In regard to your concerns about noise, please see our response to comment #4.  Your concerns regarding the speed limit will be passed on to the Sheriff's office. City governments and TxDOT must conduct traffic and engineering studies according to requirements outlined in TxDOT's publication, Procedures for Establishing Speed Zones, when setting a speed limit. Speed limits may be set by the Commission or by a city if the highway is within city limits.

12	Wendy Jungman	5/31/21	Online Comment Form	We do not want this huge highway built in our backyard. There is absolutely no reason why you couldn't widen the existing 2243 footprint to a 4/6 lane divided roadway instead of taking this practically all the way into our backyard in Reagan's Overlook. It will cause major traffic noise and decrease our property value because of how close it is. I can only imagine the negative environmental impact. Why couldn't you make Highway 29 or 1431 larger to accommodate traffic? Those are already major thoroughfares that can accommodate expansion. Instead, you are cutting through private land to negatively impacting families that built forever homes here. I doubt this will make any difference because my husband used to work for TxDOT and we know that you don't care how this impacts homeowners.	Project opposition Project size concerns Environmental impacts Noise concerns	The RM 2243 project is one of many roadway improvements across Williamson County, which is experiencing a tremendous amount of growth and that trend is expected to continue. It is the County's responsibility to plan for and address transportation needs now and in the future. Current growth requires additional roadway infrastructure to keep pace with the increased number of residents and vehicles and to better protect the safety, mobility and quality of life for residents.  The County and TxDOT have funded improvement projects along SH 29 and projects along RM 1431 are included in the County's Long-Range Transportation Plan.  In regard to your concerns about noise, please see our response to comment #4.  Throughout the development of this project, TxDOT and the County are evaluating several environmental factors such as water resources and drainage, vegetation and wildlife, community impact and public comments, right-of-way analysis, cultural resources, and land use to identify and design improvements. This process began in the feasibility study and is carried forward in this more detailed design phase, which will evaluate potential impacts to the environment in accordance with the National Environmental Policy Act, or NEPA. The design requires approval from multiple regulatory agencies before the project can receive environmental clearance to advance to the next stage of development. The design goal is to avoid and minimize environmental impacts to the maximum extent practicable. Environmental mitigation for impacts will be included in the project where warranted.
13	Cory Thayer	5/31/21	Online Comment Form	Phase 3 of "rm2243" improvement project seems detrimental to several hundred, maybe thousands, of residents in the nearby area. IMO proposals to make 2243 a major 9 lane hwy/access road system (from today's 2 lanes) connecting northern 183a toll with hwy35 bypass seems short sighted given all the residential development in this road. Moving further north for a larger hwy system like this would be more foward looking. That along with proceeding no further than phase 1 of rm2243 (adding a turn lane) or at most adding 2 lanes each way, and a turn lane would be MORE than required for generations.  A final plea, please don't make this area a major bypass.. following through with the proposal will change the traffic flow from predominantly local to a major bypass supporting all state hwy 35 traffic wishing to fly through our area to reach 183 toll. ...I and my neighbors don't want that in our back yard.	Project size concerns Traffic concerns	Please see our response to comment #2
14	Libby Brunson	6/1/21	Online Comment Form	I am concerned that a 10 lane highway is being built right outside my community of Reagan's Overlook for two reasons; safety and noise. I know we need the road expanded, I just ask that all precautions and considerations will be taken to ensure that a stop light will be placed at the entrance to RO and something be created to dampen the noise from the highway. Thank you!	Safety concerns Traffic concerns Noise concerns	In regard to your concerns about noise, please see our response to comment #4.  A traffic study will be conducted during the design phase of the project to consider what improvements are needed for access to neighborhoods.
15	Cameron Merkel	6/1/21	Email	As a bicyclist in Leander, I just wanted to say that I'm quite happy that shared-used paths are being considered for future phases of the RM 2243 project. Bicycle and pedestrian infrastructure like this is great for helping people get around town without a car, if they desire.	Shared used paths support	Comment noted.
16	Sheri Wood	6/1/21	Online Comment Form	I live in Reagan's Overlook and the changes suggested may well help with congestion over the future, but will greatly increase the road noise we hear in our neighborhood.  Please add to this plan a noise cancelling wall and the planting of trees to help reduce the noise impact on our community. We can already hear 2243, and has you build a bigger, much more congested route, the noise will increase exponentially.  Sheri Wood	Noise concerns	Please see our response to comment #4.
17	Rachel Vincent	6/1/21	Online Comment Form	The proposed highway that will turn 2243 from being two lanes to potentially ten is really concerning as we are one of the closest homes to the 2243 entrance. We are concerned for the potential impact on safety, outside traffic coming into our neighborhood/driveways, and because the mailbox is situated just past our driveway, we cannot put up a gate to secure our street even if our HOA approved it. Please reconsider making the road so close to our neighborhood. We purchased into this neighborhood for its quiet and safe atmosphere and now we are considering moving due to this freeway being built so close to our house.	Safety concerns Traffic concerns Project size concerns	Please see our response to comment #2  As part of the current phase, The County will meet with impacted property owners to discuss the project and next steps.
18	Jagadeesan Jayachandran	6/1/21	Online Comment Form	I see that Ronald Reagan road is also getting widened during 2243 expansion plan, and the distance from road to my house is hardly 20ft. Would appreciate if the town can add noise blocking walls like we have on 1431 to live peacefully, we pay very high taxes to Leander City and i presume our requests would be considered.	Noise concerns	Please see our response to comment #4.
19	Michelle Bolner	6/2/21	Online Comment Form	As a resident of Reagan's Overlook, we're concerned about the added traffic noise and congestion that this project will add to our immediate roadways. Since increasing traffic is unavoidable, we would like to propose a sound barrier be installed to dampen the traffic noise from this new roadway. Currently we can easily hear morning traffic (large construction vehicles, contractor trucks, etc.) from our yard on the far side of the neighborhood, which wasn't audible 3 years ago. If this serves as an indicator of what's to come, a sound barrier will be essential from Garey Park to Ronald Reagan, or our properties values will suffer.	Traffic concerns Noise concerns	Please see our response to comment #4.

20	Bob Fitzner	6/2/21	Online Comment Form	<p>(1) Is there a proposed schedule for the various phases of work?</p> <p>(2) Is the drainage design based on the most recent rainfall events from NWS Atlas 14 info? If not, which data is being used; why?</p> <p>(3) Are there coordination meetings with LCRA? They recently installed several transmission towers around Ronald Reagan and RM 2243.</p> <p>(4) Is there any way to assist TXDOT and/or WILCO by completing Constructability Reviews for any phases of this work?</p>	Schedule Drainage LCRA Project information	<p>(1) Design for the RM 2243 project began in 2020 and construction is expected to begin in late 2022. The first phase of construction is anticipated to include a single frontage road, which would serve two-way traffic until the other frontage road is built in a future phase. Future phases will occur as growth necessitates and funding becomes available.</p> <p>(2) The County and project engineer's (BGE, Inc.) will use Atlas 14 to help inform the design of RM 2243.</p> <p>(3) Yes, the project team has evaluated a variety of alternatives in an attempt to avoid the need for relocating the Lower Colorado River Authority (LCRA) line between 183A and Ronald Reagan. However, the conflict cannot be avoided, and LCRA does intend to relocate the line when the mainlanes are built at a later date.</p> <p>(4) The County is working with BGE, Inc. on this project. To provide additional feedback on the project design, please contact our public involvement team by calling 512-943-1195 or emailing roads@wilco.org.</p>
21	Michelle Jacobi	6/2/21	Online Comment Form	<p>What I'd really like to tell you about this road is that I think it's complete overkill for the location and the situation. There is no reason that a 5-lane road like 1431 or 29 wouldn't work here.</p> <p>But I understand that we are probably too far along in the process to actually stop the building of the road, so I'll ask for some considerations instead</p> <ul style="list-style-type: none"> <li>- The road is being built VERY close to some neighborhoods. My quiet home will now almost back up to a freeway. Please consider realigning the road slightly to push it further south and away from Reagan's Overlook and Escalera Ranch.</li> <li>- Please help us block the noise! This may be a sound barrier wall and/or a whole lot of trees. It may also mean reducing speed limits and engine braking near neighborhoods.</li> <li>- Please limit the construction noise to reasonable hours.</li> </ul>	Project size concerns Traffic concerns Construction concerns Noise concerns	<p>Williamson County is experiencing a tremendous amount of growth and that trend is expected to continue. In 2019, Williamson County ranked 9th as the fastest growing large-county in the nation. By 2050, the population of Williamson County is estimated to be 1.6 million residents – nearly three times what it is now. It is the County's responsibility to plan for and address transportation needs now and in the future. Current growth requires additional roadway infrastructure to keep pace with the increased number of residents and vehicles and to better protect the quality of life for residents.</p> <p>The road will be built in phases as growth occurs and as funding becomes available. The first phase of construction is anticipated to include a single frontage road, which would serve two-way traffic until the other frontage road is built in a future phase.</p> <p>In regard to your concerns about noise, please see our response to comment #4.</p> <p>The County itself does not have set construction times, and times at which construction occurs are based on the contract and project needs. Residents adjacent to the project will be notified before construction begins.</p>
22	Amy Malnar	6/2/21	Online Comment Form	I have many major concerns with this project. How do you intend to control noise pollution with the increase in traffic? Will we be able to safely enter and exit our neighborhood? Will there be an increase in traffic to cut through our neighborhood?	Noise concerns Safety concerns Traffic concerns	<p>In regard to your concerns about noise, please see our response to comment #4.</p> <p>A traffic study will be conducted during the design phase of the project to consider what improvements are needed for access to neighborhoods.</p>
23	Jolene Denny	6/2/21	Online Comment Form	<p>We moved here 8 yrs ago after retiring from the military. We loved the quiet, country feel of living off RM 2243. We are able to enjoy horse ownership here. Now we are surrounded by cookie cutter housing developments and a projected major highway!</p> <p>I strongly believe that RM 2243 needs a turn lane, and has for a long time. There has been fatalities on this road because of the lack of adequate space for speed reduction/turning. I will support that any day.</p> <p>If this becomes a major highway we will be quickly moving out of this county. We have already considered that this is not our "forever" home because of property taxes and the increase of housing developments and commercial businesses taking all the open land.</p> <p>Georgetown is quickly losing the "feel" that has drawn us and many others to this area.</p>	Growth concerns Project size concerns	Please see our response to comment #2
24	Laurie Holden	6/2/21	Online Comment Form	We are extremely concerned about the noise level of traffic that this expansion will bring to Reagan's Overlook. Our residents purchased our 1 acre+ lots due to its peaceful and quiet atmosphere. Please take our community's needs into consideration. We pay very high property taxes and if the traffic noise volume increases there will be many of us moving out to find our homes elsewhere. Thank you.	Noise concerns	Please see our response to comment #4
25	Ardath Steward	6/2/21	Written comment card	Widening 2243 and realigning w/ Hero Way will provide a safer way to connect Leander and Georgetown. Current roads 2243 & Hero Way are too narrow and dangerous. There have been too many accidents at Hero Way and Ronald Reagan. There is not a safe crossing here.	Safety concerns	The RM 2243 project is meant to address safety, mobility and connectivity within the area.
26	Tom Schwerdt	6/2/21	Email	Please prioritize active transportation (bike, walk, run, roll) on this project by implementing wide shared use paths (10-12 ft each direction) and user friendly design guidelines, such as maintaining a 3 foot horizontal and 10 foot vertical clear zone from the edge of the shared use path. Keep the path as straight as reasonable - no zigzags at driveway or street crossings. Happy to discuss in more detail.	Shared use paths support	Shared use paths will be built in future phases of the project. The first phase of construction is anticipated to include a single frontage road, which would serve two-way traffic until the other frontage road is built in a future phase.
27	Ramu Ravilla	6/2/21	Online Comment Form	Please plant trees and build sound barriers along 2243, in Reagan's overlook!	Noise concerns	Please see our response to comment #4

28	Charles Sparks	6/3/21	Email	<p>I have serious concerns and objections about the latter phases of this Freeway project, as proposed by Wilco and TxDOT.</p> <p>First, I agree that the existing RM2243 is inadequate for current traffic volumes. That traffic is the result of continued residential development and growth along RM2243 and N. Ronald Reagan Pkwy, as well as connection of existing neighborhoods to ingress and egress with RM2243. Those neighborhoods are along the south side of RM2243, and the improved throughways from those neighborhoods have helped put more traffic onto RM2243.</p> <p>How do I know this? It's because I live in Escalera Ranch and drive RM2243 daily for the past 8 years. I see the traffic flows and patterns, and I've seen the effects of the residential growth that's been allowed west of Georgetown, which puts more pressure on the existing RM2243.</p> <p>RM2243 certainly now needs center turn lanes at each of the existing and proposed subdivision outlets. With the new Parkside subdivision currently under construction, and others coming, the increased traffic and subdivision outlets means even more traffic. Stop lights will be needed at these major intersections during project phases; however, I don't see stoplights in any part of any of the proposed phases 1 and 2. That's a problem.</p> <p>Additionally, I take issue with the four stated "problems" that would be addressed by the entire RM2243 project</p> <ol style="list-style-type: none"> <li>1. Sharp Curves Today, at the current speed limit of 55 mph, there are no "sharp curves" that require "significant braking" to negotiate. That's a ludicrous statement in the presentation. In fact, no braking is needed at all to safely navigate and traverse RM2243 from SW Bypass to 183A. Any "problems" are from speeders, so solving that issue is accomplished by enforcing the existing speed limit.</li> <li>2. Lack of full width shoulders The grassy shoulders are plenty wide for vehicles to pull over, off the roadway. This is only an issue if bicyclists decide to ride on RM2243, which I certainly think would be a dangerous decision on the cyclist's part. Solve the bicycle problem by posting "No Bicycles" signs along RM2243.</li> <li>3. Lack of turn lanes This is a problem easily fixed by adding a 3rd lane where needed, at the subdivision intersects.</li> <li>4. Trees and other objects alongside the roadway These are easily fixed by more prudent trimming and clearing along the existing fence lines.</li> </ol> <p>These four "problems" don't justify the magnitude of the entire 3-phased project. This is nothing more than the Unbroken Leg Fallacy, and I've proved it above, so Wilco and TxDOT need to come up with better reasons that solve actual problems to justify all three phases of the project. RM2243 is not a broken leg that needs a complete reset.</p> <p>This proposed project is a solution in search of a problem. The four problems cited above from the presentation are easily resolved without the need for phase 3 of this project. All four of the stated "problems" with RM2243 have just been debunked.</p> <p>Phase 2 may or may not be needed, depending on whether the government allows more residential development along RM2243, especially on the south side of RM 2243.</p> <p>Phase 3 isn't needed at all to serve the needs of the residents on the West side of Georgetown. Phase 3 solves none of the four Wilco-stated "problems", even if they were actual "problems". Phase 3 is just building another highway, bigger than the SW Bypass, and as big as 183A, that puts traffic on the phase 3 road from IH35. That makes no sense to run a tollroad/freeway as big as 183A through primarily residential areas along the existing RM2243, and have its terminus on both ends be in more residential areas.</p> <p>Phase 3 actually builds a much larger and wider highway through residential areas than when the City of Austin built Loop 1 Mopac expressway through West Austin neighborhoods. It made no sense then, and it makes no sense now.</p> <p>Phase 3 also isn't needed to move traffic from IH35 to 183A. Today, the traffic traversing RM2243 eastbound and westbound primarily moves through the 183A intersection, and doesn't use RM2243 to access 183A. More traffic passes by 183A, continuing through on RM2243, than turns north or south to get onto 183A. I know it because I've watched how much traffic goes straight through on RM2243 versus traffic that turns to get onto 183A. Most traffic does not turn. So the stated need for phase 3 is a fallacy, based on my own observations.</p> <p>If Wilco and TxDOT ignore this objection, and all the other objections from other concerned citizens, and builds out phase 3, just understand you will be causing new actual problems for residents of Escalera Ranch, The Preserve, and the proposed future development adjacent to the north boundary of Escalera Ranch. Those new, actual problems include</p> <ol style="list-style-type: none"> <li>a) No intersection/ overpass at Escalera Parkway. That means no immediate access to ingress Escalera from traffic going Eastbound on 2243. That also means egress traffic from Escalera will only be able to turn right and go Westbound until finding the next intersection at Flintlock Drive to loop around to head Eastbound. Big inconvenience for lots of residents and future residents. Future ingress/egress traffic counts at Escalera Parkway will be higher than traffic using Flintlock Drive (due to planned residential additions), so the lack of an intersection at Escalera Parkway makes no sense.</li> <li>b) If the problem in a) is not addressed, what are the added response times for emergency vehicles coming from the West to access the furthest point of service in Escalera Ranch and the Preserve? Also, what are the added drive times for emergency vehicles exiting Escalera Ranch and needing to drive Eastbound to emergency locations, like St. David's Hospital in Georgetown? Those emergency vehicles will have to go Westbound to Flintlock, turn around, and go Eastbound to the emergency facility destination.</li> <li>c) If phase 3 is built as proposed, what is the exact distance between the Westbound 2243 exit ramp (end of solid white lane stripe) and the entrance at Escalera Parkway? That distance appears to be about 150 feet. Is that sufficient distance for a vehicle to safely navigate across 3 additional access lanes of oncoming traffic to turn right onto Escalera Parkway, without hard braking and causing more safety issues with oncoming and following traffic? It appears that exit ramp needs to be moved further to the East, to allow more room for vehicles exiting 2243 and needing to turn right on Escalera.</li> <li>d) If phase 3 is constructed, and traffic speed increases to tollway speeds of 75-80 mph, what safeguards/barriers will be installed on both sides of 2243 to keep wild hogs off the roadway? On average, I estimate there is a vehicle strike with a large hog on RM2243 about 1x/30-60 days. There are also vehicle/hog strikes on Ronald Reagan, very close to where phase 3 crosses over. What studies have been done to see how hog traverse paths would be affected by effectively funneling hogs across either 2243 or Ronald Reagan, due to 2243 construction?</li> </ol> <p>Those are my objections to this proposed project. Again, I can see the need for phase 1, and perhaps phase 2 if residential growth continues along RM2243. However, there is no current argument from Wilco or TxDOT that satisfies the planned need for phase 3, as I have demonstrated. At a minimum, I ask that all my concerns and objections be included in the official record for this project, along with full responses by Wilco and TxDOT to said concerns and objections</p>	Project size concerns Traffic concerns	<p>Williamson County is experiencing a tremendous amount of growth and that trend is expected to continue. In 2019, Williamson County ranked 9th as the fastest growing large-county in the nation. By 2050, the population of Williamson County is estimated to be 1.6 million residents – nearly three times what it is now. It is the County's responsibility to plan for and address transportation needs now and in the future. Current growth requires additional roadway infrastructure to keep pace with the increased number of residents and vehicles and to better protect the safety, mobility and quality of life for residents.</p> <p>The first phase of construction for RM 2243 is anticipated to include a single frontage road, which would serve two-way traffic until the other frontage road is built in a future phase. This first phase will resemble other county roads and will be built at grade. A traffic study will be conducted during the design phase of the project to consider what improvements (such as stop lights) are needed for access to neighborhoods.</p> <p>Your comment regarding speeding on RM 2243 will be passed on to the Sheriff's office.</p> <p>The stated problems in the Virtual Public Meeting were identified through data analysis and public input during the 2018 TxDOT public meeting, which was held to gather input from the community about their concerns and to help identify the best option for future development phases. As part of that analysis it was determined that the existing horizontal and vertical curves from 183A to Garey Park hinder sight distance and can be improved.</p> <p>The need to address these issues becomes more pressing as traffic volumes increase and more drivers utilize RM 2243. Between 2010 and 2019, RM 2243 saw a 168% increase in daily traffic volumes – that means the number of vehicles more than doubled in just 9 years. By the year 2040, this volume is expected to double again, with a projected 25,000 vehicles using the roadway daily.</p> <p>The first phase of construction for RM 2243 is anticipated to include a single frontage road, which would serve two-way traffic and accommodate east and west-bound travel from Escalera Pkwy. To accommodate access to the eastbound frontage road in future phases, the current schematic includes crossovers at Water Oak Pkwy and Flintlock Dr. Future phases would be built as growth occurs and the need arises and funding becomes available. A connection to the eastbound frontage road would conflict with the entrance/exit ramps currently planned in the vicinity of the intersection. The project team will evaluate the feasibility of shifting the exit ramp to allow adequate weaving distance for traffic intending to turn on to Escalera Parkway.</p> <p>In regards to the future phases, emergency vehicle access will be considered in the design and accommodated during construction. The posted speed of the mainlanes would be determined after a speed study is completed when the roadway is opened. Additional safety measures could be installed if warranted.</p>
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29	Kathryn Stallard	6/3/21	Email	<p>Dear Project Managers I just watched the short video and overview and would like to make three comments.</p> <p>1 - It seems disingenuous to say there are "sharp curves" on FM 2243. I am looking at Google's satellite map, and the only curve at all is a very long and gentle curve west of Garey Park.</p> <p>2 - What will prevent traffic going NORTH on I-35 from squeezing into a bottleneck on Leander south of the SW bypass? Will this traffic use the bypass to get on I-35 North since they have to go backwards to go north? There is already a backup problem with North turning traffic at Leander and I35.</p> <p>3 - Research shows that if you want people to use sidewalks, a wide and comfortable barrier between them and traffic is essential. Please assure that both the existing sidewalks on Leander Rd (used by school children to walk/bike to the Junior High) and all future paths BOTH have a wide buffer between walkers and traffic. We frequently walk on the existing sidewalks, and even with the present grass buffer, it is very unpleasant and sometimes dangerous when material haulers (and there are MANY of these) zoom past, sometimes dropping debris and making so much noise you can't have a conversation - it's most unpleasant. Shade would also make walking/biking more pleasant.</p>	Safety concerns Traffic concerns Shared use paths support	<p>1. RM 2243 has features that do not meet current design standards and that create safety and mobility issues for drivers, the existing horizontal and vertical curves from 183A to Garey Park hinder sight distance and can be improved.</p> <p>2. Traffic intending to go north on I-35 could continue on Leander Rd to I-35, or utilize the Southwest Bypass for a more direct connection to I-35. When the flyover from eastbound RM 2243 to southbound Southwest Bypass is constructed in a future phase, traffic would likely utilize the Southwest Bypass more frequently than going through Leander Rd.</p> <p>3. Design and construction of the shared use paths would take place in future phases of the project. The first phase of construction is anticipated to include a single frontage road, which would serve two-way traffic until the other frontage road is built in a future phase. This comment will be provided to the design team once the shared use paths are in that phase of development.</p>
30	Joe Joyce	6/3/21	Online Comment Form	I would like to see noise barriers put up to prevent noise in neighborhoods backing up to new road. Also trees planted would help with noise reduction	Noise concerns	Please see our response to comment #4
31	Robert and Linda Blanchard	6/3/21	Online Comment Form	We live inside a neighborhood that has an entrance via 2243. We already hear loud traffic on that road (when we are inside our home) so we hope there is a noise barrier. Also, numerous car crashes has occurred at that entrance and these violent accidents are occurring at an alarmingly increasing rate. Final plans must address these issues. Finally, there are only two entrances to this neighborhood, so ingress needs to be assured from both directions.	Noise concerns Access to neighborhoods	<p>TxDOT and the County are proposing the reconstruction and widening of RM 2243 from 183A to Southwest Bypass to improve roadway design and address safety, mobility, and connectivity for motorists in this rapidly growing area. It is a priority to ensure safe and adequate access to existing neighborhoods.</p> <p>Ingress and egress will be maintained for all existing neighborhoods for each phase of the project. For more information on connectivity to neighborhoods see the schematic design posted to the project webpage, <a href="http://www.wilco.org/RM2243">www.wilco.org/RM2243</a>.</p> <p>In regard to your concern about noise, please see our response to comment #4.</p>
32	Troy Funk	6/4/2021	Online Comment Form	I believe the new road needs clear mitigation's for noise. The road will be moved closer to the neighborhoods to the north. Noise mitigation is a must. A standard arterial road is far more appropriate than what has been proposed.	Noise concerns	<p>Williamson County is experiencing a tremendous amount of growth and that trend is expected to continue. In 2019, Williamson County ranked 9th as the fastest growing large-county in the nation. By 2050, the population of Williamson County is estimated to be 1.6 million residents – nearly three times what it is now. It is the County's responsibility to plan for and address transportation needs now and in the future. Current growth requires additional roadway infrastructure to keep pace with the increased number of residents and vehicles and to better protect the safety, mobility and quality of life for residents.</p> <p>The first phase of construction for RM 2243 is anticipated to include a single frontage road, which would serve two-way traffic until the other frontage road is built in a future phase. Future phases, which could include the second frontage road and two mainlanes in each direction separated by a concrete barrier, with direct connections to 183A and Ronald Reagan Boulevard would be built as growth occurs and the need arises and funding becomes available.</p> <p>In regard to your concern about noise, please see our response to comment #4.</p>
33	Sujit Kumar Somanadhan	6/5/2021	Online Comment Form	Appreciate this effort and highly support the hero way enhancement.	Project support	Comment noted.
34	Kevin Coyle	6/5/21	Written comment card	This project is way too close to the Reagan's Overlook Neighborhood. The increase in noise from more traffic and traffic moving faster will be significant. I hope you there will be noise abatement provisions built into the plans! Sound barriers or walls, planting more trees, etc. need to be included.	Noise concerns Traffic concerns	Please see our response to comment #4.
35	Ric McKinney	6/4/21	Email	<p>The proposed divided highway with access roads is a huge overkill for RM2243. First, the land between 183A and Ronald Reagan just had High Voltage Power Lines installed. This power poles will have to be moved and the power lines to be re strung or a splice added. The east end of this expansion is the Southwest Bypass in Georgetown. The north end of the bypass runs into Wolf Ranch. The south end of the bypass is only 2 lanes wide and will not be able to handle the traffic if it is an express way. You have existing subdivisions that will be impacted by our planned road way. Yet you provide better access to a subdivision that has roads just being cut in.</p> <p>A 4 lane divided road with turn lanes like Ronald Reagan is today would be a better option. I do not believe the planning team fully thought out an all-inclusive solution to fixing traffic in this area.</p>	Project size concerns Traffic concerns LCRA Coordination	<p>Please see our response to comment #2.</p> <p>The project team has evaluated a variety of alternatives in an attempt to avoid the need for relocating the LCRA lines between 183A and Ronald Reagan. The County and LCRA have been in coordination to determine the best way to address the power lines; however, the conflict cannot be avoided, and LCRA does intend to relocate the lines when the mainlanes are built in future phases.</p>

36	Elizabeth Moore	6/4/21	Email	<p>Thank you for addressing the transportation situation in Leander.</p> <p>1. I'm concerned about turning Ridgmar Road into a through street that crosses 2243. Ridgmar Landing is a quiet, semi-rural neighborhood that has been around for many decades. Extending Ridgmar Road will make it an alternative to Ronald Reagan, increasing traffic and fundamentally altering the neighborhood's character, diminishing its safety and decreasing its property values. The City annexed Ridgmar Landing some years ago; the neighborhood was too small to even be allowed to block the move. Creating a thoroughfare through the neighborhood adds insult to injury. The people in the neighborhood pay a lot of property tax to enjoy the quiet. Please reconsider before taking that peace, safety and value away.</p> <p>2. I'm also concerned about the trail planned along Brushy Creek between Ronald Reagan and 183A. Generally, I love trails but the geography in this case is troubling. Even with Hero Way built up, 2243 will remain a very busy road. A walking trail would need to be as from it as possible. Given the precipitous drop from the road to the creek, the trail would need to be very close to the creek. The tearing up of trees and laying down of pavement would further damage Brushy Creek, which is already made vulnerable by the new developments upstream. Its banks face severe erosion as rain waters wash away the banks. Land that used to soak up water upstream is now covered with houses and pavement, so the flooding is bad even with small rains. Finally, there is a segment of the stream where people on a trail could cross onto private property with one stride in the dry season, raising the specter of trash and trespassing for taxpaying homeowners. If somehow a trail could be built safely without harming the stream (a really big if), I hope that it could look like the trail on the other side of Ronald Reagan, where the creek is largely protected (and mostly not visible) from the existing city-build path.</p>	Traffic concerns Shared use paths concerns	<p>1. TxDOT and the County are proposing the reconstruction and widening of RM 2243 from 183A to Southwest Bypass to improve roadway design and address safety, mobility, and connectivity for motorists in this rapidly growing area. It is a priority to ensure safe and adequate access to existing neighborhoods. The project does not include improvements to Ridgmar Road.</p> <p>2. Throughout the development of this project, TxDOT and the County are evaluating several environmental factors such as water resources and drainage, vegetation and wildlife, community impact and public comments, right-of-way analysis, cultural resources, and land use to identify and design improvements. This process began in the feasibility study and is carried forward in this more detailed design phase, which will evaluate potential impacts to the environment in accordance with the National Environmental Policy Act, or NEPA. The design requires approval from multiple regulatory agencies before the project can receive environmental clearance to advance to the next stage of development. The design goal is to avoid and minimize environmental impacts to the maximum extent practicable. Environmental mitigation for impacts will be included in the project where warranted.</p> <p>Shared use paths would be built in future phases of the project. The first phase of construction is anticipated to include a single frontage road, which would serve two-way traffic until the other frontage road is built in a future phase. Regarding your flooding concerns, the County is required to detain any additional runoff that is caused by the new limits of pavement. However, no bank stabilization work is proposed to upgrade Brushy Creek.</p>
37	Kathleen Kaser	6/5/21	Email	<p>I am AGAINST the expansion of Hero road into a freeway.</p> <p>I stand not to gain from this intrusion into the beautiful Hero road, and my property will be DEVALUED during the years long disruption caused by the construction and the environmental degradation and pollution of a freeway so close to my home.</p> <p>I purchased my home in Palmera Ridge for the natural beauty of the area, and now you propose to RUIN the peaceable and quiet enjoyment of my home. I will have to leave the area as a result of this damage you will cause. It will be devastating to those who already live there, and I might add that this was not disclosed to me before my home purchase in September 2018.</p> <p>Why not construct the freeway in the Hwy 29 corridor just to the north of us? That would seem less disruptive and a reasonable solution.</p> <p>DO NOT construct a super highway on Hero Road! I PROTEST.</p>	Project opposition Property value concerns Project location concerns	<p>Please see our response to comment #2.</p> <p>In 2018, the TxDOT Austin District launched a corridor study on RM 2243 to determine future roadway improvements needed to address traffic growth and connectivity to 183A and I-35. The RM 2243 project is a continuation of the study; however, it excludes the portion between Southwest Bypass and I-35. TxDOT held a public meeting in November 2018 to gather input from the community about their concerns and to help identify the best option for future development phases. The first phase of the proposed project is primarily funded through the voter-approved 2019 Road Bond.</p> <p>The County and TxDOT have funded improvement projects along SH 29 and it is included in the County's Long-Range Transportation Plan.</p>
38	Billye Adams	6/6/21	Emailed Comment Card	<p>Thank you TxDOT for the excellent presentation on proposed changes to Leander Road (now Hero Way). I realize that this area is getting ready to explode with development.</p> <p>1. The basic plans for road development look quite good.</p> <p>2. My main concern when developing an area is the loss of habitat. With so much development in this area, our loss of habitat for wildlife has been extensive. Many sources tell us that we are losing species at an alarming rate, and that trend needs to be reversed. Development for housing is doing a very poor job of maintaining habitat. I want first to compliment TxDOT for the wildflowers that must have been seeded along the I-35 frontage road in Georgetown. I live close to I-35 and daily give an appreciative Thanks when I see the wildflowers where once there was only useless closely-mowed grass.</p> <p>My concern is that trees were listed as one of the reasons for road improvements on 2243. Please remember that there are developed roads all across the U.S. that are bordered by forests. Nature has as much of a right as people in cars. PLEASE save as many trees as you can! I know that trees have been planted along other roadways in the area, such as I 30.</p> <p>As you know, mowed grass is the most useless way to treat the environment. Please continue to plan for adding back as many _native Texas plants_ as you can, after these plants/wildlife habitat have to be destroyed during construction.</p> <p>Thank you for gathering community input, and for the environmental considerations that TxDOT does implement. Many people think that green grass is the best thing ever. That is a cultural change that other groups I am a part of are working on.</p>	Environmental impacts	<p>Throughout the development of this project, TxDOT and the County are evaluating several environmental factors such as water resources and drainage, vegetation and wildlife, community impact and public comments, right-of-way analysis, cultural resources, and land use to identify and design improvements. This process began in the feasibility study and is carried forward in this more detailed design phase, which will evaluate potential impacts to the environment in accordance with the National Environmental Policy Act, or NEPA. The design requires approval from multiple regulatory agencies before the project can receive environmental clearance to advance to the next stage of development. The design goal is to avoid and minimize environmental impacts to the maximum extent practicable. Environmental mitigation for impacts will be included in the project where warranted.</p>
39	Janet Bradford	6/7/21	Emailed Comment Card	The current phase seems acceptable and straightening the road out would also improve safety and flow. I am highly concerned for the future plan to make this road a 10 lane "highway." There are too many homes off this road and with the plan to increase the homes, it doesn't seem safe or desired to make this road into such a massive roadway. No other main artery roads are huge as proposed in the final plan, nor do they mirror a freeway with frontage roads. Not only does it seem excessive, but it also isn't desired for homeowners in the area for safety, aesthetics, or home values. Please review other alternatives for reducing the total lane count down to a more reasonable and approachable number.	Project size concerns	<p>Please our response to comment #2.</p> <p>This roadway was identified in the Long-Range Transportation Plan as a corridor, which are typically 350 feet wide and include 10 lanes. The road will be built in phases as growth occurs and as funding becomes available. The first phase of construction is anticipated to include a single frontage road, which would serve two-way traffic until the other frontage road is built in a future phase. The mainlanes will be built as growth necessitates and as funding becomes available.</p>
40	Aly	6/7/2021	Online Comment Form	Project sounds great! Thanks for giving us an opportunity to learn more and weigh in.	Project support	Comment noted.

41	Alex & Bonnie Gonzalez	6/7/20121	Online Comment Form	<p>Clearly there is a need to expand 2243 to accommodate the increase in traffic as well as create a safer entrance for residents of Reagan's Overlook and The Enclave at Reagan's Overlook. However, the current proposal feels excessive. It seems like a 5-lane road similar to 1431 or 29 would work just fine.</p> <p>The proposed road comes very close to neighborhoods including Escalara Ranch, Reagan's Overlook, and The Enclave at Reagan's Overlook, and will cause considerable noise and light pollution. The recent increase in homeless communities under 183 throughout North Austin and Cedar Park is concerning as well. Please consider realigning the road further south and away from these neighborhoods.</p> <p>We're very interested in hearing options for sound blocking in either a barrier wall and/or large rows of trees. Reducing speed limits and banning engine braking near these neighborhoods is greatly appreciated.</p> <p>Finally, in consideration of the fact that many of us are not working from home full-time and have small children who need their rest, we appreciate the effort to limit construction noise to reasonable hours.</p>	Project size concerns Noise concerns Project location concerns Construction concerns	<p>Williamson County is experiencing a tremendous amount of growth and that trend is expected to continue. In 2019, Williamson County ranked 9th as the fastest growing large-county in the nation. By 2050, the population of Williamson County is estimated to be 1.6 million residents – nearly three times what it is now. It is the County's responsibility to plan for and address transportation needs now and in the future. Current growth requires additional roadway infrastructure to keep pace with the increased number of residents and vehicles and to better protect the safety, mobility and quality of life for residents.</p> <p>This roadway was identified in the Long-Range Transportation Plan as a corridor, which are typically 350 feet wide and include 10 lanes. The road will be built in phases as growth occurs and as funding becomes available. The first phase of construction is anticipated to include a single frontage road, which would serve two-way traffic until the other frontage road is built in a future phase.</p> <p>In regard to your concern about noise, please see our response to comment #4.</p> <p>The County itself does not have set construction times, and times at which construction occurs are based project needs. Residents adjacent to the project will be notified before construction begins.</p>
42	Tiffany Abdelkarim	6/7/21	Online Comment Form	Phase 3 seems detrimental to several hundred of residents in the nearby area. To make 2243 a 9 lane highway is short sighted given all the residential development on this road. Moving the 9 lane highway system more north would be better for the residents living in this area.	Project size concerns Project location concerns	<p>Williamson County is experiencing a tremendous amount of growth and that trend is expected to continue. In 2019, Williamson County ranked 9th as the fastest growing large-county in the nation. By 2050, the population of Williamson County is estimated to be 1.6 million residents – nearly three times what it is now. It is the County's responsibility to plan for and address transportation needs now and in the future. Current growth requires additional roadway infrastructure to keep pace with the increased number of residents and vehicles and to better protect the safety, mobility and quality of life for residents.</p> <p>This roadway was identified in the Long-Range Transportation Plan as a corridor, which are typically 350 feet wide and include 10 lanes. The road will be built in phases as growth occurs and as funding becomes available. The first phase of construction is anticipated to include a single frontage road, which would serve two-way traffic until the other frontage road is built in a future phase. The mainlanes will be built as growth necessitates and as funding becomes available.</p>
43	Dusty Myers	6/7/20121	Online Comment Form	This multi phase proposal is the equivalent to the current versions of Interstate 35 or Interstate 20. FM2243 is not an interstate thoroughfare, was never intended for that, and common sense says there is no reasonable model that justifies an interstate type connection between Leander and I-35. At the most, an equivalent of FM 1431 might be justified over the next 10 years.	Project size concerns	Please see our response to comment #42.
44	Jaime Armstrong	6/8/20121	Online Comment Form	I live in Reagan's Overlook and I am requesting that you make the new road being built on 2243 smaller, put in a huge sound barrier wall, and reconsider moving to hwy 29. 10 lanes wide is more lanes than IH 35 - that is crazy. I realize we need something bigger than the 2 lanes right now, but could HWY 29 be the main road to bring people to 183A? If this is a go, please scale the whole project down and make sure there will be sufficient sound barrier walls to protect Reagan's Overlook. When we decided to make the BIG financial decision to buy and build in Reagan's Overlook 8 years ago we knew things would grow and change, but not so much that one road could directly effect us (value of our house, road noise sitting in our back yard, etc...) in such a negative way. Please reconsider your plans and scale down the road, make sure there are BIG, THICK barrier walls protecting Reagan's Overlook, or move it to HWY 29. Thank you for your time and consideration!	Project size concerns Noise concerns	<p>Williamson County is experiencing a tremendous amount of growth and that trend is expected to continue. In 2019, Williamson County ranked 9th as the fastest growing large-county in the nation. By 2050, the population of Williamson County is estimated to be 1.6 million residents – nearly three times what it is now. It is the County's responsibility to plan for and address transportation needs now and in the future. Current growth requires additional roadway infrastructure to keep pace with the increased number of residents and vehicles and to better protect the safety, mobility and quality of life for residents.</p> <p>This roadway was identified in the Long-Range Transportation Plan as a corridor, which are typically 350 feet wide and include 10 lanes. The road will be built in phases as growth occurs and as funding becomes available. The first phase of construction is anticipated to include a single frontage road, which would serve two-way traffic until the other frontage road is built in a future phase.</p> <p>In regard to your concern about noise, please see our response to comment #4.</p>
45	Jeff Armstrong	6/8/20121	Online Comment Form	It seems a super 8-lane highway is a bit more than would ever be needed. You can't widen 2243 I. Leander to accommodate that amount of traffics and likewise can't widen the road in Georgetown that much either. Is this plan more than needed?	Project size concerns	Please see our response to comment #42.

46	Heidi Allan	6/8/2021	Email	<p>Hi,</p> <p>My name is Heidi Allan and I am planning to buy a home in the new Parkside on the River development. I would like to comment on the proposed RM2243 road project. In lieu of your proposal for 2 lanes each direction separated by a concrete barrier and access roads, I would like to propose 2 or 3 lanes each direction separated by a boulevard with turn lanes where appropriate. RM2243 is such a pretty road to drive on and a boulevard would look so much nicer than a concrete barrier. The current proposal doesn't seem to take aesthetics into consideration—it sounds like it will be more like a mini-freeway which will destroy the current beauty of that road.</p> <p>Thank you for allowing me to comment.</p>	Project size concerns	Please see our response to comment #42.
47	Mark Moore	6/8/2021	Emailed Comment Card	<p>- As a resident of Ridgmar Landing a (now) unique set of "rural" lots, I concerned that the Rdigmar Road extension will encourage a lot of thru traffic. The current road has some narrow sharp turns &amp; this could be dangerous as well as change the nature of the neighborhood</p> <p>- The proposed Brushy Creek train along 2243 is enticing, but in some places there's only a narrow strip to build on, and this invites erosion &amp; pollution in this already vulnerable waterway. I loe the idea of a tree covered pathway, but unclear if the geography allows, especially all the way from Ronald Reagan to 183A. Thank you.</p>	Traffic concerns Shared use paths concerns	<p>TxDOT and the County are proposing the reconstruction and widening of RM 2243 from 183A to Southwest Bypass to improve roadway design and address safety, mobility, and connectivity for motorists in this rapidly growing area. It is a priority to ensure safe and adequate access to existing neighborhoods. The project does not include improvements to Ridgmar Road.</p> <p>In regard to your comment about the trails, please see our response to comment #38.</p>
48	Tim Andrews	6/8/21	Online Comment Form	<p>I think it's wrong to claim Covid protocols at this time. We have 15 months of experience to fall back on and a majority are vaccinated anyway. If its been more than a year since the last meeting this should be done publicly.</p> <p>I'd like to meet my affected neighbors and talk to them and the "directly" affected landowners and understand how they are being treated during negotiations. Txdot hasn't been the best steward of our tax dollars over the years and this so called "presentation" is short on details, but especially monetary details. This doesn't instill confidence in my County Commissioner nor the entire Wilco Court and Txdot.</p> <p>So, this first phase consists of 2 lanes, plus a center turn lane? This sounds great until the road becomes choked with business entrances and traffic increases. Soon enough the left turn opportunities are shorter and riskier. The horrific head-ons and rear ends will follow. Remember "pray for me, I drive 183"? I will never forget the insane number of accidents on that roadway and it didn't have the added burden of multiple rock quarries and a constant stream of gravel trucks.</p> <p>You need to limit the number of business and subdivision entrances and you must mandate exit lanes for ALL right turns. Plus, you should completely limit the building of "in and out" types of businesses along this frontage, until such time as the limited access roadways are built with one way traffic on the access lanes.</p> <p>What will the speed limit be? How much of the row can or has been purchased with existing bond money and how much must be purchased with unspent bonds vs new bonds? How wide is the future mega highway? The finished road, freeway plus access lanes, runoffs and drainage? 150'? 300'?</p>	Public input process Traffic concerns	<p>The Virtual Public Meeting was planned during the COVID-19 pandemic before the County had sufficient data regarding vaccinations. Given the unique circumstance of the pandemic, along with our commitment to protecting public health during this national emergency, Williamson County chose to conduct the public meeting for this project virtually to avoid in-person contact. If you would like to meet with the project team, please let us know and we can set up a time to discuss your concerns.</p> <p>Williamson County is experiencing a tremendous amount of growth and that trend is expected to continue. In 2019, Williamson County ranked 9th as the fastest growing large-county in the nation. By 2050, the population of Williamson County is estimated to be 1.6 million residents – nearly three times what it is now.</p> <p>The County is not in charge of zoning in this area but the County is responsible to plan for and address transportation needs now and in the future. Current growth requires additional roadway infrastructure to keep pace with the increased number of residents and vehicles and to better protect the safety, mobility and quality of life for residents.</p> <p>This roadway was identified in the Long-Range Transportation Plan as a corridor, which are typically 350 feet wide and include 10 lanes. The road will be built in phases as growth occurs and as funding becomes available. The first phase of construction is anticipated to include a single frontage road with a speed limit of 60 MPH, which would serve two-way traffic until the other frontage road is built in a future phase. The mainlanes will be built as growth necessitates and as funding becomes available.</p> <p>The first phase of the proposed RM 2243 project is primarily funded through the voter-approved 2019 Williamson County Road Bond. Additional funding for the planning phase was also provided by the Capital Area Metropolitan Planning Organization. (CAMPO). Funding for future construction can come from many sources; the most common are road bonds, and partnerships between federal, state, county, and city governments.</p>
49	Deborah Boles Crisci	6/9/21	Emailed Comment Card	<p>Escalera Ranch, The Preserve, and future approved development of Patiente Ranch has only one point of ingress/egress for approximately 150 existing homes and approved for a new development of approximately 80 homes. The proposed plan does not provide for these homeowners to exit the communities and travel east toward Georgetown from the single point of ingress/egress. Homeowners would be required to travel West only past Ganey Park to the rear exit of Reagan's Overlook to turn to travel East. This creates a safety issue for access by medical emergency vehicles and evacuation ability of neighborhoods. Note the Flinkrock/Reagan's Overlook is a secondary ingress/egress that community with the main ingress/egress on Ronald Reagan. Second The proposed exit ramp off the proposed major throughfare empties so close the Escalera entrance, it woul dbe extremely difficult to exit, cors over 3 lanes off traffic to enter the community. With only one entrance/exit to our communities, this plan is not only problematic, it is dangerous for the reasons stated herein.</p>	Access to neighborhoods	<p>Please see our response to comment #6.</p> <p>As part of the design phase, the project team will evaluate the feasibility of shifting the exit ramp to allow adequate weaving distance for traffic intending to turn on to Escalera Pkwy.</p>

50	Blake Betts	6/9/2021	Email	<p>I live in Escalera Ranch and am writing to provide my input concerning the proposed expansion of RM2243. Wherever I use the term "you" I am referring collectively to anyone who works for Georgetown, Williamson Cty, TXDOT, or anyone else who has responsibility for the design and construction of road improvements in Williamson Cty. I wish to reiterate my comments submitted after the original open house for this project by clearly stating that I am against it for two main reasons. First, there is no way RM2243 would ever need to be widened to this scale unless other traffic is directed onto it, which is exactly what this project does. It is clearly designed to encourage traffic to leave HWY29 at either 183A or Ronald Reagan and transfer to RM2243. I feel strongly that this is being done because you have failed to stay ahead of the traffic growth on HWY29. Second, when I moved to Georgetown almost 9 years ago, I looked at many neighborhoods along HWY29 and Williams Dr. and rejected all of them due to traffic issues. I chose to live off of RM2243 because it was a smaller road with much less traffic. When someone chooses to live off of a state Hwy like 29, they should expect that traffic will get worse and the road will be expanded to accommodate it. When someone chooses to live off of a small ranch-to-market road like 2243, it is reasonable for them to expect that traffic on that road will increase more slowly, and that any required expansion would be slower in coming, and would never exceed the scale of a nearby state Hwy.</p> <p>The current virtual presentation lists some reasons other than traffic that justify this project, those being sharp curves, lack of shoulders, lack of turn lanes, and trees in the ROW. It doesn't take a traffic engineering degree to know that a project of the scale being proposed is not needed to solve these issues. Without additional traffic being steered onto RM2243, simply straightening it out, and adding a continuous center turn lane and shoulders would do the job for many years to come. If you don't like trees in the ROW, quit wasting tax dollars doing ineffectual pruning every few years and just take them down.</p> <p>I also have issues with the schematic of the complete project in the current presentation. The biggest problem is no underpass at Escalera Parkway. This means that if anyone in our neighborhood wants to go to Georgetown, we will first have to travel over a mile west (away from Georgetown) and make a u-turn at Flintrock Dr. before we can travel east to Georgetown. Also, while there is a westbound exit ramp shown between Water Oak Parkway and Escalera Parkway, it appears to be too far west for anyone to take it and then safely cross a 3 lane frontage road to turn right onto Escalera Parkway.</p> <p>Lastly, the fact that this is being referred to as a "controlled-access roadway" and not a freeway tells me that if built to completion, this will end up being yet another toll road in central Texas. I've never seen statistics published, but I would wager that the ratio of tolled lane miles to free lane miles in central Texas is already much higher than anywhere else in the state.</p> <p>Thank you for your consideration</p>	<p>Project opposition Traffic concerns Growth concerns Access to neighborhoods Project funding</p>	<p>Williamson County is experiencing a tremendous amount of growth and that trend is expected to continue. In 2019, Williamson County ranked 9th as the fastest growing large-county in the nation. By 2050, the population of Williamson County is estimated to be 1.6 million residents – nearly three times what it is now. It is the County's responsibility to plan for and address transportation needs now and in the future. Current growth requires additional roadway infrastructure to keep pace with the increased number of residents and vehicles and to better protect the safety, mobility and quality of life for residents.</p> <p>The road will be built in phases as growth occurs and as funding becomes available. The first phase of construction is anticipated to include a single frontage road, which would serve two-way traffic until the other frontage road is built in a future phase. The mainlanes will be built as growth necessitates and as funding becomes available.</p> <p>In regard to your concern to an underpass at Escalera Pkwy, please see our response to comment #6</p> <p>As part of the design phase, the project team will evaluate the feasibility of shifting the exit ramp to allow adequate weaving distance for traffic intending to turn on to Escalera Pkwy.</p> <p>At this time, the County is not planning the RM 2243 project as a toll road. The first phase of the proposed RM 2243 project is primarily funded through the voter-approved 2019 Williamson County Road Bond. Additional funding for the planning phase was also provided by the Capital Area Metropolitan Planning Organization (CAMPO). Funding for future construction can come from many sources; the most common are road bonds, and partnerships between federal, state, county, and city governments.</p>
51	Roy Kuchera	6/9/21	Email	<p>I want to protest against the flyovers at Hero Way and Ronald Reagan. These flyovers will take up valuable real estate and if we give an easy exit from our activity center, we will lose the needed customers and revenue for this area. The intersection of Hero Way and Ronald Reagan will be a major intersection for Leander.</p>	<p>Flyover concerns Business impacts</p>	<p>Williamson County is experiencing a tremendous amount of growth and that trend is expected to continue. In 2019, Williamson County ranked 9th as the fastest growing large-county in the nation. By 2050, the population of Williamson County is estimated to be 1.6 million residents – nearly three times what it is now. It is the County's responsibility to plan for and address transportation needs now and in the future. Current growth requires additional roadway infrastructure to keep pace with the increased number of residents and vehicles and to better protect the safety, mobility and quality of life for residents.</p> <p>The mainlanes and flyovers will be built in future phases, as growth occurs and funding becomes available. At intersections of controlled-access roadways (freeways), flyovers connecting the two controlled-access roadways significantly improve travel time reliability, mobility, and safety, and also relieve congestion at the frontage road intersections. Providing flyovers is generally-accepted best practice when planning for future efficient connections between freeways.</p> <p>The first phase of construction is anticipated to include a single frontage road, which would serve two-way traffic until the other frontage road is built in a future phase.</p>
52	Roy Kuchera	6/9/21	Email	<p>I want to know what kind of access from the feeder road will be available for my five acres that will be north of the new road.</p>	<p>Access to neighborhoods</p>	<p>TxDOT and Williamson County are proposing the reconstruction and widening of RM 2243 from 183A to Southwest Bypass to improve roadway design and address safety, mobility, and connectivity for motorists in this rapidly growing area. It is a priority to ensure safe and adequate access to existing neighborhoods.</p> <p>Ingress and egress will be maintained for all existing neighborhoods for each phase of the project. For more information on the connectivity to specific properties, please see the schematic design posted to the project webpage, <a href="http://www.wilco.org/RM2243">www.wilco.org/RM2243</a> or reach out to the County by calling 512-943-1195 or emailing roads@wilco.org.</p>

53	Roy D White	6/9/2021	Emailed Comment Card	<p>We are commercial land developers with a long history of successful mixed-use land development and construction projects in the Chicago suburban area.</p> <p>We have been at various stages of pre-development since early 2018 with large tracts of vacant land in Williamson County including some owned by long-time landowners in the City of Leander at and near the intersection of RM2243 and Ronald Reagan Blvd., within the subject area as shown to the left.</p> <p>We are generally appreciative and cooperative with state and local road improvement plans because of the obvious benefits that their road improvements bring. The 10-lane ultimate configuration for RM 2243 and 8-lanes for Reagan Blvd seem appropriate.</p> <p>Our concern here is about the impact of the flyover design of your proposed RM2243 improvements on the visibility, access, overall siteplan design and development cost issues for the adjacent land that interests us. These issues are significant and impactful.</p> <p>Our comments</p> <ol style="list-style-type: none"> <li>1. Page 5 of your May 25, 2021 VPM pamphlet recounts that TxDOT's 2018 Feasibility Study "identified safety and mobility improvements and determined the type of roadway needed". That plan did not utilize flyovers. Presumably, the TxDOT plan was also based on the then-current long-range projected growth in the area as contemplated by the CAMPO 2045 Regional Transportation Plan and the Wilco Long Range Transportation Plan. We attended the November 2018 public meeting and we have used that roadway configuration for our project design, our pre-development efforts and our landowner negotiations.</li> <li>The May 2021 pamphlet cites no traffic study or regional plan revision that would invalidate the November 2018 TxDOT plan and drive a May 2021 modification of the intersection design to a regional interchange by adding eight flyovers.</li> <li>2. Even as to the presented scope, our requests for greater clarification and for the depictions of the roadway levels at the intersection as shown on Exhibit O1 have been denied. But it appears as if there are no subway lanes and there are 5 levels at and above grade. This flyover design element alone requires, among other things, the incremental taking of land at each of the four corners of the intersection of about 6 acres to accommodate the 4 and 5 story overhead ramps and, in those areas, eliminates commercial access to and from the frontage roads.</li> <li>3. This regional-style intersection negatively impacts on the intended commercial plans that we have for land uses that comply with the intent and purpose of the City of Leander's "Activity Center" zoning classification. The presence of the proposed flyovers would necessitate a significant redesign (at a loss of visibility, access, land efficiency, development cost and marketability) to reorient the development away from the main intersection and away from the overhead flyovers.</li> <li>This redesign and reorientation would also likely necessitate an early upgrade of old RM2243 and CR 175 to provide improved access and satisfactory traffic performance.</li> <li>4. The eight step Design and Environmental Process graphic on Page 8 has no estimated start or completion dates indicated for future steps. The rumor is that this may take 20 years to complete. Which means that, theoretically, it may be extensively delayed, redesigned or even never fully built out.</li> <li>5. Page 10 is particularly vague in saying that the "limits of the first phase of construction will be dependent on funding" so it is unstated as to whether the currently raised and allocated funds are sufficient to acquire all right-of-way and build the 3-lane north frontage road from 183 to old RM 2243 near Flintlock Dr.</li> <li>6. There is no mention about the probable relocation of some of the LCRA power towers that were just installed in 2020 so that landowners and developers may contemplate those effects.</li> </ol>	<p>Williamson County is experiencing a tremendous amount of growth and that trend is expected to continue. In 2019, Williamson County ranked 9th as the fastest growing large-county in the nation. By 2050, the population of Williamson County is estimated to be 1.6 million residents – nearly three times what it is now. It is the County's responsibility to plan for and address transportation needs now and in the future. Current growth requires additional roadway infrastructure to keep pace with the increased number of residents and vehicles and to better protect the safety, mobility and quality of life for residents.</p> <ol style="list-style-type: none"> <li>1. At intersections of controlled-access roadways (freeways), flyovers connecting the two controlled-access roadways significantly improve travel time reliability, mobility, and safety, and also relieve congestion at the frontage road intersections. Providing flyovers is generally-accepted best practice when planning for future efficient connections between freeways.</li> <li>2. The acreage in the proposed corners of the intersection would be preserved such that development is restricted until the flyovers are built. This avoids the potential for businesses to be acquired or relocated in the future.</li> <li>3. The County and TxDOT prioritize mobility and safety of the roadway. The road is intended to serve regional traffic and provide travel-time reliability for traffic coming from multiple directions.</li> <li>4. Design for the RM 2243 project began in 2020 and construction is expected to begin in late 2022.</li> <li>5. The goal of the interim County project is to provide connectivity between 183A and old RM 2243. However, the specific project limits are still under consideration and pending evaluation of required ROW costs with available funding.</li> <li>6. The project team has evaluated a variety of alternatives in an attempt to avoid the need for relocating the LCRA line between 183A and Ronald Reagan. However, the conflict cannot be avoided, and LCRA does intend to relocate the line when the mainlanes are built at a later date.</li> </ol>
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## B. Notices

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May 7, 2021

NAME

ADDRESS

RE: Virtual Public Meeting for the RM 2243 Project (from 183A to Southwest Bypass) on Tuesday, May 25, 2021 (CSJ: 2103-01-038)

Dear Property Owner:

Williamson County, in coordination with the Texas Department of Transportation, invites you to attend a virtual public meeting to review the proposed RM 2243 project between 183A and Southwest Bypass. Enclosed is a copy of the official Notice of Virtual Public Meeting.

The proposed RM 2243 project is a controlled-access roadway, which includes two mainlanes in each direction separated by a concrete barrier, with flyovers to 183A and Ronald Reagan Boulevard. The roadway also includes two three-lane frontage roads with access ramps on either side of the mainlanes. Right-of-way acquisition has been funded by the City of Leander and Williamson County from 183A to Garey Park. The first phase of construction is anticipated to include a single frontage road, which would serve two-way traffic until the other frontage road is built in a future phase. Limits of the first phase of construction will be dependent on funding.

Given the unique circumstances of the COVID-19 pandemic, along with the County's and TxDOT's commitment to protecting public health during this national emergency, the public meeting for this project will be held virtually to avoid in-person contact.

The virtual public meeting will begin **Tuesday, May 25, 2021, at 9 a.m. to Wednesday, June 9, 2021, at 5 p.m.** at [www.wilco.org/RM2243](http://www.wilco.org/RM2243).

A recorded presentation by project staff will include both audio and visual information on the project. Please note the presentation will not be available until the time and date of the public meeting. Information from the virtual public meeting will remain available for viewing until Wednesday, June 9, 2021, at 5 p.m. If you do not have internet access, you may call 512-400-4162, extension 1, between 8 a.m. and 5 p.m., Monday through Friday, for questions and/or access to project materials.

The public is invited to provide comments on the proposed project during the official comment period from **Tuesday, May 25, 2021 at 9 a.m. through Wednesday, June 9, 2021, at 5 p.m.** using a variety of methods:

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

**Email:** [roads@wilco.org](mailto:roads@wilco.org)

**Voicemail:** 512-400-4162, extension 2

Responses to comments received will be available online at [www.wilco.org/RM2243](http://www.wilco.org/RM2243) once they have been prepared.

The RM 2243 project is part of the Williamson County Road Bond Program. For more information about Road Bond Program projects, visit [www.wilco.org/roadbond](http://www.wilco.org/roadbond) or contact the Williamson County Public Information Office at 512-943-1195 or [roads@wilco.org](mailto:roads@wilco.org).

Sincerely,

On Behalf of The RM 2243 Project Team

A C WEIR PROPERTIES LTD 303 RIDGE RUN DR GEORGETOWN, TX 78628-8264	ALBRECHT, WILLIAM S & PARADEE 17640 RONALD W REAGAN BLVD LEANDER, TX 78641	ALLISON, CHRISTOPHER MICHAEL & LYNN MICHELLE 221 LIMESTONE CREEK RD LEANDER, TX 78641
AUM VENTURES LLC 11117 CONCHOS CV AUSTIN, TX 78726-1474	BAD DEVLL LLC 1621 COUNTY ROAD 269 LEANDER, TX 78641-1513	BRADLEY, JACK SCOTT & AMY L& BRIAN GREGORY HOLMES 3486 HERO WAY LEANDER, TX 78641
CANTU, RICHARD & SALLY 361 LIMESTONE CREEK RD LEANDER, TX 78641	CARSON, MIKE 15125 ROSANKY RD HOLLAND, TX 76534-5046	CHAMPION, EMOGENE INDIV & AS TR PO BOX 266 LEANDER, TX 78646-0266
CITY OF GEORGETOWN PO BOX 409 GEORGETOWN, TX 78627	CSM-MASON FAMILY LP 7515 STONE CLIFF CIR AUSTIN, TX 78731	DROPTINI J W & JAN 2999 HERO WAY LEANDER, TX 78641-1628
DUFNER, ELIZABETH ANN 337 COUNTY ROAD 320 BERTRAM, TX 78605-4119	ESCALERA RANCH OWNERS ASSOCIATION INC PO BOX 203310 AUSTIN, TX 78720-3310	FAB-CON PRODUCTS INC PO BOX 249 LEANDER, TX 78646
FAUBION, GORDON W 4900 LEANDER RD GEORGETOWN, TX 78628-7302	FM 269 INVESTORS LLC 3604 ARROWHEAD DR AUSTIN, TX 78731	GARAPATI, ABHIRAM & REKAH 201 DAWN RIVER CV AUSTIN, TX 78732-1988
GARDEN OF LOVE LLC 7748 YAUPON DR AUSTIN, TX 78759	GEORGETOWN PROPERTIES II LLC 101 N. SHORLINE BLVD. STE 600 CORPUS CHRISTI, TX 78401	GOLDEN BOBBY & CHRISTINE 2773 HERO WAY LEANDER, TX 78641-1629
GP LIBERTY HILL LLC 7555 FM 970 FLORENCE, TX 76527	HANSEN, ALLEN P 355 COUNTY ROAD 264 LEANDER, TX 78641-1620	HARVEY, JAY & MICHELLE 8924 JOACHIM LN AUSTIN, TX 78717-5464
HEATON, NANCY & SKIP SANDELL 39933 STECK AVE, STE B117 AUSTIN, TX 78759	HEROWAY CROSSING LLC 7542 FIREOAK DR AUSTIN, TX 78759	HM CR 176-2243 LP 1011 N LAMAR BLVD AUSTIN, TX 78703
HOSKINS, CHARLES G & PATRICIA C 3350 HERO WAY LEANDER, TX 78641-1632	J&M LLC 9806 LONSDALE DR AUSTIN, TX 78729	JAY, FREDERICK A 2930 GRAND OAKS LP, APT 1203 CEDAR PARK, TX 78613-4370

JGHTDH #1 LLC 595 ROUND ROCK WEST DRIVE SUITE 701 ROUND ROCK, TX 78681	KIRK, KENNETH E & THERESA M 654 COUNTY ROAD 176 GEORGETOWN, TX 78628-7131	KUCHERA, ROY L & ALICE F 7650 RANCH ROAD 2243 LEANDER, TX 78641-1648
LAMY 2243 LTD 1717 W. 6 <sup>TH</sup> ST, STE 390 AUSTIN, TX 78703	LARSON COMMERCIAL LLC PO BOX 249 LEANDER, TX 78646	LCRA TRANSMISSION SERVICES 7300 RM 2243 GEORGETOWN, TX 78626
LEANDER PLATINUM JUBILEE INVESTMENTS GROUP LLC 1101 W. 34 <sup>TH</sup> ST # 317 AUSTIN, TX 78705-1907	MAHENDRU, VIVEK & LISA K 8010 MULEY DR AUSTIN, TX 78759-6902	MAJESTIC OAK RV RESORT LLC 5411 WILLIAMS DR, STE 303 GEORGETOWN, TX 78633
MARTINEZ, ANITA & AMELIA VALDEZ & IRENE TORREZ 407 SUSANA DR GEORGETOWN, TX 78628	MAUCK PROPERTIES LLC 2967 HERO WAY LEANDER, TX 78641	MCARTHUR, JEANETTE 200 COUNTY ROAD 264 LEANDER, TX 78641-1620
MILLER, LARRY G & LESLIE M 3250 HERO WAY LEANDER, TX 78641-1631	MIZE, CAROL STIPANOVIC & MICHAEL ROBERT MIZE 121 CREEKVIEW CIR LEANDER, TX 78641-1657	MOORE, JIMMY & ELSA 9409 MESA VERDE CIR WACO, TX 76712-6480
MOTLEY, MERRY E PO BOX 512 CEDAR PARK, TX 78630-0512	OLSON BRIAN & CHARITY M & PO BOX 2665 CEDAR PARK, TX 78630-2665	PAG WEST LLC 2555 TELEGRAPH RD BLOOMFIELD HILLS, MI 48302
PRELUDE VENTURES LLC 315 COUNTY ROAD 205 LIBERTY HILL, TX 78642	PRESLER LARRY D & HELEN L TR OF THE PRESLER FAMILY TRUST PO BOX 175 LEANDER, TX 78646-0175	PRICE, DAVID LEE & JOANNA 3556 HERO WAY LEANDER, TX 78641-1691
RB 270 PARTNERSHIP PO BOX 10500 AUSTIN, TX 78766	SACCONE, DANIEL 3836 CREST LN ROUND ROCK, TX 78681-2392	SAIRAM VENTURES LLC 11117 CONCHOS CV AUSTIN, TX 78726-1474
SSA INVESTMENTS LLC 3980 HERO WAY LEANDER, TX 78641	TEXAS CRUSHED STONE PO BOX 1000 GEORGETOWN, TX 78627-1000	UNITED BEAR CREEK STORAGE LP 8333 DOUGLAS AVE, STE 1600 DALLAS, TX 75225-5882
VALE, EDWIN H, Jr PO BOX 460 FLORENCE, TX 76527-0460	VELCOFF, JAMES G & DEBORAH K 1970 COUNTY ROAD 270 LEANDER, TX 78641-1646	WAND, LETICIA C & ESTATE OF BARRY JACOB WAND 1551 CR 269 LEANDER, TX 78641

WEEMS INVESTMENT LLC 1710 COUNTY ROAD 269 LEANDER, TX 78641	WHITTLESEY, KENNETH PATRICK & ANA ROSA 1130 WIGWAM LEANDER, TX 78641	WILLIAMS, DUKE BRAD 4342 FM 3509 BURNET, TX 78611-5021
ZOOMERS INVESTMENT GROUP LLC 9918 LAVEN BND AUSTIN, TX 78717		



7901 N. I-35, AUSTIN, TEXAS 78753 | 512.832.7000 | [WWW.TXDOT.GOV](http://WWW.TXDOT.GOV)

April 23, 2021

NAME  
ADDRESS

RE: Virtual Public Meeting for the RM 2243 Project (from 183A to Southwest Bypass) on Tuesday, May 25, 2021 (CSJ: 2103-01-038)

Dear:

The Texas Department of Transportation, in coordination with Williamson County, cordially invites you to attend a virtual public meeting to review the proposed RM 2243 project between 183A and Southwest Bypass. Enclosed is a copy of the official Notice of Virtual Public Meeting.

The proposed RM 2243 project is a controlled-access roadway, which includes two mainlanes in each direction separated by a concrete barrier, with flyovers to 183A and Ronald Reagan Boulevard. The roadway also includes two three-lane frontage roads with access ramps on either side of the mainlanes. Right-of-way acquisition has been funded by the City of Leander and Williamson County from 183A to Garey Park. The first phase of construction is anticipated to include a single frontage road, which would serve two-way traffic until the other frontage road is built in a future phase. Limits of the first phase of construction will be dependent on funding.

Given the unique circumstances of the COVID-19 pandemic, along with TxDOT's and the County's commitment to protecting public health during this national emergency, the public meeting for this project will be held virtually to avoid in-person contact.

The virtual public meeting will be held from **Tuesday, May 25, 2021, at 9 a.m. to Wednesday, June 9, 2021, at 5 p.m. at [www.wilco.org/RM2243](http://www.wilco.org/RM2243).**

A recorded presentation by project staff will include both audio and visual information on the project. Please note the presentation will not be available until the time and date of the public meeting. Information from the virtual public meeting will remain available for viewing until Wednesday, June 9, 2021, at 5 p.m. If you do not have internet access, you may call 512-400-4162, extension 1, between 8 a.m. and 5 p.m., Monday through Friday, for questions and/or access to project materials.

The public is invited to provide comments on the proposed project during the official comment period from Tuesday, May 25, 2021, at 9 a.m. through Wednesday, June 9, 2021, at 5 p.m. using a variety of methods:

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

**Email:** [roads@wilco.org](mailto:roads@wilco.org)

**Voice-mail:** 512-400-4162, extension 2

Responses to comments received will be available online at [www.wilco.org/RM2243](http://www.wilco.org/RM2243) once they have been prepared.

The RM 2243 Project is part of the Williamson County Road Bond Program. For more information about Road Bond Program projects, visit [www.wilco.org/roadbond](http://www.wilco.org/roadbond) or contact the Williamson County Public Information Office at 512-943-1195 or [roads@wilco.org](mailto:roads@wilco.org).

Sincerely,

Tucker Ferguson, P.E.  
Austin District Engineer

cc: Heather Ashley-Nguyen, P.E., Director of Transportation Planning and Development, TxDOT-Austin District

Wes Jasek, P.E., Project Manager, BGE, Inc.

Sonya Y. Hernandez, P.G., Environmental Specialist, TxDOT-Austin District

bcc: Mike Arellano, P.E., Deputy District Engineer, TxDOT-Austin District

Bradley Wheelis, Public Information Office, TxDOT-Austin District

John Peters, P.E., Area Engineer, TxDOT-Georgetown Area Office

Kyle Russell, P.E., Assistant Area Engineer, TxDOT- Georgetown Area Office

Elected Officials Mailing List

Council Member Mary Calixtro City of Georgetown, District 1 P.O. Box 409	Council Member Shawn Hood City of Georgetown, District 2 P.O. Box 409 Georgetown, TX 78627	Chief Greg Minton City of Leander 705 Leander Drive Leander, TX 78641
Mayor Josh Schroeder City of Georgetown P.O. Box 409 Georgetown, TX 78627	Chief Wayne Nero City of Georgetown 3500 DB Wood Rd. Georgetown, TX 78628	Jim Johnson President & CEO Georgetown Chamber of Commerce 1 Chamber Way Georgetown, TX 78626
Chief John Sullivan City of Georgetown 3500 D.B. Wood Rd. Georgetown, TX 78628	Council Member Kathryn Pantalion-Parker City of Leander, Place 1 201 N. Brushy Street Leander, TX 78641	Board Member Scott Stribling Georgetown ISD, Place 1 507 E. University Avenue Georgetown, TX 78626
Council Member Annette Sponseller City of Leander, Place 2 201 N. Brushy Street Leander, TX 78641	Council Member Jason Shaw City of Leander, Place 3 201 N. Brushy Street Leander, TX 78641	Board Member Andy Webb Georgetown ISD, Place 3 507 E. University Avenue Georgetown, TX 78626
Council Member Christine Sederquist City of Leander, Place 4 201 N. Brushy Street Leander, TX 78641	Council Member Chris Czernek City of Leander, Place 5 201 N. Brushy Street Leander, TX 78641	Chief Billy Wusterhausen City of Leander 101 East Sonny Drive Leander, TX 78641
Mayor Troy Hill City of Leander 201 N. Brushy Street Leander, TX 78641	Mayor Pro Tem Marci Cannon City of Leander 201 N. Brushy Street Leander, TX 78641	Michaela Dollar Director Georgetown Economic Development 808 Martin Luther King Jr. St Georgetown, TX 78626
Board Member Melanie Dunham Georgetown ISD, Place 5 507 E. University Avenue Georgetown, TX 78626	State Representative John H. Bucy Texas House of Representatives, District 136 3016 Polar Lane Suite 108	Sherrif Mike Gleason Williamson County 508 So. Rock St. Georgetown, TX 78626
Board Member Ben Stewart Georgetown ISD, Place 7 507 E. University Avenue Georgetown, TX 78626	State Senator Charles Schwertner Texas Senate, District 5 117 W. 7th St., #5 Georgetown, TX 78626	Board Member Marcos Gonzalez Georgetown ISD, Place 6 507 E. University Avenue Georgetown, TX 78626

Bridget Brandt President & CEO Leander Chamber of Commerce 100 North Brushy	Constable Rick Coffman Williamson County, Precinct 2 350 Discovery Blvd, #205 Cedar Park, TX 78613	Superintendant Fred Brent, Ed.D Georgetown ISD 507 E. University Avenue Georgetown, TX 78626
Evan Milliorn Managing Partner Leander Economic Development 201 North Brushy	Constable Kevin Stofle Williamson County, Precinct 3 100 Wilco Way Georgetown, TX 78626	Cameron Goodman Managing Partner Leander Economic Development 201 North Brushy Leander, TX 78641
Leander ISD Governance Team Leander ISD P.O. Box 218 Leander, TX 78646	State Representative Terry Wilson Texas House of Representatives, District 200 710 Main Street Suite 242	Commissioner Cynthia Long Williamson County, Precinct 2 350 Discovery Blvd., Suite 201 Cedar Park, TX 78613
Commissioner Valerie Covey Williamson County, Precinct 3 100 Wilco Way, CO201 Georgetown, TX, 78626	Judge Bill Gravell Williamson County 710 Main St., Suite 101 Georgetown, TX 78626	Ashby Johnson Director CAMPO 3300 N I-35, Suite 630 Austin, TX 78705

## Virtual Public Meeting Notice

Mailed to 64 property owners on May 7, 2021



**Notice  
Virtual Public Meeting  
RM 2243  
From US 183A to Southwest Bypass  
CSJ: 2103-01-032  
Williamson County, Texas**



The Texas Department of Transportation and Williamson County are proposing the reconstruction and widening of RM 2243 from 183A to Southwest Bypass in Williamson County, Texas. The project would improve roadway design and increase safety for motorists in the rapidly growing area. This notice advises the public that TxDOT and the County will be conducting an online virtual public meeting on the proposed project on **Tuesday, May 25, 2021, at 9 a.m.** To access the virtual public meeting, click on the following link: [www.wilco.org/RM2243](http://www.wilco.org/RM2243).

A recorded presentation by project staff will include audio and visual information on the project. The presentation will be available beginning on **Tuesday, May 25, 2021, at 9 a.m.** Information from the virtual public meeting will be available until *Wednesday, June 9, 2021, at 5 p.m.* If you do not have internet access, you may call 512-400-4162, extension 1, between 8 a.m. and 5 p.m., Monday through Friday, for questions.

### **Project Purpose and Description**

The proposed project is a controlled-access roadway, which would improve safety and design standards by widening and realigning to straighten RM 2243. Currently, the roadway is narrow and curvy in several sections. The first phase of construction is anticipated to include a single frontage road for between 183A and Garey Park, which would serve two-way traffic until the other frontage road is built in a future phase. The ultimate project design could potentially have three frontage lanes and two controlled-access lanes in each direction, with a concrete barrier. The first phase of the proposed project would be primarily funded through the voter-approved 2019 Road Bond.

Existing right of way (ROW) is currently between 80 – 100 feet. Approximately 350 feet of ROW is expected to be required for the ultimate roadway construction. ROW acquisition has been funded by the City of Leander and Williamson County from 183A to Garey Park. Additional phases of the project would be considered as growth warrants and funding becomes available.

### **Roadway Design and Alignment**

Several considerations are evaluated when setting roadway alignments, some of which include: engineering and construction feasibility, ROW analysis, land use, environmental impacts, cultural resources, and community impacts.

The proposed project would require additional ROW and displacements. If a qualifying owner or occupant is displaced from their home or business as a direct result of the project, then the County will make relocation assistance benefits available according to the provisions and requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act ("The Uniform Act"). Information about services and benefits for those displaced and other affected property owners, as well as information about the tentative schedule for right-of-way acquisition and construction, can be obtained from the Williamson County Public Information Office by calling 512-943-1195.

The proposed project would occur within the Edwards Aquifer recharge and contributing zones.

### **Translation Assistance**

The virtual public meeting will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. **If you need interpretation or translation services or you are a person with a disability who requires an accommodation to participate in the virtual public meeting, please contact the Williamson County Public Information Office at 512-943-1195 no later than Wednesday, May 19, 2021, at 4 p.m.** Please be aware that advance notice is required as some services and accommodations may require time for the County to arrange.

### **Public Comments**

Please provide public comments before *Wednesday, June 9, 2021, at 5 p.m.* using the [online comment form](#) or any of the following methods:

**Mail:** Williamson County Public Information Office

710 S. Main Street, Suite 101

Georgetown, TX 78626

**Email:** [roads@wilco.org](mailto:roads@wilco.org)

**Vicemail:** 512-400-4162, extension 2

Environmental documentation and/or studies, maps and drawings showing project location and design, tentative construction schedules and other information regarding the proposed project will be available online at [www.wilco.org/RM2243](http://www.wilco.org/RM2243). Responses to comments received during the public comment period will be available on the website once they have been prepared. If you have any general questions or concerns regarding the proposed project or the virtual meeting, please contact the Williamson County public involvement team at 512-400-4162, extension 1, or [roads@wilco.org](mailto:roads@wilco.org).

The environmental review, consultation and other actions required by applicable federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.



**Notice  
Virtual Public Meeting  
RM 2243  
From US 183A to Southwest Bypass  
CSJ: 2103-01-038  
Williamson County, Texas**



The Texas Department of Transportation and Williamson County are proposing the reconstruction and widening of RM 2243 from 183A to Southwest Bypass in Williamson County, Texas. The project would improve roadway design and increase safety for motorists in the rapidly growing area. This notice advises the public that TxDOT and the County will be conducting an online virtual public meeting on the proposed project on **Tuesday, May 25, 2021, at 9 a.m.** To access the virtual public meeting, click on the following link: [www.wilco.org/RM2243](http://www.wilco.org/RM2243).

A recorded presentation by project staff will include audio and visual information on the project. The presentation will be available beginning on **Tuesday, May 25, 2021, at 9 a.m.** Information from the virtual public meeting will be available until *Wednesday, June 9, 2021, at 5 p.m.* If you do not have internet access, you may call 512-400-4162, extension 1, between 8 a.m. and 5 p.m., Monday through Friday, for questions.

#### **Project Purpose and Description**

The proposed project is a controlled-access roadway, which would improve safety and design standards by widening and realigning to straighten RM 2243. Currently, the roadway is narrow and curvy in several sections. The first phase of construction is anticipated to include a single frontage road, which would serve two-way traffic until the other frontage road is built in a future phase. Limits of the first phase of construction will be dependent on funding. The ultimate project design could potentially have three frontage lanes and two controlled-access lanes in each direction, with a concrete barrier. The first phase of the proposed project would be primarily funded through the voter-approved 2019 Road Bond.

Existing right of way (ROW) is currently between 80 – 100 feet. Approximately 350 feet of ROW is expected to be required for the ultimate roadway construction. ROW acquisition has been funded by the City of Leander and Williamson County from 183A to Garey Park. Additional phases of the project would be considered as growth warrants and funding becomes available.

#### **Roadway Design and Alignment**

Several considerations are evaluated when setting roadway alignments, some of which include: engineering and construction feasibility, ROW analysis, land use, environmental impacts, cultural resources, and community impacts.

The proposed project would require additional ROW and displacements. If a qualifying owner or occupant is displaced from their home or business as a direct result of the project, then the County will make relocation assistance benefits available according to the provisions and requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act ("The Uniform Act"). Information about services and benefits for those displaced and other affected property owners, as well as information about the tentative schedule for right-of-way acquisition and construction, can be obtained from the Williamson County Public Information Office by calling 512-943-1195.

The proposed project would occur within the Edwards Aquifer recharge and contributing zones.

### **Translation Assistance**

The virtual public meeting will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. **If you need interpretation or translation services or you are a person with a disability who requires an accommodation to participate in the virtual public meeting, please contact the Williamson County Public Information Office at 512-943-1195 no later than Wednesday, May 19, 2021, at 4 p.m.** Please be aware that advance notice is required as some services and accommodations may require time for the County to arrange.

### **Public Comments**

Please provide public comments before *Wednesday, June 9, 2021, at 5 p.m.* using the [online comment form](#) or any of the following methods:

**Mail:** Williamson County Public Information Office

710 S. Main Street, Suite 101

Georgetown, TX 78626

**Email:** [roads@wilco.org](mailto:roads@wilco.org)

**Vicemail:** 512-400-4162, extension 2

Environmental documentation and/or studies, maps and drawings showing project location and design, tentative construction schedules and other information regarding the proposed project will be available online at [www.wilco.org/RM2243](http://www.wilco.org/RM2243). Responses to comments received during the public comment period will be available on the website once they have been prepared. If you have any general questions or concerns regarding the proposed project or the virtual meeting, please contact the Williamson County public involvement team at 512-400-4162, extension 1, or [roads@wilco.org](mailto:roads@wilco.org).

The environmental review, consultation and other actions required by applicable federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Email Notice #1

Sent to 24 recipients on May 12, 2021

From: **Rebecca Hickey** <[rhickey@rifeline.com](mailto:rhickey@rifeline.com)>

Date: Wed, May 12, 2021 at 8:56 AM

Subject: RM 2243 Project –Virtual Public Meeting Available May 25

To:

Cc: 61272\_RM2243 <[61272\\_RM2243@hntb.com](mailto:61272_RM2243@hntb.com)>, Connie Odom <[connie.odom@wilco.org](mailto:connie.odom@wilco.org)>, Sarah

O'Brien <[Sarah@buieco.com](mailto:Sarah@buieco.com)>, Brooke Reynolds <[brooke@buieco.com](mailto:brooke@buieco.com)>, Chloe Smith

<[csmith@rifeline.com](mailto:csmith@rifeline.com)>

Good morning,

The Texas Department of Transportation and Williamson County are proposing the reconstruction and widening of RM 2243 from 183A to Southwest Bypass to improve roadway design and increase safety for motorists in the rapidly growing area. TxDOT and the County will be conducting an online virtual public meeting to share information about the project and gather public feedback on proposed improvements.

**Virtual Public Meeting**  
**Available online May 25, 2021**  
**Learn more at [www.wilco.org/RM2243](http://www.wilco.org/RM2243)**

A recorded presentation by project staff will include both audio and visual information on the project, including ways to share your comments. Meeting materials will be available at the link above until the comment period closes on Wednesday, June 9, 2021, at 5 p.m.

**If you need interpretation, translation services, or an accommodation to attend and participate in the virtual public meeting, please contact the Williamson County Public Information Office at 512-943-1195 no later than 4 p.m., Wednesday, May 19, 2021.**

We hope you will participate and share your valuable input on the project. Please reach out to the project team with any questions.

Sincerely,

On Behalf of The RM 2243 Project Team

[roads@wilco.org](mailto:roads@wilco.org)

512-400-4162 ext. 1

## About the Project



The proposed RM 2243 project is a controlled-access roadway, which includes two mainlanes in each direction separated by a concrete barrier, with flyovers to 183A and Ronald Reagan Boulevard. The roadway also includes two three-lane frontage roads with access ramps on either side of the mainlanes. Right-of-way acquisition has been funded by the City of Leander and Williamson County from 183A to Garey Park. The first phase of construction is anticipated to include a single frontage road, which would serve two-way traffic until the other frontage road is built in a future phase. Limits of the first phase of construction will be dependent on funding. Additional phases of the project would be considered as growth warrants and funding becomes available.

Email Notice #2

Sent to 87 recipients on May 25, 2021

**From:** Rebecca Hickey <[rhcicke@rifeline.com](mailto:rhickey@rifeline.com)>  
**Sent:** Tuesday, May 25, 2021 9:00 AM  
**Cc:** 61272\_RM2243 <[61272\\_RM2243@hntb.com](mailto:61272_RM2243@hntb.com)>  
**Subject:** RM 2243 Project – Virtual Meeting Available NOW!

Greetings,

The Texas Department of Transportation and Williamson County have posted a virtual public meeting for the proposed reconstruction and widening of RM 2243 from 183A to Southwest Bypass. The purpose of this project is to improve roadway design and increase safety for motorists in the rapidly growing area.

**Virtual Public Meeting**  
**Available online TODAY May 25, 2021**  
Visit [www.wilco.org/RM2243](http://www.wilco.org/RM2243) to participate!

Meeting materials, including a recorded presentation with audio and visual information, are available at the link above until the comment period closes on Wednesday, June 9, 2021, at 5 p.m.

**Tell us what you think!**

Your comments are welcome at any time. To be included in the virtual public meeting summary, please share comments no later than Wednesday, June 9, 2021 at 5 p.m. using one of the following methods:

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

**Email:** [roads@wilco.org](mailto:roads@wilco.org)

**Voice-mail:** 512-400-4162, ext. 2

We look forward to hearing from you. Please reach out to the team with any questions or comments.

Sincerely,

The Williamson County RM 2243 Project Team  
[roads@wilco.org](mailto:roads@wilco.org)  
512-400-4162 ext. 1

## About the Project



The proposed RM 2243 project is a controlled-access roadway, which includes two mainlanes in each direction separated by a concrete barrier, with flyovers to 183A and Ronald Reagan Boulevard. The roadway also includes two three-lane frontage roads with access ramps on either side of the mainlanes. Right-of-way acquisition has been funded by the City of Leander and Williamson County from 183A to Garey Park. The first phase of construction is anticipated to include a single frontage road, which would serve two-way traffic until the other frontage road is built in a future phase. Limits of the first phase of construction will be dependent on funding. Additional phases of the project would be considered as growth warrants and funding becomes available.

Email Notice #3

Sent to 73 recipients on June 1, 2021

**From:** Rebecca Hickey <[rhickey@rifeline.com](mailto:rhickey@rifeline.com)>

**Sent:** Tuesday, June 1, 2021 9:08 AM

**Cc:** Connie Odom <[connie.odom@wilco.org](mailto:connie.odom@wilco.org)>; Haley Partin <[hpartin@cdandp.com](mailto:hpartin@cdandp.com)>; Whit Friend <[jfriend@hntb.com](mailto:jfriend@hntb.com)>; 61272\_RM2243 <[61272\\_RM2243@hntb.com](mailto:61272_RM2243@hntb.com)>; Chloe Smith <[csmith@rifeline.com](mailto:csmith@rifeline.com)>; Sarah O'Brien <[Sarah@buieco.com](mailto:Sarah@buieco.com)>; Brooke Reynolds <[brooke@buieco.com](mailto:brooke@buieco.com)>; Julie Richey <[jrichey@cdandp.com](mailto:jrichey@cdandp.com)>

**Subject:** One week left to participate in the RM 2243 Virtual Public Meeting!

Good morning,

The RM 2243 Virtual Public Meeting will be available online for one more week! This is a friendly reminder to view meeting materials and share your input before the comment period closes on Wednesday, June 9, 2021.

**Virtual Public Meeting**  
**Available online NOW through June 9, 2021**  
**Visit [www.wilco.org/RM2243](http://www.wilco.org/RM2243) to participate!**

**Share your thoughts!**

Your comments are welcome at any time. To be included in the virtual public meeting summary, please share comments no later than Wednesday, June 9, 2021, at 5 p.m. using one of the following methods:

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

**Email:** [roads@wilco.org](mailto:roads@wilco.org)

**Voicemail:** 512-400-4162, ext. 2

Please reach out to the team with any questions or comments.

Sincerely,

The Williamson County RM 2243 Project Team  
[roads@wilco.org](mailto:roads@wilco.org)  
512-400-4162 ext. 1

## About the Project



The proposed RM 2243 project is a controlled-access roadway, which includes two mainlanes in each direction separated by a concrete barrier, with flyovers to 183A and Ronald Reagan Boulevard. The roadway also includes two three-lane frontage roads with access ramps on either side of the mainlanes. Right-of-way acquisition has been funded by the City of Leander and Williamson County from 183A to Garey Park. The first phase of construction is anticipated to include a single frontage road, which would serve two-way traffic until the other frontage road is built in a future phase. Limits of the first phase of construction will be dependent on funding. Additional phases of the project would be considered as growth warrants and funding becomes available.

Follow-up Email

Sent to 116 recipients on June 10, 2021

From: **Rebecca Hickey** <[rhcicke@rifeline.com](mailto:rhickey@rifeline.com)>

Date: Thu, Jun 10, 2021 at 12:21 PM

Subject: Thank you for your comments on the RM 2243 Project!

To:

Cc: Connie Odom <[connie.odom@wilco.org](mailto:connie.odom@wilco.org)>, Haley Partin <[hpartin@cdandp.com](mailto:hpartin@cdandp.com)>, Chloe Smith <[csmith@rifeline.com](mailto:csmith@rifeline.com)>, Sarah O'Brien <[Sarah@buieco.com](mailto:Sarah@buieco.com)>, Whit Friend <[jfriend@hntb.com](mailto:jfriend@hntb.com)>, 61272\_RM2243 <[61272\\_RM2243@hntb.com](mailto:61272_RM2243@hntb.com)>

Greetings,

Thank you to all who participated in the RM 2243 Virtual Public Meeting. Your input will help the project team refine the proposed improvements and identify a preferred roadway alignment for future phases.

The project team is working to develop a Virtual Public Meeting summary, including responses to comments received during the comment period, which is expected to be available this summer.

As always, your questions are welcome. Please contact the project team for more information.

Sincerely,

The Williamson County RM 2243 Project Team

[roads@wilco.org](mailto:roads@wilco.org)

512-400-4162 ext. 1

## About the Project



The proposed RM 2243 project is a controlled-access roadway, which includes two mainlanes in each direction separated by a concrete barrier, with flyovers to 183A and Ronald Reagan Boulevard. The roadway also includes two three-lane frontage roads with access ramps on either side of the mainlanes. Right-of-way acquisition has been funded by the City of Leander and Williamson County from 183A to Garey Park. The first phase of construction is anticipated to include a single frontage road, which would serve two-way traffic until the other frontage road is built in a future phase. Limits of the first phase of construction will be dependent on funding. Additional phases of the project would be considered as growth warrants and funding becomes available.

## Print Advertisement

Published in the Williamson County Sun  
on May 9, 2021

10 The Sunday Sun, May 9, 2021

# Roundabout

## Art

### BLACK WOMEN'S EPOCH

The Georgetown Art Center, 816 South Main Street, continues to feature Black Women's Epoch, a group art exhibition by We Here Collective that explores Black female history through a multimedia, intersectional lens. Through this exhibition, the organizers hope to emphasize the perspectives and stories of Black American women to show who they are and how they have been instrumental in shaping the country and its history. The exhibition includes work that displays the continued resistance to systematic racism and sexism. Within this exhibition, artists also work to dismantle the monolithic stereotypes placed on Black and female art through various mediums such as painting, collage, digital art, mixed media and sculpture. Through May 9.

## Music

### BEACH BOYS FUN

Put on your Hawaiian shirts, flip flops and sunglasses, and join the Palace Theatre for a night of surfing fun with the hits of the Beach Boys. Featuring songs that made the Beach Boys beloved, the show will take place outdoors in the Palace Theatre's Courtyard. 7:30 p.m., May 14.

### BROADWAY HITS

This is an encore performance of the sold-out show, celebrating African-American musicals and characters of Broadway. The talented performers will be paying tribute to both classic and contemporary productions with musical hits from "Dreamgirls," "Hairspray," "Pony and Bass" and "Hamilton," to name a few. Co-sponsored by Shades of Talent. 7:30 p.m., May 15.

### SOUNDS OF FLEETWOOD MAC

The Palace Theatre is hosting a night of music from one of the greatest bands of the 1970s and 1990s and featuring Yessenia McNett. The band will perform the hits that made Fleetwood Mac a household name. Outdoors in the Palace Courtyard. 7:30 p.m., May 16.

### CORY MORROW AT REUNION RANCH

Reunion Ranch, 850 County Road 255, is hosting a live outdoor event featuring Cory Morrow, food trucks and two cash bars. Proceeds benefit Faith in Action Georgetown, a nonprofit providing free transportation and support services to seniors in need. Blankets and low-slung beach chairs welcome. No outside food or drink allowed. Masks encouraged. Space is

limited. Presale only. Tickets are \$65 and can be purchased at [faithinaction.org/events](http://faithinaction.org/events). May 21.

### OUTDOOR CONCERTS

The Williamson County Symphony Orchestra will perform two free outdoor concerts. The first concert is Friday, May 21 at Elizabeth M. Burn Park in Cedar Park. The second concert is Saturday, May 22, at Old Settlers Park Lake Pavilion in Round Rock. Concerts are open to the whole family. May 22.

## Theater

### GREATER TUNA

The Palace Theatre is back with shows, and next on the agenda is the comedy "Greater Tuna." The day in Tuna, the third smallest town in Texas, begins—as usual—with Thurstin Wheeles and Arles Strudie at the microphones of Radio KKK, broadcasting at a big 25 watts (at least when they remember to turn the transmitter on). Topping the headlines is the winning entry in the American Heritage Essay Contest, entitled "Human Rights, Why Bother?" Then Arles exits and in comes Didi Shavely of Didi's Used Guns. She leaves and gives way to weatherman Harold Dean Lattimer: "We have this warm of locusts that are heading our way from Louisiana, but we figure the dustwill kill a lot of 'em, and the rest'll probably go blown away or down in this tropical storm." That's his headline way from the coast! Of course, a day isn't complete without the high school football report from Coach Raymond Chassie, who explains why his football team is 48-0: "We lost mainly because we couldn't score." And so the day continues, as Tuna's citizens paradigm across the stage in all their outrageous and irreverent glory—commenting on life, politics and what makes them (and sometimes us) tick. This production will be indoors in the Playhouse. Masks are required, even when sitting in your seat, and groups will be distanced for all events. May 28-June 20.

### HAMA MIA

The Palace Theatre will present "Hama Mia," with music and lyrics by Benji Adachi and Mayuk Ukeus. The story-telling magic of ABBA's timeless songs propels this enchanting tale of love, laughter and friendship, creating an unforgettable show. This sunny and funny tale unfolds on a Greek island paradise. On the eve of her wedding, a daughter's quest to discover the identity of her father brings three men from her mother's past back to the island they last visited 20 years previously.

Another A daughter. Three possible dads. And a trip down the aisle you'll never forget. The theater will be seated at 100 percent capacity. Masks will be required. "Hama Mia" will take place on the Springer Main Stage. July 9-Aug. 8.

## Bulletin Board

### COMMON PESTS

The Williamson County Master Gardeners monthly meeting will cover creating and preventing companion gardens and landscape pests. The meeting will feature guest speaker Wizelle Brown, Texas AgriLife Extension Program Specialist in IPM (Integrated Pest Management). Free and open to the public. The program begins at 7 p.m. and will be held virtually. For information about joining the meeting: <https://williamson.agrilife.org/>. For questions, contact the Extension Office at 512-943-3300. May 15.

### PELUGEVILLE SENIORS CONFERENCE

ACE of Central Texas is partnering with the Pflugerville Community Church to host the free Pflugerville Seniors Conference with daily seminars 10 a.m.-3 p.m. May 10-14. The fifth annual, theme will feature area experts discussing aging-related topics including medication management, legacy giving, navigating the aging process and more.

The conference launches Monday, May 10, with "Medication Management" as Baylor Scott and White Health pharmacist Loena Hayes, PharmD, BCPs, discusses how to successfully navigate multiple subscriptions and doctor orders.

On Tuesday, May 11, attorney Virginia Sampson will discuss "Navigating the Aging Process" including legal and financial considerations of aging.

The conference continues on Wednesday, May 12, when Dr. Mark Carlson, founder of BellWell MD, will present "Nine Steps to Successful Aging: What can we learn from the blue zone?"

On Thursday, May 13 financial expert Darby Arnott, executive vice president at Rich & P. Slaughter Associates, will discuss "Legacy Planning" and how to best protect assets and pass them to heirs or charity.

The conference concludes Friday, May 14, when Natalie A. Korla, resources manager for ACE of Central Texas, presents "How to Locate and Access Community Resources" including a round-table panel of area service providers and aging experts.

The local trading is free and open to the public at the Texas AgriLife Extension Office, 100 Wilco Way, Georgetown. You may also get your well water tested for nitrates, total dissolved solids and bacteria by bringing a water sample to the class. You must first pick up sample containers and collection instructions at the Extension Office prior to the class. The cost for the testing is \$10, payable when the samples are turned in. Register at the Texas Well

society of University Women Fellowships and Grants will be online this year.

The auction will include a variety of travel, art, home decor, apparel and gently used handbags filled with amazing items. The preview will begin on noon Wednesday, May 12. Bidding will go live at noon Saturday, May 15, and closes at noon Monday, May 24. Highest bidders will be notified and charged. Arrangements for pick-up, if necessary, can be made. Visit the auction site at [www.charityauctionontoday.com](http://www.charityauctionontoday.com). Proceeds are dedicated to the AAUW Fellowships and Grants Program. May 12-May 24.

### GEORGETOWN TOASTMASTERS CLUB

The Georgetown Toastmasters Club provides a safe, non-judgmental environment for practicing public speaking and learning leadership skills. All are welcome. Meetings are the second and fourth Thursdays at 7 p.m. Meetings are currently on Zoom. Email Jackie at [president-6577@toastmasters.org](mailto:president-6577@toastmasters.org) for the link. Next meeting: 7 p.m., May 13.

### MARVING HISTORY TOUR

Georgetown's historical markers will come to life in downtown Georgetown from 10 a.m. to noon May 15. Stroll around during this free event and meet the characters who helped shape the city. Maps are available on the day of the tour at the Williamson Museum, 715 South Austin Avenue. For more information, visit [williamson-museum.org](http://williamson-museum.org) or call 512-943-1670. 10 a.m.-1 p.m., May 15.

### DRIVE-THROUGH PET FOOD BANK

Local residents who need feeding

their pets can get assistance Noon-4 p.m.

Sunday, May 16, at Wag Heaven's downtown Georgetown store, 205 West Sixth Street. Wag Heaven will be providing free dog and cat food on a first-come, first-served basis while supplies last. This low-contact event aims to help families enjoy the ownership of their pets. For more information, contact Wag Heaven Pet Supplies & Self-Serve Dog Wash at 512-287-5037 or HappyPaws@WagHeaven.com. 12 p.m.-4 p.m., May 16.

### CALLING WATER WELL OWNERS

Because private well owners are responsible for monitoring the quality of their well water, the Texas Well Owner Network is providing free training classes in Texas to help well owners learn more about how to improve and protect their water resources. The local trading is free and open to the public at the Texas AgriLife Extension Office, 100 Wilco Way, Georgetown. You may also get your well water tested for nitrates, total dissolved solids and bacteria by bringing a water sample to the class. You must first pick up sample containers and collection instructions at the Extension Office prior to the class. The cost for the testing is \$10, payable when the samples are turned in. Register at the Texas Well

### CEMETERY TOUR

Join the Williamson Museum at the International Order of the Odd Fellows Cemetery, 701 Smith Creek Road in Georgetown, for a self-guided tour with living history characters honoring local architecture and the families who helped build this city. 4 p.m.-6 p.m. Saturday, May 22. Tickets are \$10; \$8 for Museum members. Purchase by calling 512-943-1670, stop by the museum or online. Tickets are also available at the gate the day of the tour. 4 p.m., May 22.

### MEMORIAL SERVICE

American Legion Post 174 will conduct a memorial ceremony at 5 p.m. Thursday,

May 27, 2021 at 101 Park (corner of Second and North College streets). The event will honor Georgetown war dead from WWI and WWII. Open to the public. 5 p.m., May 27.



## VIRTUAL PUBLIC MEETING

### RM 2243 Improvements

The Texas Department of Transportation and Williamson County are proposing the reconstruction and widening of RM 2243 from 183A to Southwest Bypass to improve roadway design and increase safety for motorists in this rapidly growing area. The first phase of this project is primarily funded through the voter-approved 2019 Road Bond, and design for the project began in early 2020.

The proposed project is a controlled-access roadway, which would improve safety and design by widening and realigning to straighten RM 2243. Currently, the roadway is narrow and curvy in several sections. The first phase of construction is anticipated to include a single frontage road, which would serve two-way traffic until the other frontage road is built in a future phase. Limits of the first phase of construction will be dependent on funding. The ultimate project design could potentially have three frontage lanes and two controlled-access lanes in each direction, with a concrete barrier.

The purpose of this online virtual public meeting is to share information about the project and gather public feedback on proposed improvements. A recorded presentation by project staff will include both audio and visual information on the project and will be available at the link below until Wednesday, June 9, 2021, at 5 p.m.

Tuesday, May 25, 2021

Visit [www.wilco.org/RM2243](http://www.wilco.org/RM2243) to participate



If you need translation, interpretation, or accommodation to attend and participate in the virtual public meeting, please contact the Williamson County Public Information Office at 512-943-1195 no later than 4 p.m., Wednesday, May 19, 2021. Please be aware that advance notice is required as some services and accommodations may require time for the County to arrange.

Comments may be shared by mail, email, or voicemail before Wednesday, June 9, 2021, at 5 p.m. to be included in the virtual public meeting summary.

### FOR MORE INFORMATION

[www.wilco.org/RM2243](http://www.wilco.org/RM2243)

Email: [roads@wilco.org](mailto:roads@wilco.org)

Phone: (512) 400-4162, Ext. 1

@wilcogov

/wilcogov

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The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Affidavit of Publisher to Publication of Legal Notice

THE STATE OF TEXAS  
COUNTY OF WILLIAMSON  
IN THE MATTER OF

**CDandP**  
**Williamson County Meeting**

*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 9th day of May, 2021  
Second insertion \_\_\_\_\_ day of May, 2021  
Third insertion \_\_\_\_\_ day of May, 2021  
Fourth insertion \_\_\_\_\_ day of April, 2021

Ellen Gruenay  
Newspaper Representative

Subscribed and sworn to before me, this  
13th day of May, 2021.

Witness my hand and official seal.  
Dawn Steele  
Dawn Steele, Notary Public  
My Commission Expires August 26, 2024



6/14/2021

Williamson County, TxDOT collecting feedback on RM 2243 project from Leander to Georgetown | Community Impact



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# Williamson County, TxDOT collecting feedback on RM 2243 project from Leander to Georgetown



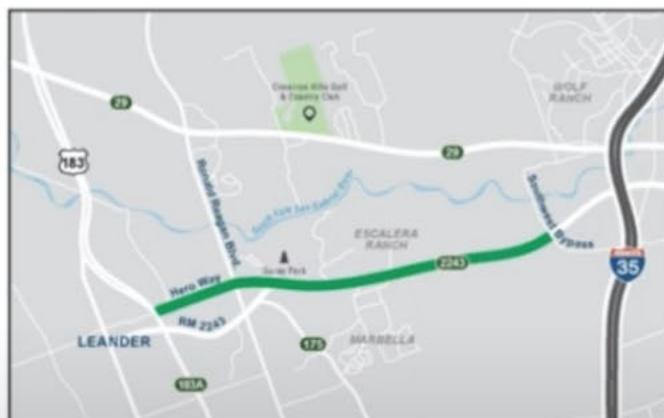
## PROJECT OVERVIEW



### RM 2243

From 183A to Southwest Bypass

The project would address safety, mobility and connectivity for motorists in the rapidly growing area by ultimately widening and realigning to straighten RM 2243.



RM 2243  
IMPROVEMENTS



LEGEND  
Project Corridor

Phase 1 construction is expected to begin in 2022. (Screenshot courtesy Williamson County)

Now is the chance to help your local community succeed. Become a Patron by contributing to *Community Impact Newspaper* and gain daily insight into what's happening in your own backyard. Thank you for reading and supporting community journalism.



[BECOME A CI PATRON](#)

[CONTRIBUTE TODAY](#)

By [Taylor Girtman](#) | 3:36 PM May 25, 2021 CDT | Updated 9:05 AM May 26, 2021 CDT

The road project to reconstruct and widen RM 2243 and Hero Way between 183A Toll and Southwest Bypass in Georgetown could begin in late 2022, according to Williamson County.

Williamson County and the Texas Department of Transportation are collecting public feedback about the project through June 9. The public can view the [virtual meeting video online](#).

Completed [comment cards](#) can be emailed to [roads@wilco.org](mailto:roads@wilco.org) or mailed to the Williamson County Public Information Office, 710 S. Main St., Ste 101, Georgetown, TX 78626. Comment voicemails can be left at 512-400-4162, ext. 2.

The project will improve mobility and capacity, straighten curves to improve safety, and add pedestrian and bike paths, according to the county. The project also will create a direct path for Leander to I-35.

The new road will have two main lanes in either direction with three-lane frontage roads, according to the county. There would also be direct connections to 183A Toll and Ronald Reagan Boulevard in Leander. A shared-use path would run along the frontage roads.

## RELATED STORIES

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- [Q&A with Leander's new mayor Christine Sederquist](#)
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---

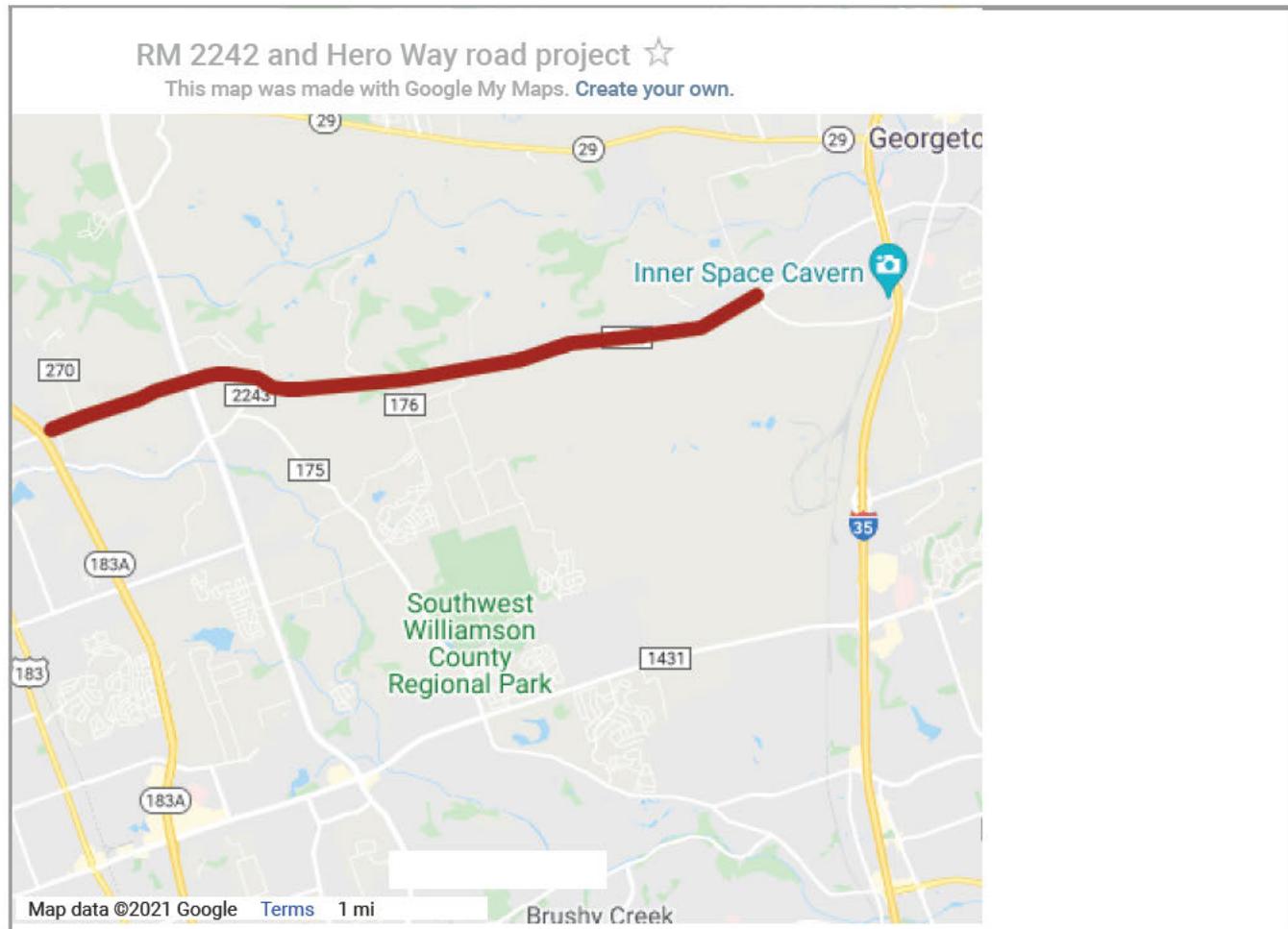
"It's a very important project not just to Leander, but to the entire county," county Commissioner Cynthia Long said April 15 to the Leander City Council.

The county's voter-approved 2019 road bond funds design, construction and right of way for the first phase.

Phase 1 limits are dependent on funding, according to the county. One lane will be built in each direction with a center turn lane.

Once the public input phase is completed, the design is expected to be finalized in the fall with environmental clearance from TxDOT.

The project was identified in 2016 in the Williamson County long-range transportation plan. TxDOT completed a [feasibility study](#) in 2018, and a public hearing was held in November 2018. The Capital Area Metropolitan Planning Organization provided funds in 2019 to complete a preliminary design and environmental clearance for the project, according to the county.



[RM 2243](#) [HERO WAY](#) [WILLIAMSON COUNTY](#) [WILLIAMSON COUNTY](#)

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## WilCo, TxDOT Seeks Public Feedback On RM 2243 Project In Leander

Williamson County and the Texas Department of Transportation is seeking public feedback on the RM 2243 Project in Leander through June.

**Meagan Falcon**, Patch Staff 

Posted Thu, May 27, 2021 at 11:00 am CT | Updated Thu, May 27, 2021 at 12:01 pm CT

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The road project, which will reconstruct and widen RM 2243 and Hero Way between 183A Toll and Southwest Bypass in Georgetown, is expected to begin late 2022, Williamson County officials. (Shutterstock)

LEANDER, TX — Williamson County and the Texas Department of Transportation is seeking public feedback on the RM 2243 Project in Leander through June.

ADVERTISEMENT

Both agencies announced Tuesday they will be collecting public feedback about the road project through June 9.

Those who would like to participate by making comments, can complete [comment cards](#) and emailing them to [roads@wilco.org](mailto:roads@wilco.org). Comment cards can also be mailed to the Williamson County Public Information Office at 710 S. Main St., Ste 101, Georgetown, TX 78626. Comment voicemails can be left at 512-400-4162, ext. 2.

**Find out what's happening in Cedar Park-Leander with free,  
real-time updates from Patch.**

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The public will be able to view the [virtual meeting video online](#), authorities said.

The road project, which will reconstruct and widen RM 2243 and Hero Way between 183A Toll and Southwest Bypass in Georgetown, is expected to begin late 2022, Williamson County officials

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The project is expected to improve mobility and capacity, straighten curves to improve safety, and add pedestrian and bike paths, officials said.

The project will also create a direct path for Leander to I-35. The new road will have two main lanes in either direction with three-lane frontage roads and would also have direct connections to 183A Toll and Ronald Reagan Boulevard in Leander. A shared-use path would run along the frontage roads, county officials said.

ADVERTISEMENT

Authorities said once the public input phase is completed, the design is expected to be finalized in the fall with environmental clearance from TxDOT.

The project was identified in 2016 in the Williamson County long-range transportation plan and TxDOT completed a [feasibility study](#) in 2018, and a public hearing was held in November 2018.

The Capital Area Metropolitan Planning Organization provided funds in 2019 to complete a preliminary design and environmental clearance for the project, according to county officials.

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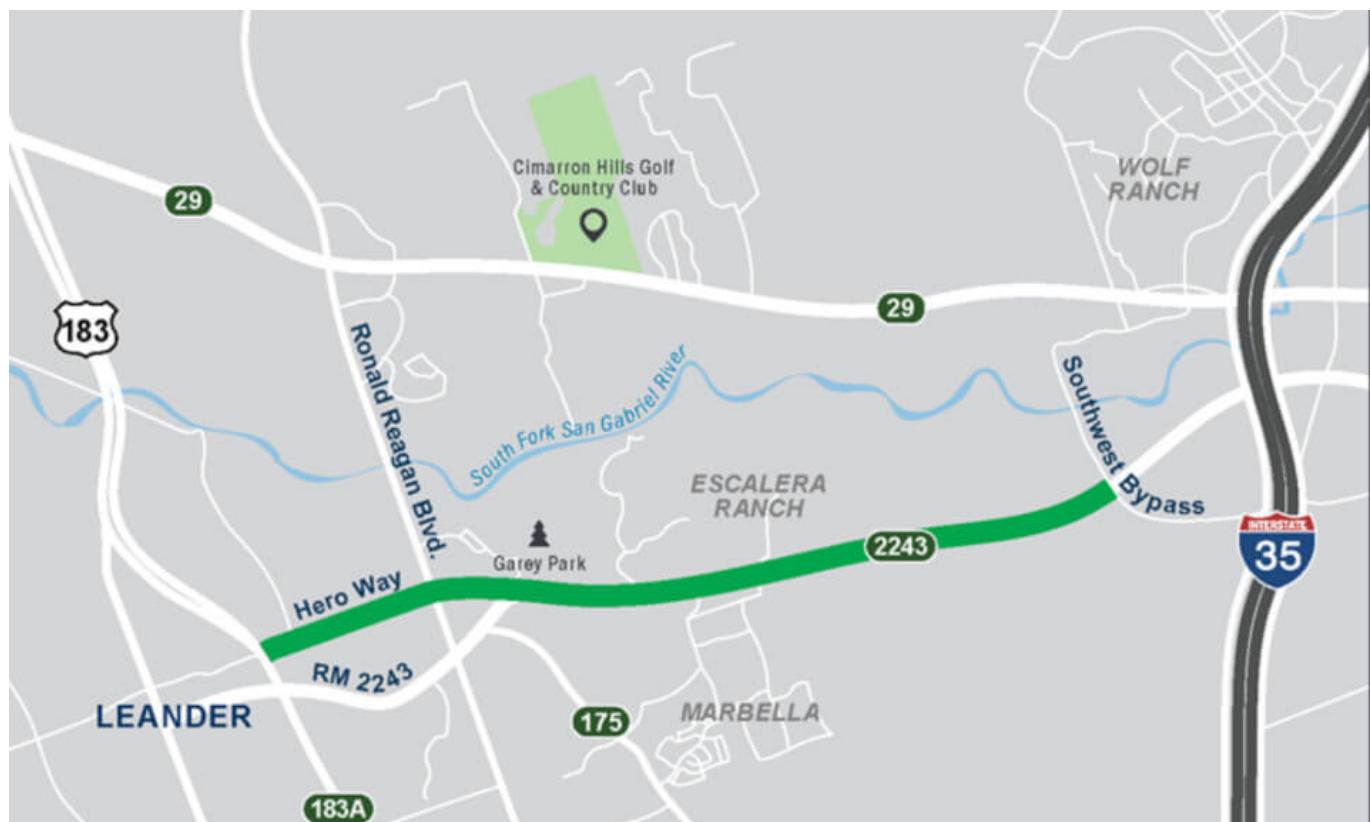
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Leander: TxDOT and County Hold Virtual Presentation for RM 2243 Project |

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# Leander-TxDOT and County Hold Virtual Presentation

CONSTRUCTION PREVIEW

# for RM 2243 Project



Feature Photo: TxDOT is currently taking comments for the proposed project (above).

Posted: 6-1-2021

by Art Benavidez

**Leander (Williamson County) — The Texas Department of Transportation (TxDOT)** and the county recently held a virtual public meeting on the RM 2243 (Hero Way) project.

The existing RM 2243 roadway has several features that do not meet current design standards including: sharp curves; lack of full width shoulders; lack of turn lanes; and trees and other objects alongside the roadway.

The project would address safety, mobility and connectivity for motorists in the developing area by widening and realigning RM 2243, along with and improving accommodations for pedestrians and cyclists.

The roadway saw a 168% increase in traffic of 4,100 average daily traffic trips to 11,003 from 2010 to 2019.

By 2040, the average daily traffic trips is expected to more than double, reaching an estimated 25,000 daily vehicle traffic trips.

The project, to be constructed in phases, is needed because the existing capacity of the roadway is inadequate to meet current and future traffic volumes.

The RM 2243 project aims to address the reduced mobility between 183A Toll Road and Southwest by adding additional lanes.

The additional lanes would consist of a controlled-access roadway from U.S. 183 in Leander to the Southwest Bypass in Georgetown, which includes two main lanes in each direction, separated by a concrete barrier, with direct connections to 183A Toll Road and Ronald Reagan Boulevard.

Austin:  
Minnesota  
Developer  
Eyeing 216-  
Unit  
Apartment  
Complex in  
Eastern  
Portion of City

*Tags: Central Texas,  
Federal / State /  
Municipal, Housing /  
Apartments /*

*San Antonio:  
Former Zachry  
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Takes on West  
Side's Basila  
Frocks  
Renovation*

*Tags: Additions /  
Renovations /  
Upgrade,  
Commercial  
Construction, Office  
Space, South Texas*

Austin: Local  
Developer  
Proposing 470-  
Unit  
Apartment  
Complex in Del  
Valle

*Tags: Central Texas,  
Commercial  
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Housing /  
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Condos, New  
Construction*

Elgin: RV  
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Planned for  
City's  
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Jurisdiction

*Tags: Central Texas,  
Commercial*

The roadway will also include two three lane frontage roads with access ramps on either side of the main lanes.

*Construction,  
Entertainment /  
Theater / Sports, New  
Construction, Parks /  
Recreation*

The county identified the need for the development improvements in 2016 with its long range transportation plan.

TxDOT launched a feasibility study in 2018 and identified the project's objectives.

The **Capital Area Metropolitan Planning Organization** consequently provided funds to complete a preliminary design and environmental clearance between 183A Toll Road and Southwest Bypass.

Voters approved the project with the 2019 road bond, which secured funding for the design, construction and right of way for the first phase of the project.

The first phase of the project is the only phase that is currently funded and expected to begin late 2022.

In 2020, TxDOT and the county began a detailed design and environmental review process.

In the near term, the county is proposing to construct the first phase with a three-lane frontage road to serve two-way traffic and upgrade drainage, along with constructing additional phases as needed.

Limits of the first phase of construction will be dependent on funding.

Future phases could include: the construction of a second three and frontage road and converting both frontage roads to one way traffic; widening the road to create two controlled access lanes in each direction separated by a concrete barrier and the construction of a 10 foot shared use path for pedestrians and bicycles on either side of the roadway.

The Austin office of civil engineers **BGE, Inc**, is on board the project.

The county will be taking comments on the project until June 9 and the next steps will include drafting environmental studies; holding a public hearing; a decision by TxDOT; beginning Phase I and any additional phases as needed.

**BX Project ID: 2021-3BB9**

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art@virtualbx.com

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## Related Images

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By Art Benavidez | June 1st, 2021 | Construction Preview, Feature Story

---



## About the Author: Art Benavidez

Art Benavidez (Construction News Reporter, Central Texas) is a seasoned journalist with over 15-years of experience in writing breaking news and in-depth features at the local level. He honed his research and reporting skills in newspapers and magazines throughout South and West Texas along with

expertise in crafting digital content as Managing Editor of New Image Marketing Research Corporation. Benevides is a Texas native and graduate of UT-RGV.

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Name (required)

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Website

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**POST COMMENT**

## COUNTY BRIEFS

### Virtual hearing on road expansion

Williamson County and the Texas Department of Transportation are gathering public feedback online through June 9 regarding the Hero Way and Ranch to Market Road 2243 expansion project, which is planned to connect Leander to Georgetown.

Construction could start next year, and the county and TxDOT particularly want input from area landowners and homeowners.

The online forum is available at [wilco.org/RM2243](http://wilco.org/RM2243), and can be accessed by scrolling down to the "Public Meeting" section. The section includes an 11-minute video with information about the project and a link to a comment portal.

The Hero Way road project is planned from toll road U.S. Highway 183A near Leander to Southwest Bypass near Georgetown.

Hero Way is proposed to be a controlled-access road, with two lanes in each direction separated by a concrete barrier. It would have direct connections to U.S. 183A and Ronald Reagan Boulevard. The road would also include three-lane frontage roads, one going each way, with access ramps on either side of the main lanes.

This project is a part of the county's Long-Range Transportation Plan and is being funded through the voter-approved 2019 Road Bond.

The first phase of construction is anticipated to include a single frontage road, which would serve two-way traffic until the other frontage road is built in a future phase. Limits of the first phase of construction will be dependent on funding.

The Sunday Sun, May 30, 2021

tions for pedestrians and cyclists.

When the project is fully completed, Hero Way would alleviate congestion, provide safety improvements and help plan for the future of the region, according to the county.

Mobility and safety improvements for this project include additional lanes to increase capacity, realigned and straightened curves along the roadway as well as improved accommoda-



Williamson County, Texas - Government

Published by Connie Odom · May 25 at 5:12 PM ·

...

We want to hear from you! WilCo and [Texas Department of Transportation](#) are hosting a virtual public meeting to share information about the RM 2243 ([Hero Way](#)) project and gather public feedback on the proposed improvements. A pre-recorded presentation is now... [See More](#)

## RM 2243 IMPROVEMENTS

Williamson County, Texas

Virtual Public Meeting  
May 25 – June 9, 2021

The map shows a section of RM 2243 (Hero Way) highlighted in green, running through the town of Leander. Other roads like FM 1421, FM 1422, and IH 35 are also visible. A legend at the bottom right indicates that the green line represents the project route.

12,892 People Reached    2,280 Engagements    [Boost Post](#)

12,892

People Reached

2,280

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6

6 Comments 24 Shares

Like

Comment

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All Comments ▾



Comment as Williamson County, Texas - GoverSmiley face icon Photo icon GIF icon Share icon



**Chris Kinman**

After getting stuck in a 6 car train that felt the need to do 40 this morning the need for more lanes is abundantly clear.



2

[Like](#) · [Reply](#) · [Message](#) · 4w



**George Schock**

Should've been done a couple of years ago to get ahead of the growth curve, but better late than never.



2

[Like](#) · [Reply](#) · [Message](#) · 4w · Edited



**Erika Rix**

A bike lane would be fantastic!

[Like](#) · [Reply](#) · [Message](#) · 4w



**Nick Boris**

Another taxpayer funded giveaway to developers. Follow the money.

[Like](#) · [Reply](#) · [Message](#) · 3w



**Tonya McCly**

Fix 29 first! Too many accidents!

[Like](#) · [Reply](#) · [Message](#) · 3w



**Leigh Ann McClellan**  
**Matt McClellan**

[Like](#) · [Reply](#) · [Message](#) · 4w



Williamson County   
@wilcogov

...

We want to hear from you! WilCo and @TxDOTAustin are hosting a virtual public meeting to share information about the RM 2243 (Hero Way) project & gather public feedback on the proposed improvements. A pre-recorded presentation is now available at [wilco.org/RM2243](http://wilco.org/RM2243).

## RM 2243 IMPROVEMENTS

Williamson County, Texas

Virtual Public Meeting  
May 25 – June 9, 2021

WILLIAMSON COUNTY 1848 RM 2243 IMPROVEMENTS LEADER Project Boundary

5:14 PM · May 25, 2021 · Hootsuite Inc.

1 Retweet 1 Quote Tweet 1 Like



J G @gregoryrailroad · May 26

...

Replying to @wilcogov @CityofLeander and @TxDOTAustin

I am the signal manager with Capital Metro. I would be very interested in updates affecting the crossing at Hero Way.



4:54 ↗



## Tweet activity

### 243 IMPROVEMENTS

At County Road

Mc Meeting  
June 9, 2021



**Williamson County** @wilcogov

📢 We want to hear from you! WilCo and **@TxDOTAustin** are hosting a virtual public meeting to share information about the RM 2243 (Hero Way) project & gather public feedback on the proposed improvements. A pre-recorded presentation is now available at <http://www.wilco.org/RM2243>.  
[pic.twitter.com/m2TnNZqVWM](https://pic.twitter.com/m2TnNZqVWM)

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 Williamson County  
Public Affairs Manager Connie Odom • 25 May

Virtual Public Meeting  
May 25 – June 9, 2021

Texas Department of Transportation

WILLIAMSON COUNTY  
1848



Virtual Public Meeting for RM 2243 (Hero Way) Project. 🎙️ We want to hear from you! Williamson County and the Texas Department of Transportation are hosting a virtual public meeting to share information about the RM 2243 (Hero Way) project and gather public feedback on the proposed improvements. A pre-recorded presentation is now available at [www.wilco.org/RM2243](http://www.wilco.org/RM2243). We will be taking public comments through Wed., June 9, at 5 p.m., so please:

- ✓ watch the video and
- ✓ leave us a comment!

 RM 2243 (Hero Way)  
[wilco.org](http://wilco.org)

Posted to Subscribers of Williamson County in 15 neighborhoods

Like Comment Share 2 · 999 Impressions



City of Georgetown, Texas - Government

May 26 at 3:13 PM ·

...

#GeorgetownTX: Share your feedback on proposed changes to RM 2243 (AKA Leander Road) with Williamson County, Texas - Government & Texas Department of Transportation.

Proposed improvements include widening the road to two lanes in both directions and a... See More

## RM 2243 IMPROVEMENTS

Williamson County, Texas

Virtual Public Meeting

May 25 – June 9, 2021



Williamson County, Texas - Government

May 25 at 5:12 PM ·

We want to hear from you! WiCo and Texas Department of Transportation are hosting a virtual public meeting to share information about the RM 2243 (Hero Way) project and gather public feedback on the proposed improvements. A pre-recorded presentation is now... See More

11

15 Comments 6 Shares

Like

Comment

Share



Kate M. Pospisil  
Leander road has needed to be widened for ages - great plan!  
Next up, a light at 29 and Kauffman Loop, where there's an accident once a week at least, and widening Ronald Reagan to beyond Santa Rita 🔥🔥🔥

Like · Reply · 4w



Top Fan  
Francine Erickson  
The Google document is broken to sign up for the meeting. It says the phone number must be a number. I typed a number in and it says it's not a number.

Like · Reply · 4w



Author  
City of Georgetown, Texas - Government  
Hi Francine, I just checked the form link, and it looks like it's working. It could be your browser.  
Here is the direct link:  
<https://docs.google.com/.../1FAipQLSdUjEdo4kr.../viewform>.... If you are sti... See More



DOCS.GOOGLE.COM  
Virtual Public Meeting  
Registration Form



Like · Reply · 4w



Orlando Irizarry  
Why in the hell you are proposing on Leander road when the minuscule and Narrow bridge over I-35 and Westinghouse road has become a living nightmare due to the excessive increase of vehicle and truck flow as a result of new apartments and residential c... See More

Like · Reply · 4w



2

View 2 more replies



Top Fan  
Francine Erickson  
Orlando Irizarry well they already had funds for it from TxDOT and never acted upon it so they lost the money. And... I'm tired of cars coming through our yards. And they already passed a bond for this road and never did anything about Leander road. ... See More

Like · Reply · 4w

Most Relevant is selected, so some replies may have been filtered out.



Ethan X Mendez  
Any improvements on the other half of 2243 from SW Bypass to I-35? or is that staying the same?

Like · Reply · 4w



Ethan X Mendez

Any improvements on the other half of 2243 from SW Bypass to I-35? or is that staying the same?

Like · Reply · 4w



Author

City of Georgetown, Texas - Government   
Hi, Ethan! Great question. Leander Road from SW Bypass to Norwood Drive is one of the projects voters approved in the 2021 bond earlier this month. Read more about those projects here: [bonds.georgetown.org](http://bonds.georgetown.org)

Like · Reply · 4w

2



Tonya McCly

Too many accidents on 29. Fix 29 first!

Like · Reply · 3w



Author

City of Georgetown, Texas - Government   
Hi, Tonya. Thank you for your question, and we understand your concerns. There a lot of different agencies, the City, WICo, and TxDOT included, that are working on multiple improvements in our area to improve traffic. In reference to Hwy. 29, there ar... See More



MY35.ORG  
My35: I-35 at SH 29



Like · Reply · 3w



James Wood

About time. This needed to be done 10 yrs ago

Like · Reply · 3w



Jonathan Hall

As more neighborhoods are being built on 2243, this shows great foresight into ever increasing demand on the road. The single lanes as they are now are problematic with all of the trucks and through traffic, and turns in and out of neighborhoods are b... See More

Like · Reply · 4w · Edited



Erika Rix

Put in a bike lane!

Like · Reply · 4w

↳ 1 Reply

Write a comment...



## C. Sign In Sheets

Optional Online Registration Form

Sign In Sheets

Name	Affiliation (if applicable):	Address:	Phone Number:	Email:
Brad Campbell	McAllister & Associates	201 Barton Springs Rd, Austin, 78704		
david		3556 hero way		
Ryan Betz	Broker/owner	5707 willow Dallas TX 75230		
Gene Davenport	Robert John Lehman Veterans of Foreign Wars (VFW) Post 10427	8760 RR 2243, Leander, Tx 78641		
toddd	land owner	3304 hero way		
Drew Geisheimer	Land owner	408 Old Pecan Ln		
Kevin Coyle		3508 Elm Ridge Drive, Leander, TX 78641		
Laurie Holden		3200 Vista Heights Drive Leander		
Vijay Jonnala	Heroway crossing llc			
Kathleen Kaser		2225 Montesol Lane		
Sheri Wood		3312 Vista Heights Dr. Leander, TX		
Alex & Bonnie Gonzalez				
Traci Stengle	Garey Park	6450 RM 2243, Georgetown, TX 78628		
Kyle Casey		2304 Carretera Drive Leander, TX 78641		
Frederick A. Jay	Property Owner	2930 Grand Oaks Loop, #1203, Cedar Park, TX 78613		
Alex & Bonnie Gonzalez				
Michael Coleman	None	500 Kristina Dr		
Heidi Allan	County resident planning to move to a residential community off of RM 2243.	803 Alhambra Drive		
Richard D. Thielmann		303 Innwood Dr., Georgetown, TX 78628		
Joe Crenshaw				
Kimberly Crenshaw				
Matt Jacobi		309 Old Pecan Ln, Leader TX 78641		
Michelle Jacobi		309 Old Pecan Ln, Leander TX 78641		

Surya Vallabhaneni		920 Azul Lagoon Dr, Leander 78641	
Erica Guerra			
Ray Hutcherson		401 Unity Drive, Leander, TX 78641	
Ross E. Blackketter	City of Leander		
Bob Fitzner	Granite Construction	400 Greenwood Dr, Georgetown, TX 78628	
Kathy Fowler	Homeowner	300 Patricia Rd Georgetown 78628	
Shawn Toops	Local business owner	933 Wildrye Ct., Leander, Texas 78641	
Charles Sparks	Affected Resident of Escalera Ranch	113 Covington Cove, Georgetown, TX 78628	
Tom Schwerdt	Active Transportation Advocates	311 N Kings Canyon Drive, Cedar Park 78613	
Dayle Aldrich	My house backs up to Leander Rd (2243)	900 Woodview Dr	
Kelly Boyer	Although I agree that Hero Way needs improvement, this proposal doesn't seem to make sense. Why not just widen the existing 2243 that goes all the way from 35 bypass to toll183A. It seems it would be less intrusive to existing properties and less expensive. I would prefer that the money be spent to complete the San Gabriel extension from Ronald Reagan all the way to CR 270. I am sure there is a reason for the current proposal but I could not find an explanation of why this proposed route is better than the current one.	Caritas Dr, Leander	
Janet Bradford		236 Cross Timbers Drive	
Blake Betts		115 Marshall Ct.; Georgetown, TX 78628	



## D. Comments Received

Emailed Comments .....	60
Comment Cards.....	72
Online Comment Forms .....	94

**From:** Brad Campbell [REDACTED]  
**Sent:** Tuesday, May 25, 2021 10:09 AM  
**To:** Williamson County Road Bond Program <roadbond1@wilco.org>  
**Subject:** RE: From US 183A to Southwest Bypass

Thank you. I have watched the video and look thru the Q & A, etc but still have a question which is this: Acc to the current plan, when would the flyovers from west bound Hero Way onto north bound 183A, and from southbound 183A onto east bound Hero Way begin construction? These 2 things will impact the NE corner of Hero Way and 183A. And #2 - what is the realistic possibilities those will be built?

(Texas Law requires all real estate licensees to provide the information about broker services contained in this link.)

Regards,

-Brad

McALLISTER & ASSOCIATES

[REDACTED]  
[www.matexas.com/properties/Brad/IABS.pdf](http://www.matexas.com/properties/Brad/IABS.pdf)

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---

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

From: Cameron Merkel [REDACTED]  
Sent: Tuesday, June 1, 2021 6:29 AM  
To: Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>  
Subject: Comment on RM 2243 Project

EXTERNAL email: Exercise caution when opening.

---

Name: Cameron Merkel  
Address: 1840 Greening Way, Leander, TX  
Phone: [REDACTED]  
Email: [REDACTED]

As a bicyclist in Leander, I just wanted to say that I'm quite happy that shared-used paths are being considered for future phases of the RM 2243 project. Bicycle and pedestrian infrastructure like this is great for helping people get around town without a car, if they desire.

**From:** [REDACTED]  
**Sent:** Wednesday, June 2, 2021 10:08 AM  
**To:** Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>  
**Subject:** RM 2243 rebuild

**EXTERNAL email: Exercise caution when opening.**

---

Please prioritize active transportation (bike, walk, run, roll) on this project by implementing wide shared use paths (10-12 ft each direction) and user friendly design guidelines, such as maintaining a 3 foot horizontal and 10 foot vertical clear zone from the edge of the shared use path. Keep the path as straight as reasonable - no zigzags at driveway or street crossings. Happy to discuss in more detail.

Thank you

Tom Schwerdt

**From:** k. stallark [REDACTED]  
**Sent:** Thursday, June 3, 2021 2:47 PM  
**To:** Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>  
**Subject:** RM 2243

**EXTERNAL email: Exercise caution when opening.**

---

Dear Project Managers: I just watched the short video and overview and would like to make three comments.

1 - It seems disingenuous to say there are "sharp curves" on FM 2243. I am looking at Google's satellite map, and the only curve at all is a very long and gentle curve west of Garey Park.

2 - What will prevent traffic going NORTH on I-35 from squeezing into a bottleneck on Leander south of the SW bypass? Will this traffic use the bypass to get on I-35 North since they have to go backwards to go north? There is already a backup problem with North turning traffic at Leander and I35.

3 - Research shows that if you **want** people to use sidewalks, a wide and comfortable barrier between them and traffic is essential. Please assure that both the **existing** sidewalks on Leander Rd (used by school children to walk/bike to the Junior High) and all future paths BOTH have a wide buffer between walkers and traffic. We frequently walk on the existing sidewalks, and even with the present grass buffer, it is very unpleasant and sometimes dangerous when material haulers (and there are MANY of these) zoom past, sometimes dropping debris and making so much noise you can't have a conversation - it's most unpleasant. Shade would also make walking/biking more pleasant.

Thanks,  
Kathryn Stallard  
San Gabriel Heights (on Leander Rd)

**From:** Charles Sparks [REDACTED]  
**Sent:** Thursday, June 3, 2021 3:10 PM  
**To:** Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>  
**Subject:** RM2243 Proposed Improvements- Concerns and Objections

**EXTERNAL email: Exercise caution when opening.**

---

I have serious concerns and objections about the latter phases of this Freeway project, as proposed by Wilco and TxDOT.

First, I agree that the existing RM2243 is inadequate for current traffic volumes. That traffic is the result of continued residential development and growth along RM2243 and N. Ronald Reagan Pkwy, as well as connection of existing neighborhoods to ingress and egress with RM2243. Those neighborhoods are along the south side of RM2243, and the improved throughways from those neighborhoods have helped put more traffic onto RM2243.

How do I know this? It's because I live in Escalera Ranch and drive RM2243 daily for the past 8 years. I see the traffic flows and patterns, and I've seen the effects of the residential growth that's been allowed west of Georgetown, which puts more pressure on the existing RM2243.

RM2243 certainly now needs center turn lanes at each of the existing and proposed subdivision outlets. With the new Parkside subdivision currently under construction, and others coming, the increased traffic and subdivision outlets means even more traffic. Stop lights will be needed at these major intersections during project phases; however, I don't see stoplights in any part of any of the proposed phases 1 and 2. That's a problem.

Additionally, I take issue with the four stated "problems" that would be addressed by the entire RM2243 project:

**1. Sharp Curves**

Today, at the current speed limit of 55 mph, there are no "sharp curves" that require "significant braking" to negotiate. That's a ludicrous statement in the presentation. In fact, no braking is needed at all to safely navigate and traverse RM2243 from SW Bypass to 183A. Any "problems" are from speeders, so solving that issue is accomplished by enforcing the existing speed limit.

**2. Lack of full width shoulders**

The grassy shoulders are plenty wide for vehicles to pull over, off the roadway. This is only an issue if bicyclists decide to ride on RM2243, which I certainly think would be a dangerous decision on the cyclist's part. Solve the bicycle problem by posting "No Bicycles" signs along RM2243.

**3. Lack of turn lanes**

This is a problem easily fixed by adding a 3rd lane where needed, at the subdivision intersects.

**4. Trees and other objects alongside the roadway**

These are easily fixed by more prudent trimming and clearing along the existing fence lines.

These four "problems" don't justify the magnitude of the entire 3-phased project. This is nothing more than the Unbroken Leg Fallacy, and I've proved it above, so Wilco and TxDOT need to come up with

better reasons that solve actual problems to justify all three phases of the project. RM2243 is not a broken leg that needs a complete reset.

This proposed project is a solution in search of a problem. The four problems cited above from the presentation are easily resolved without the need for phase 3 of this project. All four of the stated “problems” with RM2243 have just been debunked.

Phase 2 may or may not be needed, depending on whether the government allows more residential development along RM2243, especially on the south side of RM 2243.

Phase 3 isn’t needed at all to serve the needs of the residents on the West side of Georgetown. Phase 3 solves none of the four Wilco-stated “problems”, even if they were actual “problems”. Phase 3 is just building another highway, bigger than the SW Bypass, and as big as 183A, that puts traffic on the phase 3 road from IH35. That makes no sense to run a tollroad/freeway as big as 183A through primarily residential areas along the existing RM2243, and have its terminus on both ends be in more residential areas.

Phase 3 actually builds a much larger and wider highway through residential areas than when the City of Austin built Loop 1 Mopac expressway through West Austin neighborhoods. It made no sense then, and it makes no sense now.

Phase 3 also isn’t needed to move traffic from IH35 to 183A. Today, the traffic traversing RM2243 eastbound and westbound primarily moves through the 183A intersection, and doesn’t use RM2243 to access 183A. More traffic passes by 183A, continuing through on RM2243, than turns north or south to get onto 183A. I know it because I’ve watched how much traffic goes straight through on RM2243 versus traffic that turns to get onto 183A. Most traffic does not turn. So the stated need for phase 3 is a fallacy, based on my own observations.

If Wilco and TxDOT ignore this objection, and all the other objections from other concerned citizens, and builds out phase 3, just understand you will be causing new actual problems for residents of Escalera Ranch, The Preserve, and the proposed future development adjacent to the north boundary of Escalera Ranch. Those new, actual problems include:

a) No intersection/ overpass at Escalera Parkway. That means no immediate access to ingress Escalera from traffic going Eastbound on 2243. That also means egress traffic from Escalera will only be able to turn right and go Westbound until finding the next intersection at Flintlock Drive to loop around to head Eastbound. Big inconvenience for lots of residents and future residents. Future ingress/egress traffic counts at Escalera Parkway will be higher than traffic using Flintlock Drive (due to planned residential additions), so the lack of an intersection at Escalera Parkway makes no sense.

b) If the problem in a) is not addressed, what are the added response times for emergency vehicles coming from the West to access the furtherest point of service in Escalera Ranch and the Preserve? Also, what are the added drive times for emergency vehicles exiting Escalera Ranch and needing to drive Eastbound to emergency locations, like St. David’s Hospital in Georgetown? Those emergency vehicles will have to go Westbound to Flintlock, turn around, and go Eastbound to the emergency facility destination.

c) If phase 3 is built as proposed, what is the exact distance between the Westbound 2243 exit ramp (end of solid white lane stripe) and the entrance at Escalera Parkway? That distance appears to be about 150 feet. Is that sufficient distance for a vehicle to safely navigate across 3 additional access lanes of oncoming traffic to turn right onto Escalera Parkway, without hard braking and causing more safety issues with oncoming and following traffic? It appears that exit ramp needs to be moved further to the East, to allow more room for vehicles exiting 2243 and needing to turn right on Escalera.

d) If phase 3 is constructed, and traffic speed increases to tollway speeds of 75-80 mph, what safeguards/barriers will be installed on both sides of 2243 to keep wild hogs off the roadway? On average, I estimate there is a vehicle strike with a large hog on RM2243 about 1x/30-60 days. There are also vehicle/hog strikes on Ronald Reagan, very close to where phase 3 crosses over. What studies have been done to see how hog traverse paths would be affected by effectively funneling hogs across either 2243 or Ronald Reagan, due to 2243 construction?

Those are my objections to this proposed project. Again, I can see the need for phase 1, and perhaps phase 2 if residential growth continues along RM2243. However, there is no current argument from Wilco or TxDOT that satisfies the planned need for phase 3, as I have demonstrated. At a minimum, I ask that all my concerns and objections be included in the official record for this project, along with full responses by Wilco and TxDOT to said concerns and objections

Thank you,  
Charles Sparks  
113 Covington Cove  
Georgetown, TX

Sent from my iPad

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**From:** McKinney, Ric [REDACTED]  
**Sent:** Friday, June 4, 2021 11:36 AM  
**To:** Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>  
**Cc:** [REDACTED]  
**Subject:** RM2243

EXTERNAL email: Exercise caution when opening.

---

To whom it may concern:

The proposed divided highway with access roads is a huge overkill for RM2243. First, the land between 183A and Ronald Reagan just had High Voltage Power Lines installed. This power poles will have to be moved and the power lines to be re strung or a splice added. The east end of this expansion is the Southwest Bypass in Georgetown. The north end of the bypass runs into Wolf Ranch. The south end of the bypass is only 2 lanes wide and will not be able to handle the traffic if it is an express way. You have existing subdivisions that will be impacted by our planned road way. Yet you provide better access to a subdivision that has roads just being cut in.

A 4 lane divided road with turn lanes like Ronald Reagan is today would be a better option. I do not believe the planning team fully thought out an all-inclusive solution to fixing traffic in this area.

**Ric McKinney**  
**604Unity Dr**  
**Leander, Tx**  
[REDACTED]

**From:** kathleen kaser [REDACTED]  
**Sent:** Saturday, June 5, 2021 1:17 AM  
**To:** Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>  
**Subject:** Public comments Hero Way construction

**EXTERNAL email: Exercise caution when opening.**

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From homeowner:

Kathleen Kaser

2225 Montesol Way

Leander, Texas 78641

[REDACTED]

I am AGAINST the expansion of Hero road into a freeway.

I stand not to gain from this intrusion into the beautiful Hero road, and my property will be DEVALUED during the years long disruption caused by the construction and the environmental degradation and pollution of a freeway so close to my home.

I purchased my home in Palmera Ridge for the natural beauty of the area, and now you propose to RUIN the peaceable and quiet enjoyment of my home. I will have to leave the area as a result of this damage you will cause. It will be devastating to those who already live there, and I might add that this was not disclosed to me before my home purchase in September 2018.

Why not construct the freeway in the Hwy 29 corridor just to the north of us? That would seem less disruptive and a reasonable solution.

DO NOT construct a super highway on Hero Road! I PROTEST.

Kathleen Kaser

From: Heidi and Ross Allan [REDACTED]  
Sent: Tuesday, June 8, 2021 1:17 PM  
To: Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>  
Subject: Comments on RM2243 Road Project

EXTERNAL email: Exercise caution when opening.

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Hi,

My name is Heidi Allan and I am planning to buy a home in the new Parkside on the River development. I would like to comment on the proposed RM2243 road project. In lieu of your proposal for 2 lanes each direction separated by a concrete barrier and access roads, I would like to propose 2 or 3 lanes each direction separated by a boulevard with turn lanes where appropriate. RM2243 is such a pretty road to drive on and a boulevard would look so much nicer than a concrete barrier. The current proposal doesn't seem to take aesthetics into consideration--it sounds like it will be more like a mini-freeway which will destroy the current beauty of that road.

Thank you for allowing me to comment.

Regards,

**From:** Blake Betts [REDACTED]  
**Sent:** Wednesday, June 9, 2021 2:51 PM  
**To:** Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>  
**Subject:** rm2243 project input

**EXTERNAL email: Exercise caution when opening.**

I live in Escalera Ranch and am writing to provide my input concerning the proposed expansion of RM2243. Wherever I use the term "you" I am referring collectively to anyone who works for Georgetown, Williamson Cty., TXDOT, or anyone else who has responsibility for the design and construction of road improvements in Williamson Cty. I wish to reiterate my comments submitted after the original open house for this project by clearly stating that I am against it for two main reasons. First, there is no way RM2243 would ever need to be widened to this scale unless other traffic is directed onto it, which is exactly what this project does. It is clearly designed to encourage traffic to leave HWY29 at either 183A or Ronald Reagan and transfer to RM2243. I feel strongly that this is being done because you have failed to stay ahead of the traffic growth on HWY29. Second, when I moved to Georgetown almost 9 years ago, I looked at many neighborhoods along HWY29 and Williams Dr. and rejected all of them due to traffic issues. I chose to live off of RM2243 because it was a smaller road with much less traffic. When someone chooses to live off of a state Hwy like 29, they should expect that traffic will get worse and the road will be expanded to accommodate it. When someone chooses to live off of a small ranch-to-market road like 2243, it is reasonable for them to expect that traffic on that road will increase more slowly, and that any required expansion would be slower in coming , and would never exceed the scale of a nearby state Hwy.

The current virtual presentation lists some reasons other than traffic that justify this project, those being sharp curves, lack of shoulders, lack of turn lanes, and trees in the ROW. It doesn't take a traffic engineering degree to know that a project of the scale being proposed is not needed to solve these issues. Without additional traffic being steered onto RM2243, simply straightening it out, and adding a continuous center turn lane and shoulders would do the job for many years to come. If you don't like trees in the ROW, quit wasting tax dollars doing ineffectual pruning every few years and just take them down.

I also have issues with the schematic of the complete project in the current presentation. The biggest problem is no underpass at Escalera Parkway. This means that if anyone in our neighborhood wants to go to Georgetown, we will first have to travel over a mile west (away from Georgetown) and make a uturn at Flintrock Dr. before we can travel east to Georgetown. Also, while there is a westbound exit ramp shown between Water Oak Parkway and Escalera Parkway, it appears to be too far west for anyone to take it and then safely cross a 3 lane frontage road to turn right onto Escalera Parkway.

Lastly, the fact that this is being referred to as a "controlled-access roadway" and not a freeway tells me that if built to completion, this will end up being yet another toll road in central Texas. I've never seen statistics published, but I would wager that the ratio of tolled lane miles to free lane miles in central Texas is already much higher than anywhere else in the state.

Thank you for your consideration,  
Blake Betts  
115 Marshall Ct.  
Georgetown, TX 78628

From: Roy Kuchera [REDACTED]  
Sent: Wednesday, June 9, 2021 1:08 PM  
To: Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>  
Subject: RM 2243 Project

EXTERNAL email: Exercise caution when opening.

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I want to protest against the flyovers at Hero Way and Ronald Reagan. These flyovers will take up valuable real estate and if we give an easy exit from our activity center; we will lose the needed customers and revenue for this area. The intersection of Hero Way and Ronald Reagan will be a major intersection for Leander.

Sent from my iPhone

From: Roy Kuchera [REDACTED]  
Sent: Wednesday, June 9, 2021 1:29 PM  
To: Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>  
Subject: RM 2243 Project

EXTERNAL email: Exercise caution when opening.

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I want to know what kind of access from the feeder road will be available for my five acres that will be north of the new road.

Sent from my iPhone



**RM 2243 Project  
Comment Card  
Virtual Public Meeting**



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- Mail: Williamson County Public Information Office  
710 S. Main Street, Suite 101  
Georgetown, TX 78626
- Email: [roads@wilco.org](mailto:roads@wilco.org)

For more information, please visit: [www.wilco.org/RM2243](http://www.wilco.org/RM2243).

**(PLEASE PRINT)**

NAME: Thomas G Arthur

ADDRESS: 221 Escalera Pkwy, Georgetown, TX 78628

PHONE NUMBER: \_\_\_\_\_

EMAIL: \_\_\_\_\_

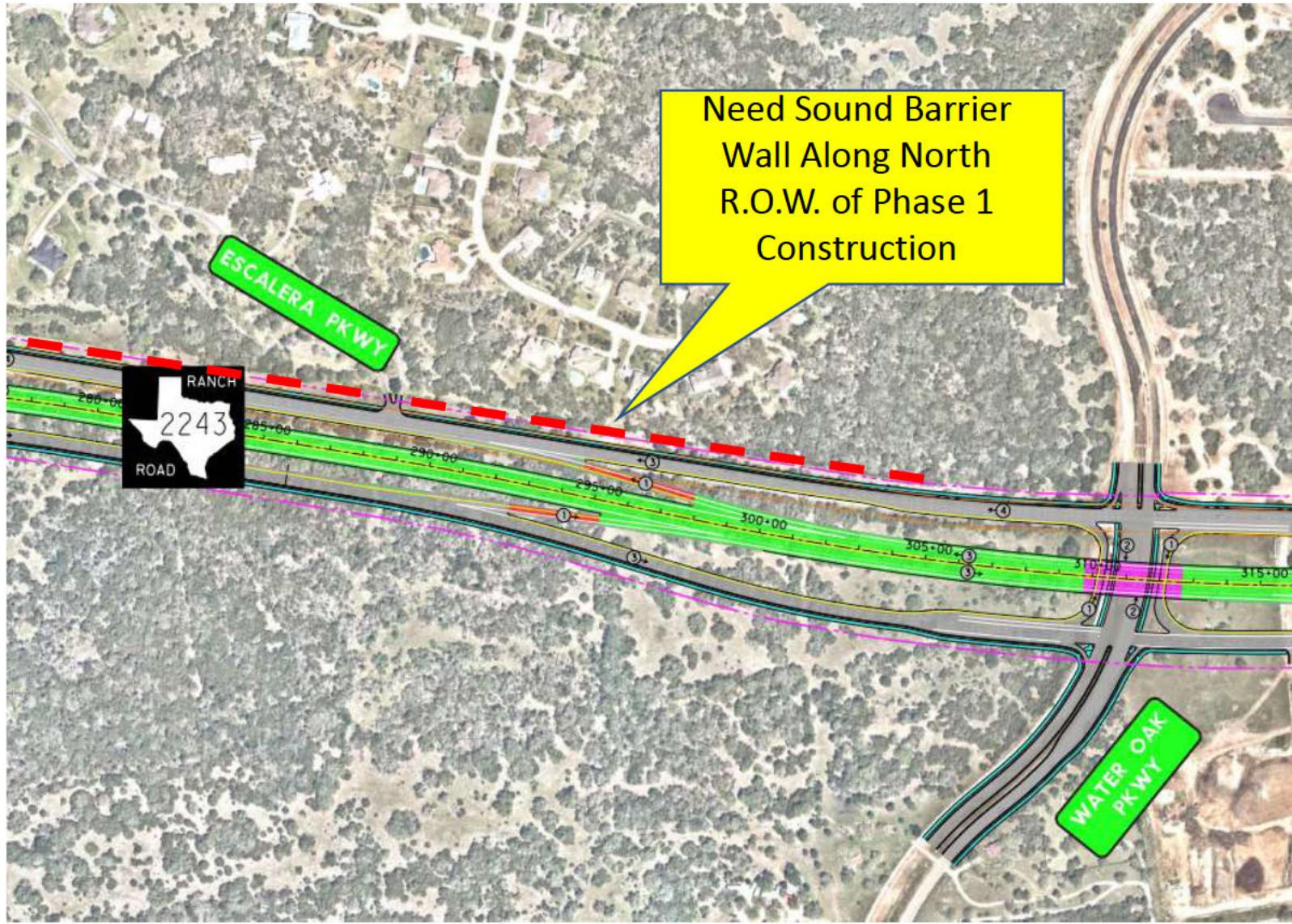
This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request it must be submitted under a separate letter. (Texas Transportation Code, §201.811(a)(5)):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

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

**COMMENTS:** A sound barrier wall is needed along the north Right-of-Way on both

sides of Escalera Pkwy to block traffic sounds for Escalera Ranch and The Preserve subdivisions. This should be part of the Phase I construction.

## RM 2243 Schematic Feedback Comment – Need Sound Barrier Wall Along North R.O.W.



T.G. Arthur

05/28/21



**RM 2243 Project  
Comment Card  
Virtual Public Meeting**



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**(PLEASE PRINT)**

NAME: Thomas G Arthur

ADDRESS: 221 Escalera Pkwy, Georgetown, TX 78628

PHONE NUMBER: [REDACTED]

EMAIL: [REDACTED]

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

COMMENTS: There is no crossover for Escalera Pkwy traffic to access the eastbound frontage road.

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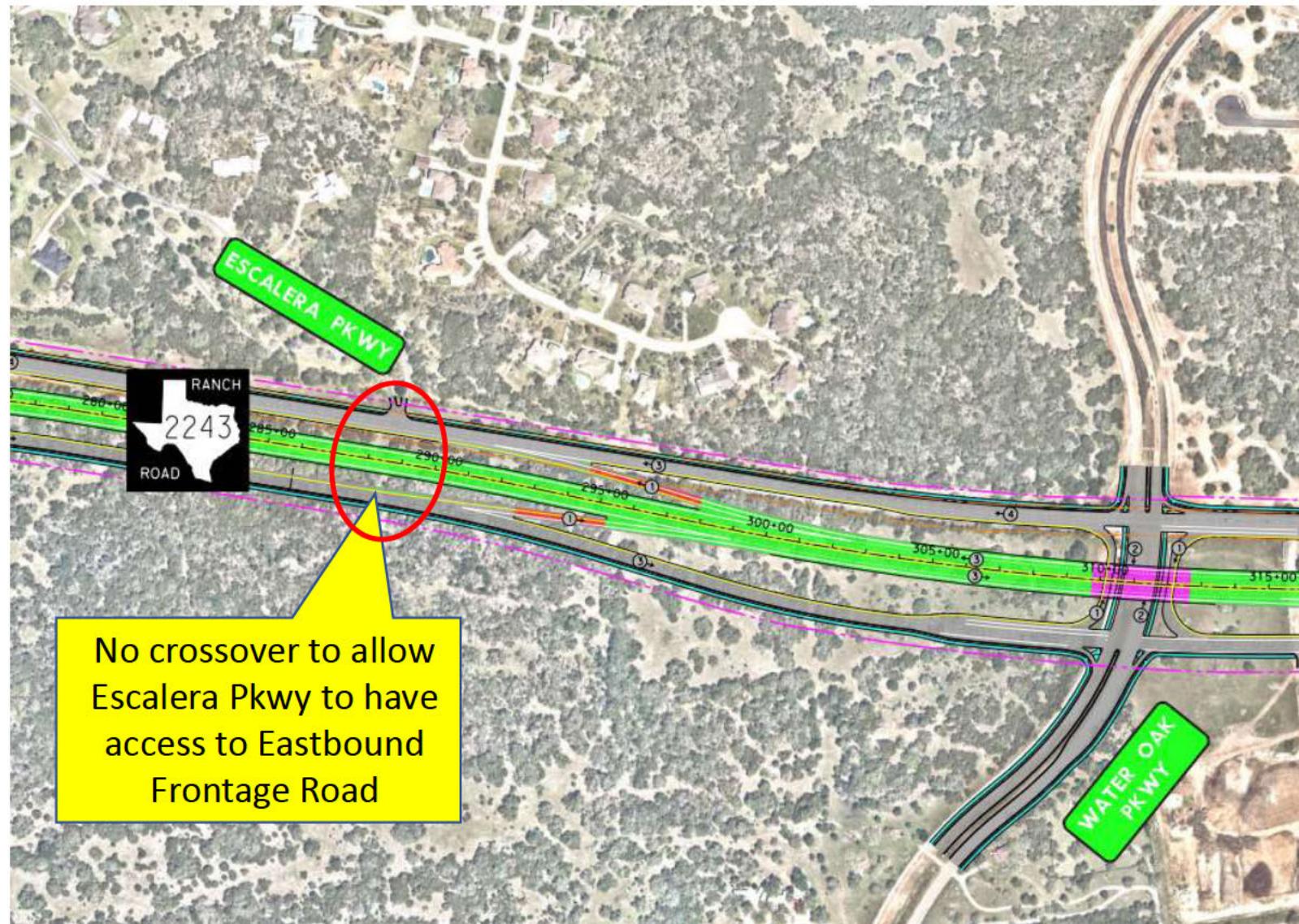
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# RM 2243 Schematic Feedback Comment – No Crossover from Escalera Pkwy to Eastbound Frontage Road





**RM 2243 Project  
Comment Card  
Virtual Public Meeting**



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**(PLEASE PRINT)**

NAME: Thomas G Arthur

ADDRESS: 221 Escalera Pkwy, Georgetown, TX 78628

PHONE NUMBER: \_\_\_\_\_

EMAIL: \_\_\_\_\_

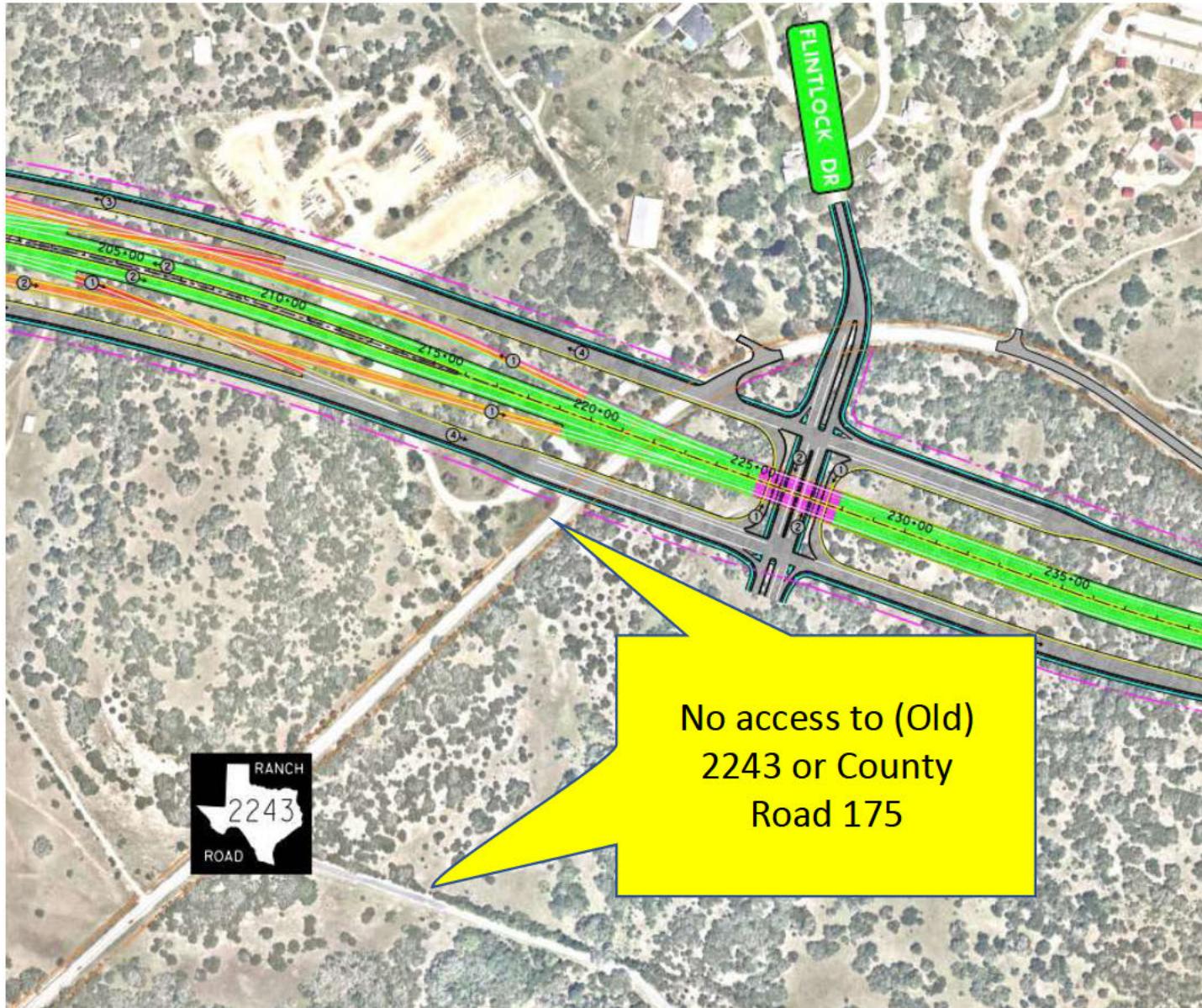
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 I could benefit monetarily from the project or other item about which I am commenting

COMMENTS: The old section of existing 2243 (Old 2243) seems to be abandoned

from the new roadway down to Ronald Reagan leaving no access to that section of the road or to north end of County Road 175.

# RM 2243 Schematic Feedback Comment – No Access to “Old” 2243 or CR 175



T.G. Arthur

05/28/21



**RM 2243 Project  
Comment Card  
Virtual Public Meeting**



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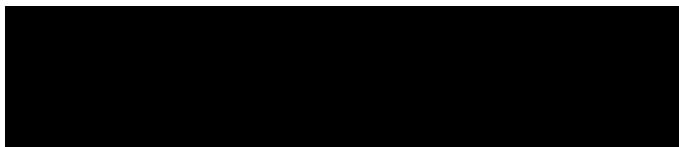
- Mail: Williamson County Public Information Office  
710 S. Main Street, Suite 101  
Georgetown, TX 78626
- Email: [roads@wilco.org](mailto:roads@wilco.org)

For more information, please visit: [www.wilco.org/RM2243](http://www.wilco.org/RM2243).

**(PLEASE PRINT)**

NAME: Troy Winslow

ADDRESS: 2602 Lou Hollow Place, Cedar Park, TX 78613



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**COMMENTS:** My wife and I are building a house in the Lost Quarry neighborhood, which is on 2243 about half way between Ronald Reagan and I-35. In regard to this project, our request is for there to be safe and adequate access to the neighborhood. When traveling westbound on 2243, this would likely mean a dedicated right-turn lane onto Lost Quarry Lane. When traveling eastbound on 2243, this would mean a direct access left-turn onto Lost Quarry Lane without having to drive past Lost Quarry Lane, make a U-Turn, then drive back eastbound in order to make a right turn onto Lost Quarry Lane.

Thank you.



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Comment Card  
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**(PLEASE PRINT)**

NAME: Ardath Stewart

ADDRESS: 100 Blue Sky Ct. Georgetown, Tx 78633

PHONE NUMBER: \_\_\_\_\_

EMAIL: \_\_\_\_\_

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N/A  I am employed by TxDOT

N/A  I do business with TxDOT

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

COMMENTS: Widening 2243 and realigning w/ Hero Way will provide a safer way to connect Leander and Georgetown.

Current roads 2243 & Hero Way are too narrow and dangerous.  
There have been too many accidents at Hero's Way and Ronald Reagan. There is not a safe crossing here.

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*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to Chapter 3 of title 23, United States Code, Section 327 and a Memorandum of Understanding dated December 16, 2019, executed between the FHWA and TxDOT.*



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**(PLEASE PRINT)**

NAME: Matthew Thompson

ADDRESS: 2200 Westwood Ln, Georgetown TX 78628

PHONE NUMBER: [REDACTED]

EMAIL: [REDACTED]

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**COMMENTS:** [REDACTED]

I am a homeowner in Georgetown. I like the small town feel of Georgetown. It is fast slipping away. I am against road improvements east of the I-130. I want slow growth initiatives for Georgetown and surrounding areas. The area is growing too fast. Wider roads means a temporary relief of traffic congestion, more development, less green spaces and ultimately worse traffic. Lets keep our city small with lots of green space. Let builders build East where space is more open and there is lots of space to expand and build wider roads.



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**(PLEASE PRINT)**

NAME: Kevin Cyle

ADDRESS: 3508 Elm Ridge Drive, Leander, TX 78641

PHONE NUMBER: \_\_\_\_\_ [REDACTED]

EMAIL: \_\_\_\_\_ [REDACTED]

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

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**COMMENTS:** \_\_\_\_\_

This project is way too close to the Reagan's Overlook neighborhood.

The increase in noise from more traffic and traffic moving faster will be significant. I hope there will be noise abatement provisions built into the plans! Sound barriers or walls, planting more trees, etc need to be included.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to Chapter 3 of title 23, United States Code, Section 327 and a Memorandum of Understanding dated December 16, 2019, executed between the FHWA and TxDOT.



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For more information, please visit: [www.wilco.org/RM2243](http://www.wilco.org/RM2243).

**(PLEASE PRINT)**

NAME: Elizabeth Moore

ADDRESS: 137 W Windemere, Leander, TX 78641

PHONE NUMBER: [REDACTED]

EMAIL: [REDACTED]

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**COMMENTS:** Thank you for addressing the transportation situation in Leander.

1. I'm concerned about turning Ridgmar Road into a through street that crosses 2243. Ridgmar Landing is a quiet, semi-rural neighborhood that has been around for many decades. Extending Ridgmar Road will make it an alternative to Ronald Reagan, increasing traffic and fundamentally altering the neighborhood's character, diminishing its safety and decreasing its property values. The City annexed Ridgmar Landing some years ago; the neighborhood was too small to even be allowed to block the move. Creating a thoroughfare through the neighborhood adds insult to injury. The people in the neighborhood pay a lot of property tax to enjoy the quiet. Please reconsider before taking that peace, safety and value away.

**Please see page 2**



**RM 2243 Project  
Comment Card  
Virtual Public Meeting**



2. I'm also concerned about the trail planned along Brushy Creek between Ronald Reagan and 183A. Generally, I love trails but the geography in this case is troubling. Even with Hero Way built up, 2243 will remain a very busy road. A walking trail would need to be as far from it as possible. Given the precipitous drop from the road to the creek, the trail would need to be very close to the creek. The tearing up of trees and laying down of pavement would further damage Brushy Creek, which is already made vulnerable by the new developments upstream. Its banks face severe erosion as rain waters wash away the banks. Land that used to soak up water upstream is now covered with houses and pavement, so the flooding is bad even with small rains. Finally, there is a segment of the stream where people on a trail could cross onto private property with one stride in the dry season, raising the spectre of trash and trespassing for taxpaying homeowners. If somehow a trail could be built safely without harming the stream (a really big if), I hope that it could look like the trail on the other side of Ronald Reagan, where the creek is largely protected (and mostly not visible) from the existing city-build path.
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NAME: Billye Adams

ADDRESS: 200 River Oaks Cv, #1514, Georgetown TX 78626

PHONE NUMBER: [REDACTED]

EMAIL: [REDACTED]

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NONE OF ABOVE APPLY.

COMMENTS:

Thank you TxDOT for the excellent presentation on proposed changes to Leander Road (now Hero Way.) I realize that this area is getting ready to explode with development.

1. The basic plans for road development look quite good.

2. My main concern when developing an area is the loss of habitat. With so much development in this area, our loss of habitat for wildlife has been extensive. Many sources tell us that we are losing species at an alarming rate, and that trend needs to be reversed. Development for housing is doing a very poor job of maintaining habitat. I want first to compliment TxDOT for the wildflowers that must have been seeded along the I-35 frontage road in Georgetown. I live close to I-35 and daily give an appreciative Thanks when I see the wildflowers where once there was only useless closely-mowed grass.

My concern is that trees were listed as one of the reasons for road improvements on 2243. Please remember that there are developed roads all across the U.S. that are bordered by forests. Nature has as much of a right as people in cars. PLEASE save as many trees as you can! I know that trees have been planted along other roadways in the area, such as I 30.

As you know, mowed grass is the most useless way to treat the environment. Please continue to plan for adding back as many native Texas plants as you can, after these plants/wildlife habitat have to be destroyed during construction.

Thank you for gathering community input, and for the environmental considerations that TxDOT does implement. Many people think that green grass is the best thing ever. That is a cultural change that other groups I am a part of are working on.

Billye Adams



**RM 2243 Project  
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Georgetown, TX 78626
- Email: [roads@wilco.org](mailto:roads@wilco.org)

For more information, please visit: [www.wilco.org/RM2243](http://www.wilco.org/RM2243).

**(PLEASE PRINT)**

NAME: Janet Bradford

ADDRESS: 236 Cross Timbers Drive Georgetown, TX 78628

PHONE NUMBER: [REDACTED]

EMAIL: [REDACTED]

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**COMMENTS:**

The current phase seems acceptable and straightening the road out would also improve safety and flow. I am highly concerned for the future plan to make this road a 10 lane "highway". There are too many homes off this road and with the plan to increase the homes, it doesn't seem safe or desired to make this road into such a massive roadway.  
No other main artery roads are as huge as proposed in the final plan, nor do they mirror a freeway with frontage roads.  
Not only does it seem excessive, but it also isn't desired for homeowners in the area for safety, aesthetics, or home values. Please review other alternatives for reducing the total lane count down to a more reasonable and appealing number.



RM 2243 Project  
Comment Card  
Virtual Public Meeting



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710 S. Main Street, Suite 101  
Georgetown, TX 78626
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(PLEASE PRINT)

NAME: MARK MOORE

ADDRESS: 137 W WINDERMERE, LEANDER, TX

PHONE NUMBER: \_\_\_\_\_

EMAIL: \_\_\_\_\_

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COMMENTS: • As a resident of Ridgmar Landing, a (now) unique set of 'rural' lots, I concerned that the Ridgmar Road extension will encourage a lot of thru traffic. The current road has some narrow sharp turns + this could be dangerous as well as change the nature of the neighborhood.  
• The proposed Brushy Creek trail along 2243 is enticing, but in some places there's only a narrow strip to build on, and this

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RM 2243 Project  
Comment Card  
Virtual Public Meeting



invites erosion + pollution in this already vulnerable waterway. I love the idea of a tree covered pathway, but unclear if the geography allows, esp all the way from Ronald Reagan to 183A.

Thank you,  
M. L. Starn



# RM 2243 Project Comment Card Virtual Public Meeting



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**(PLEASE PRINT)**

NAME: Bruce D White, President, Great Lakes Properties Ltd

ADDRESS: Austin TX, Chicago IL

PHONE NUMBER: [REDACTED]

EMAIL: [REDACTED]

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## **COMMENTS:**

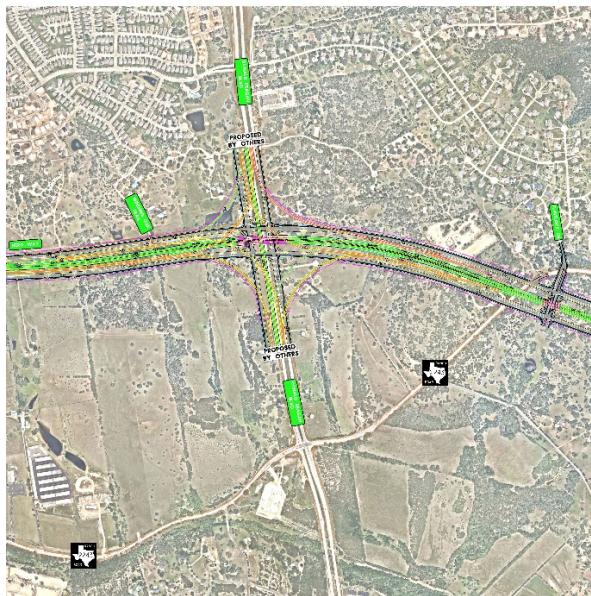
Please see subsequent pages for comments. Thank-you.

Bruce White

## **Comments Card to RM 2243 Project Virtual Public Meeting**

### **Great Lakes Properties Ltd**

We are commercial land developers with a long history of successful mixed-use land development and construction projects in the Chicago suburban area.



We have been at various stages of pre-development since early 2018 with large tracts of vacant land in Williamson County including some owned by long-time landowners in the City of Leander at and near the ***intersection of RM2243 and Ronald Reagan Blvd.***, within the subject area as shown to the left.

We are generally appreciative and cooperative with state and local road improvement plans because of the obvious benefits that their road improvements bring. The 10-lane ultimate configuration for RM 2243 and 8-lanes for Reagan Blvd seem appropriate.

***Our concern here is about the impact of the flyover design of your proposed RM2243 improvements*** on the visibility, access, overall siteplan design and development cost issues for the adjacent land that interests us. These issues are significant and impactful.

Our comments:

1. Page 5 of your May 25, 2021 VPM pamphlet recounts that ***TxDOT's 2018 Feasibility Study "identified safety and mobility improvements and determined the type of roadway needed"***. That plan did not utilize flyovers. Presumably, the TxDOT plan was also based on the then-current long-range projected growth in the area as contemplated by the CAMPO 2045 Regional Transportation Plan and the Wilco Long Range Transportation Plan. We attended the November 2018 public meeting and we have used that roadway configuration for our project design, our pre-development efforts and our landowner negotiations.

***The May 2021 pamphlet cites no traffic study or regional plan revision*** that would invalidate the November 2018 TxDOT plan and ***drive a May 2021 modification of the intersection design to a regional interchange by adding eight flyovers.***

2. Even as to the presented scope, our requests for greater clarification and for the depictions of the roadway levels at the intersection as shown on Exhibit 01 have been denied. ***But it appears as if there are no subway lanes and there are 5 levels at and above grade.***

This flyover design element alone requires, among other things, ***the incremental taking of land at each of the four corners of the intersection of about 6 acres to accommodate the 4 and 5 story overhead ramps*** and, in those areas, eliminates commercial access to and from the frontage roads.

3. This ***regional-style intersection negatively impacts on the intended commercial plans that we have for land uses that comply with the intent and purpose of the City of Leander's "Activity Center" zoning classification. The presence of the proposed flyovers would necessitate a significant redesign (at a loss of visibility, access, land efficiency, development cost and marketability)*** to reorient the development away from the main intersection and away from the overhead flyovers.

This ***redesign and reorientation would also likely necessitate an early upgrade of old RM2243 and CR 175*** to provide improved access and satisfactory traffic performance.

4. The eight step Design and Environmental Process graphic on Page 8 has no estimated start or completion dates indicated for future steps. ***The rumor is that this may take 20 years to complete.*** Which means that, theoretically, it may be extensively delayed, redesigned or even never fully built out.
5. Page 10 is particularly vague in saying that the "***limits of the first phase of construction will be dependent on funding***" so it is ***unstated as to whether the currently raised and allocated funds are sufficient to acquire all right-of-way and build the 3-lane north frontage road from 183 to old RM 2243 near Flintlock Dr.***
6. There is ***no mention about the probable relocation of some of the LCRA power towers*** that were just installed in 2020 so that landowners and developers may contemplate those effects.

wilco rm2243 comments 060921



RM 2243 Project  
Comment Card  
Virtual Public Meeting



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(PLEASE PRINT)

NAME: Deborah Boles Crisci

ADDRESS: 212 Montell Drive Georgetown, TX

PHONE NUMBER: \_\_\_\_\_

EMAIL: \_\_\_\_\_

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COMMENTS: Escalera Ranch, The Preserve, and future development of Patience Ranch has only (one) point of ingress/egress for approximately 150 existing homes and Approved for a new development of approximately 80 homes. The proposed plan does (not) provide for these homeowners to exit the communities and travel EAST toward Georgetown from the single point of ingress/egress. Homeowners would be required to travel (west) only past Gracy Park to the (rear) exit of Reagan's Overlook to turn to travel east.  
This creates a safety issue for access by medical

*Approved*

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RM 2243 Project  
Comment Card  
Virtual Public Meeting



Emergency vehicles And evacuation Ability of neighborhoods.

Note: The Flintrock / Reagan's Overlook is a secondary ingress/egress for that community with the main ingress/egress on Ronald Reagan.

Second: The proposed exit ramp off the proposed major thoroughfare empties so close to the Escalena Entrance, it would be <sup>extremely</sup> difficult to exit, cross over 3 lanes of traffic to enter the community.

With only one entrance/exit to our communities, this plan is not only problematic it is dangerous for the reasons stated herein.

6/4/2021

# Virtual Public Meeting Comment Form

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Name

Stephen Lycan

Address

505 Flintlock D.

Phone number



Email



Comments:

FM 2243 needs to be straightened out. It needs a middle turn lane. 2243 does not need the massive expansion that is planned by the county. We do not need a divided hwy. with feeder roads on either side for commercial expansion. This is a rural neighborhood road and needs to remain that way. The noise pollution alone will be unbearable to the existing residents.

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Name

Weston Wicks

Address

310 S Ridge Cir

Phone number

[REDACTED]

Email

[REDACTED]

**Comments:**

With the development of this potential massive highway, please do all you can with the design to guide traffic to I-35 using the SW Bypass. If traffic increases drastically and it all continues to flow east of the SW Bypass on Leander Road, past the middle school and to I-35, it will be nearly impossible for residents to make left turns out of the River Ridge neighborhood. Please take this into consideration as the traffic during the morning and night time are making it difficult to safely take left turns. If you build more lanes with faster speeds, more cars will use RM 2243 and in turn cause a HUGE amount of traffic between the SW Bypass and I-35. The stop lights will become so backed up that residents along this road will suffer the same traffic that is now wrecking Highway 29. Please do all you can in the design to direct traffic to use the SW Bypass. Maybe even apply restrictions on heavy trucks that requires the trucks over a certain weight to use the SW Bypass. Thanks

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Name

Matt Jacobi

Address

309 Old Pecan Ln, Leander TX 78641

Phone number

[REDACTED]

Email

[REDACTED]

**Comments:**

This design/realignment moves 10-lane highway within 1000ft of our home and other homes in a neighborhood (Reagan's Overlook) of acreage homesites, zoned single-family rural. It doesn't feel very rural having a massive highway in your backyard. This isn't a couple of old farmhouses; this a new neighborhood with homes currently valued at 1M+ that pay a lot of property taxes.

What is being done to limit the impact on nearby neighborhoods? Can the alignment of the road be shifted any further south to limit the impact? What can be done with pavement types or road elevation to reduce noise? Can a noise barrier be installed? Can a thick wall of trees be planted as a buffer? Can speed limits be capped? What about noise ordinances related to the speed of large trucks or restrictions on things like engine braking?

The request is not to stop construction, but to ensure that people who have built their homes in a new neighborhood of acreage homesites aren't driven from them and don't see their property values decrease.

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Name

Wendy Jungmann

Address

409 Old Pecan Lane

Phone number



Email



**Comments:**

We do not want this huge highway built in our backyard. There is absolutely no reason why you couldn't widen the existing 2243 footprint to a 4/6 lane divided roadway instead of taking this practically all the way into our backyard in Reagan's Overlook. It will cause major traffic noise and decrease our property value because of how close it is. I can only imagine the negative environmental impact. Why couldn't you make Highway 29 or 1431 larger to accommodate traffic? Those are already major thoroughfares that can accommodate expansion. Instead, you are cutting through private land to negatively impacting families that built forever homes here. I doubt this will make any difference because my husband used to work for TXDOT and we know that you don't care how this impacts homeowners.

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Name

Cory Thayer

Address

14 Warfield, Leander, TX 78641

Phone number



Email



**Comments:**

Phase 3 of "rm2243" improvement project seems detrimental to several hundred, maybe thousands, of residents in the nearby area. IMO proposals to make 2243 a major 9 lane hwy/access road system (from today's 2 lanes) connecting northern 183a toll with hwy35 bypass seems short sighted given all the residential development in this road. Moving further north for a larger hwy system like this would be more foward looking. That along with proceeding no further than phase 1 of rm2243 (adding a turn lane) or at most adding 2 lanes each way, and a turn lane would be MORE than required for generations.

A final plea, please don't make this area a major bypass.. following through with the proposal will change the traffic flow from predominantly local to a major bypass supporting all state hwy 35 traffic wishing to fly through our area to reach 183 toll. ...I and my neighbors don't want that in our back yard.

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Name

Libby Brunson

Address

3308 Vista Heights Dr

Phone number



Email



Comments:

I am concerned that a 10 lane highway is being built right outside my community of Reagan's Overlook for two reasons; safety and noise. I know we need the road expanded, I just ask that all precautions and considerations will be taken to ensure that a stop light will be placed at the entrance to RO and something be created to dampen the noise from the highway. Thank you!

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Name

Sheri Wood

Address

3312 Vista Heights Dr., Leander, TX

Phone number



Email



**Comments:**

I live in Reagan's Overlook and the changes suggested may well help with congestion over the future, but will greatly increase the road noise we hear in our neighborhood.

Please add to this plan a noise cancelling wall and the planting of trees to help reduce the noise impact on our community. We can already hear 2243, and has you build a bigger, much more congested route, the noise will increase exponentially.

Sheri Wood

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Name

Rachel Vincent

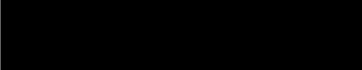
Address

304 Limestone Creek Rd, Leander, TX 78641

Phone number



Email



Comments:

The proposed highway that will turn 2243 from being two lanes to potentially ten is really concerning as we are one of the closest homes to the 2243 entrance. We are concerned for the potential impact on safety, outside traffic coming into our neighborhood/driveways, and because the mailbox is situated just past our driveway, we cannot put up a gate to secure our street even if our HOA approved it. Please reconsider making the road so close to our neighborhood. We purchased into this neighborhood for its quiet and safe atmosphere and now we are considering moving due to this freeway being built so close to our house.

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Name

Jagadeesan Jayachandran

Address

2716 vista heights dr Leander

Phone number



Email



Comments:

I see that Ronald reagon road is also getting widened during 2243 expansion plan. and the distance from road to my house is hardly 20ft, Would appreciate if the town can add noise blocking walls like we have on 1431 to live peacefully, we pay very high taxes to leander City and i presume our requests would be considered.

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Name

Michelle Bolner

Address

3304 Vista Heights Drive, Leander, TX 78641

Phone number

[REDACTED]

Email

[REDACTED]

Comments:

As a resident of Reagan's Overlook, we're concerned about the added traffic noise and congestion that this project will add to our immediate roadways. Since increasing traffic is unavoidable, we would like to propose a sound barrier be installed to dampen the traffic noise from this new roadway. Currently we can easily hear morning traffic (large construction vehicles, contractor trucks, etc.) from our yard on the far side of the neighborhood, which wasn't audible 3 years ago. If this serves as an indicator of what's to come, a sound barrier will be essential from Garey Park to Ronald Reagan, or our properties values will suffer.

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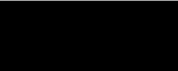
Name

Bob Fitzner

Address

400 Greenwood Dr.

Phone number



Email



**Comments:**

- (1) Is there a proposed schedule for the various phases of work?
- (2) Is the drainage design based on the most recent rainfall events from NWS Atlas 14 info? If not, which data is being used; why?
- (3) Are there coordination meetings with LCRA? They recently installed several transmission towers around Ronald Regan and RM 2243.
- (4) Is there any way to assist TxDOT and/or WILCO by completing Constructability Reviews for any phases of this work?

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Name

Michelle Jacobi

Address

309 Old Pecan Ln, Leander, TX 78641

Phone number



Email



**Comments:**

What I'd really like to tell you about this road is that I think it's complete overkill for the location and the situation. There is no reason that a 5-lane road like 1431 or 29 wouldn't work here.

But I understand that we are probably too far along in the process to actually stop the building of the road, so I'll ask for some considerations instead:

- The road is being built VERY close to some neighborhoods. My quiet home will now almost back up to a freeway. Please consider realigning the road slightly to push it further south and away from Reagan's Overlook and Escalera Ranch.
- Please help us block the noise! This may be a sound barrier wall and/or a whole lot of trees. It may also mean reducing speed limits and engine braking near neighborhoods.
- Please limit the construction noise to reasonable hours.

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Name

Amy Malnar

Address

2905 Vista Heights Drive, Leander TX

Phone number



Email



Comments:

I have many major concerns with this project. How do you intend to control noise pollution with the increase in traffic? Will we be able to safely enter and exit our neighborhood? Will there be an increase in traffic to cut through our neighborhood?

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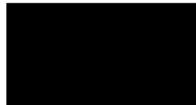
Name

Jolene Denny

Address

110 Antler Dr, Georgetown, TX 78628

Phone number



Email



**Comments:**

We moved here 8 yrs ago after retiring from the military. We loved the quiet, country feel of living off RM 2243. We are able to enjoy horse ownership here. Now we are surrounded by cookie cutter housing developments and a projected major highway!

I strongly believe that RM 2243 needs a turn lane, and has for a long time. There has been fatalities on this road because of the lack of adequate space for speed reduction/turning. I will support that any day.

If this becomes a major highway we will be quickly moving out of this county. We have already considered that this is not our "forever" home because of property taxes and the increase of housing developments and commercial businesses taking all the open land.

Georgetown is quickly losing the "feel" that has drawn us and many others to this area.

Thank you for your consideration.

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

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

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# Virtual Public Meeting Comment Form

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Name

Laurie Holden

Address

3200 Vista Heights Drive Leander 78641

Phone number

[REDACTED]

Email

[REDACTED]

Comments:

We are extremely concerned about the noise level of traffic that this expansion will bring to Reagan's Overlook. Our residents purchased our 1 acre+ lots due to its peaceful and quiet atmosphere. Please take our community's needs into consideration. We pay very high property taxes and if the traffic noise volume increases there will be many of us moving out to find our homes elsewhere. Thank you.

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

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Name

Ramu Ravilla

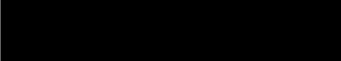
Address

309 limestone creek rd

Phone number



Email



Comments:

Please plant trees and build sound barriers along 2243, in Reagan's overlook!

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

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Name

Joe Joyce

Address

405 Unity Dr

Phone number



Email



Comments:

I would like to see noise barriers put up to prevent noise in neighborhoods backing up to new road. Also trees planted would help with noise reduction

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

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Name

Robert and Linda Blanchard

Address

3612 Juniper Rim Road, Leander, Texas

Phone number



Email



Comments:

We live inside a neighborhood that has an entrance via 2243. We already hear loud traffic on that road (when we are inside our home) so we hope there is a noise barrier. Also, numerous car crashes have occurred at that entrance and these violent accidents are occurring at an alarmingly increasing rate. Final plans must address these issues. Finally, there are only two entrances to this neighborhood, so ingress needs to be assured from both directions.

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

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Name

Troy funk

Address

401 old pecan lane leader tx 78641

Phone number



Email



Comments:

I believe the new road needs clear mitigation's for noise. The road will be moved closer to the neighborhoods to the north. Noise mitigation is a must. A standard arterial road is far more appropriate than what has been proposed.

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

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Name

Sujit Kumar Somanadhan

Address

2420 carretera dr, Leander , tx 78641

Phone number



Email



Comments:

Appreciate this effort and highly support the hero way enhancement.

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

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Name

Aly

Address

Phone number

Email

Comments:

Project sounds great! Thanks for giving us an opportunity to learn more and weigh in.

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

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Name

Alex & Bonnie Gonzalez

Address

324 Limestone Creek Rd., Leander

Phone number



Email



**Comments:**

Clearly there is a need to expand 2243 to accommodate the increase in traffic as well as create a safer entrance for residents of Reagan's Overlook and The Enclave at Reagan's Overlook. However, the current proposal feels excessive. It seems like a 5-lane road similar to 1431 or 29 would work just fine.

The proposed road comes very close to neighborhoods including Escalara Ranch, Reagan's Overlook, and The Enclave at Reagan's Overlook, and will cause considerable noise and light pollution. The recent increase in homeless communities under 183 throughout North Austin and Cedar Park is concerning as well. Please consider realigning the road further south and away from these neighborhoods.

We're very interested in hearing options for sound blocking in either a barrier wall and/or large rows of trees. Reducing speed limits and banning engine braking near these neighborhoods is greatly appreciated.

Finally, in consideration of the fact that many of us are now working from home full-time and have small children who need their rest, we appreciate the effort to limit construction noise to reasonable hours.

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Name

Tiffany Abdelkarim

Address

224 seminole canyon dr georgetown texas

Phone number



Email



Comments:

Phase 3 seems detrimental to several hundred of residents in the nearby area. To make 2243 a 9 lane highway is short sighted given all the residential development on this road. Moving the 9 lane highway system more north would be better for the residents living in this area.

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Name

Dusty Myers

Address

312 Limestone Creek Rd

Phone number



Email



Comments:

This multi phase proposal is the equivalent to the current versions of Interstate 35 or Interstate 20. FM2243 is not an interstate thoroughfare, was never intended for that, and common sense says there is no reasonable model that justifies an interstate type connection between Leander and I-35. At the most, an equivalent of FM 1431 might be justified over the next 10 years.

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Name

Jamie Armstrong

Address

509 Unity Dr., Lander, TX, 78641 (Reagan's Overlook)

Phone number



Email



**Comments:**

I live in Reagan's Overlook and I am requesting that you make the new road being built on 2243 smaller, put in a huge sound barrier wall, and reconsider moving to hwy 29. 10 lanes wide is more lanes than IH 35 - that is crazy. I realize we need something bigger than the 2 lanes right now, but could HWY 29 be the main road to bring people to 183A? If this is a go, please scale the whole project down and make sure there will be sufficient sound barrier walls to protect Reagan's Overlook. When we decided to make the BIG financial decision to buy and build in Reagan's Overlook 8 years ago we knew things would grow and change, but not so much that one road could directly effect us (value of our house, road noise sitting in our back yard, etc...) in such a negative way. Please reconsider your plans and scale down the road, make sure there are BIG, THICK barrier walls protecting Reagan's Overlook, or move it to HWY 29. Thank you for your time and consideration!

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Name

Jeff Armstrong

Address

509 Unity Drive, Leander, Tx

Phone number

[REDACTED]

Email

[REDACTED]

Comments:

It seems a super 8-lane highway is a bit more than would ever be needed. You can't widen 2243 I. Leander to accommodate that amount of traffics and likewise can't widen the road in Georgetown that much either. Is this plan more than needed?

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Name

Tim Andrews

Address

2106 CR 176, Georgetown, Tx. 78628

Phone number



Email



**Comments:**

I think it's wrong to claim Covid protocols at this time. We have 15 months of experience to fall back on and a majority are vaccinated anyway. If its been more than a year since the last meeting this should be done publicly.

I'd like to meet my affected neighbors and talk to them and the "directly" affected landowners and understand how they are being treated during negotiations. Txdot hasn't been the best steward of our tax dollars over the years and this so called "presentation" is short on details, but especially monetary details. This doesn't instill confidence in my County Commisioner nor the entire Wilco Court and Txdot.

So, this first phase consists of 2 lanes, plus a center turn lane? This sounds great until the road becomes choked with business entrances and traffic increases. Soon enough the left turn opportunities are shorter and riskier. The horrific head-ons and rear ends will follow. Remember "pray for me, I drive 183"? I will never forget the insane number of accidents on that roadway and it didn't have the added burden of multiple rock quarries and a constant stream of gravel trucks.

You need to limit the number of business and subdivision entrances and you must mandate exit lanes for ALL right turns. Plus, you should completely limit the building of "in and out" types of businesses along this frontage, until such time as the limited access roadways are built with one way traffic on the access lanes.

What will the speed limit be? How much of the row can or has been purchased with existing bond money and how much must be purchased with unspent bonds vs new bonds? How wide is the future mega highway? The finished road, freeway plus access lanes, runoffs and drainage? 150'? 300'?

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Presentation and Script

## RM 2243 IMPROVEMENTS

Williamson County, Texas

Virtual Public Meeting  
May 25 – June 9, 2021



Welcome to the Virtual Public Meeting for the RM 2243 Project. We appreciate you taking the time to view the details of this project and welcome you to contact our team if you have any questions. We are also interested in your comments. Contact information for questions or comments is noted at the end of this presentation. Your comments or questions are welcome any time but to be documented in the virtual public meeting record, we must receive them by Wednesday, June 9, 2021.

Given the unique circumstance of the COVID-19 outbreak, along with our commitment to protecting public health during this national emergency, TxDOT and Williamson County are conducting this virtual public meeting to avoid in-person contact. At this time, the online format will be in lieu of an in-person public meeting. The presentation will cover the same information Williamson County and the TxDOT Austin District would have shared at an in-person public meeting.

During the virtual meeting, you may pause the presentation and navigate forward or backward using your video player. We will walk you through the project overview, background, environmental overview, the project development process, and how to share comments.



## PROJECT OVERVIEW



### RM 2243

From 183A to Southwest Bypass

The project would address safety, mobility and connectivity for motorists in the rapidly growing area by ultimately widening and realigning to straighten RM 2243.



TxDOT and the County are proposing the reconstruction and widening of RM 2243 from 183A to Southwest Bypass to improve roadway design and address safety, mobility, and connectivity for motorists in this rapidly growing area.

The proposed project would be constructed in phases, ultimately resulting in a controlled-access roadway with mainlanes and two one-way frontage roads. In this virtual meeting, we will discuss the design process for the ultimate improvements and explain which improvements are anticipated in the first phase of construction.



## WILLIAMSON COUNTY GROWTH



Williamson County  
has seen a  
**population  
increase of 39.8%**  
between 2010 and 2019

2050 POPULATION  
ESTIMATE  
**1,638,796**

CURRENT  
POPULATION



### 3X Population Growth

The population of WIICo is  
estimated to be 1,638,796  
by 2050—nearly three times  
what it is now

**29.4% Growth in Home Sales**

From September 2019 to  
September 2020

Sources: US Census Bureau, Texas Demographics Center, Austin Board of Realtors Central Texas Housing Market Report

This project is being developed in the context of rapid growth and development in the area. Williamson County has experienced immense growth in recent years, and current population projections predict that this trend will continue.

Williamson County is the 9<sup>th</sup> fastest growing large county in the nation, having increased its population by nearly 40% between 2010 and 2019. Looking to the future, it is estimated that by 2050 the County will have nearly three times its current population, which amounts to just over 1.6 million residents. This growing population has brought with it a nearly 30% increase in home sales between September 2019 and September 2020.

It is the County's responsibility to plan for and address transportation needs now and in the future. Current growth requires additional roadway infrastructure to keep pace with the increased number of residents and vehicles and to better protect residents' quality of life.



## PROJECT NEED AND PURPOSE



### Project Need

The project is needed because (a) the existing capacity of the roadway is inadequate to meet current and future traffic volumes resulting in reduced mobility between the 183A Toll Road and Southwest Bypass within central Williamson County; (b) past, present and future population growth; and (c) overall safety improvements to accommodate growth in the corridor.

### Project Purpose



Improve mobility and capacity by adding additional lanes



Improve safety by realigning to straighten curves along RM 2243



Provide paths for safe pedestrian and bicycle travel

The project is needed for a number of reasons. First and foremost, the existing capacity on the roadway is inadequate to meet current and future traffic volumes, resulting in reduced mobility between 183A and Southwest Bypass within central Williamson County. Second, this project also addresses overall safety improvements to accommodate current and future population growth in the corridor.



## BACKGROUND



### 2016

- Need for improvements identified in Williamson County Long-Range Transportation Plan



### 2018

- TxDOT Feasibility Study identified safety and mobility improvements
  - Determined type of roadway needed
  - Created preliminary schematic to connect 183A to I-35
    - Presented at November 2018 public meeting with approximately 220 attendees and 110 comments submitted



Feasibility Study Summary Report  
RM 2243  
November 18, 2018  
Williamson County, Texas  
CDE 2209 01002  
June 2019  
This document is a summary of the findings and recommendations of the Feasibility Study for RM 2243 from 183A to I-35. It is not a final design document.

In 2016, Williamson County identified the need for improvements to RM 2243 in its Long-Range Transportation Plan. In 2018, the TxDOT Austin District launched a feasibility study on RM 2243 to identify needed safety and mobility improvements to address traffic growth and connectivity between 183A and I-35. The study was conducted to determine the type of roadway and right-of-way requirements needed to address the growing traffic demands along RM 2243.

TxDOT held a public meeting in November 2018 to share a preliminary schematic connecting 183A to I-35 and gather public input to help identify the best options that could move into further development.



## BACKGROUND



### 2019

- CAMPO awarded funds to complete preliminary design and environmental clearance between 183A and Southwest Bypass
- Voters approved the 2019 Road Bond, which secured funding for the design, construction, and right of way for the first phase of the project

### 2020

- Williamson County and TxDOT begin RM 2243 detailed design and environmental review process

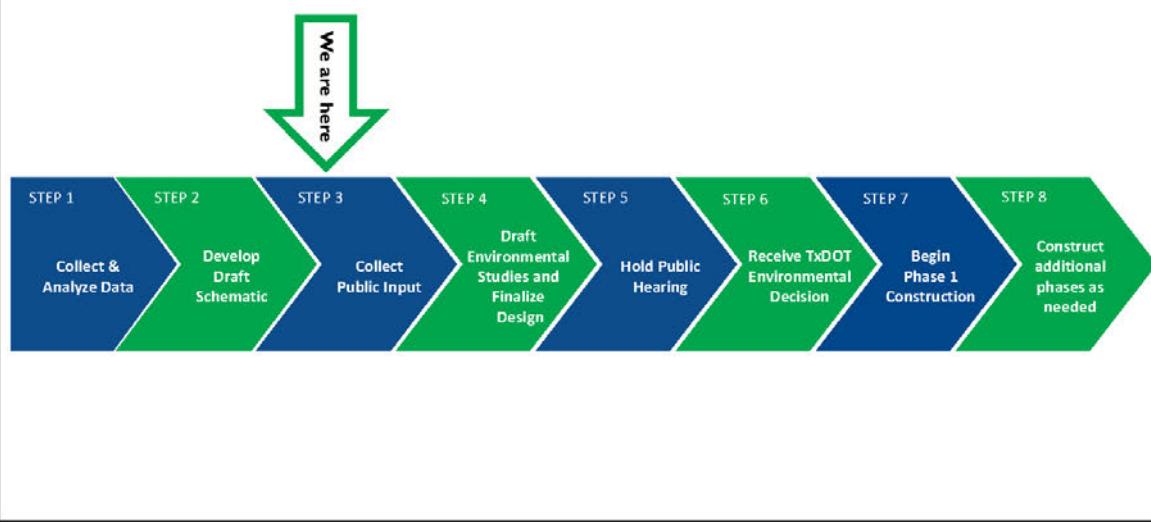


In 2019, the Capital Area Metropolitan Planning Organization (or CAMPO) awarded funds to complete preliminary design and secure environmental clearance for the RM 2243 project between 183A and Southwest Bypass. The same year, voters approved the 2019 Road Bond which secured funding for the design, construction, and right-of-way acquisition for the first phase of the project.

In 2020, TxDOT and the County began working together to build on the feasibility study findings to create a detailed design and conduct environmental review for the recommended improvements. This process will lay out the design for future phases and construction plans for one frontage road to be constructed in the first phase.



## DESIGN AND ENVIRONMENTAL PROCESS



There are several steps in developing this project before construction. The project engineers have collected and analyzed technical data to develop the preliminary detailed schematic, which is available for viewing on the project webpage. We are collecting feedback from the community and will use that feedback in conjunction with additional technical evaluations to refine the plans in future phases. Once we complete draft environmental studies and finalize the project design, TxDOT would review the environmental documents and a public hearing would be held to gather additional input. TxDOT would subsequently provide an Environmental Decision. Then the first phase would be constructed. As growth occurs and the need arises, funding would be identified for subsequent phases of the project to move forward.



## ROUTE REFINEMENT AND EVALUATION PROCESS



### Evaluation Phases:

**Initial Research and Data Collection:**  
TxDOT Feasibility Study



**Detailed Investigations and Fieldwork:**  
Current Environmental Process



**Design Refinement:**  
Ongoing based on evaluations

### Environmental Factors:



ENGINEERING AND CONSTRUCTION FEASIBILITY



ENVIRONMENTAL IMPACTS



COMMUNITY IMPACT AND PUBLIC COMMENTS



ROW ANALYSIS



CULTURAL RESOURCES



LAND USE

*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.*

Throughout the development of this project, TxDOT and the County are evaluating several environmental factors to identify and design improvements. This process began in the feasibility study and is carried forward in this more detailed design phase, which will evaluate potential impacts to the environment in accordance with the National Environmental Policy Act, or NEPA. The same factors will continue to be evaluated as the design is refined, ultimately resulting in an environmental decision for the project.

Factors considered in the feasibility study that are now being evaluated through fieldwork and engineering analysis include:

- Engineering and construction feasibility
- Environmental impacts
- Community impact and public comments
- Right-of-way analysis
- Cultural resources, and
- Land use



## PROPOSED NEAR TERM IMPROVEMENTS



Construction funding has only been identified for the first phase of improvements through the **voter-approved 2019 Road Bond**.

In the near term, the County is proposing to:

**Construct a three-lane frontage road to serve two-way traffic**

**Upgrade drainage**

At this time, construction funding has only been identified for the first phase of this project through the voter-approved 2019 Road Bond. In the near term, the County is proposing to:

- Construct a single three-lane frontage road, which would serve two-way traffic until the other frontage road is built in a future phase, and
- Upgrade drainage

Limits of the first phase of construction will be dependent on funding.



## PROPOSED LONG TERM IMPROVEMENTS



Once growth occurs and the need arises, future phases will be constructed as funding is identified. Future phases could:

**Construct a second three-lane frontage road and convert both frontage roads to one-way travel**

**Widen to create two controlled access lanes in each direction separated with a concrete barrier**

**Construct a 10-foot shared-use path for pedestrians and bicycles on the either side of the roadway**

While design and planning for all future phases will be completed as part of this effort, Williamson County and TxDOT will evaluate the priority for moving this project forward and explore options for securing funding as the need arises. Possible sources of funding include state or federal dollars as well as local funds from Williamson County.

Once growth occurs and the need arises, future phases will be constructed as funding is identified. Future phases could:

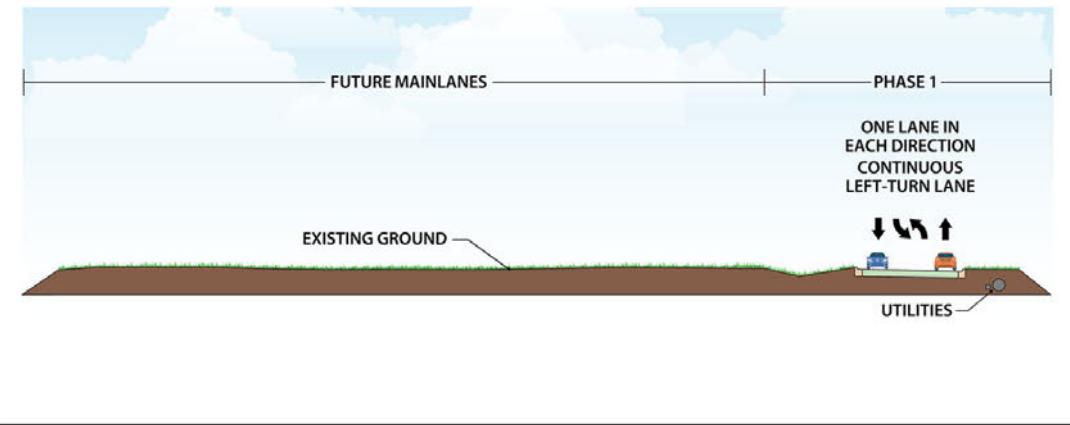
- Construct a second three lane frontage road and convert both frontage roads to one-way travel,
- Widen to create two controlled access lanes in each direction with a divided barrier, and
- Construct a 10-foot shared-use path (SUP) for pedestrians and bicycles on either side of the roadway.



## PROPOSED IMPROVEMENTS



### Potential Phasing Concepts for RM 2243 from 183A to Southwest Bypass



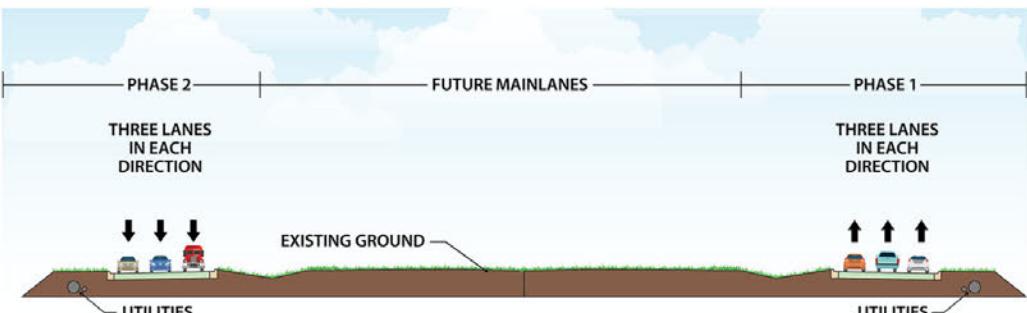
The ultimate project would be constructed in phases. The first phase – the only phase with construction funding identified - could look similar to what is shown in this graphic. This includes one travel lane in each direction with a center-turn lane.



## PROPOSED IMPROVEMENTS



### Potential Phasing Concepts for RM 2243 from 183A to Southwest Bypass



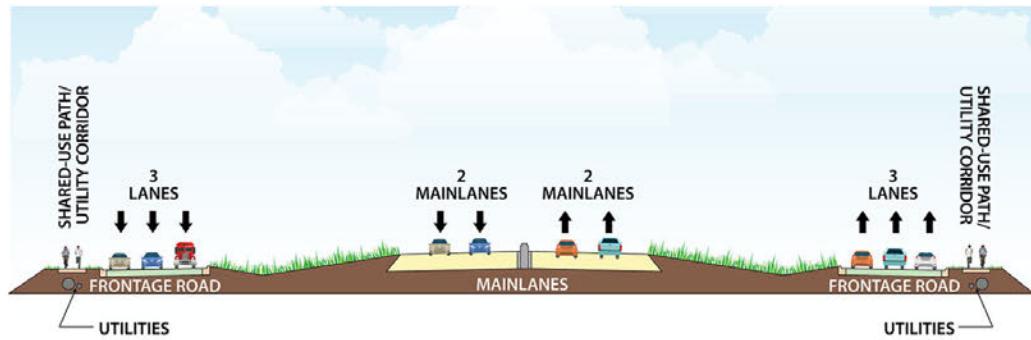
Because the County is designing and preparing now for possible future improvements, as more growth occurs and the need arises, additional capacity can be added in phases as shown here.



## PROPOSED IMPROVEMENTS



### Potential Phasing Concepts for RM 2243 from 183A to Southwest Bypass



The full project schematic is available for viewing or download on the meeting webpage. The schematic provides a more in depth look at details such as shared use path locations, driveway changes, and where right of way may need to be purchased.



## COMMENTS



### How to Provide Comments

Your comments and questions are welcome. To submit an official comment for the meeting report, please use one the following methods:



Mail:

Williamson County Public Information Office  
710 S. Main Street, Suite 101,  
Georgetown, TX 78626



Email:

[roads@wilco.org](mailto:roads@wilco.org)



Leave a voicemail:

512-400-4162 ext. 2

All comments must be received or postmarked by June 9, 2021 to be included in official meeting documentation.



The information shared in this virtual meeting will continue to be available on our meeting webpage. We welcome any feedback you might have on the information presented and the proposed project plans. Please send your comments by mail, email, or voicemail.

Your input will be documented and used to further refine the plans and in developing more in-depth design when the project moves forward in future phases. Responses to comments received by Wednesday, June 9, 2021 will be published with the virtual meeting report on the meeting webpage in the coming months.

# Thank you!

Please reach out to the project team with any questions.

📞 512-400-4162 ext. 1

✉️ [roads@wilco.org](mailto:roads@wilco.org)



The public may call 512-400-4162 ext. 1 during regular office hours to speak with a project team member or email [roads@wilco.org](mailto:roads@wilco.org) for more information at any time in the project development process.

Thank you for your interest and we look forward to hearing from you.

Schematic





# RM 2243 PROJECT

## FACT SHEET

Updated May 2021

**County Commissioners:** Commissioner Cynthia Long, Precinct 2 & Commissioner Valerie Covey, Precinct 3

**Project Limits:** 183A to Southwest Bypass

**Project Schedule:** Design began in 2020 with construction expected to begin in late 2022

**Issues to be addressed:** Safety, mobility and connectivity

**Project Engineers:** BGE, Inc.

### PROJECT DESCRIPTION:

The Texas Department of Transportation and Williamson County are proposing the reconstruction and widening of RM 2243 from 183A to Southwest Bypass in Williamson County. The proposed RM 2243 project is a controlled-access roadway, which includes two mainlanes in each direction separated by a concrete barrier, with flyovers to 183A and Ronald Reagan Boulevard. The roadway also includes two three-lane frontage roads with access ramps on either side of the mainlanes.

The road will be built in phases as growth occurs and as funding becomes available. The first phase of construction is anticipated to include a single frontage road, which would serve two-way traffic until the other frontage road is built in a future phase. Limits of the first phase of construction will be dependent on funding.

Design and environmental surveying began in early 2020 and phase one of construction is expected to begin in late 2022. The first phase of the proposed project is primarily funded through the voter-approved 2019 Road Bond.



## WHY THE PROJECT IS NEEDED:

Williamson County has experienced tremendous growth and current population projections predict that this trend will continue. It is the County's responsibility to plan for and address transportation needs now and in the future. Current growth requires additional roadway infrastructure to keep pace with the increased number of residents and vehicles and to better protect the quality of life for residents.



Williamson County has seen a  
**population increase of 39.8%**  
between 2010 and 2019

## PROJECT HISTORY:

In 2018, the TxDOT Austin District launched a corridor study on RM 2243 to determine future roadway improvements needed to address traffic growth and connectivity to 183A and I-35. The RM 2243 project is a continuation of the study; however, it excludes the portion between Southwest Bypass and I-35.

TxDOT held a public meeting in November 2018 to gather input from the community about their concerns and to help identify the best option for future development phases. Using the information gathered, TxDOT developed a preliminary schematic that connects 183A to Southwest Bypass. Williamson County is working with TxDOT to design the ultimate schematic.

## WHAT HAPPENS NEXT:

The engineer, BGE, Inc., is completing the study and design of the RM 2243 Project. The County will meet with impacted property owners to discuss the project and next steps.

The County, in coordination with TxDOT, is hosting a virtual public meeting to share information about the project and gather public feedback on the proposed improvements. A recorded presentation by project staff will include both audio and visual information on the project and will be available on this project webpage ([www.wilco.org/RM2243](http://www.wilco.org/RM2243)) from Tuesday, May 25, 2021, at 9 a.m. to Wednesday, June 9, 2021, at 5 p.m.

## MORE INFORMATION

For more information about this project, or to sign up for email updates, please contact our public involvement team by calling 512-943-1195 or emailing [roads@wilco.org](mailto:roads@wilco.org). Project materials and updates will be posted on the RM 2243 Project page of the website: [www.wilco.org/RM2243](http://www.wilco.org/RM2243).



# RM 2243 PROJECT

## FREQUENTLY ASKED QUESTIONS

Updated May 2021

### 1. What is the RM 2243 project?

The proposed RM 2243 project is a controlled-access roadway, which includes two mainlanes in each direction separated by a concrete barrier, with flyovers to 183A and Ronald Reagan Boulevard. The roadway also includes two three-lane frontage roads with access ramps on either side of the mainlanes.

The road will be built in phases as growth occurs and as funding becomes available. The first phase of construction is anticipated to include a single frontage road, which would serve two-way traffic until the other frontage road is built in a future phase. Limits of the first phase of construction will be dependent on funding.

The RM 2243 project would alleviate congestion, provide safety improvements, and help plan for the future of the region. This project is a part of the County's Long-Range Transportation Plan (LRTP) and is being funded through the voter-approved 2019 Road Bond.

### 2. What is the Williamson County LRTP?

The Williamson County Commissioners Court adopted the LRTP in October 2009. The plan is regularly updated based on current needs, population projections, and anticipated future mobility and safety needs. The planning process to develop the LRTP involves working with the public, cities, neighboring counties, and transportation and planning agencies to gather input and coordinate connectivity and mobility. The most recent amendments to the LRTP outline a network of roadways that will improve safety and mobility across the County and includes a map of potential controlled access facilities and arterial roadways. These roadways are conceptual only to show general locations and connections needed. To learn more about the LRTP, visit [www.wilco.org/lrtp](http://www.wilco.org/lrtp).

### 3. Why is the RM 2243 project needed?

Williamson County is the 9<sup>th</sup> fastest growing large county in the nation, having increased its population by 39.8 percent between 2010 and 2019\*, and current population projections predict that this trend will continue. It is the County's responsibility to plan for and address transportation needs now and in the future. Current growth requires additional roadway infrastructure to keep pace with the increased number of residents and vehicles and to better protect the quality of life for residents.

### 4. What are the project limits?

The project limits are from 183A to Southwest Bypass.

\* Source: US Census Bureau, [County Population Totals: 2010-2019](#)

## **5. What is the timeline for this project?**

Design and environmental surveying for the RM 2243 project began in early 2020 and phase one construction is expected to begin in late 2022.

## **6. What is the virtual public meeting for?**

Williamson County, in coordination with TxDOT, is hosting a virtual public meeting to share information about the project and gather public feedback on the proposed improvements. A recorded presentation by project staff will include both audio and visual information on the project and will be available on the project webpage ([www.wilco.org/RM2243](http://www.wilco.org/RM2243)) from Tuesday, May 25, 2021, at 9 a.m. to Wednesday, June 9, 2021, at 5 p.m.

## **7. Why is the public meeting being held virtually?**

Given the unique circumstance of the COVID-19 pandemic, along with our commitment to protecting public health during this national emergency, Williamson County will be conducting the public meeting for this project virtually to avoid in-person contact. At this time, the online format will be in lieu of an in-person public meeting. Please visit [www.wilco.org/coronavirus](http://www.wilco.org/coronavirus) for more information on the County's COVID-19 response.

## **8. How can I leave a comment on the virtual public meeting?**

You may submit a comment using the [online comment form](#) or any of the following methods:

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

**Email:** [roads@wilco.org](mailto:roads@wilco.org)

**Voice-mail:** 512-400-4162, extension 2

Comments must be received by Wednesday, June 9, 2021, at 5 p.m. to be included in the official summary report. Responses to comments will be available online at [www.wilco.org/RM2243](http://www.wilco.org/RM2243) once they have been prepared.

## **9. How was the alignment of the project determined?**

In 2018, the TxDOT Austin District launched a corridor study on RM 2243 to determine future roadway improvements needed to address traffic growth and connectivity to 183A and I-35. The study was conducted to determine key roadway improvements and right-of-way (ROW) requirements needed to address the growing traffic demands along RM 2243.

TxDOT held a public meeting in November 2018 to gather input from the community about their concerns and to help identify the best option for future development phases. Using the information gathered, TxDOT developed a preliminary schematic and alignment that connects 183A to I-35. Williamson County is working with TxDOT to design the ultimate schematic between 183A and Southwest Bypass.

## **10. How will residents and business owners along the alignment be impacted?**

As part of the design process, the project will require environmental approval before construction of the project can move forward. After the project receives environmental approval, the County's public involvement team will meet with affected property owners to discuss the project in more detail, including how properties are impacted.

The County will build the road as the growth necessitates it and as funding becomes available, starting with the first frontage road in 2022. The County will work with willing sellers and developers who are impacted by the ultimate roadway to preserve the ROW before property values make the improvement cost prohibitive.

## **11. How much ROW will be needed and how will property owners be compensated?**

The formal ROW 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 impacts of the project on the remaining property after acquisition and construction of the proposed roadway will be considered when determining the ROW value.

## **12. Will the County acquire any homes or businesses for the roadway using eminent domain?**

Williamson County carefully considers all ROW needs and strives to have the least adverse impact possible to homeowners and businesses. Several considerations are evaluated when setting roadway alignments, some of which include: engineering and construction feasibility, ROW analysis, land use, environmental impacts, cultural resources, and community impacts.

The proposed project would require additional ROW and displacements. The County is committed to conducting ROW negotiations in a manner that respects the private property rights of landowners and strives to achieve voluntarily negotiated ROW acquisitions, whenever possible. If a qualifying owner or occupant is displaced from their home or business as a direct result of the project, then the County will make relocation assistance benefits available according to the provisions and requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act ("The Uniform Act"). Information about services and benefits for those displaced and other affected property owners, as well as information about the tentative schedule for ROW acquisition and construction, can be obtained from the Williamson County Public Information Office by calling 512-943-1195.

## **13. Where will funding for the project come from?**

The first phase of the proposed RM 2243 project is primarily funded through the voter-approved 2019 Williamson County Road Bond. Additional funding for the planning phase was also provided by the Capital Area Metropolitan Planning Organization. Funding for future construction can come from many sources; the most common are road bonds, and partnerships between federal, state, county, and city governments.

## **14. What is the County doing to improve our current roads?**

Maintaining our current road and transportation infrastructure is an important priority for the County. Williamson County is responsible for maintaining approximately 1,400 miles of county roads across 1,124 square miles. The County evaluates each road and has created a schedule for resurfacing neighborhood roads and county roads, as well as conducting major maintenance, when necessary. All tax revenue designated for Road and Bridge goes to maintaining the County roadway system. If you have questions or maintenance requests for a county road, please email [roadadmin@wilco.org](mailto:roadadmin@wilco.org) or call 512-943-3330.

## **15. How can I get involved in the RM 2243 project?**

If you have questions about the project or would like to provide information about your property, please contact the County:

- Phone: 512-943-1195 (leave a message for a call back within 48 hours)
- Email: [roads@wilco.org](mailto:roads@wilco.org) (include “RM 2243” in the subject line)

If you are interested in participating in the virtual public meeting, please visit [www.wilco.org/RM2243](http://www.wilco.org/RM2243) for more information.



**RM 2243 Project  
Comment Card  
Virtual Public Meeting**



Comments must be received or postmarked by **Wednesday, June 9, 2021**, for inclusion in the official summary report of the virtual public meeting. You may submit your written comments and/or letters to the project team using one of the following methods:

- Mail: Williamson County Public Information Office  
710 S. Main Street, Suite 101  
Georgetown, TX 78626
- Email: [roads@wilco.org](mailto:roads@wilco.org)

For more information, please visit: [www.wilco.org/RM2243](http://www.wilco.org/RM2243).

**(PLEASE PRINT)**

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

PHONE NUMBER: \_\_\_\_\_

EMAIL: \_\_\_\_\_

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

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

**COMMENTS:** \_\_\_\_\_

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# RM 2243 Project Comment Card Virtual Public Meeting



*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to Chapter 3 of title 23, United States Code, Section 327 and a Memorandum of Understanding dated December 16, 2019, executed between the FHWA and TxDOT.*