



# Documentation of Public Meeting

## Corridor H / Sam Bass Road between RM 1431 and Wyoming Springs Drive

### Project Location

Williamson County, Texas  
Corridor H Improvement Study

### Meeting Location

Round Rock Presbyterian Church  
4010 Sam Bass Road, Round Rock, TX 78681

### Meeting Date and Time

May 17, 2018, 5:00 p.m. – 7:30 p.m.

### Translation Services

Spanish was available upon request

### Presenters

N/A

### Elected Officials in Attendance

Williamson County Commissioner Terry Cook, Precinct 1

### Total Number of Attendees (approx.)

146

### Total Number of Commenters

74

### Contents

#### Summary of Report

A. Notices .....	3
B. Sign-in Sheets.....	11
C. Figures.....	23
D. Comments Table.....	34
E. Comments Received.....	64

# Summary

Williamson County is studying Corridor H / Sam Bass Road between RM 1431 and Wyoming Springs Drive to identify opportunities to enhance safety and mobility. An Open House meeting was held on May 17, 2018 to share information about concepts for improvements, to provide an opportunity for the community to visit with the project team, and to collect input.

## **NOTICES**

Several different methods were used to notify the public of the Open House. Copies are included in Attachment A.

## *ADVERTISEMENT*

A print advertisement was published in the Round Rock Leader on April 28, 2018.

## *POSTCARD*

A postcard was mailed to property owners within approximately a ¼ mile radius of project limits on April 22, 2018.

## *EMAIL*

Email notifications were sent to area stakeholders from the [roads@wilco.org](mailto:roads@wilco.org) email address :

- On April 26, 2018 to share the Open House information
- On May 14, 2018 to remind stakeholders of the upcoming meeting

## *PRESS RELEASE*

Williamson County issued a press release on May 1, 2018 to share the Open House information.

## *SOCIAL MEDIA*

Social media messages were posted on Williamson County Facebook, Twitter, and NextDoor platforms (April 26, 2018 and May 16, 2018).

## *SIGNAGE*

Signs were placed along the corridor on May 9, 2018 promoting the Open House.

## **OPEN HOUSE INFORMATION**

**Date:** Wednesday, May 17, 2018, from 5:00 to 7:30 p.m.

**Location:** Round Rock Presbyterian Church, 4010 Sam Bass Rd., Round Rock, TX 78681

**Format:** The Open House format allowed attendees to come-and-go as they were available. A registration table was set up where attendees signed in and were given a project fact sheet. Project team members served as tour guides to walk the public through informational boards and maps and answer any questions. 146 people signed in at the meeting. Sign-in sheets are included in Attachment B.

The exhibits shared included:

- Sam Bass Road Improvements Overview
- Intersection Improvements at RM 1431
- Intersection Improvements at Great Oaks Drive
- Intersection Improvements at Walsh Ranch Boulevard
- Center Turn Lanes
- Traffic Data
- Population Growth
- Large-scale aerial maps

Handouts included:

- Fact Sheet
- Comment Card

Copies of exhibits and handouts, and photos of the meeting are included in Attachment C.

#### **PUBLIC INPUT**

The official public comment period occurred from May 17, 2018 through June 8, 2018. Comments were submitted in writing at the meeting, or via mail to: Williamson County Public Information, 710 S. Main St., Ste. 101, Georgetown, TX 78626 and email to: roads@wilco.org. A comment received on June 20, 2018, after the comment deadline, was included since it was received during the production of this report. Seventy-four comments were received. Documentation of comments received are included in Attachment D and copies of comments are included in Attachment E.

# ATTACHMENT A

## Notices

- Advertisement
- Postcard
- Email 1
- Email 2
- News release
- Social media
- Signs and map of locations placed



## OPEN HOUSE

### Corridor H / Sam Bass Road

Williamson County is developing a plan for improvements to enhance safety and mobility for Sam Bass Road between RM 1431 and Wyoming Springs Drive, referred to as Corridor H.

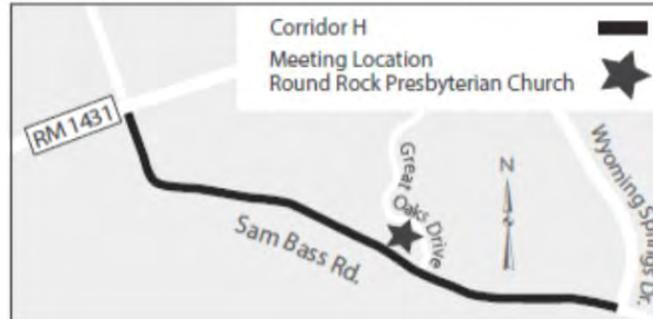
Please join us to learn more about concepts for improvements, visit with the project team, and share your input.

**Thursday, May 17, 2018**

**5:00 PM - 7:30 PM**

This meeting will be in an open house format, so please visit at your convenience.

**Round Rock  
Presbyterian Church  
4010 Sam Bass Rd.  
Round Rock, TX 78681**



### FOR MORE INFORMATION

[www.WilCo.org/Corridors](http://www.WilCo.org/Corridors)  
Corridor H  
[roads@wilco.org](mailto:roads@wilco.org)  
or call 512-943-1195

@wilcogov /wilcogov

This meeting will be conducted in English and a Spanish translator will be available. For any special accommodation requests, please contact us. Every reasonable effort will be made to accommodate communication and mobility needs.



## OPEN HOUSE

### Corridor H / Sam Bass Road

Williamson County is developing a plan for improvements to enhance safety and mobility for Sam Bass Road between RM 1431 and Wyoming Springs Drive, referred to as Corridor H.

Please join us to learn more about concepts for improvements, visit with the project team, and share your input.

**Thursday, May 17, 2018**

**5:00 PM - 7:30 PM**

Round Rock Presbyterian Church  
4010 Sam Bass Rd.  
Round Rock, TX 78681

This meeting will be in an open house format, so please visit at your convenience.

This meeting will be conducted in English and a Spanish translator will be available. For any special accommodation requests, please contact us. Every reasonable effort will be made to accommodate communication and mobility needs.



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

#### FOR MORE INFORMATION

[www.WilCo.org/Corridors](http://www.WilCo.org/Corridors)  
Corridor H  
[roads@wilco.org](mailto:roads@wilco.org)  
or call 512-943-1195

 @wilcogov  
 /wilcogov



## CORRIDOR H / SAM BASS ROAD

Please join us for an open house for Corridor H / Sam Bass Road

**May 17, 2018**

5:00 PM -7:30 PM

Round Rock Presbyterian Church  
4010 Sam Bass Rd.  
Round Rock, TX 78681

Williamson County began studying Sam Bass Road between FM 1431 and Wyoming Springs Drive, referred to as Corridor H, for safety and mobility improvements last year. We have identified proposed improvements for a three-lane road (one lane in each direction and a center turn lane), intersection improvements at FM 1431, Great Oaks Drive, and Walsh Ranch Boulevard and a trail for pedestrians and cyclists.

Public input is an essential part of this planning process and the County wants to work closely with the community. Attendees will have the opportunity to learn more about concepts for improvements, to visit with the project team, and to share input. Come and go at your convenience to review materials. Materials shown at the meeting will be available online after the meeting.

Comments are welcome any time during the study, but to be included in this meeting report, they must be submitted by June 8, 2018. A meeting summary will be developed documenting all public input and will be available online.

Submit comments using one of the following methods:

- Complete a written comment card at a meeting
- Mail: Williamson County Public Information  
710 S. Main St., Ste. 101, Georgetown, TX 78626
- E-mail: [roads@wilco.org](mailto:roads@wilco.org) – include "Corridor H" in the subject line

For more information or to schedule a meeting with the team, call: 512-943-1195 (leave a message to request a call back within 48 hrs.).

Click [here](#) to learn more about Corridor H / Sam Bass Road.



## CORRIDOR H / SAM BASS ROAD

Please join us **THIS THURSDAY** for an open house for Corridor H / Sam Bass Road

May 17, 2018  
5:00-7:30 PM

Round Rock Presbyterian Church  
4010 Sam Bass Rd.  
Round Rock, TX 78681

Williamson County is developing a plan for improvements to enhance safety and mobility for Sam Bass Road between RM 1431 and Wyoming Springs Drive, referred to as Corridor H. We have identified proposed improvements for a three-lane road (one lane in each direction and a center turn lane), intersection improvements at FM 1431, Great Oaks Drive, and Walsh Ranch Boulevard and a trail for pedestrians and cyclists.

Join us to learn more about concepts for improvements, to visit with the project team, and to share input. Come and go at your convenience to review materials. Materials shown at the meeting will be available online after the meeting.

For more information or to schedule a meeting with the team, call: 512-943-1195 (leave a message to request a call back within 48 hrs.).

[Click here to learn more about Corridor H / Sam Bass Road.](#)

Corridor H / Sam Bass Road  
512-943-1195  
[www.WilCo.org/Corridors](http://www.WilCo.org/Corridors)

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

**CONTACT:**

Connie Odom  
Public Affairs Manager  
O: (512) 943-1663  
[cwatson@wilco.org](mailto:cwatson@wilco.org)



PUBLIC INFORMATION OFFICE

**NEWS RELEASE**

**WILCO HOSTS PUBLIC MEETING FOR CORRIDOR H / SAM BASS ROAD IMPROVEMENTS**

---

May 1, 2018

**ROUND ROCK** – Williamson County will hold an Open House for Sam Bass Road / Corridor H. The County is developing a plan for improvements to enhance safety and mobility for Sam Bass Road between RM 1431 and Wyoming Springs Drive, referred to as Corridor H. Improvements include a three-lane road (one lane in each direction and a center turn lane), intersection improvements at RM 1431, Great Oaks Drive, and Walsh Ranch Boulevard, and a path for pedestrians and cyclists.

The public is invited to learn about the improvements, visit with the project team, and share their input at the meeting. The meeting will be an open house and attendees are encouraged to come and go at their convenience. Materials shown at the meeting will be available online after the meeting.

**CORRIDOR H / SAM BASS ROAD PUBLIC MEETING**

**WHEN:** May 17, 2018  
5 to 7:30 p.m.  
**WHERE:** Round Rock Presbyterian Church  
4010 Sam Bass Rd.  
Round Rock, TX 78681

Public input is an essential part of this process and the County wants to work closely with the community. Comments are welcome any time during the study, but to be included in the documentation for this meeting, they must be submitted by June 8, 2018. A meeting summary will be developed documenting all public input and will be available online.

Click [here](#) to learn more about Corridor H / Sam Bass Road.

Phone: 512-943-1195  
Email: [roads@wilco.org](mailto:roads@wilco.org)

For media inquires, contact Connie Odom at [cwatson@wilco.org](mailto:cwatson@wilco.org) or (512) 943-1663.

###

SOCIAL MEDIA POSTS

April 26, 2018

Public Affairs Manager Connie Watson, Williamson County AGENCY

**Corridor H / Sam Bass Road Open House May 17**

Williamson County is developing a plan for improvements to enhance safety and mobility for Sam Bass Road between RM 1431 and Wyoming Springs Drive, referred to as Corridor H. Join us to learn more about concepts for improvements, to visit with the project team, and to share input on May 17, from 5-7:30 p.m. at the Round Rock Presbyterian Church, 4010 Sam Bass Rd, Round Rock. Learn more at [www.wilco.org/corridorh](http://www.wilco.org/corridorh).



Corridor H / Sam Bass Road  
WILCO.ORG

just now · Subscribers of Williamson County in 13 neighborhoods

Public Affairs Manager Connie Watson closed the discussion just now.

My Tweets wilcogov

Williamson County @wilcogov  
21 mins ago

Join us for a public meeting for Corridor H / Sam Bass Rd., Thurs., May 17, 5-7:30 pm, Round Rock Presbyterian Church, 4010 Sam Bass Rd. For more information, [wilco.org/corridorh](http://wilco.org/corridorh)



Williamson County @wilcogov

Williamson County  
Published by Connie Odum 17 · 22 mins

We are developing a plan for improvements to enhance safety and mobility for Sam Bass Road between RM 1431 and Wyoming Springs Drive, referred to as Corridor H. Join us to learn more about concepts for improvements, to visit with the project team, and to share input on May 17, from 5-7:30 p.m. at the Round Rock Presbyterian Church, 4010 Sam Bass Rd, Round Rock. Learn more at [www.wilco.org/corridorh](http://www.wilco.org/corridorh).



Corridor H / Sam Bass Road  
3151 S. E. Inner Loop, Suite B Georgetown, Texas 78626 Taylor Line (512) 352-4178 Ext. #3330 Liberty Hill Line (512) 260-4268 Ext. #3330 Phone: (512) 343-3330 Fax: (512) 343-3335 Driving Directional: Teron Evenson P.E. County  
WILCO.ORG

May 16, 2018

Public Affairs Manager Connie Watson, Williamson County AGENCY

**Open House for Corridor H / Sam Bass Road on May 17**

We are developing a plan for improvements to enhance safety and mobility for Sam Bass Road between RM 1431 and Wyoming Springs Drive, referred to as Corridor H. Join us to learn more about concepts for improvements, to visit with the project team, and to share input on May 17, from 5-7:30 p.m. at the Round Rock Presbyterian Church, 4010 Sam Bass Rd, Round Rock. Learn more at [www.wilco.org/corridorh](http://www.wilco.org/corridorh).



Corridor H / Sam Bass Road  
WILCO.ORG

just now · Subscribers of Williamson County in 9 neighborhoods

Public Affairs Manager Connie Watson closed the discussion just now.

My Tweets wilcogov

Williamson County @wilcogov  
2 hours ago

Join us TODAY for a public meeting for Corridor H / Sam Bass Rd., 5-7:30 pm, Round Rock Presbyterian Church, 4010 Sam Bass Rd. For more information visit [wilco.org/corridorh](http://wilco.org/corridorh)



Williamson County @wilcogov

Williamson County  
Published by Connie Odum 19 · 1 hr

Please join us at an Open House TONIGHT for Corridor H / Sam Bass Road from 5-7:30 p.m. at the Round Rock Presbyterian Church, 4010 Sam Bass Rd, Round Rock, TX. Learn more at [www.wilco.org/corridorh](http://www.wilco.org/corridorh).



Corridor H / Sam Bass Road  
3151 S. E. Inner Loop, Suite B Georgetown, Texas 78626 Taylor Line (512) 352-4178 Ext. #3330 Liberty Hill Line (512) 260-4268 Ext. #3330 Phone: (512) 343-3330 Fax: (512) 343-3335 Driving Directional: Teron Evenson P.E. County  
WILCO.ORG

350 people reached

Like Comment Share

1 Share

Write a comment...

SIGNAGE

 **OPEN HOUSE**  
**Corridor H / Sam Bass Road**

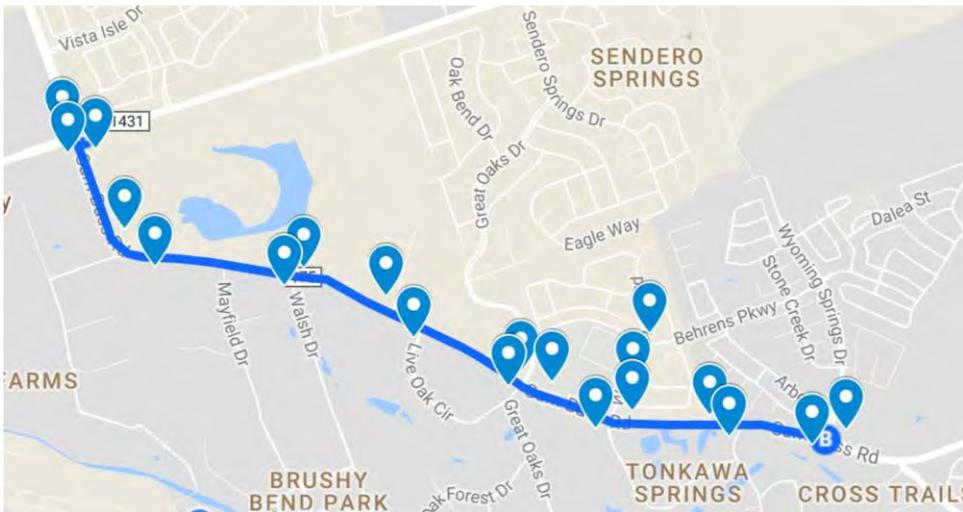
Williamson County is developing a plan for Sam Bass Road between RM 1431 and Wyoming Springs Drive.

**May 17, 2018**  
**5:00 PM - 7:30 PM**

Round Rock Presbyterian Church  
4010 Sam Bass Rd.  
Round Rock, TX 78681

[www.WilCo.org/CorridorH](http://www.WilCo.org/CorridorH)  
Corridor H  
[roads@wilco.org](mailto:roads@wilco.org)  
or call 512-943-1195

LOCATIONS PLACED



# ATTACHMENT B

## Sign-in Sheets



PLEASE SIGN IN

May 17, 2018

NAME	ADDRESS	PHONE	E-MAIL (IF YOU WOULD LIKE TO RECEIVE UPDATES)	HOW DID YOU HEAR ABOUT THE MEETING?
Sue Hoover				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other <input checked="" type="checkbox"/> Social Media ___
Joe T. ROGERS				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other <u>neighbor</u>
Linn Muntz				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other <u>Signa</u>
Klaus Kuhlmann				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other ___
Ken Carver				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other <input checked="" type="checkbox"/>
Vivie Chorowicz				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other ___
Ken Johnson				Newspaper <input checked="" type="checkbox"/> Mail ___ E-mail ___ Social Media ___ Other <u>at church</u>
Dan [unclear]				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other ___
JAMIE HANNEY				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other ___
Rashid Shamsia				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other ___
Betty Hill				Newspaper <input checked="" type="checkbox"/> Mail ___ E-mail ___ Social Media ___ Other ___
DAPHNE HOLT				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other ___
Abraham D Scott II				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other ___
ART ESTES	Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other ___			
Joe T. [unclear]	Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other <u>Tom Cole</u>			



PLEASE SIGN IN

May 17, 2018

NAME	ADDRESS	PHONE	E-MAIL (IF YOU WOULD LIKE TO RECEIVE UPDATES)	HOW DID YOU HEAR ABOUT THE MEETING?
Harvey + Patty Chappell	[REDACTED]	[REDACTED]	[REDACTED]	Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other Church Newsletters
DAVE FRANKLIN				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other ___
Mel Wagner				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other ___
Carolyn Pursley				Newspaper ___ Mail <input checked="" type="checkbox"/> E-mail <input checked="" type="checkbox"/> Social Media ___ Other ___
Adrienne L. Flagg				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other ___
Richard Flagg				Newspaper <input checked="" type="checkbox"/> Mail <input checked="" type="checkbox"/> E-mail <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Other ___
Charles McArthur				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other ___
Michelle + Eric Klingemann				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other ___
Rick Galloway				Newspaper <input checked="" type="checkbox"/> Mail ___ E-mail ___ Social Media ___ Other ___
MAT + STEVE KOEHN				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other Signs in Neighborhood
Linda Seifert				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other ___
Charles Shields				Newspaper ___ Mail <input checked="" type="checkbox"/> E-mail <input checked="" type="checkbox"/> Social Media ___ Other ___
[Signature]				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other ___
Rita Johnson	Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other ___			
[Blank]	Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other ___			



PLEASE SIGN IN

May 17, 2018

NAME	ADDRESS	PHONE	E-MAIL (IF YOU WOULD LIKE TO RECEIVE UPDATES)	HOW DID YOU HEAR ABOUT THE MEETING?
George + Nancy Baker				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other _____
Alena Leff			Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____	
Sam Kirchoff			Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other <u>Sign</u>	
Brian Wickman			Newspaper ___ Mail ___ E-mail ___ Social Media <input checked="" type="checkbox"/> Other _____	
Robert Shimanek			Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____	
Russ + Heidi Scharman			Newspaper ___ Mail ___ E-mail ___ Social Media <input checked="" type="checkbox"/> Other <u>Signs</u>	
Jerry Bradley			Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____	
Pat Estes			Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____	
John Redden			Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other <u>Signs</u>	
John + Seana Cook			Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____	
Carole + Bruce Gessman			Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other _____	
Gay + Ronnie (Hays)			Newspaper ___ Mail <input checked="" type="checkbox"/> E-mail ___ Social Media ___ Other _____	
Roy BEARD			Newspaper ___ Mail <input checked="" type="checkbox"/> E-mail ___ Social Media ___ Other <u>Sign</u>	
Lorae Naman			Newspaper <input checked="" type="checkbox"/> Mail <input checked="" type="checkbox"/> E-mail <input checked="" type="checkbox"/> Social Media ___ Other _____	
Rusty Ratcliffe	Newspaper ___ Mail <input checked="" type="checkbox"/> E-mail <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Other _____			



PLEASE SIGN IN

May 17, 2018

NAME	ADDRESS	PHONE	E-MAIL (IF YOU WOULD LIKE TO RECEIVE UPDATES)	HOW DID YOU HEAR ABOUT THE MEETING?
Mark Royer				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other _____
KERRY MORRIS				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other _____
Andrew Painter				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other <u>Signs</u>
Rip & Kathy Murre				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____
Angela Oberpiller				Newspaper ___ Mail ___ E-mail ___ Social Media <input checked="" type="checkbox"/> Other <u>Signs</u>
Tom Risher				Newspaper ___ Mail <input checked="" type="checkbox"/> E-mail ___ Social Media ___ Other _____
P JORDAN				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____
Gwen Fairman				Newspaper ___ Mail ___ E-mail ___ Social Media <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/>
	Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____			
	Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____			
	Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____			
	Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____			
	Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____			
	Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____			
	Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____			



PLEASE SIGN IN

May 17, 2018

NAME	ADDRESS	PHONE	E-MAIL (IF YOU WOULD LIKE TO RECEIVE UPDATES)	HOW DID YOU HEAR ABOUT THE MEETING?
Gretchen Barajas	[REDACTED]			Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other <u>driving by way home</u>
Kathy Mc Cormack				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other _____
Sarah Griffin				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other _____
Kim Oakley				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____
R. Ch Seifert				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____
				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____
				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____
				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____
				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____
				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____
				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____
				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____
				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____
				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____
				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____



PLEASE SIGN IN

May 17, 2018

STAFF  
\*  
\*  
\*

NAME	ADDRESS	PHONE	E-MAIL (IF YOU WOULD LIKE TO RECEIVE UPDATES)	HOW DID YOU HEAR ABOUT THE MEETING?
PATRICK O'CONNELL				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other ___
RICHARD RIDINCE				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other ___
Stacy Armijo				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other ___
Liam Small				Newspaper <input checked="" type="checkbox"/> Mail ___ E-mail ___ Social Media ___ Other ___
GARY MARTIN				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other <u>Sign</u>
MARK TURNER				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other <u>Neighborhood</u>
Carolyn + DAVID HUFF				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other ___
Hank Rothell				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other <u>Bill told me</u>
Jan Vargas				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other <u>Sign</u>
BOB MARXS				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other ___
Jim Black				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other ___
Terri Zawski				Newspaper ___ Mail <input checked="" type="checkbox"/> E-mail ___ Social Media <input checked="" type="checkbox"/> Other ___
Renee Folpen				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other ___
Barbara Lopez				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other ___
JOHN GARDEN				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other ___



PLEASE SIGN IN

May 17, 2018

NAME	ADDRESS	PHONE	E-MAIL (IF YOU WOULD LIKE TO RECEIVE UPDATES)	HOW DID YOU HEAR ABOUT THE MEETING?
JAMES & LEANN BACOS				Newspaper ___ Mail ___ E-mail ___ Social Media <input checked="" type="checkbox"/> Other _____
John & Christy Snell				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other <input checked="" type="checkbox"/> _____
SONNY & SHARON KEININGER				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other _____
Jim Frye				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other _____
Kathy Hirsch				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other _____
Jack Ohsum				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other _____
Wendy Turner				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other _____
Ron & Sue Cooper				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other <u>SIGNS</u>
Sean Harden				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____
Louis & Martha Bunchers				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other <input checked="" type="checkbox"/> neighbor
Jim & Sally Zimmerman				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____
Brent Black				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other <u>SIGNS</u>
Jackie Waldecker				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other _____
Philip Ryals				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other _____
Mike & Joan Foster				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other <u>church</u>



PLEASE SIGN IN

May 17, 2018

NAME	ADDRESS	PHONE	E-MAIL (IF YOU WOULD LIKE TO RECEIVE UPDATES)	HOW DID YOU HEAR ABOUT THE MEETING?
Janasdhan Kozupak				Newspaper ___ Mail <input checked="" type="checkbox"/> E-mail ___ Social Media ___ Other _____
PHYLLIS BECKHAM				Newspaper ___ Mail <input checked="" type="checkbox"/> E-mail ___ Social Media ___ Other _____
Unmanned				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other _____
CRAIG D' Giulio				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other <u>Sign</u>
Carole Pattison				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other _____
May Ann Dameron				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other _____
Richard Gibbs				Newspaper ___ Mail <input checked="" type="checkbox"/> E-mail <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Other _____
Jennifer Taylor				Newspaper ___ Mail ___ E-mail ___ Social Media <input checked="" type="checkbox"/> Other _____
JEFF KALNES				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other _____
Asha vykunta				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other _____
Brian & Rebecca Welling				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other <u>Sign</u>
CARY KUPP				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other _____
Barbara Carver				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____
LARRY DENOTER				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/> Other _____
Sara Coors				Newspaper ___ Mail ___ E-mail ___ Social Media <input checked="" type="checkbox"/> Other _____



PLEASE SIGN IN

May 17, 2018

NAME	ADDRESS	PHONE	E-MAIL (IF YOU WOULD LIKE TO RECEIVE UPDATES)	HOW DID YOU HEAR ABOUT THE MEETING?
GAUTAM SARDA				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other: _____
DD? JERRY GOODMAN				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other: <u>SIGN</u>
Todd Schottman				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other: _____
Larry & Heather Good				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other: <u>Next door</u>
Nino Matzner				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other: <u>Read Sign</u>
Kurt Rogers				Newspaper ___ Mail <input checked="" type="checkbox"/> E-mail <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/>
Rilla Chaka				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other: _____
Melinda & Larry Hester				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other: <u>Sign</u>
25 Amy Kuhlmann				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other: <input checked="" type="checkbox"/>
GLENDA & TREV SPECK				Newspaper ___ Mail <input checked="" type="checkbox"/> E-mail ___ Social Media ___ Other: _____
Dena & Matt Woodward				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other: _____
Monica D. Giulio				Newspaper ___ Mail <input checked="" type="checkbox"/> E-mail <input checked="" type="checkbox"/> Social Media ___ Other: _____
ALAN KINGET				Newspaper ___ Mail <input checked="" type="checkbox"/> E-mail ___ Social Media ___ Other: _____
JOHN P. SMITH				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other: <input checked="" type="checkbox"/>
M. Melinda Cardenas				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other: <input checked="" type="checkbox"/>



PLEASE SIGN IN

May 17, 2018

NAME	ADDRESS	PHONE	E-MAIL (IF YOU WOULD LIKE TO RECEIVE UPDATES)	HOW DID YOU HEAR ABOUT THE MEETING?
Pearce				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other _____
Stephen Lincoln				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____
Hande Phoenix				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____
Kim Goodman				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____
Kasey + Jason Hatfield				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____
ARUN KOSERLA				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____
* Hughes +1				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other <u>signs</u>
Robert Brown				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other <u>sign</u>
Allison + Blake Notzari				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other <u>signs</u>
Yassir Ahmed				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____
Jan Mary Frye				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other _____
John Hirsch				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____
Stephen Postlusny				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other _____
Fred Juch				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other _____
Dane Hansen				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other _____



PLEASE SIGN IN

May 17, 2018

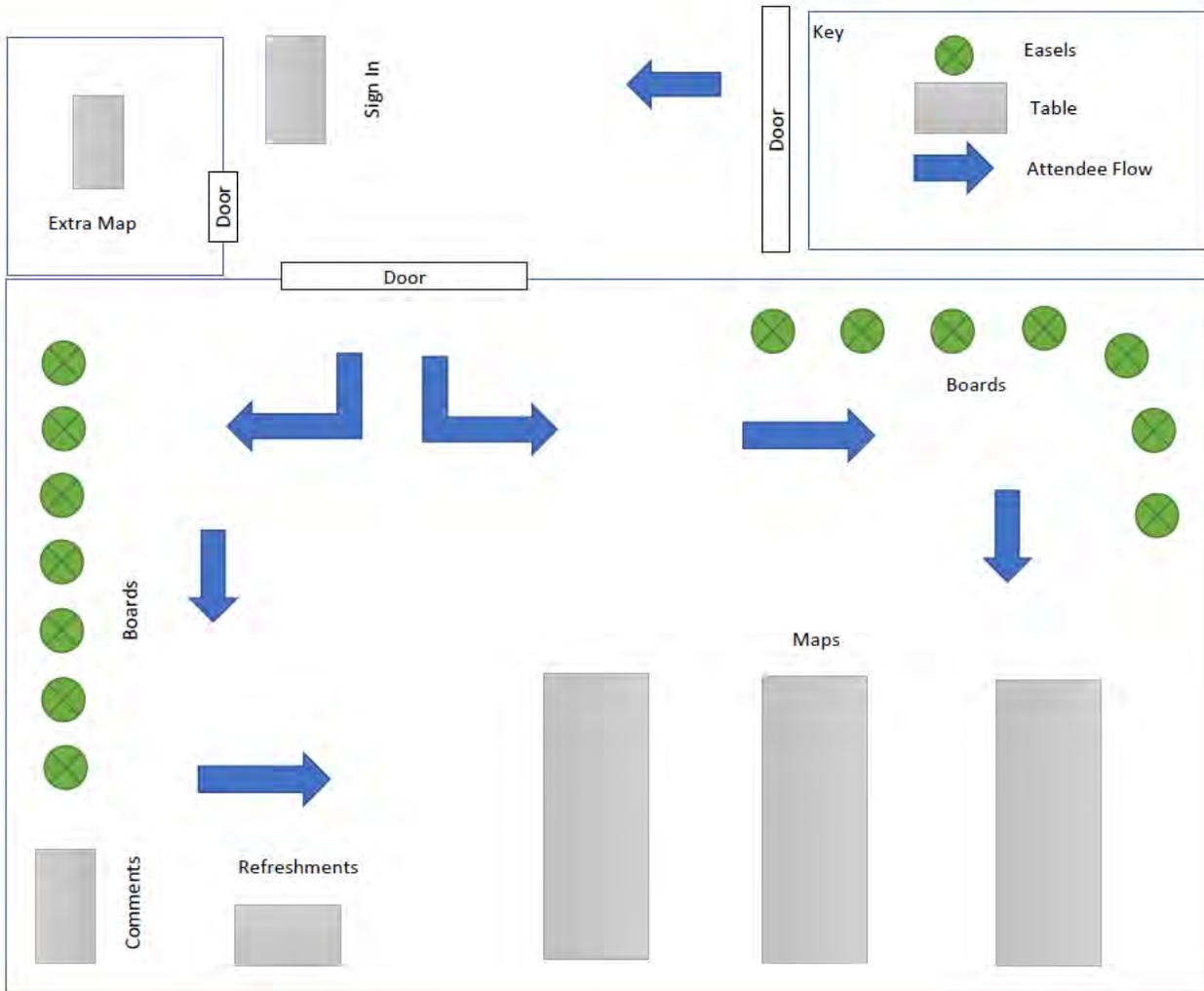
NAME	ADDRESS	PHONE	E-MAIL (IF YOU WOULD LIKE TO RECEIVE UPDATES)	HOW DID YOU HEAR ABOUT THE MEETING?
JIM SIBIGTROT				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___ Other <u>Signs</u>
Gary Sullivan				Newspaper ___ Mail ___ E-mail ___ Social Media ___ Other <u>Signs</u>
Carol Regli				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/>
TRICIA MOSIER				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___
Wmll				Newspaper <input checked="" type="checkbox"/> Mail ___ E-mail ___ Social Media ___
Carbin Moore				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media <input checked="" type="checkbox"/>
Lawrence H. Maddox				Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___
Bike + Dori Nanny				Newspaper ___ Mail <input checked="" type="checkbox"/> E-mail ___ Social Media ___
Patrick May				Newspaper ___ Mail <input checked="" type="checkbox"/> E-mail ___ Social Media ___ Other <u>Signs</u>
Alan Riordan				Newspaper ___ Mail <input checked="" type="checkbox"/> E-mail <input checked="" type="checkbox"/> Social Media ___
Canay Riordan				Newspaper ___ Mail <input checked="" type="checkbox"/> E-mail <input checked="" type="checkbox"/> Social Media ___
Lisa Whittle				Newspaper ___ Mail <input checked="" type="checkbox"/> E-mail ___ Social Media <input checked="" type="checkbox"/>
Lisa Johnson				Newspaper ___ Mail <input checked="" type="checkbox"/> E-mail <input checked="" type="checkbox"/> Social Media ___
Beahtad Ryan				Newspaper ___ Mail <input checked="" type="checkbox"/> E-mail ___ Social Media ___
Edward Polka	Newspaper ___ Mail ___ E-mail <input checked="" type="checkbox"/> Social Media ___			

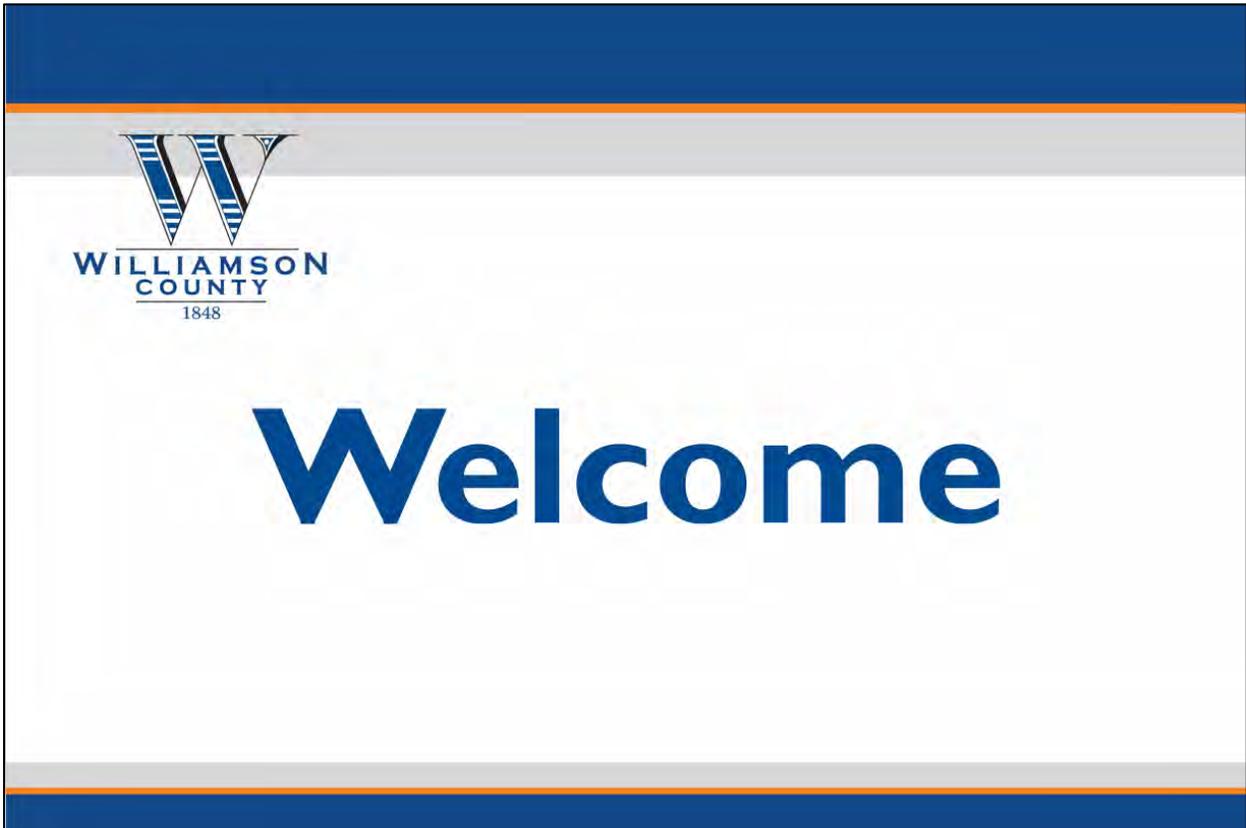
# ATTACHMENT C

## Figures

- Room layout
- Boards
- Fact sheet
- Aerial map
- Comment card
- Photos

# ROOM LAYOUT





**SAM BASS ROAD IMPROVEMENTS**

### Three Lane Road

- One lane in each direction and a center turn lane
- Shared use path for bicycle and pedestrian access

### Intersection Improvements

- Improvements at RM 1431, Walsh Ranch Boulevard, and Great Oaks Drive
- Traffic signals at Walsh Ranch Boulevard and Great Oaks Drive
- Signal timing modification at Wyoming Springs Drive

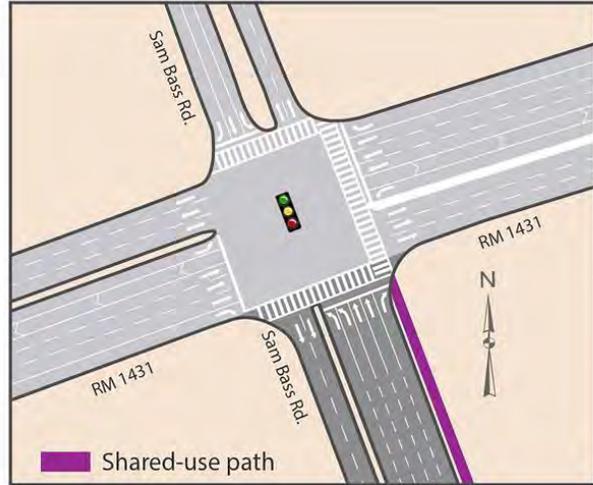


A cross-section diagram of a three-lane road. From left to right, it shows a 10-foot wide shared use path for bicycles and pedestrians with silhouettes of a cyclist and two pedestrians. This is followed by a 2-foot wide shoulder. The road has three lanes: a 11-foot wide left lane with a downward arrow, a 12-foot wide center turn lane with a circular arrow, and an 11-foot wide right lane with an upward arrow. A 4-foot wide shoulder is on the far right. Trees are shown on both sides of the road.

## INTERSECTION IMPROVEMENTS

### At RM 1431

- Signal timing modification
- Reconstruction of northbound approach to accommodate dual left turns
- Installation of right turn bay

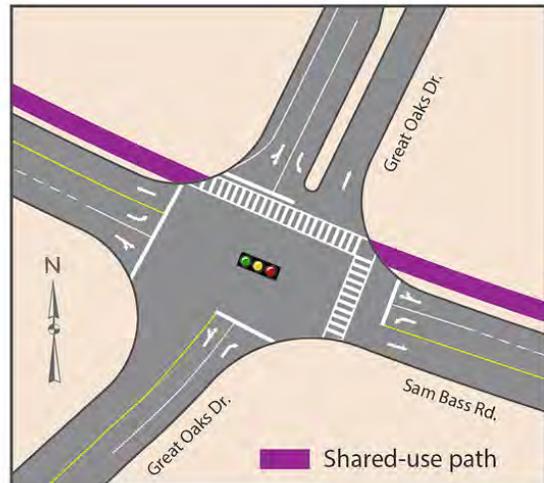


Configuration subject to change.

## INTERSECTION IMPROVEMENTS

### At Great Oaks Drive

- Installation of traffic signal
- Addition of crosswalks



Configuration subject to change.

#### Level of Service Grades

	Existing	With Improvements
Eastbound AM	E	B
Westbound PM	D	B
Eastbound AM	E	B
Westbound PM	F	B

### At Walsh Ranch Boulevard

- Installation of traffic signal
- Installation of westbound right turn bay
- Installation of southbound left turn bay
- Addition of crosswalk

#### Level of Service Grades

	Existing	With Improvements
Northbound AM	C	<b>B</b>
Southbound PM	F	<b>B</b>
Northbound AM	C	<b>B</b>
Southbound PM	E	<b>B</b>



### Benefits

- Increased safety for property access and turning traffic
- Increased mobility for all users of the road
- Removes left turning vehicles from the through lane, improving flow and road efficiency
- Reduces overall corridor travel times by eliminating stops for through traffic behind left turning vehicles

#### Center Turn Lanes are Recommended for:

- More than **3,000** average daily traffic
- More than **20** access points per mile

- Federal Highway Administration

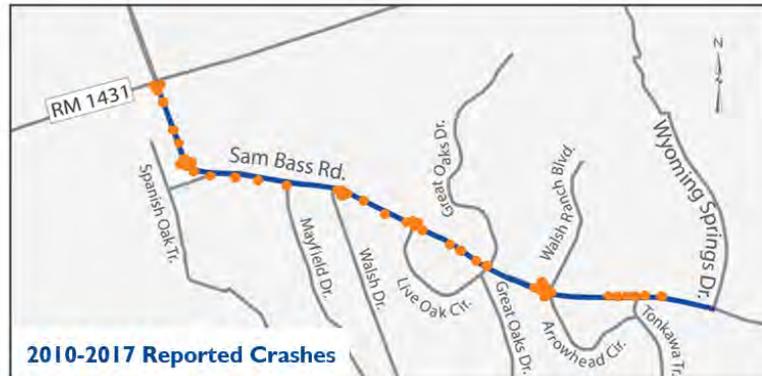
#### Sam Bass Road Today:

- Average daily traffic is more than **8,000**
- More than **25** access points per mile (**66** driveways and side roads)

## TRAFFIC DATA

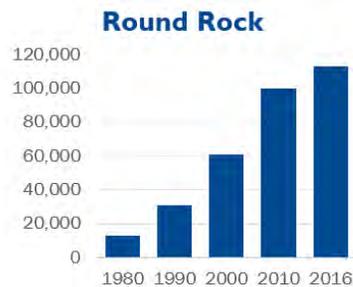
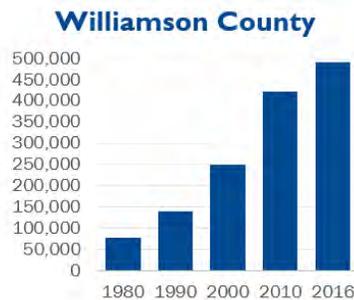
**Traffic Volumes:** **8,900** average daily traffic near RM 1431  
**11,500** average daily traffic near Walsh Ranch Boulevard  
**21,250** average daily traffic near Wyoming Springs Drive

**2010-2017  
Crash Statistics:**  
**44** reported crashes



## CURRENT AND FUTURE GROWTH

### Population Growth



- Reference: US Census Bureau

**Williamson County  
Population Projections:**



- Reference: CAMPO 2040 Plan

Williamson County has been conducting a study of Sam Bass Road between RM 1431 and Wyoming Springs Drive, referred to as Corridor H, to improve safety and mobility.

**Study Area:**

Sam Bass Road from RM 1431 to Wyoming Springs Drive

**Study Length:**

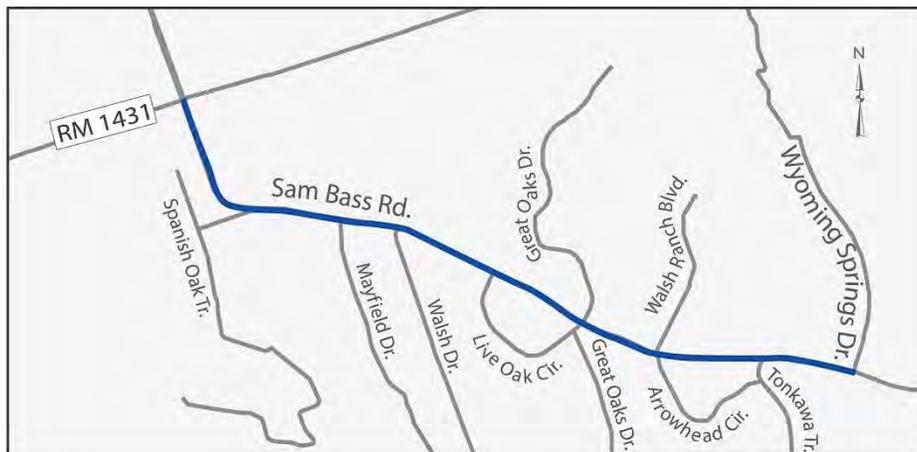
2.6 miles

**Study Launched:**

Spring 2017

**County Commissioner:**

Terry Cook, Precinct 1



**IMPROVEMENTS**

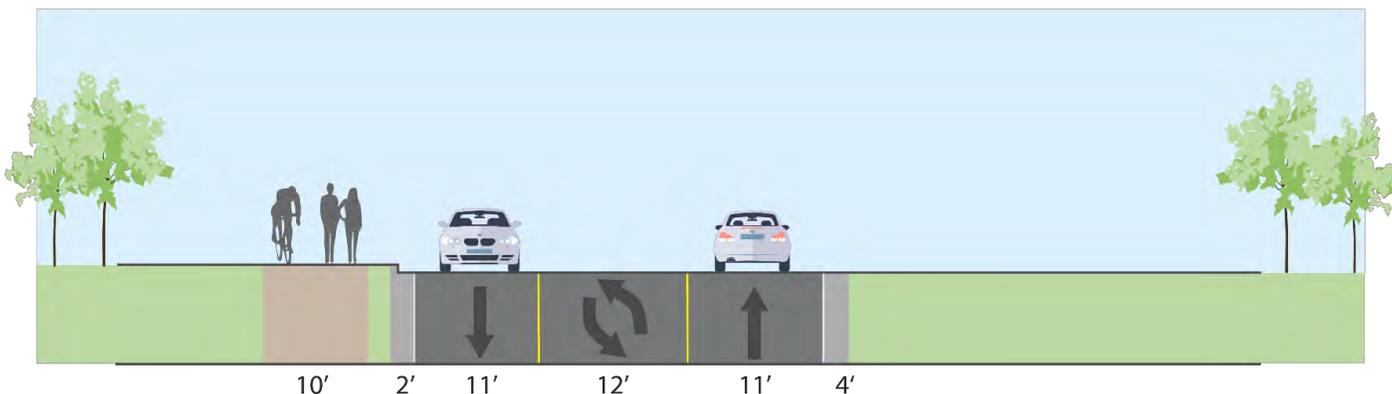
**Three Lane Road**

- One lane in each direction and a center turn lane
- Shared-use path for bicycle and pedestrian access

**Intersection Improvements**

- Improvements at RM 1431, Walsh Ranch Boulevard, and Great Oaks Drive
- Traffic signals at Walsh Ranch Boulevard and Great Oaks Drive
- Signal timing modification at Wyoming Springs Drive

**ROADWAY CONFIGURATION**



## STUDY PROCESS

The study began in spring 2017. Since that time, the following steps have been accomplished to develop a plan for needed improvements:

- Public engagement including coordinating with property owners and a public meeting held June 2017
- Evaluation of public comments
- Traffic counts and traffic modeling
- Crash data and safety analysis
- Evaluation of design alternatives

## ALIGNMENT CONSIDERATIONS

- Property impacts
- Environmental impacts
- Public input
- Constructability
- Future needs

## NEXT STEPS

- Summer 2018 - Collect and evaluate public comments
- Fall/Winter 2018 - Conduct additional field work including detailed surveys and environmental studies
- Winter 2018/Spring 2019 - Complete design schematic for improvements and identify footprint for future needs

Construction funding and timing has not yet been identified. The earliest anticipated date construction could begin is 2020.

## PUBLIC ENGAGEMENT

Public input is an essential part of this planning process and the County wants to work closely with the community. The County is interested in your input and comments at any time.

## SUBMITTING COMMENTS

While comments are always welcome, to be included in the public meeting summary for the May 17, 2018 meeting they must be received or postmarked by June 8, 2018.

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

## MORE INFORMATION

[www.WilCo.org/CorridorH](http://www.WilCo.org/CorridorH)

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

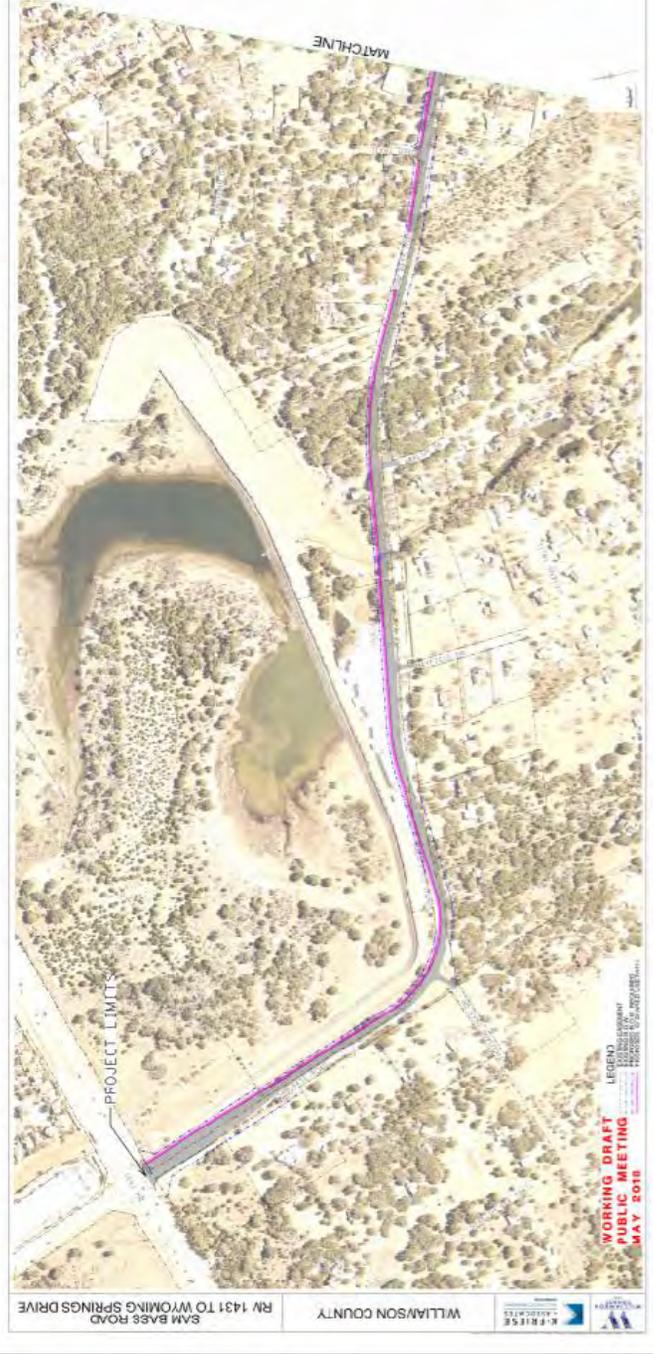
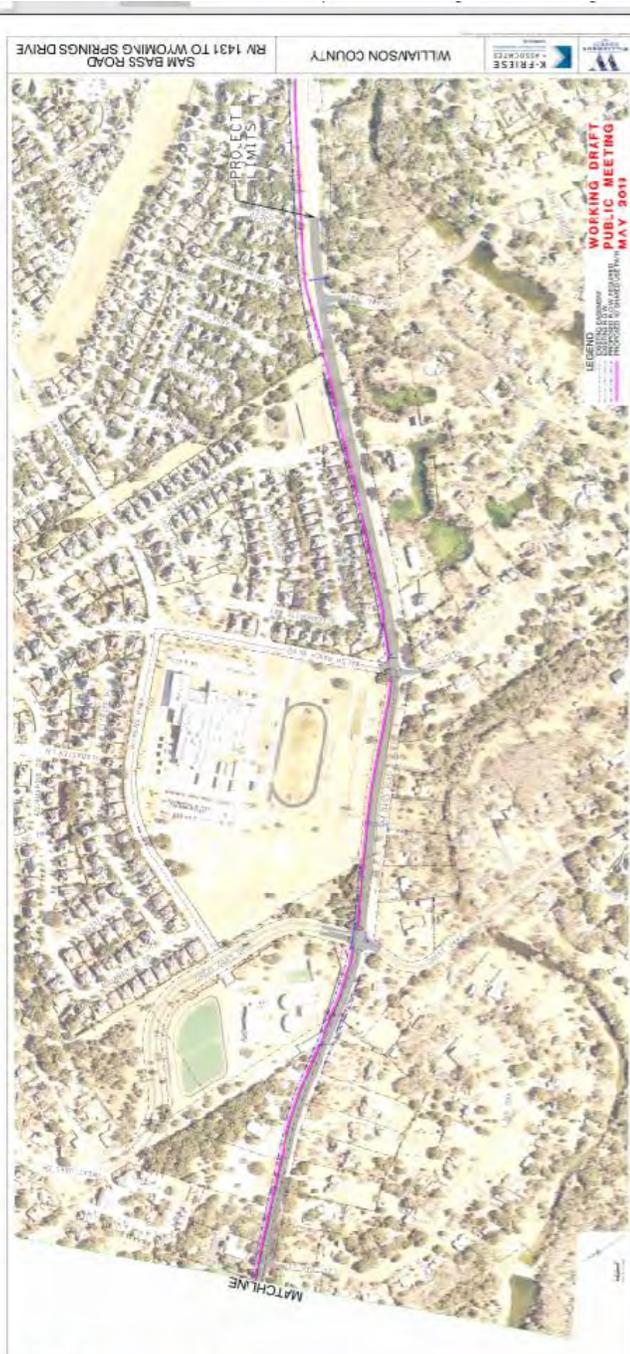
Phone: 512-943-1195 (leave a message to request a call back within 48 hrs.)

Twitter: [@wilcogov](https://twitter.com/wilcogov) Facebook: [/wilcogov](https://www.facebook.com/wilcogov)

If you are interested in receiving updates, please send an email to [roads@wilco.org](mailto:roads@wilco.org) with "Corridor H Updates" in the subject line.



AERIAL MAP



PHOTOS



# ATTACHMENT D

## Comments Table

#	Name	Source	Comment
1	George Baker	Comment Card	Plans look good. We like the 3-lane approach. Thanks for the hard work.
2	Ken Carver	Comment Card	Thumbs up for: -Additional left turn lane @1431 -Signal lights at Great Oakes -Left turn lane Sad to see no additional capacity (beyond center ln). The volume of cars isn't going to decrease. Thanks for the open house and having engineers here!
3	Ronald Skoggs	Comment Card	I support the whole project.
4	Bob Marks	Comment Card	Very informative. Individual conversations with engineering company answered many questions and they were very patient.
5	Ervin Dameron	Comment Card	1. Three lanes including turn lane is great! 2. We live on Walsh Drive. Folks making a left off Walsh onto Sam Bass cannot see traffic coming West on Same Bass. As a result, they tend to crowd to the left leaving not enough room for those making a left onto Walsh Drive. Centering marking is needed on feeder streets. Note: This problem could be fixed now!
6	Carolyn Pursley	Comment Card	Very informative open house, middle turn lane a good idea. Added lanes at 1431 seem too many.
7	Jan Vargas	Comment Card	I love the idea of adding a turn lane & moving the road to the North to ease the sharp turn @ the intersection of Sam Bass & Arrowhead Circle/Walsh Ranch Blvd. I live on the Southwest corner of this intersection. My concern is the traffic light at both Great Oaks and Walsh Ranch Blvd - Arrowhead Circle - That seems to be too close to each other. Also, my concern is if the lights are on a timer, as I would expect them to be, I would always have a red light as I try to come out of my driveway. It seems more reasonable to put the lights @ Great Oaks Drive and Tonkawa Trails/Sam Bass. Giving more space between the two lights.
8	Kathy Hirsch	Comment Card	Everything was set up very good and I'm happy to see the addition of more lanes and the pedestrians walkway, & space for bicycles.
9	Carol Regli	Comment Card	I like the fact that you are proposing only adding a center turn lane and not widening to 4 lanes. Four lanes would ruin the feel of the area. Please synchronize the lights at Walsh with the lights at Great Oaks. The timing changes at peak time vs. off peak. Please save as many trees as possible! Wind the pedestrian path around them.
10	Rilla Chaka	Comment Card	Love the plan! Excited to see the added traffic lights at Great Oaks & Walsh Ranch. Why not add crosswalk going from Arrowhead Circle across Sam Bass to Walsh Ranch? I know safety is an issue - but with the traffic signal it would be similar to Wyoming Springs, Creek Bend, Plantation etc. For the school district a crossing guard is cheaper than a dedicated bus. I know 6 lanes is in the long range plan - but PLEASE keep it 3 lanes. We don't need lots of cars coming through. This is still a rural type area. Please don't take right of way from Round Rock Presbyterian! The lots across the street are deep. The Church needs its space. At least do it 50/50. Save the Church!

#	Name	Source	Comment
11	Gretchen Barajas	Comment Card	Thank you for the open house. I drive this road both commuting in the evenings (M-F) and for recreational purposes, and the current conditions as well as future plans are of high importance to me. Connie greeted me upon entrance, and Adhar demonstrated visuals, discussing the project and answering all of my questions thus far. I see the prospective construction as positive, improving traffic flow and safety. I also appreciate the opportunity to be kept informed of any changes and/or plans of further implementation. I have only lived here a short time, but Williamson County overall is "home" to me: a comfortable, in voting and safe place to live, with plenty of amenities and a fantastic blend of historical preservation and modern components.
12	Gene Saieuga	Comment Card	Project limit on East End does not go far enough East to remediate a dangerous left turn (west bound) that residents of Tonkawa Springs living on South side of 3406 Old Sam Bass Road was left as a frontage road for these houses. Elevation (grade offset) requires a slow turn or a slow entrance which creates risk of rear ending by 50 mph traffic that's inattentive there needs to be a left turn lane (going west) @ one of the "frontage road" entrance as cars, gas barge trucks, landscape tractors, etc. can safely turn into a 50 mph road with heavy eastbound traffic preventing an immediate left turn. Drainage from North side of 3406 is sitting on federal protected habitat - violation of Fed Decreet Regs!
14	Pat Koehn	Comment Card	Is Williamson County coordinating with CAMPO on these proposals? Sam Bass Road was not in CAMPO's 2030 or 2040 plans. Where is the funding coming from to do all of this?
15	John Hirsch	Comment Card	I like the plan and hope it is actually wide enough for years to come. New and present lights along 3406 need to be synched with new ones. Encourage City of Round Rock to continue really west from Plantation to connect in new walkway. This would make the bridge over railroad tracks serve a better purpose.
16	Jim Zimmerman	Comment Card	The intersection of 3406 + Tonkawa Trl needs to be raised because it is a lake when it rains hard. The culvert needs to be moved so that it drains down the ditches along Tonkawa Trl instead thru the center of my yard.
17	Adrienne L. Flagg	Comment Card	There is a need for a second left turn lane @ 1431 turning westbound. Run Wyoming Springs thru as planned originally will take a huge amount of traffic would be taken off Sam Bass. I am extremely concerned about the number of trees that would be sacrificed. How many can be moved & not cut.
18	Jane DiGesualfor	Comment Card	Please consider a traffic light at Tonkawa Trail or Arrowhead Cir. Thanks, Jane
19	Stephen Lincoln	Comment Card	Not in favor of bike + hike trail too dangerous for people leaving their homes + businesses to cross + enter traffic. intersection improvement at 1431 is excellent. Road only needs to be 3 lane. Intersection at Thousand Oaks is very dangerous, blind curve both ways needs to be addressed. Left turn lane at 1431 should be added first. Only add 1 new lane use existing 2 lanes adding only 1 more lane would mitigate the loss of property + trees. Think of extending Wyoming Springs to 1431 to relieve congestion.

#	Name	Source	Comment
20	Klaus Kuhlmann	Comment Card	These are the trees blocking view to the North [hand-drawn image shown]. When exiting 1000 Oaks Drive onto Sam Bass Road, there are trees across Sam Bass Road blocking the view to the North, marked by XXXX. Please remove these trees to a better view to the North for oncoming traffic. That should be done now.
21	Barbara Goergen	Comment Card	A pathway trail is very dangerous, so many driveways - Please be careful of all the trees along the roadway.
22	David Harrison	Comment Card	Sam Bass Road needs to have 2 traffic lanes each way (not 2!) do not need to have center lane.
23	Renee Fokken	Comment Card	I get why we need to expand, but I am concerned about getting rid of the trees. This stretch of road is charming. My request is to save as many as you can. Thank you
24	Wendy Turner	Comment Card	I am against the expansion of Sam Bass Rd. It is a rural road that is fully developed. It includes 37 private driveways for large 2+ acre lots. What we need is to encourage people to use 1431 instead of Sam Bass as a cut through. Adding a turn lane is going to increase the speed of the drivers on the road and encourage them to illegally drive around traffic. Adding traffic lights will also increase the volume of traffic on the road with waze and google maps, they direct drivers through roads where it determines it is going to be the fastest route NOT the safest. To counter that, slowing down traffic will cause the software to select alternative routes which in this case have to be better. As I mentioned before, this is a rural and residential route that has been fully developed and cannot be developed further. 1431 runs parallel and is a much better alternative. Let's encourage people to use that instead!
25	Terry Cook	Comment Card	MISTAKE TO NOT TACKLE WYOMING SPRINGS & SAM BASS. 1. Eastbound need left turn safety use - those coming from bass not expecting traffic in left/lane. 2. Westbound needs dedicated right turn lane to keep traffic flow and reduce all pollution. Behrens Ranch is really large and cut through traffic for Sendero springs
26	Joel T. Rogers	Comment Card	We moved to Sam Bass Rd. over 47 years ago to be in the peaceful country that is being taken away from us. The traffic that has flooded in is harming our enjoyment of our homes and Sam Bass Rd. and you wish to increase the traffic with a much larger road. That is serving business as people continue to flood in for jobs crookedly bought by governments. What governments and why crooked? Rick Perry and Greg Abbott have pushed to have corporations move in with tax abatements (QUOTE 1&2) and cities push to have them come to them with more tax abatements. Supporting massive growth and business causes major problems. For example: 1) Politicians are benefiting from money from these corporations that they help with our tax money. (QUOTE 3) 2) Crony Capitalism - governments in bed with businesses rather than citizens (QUOTE 4). 3) This does not create new jobs for America as they are needed. It is simply bringing in jobs from other states. 4) If Abbott does bring in foreign businesses, as he said he wants to, rather than pushing to have American jobs brought back to America, he is promoting Foreign Entanglement that Obama pushed for which assists the UN. (QUOTE 5&6). 5) Crime has increased. 6) Traffic has become horrible. 7) These 2 issues alone harm our police. 8) Our costs for items have gone way up on our houses and that harms us. 9) Our taxation has gone way up on our houses and that harms us. 10) It is also Socially Engineering our communities and state into a totally different Texas, typically liberal like Austin. The EXISTING CITIZENS should be served and protected

#	Name	Source	Comment
			from these horrible issues that are obvious. You could work to change and prevent more traffic on Sam Bass Rd. and elsewhere. You could stand out and oppose these crooked state and city governments and serve your existing citizens rather than preparing for new citizens. However, if you help the State and city governments by promoting more traffic and changing our wonderful peaceful Sam Bass Rd. into another major highway this is 1) forcing these horrible changes to our community 2) harming our properties including our trees, 3) harming our once peaceful Sam Bass Rd., and 4) harming our enjoyment of our homes so y'all can support more growth. Governments swear to serve their existing citizens not money and socially engineering their communities. Life is about peace and security, not commerce and money. We need you and the other governments to serve us and don't enlarge our road for Crony Capitalistic growth.
27	Richard Flagg	Comment Card	1. 10' wide concrete shared path is too wide. 6' wide should be sufficient for a country road. 2. Center suicide lane entire length is also ridiculous for entire length only needed at street intersections. 3. Have roundabouts been considered rather than traffic lights? 4. When will Wyoming Springs Dr. be extended? This will relieve traffic on Sam Bass
28	Pat Estes	Comment Card	Widening Sam Bass will increase traffic and speeding on the roadway - not thought out plan for real safety of the area residents. It seems the only intent of the principles is to think more on making it easier for people passing through looking for a short cut and not considering the safety of the residents. Shame on you! I encourage you to consider SAFETY for the LOCAL residents instead of making it easier for pass through users. Real property value with ultimately be affected making it ultimately more of an area for large moving investors trying to pick up and take advantage of residents losing money on their investments in home & property. SPEED BUMPS and CAUTION LIGHTS must be considered to slow down traffic on roadway.
29	Patrick O'Connell	Online Comment Form	I think a 3 lane road will benefit the area and a hike/bike addition would be welcome. I look forward to hearing any updates and hope that this proposed expansion moves through.
30	Dotty Holt	Online Comment Form	I like this plan. I believe you really listened to the comments made at the last meeting and then created a solution that works well. I am excited about a new shared use trail. I'm also excited that the new trail will connect to a new one to the Regional Park. I really like the tunnel at 1431 crossing. I hope that the neighbors along the road can support this plan. We cannot ignore the growth around the area and keep everything like it was in the 1950s.
31	Norma Harrison	Online Comment Form	Should be done 4 lane to start with. Four lane on each end of the proposed road does not fit with 2 lanes. Just as bad as now except for the left turners. Waste of money as you'll need to add another lane in a few years.

#	Name	Source	Comment
32	Brent Black	Online Comment Form	I vote NO!!!! We already have an issue with Oak Wilt pushing in our area. I'm sure that you are aware that Oak Wilt, is a rapidly growing issue that IS DECIMATING acres of Oak trees throughout the state of Texas, as well as our immediately surrounding areas. It's been proven that Oak Wilt follows construction and roadways. Furthermore, allowing the City or County to make the existing roadway into an sort of "artery" will inevitably raise crime rates in our nice, quiet and moderately safe neighborhoods. Some of the reasons people in these neighborhoods have chosen to spend the money we do on the housing and indirectly agreed to pay higher taxable amounts is for the exclusivity and safety that paying the higher amounts allow us to enjoy. We do NOT want the extra traffic that will come from the new roadway being used at a "shortcut", we do NOT want to risk increasing our Oak Wilt worries, nor do we want to indirectly open the door for our crime rates going up as a result of this project!!! NO! NO! NO!
33	Philip Ryals	Online Comment Form	Looks good, but there should be a crosswalk across Sam Bass at Walsh Ranch/Arrowhead Circle for the benefit of students in Tonkawa Springs who wish to walk or bike to Walsh Ranch Middle School.
34	Bill and Dori Nanry	Online Comment Form	I would recommend a traffic light at either Walsh or Mayfield Drive (at Brushy Bend Park). Making a LEFT turn is dangerous with the current volume and speed of traffic
35	Craig DiGiulio	Online Comment Form	Concern around hike and bike trail running along private residences and risk to pedestrians when cars from the private residences exits especially if there is a lot of traffic on the trail.
36	Bill and Dori Nanry	Online Comment Form	Would recommend that the bridge at the low water crossing at Brushy Bend Drive be razed so it can be raised. There is a high volume of traffic that used that as an access/egress point for our neighborhood. Cars are bottoming out when they go from the bridge onto Brushy Creek Drive. This connects our neighborhood to many of the parks, schools and hospitals. We desperately need this improvement for safety and ease of access/egress from the south of our neighborhood.
37	Joan Foster	Online Comment Form	We need Williamson County to provide complete drainage for our property if they take our drainage pond. We cannot lose any parking. Our future building plans demand we keep our property and not lose any to drainage.
38	Gautam Sarda	Online Comment Form	Road expansion concerns east of Walsh Ranch Blvd - Why do we need a dedicated center lane between Tonkawa Tr and Arrowhead Cir? The number of cars turning left on Arrowhead and into the driveways in minimal - and very occasional. - Instead of expanding the road towards the Walsh Ranch community and ripping the green section to the (south) side of the road - why can't we use the existing roadway in the proposal? - Strongly request limiting the expansion on the north side of the road. We all have rooms / bedrooms that will now suddenly be right next to a expanded / proposed road boundary (north side towards the wall of Walsh Ranch) - Even if a center turn lane at Walsh Ranch Blvd - seems like County's waste of money - is required, why can't it be limited to 20-30 yards (just like the left turn lane going west on Sam Bass & Great Oaks Dr)? Again, the number of cars turning left on Arrowhead does NOT justify the money to be spent and also the trouble created for Walsh Ranch residents on the other side of the wall. Thanks, Gautam.

#	Name	Source	Comment
39	Canay Riordan	Online Comment Form	Overall, I think this is a great proposal. Love the center turn lane throughout as well as the hike/bike lane. Even though the proposed plan would make a significant difference, I believe Tonkawa Trl. Intersection still needs special attention. Specifically: Removal of the final 50 miles/hr speed coming up to the intersection. Addition of a center divider line coming out of Tonkawa Trl onto Sam Bass (so people don't take the left turn onto Tonkawa Trl too tight.) General clear road signage at intersection. Possibly addition of protective safety barrier/rail on the south side edge of Sam Bass - around 2002 Tonkawa Trl (there were 4 car crashed onto our property). Question: Would it be safer/better if the center lane started at Wyoming Springs Dr (as opposed to continuing the 4 lanes till after the Tonkawa trl intersection). I love that part of the road is straightened on the plans and the road is pulled further north (away from the exposed houses). Thank you for the hard work and listening! Sincerely, Canay.
40	Ray Moore	Online Comment Form	The current proposed alignment of trail/pavement improvements will decimate the front lawn area of the RRPC as well as the water containment area adjacent to the parking area. The other side of the current ROW contains more land flexibility for strategies to both expand the pavement ROW for the additional lanes and to mediate the enhanced storm runoff. It's logical to acquire additional ROW for the 10 ft-wide trail extensions on the church side of Sam Bass, since it ties into the dedicated ROW east on Sam Bass. The need for 36 ft additional feet of ROW is not justified since adequate undeveloped land is available on the opposite side of the street. It would require a major reengineering of the Great Oaks/Sam Bass intersection to realign with the major shift of travel lanes, but this can be done by the engineering consultant. The current proposal is a good first step but not as well done as needed to protect the churches. One last idea, the use of an incentivized construction contract will reduce the amount of time needed for construction since current trac would need to be detoured.
41	Unnamed	Online Comment Form	I am very concerned about the impact on the proximity of our church (RRPC) to the proposed right of way and walking/bicycle trail. I understand the issues involved in moving the new lanes to the other side of the road, but all of the new lanes should not have to come from our side of the road. It will deeply impact the growth, functionality, and safety of continued use of our facility and I am deeply concerned about the significant impact on our ability to function in this location. Considerable resources, heart and soul have been invested in establishing this church in this location and to have Williamson County arbitrarily take such a significant portion of our property to make your job easier is not an acceptable solution. You need to go back to the drawing board and offer more options for establishing the alignments so that we don't have to suffer such a significant loss of property and presence in this location. Thank you for taking our concerns into consideration.
42	Rita Johnson	Online Comment Form	Please extend the number of cars space for the left turn lanes at Sam bass turning left onto 1431. Or widen the lane so that cars can maneuver out of the way of left turners.

#	Name	Source	Comment
43	Kim Oakley	Online Comment Form	Thank you for shrinking the road to three lanes from six. My concern is the driveway that runs parallel to the three church buildings of RR Presbyterian Church. That driveway connects the three buildings and the pavilion on our campus. It is how people access parking for handicapped people. If handicapped and elderly people need to access the CE building, the pavilion or the Fellowship hall building they use that small driveway to access the buildings. If that road would disappear it would be an extremely long journey from the Sanctuary building to the Sunday School building for handicapped and elderly people. Also, the playground is right beside that small driveway. There is also the concern of losing all of the mature trees in that area.
44	Alena Leff	Online Comment Form	I live on Vivian Drive. At certain times, it can already be dicey to access Sam Bass from Mayfield or from Walsh. A center lane, also known as "suicide lane", is probably going to be unsafe once the traffic on Sam Bass gets heavier and faster, as it is bound to do. I believe that traffic light will be necessary at one of these egress streets sooner or later. Respectfully, Alena Leff
45	Arunkumar Keserla	Online Comment Form	<p>Thanks for hosting the open house and taking the time to hear from the residents who will be affected by the road widening project. While there is some positive impact with regards to better flow I personally see a few issues with this project. Adding traffic lights and a middle lane 1. Adding traffic lights/median lane will smooth traffic flow, however this will increase traffic as Google maps will offer this route as a better alternative. 2. Sam Bass will become the primary artery for traffic from I-35 as it will be a shorter route and now quicker too 3. The increased amount of vehicles will make it harder for the current residents to get out of the drive way 4. The neighborhood was/is a residential one and it definitely makes it unsafe for kids/pets and I have seen multiple times when cars don't slow down for a school bus 5. The homes don't have a wall and the noise pollution will increase and the county needs to consider the impact to the quality of life 6. The driveways for the independent homes are small and the increased speed will cause issues to turn into the drive way. Please see <a href="https://www.nytimes.com/2017/12/24/nyregion/traffic-apps-gps-neighborhoods.html">https://www.nytimes.com/2017/12/24/nyregion/traffic-apps-gps-neighborhoods.html</a> as how traffic will get worse soon the moment we make it easy. Adding a walk way 1. The homes here are country style with mailboxes far away, without fences etc. We trust people who come to the drive way but increase foot traffic will have the following issues: Its currently safe where we live and we trust the people we see. The walkway will give excuses for underlies to hang out and homes become easy targets Mail/packages will get stolen as they are far. Litter/Pet waste will now need to be cleaned up by home owners as not all walk users will be good citizens. While we make an attempt to better things, sometimes we can end up making things worse. For example, adding lanes will smooth traffic but it will get just as worse with more vehicles very soon.</p> <p>The residents in this community have been living here for a long time and the rest of us came here for the lifestyle. Instead of adding more lanes/adding lights we should decrease the speed of the road to 30 mph and make it safer for the current residents who have lived here with heritage oaks and enjoy the green spaces. In a nutshell, we can accomplish safety by dropping the speed on Sam Bass to 30 mph and for mobility consider practical/reasonable strategies like making flow of traffic on 1431 from 35 better and using newer roads like Wyoming springs to</p>

#	Name	Source	Comment
			divert traffic. Sincerely, -Arun.
46	Jim Zimmerman	Email	Sorry, I did not like your proposal for Sam Bass Road. It does nothing to address the flooding or the traffic reduction from 2 lanes down to 1 going west. People are always honking at each other because neither wants to give right-away to the other. I gave you guys a cd with many pictures showing the flooding at Tonkawa Trl. and Sam Bass. If you lost it, let me know and I will give you another. Joe England is aware of the problem, but he is not the one I gave the cd to. It was at the meeting at a bldg. off 1431 a month or so ago. The retention pond in Walsh Ranch drains into our intersection and is a lake when it rains hard. The intersection needs to be raised and the culvert moved so the runoff does not run thru the middle of my property. It should go down beside Tonkawa Trl. to the ponds, not thru my yard. Thanks, Jim Zimmerman
47	Charles Pearce	Email	Dear Sir/Madam, Having attended the public open meeting on May 17th, 2018 regarding the above study and proposed investment may I take the opportunity of congratulating all the officials and support members for making the meeting helpful and informative. I note no funding is in place for this project and the earliest commencement subject to a funding agreement would be 2020. Having reviewed the 'plans' and comments to date I propose subject to budget affordability that Wilco try and use a phased investment plan with Phase One to be the as proposed investment plan from Wyoming Springs to Great Oaks Road only including traffic lights at this junction ensuring absolute care for our wildlife and environment for example replacing each and every tree removed with replacement trees adding more if possible. I do not support any further planned changes beyond Great Oaks Drive which I have called Phase One until this phase has been completed and further public consultation takes place with knowledge of the success or otherwise of Phase One. Kind Regards Charles Pearce
48	Corbin T. Moore	Email	Hello, I had the opportunity to participate in the open house session on Thursday, May 17 regarding Corridor H expansion. I'm vehemently opposed to the current plans. It would require a significant outlay of funds to capture land currently in private hands, and even in the case of current county owned land, would be an ill-advised use to lay down three new lanes versus an expansion of the current two-lane road into three. I agree with the need for a center turn lane and perhaps with the traffic light but do NOT, in any fashion, see the need to lay down an entirely new three-lane road with a 10' wide concrete path. Respectfully, Corbin T. Moore

#	Name	Source	Comment
49	Kasey Hatfield	Email	<p>Good evening, thank you for all of the information you provided us with this past week. Both mine and my neighbors biggest concern with the road expansion has to do with water. Right now, the addresses between 4009-4109 Sam Bass get heavy flood waters when it rains (See pictures below). Our concern is that these water issues will not be addressed with the expansion thus pushing more water into our homes. Please figure out a way to divert the water appropriately away from these areas.</p> <p>Thank you, Kasey</p>
50	Kimberly Karnes	Email	<p>I am a resident of Walsh Ranch. One of the selling points for homes in this area is the "country feel" of the area, the granite walking trail that is away from traffic with Oak Trees providing shade, and the lower speed limits on Sam Bass creating a safer flow of traffic between neighborhoods. The current plans for the Corridor H Project creates a new road and puts it closer to homes on Sam Bass. This will increase road noise, introduce new safety concerns for those using the trail (which includes children walking to school from adjacent neighborhoods), and negatively impact property values of the homes on the Walsh Ranch side of Sam Bass. Additionally, the current green belt with the Oak Trees provides a place for families to enjoy, provides shade for those using the trail, and in the spring there are wildflowers planted which provides a safe place for families to enjoy. Replacing the green belt on the other side, does not mitigate the concerns as any newly planted trees would not provide shade to the trail/walkway and it would not be conducive to a safe family area (aka spring flower viewing area). Additionally, the homes that were built on the South side of Sam Bass had the opportunity to set the homes back to mitigate road noise, the current plan would unduly encroach upon the homes in Walsh. Alternate approaches I would like to see considered are: The times of congestion are weekday morning and work day evenings. The traffic is fairly light during the day, at night, and on the weekends. Most of the traffic is pass thru taking a "short cut" rather than using 1431 or 620. Put in a light at the four way stop at Great Oaks, this would alleviate much of the congestion, as traffic starts backing up due to the four way stop. Widen the existing Sam Bass Road. The traffic could be diverted to allow for "sections" of the road to be widened or use the "shared lane" approach. If a major overpass such as 3406 can be shut down and traffic diverted, it seems a feasible option for Sam Bass as well given there are other wats to go. Leave and enforce the 40-mph speed limit thru the area. During the public event we were shown the current approach, what other options were included in the trade study, what was the trade study criteria and weighting assigned that led to the current approach on the table? Tell us all the options and the pros and cons of each. Thank you, Kimberly Karnes</p>

#	Name	Source	Comment
51	Jeff Karnes	Email	<p>To whom it may concern, I have resided on Alexandrite Way since 2009, adjacent to Sam Bass Road and I want to provide my feedback regarding the Corridor H project. According to the project details, in order to accommodate the additional lanes of traffic, the entire natural oak lined grass area between Sam Bass and the Walsh Ranch neighborhood will need to be eliminated, substantially increase the traffic noise along this stretch of road, effectively make it sound like vehicles are in my backyard, and I believe this project will reduce my property value. I understand the traffic pattern on Sam Bass from FM 1431 to IH-35 can be a little congested at times, but if the current levels of traffic are as the investigation suggests, then building more lanes will only double or even triple the traffic. There are no more spaces to build new homes along Sam Bass road in any direction from IH-35 to FM 1431 and outside of the people living in Walsh Ranch, Tonkawa, other neighborhoods between Wyoming and FM 1431, all that other traffic is from Cedar Park taking Sam Bass to "shortcut" their drive to IH-35. Furthermore, the project states, in addition to building the extra lanes, there will be signals installed at Great Oaks/Sam Bass and Walsh Ranch Road/Sam Bass intersections to improve the flow of the increased traffic. So, let's think about that for a second, signal at Great Oaks, 500 or so yards down the road another signal at Walsh Ranch road, then another quarter mile down the road another signal at Wyoming Road, sounds like there will be an increase in congestion between Great Oaks Wyoming Road, stop, drive, stop, drive, stop, drive, not to mention the Middle School and how this will impact Walsh Ranch Road. There is already a 4 way stop at Great Oaks/Sam Bass with left and right turn lanes at all sides, seems to be working just fine. Walsh Ranch Road, can be little inconvenient at certain times of the day trying to turn left onto Sam Bass, so why not just install a 4 way stop at Walsh Ranch Road/Sam Bass, it already has the left and right turn lanes and then reevaluate the traffic pattern over a period of a year and see if it really makes sense to spend all that money to let those drivers divert from Cedar Park/FM 1431 down Sam Bass to IH-35, just to same 5 minutes of travel time, after all, punishing those who live along Sam Bass road doesn't seem like a very good way to support the community. Finally, the way I see this project, it's going to change this two-lane country road into a 4 lane highway. This project should be seriously reconsidered.</p>
52	Brian Wickman	Email	<p>Hello, my name is Brian Wickman and I am a resident in Brushy Bend Park as well on the board for our HOA. In general I like the plan that has been laid out..... I do think that you should consider improving the intersection at Wyoming Springs road. That intersection really needs turn lanes into Behrens Ranch. A turn lane for east bound traffic is especially important. Please consider that in future designs Thank You Brian Wickman</p>
53	Barbara Goergen	Email	<p>Good Afternoon, Although I believe the three land Road is a good option for the area I do not agree with the shared use path for bicycles and pedestrians. The reason for this is due to the numerous driveways that are along that stretch of Sam Bass Road. I believe this is a very dangerous option. Pedestrian pathways should be in area that are safe. Kind Regards, Barbara Goergen,</p>

#	Name	Source	Comment
54	John Smith	Email	<p>I have read through the majority of the comments received as a result of the June 21, 2017 public meeting. Many of the problems with the original proposal are still an issue. Rather than try to list all of these I would refer you to the following Authors and their comments available under Documentation of Meeting at your website along with the page numbers.</p> <p><a href="https://www.wilco.org/Portals/0/Departments/PublicInfo/CorridorHOpenHouseSummary.pdf">https://www.wilco.org/Portals/0/Departments/PublicInfo/CorridorHOpenHouseSummary.pdf</a></p> <p>Maureen Vance, pages 276 – 278  Robert Miller, page 279  Joy Hilscher, pages 340 – 342  Richard Gibbs, pages 355 –356  Rev. Dr. Catherine E. Craley, page 358</p> <p>I attended the May 17th meeting and had several conversations with a number of County officials or employees. One thing I found interesting was that nobody I asked could tell me what percentage of the comments received were positive or negative. It has to make me wonder if these were even read.</p> <p>One conversation I had was particularly enlightening. I won't identify the speaker since my recall is not perfect and I don't want this to seem like a personal attack. I mention it because I think it succinctly summarizes an attitude which goes to the heart of the problem.</p> <p>I asked this person if the proposed road widening would take their property. The response was they lived in Behrens Ranch, so yes, they would lose land. When I tried to clarify my point by asking if they were going to lose part of their front yard the response was they were smart enough not to purchase a home on a major highway.</p> <p>Sam Bass Road was never intended to be a major highway. To get an idea of what Sam Bass was I suggest you drive the stretch from I-35 to Old Settler's Blvd. and then the section from Great Oaks Dr. to F.M. 1431. Try to envision the disruption necessary to make those sections into a major highway. The only reason we are having this discussion is because developers plowed in Old Settler's Blvd. to facilitate developing the area, and rather than go to the expense to develop their own roads, they tied into Sam Bass Road. There never were any "Old Settlers" on that road. The primary driving force behind this project is a bunch of people who have moved into the densely populated neighborhoods along Old Settler's Blvd. from I-35 to Great Oaks Drive and want quick-er access to F.M. 1431 via Sam Bass Road 24 hours a day. Well, I guess they weren't smart enough to evaluate the road situation when they moved here. Or maybe they planned on using the taxpayer's funds and the power of the State of Texas to run roughshod over whoever didn't want their property seized.</p> <p>I found it interesting that several of the people I spoke to at the meeting mentioned eminent domain was not in the arsenal of tools Williamson County intended to use to accomplish this goal. While I can't quickly locate it, I recall seeing contradictory statements on the Willco website, and anyone with any sense knows this will be necessary.</p> <p>There certainly are things that can be done to improve the situation with minimal impact to the personal property and homes in the area. There is plenty of room to expand Sam Bass Road and add a hike &amp; bike trail from Tonkawa Trail to the Great Oaks Drive intersection on the north side of the road. This section is only 0.6 miles</p>

#	Name	Source	Comment
			<p>long and by appearances none of it is private property. This would improve access for the densely settled neighborhoods of Brushy Creek North, Walsh Ranch, and Behrens Ranch as well as Walsh Middle School. By contrast, the vast majority of property along the 1.5 miles of Sam Bass Road from Great Oaks Dr. to F.M. 1431 is privately owned. I noted that the proposed plan calls for a 10' trail along the north side of this stretch. Why is 10' necessary when the trail recently put in along Old Settler's Blvd. from Plantation Dr. to Chisholm Trail is only 6' wide? I would also point out that a trail on the north side of Sam Bass Road from Great Oaks Dr. to F.M. 1431 would have to cross about 19 public and private driveways. I don't know if there are State or Federal guidelines for this sort of situation, but if there are I'd bet this falls into the category of "not desirable." Yes, the Williamson County Government can seize whatever private property they choose to and do whatever they want. In my opinion this will be akin to trying to make a silk purse out of a sow's ear. It will certainly trample the property "rights" of anybody that doesn't want a freeway through their front yard. And it won't solve the perceived problem. But I hope common sense and decency will prevail.</p> <p>Your decisions will be interesting. John Smith</p>
55	H.H. Rothell, Jr.	Email	<p>I am writing my report on Monday, May 21, 2018 after attending the second evening meeting on the corridor H plan to widen Sam Bass Road between Wyoming Springs and FM1431. These matters have apparently NOT been taken even knowing there are a set of significant commercial changes coming to this exact same area. These changes are as follows: 1. the 129 acres of "Domain Type" retail for the NW corner of FM1431 at Sam Bass. 2. the current effort by a qualified developer to purchase frontage on Sam Bass in the exact same area as "Corridor H" and the developer has hired Keller Williams Realty, agent is Stephanie Miranda, and has set aside up to \$15,000,000 for this aggregate purchase. 3. The current owner of the SW corner of FM1431 at Sam Bass is clearing cedar and other underbrush as we speak and when the clearing is complete the property will be on the market as commercial. Knowing full well that this will cause a tremendous increase on the "Corridor H" traffic, we are talking auto traffic, then the engineers and our commissioners want to at first build an new eleven foot wide paved lane for bicycles and a new left turn lane...neither of which will do squat to help our auto traffic problems and our commissioner says "well the traffic studies were done before anyone knew about all this commercial development." WHEN does someone began to utilize some common sense here? Everyone knows that 99 per cent of the bicycle traffic is on Saturday and Sunday....BUT the auto traffic is SEVEN DAYS A WEEK, EVERY WEEK. You can build a 72-inch shoulder on one side of this new construction and take care of ALL of your bicycle traffic, so why would you want to penalize the auto use of this PUBLIC ROADWAY and yield to an occasional bicycle need. Why don't our infrastructure people with the County come to realize the OBVIOUS???</p>

#	Name	Source	Comment
56	Bill Stark	Email	<p>My understanding is that you will build a three-lane road completely separate from the existing road, at least mostly.</p> <p>Why not build the three new lanes and use the current two lanes to make it a four lane road. This will need to be done eventually.</p> <p>It does not make sense to not use the existing road bed</p>
57	Steven Oltmanns	Email	<p>The low water crossing near Brushy Bend Park needs to be replaced with a bridge or large culvert. Is that included in the current plan?</p>
58	Rich Cutler	Email	<p>Howdy!</p> <p>I'm an avid cyclist who lives in the Vista Oaks neighborhood and am so happy that some improvements are being considered for Sam Bass Road.</p> <p>I would like to strongly advocate for a 4-foot marked shoulders on both sides of the road to serve as bicycle lanes. This could be accomplished by narrowing the sidewalk to make it pedestrian-only and adding two feet to the shoulder near the trail. Bicycle lane markings should also be put on the road.</p> <p>The idea that pedestrians and cyclists should share a sidewalk going both directions on one side of the road is dangerous to both. Bicycles going 20 mph have no business being around people walking, particularly if the idea is that they will be going both directions. Going that fast riding on the left is a death wish from any car pulling out from a side street. Cars are simply not expecting anything to be coming that fast from the wrong direction.</p> <p>Thank you for considering cyclists in your plans! A small change to the configuration will make a big difference and open up safe routes to the Brushy Creek and Palmer Lane areas for all the people living in Vista Oaks, Mayfield Ranch and the Parkside neighborhoods.</p> <p>I would be happy to meet you in person to discuss further.</p> <p>I can be reached at 512-810-9183.</p>

#	Name	Source	Comment
59	Sarah Griffin	Email	<p>Dear Williamson County Roads,  Thank you for the opportunity to submit comments regarding the Corridor H/Sam Bass Road project.</p> <p>I attended the information meeting at the church in May 2018. These are my comments.</p> <p>(1) I am a member of Round Rock Presbyterian Church, and I am concerned that the plans shown will wipe out our driveway and perhaps come too close to our playground. The driveway that extends from in front of our sanctuary to the playground and over to the eastern portion of our property allows everyone who uses our property to travel safely and easily. This includes not just church members, but also the Boy Scouts, our AA/CA groups, neighborhood associations, etc. If possible, please be mindful of the fact that we need a means to travel on our property. Please also be mindful of our playground and that children may be on that playground at various times throughout the week.</p> <p>(2) There are a number of large trees close to Sam Bass Road between Tonkawa Trail and Arrowhead Circle, mostly on the northern side with the empty field. I would encourage the county to plant some larger trees farther inwards (i.e. away from the possible expanded road) now so that those trees are established and growing when the other trees are removed.</p> <p>(3) It is my understanding that tree replacement is not a standard protocol for Williamson County. I think this is a tragedy that puts short-term inconvenience (paying for a tree) over the long-term public health and welfare. As you know, trees absorb carbon dioxide and release oxygen. This transaction is a gift from God, as it supports our human need for oxygen. Please consider investing in trees and consider changing your policy to a more conscientious view. Trees are an investment in the future health of all Williamson County citizens.</p> <p>(4) Consider placing yellow “Deer Crossing” signs at several places along the Sam Bass Road. If those signs could have timers with flashing lights (for dusk and dawn) – maybe even solar-powered ones – that would be helpful. There are many deer that cross Sam Bass Road, and posting signs would help alert drivers. The stretch between Great Oaks and Community Christian Church is particularly full of deer and visibility is limited.</p> <p>(5) Consider keeping the speed limit posted low. Many people zip along that road too fast, and it is dangerous. I would encourage you to consider a speed limit of 40 mph.</p> <p>(6) Please be very mindful of drainage and water waste from runoff for the whole corridor. This is especially true as you reach the eastern end near Tonkawa Trail. As you know, there are ponds in Tonkawa Springs that are very fragile. Behind the houses that face Sam Bass, right at Tonkawa Trail, is the critical habitat for the salamanders. There is a natural spring behind those houses where the salamanders live. That spring has been professionally measured to generate between 160 and 270 gallons PER MINUTE of water. This water passes behind the fire station and goes into a water recharge feature about 100 yards later. This water recharge feature is part of the Northern Edwards Aquifer and absorbs almost all of that beautiful water back into the aquifer. Although your project physically ends before the start of this creek, we all know that water runoff, especially from storms, can travel great distances. I ask that you be mindful of this in planning drainage and work with the City of Round Rock as needed to ensure</p>

#	Name	Source	Comment
			<p>that adequate protection is made of this precious water source. The future of all citizens of Williamson County depends on water, and we must work to protect the water as much as possible. UT Professor David Hillis can testify to the importance of these springs and their key role in the aquifer.</p> <p>(7) Finally, I would love for the county to step back and think about a larger question: how can we minimize having to build new roads even while the population grows? That takes a huge shift in our thinking as Americans. Self-driving cars are on the horizon. But does every American really need a car? What if Williamson County made a concerted effort to promote carpooling, bicycling, walking, etc. as a more desired solution? Wouldn't fewer cars on the road help with traffic and save our precious tax dollars for other projects? There is selfish greed, regrettably, at the heart of our American mindset that each person should have a car and go wherever they want, whenever they want, as fast as possible. I am as guilty of this mindset as everyone else. This "me first" mentality of a 1:1 driver-to-car ratio is not sustainable as our population grows exponentially. But it is a mindset that can change. I would encourage the county to start talking up carpooling and other solutions that involve taking cars off the roads. Be bold and brave; your grandchildren and their grandchildren will thank you.</p> <p>May God bless you and give you heart and insight as you work towards the best solution for the people of Williamson County.</p> <p>It seems from the Aerial Map that much of the proposed new road between Tonkawa Trail and Great Oaks will be to the north of the current road. It was not clear in the meeting what will happen to the current road.</p> <p>I am very concerned about the trees and wildflower/grassy areas that will be destroyed. These areas are critical in providing drainage so that runoff does not contaminate the creeks and ponds in Tonkawa Springs any more than they already are. Please reuse as much of the current road space as possible and work to NOT destroy trees and NOT put more impervious coverage (i.e. pavement) in that area. PLEASE communicate more clearly about drainage and where the new road will go. There is a song that talks about "paving paradise to put up a parking lot." Please do not turn Williamson County into a nasty pile of concrete. Build only what you have to build. And keep as much land, dirt, trees, creeks, and God-given nature as possible. We as humans have the power to destroy these beautiful creations, but we cannot recreate them. Think carefully. Act in a manner that shows we respect the land and who created it.</p> <p>Thank you, Sarah Griffin</p>

#	Name	Source	Comment
60	James Conroy	Email	<p>Please include this email in the public meeting summary regarding Corridor H/Sam Bass Road.</p> <p>I have been following the progress of the Corridor H project for over a year now and there are still so many questions unanswered at this point:</p> <ul style="list-style-type: none"> <li>- How many feet of private property will be condemned for this project? How much wider is this road and shared use path? There was a picture provided in the fact sheet, but it isn't clear on exactly how much space would be condemned.</li> <li>- The corridor is not one that currently has much pedestrian traffic. What is the estimated daily/monthly pedestrian use of the bike path that appears to be taking up 10 feet of private land? Is there an expected increase in foot traffic in the near future, if so, due to what? This is not an area with any businesses to speak of that would generate foot traffic.</li> <li>- The key addition occurring during this project is a center turn lane. What research has been performed that shows a center turn lane along the entire route would be more effective than adding turn lanes at key intersections and additional traffic signals and stop signs along the corridor? What percentage of the accidents currently occurring on this corridor are happening at intersections vs. non-intersections? Wouldn't this information be known in order to assess this projects ability to improve safety?</li> <li>- I have seen an estimate of the project at \$6.5 million. What would be the estimated cost of adding turn lanes at key intersections and additional traffic signals and stop signs along the corridor?</li> <li>- How is the property that will be condemned for this project being divided as far as how much on the north side of the road and how much on the south? Which side of the road will the shared use path be on?</li> <li>- For the residents that will bear the burden of this project, through condemnation of their properties and many many months of construction, what resources are being provided to them in order to help guide them through this process and instruct them of their rights in scenarios like this? If nothing will be provided by the county, will the county reimburse these citizens for legal fees incurred as they try to educate themselves and get guidance on how this process works?</li> </ul> <p>As I understand it, homeowners are already being approached with proposals to forcibly sell their land to the county. How could that remotely ever occur before knowing answers to the questions above and sharing them with the public?</p> <p>Thank you, James Conroy</p>

#	Name	Source	Comment
61	Janardhan Korapala	Email	<p>Hi,  I am Janardhan Korapala and live in Tonkowa Springs neighborhood at 3551 Sam Bass Rd.  I have attended May 17, 2018 meeting and I appreciate the team effort to expand Sam Bass Rd,  I have below concerns about intersection of Arrow Head Circle / Walsh Ranch Blvd where the proposal is a traffic light.</p> <ol style="list-style-type: none"> <li>1. Speed is a concern, if the light is green at Great Oaks signal and continue the green light at Arrow Head Circle / Walsh Ranch Blvd where, the road is with a curve and I have seen couple of accidents since 2+ years including car rollover.</li> <li>2. No Pedestrian crossing at the traffic light is very difficult for pedestrians to cross from Arrow Head Circle to Walsh Ranch Blvd.</li> </ol> <p>My suggestion is to have a pedestrian crossing, protect curvy road and make sure speed is controlled. Please call me if the above concern is not explained in detail.  Thanks,  Janardhan</p>
62	David Huff	Email	<ol style="list-style-type: none"> <li>1. The purpose of the hike and bike trail according to Friese consultants used by WILCO with the design of the new roadway is to connect existing trails to the WILCO SW Regional Park. Thus the purpose of the taking of ROW is for recreation, not for a traffic conduit for bicycles during the week. To do so the trail will have to cross FM1431. Friese also said that FM1431 will ultimately be a freeway. The plan for the trail to cross FM1431 is to have a tunnel to allow trail traffic to pass under 1431. The cost of such a tunnel will be heavily disproportionate to the value of those using it. For FUN. How expensive will such a tunnel be? What a great expenditure for the benefit of such a few individuals in Williamson County.</li> <li>2. The following amounts are averages from figures supplied by Friese. 91 feet is needed for the proposed plan. Current ROW is approx. 45 feet. Of the new ROW required for the proposed plan, 10 feet is needed for the trail plus a 2 foot separation strip from the traffic lane. Thus 12 feet of the 46 new feet being taken is over 1/4th of the ROW taking. Such very occasional use and is for recreation solely. How does one fourth of the taking be justified for occasional, recreational use? How much less land will need to be taken from landowners if the hobby bicycle interests are not satisfied?</li> <li>3. The trail will be a 10 foot wide concrete sidewalk with two way bike traffic. It will be placed 12 feet from the north side of Sam Bass Road. There will be a 2 foot space between the trail and the north bound lane of Sam Bass Road. Thus a southbound biker and hiking families will on occasion be two feet away from auto traffic moving in the opposite direction traveling in at least a 40 MPH speed zone.</li> <li>4. WILCO Parks and Recreation did not talk to any property owners directly affected by the addition of the trail before their proposed plan was completed. The trail was never exposed in the earlier meetings with area residents. This is a surprise. No information re specifics of a trail had been in the plans explained before. WILCO only told the north side property owners about the plan after it was adopted for public review. After the earlier public meeting regarding Corridor H in 2017, about 1 % of the respondents said that a trail was desired. This approach gives one an impression of a hidden agenda on the part of a very few individuals.</li> <li>5. How do property owners handle the crossing of the trail with respect to bicycles</li> </ol>

#	Name	Source	Comment
			<p>and pedestrians? A driver accessing a very busy Sam Bass Road will need to pull across county property and stop on the trail to get as close to the car lane as possible in order to enter the roadway in the least amount of time. Who has right of way when a driver has parked on the trail and then is faced with a stream of oncoming bikes and walkers? WILCO admitted in its meeting with property owners that it did not know what additional liabilities existed for the property owners, implying that it was up to the owners to be responsible for what WILCO was doing to them. While this situation may not be significant most of the time, everyone knows that Sundays have the biggest trail use. And that is when the entry and exits at the three churches involved will be the greatest, especially before and after the predominant meeting times on Sunday mornings. Does this multitude of individuals have any idea how to cope – church members, property owners, not to mention the responsibilities of the bikers and hikers? Who stops? Who backs up? At the exit times, the driver sitting on the trail may not be able to back up because of the string of traffic behind him waiting to leave the church parking lot. Not only is this terribly onerous to a driver, but there will be two way traffic on the trail for a driver to contend with. WILCO Parks and Recreation said that common courtesy would need to prevail in such a situation, indicating that it, too, had no idea of the legal situation in which it was placing the property owners. But it was willing to propose such a trail anyway. It isn't often but it isn't unusual for one to see a statement of rights by aggressive bicyclists. Sundays will become a test of one's Christianity as hundreds of drivers go in and out of church parking lots.</p> <p>6. The 10 foot shared trail/sidewalk on the west side of 183A north of FM1431 has yellow signs at shopping exits indicating 2 way traffic on the 10 foot wide sidewalk. Will such signs be placed on the proposed trail? Does WILCO bear any responsibility on insuring those facing this situation know what to do? Its response in a meeting with church officials at a church was that it would work with the churches to alleviate the situation with signage if problems arise. It will be too late by then. How many more signs like this plus additional ones for this special situation will be needed on the multitude of property owners' driveways to be proliferated on the north side of Sam Bass Road from Great Oaks to FM 1431 with garish colors and metal in a rural setting covered with trees and native grasses that have been preserved by these property owners for years and years?</p> <p>7. WILCO will be placing bikers and walkers, including families, who are southbound on the trail adjacent to a northbound Sam Bass Road driver in a 40+ MPH speed zone with little margin of safety in an era of irresponsible cell phone users.</p> <p>8. An official at the RR USPS office was surprised to see the layout of the trail and traffic lanes because they had not seen or heard anything about the plan from WILCO. The officer said that no comment could be made until a final plan was presented to them, but he was clearly interested in the challenge of mail delivery to mail boxes in an already dangerous thoroughfare. Putting all mail boxes on the south side of Sam Bass Road was not an option as it would require people to walk across three lanes of traffic to get to their mail boxes. Is it not irresponsible for Wilco to propose the trail and not consult with the USPS before publishing a plan?</p> <p>9. Will the trail cause additional safety challenges for School Buses for both the RRISD and the LISD?</p>

#	Name	Source	Comment
			<p>10. Friese said that traffic studies justified the current three lane proposal which would carry the needs of the road until 2040. Were the traffic studies done before or after the announcement of the Indigo Ridge development? Even an amateur would raise the likelihood that with the full development of Indigo Ridge, WILCO will have to come back and revisit this roadway well before 2040. That would be absolutely awful, considering where we are in this review right now.</p> <p>11. Once a trail is in place, it will be nearly impossible to replace it with an auto-traffic lane which will be much more badly needed. So when 5 lanes ultimately come, two more lanes width to support 5 lanes will be taken. The ROW taking is not over with this 3 lane/trail plan. Taking property owners' land for 5 lanes AND a trail is just wrong.</p> <p>12. We moved to a rural setting for privacy. A trail allows people to get closer to our property including unwanted viewers. How many home owners like it if someone stops in front of their house and "cases" the place? We don't want people up close and personal any more than anyone else living in a small lot development.</p> <p>13. If the trail is by a parking lot, bikers will park in the lot for convenience to start their ride on the trail. How does a property owner like a church keep unwanted parking in their lots when space for parking is already at a premium for the property owner. "No parking/towing" signs will be needed, making the church appear not to be community minded when it has to post such signage for liability purposes. Such signage is highly undesirable for a church to have to erect.</p> <p>14. It may be that WILCO will not take land from a given property owner, any prospective future buyer will have to cope with the added difficulty of egress and ingress posed by the trail. Its placement at the edge of that property will be detrimental to the property value. Will WILCO pay that property owner where no ROW is taken, but the value is adversely affected by the placement of an adjacent trail? In addition, if a property is on the south side of Sam Bass Road where a trail has devalued the property on the north side of the road, the south side property is also adversely affected by the decline in values of the area.</p> <p>15. When asked if there was another trail like what was proposed, the director of the Wilco Parks Department cited the 10-foot concrete strip on the west side of 183A running from 1431 to Leander. That trail and the proposed trail have little in common other than being 10 feet wide. That trail was in the initial development plans for that area whereas the proposed trail has to be a retrofit over private driveways.</p> <p>a. There are no or minimal mailboxes on that trail.</p> <p>b. That trail gives a good example of the signage that might accompany the proposed trail. That trail has signs at entry to the trail for traffic exiting to 183A, but such is inconsistently done as signs are not at every exit to 183A. In fact, there are no signs either way at the HEB Center and a few other driveways, every one of which is commercial.</p> <p>c. On the other hand there is only one yellow highway sign on 183A all the way from Leander to 1431 warning traffic that is exiting from 183A across the trail, and that sign is placed near the end of the entire trail at the Costco Center after 2 entries and before 3 entries. There is a terrible lack of signage warning traffic exiting 183A that a driver is about to cross a trail.</p> <p>d. The citing of this 183A trail as an example of what is to come is without merit</p>

63	Name	Source	Comment
			<p>and indicates that somewhere there is a desire to have the trail without regard to the above readily evident difficulties that such a trail would bring.</p> <p>I have been advised to respond to the proposed plan by making suggestions as to how these perceived problems may be mitigated. One suggested suggestion was that the signage might be done with smaller signs! The only way to mitigate the above list of problems and the burden placed on property owners on Sam Bass Road and citizens of Williamson County by the government of Williamson County is to remove the trail from the plan.</p> <p>David Huff 4409 Sam Bass Road</p>
63	Jeff and Maureen Vance	Email	<p>Widening Sam Bass to 3 lanes seems apt, the way in which K Friese proposes to do this is a thinly veiled attempt to merely secure ROW for a 5-lane thoroughfare (exactly per the feasibility study), and this is disconcerting to me because of the unnecessary loss of additional property, heritage trees, and privacy for homeowners along this road. This proposal also significantly increases risk of mail/package theft, and liability of homeowners &amp; businesses regarding pedestrians traversing their property due to a shared use path that pretty much no one (out of the 263 citizens who submitted initial input) asked for.</p> <p>*Building 3 new lanes instead of just adding one to the existing 2-lane roadway (3+2=5) is overkill; just use workers on either side of the construction area with stop/slow signs... it is typical of such projects, and what one pictures when being told of increasing Sam Bass from 2 to 3 lanes. Securing just 12 feet instead of 50 feet is not only more affordable, but spares many more heritage trees and real property along this tree-lined road.</p> <p>*The shared use path probably sounds palatable at first glance to the general public, but if one ponders such a path along this particular road, it doesn't seem practical because:</p> <ul style="list-style-type: none"> <li>—Pedestrians would have to traverse a whopping 12 private driveways/parking lots in a mere 2.6 miles; such paths are typically along the length of a park for good reason: so they don't encounter any vehicles.</li> <li>—These paths are most frequently used on weekends in the mornings and afternoons; however, the highest frequency of pedestrians would be forced to traverse 3 church parking lots + an event venue, DURING TIMES WHEN THESE BUSINESSES ARE ALSO THE MOST BUSY.</li> <li>—Residents' mail/packages/property will be highly vulnerable to theft</li> <li>—Residents along this road will lose a significant amount of privacy, as the county has no intention of building a wall like subdivisions always do along shared use paths.</li> <li>—No walls means there can definitely be a potential for residents' dogs/pets to encounter pedestrians and their pets and/or children, and causing problems, even if the residents put up fences... dogs can be very territorial, which could cause harm to pedestrians, children, their pets, etc. It could even cause a potential accident with pets running into the roadway out of fear of an unwelcome encounter.</li> <li>—While the alleged intention of this path is to allow pedestrians to "safely" travel to Wilco's Regional Park, crossing 1431 would be prohibitive, rendering this intention moot. This was pointed out at the input meeting on 5/17/18, and the</li> </ul>

#	Name	Source	Comment
			<p>answers varied... indicative of not having considered this dilemma.</p> <ol style="list-style-type: none"> <li>1. Creating a tunnel (using a box culvert) under 1431 sounds very \$\$\$, and unwise given this region is riddled with karsts, endangered species, and environmental- + archaeologically-sensitive land.</li> <li>2. Using an existing box culvert east of the intersection really takes pedestrians out of the way, and will quite likely flood from time to time, rendering it useless. While this was mentioned as an option to avoid having to build a tunnel, there was no indication/intention of such a solution per the map shared with the public on 5/17/18.</li> <li>3. Per K Friese, there is no money intended to be allocated in this project for a tunnel. The funds would have to magically come from another source entirely. It is not tied to the project in any way, and yet the pedestrian path leading to nowhere (due to no tunnel to traverse 1431 indicated) was prominent in the design, again, causing some to infer that it is there to merely secure a 5-lane ROW (3+2=5), with no intention to ever build the path.</li> </ol> <p>Positives</p> <ol style="list-style-type: none"> <li>1. The speed limit is to remain 40 mph (although 35 mph is more desirable)</li> <li>2. The extra left-turn lane at 1431</li> </ol> <p>Suggestions</p> <ol style="list-style-type: none"> <li>1. Per the results of the study, K Friese recommends Sam Bass become a 3-lane road... therefore, just add 1 lane to the existing 2, using workers with stop/slow signs at the ends of the construction zone, like so many other construction projects.</li> <li>2. Continue the existing shared use path only to Great Oaks Drive and add a x-walk at that intersection. This way, people living in the existing subdivisions can safely head to Brushy Creek Regional Park and its bevy of paths instead. No tunnel will be needed, either.</li> <li>3. The proposed light at Walsh Ranch Blvd. becomes a flashing yellow during non-school hours &amp; Great Oaks become flashing red during non-peak hours.</li> </ol> <p>Conclusion</p> <p>While Wilco's Irtp indicates that Sam Bass should become a 6-lane thoroughfare, it truly should not. The overzealous Irtp was drawn up in 1999 without regard to what Sam Bass has become: a rural community lined with 37 private driveways, heritage trees, crawling with deer and the occasional loose pet. These 37 driveways in a mere 2.6-miles are serviced weekly with garbage trucks, daily for mail service, and some, daily, as school bus stops during the school year. Can you imagine school bus stops along a 6-lane, 50-mph thoroughfare? I can't. These men weren't thinking about such dilemmas. They simply saw a map with lines/roadways, nothing more. And as you probably know, one of the Wilco Commissioners back in 1999, Mike Heiligenstein, is the current Executive Director of the CTRMA, and also presides on the CAMPO board (seems like a conflict of interest to me). Another, the former Judge John Doerfler is actively trying to delist federally-protected endangered species, benefiting aggressive developers and like-minded landowners. The Irtp should be revisited and revised... it should be looked at realistically. Rapid growth is not sustainable, and a grave stress on limited natural resources. And finally, some contend that in light of Indigo Ridge (north &amp; south) Sam Bass will need to be widened. However, that property is very near a HIGHLY archaeologically-sensitive area (they need to turn over that dirt with white</p>

#	Name	Source	Comment
			<p>gloves, the site in question revealed the oldest and most complete burial site in all of North America &amp; the western hemisphere [Leanderthal Lady... discovered in 1982 along 1431 by TxDOT]); it is far too aggressive of a project for this area, especially when one considers that all of these mixed-use retail projects of such grand scale reside near highways—where they belong—for ease of traffic flow and sustainability.</p> <p>I really hope you don't destroy this beautiful area that can never be restored to what it is now!!!!</p> <p>Jeff and Maureen Vance</p>
64	Amy Kwalwasser	Email	<p>Let the record stand that I am opposed to *any* Sam Bass Road expansion. I recommend that you simply change the northbound Sam Bass Road at 1431 middle lane so that instead of going straight only, it becomes a straight *and* left turn lane. The solution is that simple. At the latest community meeting, I requested answers from the lead engineer from the consulting firm and never heard back. For example, he said that he had people counting cars to make sure the expansion was justified. But he could not document that activity by date or time or number of vehicles or personnel used. And when challenged further, he then said they hadn't actually used people but rather a hydraulic road counter. Which is it? As someone who goes up and down Sam Bass Road during peak hours five days a week, I have never seen their truck or a road counter. Where is the documentation for this? This is just one scenario that I have never received clarification concerning my questions. Further, claiming that three lanes is all that is needed to solve traffic issues, but then explaining that the five-lane ROW is "just in case" is deceptive at best. More traffic at higher speeds equals less safety. The county is looking at far more liability issues by placing a hike-and-bike trail across so many residential driveways; it is literally an accident waiting to happen. Do you realize that those of us whose driveway will be crossed will need to essentially park our cars to block the hike-and-bike lane so that we can see oncoming traffic—all the while putting hikers and bikers at risk for being hit or running into our cars? And the businesses along Sam Bass (wedding facility and three churches) would have the same high-traffic times as the hikers and bikers. What a nightmare. As an avid bicyclist, I can say that this ill-thought plan would never be advocated by any of the local or national cycling organizations. And this path that none of us requested will abruptly end at 1431. Really? Whose brainstorm was that? The path to nowhere. And you want them to ride through a box culvert to get across 1431? Another bad idea for a multitude of reasons including ecological, archeological, safety, and more. We are a rural community intent on maintaining the sanctuary we call home. You are affecting 37 private driveways, heritage trees, private property, and businesses. None of us wants this. Even the lead engineer from the consulting company told me he would not want this expansion in front of his own house in Austin. At least we agree on that concept. Let go of this ridiculous project and find another area that is not affecting so many people so adversely if you are insistent on building more roads. This development is not "inevitable." This proposal is not a viable solution for "expected growth." This is a pet project that needs to die before it kills.</p> <p>Thanks, Amy</p>

65	Name	Source	Comment
65	Chris Kjeldsen	Email	<p>Let the record stand that I am opposed to *any* Sam Bass Road expansion. The proposal for a massive road expansion and hike and bike path cutting across some 37 home driveways is not a viable solution for “expected growth.” It is a massive overreach to line some consultant’s pockets at the detriment to the people who actually live on the road. The conflicting disinformation presented and gross misrepresentation of traffic flow is outrageous. Are there not laws against contractors lying to the public and falsifying reports to governing agencies? If you just have to change something change the northbound Sam Bass Road at 1431 middle lane so it becomes a straight and left turn lane. Occasional need for more left turn traffic flow solved.</p> <p>Thanks, Chris Kjeldsen</p>
66	Jennifer Masgras	Email	<p>To Whom It May Concern:</p> <p>While widening Sam Bass to 3 lanes seems apt, the way in which K Friese proposes to do this is a thinly veiled attempt to merely secure ROW for a 5-lane thoroughfare (exactly per the feasibility study), and this is disconcerting to me because of the unnecessary loss of additional property, heritage trees, and privacy for homeowners along this road. This proposal also significantly increases risk of mail/package theft, and liability of homeowners &amp; businesses regarding pedestrians traversing their property due to a shared use path that pretty much no one (out of the 263 citizens who submitted initial input) asked for.</p> <p>*Building 3 new lanes instead of just adding one to the existing 2-lane roadway (3+2=5) is overkill; just use workers on either side of the construction area with stop/slow signs... it is typical of such projects, and what one pictures when being told of increasing Sam Bass from 2 to 3 lanes. Securing just 12 feet instead of 50 feet is not only more affordable, but spares many more heritage trees and real property along this tree-lined road.</p> <p>*The shared use path probably sounds palatable at first glance to the general public, but if one ponders such a path along this particular road, it doesn't seem practical because:</p> <ul style="list-style-type: none"> <li>—Pedestrians would have to traverse a whopping 12 private driveways/parking lots in a mere 2.6 miles; such paths are typically along the length of a park for good reason: so they don't encounter any vehicles.</li> <li>—These paths are most frequently used on weekends in the mornings and afternoons; however, the highest frequency of pedestrians would be forced to traverse 3 church parking lots + an event venue, DURING TIMES WHEN THESE BUSINESSES ARE ALSO THE MOST BUSY.</li> <li>—Residents' mail/packages/property will be highly vulnerable to theft</li> <li>—Residents along this road will lose a significant amount of privacy, as the county has no intention of building a wall like subdivisions always do along shared use paths.</li> <li>—No walls means there can definitely be a potential for residents' dogs/pets to encounter pedestrians and their pets and/or children, and causing problems, even if the residents put up fences... dogs can be very territorial, which could cause harm to pedestrians, children, their pets, etc. It could even cause a potential accident with pets running into the roadway out of fear of an unwelcome encounter.</li> </ul>

#	Name	Source	Comment
			<p>—While the alleged intention of this path is to allow pedestrians to "safely" travel to Wilco's Regional Park, crossing 1431 would be prohibitive, rendering this intention moot. This was pointed out at the input meeting on 5/17/18, and the answers varied... indicative of not having considered this dilemma.</p> <ol style="list-style-type: none"> <li>1. Creating a tunnel (using a box culvert) under 1431 sounds very \$\$\$, and unwise given this region is riddled with karsts, endangered species, and environmental- + archaeologically-sensitive land.</li> <li>2. Using an existing box culvert east of the intersection really takes pedestrians out of the way, and will quite likely flood from time to time, rendering it useless. While this was mentioned as an option to avoid having to build a tunnel, there was no indication/intention of such a solution per the map shared with the public on 5/17/18.</li> <li>3. Per K Friese, there is no money intended to be allocated in this project for a tunnel. The funds would have to magically come from another source entirely. It is not tied to the project in any way, and yet the pedestrian path leading to nowhere (due to no tunnel to traverse 1431 indicated) was prominent in the design, again, causing some to infer that it is there to merely secure a 5-lane ROW (3+2=5), with no intention to ever build the path.</li> </ol> <p>Positives</p> <ol style="list-style-type: none"> <li>1. The speed limit is to remain 40 mph (although 35 mph is more desirable)</li> <li>2. The extra left-turn lane at 1431</li> </ol> <p>Suggestions</p> <ol style="list-style-type: none"> <li>1. Per the results of the study, K Friese recommends Sam Bass become a 3-lane road... therefore, just add 1 lane to the existing 2, using workers with stop/slow signs at the ends of the construction zone, like so many other construction projects.</li> <li>2. Continue the existing shared use path only to Great Oaks Drive and add a x-walk at that intersection. This way, people living in the existing subdivisions can safely head to Brushy Creek Regional Park and its bevy of paths instead. No tunnel will be needed, either.</li> <li>3. The proposed light at Walsh Ranch Blvd. becomes a flashing yellow during non-school hours &amp; Great Oaks become flashing red during non-peak hours.</li> </ol> <p>Conclusion</p> <p>While Wilco's Irtp indicates that Sam Bass should become a 6-lane thoroughfare, it truly should not. The overzealous Irtp was drawn up in 1999 without regard to what Sam Bass has become: a rural community lined with 37 private driveways, heritage trees, crawling with deer and the occasional loose pet. These 37 driveways in a mere 2.6-miles are serviced weekly with garbage trucks, daily for mail service, and some, daily, as school bus stops during the school year. Can you imagine school bus stops along a 6-lane, 50-mph thoroughfare? I can't. These men weren't thinking about such dilemmas. They simply saw a map with lines/roadways, nothing more. And as you probably know, one of the Wilco Commissioners back in 1999, Mike Heiligenstein, is the current Executive Director of the CTRMA, and also presides on the CAMPO board (seems like a conflict of interest to me). Another, the former Judge John Doerfler is actively trying to delist federally-protected endangered species, benefiting aggressive developers and like-minded landowners. The Irtp should be revisited and revised... it should be looked at realistically. Rapid growth is not sustainable, and a grave stress on limited</p>

#	Name	Source	Comment
			<p>natural resources. And finally, some contend that in light of Indigo Ridge (north &amp; south) Sam Bass will need to be widened. However, that property is very near a HIGHLY archaeologically-sensitive area (they need to turn over that dirt with white gloves, the site in question revealed the oldest and most complete burial site in all of North America &amp; the western hemisphere [Leanderthal Lady... discovered in 1982 along 1431 by TxDOT]); it is far too aggressive of a project for this area, especially when one considers that all of these mixed-use retail projects of such grand scale reside near highways—where they belong—for ease of traffic flow and sustainability.</p> <p>Respectfully, Jennifer Masgras</p>
67	Kim Goodman	Email	<p>While widening Sam Bass to 3 lanes seems apt, the way in which K Friese proposes to do this is a thinly veiled attempt to merely secure ROW for a 5-lane thoroughfare (exactly per the feasibility study), and this is disconcerting to me because of the unnecessary loss of additional property, heritage trees, and privacy for homeowners along this road. This proposal also significantly increases risk of mail/package theft, and liability of homeowners &amp; businesses regarding pedestrians traversing their property due to a shared use path that pretty much no one (out of the 263 citizens who submitted initial input) asked for.</p> <p>*Building 3 new lanes instead of just adding one to the existing 2-lane roadway (3+2=5) is overkill; just use workers on either side of the construction area with stop/slow signs... it is typical of such projects, and what one pictures when being told of increasing Sam Bass from 2 to 3 lanes. Securing just 12 feet instead of 50 feet is not only more affordable, but spares many more heritage trees and real property along this tree-lined road.</p> <p>*The shared use path probably sounds palatable at first glance to the general public, but if one ponders such a path along this particular road, it doesn't seem practical because:</p> <ul style="list-style-type: none"> <li>—Pedestrians would have to traverse a whopping 12 private driveways/parking lots in a mere 2.6 miles; such paths are typically along the length of a park for good reason: so they don't encounter any vehicles.</li> <li>—These paths are most frequently used on weekends in the mornings and afternoons; however, the highest frequency of pedestrians would be forced to traverse 3 church parking lots + an event venue, DURING TIMES WHEN THESE BUSINESSES ARE ALSO THE MOST BUSY.</li> <li>—Residents' mail/packages/property will be highly vulnerable to theft</li> <li>—Residents along this road will lose a significant amount of privacy, as the county has no intention of building a wall like subdivisions always do along shared use paths.</li> <li>—No walls means there can definitely be a potential for residents' dogs/pets to encounter pedestrians and their pets and/or children, and causing problems, even if the residents put up fences... dogs can be very territorial, which could cause harm to pedestrians, children, their pets, etc. It could even cause a potential accident with pets running into the roadway out of fear of an unwelcome encounter.</li> <li>—While the alleged intention of this path is to allow pedestrians to "safely" travel to Wilco's Regional Park, crossing 1431 would be prohibitive, rendering this</li> </ul>

#	Name	Source	Comment
			<p>intention moot. This was pointed out at the input meeting on 5/17/18, and the answers varied... indicative of not having considered this dilemma.</p> <ol style="list-style-type: none"> <li>1. Creating a tunnel (using a box culvert) under 1431 sounds very \$\$\$, and unwise given this region is riddled with karsts, endangered species, and environmental- + archaeologically-sensitive land.</li> <li>2. Using an existing box culvert east of the intersection really takes pedestrians out of the way, and will quite likely flood from time to time, rendering it useless. While this was mentioned as an option to avoid having to build a tunnel, there was no indication/intention of such a solution per the map shared with the public on 5/17/18.</li> <li>3. Per K Friese, there is no money intended to be allocated in this project for a tunnel. The funds would have to magically come from another source entirely. It is not tied to the project in any way, and yet the pedestrian path leading to nowhere (due to no tunnel to traverse 1431 indicated) was prominent in the design, again, causing some to infer that it is there to merely secure a 5-lane ROW (3+2=5), with no intention to ever build the path.</li> </ol> <p>Positives</p> <ol style="list-style-type: none"> <li>1. The speed limit is to remain 40 mph (although 35 mph is more desirable)</li> <li>2. The extra left-turn lane at 1431</li> </ol> <p>Suggestions</p> <ol style="list-style-type: none"> <li>1. Per the results of the study, K Friese recommends Sam Bass become a 3-lane road... therefore, just add 1 lane to the existing 2, using workers with stop/slow signs at the ends of the construction zone, like so many other construction projects.</li> <li>2. Continue the existing shared use path only to Great Oaks Drive and add a x-walk at that intersection. This way, people living in the existing subdivisions can safely head to Brushy Creek Regional Park and its bevy of paths instead. No tunnel will be needed, either.</li> <li>3. The proposed light at Walsh Ranch Blvd. becomes a flashing yellow during non-school hours &amp; Great Oaks become flashing red during non-peak hours.</li> <li>4. Connecting Wyoming Springs to 1431 will relieve traffic on Sam Bass headed north.</li> </ol> <p>Conclusion</p> <p>While Wilco's Irtp indicates that Sam Bass should become a 6-lane thoroughfare, it truly should not. The overzealous Irtp was drawn up in 1999 without regard to what Sam Bass has become: a rural community lined with 37 private driveways, heritage trees, crawling with deer and the occasional loose pet. These 37 driveways in a mere 2.6-miles are serviced weekly with garbage trucks, daily for mail service, and some, daily, as school bus stops during the school year. Can you imagine school bus stops along a 6-lane, 50-mph thoroughfare? I can't. These men weren't thinking about such dilemmas. They simply saw a map with lines/roadways, nothing more. And as you probably know, one of the Wilco Commissioners back in 1999, Mike Heiligenstein, is the current Executive Director of the CTRMA, and also presides on the CAMPO board (seems like a conflict of interest to me). Another, the former Judge John Doerfler is actively trying to delist federally-protected endangered species, benefiting aggressive developers and like-minded landowners. The Irtp should be revisited and revised... it should be looked at realistically. Rapid growth is not sustainable, and a grave stress on limited</p>

#	Name	Source	Comment
			<p>natural resources. And finally, some contend that in light of Indigo Ridge (north &amp; south) Sam Bass will need to be widened. However, that property is very near a HIGHLY archaeologically-sensitive area (they need to turn over that dirt with white gloves, the site in question revealed the oldest and most complete burial site in all of North America &amp; the western hemisphere [Leanderthal Lady... discovered in 1982 along 1431 by TxDOT]); it is far too aggressive of a project for this area, especially when one considers that all of these mixed-use retail projects of such grand scale reside near highways—where they belong—for ease of traffic flow and sustainability.</p>
68	Sarah Griffin	Email	<p>Lauren, Thank you for the confirmation message. Could you please add these comments: It seems from the Aerial Map that much of the proposed new road between Tonkawa Trail and Great Oaks will be to the north of the current road. It was not clear in the meeting what will happen to the current road. I am very concerned about the trees and wildflower/grassy areas that will be destroyed. These areas are critical in providing drainage so that runoff does not contaminate the creeks and ponds in Tonkawa Springs any more than they already are. Please reuse as much of the current road space as possible and work to NOT destroy trees and NOT put more impervious coverage (i.e. pavement) in that area. PLEASE communicate more clearly about drainage and where the new road will go. There is a song that talks about "paving paradise to put up a parking lot. Please do not turn Williamson County into a nasty pile of concrete. Build only what you have to build. And keep as much land, dirt, trees, creeks, and God-given nature as possible. We as humans have the power to destroy these beautiful creations, but we cannot recreate them. Think carefully. Act in a manner that shows we respect the land and who created it. Thank you, Sarah Griffin.</p>
69	Elaine Lincoln	Email	<p>To whom it concerns,  I'm in disbelief that this road is could be what is being claimed. I oppose the waste of tax payer dollars to create anything that is only to further line the pockets of the developers.  I think people forget that hard working, simple people live along these roads, and the impact that will surely befall them is so utterly avoidable.  I'm not blind and am fully aware that progress will occur and if it is ONLY for safety reasons or lesser of all evils, to expand, to straighten and carve a better path, then that's one thing. But to ignore simpler, more cost effective, less invasive paths is ignorance at the very least and developer induced self-aggrandizement at most. Good lord, have a heart. Use your God given brain to make decisions that benefit not just those who stand to gain from these "improvements", re the surrounding developers, but those who will suffer the most, re the rest of us who live here.  Rethink,  Elaine Lincoln</p>

#	Name	Source	Comment
70	Mitch Lee	Email	<p>I am one of the residents that back to Sam Bass in Walsh Ranch. Let the record stand that I am deeply opposed to the current plans around Sam Bass Road expansion.</p> <p>There is no way I can support having my tax dollars to be put forth for a plan that doesn't use existing lanes.</p> <p>My neighbors agree. I will do my best to campaign against the current plans.</p>
71	Dylan Griffin	Email	<p>Williamson County Road Administrator,</p> <p>I am submitting comments regarding the Sam Bass /Corridor-H road expansion. I also submitted comments at the public meeting on November 30, 2017.</p> <p>I am an active member of Round Rock Presbyterian Church and a registered leader with Cub Scout Pack 165. These are only two of many organizations who all utilize the RRPC facility. According to the posted plan, the road expansion will only take place on the north side of Sam Bass, expanding only into the church property. This inconveniences hundreds of people who use this facility every. I request again (after my original request on Nov. 30) that expanding to the south side of Sam Bass will only inconvenience a few dozen people. Expanding only toward the church will route your construction directly through our driveway, playground, and septic lift pump.</p> <p>I also do not understand why the section of Sam Bass to the east of Great Oaks is being completely re-routed onto the currently-unused grassy area. This creates twice the runoff potential from impervious surfaces in the most sensitive water zone directly north of the actual Tonkawa Spring. This spring has been thoroughly documented during the expansion plans regarding Wyoming Springs Road. The spring has been tied directly to the aquifer that provides a significant source of Round Rock drinking water. For the sake of cost, time, and conservation; I recommend using the existing roadway where possible rather than creating a new surface for no apparent reason.</p> <p>Thank you for your consideration, Dylan Griffin</p>
72	Ladeitra Lee	Email	<p>I live on Sam Bass. Let the record stand that I am opposed to current plans of Sam Bass Road expansion.</p> <p>This is not economically sound at the very least. I would never vote on a bond to fund this effort.</p> <p>Ladeitra Lee</p>

#	Name	Source	Comment
73	Bruce and Carole Gessaman	Letter	<p>We're writing this message as a last attempt to get someone to hear our pleas. The people we have spoken to from Friese listen, say they understand, and then do nothing. We don't believe Sam Bass Road needs a lot of change- at least not a turn lane the full length of the road from Wyoming Springs to RM1431 and certainly not a walking trail. We fear a turn lane the complete length of the road could be more dangerous than not having such a lane. Using the turn lane as a passing lane could and probably would happen, and any accident that occurred from such an action would not be a fender-bender but possibly a head-on collision. Turn lanes should be made at the traffic lights but not the full length of the road. Now to the walking trail-who would want to walk with their children or even by themselves just a few feet from the traffic on Sam Bass? The many driveways of the homes and churches on Sam Bass and the intersecting roads would cross the walking trail making it hazardous to walkers and/or bikers. And the shade would be gone because the trees would be cut down to build the trail. We suggest that a small amount of land be purchased from each landowner on each side of the road, enough to slightly widen the road with narrow bike lanes on each side. The speed limit should be lowered to 35 mph like the other neighborhood roads in the area that are either 30 or 35mph. Frankly, we don't wish to see Sam Bass Road become even busier by making the road more convenient. We simply can't imagine driving on this road without seeing the canopy of trees that now cover the front boundaries of the homes and churches along Sam Bass. On a personal level, the Friese plan takes 86 feet off the front depth of our property, which faces Sam Bass, for almost the full length of the property. We have lived here for 24 years and can't bear to think of the hundreds of trees on our property alone that will be destroyed for this so-called improvement. And think of the money that could be saved if the county or whoever did not have to purchase as much land and trees as would be required with the Friese plan. Please leave Sam Bass alone.</p>
74	Michelle Klingemann	Email	<p>Hello Corridor H Team,  My husband Eric and I own Sam Bass Covered Storage at 4700 Sam Bass Rd, in Round Rock. At 100% capacity, we are providing a valuable service to the community. Our input as a result of the May 2018 map is that the proposed route of Sam Bass Road will decimate our business.  Michelle Klingemann</p>

# ATTACHMENT E

## Comments Received





# CORRIDOR H / SAM BASS ROAD

NAME:

KEN CARVER

ADDRESS:



PHONE:

### PLEASE SHARE YOUR COMMENTS:

THUMBS UP FOR!

ADDITIONAL LEFT TURN LANE @ 1431  
SIGNAL LIGHTS AT GREAT OAKS  
LEFT TURN LANE

SAD TO SEE NO ADDITIONAL CAPACITY (BEYOND CENTER LN)  
THE VOLUME OF CARS ISNT GOING TO DECREASE

THANKS FOR THE OPEN HOUSE AND HAVING  
ENGINEERS HERE!

While comments are always welcome, to be included in the public meeting summary for the May 17, 2018 meeting they must be received or postmarked by June 8, 2018.

Email: roads@wilco.org – include "Corridor H" in the subject line

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





# CORRIDOR H / SAM BASS ROAD

NAME:

SOB MARKS

ADDRESS:

PHONE:



**PLEASE SHARE YOUR COMMENTS:**

VERY INFORMATIVE. INDIVIDUAL CONVERSATIONS WITH ENG. COMPANY ANSWERED MANY QUESTIONS AND THEY WERE VERY PATIENT

While comments are always welcome, to be included in the public meeting summary for the May 17, 2018 meeting they must be received or postmarked by June 8, 2018.

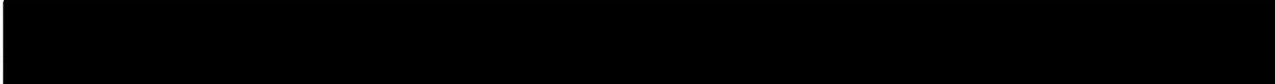
Email: roads@wilco.org – include "Corridor H" in the subject line

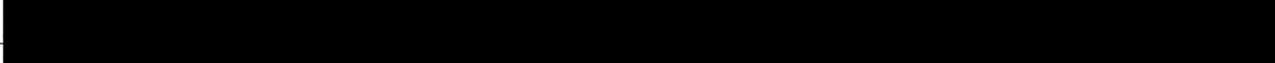
Mail: Williamson County Public Information  
710 S. Main Street, Suite 101, Georgetown, TX 78626



# CORRIDOR H / SAM BASS ROAD

NAME: Ervin Dameron

ADDRESS: 

PHONE: 

**PLEASE SHARE YOUR COMMENTS:**

1. THREE LANES INCLUDING TURN LANE IS GREAT!

2. WE LIVE ON WALSH DRIVE. FOLKS MAKING A LEFT OFF WALSH ONTO SAM BASS CANNOT SEE TRAFFIC COMING WEST ON SAM BASS. AS A RESULT, THEY TEND TO CROWD TO THE ~~RIGHT~~ LEFT LEAVING NOT ENOUGH ROOM FOR THOSE MAKING A LEFT ONTO WALSH DRIVE. CENTERLINE MARKING IS NEEDED ON FEEDER STREETS. NOTE: THIS PROBLEM COULD BE FIXED NOW!

While comments are always welcome, to be included in the public meeting summary for the May 17, 2018 meeting they must be received or postmarked by June 8, 2018.

Email: roads@wilco.org – include "Corridor H" in the subject line  
Mail: Williamson County Public Information  
710 S. Main Street, Suite 101, Georgetown, TX 78626

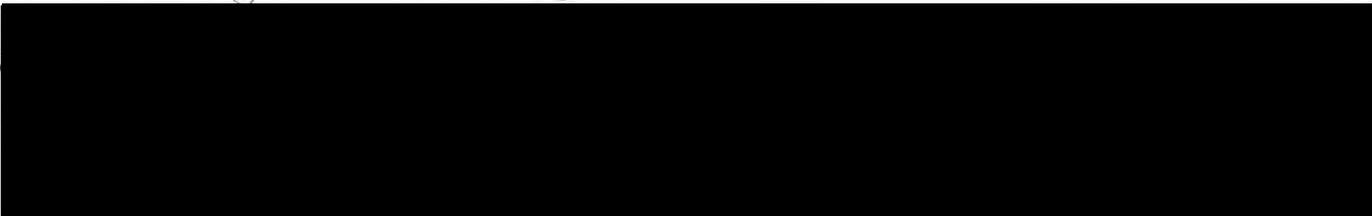


# CORRIDOR H / SAM BASS ROAD

NAME:

Carolyn Pursley

ADDRESS:



PHONE:

**PLEASE SHARE YOUR COMMENTS:**

very informative open house  
middle turn lane a good idea  
added lanes at 14310 seem too many

While comments are always welcome, to be included in the public meeting summary for the May 17, 2018 meeting they must be received or postmarked by June 8, 2018.

Email: roads@wilco.org – include "Corridor H" in the subject line

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



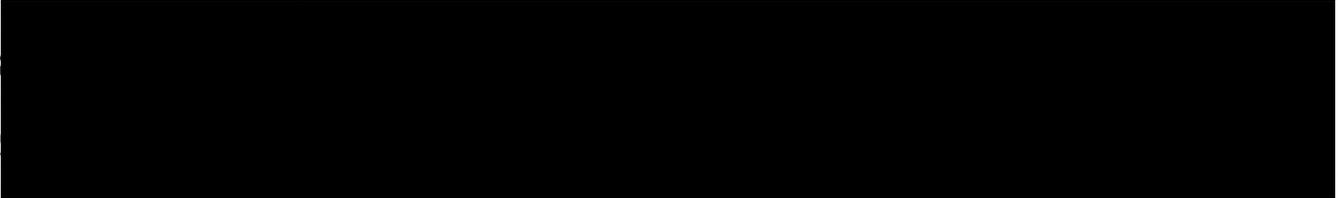
# CORRIDOR H / SAM BASS ROAD

NAME:

Jan Vargas

ADDRESS:

PHONE:



## PLEASE SHARE YOUR COMMENTS:

I love the idea of adding a turn lane & moving the Road to the North to ease the sharp turn @ The Intersection of Sam Bass & Arrowhead Circle/Walsh Ranch Blvd. I live on the [redacted] corner of this intersection. My concern is the traffic light at both Great Oaks and Walsh Ranch Blvd - Arrowhead Circle. - that seems to be too close to each other. Also my concern is if the lights are on a timer, as I would expect them to be, I would always have a Red light as I try to come out of my drive way.

It ~~seems~~ seems more reasonable to put the lights @ Great Oaks Drive and Tonkawa Trails/Sambass, Giving more space between the two lights.

While comments are always welcome, to be included in the public meeting summary for the May 17, 2018 meeting they must be received or postmarked by June 8, 2018.

Email: roads@wilco.org – include "Corridor H" in the subject line  
 Mail: Williamson County Public Information  
 710 S. Main Street, Suite 101, Georgetown, TX 78626



# CORRIDOR H / SAM BASS ROAD

NAME: Kathy Hirsch

ADDRESS: [Redacted]

PHONE: [Redacted]

**PLEASE SHARE YOUR COMMENTS:**

*Everything was set up very good and I'm happy to see the additions of more lanes and the pedestrian walk way & space for bicycles.*

[Lined area for additional comments]

While comments are always welcome, to be included in the public meeting summary for the May 17, 2018 meeting they must be received or postmarked by June 8, 2018.

Email: [roads@wilco.org](mailto:roads@wilco.org) – include "Corridor H" in the subject line

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



# CORRIDOR H / SAM BASS ROAD

WILLIAMSON  
COUNTY  
1848

NAME:

Carol Regli

ADDRESS:

PHONE:

## PLEASE SHARE YOUR COMMENTS:

I like the fact that you are proposing only adding a center turn lane and not widening to 4 lanes. Four lanes would ruin the feel of the area.

Please synchronize the lights at Walsh with the lights at Great Oaks. The timing changes at peak time vs. off peak.

Please save as many trees as possible! Wind the pedestrian path around them.

While comments are always welcome, to be included in the public meeting summary for the May 17, 2018 meeting they must be received or postmarked by June 8, 2018.

Email: [roads@wilco.org](mailto:roads@wilco.org) – include "Corridor H" in the subject line

Mail: Williamson County Public Information

710 S. Main Street, Suite 101, Georgetown, TX 78626



# CORRIDOR H / SAM BASS ROAD

NAME:

Rilla Chaka

ADDRESS:

PHONE:

## PLEASE SHARE YOUR COMMENTS:

Love the plan! Excited to see the added traffic lights at Great Oaks & Walsh Ranch.

Why not add crosswalk going from ~~Tonkawa Trail~~ <sup>Arrowhead Circle</sup> across Sam Bass to Walsh Ranch? I know safety

is an issue - but with the traffic signal it would

be similar to Wyoming Springs, Creek Bend, Plantation etc. For the school district a crossing guard is

Cheaper than a dedicated bus.

I know 6 lanes is in the long range plan - but PLEASE

keep it 3 lanes. We don't need lots of cars coming through. This is still a rural type area.

While comments are always welcome, to be included in the public meeting summary for the May 17, 2018 meeting they must be received or postmarked by June 8, 2018.

Email: roads@wilco.org - include "Corridor H" in the subject line

Mail: Williamson County Public Information

710 S. Main Street, Suite 101, Georgetown, TX 78626

Thank you!



Please don't take right of way  
from Round Rock Presbyterian!  
The lots across the street are  
deep. The Church needs its  
space. at least do it 50/50.  
Save the Church !



# CORRIDOR H / SAM BASS ROAD

NAME: Gretchen Barajas

ADDRESS:

PHONE:

## PLEASE SHARE YOUR COMMENTS:

Thank you for the open house.

I drive this road both commuting in the evenings (M-F) and for recreational purposes, and the current conditions as well as future plans are of high importance to me.

Condie greeted me upon entrance, and Adhar demonstrated visuals, discussing the project and answering all of my questions thus far.

I see the prospective construction as positive, improving traffic flow and safety. I also appreciate the opportunity to be kept informed of any changes and/or plans of further implementation.

I have only lived here a short time, but Williamson County overall is "home" to me: a comfortable, inviting and safe place to live, with plenty of amenities and a fantastic blend of historical preservation and modern components.

While comments are always welcome, to be included in the public meeting summary for the May 17, 2018 meeting they must be received or postmarked by June 8, 2018.

Email: [roads@wilco.org](mailto:roads@wilco.org) – include "Corridor H" in the subject line

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



# CORRIDOR H / SAM BASS ROAD

WILLIAMSON COUNTY  
1848

NAME: Gene Saicua

ADDRESS:

PHONE:

## PLEASE SHARE YOUR COMMENTS:

Project Limit on East End does not go far enough east to remediate a dangerous left turn (west bound) that residents of Tokawa Springs living on south side of 3106 Old Sam Bass Road was left as a frontage road for these houses. Elevation (grade offset) requires a slow turn or a slow entrance which creates risk of rear ending by 50mph traffic that's inattentive there need to be a left turn lane (going west) @ west the "frontage road" entrance to cars, gas bags trucks, subsafe trucks, etc can safely turn into a 50mph road with heavy east bound traffic preventing an immediate left turn

Drainage from north side of 3106 is sitting a

While comments are always welcome, to be included in the public meeting summary for the May 17, 2018 meeting they must be received or postmarked by June 8, 2018.

Email: roads@wilco.org - include "Corridor H" in the subject line

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

Federal protected habitat violation of Fed STEEP Reg!



# CORRIDOR H / SAM BASS ROAD

NAME:

PAT KOEHN

ADDRESS:

PHONE:



PLEASE SHARE YOUR COMMENTS:

IS WILLIAMSON COUNTY COORDINATING WITH CAMPO ON THESE PROPOSALS? SAM BASS ROAD WAS NOT IN CAMPO'S 2030 OR 2040 PLANS.

WHERE IS THE FUNDING COMING FROM TO DO ALL OF THIS?

While comments are always welcome, to be included in the public meeting summary for the May 17, 2018 meeting they must be received or postmarked by June 8, 2018.

Email: roads@wilco.org – include "Corridor H" in the subject line

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



# CORRIDOR H / SAM BASS ROAD

NAME:

*John Hirsch*

ADDRESS:



PHONE:

**PLEASE SHARE YOUR COMMENTS:**

*I like the plan and hope it is actually made enough for years to come. New and present lights along 3406 need to be synced with new ones.*

*Encourage City of Round Rock to continue walk west from Plantation to connect to new walkway. This would make the bridge over rail road tracks serve a better purpose.*

While comments are always welcome, to be included in the public meeting summary for the May 17, 2018 meeting they must be received or postmarked by June 8, 2018.

Email: [roads@wilco.org](mailto:roads@wilco.org) – include "Corridor H" in the subject line

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



# CORRIDOR H / SAM BASS ROAD

NAME: Jim Zimmerman

ADDRESS:

PHONE:



**PLEASE SHARE YOUR COMMENTS:**

The intersection of 3406 & Forksaw Trl. needs to be raised because it is a lake when it rains hard.

The culvert needs to be moved so that it drains down the ditcher along Forksaw Trl. instead thru the center of my yard.

While comments are always welcome, to be included in the public meeting summary for the May 17, 2018 meeting they must be received or postmarked by June 8, 2018.

Email: roads@wilco.org – include "Corridor H" in the subject line

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



# CORRIDOR H / SAM BASS ROAD

NAME:

Adrienne K. Flagg

ADDRESS:

PHONE:



## PLEASE SHARE YOUR COMMENTS:

There is a need for a second left turn lane @ 1430  
turning west bound.

Even Wyoming Springs thru as planned originally will  
take a huge amount of traffic would be taken off  
Sam Bass

I am extremely concerned about the number of trees that  
would be sacrificed. How many can be  
moved & not cut.

While comments are always welcome, to be included in the public meeting summary for the May 17, 2018 meeting they must be received or postmarked by June 8, 2018.

Email: roads@wilco.org – include "Corridor H" in the subject line

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



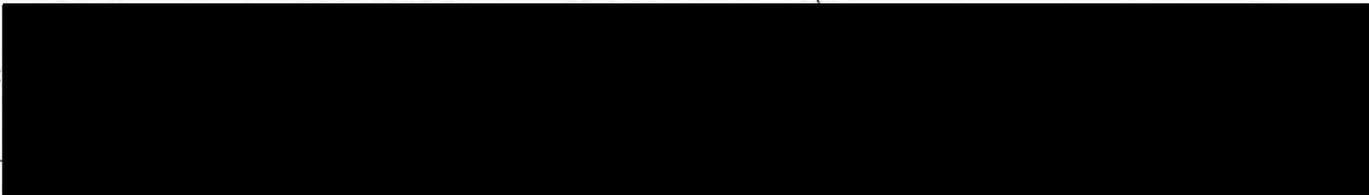
# CORRIDOR H / SAM BASS ROAD

NAME:

Jane DiGesuato

ADDRESS:

PHONE:



**PLEASE SHARE YOUR COMMENTS:**

Please consider a traffic light at Tonkawa Trail or Arrowhead Cir

Jane DiGesuato

While comments are always welcome, to be included in the public meeting summary for the May 17, 2018 meeting they must be received or postmarked by June 8, 2018.

Email: roads@wilco.org – include "Corridor H" in the subject line

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



# CORRIDOR H / SAM BASS ROAD

NAME: Stephen Lincoln

ADDRESS: [REDACTED]

PHONE: [REDACTED]

**PLEASE SHARE YOUR COMMENTS:**

not in favor of bike + hike trail too dangerous for people leaving their homes + businesses to cross + enter traffic.

intersection improvement at 1431 is excellent

road only needs to be 3 lane.

intersection at Thousand oaks is very dangerous, blind curve both ways, needs to be addressed.

left + turn lane at 1431 should be added first.

only add 1 new lane use existing 2 lanes

adding only 1 more lane would mitigate the loss of property + trees.

Think of extending Wyoming Springs to 1431 to relieve congestion.

While comments are always welcome, to be included in the public meeting summary for the May 17, 2018 meeting they must be received or postmarked by June 8, 2018.

Email: roads@wilco.org – include "Corridor H" in the subject line

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



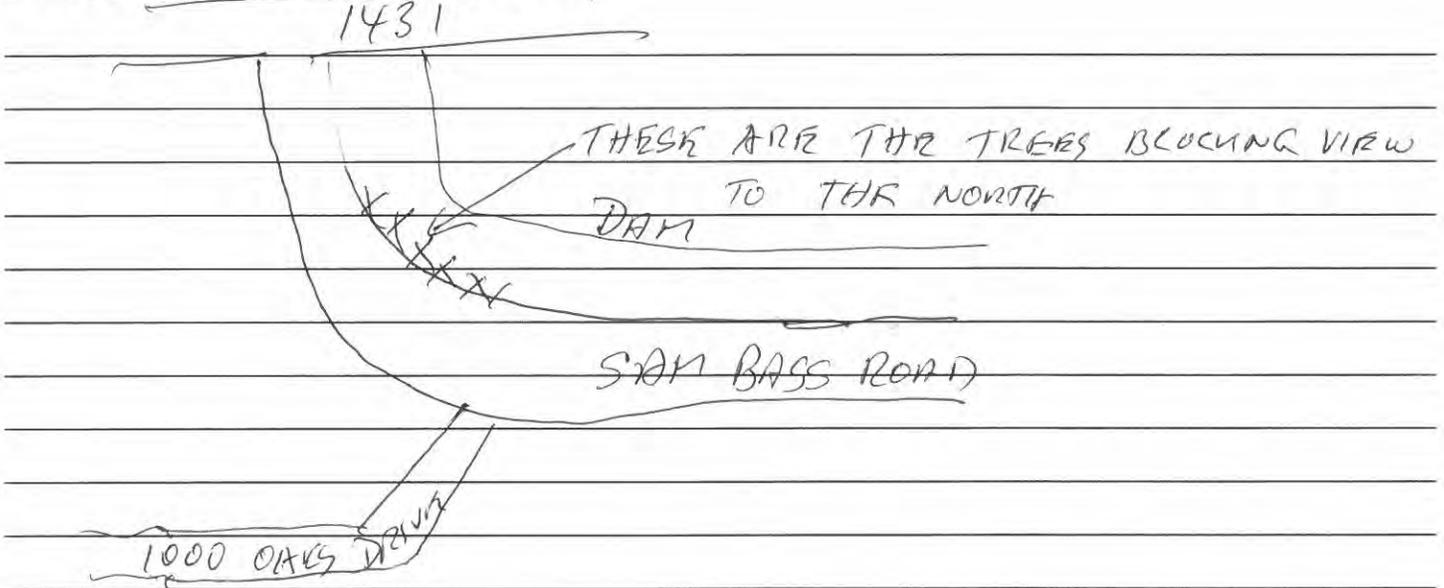
# CORRIDOR H / SAM BASS ROAD

NAME: KLAUS KUHLMANN

ADDRESS: [REDACTED]

PHONE: [REDACTED]

**PLEASE SHARE YOUR COMMENTS:**



WHEN EXITING 1000 OAKS DRIVE ONTO SAM BASS ROAD, THERE ARE TREES ACROSS SAM BASS ROAD BLOCKING THE VIEW TO THE NORTH, MARKED BY XXXX.

PLEASE REMOVE THESE TREES TO A BETTER VIEW TO THE NORTH FOR ONCOMING TRAFFIC.

THAT SHOULD BE DONE NOW.

While comments are always welcome, to be included in the public meeting summary for the May 17, 2018 meeting they must be received or postmarked by June 8, 2018.

Email: [roads@wilco.org](mailto:roads@wilco.org) – include "Corridor H" in the subject line  
 Mail: Williamson County Public Information  
 710 S. Main Street, Suite 101, Georgetown, TX 78626

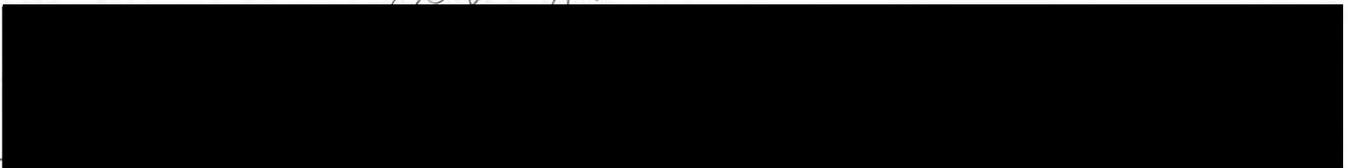


# CORRIDOR H / SAM BASS ROAD

NAME:

*Barbara Cooper*

ADDRESS:



PHONE:

## PLEASE SHARE YOUR COMMENTS:

*A Path way, trail is very dangerous  
so many drive way -*

*Please Be Careful of all the trees  
along the road way -*

While comments are always welcome, to be included in the public meeting summary for the May 17, 2018 meeting they must be received or postmarked by June 8, 2018.

Email: [roads@wilco.org](mailto:roads@wilco.org) – include "Corridor H" in the subject line

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



# CORRIDOR H / SAM BASS ROAD

NAME: DAVID HARRISON

ADDRESS: 

PHONE: 

**PLEASE SHARE YOUR COMMENTS:**

SAM BASS ROAD NEEDS TO ~~BE~~ HAVE 2 TRAFIC LANES EACH WAY  
(NOT 2!) DO NOT NEED TO HAVE CENTER LANE.

Multiple horizontal lines for additional comments.

While comments are always welcome, to be included in the public meeting summary for the May 17, 2018 meeting they must be received or postmarked by June 8, 2018.

Email: [roads@wilco.org](mailto:roads@wilco.org) – include “Corridor H” in the subject line

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



WILLIAMSON  
COUNTY  
1848

# CORRIDOR H / SAM BASS ROAD

NAME:

Renee Finken

ADDRESS:



PHONE:

**PLEASE SHARE YOUR COMMENTS:**

I get why we need to expand, but I am concerned about getting rid of the trees. This stretch of road is charming. My request is to save as many as you can. Thank you.

While comments are always welcome, to be included in the public meeting summary for the May 17, 2018 meeting they must be received or postmarked by June 8, 2018.

Email: [roads@wilco.org](mailto:roads@wilco.org) – include "Corridor H" in the subject line

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



# CORRIDOR H / SAM BASS ROAD

NAME: Wendy Turner

ADDRESS: [REDACTED]

PHONE: [REDACTED]

**PLEASE SHARE YOUR COMMENTS:**

I am against the expansion of Sam Bass Rd. It is a rural Road that is fully developed it includes 37 private driveways for large 2+ acre lots. What we need is to encourage people to use 1431 instead of Sam Bass as a cut through. Adding a turn lane is going to increase the speed of the drivers on the road and encourage them to illegally drive around traffic. Adding traffic lights will also increase the volume of traffic on the road. With Waze and Google maps they direct drivers through routes where it determines it is going to be the fastest route NOT the safest. To counter that slowing down traffic will cause the software to select alternate routes which in this case have to be better. As I mentioned before, this is a rural and residential route that has been fully developed and can not be developed further. 1431 runs parallel and is a much better alternative. Let's encourage people to use it instead!

While comments are always welcome, to be included in the public meeting summary for the May 17, 2018 meeting they must be received or postmarked by June 8, 2018.

Email: roads@wilco.org – include "Corridor H" in the subject line

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



# CORRIDOR H / SAM BASS ROAD

NAME:

Terry Cook

ADDRESS:

PHONE:

PLEASE SHARE YOUR COMMENTS:

MISTAKE TO NOT  
TACKLE Wyoming  
springs & Sam Bass

① Eastbound need left turn  
safety issue - those  
coming from east not  
expecting stopped traffic  
in left lane

② Westbound needs dedicated  
right turn lane to keep  
traffic flow & reduce  
air pollution - Berrens  
Ranch is family large  
& cut thru (drip) for  
Sendero Springs

While comments are always welcome, to be included in the public meeting summary for the May 17, 2018 meeting they must be received or postmarked by June 8, 2018.

Email: roads@wilco.org – include "Corridor H" in the subject line

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

## LETTER TO COUNTY GOVERNMENT

We moved to Sam Bass Rd. over 47 years ago to be in the peaceful country that is being taken away from us. The traffic that has flooded in is harming our enjoyment of our homes and Sam Bass Rd. and you wish to increase the traffic with a much larger road. That is serving business as people continue to flood in for jobs crookedly brought in by governments.

What governments and why crooked? Rick Perry and Greg Abbott have pushed to have corporations move in with tax abatements **(QUOTE 1&2)** and cities push to have them come to them with more tax abatements.

Supporting massive growth and business causes major problems. For example:

- 1) Politicians are benefiting from money from these corporations that they help with our tax money. **(QUOTE 3)**
- 2) Crony Capitalism - Governments in bed with businesses rather than citizens. **(QUOTE 4)**
- 3) This does not create new jobs for America as they are needed. It is simply bringing in jobs from other states.
- 4) If Abbott does bring in foreign businesses, as he has said he wants to, rather than pushing to have American jobs brought back to America, he is promoting Foreign Entanglement that Obama pushed for which assists the UN. **(QUOTE 5&6)**
- 5) Crime has increased.
- 6) Traffic has become horrible.
- 7) These 2 issues alone harm our police.
- 8) Our costs for items have gone way up in part due to the increased demand from many more people moved in.
- 9) Our taxation has gone way up on our houses and that harms us.
- 10) It is also Socially Engineering our communities and state into a totally different Texas, typically liberal like Austin.

The EXISTING CITIZENS should be served and protected from these horrible issues that are obvious. You could work to change traffic and prevent more traffic on Sam Bass Rd. and elsewhere. You could stand out and oppose these crooked state and city governments and serve your existing citizens rather than preparing for new citizens.

However, if you help the State and city governments by promoting more traffic and changing our wonderful peaceful Sam Bass Rd. into another major highway this is 1) forcing these horrible changes to our community, 2) harming our properties including our trees, 3) harming our once peaceful Sam Bass Rd., and, 4) harming our enjoyment of our homes so y'all can support more growth. Governments swear to serve their existing citizens not money and socially engineering their communities.

Life is about peace and security, not commerce and money. We need you and the other governments to serve us and don't enlarge our road for Crony Capitalistic growth.

JOEL T. ROGERS / [REDACTED]



# CORRIDOR H / SAM BASS ROAD

NAME: Richard Fungo

ADDRESS: [Redacted]

PHONE: [Redacted]

**PLEASE SHARE YOUR COMMENTS:**

1. 10' wide concrete shared path is too wide  
6' wide should be sufficient for a country road

2. Center suicide lane entire length is also  
ridiculous for entire length only needed  
at street intersections

3. Have Roundabouts been considered rather  
than traffic lights?

4. When will Wyoming Springs Dr be  
extended? This will relieve traffic  
on Sam Bass

While comments are always welcome, to be included in the public meeting summary for the May 17, 2018 meeting they must be received or postmarked by June 8, 2018.

Email: roads@wilco.org – include "Corridor H" in the subject line

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

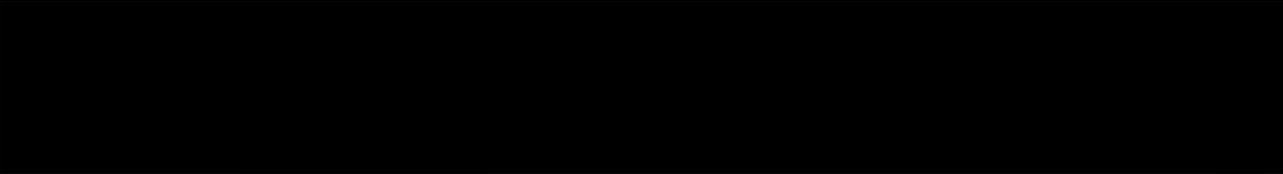


# CORRIDOR H / SAM BASS ROAD

NAME:

PAT ESTES

ADDRESS:



PHONE:

### PLEASE SHARE YOUR COMMENTS:

WIDENING Sam Bass will increase traffic + speeding on the roadway - Not thought out plan for real safety of the area residents. - It seems the only interest of the principals is to think more on making it easier for people passing through looking for a short cut & not considering the safety of area residents. Shame on you!

I encourage you to consider SAFETY FOR the LOCAL Residents instead of making it easier for pass through users.

Real property values will ultimately be affected making it ultimately more of an area that fast moving investors try to pick up & take advantage of residents losing money on their investment in home & property!

SPEED BUMPS + CAUTION LIGHTS must be considered to slow down traffic on roadway!

While comments are always welcome, to be included in the public meeting summary for the May 17, 2018 meeting they must be received or postmarked by June 8, 2018.

Email: roads@wilco.org - include "Corridor H" in the subject line

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

# CORRIDOR H / SAM BASS ROAD

Comment Form

Name

Patrick O'Connell

Address

[REDACTED]

Phone number

[REDACTED]

Email

[REDACTED]

Please Share Your Comments

I think a 3 lane road will benefit the area and a hike/bike addition would be welcome. I look forward to hearing any updates and hope that this proposed expansion moves through.

This content is neither created nor endorsed by Google.



# CORRIDOR H / SAM BASS ROAD

Comment Form

Name

Dotty Holt

Address

[REDACTED]

Phone number

[REDACTED]

Email

[REDACTED]

## Please Share Your Comments

I like this plan. I believe you really listened to the comments made at the last meeting and then created a solution that works well. I am excited about a new shared use trail. I'm also excited that the new trail will connect to a new one to the Regional Park. I really like the tunnel at 1431 crossing. I hope that the neighbors along the road can support this plan. We cannot ignore the growth around the area and keep everything like it was in the 1950s.

# CORRIDOR H / SAM BASS ROAD

Comment Form

Name

Norma Harrison

Address

[REDACTED]

Phone number

[REDACTED]

Email

[REDACTED]

## Please Share Your Comments

Should be done 4 lane to start with. Four lane on each end of the proposed road does not fit with 2 lanes. Just as bad as now except for the left turners. Waste of money as you'll need to add another lane in a few years.

This content is neither created nor endorsed by Google.

# CORRIDOR H / SAM BASS ROAD

Comment Form

Name

Brent Black

---

Address

[REDACTED]

---

Phone number

[REDACTED]

---

Email

[REDACTED]

---

## Please Share Your Comments

I vote NO!!!! We already have an issue with Oak Wilt pushing into our area. I'm sure that you are aware that Oak Wilt, is a rapidly growing issue that IS DECIMATING acres of Oak trees throughout the State of Texas, as well as our immediately surrounding areas. It's been proven that Oak Wilt follows construction and roadways. Furthermore, allowing the City or County to make the existing roadway into an sort of "artery" will inevitably raise crime rates in our nice, quiet and moderately safe neighborhoods. Some of the reasons people in these neighborhoods have chosen to spend the money we do on the housing and indirectly agreed to pay higher taxable amounts is for the exclusivity and safety that paying the higher amounts allow us to enjoy. We do NOT want the extra traffic that will come from the new roadway being used as a "shortcut", we do NOT want to risk increasing our Oak Wilt worries, nor do we want to indirectly open the door for our crime rates going up as a result of this project!!!

NO! NO! NO!

---

This content is neither created nor endorsed by Google.

Google Forms

# CORRIDOR H / SAM BASS ROAD

Comment Form

Name

Philip Ryals

Address

[REDACTED]

Phone number

[REDACTED]

Email

[REDACTED]

## Please Share Your Comments

Looks good, but there should be a crosswalk across Sam Bass at Walsh Ranch/Arrowhead Circle for the benefit of students in Tonkawa Springs who wish to walk or bike to Walsh Ranch Middle School.

This content is neither created nor endorsed by Google.

# CORRIDOR H / SAM BASS ROAD

Comment Form

## Name

Bill \* Dori Nanry

---

## Address

[REDACTED]

---

## Phone number

[REDACTED]

---

## Email

[REDACTED]

---

## Please Share Your Comments

I would recommend a traffic light at either Walsh or Mayfield Drive (at Brushy Bend Park).  
Making a LEFT turn is dangerous with the current volume and speed of the traffic.

---

This content is neither created nor endorsed by Google.

# CORRIDOR H / SAM BASS ROAD

Comment Form

Name

Craig DiGiulio

---

Address

[REDACTED]

---

Phone number

[REDACTED]

---

Email

[REDACTED]

---

## Please Share Your Comments

Concern around hike and bike trail running along private residences and risk to pedestrians when cars from the private residences exits especially if there is a lot of traffic on the trail.

---

This content is neither created nor endorsed by Google.

# CORRIDOR H / SAM BASS ROAD

Comment Form

Name

Bill \* Dori Nanry

Address

[REDACTED]

Phone number

[REDACTED]

Email

[REDACTED]

## Please Share Your Comments

Would recommend that the bridge at the low water crossing at Brushy Bend Drive be razed so it can be raised. There is a high volume of traffic that uses that as an access/egress point for our neighborhood. Cars are bottoming out when they go from the bridge onto Brushy Creek Drive. This connects our neighborhood to many of the parks, schools and hospitals. We desperately need this improvement for safety and ease of access/egress from the south of our neighborhood.

# CORRIDOR H / SAM BASS ROAD

Comment Form

Name

Joan Foster

Address

[Redacted]

Phone number

[Redacted]

Email

[Redacted]

## Please Share Your Comments

We need Williamson County to provide complete drainage for our property if they take our drainage pond. We can not loose parking. Our future building plans demand we keep our property and not loose any to drainage.

This content is neither created nor endorsed by Google.

# CORRIDOR H / SAM BASS ROAD

Comment Form

Name

Gautam Sarda

---

Address

[REDACTED]

---

Phone number

[REDACTED]

---

Email

[REDACTED]

---

## Please Share Your Comments

Road expansion concerns east of Walsh Ranch Blvd

- Why do we need a dedicated center lane between Tonkawa Tr and Arrowhead Cir? The number of cars turning left on Arrowhead and into the driveways is minimal - and very occasional.

- Instead of expanding the road towards the Walsh Ranch community and flipping the green section to the (south) side of the road - why can't we use the existing roadway in the proposal?

- Strongly request limiting the expansion on the north side of the road. We all have rooms / bedrooms that will now suddenly be right next to an expanded / proposed road boundary (north side towards the wall of Walsh Ranch)

- Even if a center turn lane at Walsh Ranch Blvd - seems like County's waste of money - is required, why can't it be limited to 20-30 yards (just like the left turn lane going west on Sam Bass & Great Oaks Dr)? Again, the number of cars turning left on Arrowhead does NOT justify the money to be spent and also the trouble created for Walsh Ranch residents on the other side of the wall.

Thanks,  
Gautam.

---

This content is neither created nor endorsed by Google.

Google Forms

# CORRIDOR H / SAM BASS ROAD

Comment Form

Name

canay riordan

Address

[REDACTED]

Phone number

[REDACTED]

Email

[REDACTED]

## Please Share Your Comments

- Overall, I think this is a great proposal. Love the center turn lane throughout as well as the hike/bike lane.
- Even though the proposed plan would make a significant difference, I believe Tonkawa Trl. intersection still needs special attention. Specifically:
  - Removal of the final 50 miles/hr speed limit sign coming upto the intersection.
  - Addition of a center divider line coming out of Tonkawa Trl onto Sam Bass (so people don't take the left turn onto Tonkawa Trl too tight).
  - general clear road signage at that intersection
  - possibly addition of protective safety barrier/rail on the south side edge of Sam Bass - around 2002 Tonkawa Trl (there were 4 car crashed onto our property).
  - Question: Would it be safer/better if the center lane started at Wyoming Springs Dr (as opposed to continuing the 4 lanes till after the Tonkawa trl intersection).
  - I love that that part of the road is straightened on the plans and the road is pulled further north (away from the exposed houses).

Thank you for the hard work and listening!

Sincerely,  
canay.

---

This content is neither created nor endorsed by Google.

Google Forms

# CORRIDOR H / SAM BASS ROAD

Comment Form

Name

Ray Moore

---

Address

[REDACTED]

---

Phone number

[REDACTED]

---

Email

[REDACTED]

---

## Please Share Your Comments

The current proposed alignment of trail/pavement improvements will decimate the front lawn area of the RRPC as well as the water containment area adjacent to the parking area. The other side of the current ROW contains more land flexibility for strategies to both expand the pavement ROW for the additional lanes and to mediate the enhanced storm runoff. It's logical to acquire additional ROW for the 10 ft-wide trail extension on the church side of Sam Bass, since it ties into the dedicated ROW east on Sam Bass. The need for 36 ft additional feet of ROW is not justified since adequate undeveloped land is available on the opposite side of the street. It would require a major reengineering of the Great Oaks/Sam Bass intersection to realign with the major shift of travel lanes, but this can be done by the engineering consultant. The current proposal is a good first step but not as well done as needed to protect the churches. One last idea, the use of an incentivized construction contract will reduce the amount of time needed for construction since current traffic would need to be detoured.

---

This content is neither created nor endorsed by Google.

Google Forms

# CORRIDOR H / SAM BASS ROAD

Comment Form

Name

.....

Address

.....

Phone number

.....

Email

.....

## Please Share Your Comments

I am very concerned about the impact on the proximity of our church (RRPC) to the proposed right of way and walking/bicycle trail. I understand the issues involved in moving the new lanes to the other side of the road, but all of the new lanes should not have to come from our side of the road. It will deeply impact the growth, functionality, and safety of continued use of our facility and I am deeply concerned about the significant impact on our ability to function in this location. Considerable resources, heart and soul have been invested in establishing this church in this location and to have Williamson County arbitrarily take such a significant portion of our property to make your job easier is not an acceptable solution. You need to go back to the drawing board and offer more options for establishing the alignments so that we don't have to suffer such a significant loss of property and presence in this location. Thank you for taking our concerns into consideration.

---

This content is neither created nor endorsed by Google.

Google Forms

# CORRIDOR H / SAM BASS ROAD

Comment Form

Name

Rita Johnson

Address

[REDACTED]

Phone number

[REDACTED]

Email

[REDACTED]

## Please Share Your Comments

Please extend the number of cars space for the left turn lanes at sam bass turning left onto 1431. Or widen the lane so that cars can maneuver out of the way of left turners.

This content is neither created nor endorsed by Google.

# CORRIDOR H / SAM BASS ROAD

Comment Form

Name

Kim Oakley

---

Address

[REDACTED]

---

Phone number

[REDACTED]

---

Email

[REDACTED]

---

## Please Share Your Comments

Thank you for shrinking the road to three lanes from six. My concern is the driveway that runs parallel to the three church buildings of RR Presbyterian Church. That driveway connects the three buildings and the pavilion on our campus. It is how people access parking for handicapped people. If handicapped and elderly people need to access the CE building, the pavilion or the Fellowship hall building they use that small driveway to access the buildings. If that road would disappear it would be an extremely long journey from the Sanctuary building to the Sunday School building for handicapped and elderly people. Also, the playground is right beside that small driveway.

There is also the concern of losing all of the mature trees in that area.

---

This content is neither created nor endorsed by Google.

Google Forms

---

**From:** Alena Leff [REDACTED]  
**Sent:** Thursday, May 17, 2018 6:06 PM  
**To:** Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>  
**Subject:** Corridor H

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

---

I live on Vivian Drive. At certain times, it can already be dicey to access Sam Bass from Mayfield or from Walsh.

A center lane, also known as "suicide lane", is probably going to be unsafe once the traffic on Sam Bass gets heavier and faster, as it is bound to do.

I believe that traffic light will be necessary at one of these egress streets sooner or later.

Respectfully,

Alena Leff,

[REDACTED]

[REDACTED]

---

**From:** Arunkumar Keserla [REDACTED]  
**Sent:** Thursday, May 17, 2018 7:51 PM  
**To:** Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>  
**Subject:** Corridor H / Sam Bass Rd

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

Thanks for hosting the open house and taking the time to hear from the residents who will be affected by the road widening project.

While there is some positive impact with regards to better flow I personally see a few issues with this project

Adding traffic lights and a middle lane

1. Adding traffic lights/median lane will smooth traffic flow, however this will increase traffic as Google maps will offer this route as a better alternative.
2. Sam Bass will become the primary artery for traffic from I-35 as it will be a shorter route and now quicker too
3. The increased amount of vehicles will make it harder for the current residents to get out of the drive way
4. The neighborhood was/is a residential one and it definitely makes it unsafe for kids/pets and I have seen multiple times when cars dont slow down for a school bus
5. The homes dont have a wall and the noise pollution will increase and the county needs to consider the impact to the quality of life
6. The driveways for the independent homes are small and the increased speed will cause issues to turn into the drive way.

Please see <https://www.nytimes.com/2017/12/24/nyregion/traffic-apps-gps-neighborhoods.html> as how traffic will get worse soon the moment we make it easy.

Adding a walk way

1. The homes here are country style with mailboxes far away, without fences etc. We trust

people who come to the drive way but increase foot traffic will have the following issues

- Its currently safe where we live and we trust the people we see. The walkway will give excuses for underables to hang out and homes become easy targets
- Mail/packages will get stolen as they are far
- Litter/Pet waste will now need to cleaned up by home owners as not all walk users will be good citizens

While we make an attempt to better things, sometime we can end up making things worse. For example adding lanes will smooth traffic but it will get just as worse with more vehicles very soon.

The residents in this community have been living here for a long time and the rest of us came here for the lifestyle. Instead of adding more lanes/adding lights we should decrease the speed of the road to 30 mph and make it safer for the current residents who have lived here with heritage oaks and enjoy the green spaces

In a nutshell, we can accomplish safety by dropping the speed on Sam Bass to 30 mph and for mobility consider practical/reasonable strategies like making flow of traffic on 1431 from 35 better and using newer roads like wyoming springs to divert traffic

Sincerely,  
-Arun.

**To:** Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>

**Subject:** Corridor H Updates

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

Sorry, I did not like your proposal for Sam Bass Road.

It does nothing to address the flooding or the traffic reduction from 2 lanes down to 1 going west. People are always honking at each other because neither wants to give right-away to the other.

I gave you guys a cd with many pictures showing the flooding at Tonkawa Trl and Sam Bass.

If you lost it, let me know and I will give you another. Joe England is aware of the problem but he is not the one I gave the cd to.

It was at the meeting at a bldg. off of 1431 a month or so ago.

The retention pond in Walsh Ranch drains into our intersection and is a lake when it rains hard. The intersection needs to be raised and the culvert moved so the runoff does not run thru the middle of my property. It should go down beside Tonkawa Trl to the ponds, not thru my yard.

Thanks

Jim Zimmerman

[REDACTED]  
[REDACTED]

**To:** Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>

**Cc:** Karryne Pearce [REDACTED]

**Subject:** Corridor H Sam Bass Road -Comments

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

Dear Sir/Madam, Having attended the public open meeting on May 17th, 2018 regarding the above study and proposed investment may I take the opportunity of congratulating all the officials and support members for making the meeting helpful and informative. I note no funding is in place for this project and the earliest commencement subject to a funding agreement would be 2020.

Having reviewed the 'plans' and comments to date I propose subject to budget affordability that Wilco try and use a phased investment plan with Phase One to be the as proposed investment plan from Wyoming Springs to Great Oaks Road **only** including traffic lights at this junction ensuring absolute care for our wildlife and environment for example replacing each and every tree removed with replacement trees adding more if possible. I do not support any further planned changes beyond Great Oaks Drive which I have called Phase One until this phase has been completed and further public consultation takes place with knowledge of the success or otherwise of Phase One.

Kind Regards

Charles Pearce

[REDACTED]

**To:** Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>

**Subject:** Corridor H

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

Dell - Internal Use - Confidential

Hello,

I had the opportunity to participate in the open house session on Thursday, May 17 regarding Corridor H expansion.

I'm vehemently opposed to the current plans.

It would require a significant outlay of funds to capture land currently in private hands, and even in the case of current county owned land, would be an ill-advised use to lay down three new lanes versus an expansion of the current two-lane road into three.

I agree with the need for a center turn lane and perhaps with the traffic light but do NOT, in any fashion, see the need to lay down an entirely new three-lane road with a 10' wide concrete path.

Respectfully,

**Corbin T. Moore**

-

**To:** Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>

**Subject:** Flooding concerns on Sam Bass

EXTERNAL email: Exercise caution when opening.

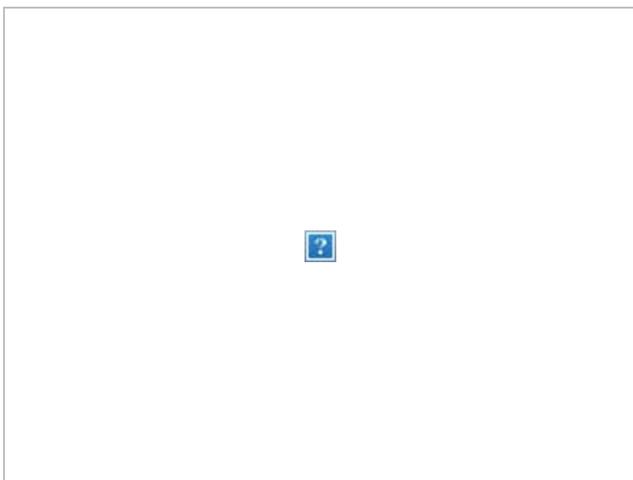
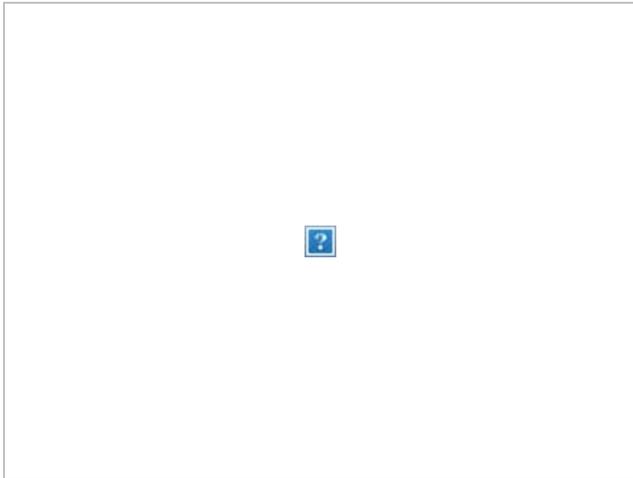
---

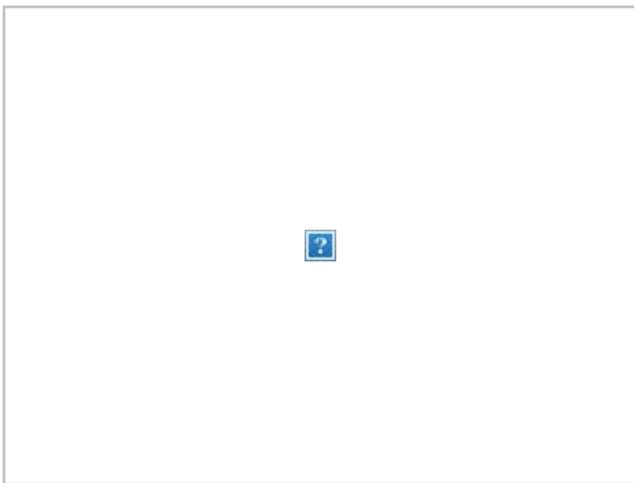
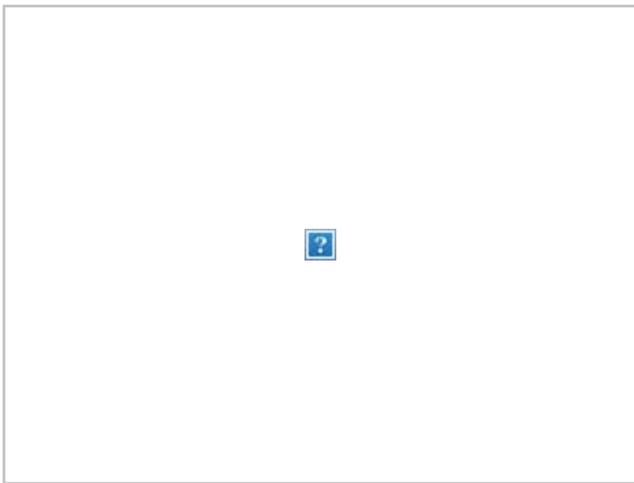
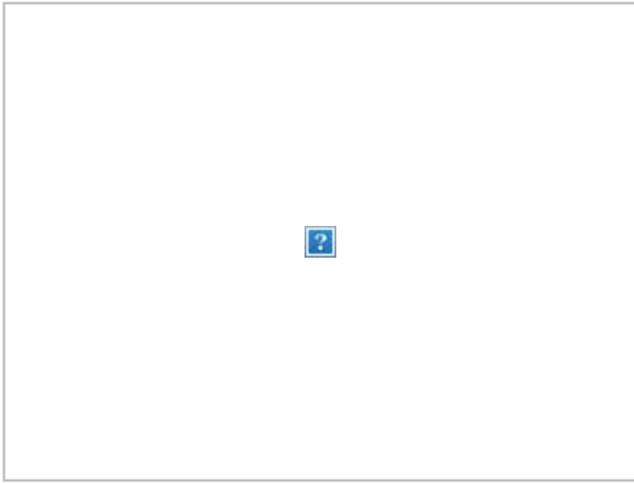
Good evening.

Thank you for all of the information you provided is with this past week. Both mine and my neighbors biggest concern with the road expansion has to do with water. Right now the addresses between 4009-4109 Sam Bass get heavy flood waters when it rains. (See pictures below) Our concern is that these water issues will not be addressed with the expansion thus pushing more water into our homes. Please figure out a way to divert the water appropriately away from these areas.

Thank you,

Kasey





**Sent:** Monday, May 21, 2018 6:56 PM

**To:** [roadbond1@wilcom.org](mailto:roadbond1@wilcom.org)

**Cc:** Connie Odom [REDACTED]

**Subject:** Resident feedback - Corridor H / Sam Bass Road

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

I am a resident of Walsh Ranch. One of the selling points for homes in this area is the “country feel” of the area, the granite walking trail that is away from traffic with Oak Trees providing shade, and the lower speed limits on Sam Bass creating a safer flow of traffic between neighborhoods.

The current plans for the Corridor H Project creates a new road and puts it closer to the homes on Sam Bass. This will increase road noise, introduce new safety concerns for those using the trail (which includes children walking to school from adjacent neighborhoods), and negatively impact property values of the homes on the Walsh Ranch side of Sam Bass. Additionally, the current green belt with the Oak Trees provides a place for families to enjoy, provides shade for those using the trail, and in the spring there are wildflowers planted which provides a safe place for families to enjoy. Replacing the green belt on the other side, does not mitigate the concerns as any newly planted trees would not provide shade to the trail/walkway and it would not be conducive to a safe family area (aka spring flower viewing area). Additionally, the homes that were build on the South side of Sam Bass had the opportunity to set the homes back to mitigate road noise, the current plan would unduly encroach upon the homes in Walsh.

Alternate approaches I would like to see considered are:

- The times of congestion are weekday morning and work day evenings. The traffic is fairly light during the day, at night, and on the weekends. Most of the traffic is pass thru taking a “short cut” rather than using 1431 or 620. Put in a light at the four way stop at Great Oaks, this would alleviate much of the congestion, as traffic starts backing up due to the four way stop
- Widen the existing Sam Bass Road. The traffic could be diverted to allow for “sections” of the road to be widened, or use the “shared lane” approach. If a major overpass such as 3406 can be shutdown and traffic diverted, it seems a feasible option for Sam Bass as well given there are other ways to go
- Leave and enforce the 40 mph speed limit thru the area

During the public event we were shown the current approach, what other options were included in the trade study, what was the trade study criteria and weighting assigned that led to the current approach on the table? Tell us all the options and the pros and cons of each.

Thank you for your consideration

Kimberly Karnes  
[REDACTED]

**From:** jkmkar [REDACTED]  
**Sent:** Monday, May 21, 2018 7:17 AM  
**To:** Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>  
**Cc:** Connie Odom [REDACTED]  
**Subject:** Resident feedback - Corridor H / Sam Bass Road

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

---

To whom it may concern,

I have resided on Alexandrite Way since 2009, adjacent to Sam Bass Road and I want to provide my feedback regarding the Corridor H project.

According to the project details, in order to accommodate the additional lanes of traffic, the entire natural oak lined grass area between Sam Bass and the Walsh Ranch neighborhood will need to be eliminated, substantially increase the traffic noise along this stretch of road, effectively make it sound like the vehicles are in my backyard, and I believe this project will reduce my property value.

I understand the traffic pattern on Sam Bass from FM 1431 to IH-35 can be a little congested at times, but if the current traffic levels are as the investigation suggests, then building more lanes will only double or even triple the traffic. There are no more spaces to build new homes along Sam Bass road in any direction from IH-35 to FM 1431 and outside of the people living in Walsh Ranch, Tonkawa, other neighborhoods between Wyoming and FM 1431, all that other traffic is from Cedar Park taking Sam Bass to “shortcut” their drive to IH-35.

Furthermore, the project states, in addition building the extra lanes, there will be signals installed at Great Oaks/Sam Bass and Walsh Ranch Road/Sam Bass intersections to improve flow of the increased traffic. So let’s think about that for a second, signal at Great Oaks, 500 or so yards down the road another signal at Walsh Ranch road, then another quarter mile down the road another signal at Wyoming Road, sounds like there will be an increase in congestion between Great Oaks and Wyoming Road, stop, drive, stop, drive, stop, drive, not to mention the Middle School and how this will impact Walsh Ranch Road.

There is already a 4 way stop at Great Oaks/Sam Bass with left and right turn lanes at all sides, seems to be working just fine. Walsh Ranch Road, can be little inconvenient at certain times of the day trying to turn left onto Sam Bass, so why not just install a 4 way stop at Walsh Ranch Road/Sam Bass, it already has the left and right turn lanes and then reevaluate the traffic pattern over a period of a year and see if it really makes sense to spend all that money to let those drivers divert from Cedar Park/FM 1431 down Sam Bass to IH-35, just to same 5 minutes of travel time, after all, punishing those who live along Sam Bass road doesn’t seem like a very good way to support the community.

Finally, the way I see this project, it’s going to change this two lane country road into a 4 lane Highway. This project should really be seriously reconsidered.

Jeff Karnes  
[REDACTED]  
[REDACTED]

**To:** Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>

**Subject:** Corridor H/Sam Bass Road Open House May 17th.

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

---

Hello, my name is Brian Wickman and I am a resident in Brushy Bend Park as well on the board for our HOA. In general I like the plan that has been laid out..... I do think that you should consider improving the intersection at Wyoming Springs road. That intersection really needs turn lanes into Berhans Ranch. A turn lane for east bound traffic is especially important. Please consider that in future desiigns

Thank You

Brian Wickman

**To:** Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>

**Subject:** Corridor H

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

---

Good Afternoon,

Although I believe the three land Road is a good option for the area I do not agree with the shared use path for bicycles and pedestrians . The reason for this is due to the numerous driveways that are along that stretch of Sam Bass Road. I believe this is a very dangerous option . Pedestrian pathways should be in area that are safe.

***Kind Regards,***

***Barbara Goergen,***





Sign up for our bi-monthly newsletter, the WilCounty Line [Click here.](#)

---

**From:** John Smith [REDACTED]  
**Sent:** Tuesday, May 22, 2018 2:47 PM  
**To:** Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>  
**Subject:** Corridor H

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

I have read through the majority of the comments received as a result of the June 21, 2017 public meeting. Many of the problems with the original proposal are still an issue. Rather than try to list all of these I would refer you to the following Authors and their comments available under Documentation of Meeting at your website along with the page numbers.

<https://www.wilco.org/Portals/0/Departments/PublicInfo/CorridorHOpenHouseSummary.pdf>

Maureen Vance, pages 276 – 278

Robert Miller, page 279

Joy Hilscher, pages 340 – 342

Richard Gibbs, pages 355 –356

Rev. Dr. Catherine E. Craley, page 358

I attended the May 17<sup>th</sup> meeting and had several conversations with a number of County officials or employees. One thing I found interesting was that nobody I asked could tell me what percentage of the comments received were positive or negative. It has to make me wonder if these were even read.

One conversation I had was particularly enlightening. I won't identify the speaker since my recall is not perfect and I don't want this to seem like a personal attack. I mention it because I think it succinctly summarizes an attitude which goes to the heart of the problem.

I asked this person if the proposed road widening would take their property. The response was they lived in Behrens Ranch, so yes, they would lose land. When I tried to clarify my point by asking if they were going to lose part of their front yard the response was they were smart enough not to purchase a home on a major highway.

Sam Bass Road was never intended to be a major highway. To get an idea of what Sam Bass was I suggest you drive the stretch from I-35 to Old Settler's Blvd. and then the section from Great Oaks Dr. to F.M. 1431. Try to envision the disruption necessary to make those sections into a major highway. The only reason we are having this discussion is because developers plowed in Old Settler's Blvd. to facilitate developing the area, and rather than go to the expense to develop their own roads,

they tied into Sam Bass Road. There never were any “Old Settlers” on that road. The primary driving force behind this project is a bunch of people who have moved into the densely populated neighborhoods along Old Settler's Blvd. from I-35 to Great Oaks Drive and want quick-er access to F.M. 1431 via Sam Bass Road 24 hours a day. Well, I guess they weren't smart enough to evaluate the road situation when they moved here. Or maybe they planned on using the taxpayer's funds and the power of the State of Texas to run roughshod over whoever didn't want their property seized.

I found it interesting that several of the people I spoke to at the meeting mentioned eminent domain was not in the arsenal of tools Williamson County intended to use to accomplish this goal. While I can't quickly locate it, I recall seeing contradictory statements on the WilCo website, and anyone with any sense knows this will be necessary.

There certainly are things that can be done to improve the situation with minimal impact to the personal property and homes in the area. There is plenty of room to expand Sam Bass Road and add a hike & bike trail from Tonkawa Trail to the Great Oaks Drive intersection on the north side of the road. This section is only 0.6 miles long and by appearances none of it is private property. This would improve access for the densely settled neighborhoods of Brushy Creek North, Walsh Ranch, and Behrens Ranch as well as Walsh Middle School. By contrast, the vast majority of property along the 1.5 miles of Sam Bass Road from Great Oaks Dr. to F.M. 1431 is privately owned. I noted that the proposed plan calls for a 10' trail along the north side of this stretch. Why is 10' necessary when the trail recently put in along Old Settler's Blvd. from Plantation Dr. to Chisholm Trail is only 6' wide? I would also point out that a trail on the north side of Sam Bass Road from Great Oaks Dr. to F.M. 1431 would have to cross about 19 public and private driveways. I don't know if there are State or Federal guidelines for this sort of situation, but if there are I'd bet this falls into the category of “not desirable.”

Yes, the Williamson County Government can seize whatever private property they choose to and do whatever they want. In my opinion this will be akin to trying to make a silk purse out of a sow's ear. It will certainly trample the property “rights” of anybody that doesn't want a freeway through their front yard. And it won't solve the perceived problem. But I hope common sense and decency will prevail.

Your decisions will be interesting.

John Smith



# CORRIDOR H / SAM BASS ROAD

NAME: H. H. Rothell, Jr.

ADDRESS:

PHONE:



### PLEASE SHARE YOUR COMMENTS:

I am writing my report on Monday, May 21, 2018 after attending the second evening meeting on the corridor H plan to widen Sam Bass Road between Wyoming

Springs and FM1431. These matters have apparently NOT been taken even knowing there are a set of significant commercial changes coming to this exact same area. These changes are as follows:

1. the 129 acres of "Domain Type" retail for the NW corner of FM1431 at Sam Bass.
2. the current effort by a qualified developer to purchase frontage on Sam Bass in the exact same area as "Corridor H" and the developer has hired Keller-Williams Realty, agent is Stephanie Miranda, and has set aside up to \$15,000,000. for this aggregate purchase.
3. The current owner of the SW corner of FM1431 at Sam Bass is clearing cedar and other underbrush as we speak and when the clearing is complete the property will be on the market as commercial.

Knowing full well that this will cause a tremendous increase on the "Corridor H" traffic, we are talking auto traffic, then the engineers and our commissioners want to at first build an new eleven foot wide paved lane for bicycles and a new left turn lane.....neither of which will do squat to help our auto traffic problems and our commissioner says "Well the traffic studies were done before anyone knew about all this commercial development". WHEN does someone began to utilize some common sense here?

Everyone knows that 99 per cent of the bicycle traffic is on Saturday and Sunday.....BUT the auto traffic is SEVEN DAYS A WEEK , EVERY WEEK. You can build a 72 inch shoulder on one side of this new construction and take care of ALL of your bicycle traffic, so why would you want to penalize the auto use of this PUBLIC ROADWAY and yield to an occasional bicycle need. Why don't our infrastructure people with the County come to realize the OBVIOUS???

While comments are always welcome, to be included in the public meeting summary for the May 17, 2018 meeting they must be received or postmarked by June 8, 2018.

Email: roads@wilco.org – include "Corridor H" in the subject line

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

**To:** Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>

**Subject:** corridor H

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

My understanding is that you will build a three lane road completely separate from the existing road, at least mostly.

Why not build the three new lanes and use the current two lanes to make it a four land road. This will need to be done eventually.

It does not make sense to not use the existing road bed

Bill Stark

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

From: Steven Oltmanns [REDACTED]

Sent: Friday, June 1, 2018 12:16 PM

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

Cc: Bob Brown [REDACTED]

Subject: Corridor H input

EXTERNAL email: Exercise caution when opening.

---

The low water crossing near Brushy Bend Park needs to be replaced with a bridge or large culvert. Is that included in the current plan?

---

**From:** Rich Cutler [REDACTED]

**Sent:** Monday, June 4, 2018 10:41 PM

Corridor H / Sam Bass Road

131

**To:** Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>

**Subject:** Corridor H

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

---

Howdy!

I'm an avid cyclist who lives in the Vista Oaks neighborhood and am so happy that some improvements are being considered for Sam Bass Road.

I would like to strongly advocate for a 4 foot marked shoulders on both sides of the road to serve as bicycle lanes. This could be accomplished by narrowing the sidewalk to make it pedestrian-only and adding two feet to the shoulder near the trail. Bicycle lane markings should also be put on the road.

The idea that pedestrians and cyclists should share a sidewalk going both directions on one side of the road is dangerous to both. Bicycles going 20 mph have no business being around people walking, particularly if the idea is that they will be going both directions. Going that fast riding on the left is a death wish from any car pulling out from a side street. Cars are simply not expecting anything to be coming that fast from the wrong direction.

Thank you for considering cyclists in your plans! A small change to the configuration will make a big difference and open up safe routes to the Brushy Creek and Palmer Lane areas for all the people living in Vista Oaks, Mayfield Ranch and the Parkside neighborhoods.

I would be happy to meet you in person to discuss further. I can be reached at [REDACTED]

Thanks,

Rich Cutler

[REDACTED]  
[REDACTED]

---

**From:** Sarah Griffin [REDACTED]  
**Sent:** Thursday, June 7, 2018 1:09 PM  
**To:** Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>  
**Subject:** Comments for Corridor H Project

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

---

Dear Williamson County Roads,

Thank you for the opportunity to submit comments regarding the Corridor H/Sam Bass Road project.

I attended the information meeting at the church in May 2018. These are my comments.

(1) I am a member of Round Rock Presbyterian Church, and I am concerned that the plans shown will wipe out our driveway and perhaps come too close to our playground. The driveway that extends from in front of our sanctuary to the playground and over to the eastern portion of our property allows everyone who uses our property to travel safely and easily. This includes not just church members, but also the Boy Scouts, our AA/CA groups, neighborhood associations, etc. If possible, please be mindful of the fact that we need a means to travel on our property. Please also be mindful of our playground and that children may be on that playground at various times throughout the week.

(2) There are a number of large trees close to Sam Bass Road between Tonkawa Trail and Arrowhead Circle, mostly on the northern side with the empty field. I would encourage the county to plant some larger trees farther inwards (i.e. away from the possible expanded road) now so that those trees are established and growing when the other trees are removed.

(3) It is my understanding that tree replacement is not a standard protocol for Williamson County. I think this is a tragedy that puts short-term inconvenience (paying for a tree) over the long-term public health and welfare. As you know, trees absorb carbon dioxide and release oxygen. This transaction is a gift from God, as it supports our human need for oxygen. Please consider investing in trees and consider changing your policy to a more conscientious view. Trees are an investment in the future health of all Williamson County citizens.

(4) Consider placing yellow “Deer Crossing” signs at several places along the Sam Bass Road. If those signs could have timers with flashing lights (for dusk and dawn) – maybe even solar-powered ones – that would be helpful. There are many deer that cross Sam Bass Road, and posting signs would help alert drivers. The stretch between Great Oaks and Community Christian Church is particularly full of deer and visibility is limited.

(5) Consider keeping the speed limit posted low. Many people zip along that road too fast, and it is dangerous. I would encourage you to consider a speed limit of 40 mph.

(6) Please be very mindful of drainage and water waste from runoff for the whole corridor. This is especially true as you reach the eastern end near Tonkawa Trail. As you know, there are ponds in Tonkawa Springs that are very fragile. Behind the houses that face Sam Bass, right at Tonkawa Trail, is the critical habitat for the salamanders. There is a natural spring behind those houses where the salamanders live. That spring has been professionally measured to generate between 160 and 270 gallons PER MINUTE of water. This water passes behind the fire station and goes into a water recharge feature about 100 yards later. This water recharge feature is part of the Northern Edwards Aquifer and absorbs almost all of that beautiful water back into the aquifer. Although your project physically ends before the start of this creek, we all know that water runoff, especially from storms, can travel great distances. I ask that you be mindful of this in planning drainage and work with the City of Round Rock as needed to ensure that adequate protection is made of this precious water source. The future of all citizens of Williamson County depends on water, and we must work to protect the water as much as possible. UT Professor David Hillis can testify to the importance of these springs and their key role in the aquifer.

(7) Finally, I would love for the county to step back and think about a larger question: how can we minimize having to build new roads even while the population grows? That takes a huge shift in our thinking as Americans. Self-driving cars are on the horizon. But does every

American really need a car? What if Williamson County made a concerted effort to promote carpooling, bicycling, walking, etc. as a more desired solution? Wouldn't fewer cars on the road help with traffic and save our precious tax dollars for other projects? There is selfish greed, regrettably, at the heart of our American mindset that each person should have a car and go wherever they want, whenever they want, as fast as possible. I am as guilty of this mindset as everyone else. This "me first" mentality of a 1:1 driver-to-car ratio is not sustainable as our population grows exponentially. But it is a mindset that can change. I would encourage the county to start talking up carpooling and other solutions that involve taking cars off the roads. Be bold and brave; your grandchildren and their grandchildren will thank you.

May God bless you and give you heart and insight as you work towards the best solution for the people of Williamson County.

Thank you,  
Sarah Griffin



**From:** James Conroy [REDACTED]  
**Sent:** Friday, June 8, 2018 8:35 AM  
**To:** Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>  
**Subject:** Corridor H/Sam Bass Road

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

Please include this email in the public meeting summary regarding Corridor H/Sam Bass Road.

I have been following the progress of the Corridor H project for over a year now and there are still so many questions unanswered at this point:

- How many feet of private property will be condemned for this project? How much wider is this road and shared use path? There was a picture provided in the fact sheet, but it isn't clear on exactly how much space would be condemned.
- The corridor is not one that currently has much pedestrian traffic. What is the estimated daily/monthly pedestrian use of the bike path that appears to be taking up 10 feet of private land? Is there an expected increase in foot traffic in the near future, if so, due to what? This is not an area with any businesses to speak of that would generate foot traffic.
- The key addition occurring during this project is a center turn lane. What research has been performed that shows a center turn lane along the entire route would be more effective than adding turn lanes at key intersections and additional traffic signals and stop signs along the corridor? What percentage of the accidents currently occurring on this corridor are happening at intersections vs. non-intersections? Wouldn't this information be known in order to assess this projects ability to improve safety?
- I have seen an estimate of the project at \$6.5 million. What would be the estimated cost of adding turn lanes at key intersections and additional traffic signals and stop signs along the corridor?
- How is the property that will be condemned for this project being divided as far as how much on the north side of the road and how much on the south? Which side of the road will the shared use path be on?
- For the residents that will bear the burden of this project, through condemnation of their properties and many many months of construction, what resources are being provided to them in order to help guide them through this process and instruct them of their rights in scenarios like this? If nothing will be provided by the county, will the county reimburse these citizens for legal fees incurred as they try to educate themselves and get guidance on how this process works?

As I understand it, homeowners are already being approached with proposals to forcibly sell their land to the county. How could that remotely ever occur before knowing answers to the questions above and sharing them with the public?

Thank you,

James Conroy

**From:** Korapala Janardhan [REDACTED]  
**Sent:** Friday, June 8, 2018 11:52 AM  
**To:** Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>  
**Subject:** Corridor H Updates

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

Hi,

I am Janardhan Korapala and live in Tonkowa Springs neighborhood at [REDACTED].

I have attended May 17, 2018 meeting and I appreciate the team effort to expand Sam Bass Rd,

I have below concerns about intersection of Arrow Head Circle / Walsh Ranch Blvd where the proposal is a traffic light.

1. Speed is a concern, if the light is green at Great Oaks signal and continue the green light at Arrow Head Circle / Walsh Ranch Blvd where, the road is with a curve and I have seen couple of accidents since 2+ years including car rollover.
2. No Pedestrian crossing at the traffic light is very difficult for pedestrians to cross from Arrow Head Circle to Walsh Ranch Blvd.

My suggestion is to have a pedestrian crossing, protect curvy road and make sure speed is controlled. Please call me if the above concern is not explained in detail.

Thanks,  
Janardhan  
[REDACTED]

---

**From:** Carolyn/David Huff [REDACTED]  
**Sent:** Friday, June 8, 2018 7:16 PM  
**To:** Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>  
**Subject:** Corridor H

1. The purpose of the hike and bike trail according to Friese consultants used by WILCO with the design of the new roadway is to connect existing trails to the WILCO SW Regional Park. Thus the purpose of the taking of ROW is for recreation, not for a traffic conduit for bicycles during the week. To do so the trail will have to cross FM1431. Friese also said that FM1431 will ultimately be a freeway. The plan for the trail to cross FM1431 is to have a tunnel to allow trail traffic to pass under 1431. The cost of such a tunnel will be heavily disproportionate to the value of those using it. For FUN. How expensive will such a tunnel be? What a great expenditure for the benefit of such a few individuals in Williamson County.

The following amounts are averages from figures supplied by Friese. 91 feet is needed for the proposed plan. Current ROW is approx. 45 feet. Of the new ROW required for the proposed plan, 10 feet is needed for the trail plus a 2 foot separation strip from the traffic lane. Thus 12 feet of the 46 new feet being taken is over 1/4<sup>th</sup> of the ROW taking. Such very occasional use and is for recreation solely. How does one fourth of the taking be justified for occasional, recreational use? How much less land will need to be taken from landowners if the hobby bicycle interests are not satisfied?

The trail will be a 10 foot wide concrete sidewalk with two way bike traffic. It will be placed 12 feet from the north side of Sam Bass Road. There will be a 2 foot space between the trail and the north bound lane of Sam Bass Road. Thus a southbound biker and hiking families will on occasion be two feet away from auto traffic moving in the opposite direction traveling in at least a 40 MPH speed zone.

WILCO Parks and Recreation did not talk to any property owners directly affected by the addition of the trail before their proposed plan was completed. The trail was never exposed in the earlier meetings with area residents. This is a surprise. No information re specifics of a trail had been in the plans explained before. WILCO only told the north side property owners about the plan after it was adopted for public review. After the earlier public meeting regarding Corridor H in 2017, about 1 % of the respondents said that a trail was desired. This approach gives one an impression of a hidden agenda on the part of a very few individuals.

How do property owners handle the crossing of the trail with respect to bicycles and pedestrians? A driver accessing a very busy Sam Bass Road will need to pull across county property and stop on the trail to get as close to the car lane as possible in order to enter the roadway in the least amount of time. Who has right of way when a driver has parked on the trail and then is faced with a stream of oncoming bikes and walkers? WILCO admitted in its meeting with property owners that it did not know what additional liabilities existed for the property owners, implying that it was up to the owners to be responsible for what WILCO was doing to them. While this situation may not be significant most of the time, everyone knows that Sundays have the biggest trail use. And that is when the entry and exits at the three churches involved will be the greatest, especially before and after the predominant meeting times on Sunday mornings. Does this multitude of individuals have any idea how to cope – church members, property owners, not to mention the responsibilities of the bikers and hikers? Who stops? Who backs up? At the exit times, the driver sitting on the

trail may not be able to back up because of the string of traffic behind him waiting to leave the church parking lot. Not only is this terribly onerous to a driver, but there will be two way traffic on the trail for a driver to contend with. WILCO Parks and Recreation said that common courtesy would need to prevail in such a situation, indicating that it, too, had no idea of the legal situation in which it was placing the property owners. But it was willing to propose such a trail anyway. It isn't often but it isn't unusual for one to see a statement of rights by aggressive bicyclists. Sundays will become a test of one's Christianity as hundreds of drivers go in and out of church parking lots.

The 10 foot shared trail/sidewalk on the west side of 183A north of FM1431 has yellow signs at shopping exits indicating 2 way traffic on the 10 foot wide sidewalk. Will such signs be placed on the proposed trail? Does WILCO bear any responsibility on insuring those facing this situation know what to do? Its response in a meeting with church officials at a church was that it would work with the churches to alleviate the situation with signage if problems arise. It will be too late by then. How many more signs like this plus additional ones for this special situation will be needed on the multitude of property owners' driveways to be proliferated on the north side of Sam Bass Road from Great Oaks to FM 1431 with garish colors and metal in a rural setting covered with trees and native grasses that have been preserved by these property owners for years and years?

WILCO will be placing bikers and walkers, including families, who are southbound on the trail adjacent to a northbound Sam Bass Road driver in a 40+ MPH speed zone with little margin of safety in an era of irresponsible cell phone users.

An official at the RR USPS office was surprised to see the layout of the trail and traffic lanes because they had not seen or heard anything about the plan from WILCO. The officer said that no comment could be made until a final plan was presented to them, but he was clearly interested in the challenge of mail delivery to mail boxes in an already dangerous thoroughfare. Putting all mail boxes on the south side of Sam Bass Road was not an option as it would require people to walk across three lanes of traffic to get to their mail boxes. Is it not irresponsible for Wilco to propose the trail and not consult with the USPS before publishing a plan?

Will the trail cause additional safety challenges for School Buses for both the RRISD and the LISD?

1. Friese said that traffic studies justified the current three lane proposal which would carry the needs of the road until 2040. Were the traffic studies done before or after the announcement of the Indigo Ridge development? Even an amateur would raise the likelihood that with the full development of Indigo Ridge, WILCO will have to come back and revisit this roadway well before 2040. That would be absolutely awful, considering where we are in this review right now.
2. Once a trail is in place, it will be nearly impossible to replace it with an auto-traffic lane which will be much more badly needed. So when 5 lanes ultimately come, two more lanes width to support 5 lanes will be taken. The ROW taking is not over with this 3 lane/trail plan. Taking property owners' land for 5 lanes AND a trail is just wrong.
3. We moved to a rural setting for privacy. A trail allows people to get closer to our property including unwanted viewers. How many home owners like it if someone stops in front of their house and "cases" the place? We don't want people up close and personal any more than anyone else living in a small lot development.

- i. If the trail is by a parking lot, bikers will park in the lot for convenience to start their ride on the trail. How does a property owner like a church keep unwanted parking in their lots when space for parking is already at a premium for the property owner. "No parking/towing" signs will be needed, making the church appear not to be community minded when it has to post such signage for liability purposes. Such signage is highly undesirable for a church to have to erect.
- ii. It may be that WILCO will not take land from a given property owner, any prospective future buyer will have to cope with the added difficulty of egress and ingress posed by the trail. Its placement at the edge of that property will be detrimental to the property value. Will WILCO pay that property owner where no ROW is taken, but the value is adversely affected by the placement of an adjacent trail? In addition if a property is on the south side of Sam Bass Road where a trail has devalued the property on the north side of the road, the south side property is also adversely affected by the decline in values of the area.
- iii. When asked if there was another trail like what was proposed, the director of the Wilco Parks Department cited the 10 foot concrete strip on the west side of 183A running from 1431 to Leander. That trail and the proposed trail have little in common other than being 10 feet wide. That trail was in the initial development plans for that area whereas the proposed trail has to be a retrofit over private driveways.
  - a. There are no or minimal mailboxes on that trail.
  - b. That trail gives a good example of the signage that might accompany the proposed trail. That trail has signs at entry to the trail for traffic exiting to 183A, but such is inconsistently done as signs are not at every exit to 183A. In fact there are no signs either way at the HEB Center and a few other driveways, every one of which is commercial.
  - c. On the other hand there is only one yellow highway sign on 183A all the way from Leander to 1431 warning traffic that is exiting from 183A across the trail, and that sign is placed near the end of the entire trail at the Costco Center after 2 entries and before 3 entries. There is a terrible lack of signage warning traffic exiting 183A that a driver is about to cross a trail.
  - d. The citing of this 183A trail as an example of what is to come is without merit, and indicates that somewhere there is a desire to have the trail without regard to the above readily evident difficulties that such a trail would bring.

I have been advised to respond to the proposed plan by making suggestions as to how these perceived problems may be mitigated. One suggested suggestion was that the signage might be done with smaller signs! The only way to mitigate the above list of problems and the burden placed on property owners on Sam Bass Road and citizens of Williamson County by the government of Williamson County is to remove the trail from the plan.

David Huff



---

**From:** Maureen Vance [REDACTED]

**Sent:** Friday, June 8, 2018 7:35 PM

**To:** Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>

**Subject:** Corridor H

Widening Sam Bass to 3 lanes seems apt, the way in which K Friese proposes to do this is a thinly veiled attempt to merely secure ROW for a 5-lane thoroughfare (exactly per the feasibility study), and this is disconcerting to me because of the unnecessary loss of additional property, heritage trees, and privacy for homeowners along this road. **This proposal also significantly increases risk of mail/package theft, and liability of homeowners & businesses** regarding pedestrians traversing their property **due to a shared use path that pretty much no one (out of the 263 citizens who submitted initial input) asked for.**

\*Building 3 new lanes instead of just adding one to the existing 2-lane roadway (3+2=5) is overkill; just use workers on either side of the construction area with stop/slow signs... it is typical of such projects, and what one pictures when being told of increasing Sam Bass from 2 to 3 lanes. **Securing just 12 feet instead of 50 feet is not only more affordable, but spares many more heritage trees and real property along this tree-lined road.**

\*The shared use path probably sounds palatable at first glance to the general public, but if one ponders such a path along this particular road, it doesn't seem practical because:

—**Pedestrians would have to traverse a whopping 12 private driveways/parking lots in a mere 2.6 miles;** such paths are typically along the length of a park for good reason: so they don't encounter any vehicles.

—These **paths are most frequently used on weekends in the mornings and afternoons; however, the highest frequency of pedestrians would be forced to traverse 3 church parking lots + an event venue, DURING TIMES WHEN THESE BUSINESSES ARE ALSO THE MOST BUSY.**

—**Residents' mail/packages/property will be highly vulnerable to theft**

—**Residents** along this road will **lose a significant amount of privacy**, as the **county has no intention of building a wall like subdivisions always do** along shared use paths.

—**No walls means there can definitely be a potential for residents' dogs/pets to encounter pedestrians and *their* pets and/or children, and causing problems, even if the residents put up fences...** dogs can be very territorial, which could cause harm to pedestrians, children, their pets, etc. It could even cause a potential accident with pets running into the roadway out of fear of an unwelcome encounter.

—While the alleged intention of this path is to allow pedestrians to "safely" travel to [Wilco's](#) Regional Park, crossing 1431 would be prohibitive, rendering this intention moot. This was pointed out at the input meeting on 5/17/18, and the answers varied... indicative of not having considered this dilemma.

1. **Creating a tunnel** (using a box culvert) under 1431 sounds **very \$\$\$**, and unwise given this **region is riddled with karsts, endangered species, and environmental- + archaeologically-sensitive land.**

2. **Using an existing box culvert east of the intersection really takes pedestrians out of the way, and will quite likely flood from time to time, rendering it useless.** While this was mentioned as an option to avoid having to build a tunnel, there was no indication/intention of such a solution per the map shared with the public on 5/17/18.

3. **Per K Friese, there is no money intended to be allocated in this project for a tunnel.** The funds would have to magically come from another source entirely. It is not tied to the project in any way, and yet the **pedestrian path leading to nowhere** (due to no tunnel to traverse 1431 indicated) was

prominent in the design, again, causing some to infer that it is there to merely secure a 5-lane ROW (3+2=5), with no intention to ever build the path.

**Positives**

1. The speed limit is to remain 40 mph (although 35 mph is more desirable)
2. The extra left-turn lane at 1431

**Suggestions**

1. Per the results of the study, K Friese recommends Sam Bass become a 3-lane road... therefore, just add 1 lane to the existing 2, using workers with stop/slow signs at the ends of the construction zone, like so many other construction projects.
2. Continue the existing shared use path only to Great Oaks Drive and add a x-walk at that intersection. This way, people living in the existing subdivisions can safely head to Brushy Creek Regional Park and its bevy of paths instead. No tunnel will be needed, either.
3. The proposed light at Walsh Ranch Blvd. becomes a flashing yellow during non-school hours & Great Oaks become flashing red during non-peak hours.

**Conclusion**

While [Wilco](#)'s Irtp indicates that Sam Bass should become a 6-lane thoroughfare, it truly should not. The overzealous Irtp was drawn up in 1999 without regard to what Sam Bass has become: a rural community lined with 37 private driveways, heritage trees, crawling with deer and the occasional loose pet. These 37 driveways in a mere 2.6-miles are serviced weekly with garbage trucks, daily for mail service, and some, daily, as school bus stops during the school year. Can you imagine school bus stops along a 6-lane, 50-mph thoroughfare? I can't. These men weren't thinking about such dilemmas. They simply saw a map with lines/roadways, nothing more. And as you probably know, one of the [Wilco](#) Commissioners back in 1999, Mike Heiligenstein, is the current Executive Director of the CTRMA, and also presides on the CAMPO board (seems like a conflict of interest to me). Another, the former Judge John Doerfler is actively trying to delist federally-protected endangered species, benefiting aggressive developers and like-minded landowners. The Irtp should be revisited and revised... it should be looked at realistically. Rapid growth is not sustainable, and a grave stress on limited natural resources. And finally, some contend that in light of Indigo Ridge (north & south) Sam Bass will need to be widened. However, that property is very near a HIGHLY archaeologically-sensitive area (they need to turn over that dirt with white gloves, the site in question revealed the oldest and most complete burial site in all of North America & the western hemisphere [Leanderthal Lady... discovered in 1982 along 1431 by TxDOT]); it is far too aggressive of a project for this area, especially when one considers that all of these mixed-use retail projects of such grand scale reside near highways—where they belong—for ease of traffic flow and sustainability.

I really hope you don't destroy this beautiful area that can never be restored to what it is now!!!!  
Jeff and Maureen Vance  
Spanish Oak Terrace  
Round Rock, Tx

---

**From:** Amy Kwalwasser [REDACTED]

**Sent:** Friday, June 8, 2018 7:45 PM

**To:** Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>

**Subject:** Opposition to Sam Bass Road expansion

Let the record stand that I am opposed to **\*any\*** Sam Bass Road expansion.

I recommend that you simply change the northbound Sam Bass Road at 1431 middle lane so that instead of going straight only, it becomes a straight **\*and\*** left turn lane. The solution is that simple.

At the latest community meeting, I requested answers from the lead engineer from the consulting firm and never heard back. For example, he said that he had people counting cars to make sure the expansion was justified. But he could not document that activity by date or time or number of vehicles or personnel used. And when challenged further, he then said they hadn't actually used people but rather a hydraulic road counter. Which is it? As someone who goes up and down Sam Bass Road during peak hours five days a week, I have never seen their truck or a road counter. Where is the documentation for this? This is just one scenario that I have never received clarification concerning my questions.

Further, claiming that three lanes is all that is needed to solve traffic issues, but then explaining that the five-lane ROW is "just in case" is deceptive at best. More traffic at higher speeds equals less safety.

The county is looking at far more liability issues by placing a hike-and-bike trail across so many residential driveways; it is literally an accident waiting to happen. Do you realize that those of us whose driveway will be crossed will need to essentially park our cars to block the hike-and-bike lane so that we can see oncoming traffic—all the while putting hikers and bikers at risk for being hit or running into our cars? And the businesses along Sam Bass (wedding facility and three churches) would have the same high-traffic times as the hikers and bikers. What a nightmare. As an avid bicyclist, I can say that this ill-thought plan would never be advocated by any of the local or national cycling organizations.

And this path that none of us requested will abruptly end at 1431. Really? Whose brainstorm was that? The path to nowhere.

And you want them to ride through a box culvert to get across 1431? Another bad idea for a multitude of reasons including ecological, archeological, safety, and more.

We are a rural community intent on maintaining the sanctuary we call home. You are affecting 37 private driveways, heritage trees, private property, and businesses. None of us wants this. Even the lead engineer from the consulting company told me he would not want this expansion in front of his own house in Austin. At least we agree on that concept.

Let go of this ridiculous project and find another area that is not affecting so many people so adversely if you are insistent on building more roads. This development is not "inevitable." This proposal is not a viable solution for "expected growth." This is a pet project that needs to die before it kills.

Thanks,  
Amy

Amy Kwalwasser, MAS

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

---

**From:** Chris [REDACTED]

**Sent:** Friday, June 8, 2018 10:13 PM

**To:** Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>

**Subject:** Opposition to Sam Bass Road expansion

Let the record stand that I am opposed to **\*any\*** Sam Bass Road expansion.

The proposal for a massive road expansion and hike and bike path cutting across some 37 home driveways is not a viable solution for "expected growth." It is a massive overreach to line some consultant's pockets at the detriment to the people who actually live on the road. The conflicting disinformation presented and gross misrepresentation of traffic flow is outrageous. Are there not laws against contractors lying to the public and falsifying reports to governing agencies? If you just have to change something change the northbound Sam Bass Road at 1431 middle lane so it becomes a straight and left turn lane. Occasional need for more left turn traffic flow solved.

Thanks,

Chris Kjeldsen

[REDACTED]  
[REDACTED]  
[REDACTED]

The preceding e-mail message (including any attachments) contains information that may be confidential, may be protected by the attorney-client or other applicable privileges or may constitute non-public information. It is intended to be conveyed only to the designated recipient(s) named above. Any use, dissemination, distribution, or reproduction of this message by unintended recipients is not authorized and may be unlawful.

---

**From:** Jenny Masgras [REDACTED]  
**Sent:** Friday, June 8, 2018 10:21 PM  
**To:** Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>  
**Subject:** Regarding Corridor H in Williamson County

To Whom It May Concern:

While widening Sam Bass to 3 lanes seems apt, the way in which K Friese proposes to do this is a thinly veiled attempt to merely secure ROW for a 5-lane thoroughfare (exactly per the feasibility study), and this is disconcerting to me because of the unnecessary loss of additional property, heritage trees, and privacy for homeowners along this road. **This proposal also significantly increases risk of mail/package theft, and liability of homeowners & businesses regarding pedestrians traversing their property due to a shared use path that pretty much no one (out of the 263 citizens who submitted initial input) asked for.**

\*Building 3 new lanes instead of just adding one to the existing 2-lane roadway (3+2=5) is overkill; just use workers on either side of the construction area with stop/slow signs... it is typical of such projects, and what one pictures when being told of increasing Sam Bass from 2 to 3 lanes. **Securing just 12 feet instead of 50 feet is not only more affordable, but spares many more heritage trees and real property along this tree-lined road.**

\*The shared use path probably sounds palatable at first glance to the general public, but if one ponders such a path along this particular road, it doesn't seem practical because:

—**Pedestrians would have to traverse a whopping 12 private driveways/parking lots in a mere 2.6 miles;** such paths are typically along the length of a park for good reason: so they don't encounter any vehicles.

—These **paths are most frequently used on weekends in the mornings and afternoons;** however, the highest frequency of pedestrians would be forced to traverse 3 church parking lots + an event venue, **DURING TIMES WHEN THESE BUSINESSES ARE ALSO THE MOST BUSY.**

—**Residents' mail/packages/property will be highly vulnerable to theft**

—**Residents along this road will lose a significant amount of privacy,** as the county has no intention of building a wall like subdivisions always do along shared use paths.

—**No walls means there can definitely be a potential for residents' dogs/pets to encounter pedestrians and *their* pets and/or children, and causing problems, even if the residents put up fences...** dogs can be very territorial, which could cause harm to pedestrians, children, their pets, etc. It could even cause a potential accident with pets running into the roadway out of fear of an unwelcome encounter.

—While the alleged intention of this path is to allow pedestrians to "safely" travel to Wilco's Regional Park, crossing 1431 would be prohibitive, rendering this intention moot. This was pointed out at the input meeting on 5/17/18, and the answers varied... indicative of not having considered this dilemma.

1. **Creating a tunnel** (using a box culvert) under 1431 sounds **very \$\$\$**, and unwise given this region is **riddled with karsts, endangered species, and environmental- + archaeologically-sensitive land.**

2. **Using an existing box culvert east of the intersection really takes pedestrians out of the way, and will quite likely flood from time to time, rendering it useless.**

While this was mentioned as an option to avoid having to build a tunnel, there was no

indication/intention of such a solution per the map shared with the public on 5/17/18.

**3. Per K Friese, there is no money intended to be allocated in this project for a tunnel.** The funds would have to magically come from another source entirely. It is not tied to the project in any way, and yet the **pedestrian path leading to nowhere** (due to no tunnel to traverse 1431 indicated) was prominent in the design, again, causing some to infer that it is there to merely secure a 5-lane ROW (3+2=5), with no intention to ever build the path.

### **Positives**

1. The speed limit is to remain 40 mph (although 35 mph is more desirable)
2. The extra left-turn lane at 1431

### **Suggestions**

1. Per the results of the study, K Friese recommends Sam Bass become a 3-lane road... therefore, just add 1 lane to the existing 2, using workers with stop/slow signs at the ends of the construction zone, like so many other construction projects.
2. Continue the existing shared use path only to Great Oaks Drive and add a x-walk at that intersection. This way, people living in the existing subdivisions can safely head to Brushy Creek Regional Park and its bevy of paths instead. No tunnel will be needed, either.
3. The proposed light at Walsh Ranch Blvd. becomes a flashing yellow during non-school hours & Great Oaks become flashing red during non-peak hours.

### **Conclusion**

While Wilco's Irtp indicates that Sam Bass should become a 6-lane thoroughfare, it truly should not. The overzealous Irtp was drawn up in 1999 without regard to what Sam Bass has become: a rural community lined with 37 private driveways, heritage trees, crawling with deer and the occasional loose pet. These 37 driveways in a mere 2.6-miles are serviced weekly with garbage trucks, daily for mail service, and some, daily, as school bus stops during the school year. Can you imagine school bus stops along a 6-lane, 50-mph thoroughfare? I can't. These men weren't thinking about such dilemmas. They simply saw a map with lines/roadways, nothing more. And as you probably know, one of the Wilco Commissioners back in 1999, Mike Heiligenstein, is the current Executive Director of the CTRMA, and also presides on the CAMPO board (seems like a conflict of interest to me). Another, the former Judge John Doerfler is actively trying to delist federally-protected endangered species, benefiting aggressive developers and like-minded landowners. The Irtp should be revisited and revised... it should be looked at realistically. Rapid growth is not sustainable, and a grave stress on limited natural resources. And finally, some contend that in light of Indigo Ridge (north & south) Sam Bass will need to be widened. However, that property is very near a HIGHLY archaeologically-sensitive area (they need to turn over that dirt with white gloves, the site in question revealed the oldest and most complete burial site in all of North America & the western hemisphere [Leanderthal Lady... discovered in 1982 along 1431 by TxDOT]); it is far too aggressive of a project for this area, especially when one considers that all of these mixed-use retail projects of such grand scale reside near highways—where they belong—for ease of traffic flow and sustainability.

Respectfully,  
Jennifer Masgras

---

**From:** Kim Goodman [REDACTED]  
**Sent:** Friday, June 8, 2018 10:39 PM  
**To:** Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>  
**Subject:** Sam Bass (Corridor H): Input

## EXTERNAL email: Exercise caution when opening.

While widening Sam Bass to 3 lanes seems apt, the way in which K Friese proposes to do this is a thinly veiled attempt to merely secure ROW for a 5-lane thoroughfare (exactly per the feasibility study), and this is disconcerting to me because of the unnecessary loss of additional property, heritage trees, and privacy for homeowners along this road. **This proposal also significantly increases risk of mail/package theft, and liability of homeowners & businesses** regarding pedestrians traversing their property **due to a shared use path that pretty much no one (out of the 263 citizens who submitted initial input) asked for.**

\*Building 3 new lanes instead of just adding one to the existing 2-lane roadway (3+2=5) is overkill; just use workers on either side of the construction area with stop/slow signs... it is typical of such projects, and what one pictures when being told of increasing Sam Bass from 2 to 3 lanes. **Securing just 12 feet instead of 50 feet is not only more affordable, but spares many more heritage trees and real property along this tree-lined road.**

\*The shared use path probably sounds palatable at first glance to the general public, but if one ponders such a path along this particular road, it doesn't seem practical because:

—**Pedestrians would have to traverse a whopping 12 private driveways/parking lots in a mere 2.6 miles;** such paths are typically along the length of a park for good reason: so they don't encounter any vehicles.

—These **paths are most frequently used on weekends in the mornings and afternoons;** however, the highest frequency of pedestrians would be forced to traverse 3 church parking lots + an event venue, **DURING TIMES WHEN THESE BUSINESSES ARE ALSO THE MOST BUSY.**

—**Residents' mail/packages/property will be highly vulnerable to theft**

—**Residents** along this road will **lose a significant amount of privacy,** as the **county has no intention of building a wall like subdivisions always do** along shared use paths.

—**No walls means there can definitely be a potential for residents' dogs/pets to encounter pedestrians and their pets and/or children, and causing problems, even if the residents put up fences...** dogs can be very territorial, which could cause harm to pedestrians, children, their pets, etc. It could even cause a potential accident with pets running into the roadway out of fear of an unwelcome encounter.

—While the alleged intention of this path is to allow pedestrians to "safely" travel to Wilco's Regional Park, crossing 1431 would be prohibitive, rendering this intention moot. This was pointed out at the input meeting on 5/17/18, and the answers varied... indicative of not having considered this dilemma.

1. **Creating a tunnel** (using a box culvert) under 1431 sounds **very \$\$\$,** and unwise given this **region is riddled with karsts, endangered species, and environmental- + archaeologically-sensitive land.**

2. **Using an existing box culvert east of the intersection really takes pedestrians out of the way, and will quite likely flood from time to time, rendering it useless.** While this was mentioned as an option to avoid having to build a tunnel, there was no indication/intention of such a solution per the map shared with the public on 5/17/18.

3. **Per K Friese, there is no money intended to be allocated in this project for a tunnel.** The funds would have to magically come from another source entirely. It is not tied to the project in any way, and yet the **pedestrian path leading to nowhere** (due to no tunnel to traverse 1431 indicated) was prominent in the design, again, causing some to infer that it is there to merely secure a 5-lane ROW (3+2=5), with no intention to ever build the path.

### Positives

1. The speed limit is to remain 40 mph (although 35 mph is more desirable)
2. The extra left-turn lane at 1431

### Suggestions

1. Per the results of the study, K Friese recommends Sam Bass become a 3-lane road... therefore, just add 1 lane to the existing 2, using workers with stop/slow signs at the ends of the construction zone, like so many other construction projects.
2. Continue the existing shared use path only to Great Oaks Drive and add a x-walk at that intersection. This way,

people living in the existing subdivisions can safely head to Brushy Creek Regional Park and its bevy of paths instead. No tunnel will be needed, either.

3. The proposed light at Walsh Ranch Blvd. becomes a flashing yellow during non-school hours & Great Oaks become flashing red during non-peak hours.

4. Connecting Wyoming Springs to 1431 will relieve traffic on Sam Bass headed north.

### **Conclusion**

While Wilco's Irtp indicates that Sam Bass should become a 6-lane thoroughfare, it truly should not. The overzealous Irtp was drawn up in 1999 without regard to what Sam Bass has become: a rural community lined with 37 private driveways, heritage trees, crawling with deer and the occasional loose pet. These 37 driveways in a mere 2.6-miles are serviced weekly with garbage trucks, daily for mail service, and some, daily, as school bus stops during the school year. Can you imagine school bus stops along a 6-lane, 50-mph thoroughfare? I can't. These men weren't thinking about such dilemmas. They simply saw a map with lines/roadways, nothing more. And as you probably know, one of the Wilco Commissioners back in 1999, Mike Heiligenstein, is the current Executive Director of the CTRMA, and also presides on the CAMPO board (seems like a conflict of interest to me). Another, the former Judge John Doerfler is actively trying to delist federally-protected endangered species, benefiting aggressive developers and like-minded landowners. The Irtp should be revisited and revised... it should be looked at realistically. Rapid growth is not sustainable, and a grave stress on limited natural resources. And finally, some contend that in light of Indigo Ridge (north & south) Sam Bass will need to be widened. However, that property is very near a HIGHLY archaeologically-sensitive area (they need to turn over that dirt with white gloves, the site in question revealed the oldest and most complete burial site in all of North America & the western hemisphere [Leanderthal Lady... discovered in 1982 along 1431 by TxDOT]); it is far too aggressive of a project for this area, especially when one considers that all of these mixed-use retail projects of such grand scale reside near highways—where they belong—for ease of traffic flow and sustainability.

Sincerely,  
Kim Goodman

**Subject:** Re: Comments for Corridor H Project

Lauren,

Thank you for the confirmation message.

Could you please add these comments:

It seems from the Aerial Map that much of the proposed new road between Tonkawa Trail and Great Oaks will be to the north of the current road. It was not clear in the meeting what will happen to the current road.

I am very concerned about the trees and wildflower/grassy areas that will be destroyed. These areas are critical in providing drainage so that runoff does not contaminate the creeks and ponds in Tonkawa Springs any more than they already are. Please reuse as much of the current road space as possible and work to NOT destroy trees and NOT put more impervious coverage (i.e. pavement) in that area. PLEASE communicate more clearly about drainage and where the new road will go.

There is a song that talks about "paving paradise to put up a parking lot." Please do not turn Williamson County into a nasty pile of concrete. Build only what you have to build. And keep as much land, dirt, trees, creeks, and God-given nature as possible. We as humans have the power to destroy these beautiful creations, but we cannot recreate them. Think carefully. Act in a manner that shows we respect the land and who created it.

Thank you, Sarah Griffin

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

From: Elaine Lincoln [REDACTED]

Sent: Friday, June 8, 2018 11:21 PM

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

Subject: Sam Bass Road expansion

EXTERNAL email: Exercise caution when opening.

---

To whom it concerns,

I'm in disbelief that this road is could be what is being claimed. I oppose the waste of tax payer dollars to create anything that is only to further line the pockets of the developers.

I think people forget that hard working, simple people live along these roads, and the impact that will surely befall them is so utterly avoidable.

I'm not blind and am fully aware that progress will occur and if it is ONLY for safety reasons or lesser of all evils, to expand, to straighten and carve a better path, then that's one thing. But to ignore simpler, more cost effective, less invasive paths is ignorance at the very least and developer induced self aggrandizement at most.

Good lord, have a heart. Use your God given brain to make decisions that benefit not just those who stand to gain from these "improvements", re the surrounding developers, but those who will suffer the most, re the rest of us who live here.

Rethink,

Elaine Lincoln



---

**From:** Mitchell Lee [REDACTED]

**Sent:** Friday, June 8, 2018 11:52 PM

**To:** Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>

**Subject:** Corridor H - Sam Bass

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

---

I am one of the residents that back to Sam Bass in Walsh Ranch. Let the record stand that I am deeply opposed to the current plans around Sam Bass Road expansion.

There is no way I can support having my tax dollars to be put forth for a plan that doesn't use existing lanes.

My neighbors agree. I will do my best to campaign against the current plans.

Mitch Lee

[Sent from Yahoo Mail on Android](#)

---

**From:** D.W. Bo Griffin [REDACTED]

**Sent:** Friday, June 8, 2018 11:57 PM

**To:** Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>

**Subject:** Corridor-H Road Expansion: Comments

Corridor H / Sam Bass Road

162

Williamson County Road Administrator,

I am submitting comments regarding the Sam Bass /Corridor-H road expansion. I also submitted comments at the public meeting on November 30, 2017.

I am an active member of Round Rock Presbyterian Church and a registered leader with Cub Scout Pack 165. These are only two of many organizations who all utilize the RRPC facility. According to the posted plan, the road expansion will only take place on the north side of Sam Bass, expanding only into the church property. This inconveniences hundreds of people who use this facility every. I request again (after my original request on Nov. 30) that expanding to the south side of Sam Bass will only inconvenience a few dozen people. Expanding only toward the church will route your construction directly through our driveway, playground, and septic lift pump.

I also do not understand why the section of Sam Bass to the east of Great Oaks is being completely re-routed onto the currently-unused grassy area. This creates twice the runoff potential from impervious surfaces in the most sensitive water zone directly north of the actual Tonkawa Spring. This spring has been thoroughly documented during the expansion plans regarding Wyoming Springs Road. The spring has been tied directly to the aquifer that provides a significant source of Round Rock drinking water. For the sake of cost, time, and conservation; I recommend using the existing roadway where possible rather than creating a new surface for no apparent reason.

Thank you for your consideration,

Dylan Griffin

Round Rock, TX

---

**From:**



**Sent:** Friday, June 8, 2018 11:59 PM

**To:** Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>

**Subject:** Corridor H/Sam Bass

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

---

I live on Sam Bass. Let the record stand that I am opposed to current plans of Sam Bass Road expansion.

This is not economically sound at the very least. I would never vote on a bond to fund this effort.

Ladeitra Lee

[Sent from Yahoo Mail on Android](#)

---

**From:** Sarah Griffin [REDACTED]

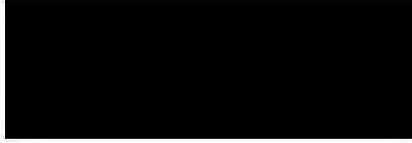
**Sent:** Friday, June 8, 2018 11:35 PM

**To:** Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>

Corridor H / Sam Bass Road

166

Bruce and Carole Gessaman



June 8, 2018

Enclosed are our comments regarding the Corridor H meeting and talks with Friese and Company. I assume these will be added to the meeting comments.

Thank you,

*Bruce Gessaman*  
*Carole Gessaman*

Bruce and Carole Gessaman

We're writing this message as a last attempt to get someone to hear our pleas. The people we have spoken to from Friese listen, say they understand, and then do nothing. We don't believe Sam Bass Road needs a lot of change—at least not a turn lane the full length of the road from Wyoming Springs to RM1431 and certainly not a walking trail.

We fear a turn lane the complete length of the road could be more dangerous than not having such a lane. Using the turn lane as a passing lane could and probably would happen, and any accident that occurred from such an action would not be a fender-bender but possibly a head-on collision. Turn lanes should be made at the traffic lights but not the full length of the road.

Now to the walking trail—who could want to walk with their children or even by themselves just a few feet from the traffic on Sam Bass? The many driveways of the homes and churches on Sam Bass and the intersecting roads would cross the walking trail making it hazardous to walkers and/or bikers. And the shade would be gone because the trees would be cut down to build the trail.

We suggest that a small amount of land be purchased from each landowner on each side of the road, enough to slightly widen the road with narrow bike lanes on each side. The speed limit should be lowered to 35 mph like the other neighborhood roads in the area that are either 30 or 35 mph.

Frankly, we don't wish to see Sam Bass Road become even busier by making the road more convenient. We simply can't imagine driving on this road without seeing the canopy of trees that now cover the front boundaries of the homes and churches along Sam Bass.

On a personal level, the Friese plan takes 86 feet off the front depth of our property, which faces Sam Bass, for almost the full length of the property. We have lived here for 24 years and can't bear to think of the hundreds of trees on our property alone that will be destroyed for this so-called improvement.

And think of the money that could be saved if the county or whoever did not have to purchase as much land and trees as would be required with the Friese plan. Please leave Sam Bass alone.

Carole and Bruce Gessaman

**From:** M. Klingemann [REDACTED]  
**Sent:** Wednesday, June 20, 2018 10:27 AM  
**To:** Williamson County Road Bond Program <[roadbond1@wilco.org](mailto:roadbond1@wilco.org)>  
**Subject:** Corridor H Feedback for Public Record

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

---

Hello Corridor H Team,

My husband Eric and I own Sam Bass Covered Storage at 4700 Sam Bass Rd, in Round Rock.

At 100% capacity, we are providing a valuable service to the community. Our input as a result of the May 2018 map is that the proposed route of Sam Bass Road will decimate our business.

Michelle Klingemann