

# RM 2243 IMPROVEMENTS

Williamson County, Texas

---

Virtual Public Hearing with In-Person Option

April 25 – May 10, 2023

CSJ: 2103-01-038



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

Welcome to the Virtual Public Hearing with In-Person Option for the RM 2243 Project. We appreciate you taking the time to view the details of this project. Your comments or questions are welcome at any time, but to be documented in the public hearing record, we must receive them by May 10, 2023.



## PUBLIC HEARING FORMAT



Both formats will provide the same information, including:

- Project Overview
- Need and Purpose
- Background, Milestones, and Timeline
- Environmental Process & Impacts
- Proposed Improvements
- How to Share Input
- Next Steps

A schematic showing the design for future improvements is available on the project website.

### VIRTUAL PUBLIC HEARING

Tuesday, April 25 – Wednesday,  
May 10, 2023  
[www.wilco.org/RM2243](http://www.wilco.org/RM2243)

### IN-PERSON OPTION

April 25, 2023, 6:30 – 8:30 p.m.  
Parkside Elementary School 301 Garner  
Park Dr, Georgetown, TX 78628

Williamson County and TxDOT are conducting this virtual public hearing to share an update on the proposed project and collect verbal testimony and comments from the public. An in-person option is also available for individuals who would like to participate in person instead of online. The in-person option will be held on Tuesday, April 25, from 6:30 to 8:30 p.m. at Parkside Elementary School, 301 Garner Park Dr, Georgetown, TX 78628.

Both formats will provide the same information, including the project overview, need and purpose, background, milestones and timeline, environmental process and impacts, proposed improvements, how to share input, and next steps. In addition, in-person attendees will be able to view this presentation on a screen, view hard copies of materials, ask questions of project staff, and leave written comments.

A project schematic showing the design for future improvements is available on the project website at [wilco.org/RM2243](http://wilco.org/RM2243).



## PUBLIC HEARING FORMAT



Call 512-400-4162, extension 1 to:

- Ask questions
- Request assistance to help you participate in the hearing
- Arrange a meeting to discuss property impacts

Call the Williamson County Public Affairs Office at **512-943-3688** by **Monday, April 17, 2023**, to arrange accommodations, an interpreter, or document translation.

### VIRTUAL PUBLIC HEARING

Tuesday, April 25 – Wednesday,  
May 10, 2023  
[www.wilco.org/RM2243](http://www.wilco.org/RM2243)

### IN-PERSON OPTION

April 25, 2023, 6:30 – 8:30 p.m.  
Parkside Elementary School 301 Garner  
Park Dr, Georgetown, TX 78628

The project team can be reached at 512-400-4162, extension 1. They can help you:

- Answer questions about the project, proposed design, or process
- Assist with accessing and participating in the virtual public hearing
- Or to assist impacted property owners with arranging a meeting with the project team

This virtual public hearing and the in-person option will be conducted in English. If you need an interpreter or document translator or have a disability and need assistance, arrangements can be made to accommodate most needs. Please contact the Williamson County Public Affairs Office at 512-943-3688 no later than 4 p.m. central time, Monday, April 17, 2023, to arrange accommodations.

## RM 2243

### Between 183A and Southwest Bypass

The project would address safety, mobility and connectivity by ultimately widening and realigning to straighten RM 2243.



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

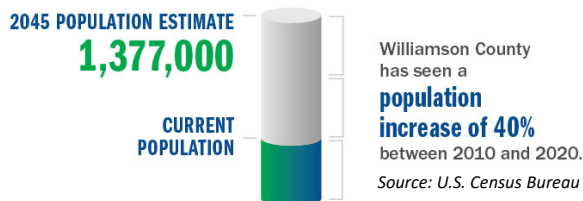
The proposed RM 2243 project would reconstruct and widen the existing rural two-lane roadway to a controlled-access highway, which includes two mainlanes in each direction separated by a concrete barrier, with direct connections to 183A, Ronald Reagan Boulevard, and Southwest Bypass. The proposed project would also include two three-lane frontage roads with access ramps on either side of the mainlanes.

The proposed project would be constructed in phases, and the first phase of construction will include a single frontage road from 183A to Garey Park, which would serve two-way traffic until the other frontage road is built in a future phase.

## Need

The proposed project is needed to meet the existing and future population growth and transportation demand on RM 2243 and Hero Way and to provide a safe connection from 183A to SW Bypass.

## Past, present & future population growth



### Leander Population Growth

The population of Leander is estimated to reach more than 163,000 people in 2040.



*Source: 2020 Leander Comprehensive Plan*

### Georgetown Population Growth

The population of Georgetown is estimated to reach more than 110,000 people in 2030.



*Source: 2030 Comprehensive Plan*

The proposed project is needed to meet the existing and future population growth and transportation demand on RM 2243 and Hero Way, and to provide a safe connection from 183A to Southwest Bypass.

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

Williamson County is growing faster than the state of Texas, having increased its population by more than 40 percent between 2010 and 2020. Looking to the future, it is estimated that by 2045 the County's population will increase to 1,377,000, an increase of more than 192 percent.

The Cities of Leander and Georgetown are also experiencing significant growth. The City of Leander is estimated to reach more than 163,000 people in 2040, an increase of 261 percent between 2019 and 2040. The City of Georgetown is estimated to reach more than 110,000 people in 2030, an increase of more than 63 percent between 2020 and 2030.

### Need

The proposed project is needed to meet the existing and future population growth and transportation demand on RM 2243 and Hero Way, and to provide a safe connection from 183A to SW Bypass.

**Inadequate roadway capacity to meet current and future traffic volumes resulting in reduced mobility**



**40% increase** in traffic on 183A frontage roads, Hero Way, Ronald Reagan Boulevard, and RM 2243.

**100% increase** in traffic on 183A mainlanes.

With rapid population growth also comes increased traffic volumes in Williamson County. The existing capacity on RM 2243 is inadequate to meet current and future traffic volumes, resulting in reduced mobility between 183A and Southwest Bypass.

Between 2020 and 2040, all 183A frontage roads, Hero Way, Ronald Reagan Boulevard, and RM 2243, are expected to see a 40 percent increase in traffic, whereas the 183A mainlanes are expected to increase by 100 percent.



## NEED AND PURPOSE



### Need

The proposed project is needed to meet the existing and future population growth and transportation demand on RM 2243 and Hero Way, and to provide a safe connection from 183A to SW Bypass.

### Overall safety improvements necessary to accommodate growth in the corridor

In addition to increasing the capacity of the roadway, this project aims to address several features along the existing RM 2243 that do not meet current design standards and that create safety and mobility issues for drivers, including:

- Sharp curves
- Lack of full width shoulders
- Lack of turn lanes
- Trees and other objects located alongside the roadway

The project is also needed to address overall safety improvements to accommodate the corridor's current and future population growth. In addition to increasing the capacity of the roadway, this project aims to address several features along the existing RM 2243 that do not meet current design standards and create safety and mobility issues for drivers, including:

- Sharp curves that require vehicles to suddenly slow down to safely navigate
- Lack of full-width shoulders that provide shelter for vehicles to recover from swerving, conflicts with other vehicles, and other errant driving
- Lack of turn lanes and shoulders that allow vehicles to slow down and move out of the main travel lane before turning
- And large trees and other objects along the roadway that create safety issues

### Purpose

The purpose of the RM 2243 project, from 183A to SW Bypass, is to meet the transportation demand along the corridor caused by current and future growth and improve safety and mobility.

The proposed project would:



The purpose of the RM 2243 project, from 183A to SW Bypass, is to meet the transportation demand along the corridor caused by current and future growth and improve safety and mobility.

The proposed project would address the project purpose and needs by improving mobility and capacity by adding additional lanes, improving safety by realigning to straighten curves along RM 2243, and providing paths for safe pedestrian and bicycle travel.



In 2016, Williamson County identified the need for improvements to RM 2243 in its Long-Range Transportation Plan. In 2018, the TxDOT Austin District launched a feasibility study on RM 2243, identifying safety and mobility improvements and determining the type of roadway and right-of-way requirements needed to address the growing traffic demands along RM 2243.

TxDOT held a public meeting in November 2018 to share a preliminary schematic connecting 183A to I-35 and gather public input on potential solutions to be developed through subsequent projects.

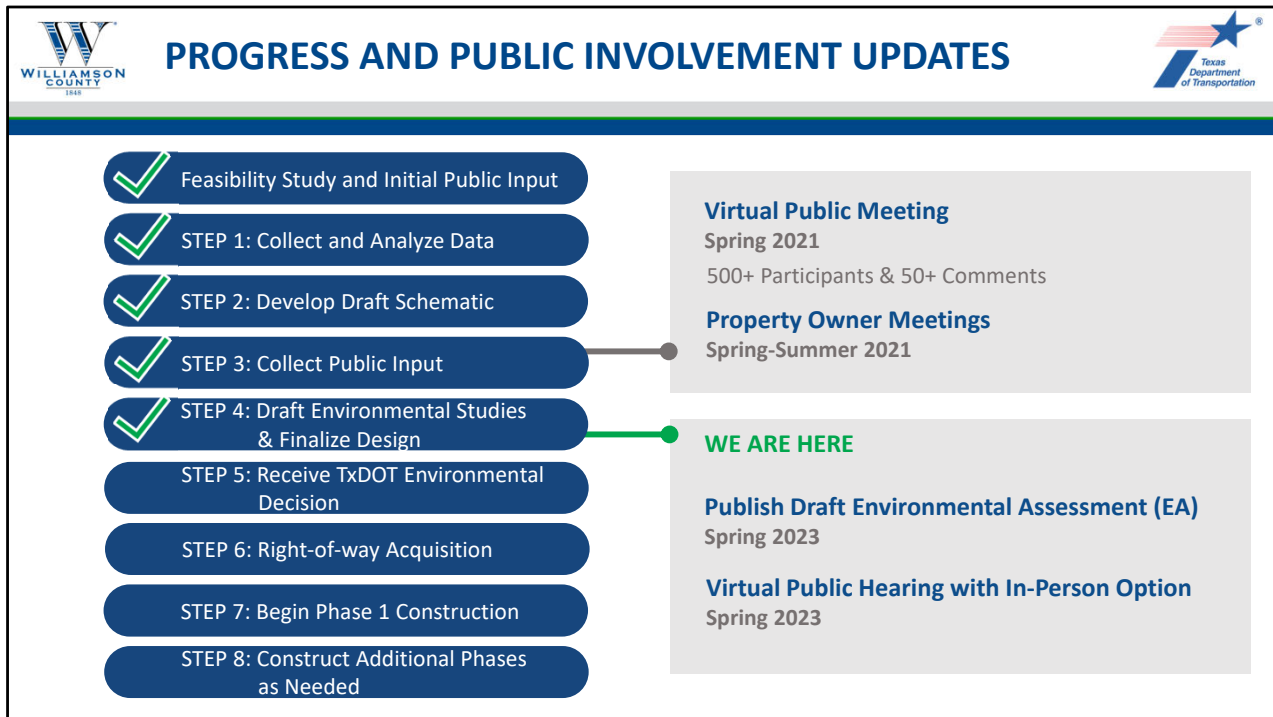
In 2019, the Capital Area Metropolitan Planning Organization (CAMPO) awarded funds to complete the preliminary design and secure environmental clearance for the RM 2243 project between 183A and Southwest Bypass. The same year, voters approved the 2019 Road Bond, which secured funding for the design,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

In 2020, TxDOT and the County began working together to build on the feasibility study, develop the project design and conduct an environmental review for the recommended improvements. This process will lay out the design for all phases and detailed construction plans for the first one.

In 2022, TxDOT and the County conducted technical studies and drafted the environmental assessment or EA.



## PROGRESS AND PUBLIC INVOLVEMENT UPDATES



There are several steps in developing this project before construction can begin. The project engineers have collected and analyzed technical data to develop the preliminary detailed schematic. The schematic was shared for public input through the Virtual Public Meeting in spring 2021, which had over 500 participants and resulted in more than 50 comments.

The project team also met with impacted property owners in spring and summer 2021 to collect property-specific feedback and identify potential design adjustments.

Input received through this round of outreach was used in conjunction with additional technical data to prepare the Draft Environmental Assessment (or EA) and finalize the project design. TxDOT has reviewed and approved the draft EA for publication, and this public hearing is now being held to gather additional input from the community.

After the public hearing period closes, any necessary changes to the draft EA and project design would be completed, and hearing documentation will be prepared for TxDOT review. TxDOT would subsequently provide an Environmental Decision, allowing the first phase to be constructed. As growth occurs and the need arises, funding would be identified for future construction phases.

## Draft Environmental Assessment

Comment period: April 10 – May 10, 2023

### Environmental Studies Include:

- Purpose & Need and Alternatives Analysis
- Air Quality
- Archaeological Resources
- Biological Resources
- Community Impacts Analysis
- Hazardous Materials
- Induced Growth and Cumulative Impact Assessment
- Non-Archeological Historical Resources
- Protected Lands
- Traffic Noise Analysis
- Water Resources

### Factors Evaluated:

-  ENGINEERING AND CONSTRUCTION FEASIBILITY
-  COMMUNITY IMPACTS ANALYSIS
-  NATURAL RESOURCES
-  RESOURCE AGENCY COORDINATION
-  RIGHT-OF-WAY ANALYSIS
-  CULTURAL RESOURCES

Throughout the development of this project, TxDOT and the County are evaluating several environmental factors to identify and design improvements. This process began in the feasibility study and was carried forward in this more detailed design and environmental phase, which evaluated potential environmental impacts in accordance with the National Environmental Policy Act, or NEPA.

Factors evaluated in all phases of project development include:

- Engineering and construction feasibility
- Community Impacts Analysis
- Natural Resources
- Resource Agency Coordination
- Right-of-way analysis, and
- Cultural resources

This project analyzed these factors and conducted in-depth environmental studies listed on this slide, all of which are documented in the draft EA. When an EA or other NEPA environmental document is published, TxDOT requires a 30-day period for agencies and the public to review and provide comments. The draft EA is available for review and comment on the project website and in person at the Central Maintenance Facility Road and Bridge Office through May 10, 2023.



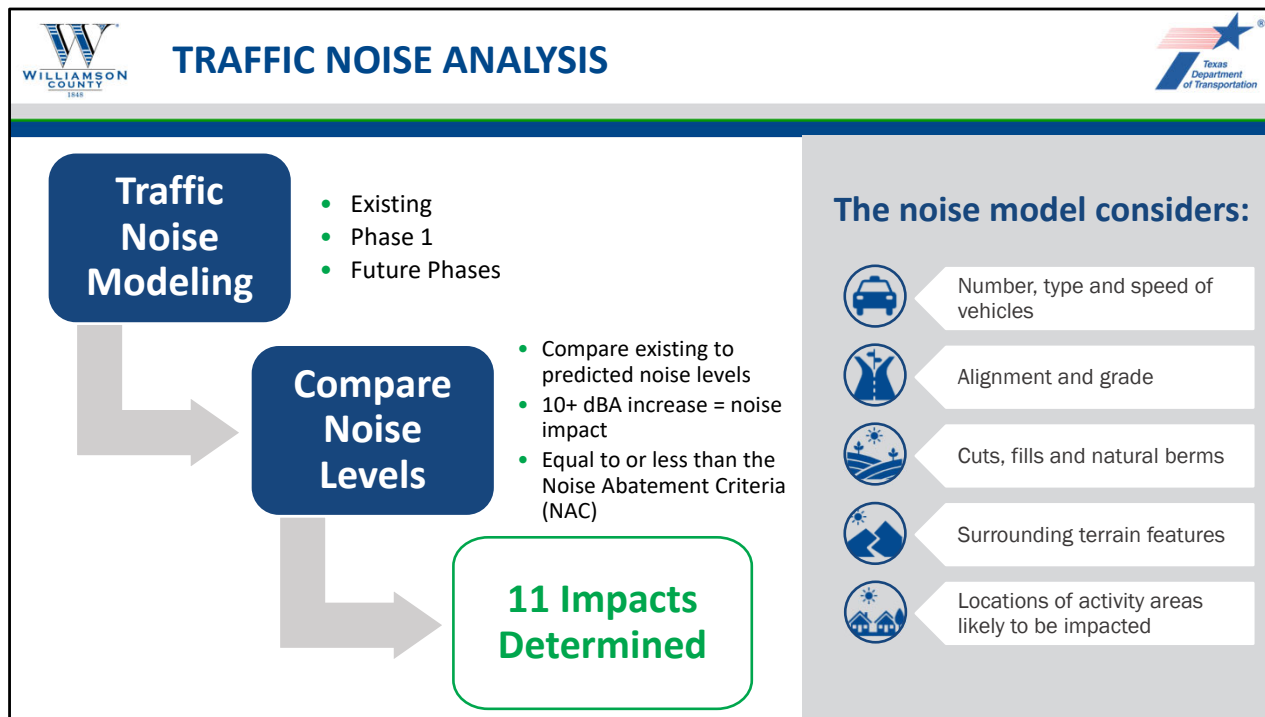
## AGENCY COORDINATION & VOLUNTARY PROTECTION MEASURES



- **U.S. Army Corps of Engineers (USACE)**  
Section 404 of the Clean Water Act
- **U.S. Fish and Wildlife Service (USFWS)**  
Endangered Species Act Section 7 Consultation
- **Environmental Protection Agency (EPA)**  
Clean Air Act, Resource Conservation and Recovery Act, Safe Water Drinking Act, among others
- **Texas Commission on Environmental Quality (TCEQ)**  
Edwards Aquifer Rules
- **Texas Parks and Wildlife Department (TPWD)**  
Texas Parks and Wildlife Rules
- **Texas Historical Commission (THC)**  
Section 106 of the National Historic Preservation Act

As part of the environmental process, TxDOT and Williamson County are coordinating with several environmental agencies on the state and federal level to ensure the project design meets all applicable regulations for environmental protection for each agency.

This process includes coordination with the US Army Corps of Engineers, US Fish and Wildlife Service, Environmental Protection Agency, Texas Council on Environmental Quality, Texas Parks and Wildlife Department, and the Texas Historical Commission, each of which is responsible for implementing protections laid out by legislation relevant to their specific agency. This coordination allows the County and TxDOT to proactively incorporate voluntary environmental protection measures into project design, using best practices to avoid environmental impacts where possible.



The environmental process for this proposed project also included noise analysis, which was conducted in accordance with TxDOT’s Traffic Noise Policy approved by the Federal Highway Administration, or FHWA in 2019. The process for analyzing traffic noise includes developing a traffic noise model, or a computer simulation that predicts the amount of traffic noise under certain conditions to determine existing noise levels and predict noise levels for both Phase 1 and future improvements. The noise model considers a variety of factors including:

- Number, type, and speed of vehicles,
- Roadway alignment and grade (or slope),
- Cuts, fills, and natural berms (or raised ridges),
- Surrounding terrain features, and
- Locations of activities areas such as residential neighborhoods, commercial centers, or other areas with significant activity

Information generated through the traffic noise model is then used to compare existing and predicted noise levels, allowing the project team to identify the increase in sound, measured in Decibels (dBA).



### Results of the traffic noise analysis:

- 11 of the 47 locations with noise receivers would be impacted
- Receivers were at isolated residences
- Abatement measures must benefit at least two impacted receivers
- Because receivers were at isolated residences, noise abatement would not be reasonable and will not be included within the project limits

Existing and predicted future traffic noise levels were modeled at representative land use activity areas, or receptors, adjacent to the project that might be impacted by traffic noise and would potentially benefit from feasible and reasonable noise abatement.

The traffic noise analysis for the proposed project found that 11 of 47 representative noise receivers would be impacted. The receivers were at separate, isolated residences that were not associated with a neighborhood or subdivision. Noise abatement measures were considered and analyzed in accordance with TxDOT's FHWA-approved Traffic Noise Policy for each of these impacted locations. Because receivers were at isolated residences and abatement measures did not benefit at least two impacted receivers, noise abatement would not be reasonable and will not be included within the proposed project limits.

The proposed project corridor was assessed to determine potential impacts on biological resources, including vegetation, habitat, wildlife, and threatened and endangered species.

### Potential Vegetation Impacts:

- 11.43 acres of Agriculture
- 12.86 acres of Disturbed Prairie
- 325.88 acres of Edwards Plateau Savannah, Woodland, and Shrubland
- 14.08 acres of Riparian
- 0.33 acre of Tallgrass Prairie and Grassland
- 138.75 acres of Urban

### Potential Wildlife Impacts :

Evaluations determined that the project may impact 7 endangered or threatened species, including:

- 2 State-listed species
- 2 Federally listed species
- 3 State and Federally listed species

In addition, the project potentially impacts 29 species of greatest conservation need (SGCN).

The proposed project was assessed to determine its potential impact on biological resources, including vegetation, habitat, wildlife, threatened and endangered species, and species of greatest conservation need (SGCN).

- Potential vegetation impacts include 11.43 acres of Agriculture, 12.86 acres of Disturbed Prairie, 325.88 acres of Edwards Plateau Savannah, Woodland, and Shrubland, 14.08 acres of Riparian, 0.33 acres of Tallgrass Prairie, Grassland, 138.75 acres of Urban
- Evaluations determined that the proposed project may impact 7 endangered or threatened species, including 2 State-listed species, 2 Federally listed species, and 3 State and Federally-listed species. In addition, the proposed project potentially impacts 29 species of greatest conservation need (SGCN).

The state and federally listed species that may be affected by the project include:

- Georgetown Salamander
- Jollyville Plateau Salamander
- Bone Cave Harvestman
- Golden-cheeked Warbler
- Coffin Cave Mold Beetle
- Wood Stork
- Zone-tailed Hawk

The project team has initiated coordination with the Texas Parks and Wildlife Department (TPWD) and U.S. Fish and Wildlife Service (USFWS), which must be completed before the environmental decision is issued.

The project team would implement all necessary best management practices and measures to minimize impacts to vegetation, habitat, wildlife, and threatened and endangered species.



## EDWARDS AQUIFER



The Edwards Aquifer is a karst aquifer that is the primary source of water for Central Texas and the surrounding areas.

Considering the project area overlays the Edwards Aquifer Contributing and Recharge Zones, the project, and associated activities, are required to follow applicable TCEQ guidance and Edwards Aquifer Rules.

A Geologic Assessment (GA) was conducted within the accessible proposed project area to identify potential recharge features and found:

- 10 geologic features within the project area or 50 feet of the project area
- 3 of these features are considered sensitive

**Protection buffers would be provided for the sensitive features**

The Edwards Aquifer is a karst aquifer that is the primary source of water for Central Texas and the surrounding areas.

Considering the proposed project area overlays the Edwards Aquifer Contributing and Recharge Zones, the proposed project, and associated activities, would be implemented, operated, and maintained in a manner that complies with the Edwards Aquifer rules and any applicable TCEQ guidance.

A Geologic Assessment was conducted within the accessible proposed project area to identify potential recharge features and found there are 10 geologic features within the proposed project area or 50 feet of the project area and three of these features are considered sensitive.

Therefore, protection buffers would be provided for the sensitive features.



## RIGHT OF WAY AND DISPLACEMENTS



### Proposed Right-of-Way (ROW) impacts include:

- 400.6 acres of new ROW and easements
- 11 residential displacements
- 1 commercial displacement

### ROW Acquisition Resources:

- Right of Way – Overview
- Landowner’s Bill of Rights
- Relocation Assistance
- State Purchase of Right of Way

For any questions, please contact the project team at 512-400-4162 ext. 1 or email [roads@wilco.org](mailto:roads@wilco.org).



### THE STATE OF TEXAS LANDOWNER'S BILL OF RIGHTS

This Landowner's Bill of Rights applies to any attempt to condemn your property. The contents of this Bill of Rights are set out by the Texas Legislature in Texas Government Code section 402.033 and chapter 23 of the Texas Property Code. Any entity exercising eminent domain authority must provide a copy of this Bill of Rights to you.

1. You are entitled to receive adequate compensation if your property is condemned.
2. Your property can only be condemned for a public use.
3. Your property can only be condemned to a governmental entity or private entity authorized by law to do so.
4. The entity that wants to acquire your property must notify you that it intends to condemn your property.
5. The entity proposing to acquire your property must provide you with a written appraisal from a certified appraiser detailing the adequate compensation you are owed for your property.
6. If you believe that a regulated easement or right-of-way agent acting on behalf of the entity that wants to acquire your property has engaged in misconduct, you may file a written complaint with the Texas Real Estate Commissioner (TREC) under section 553.003 of the Texas Occupations Code. The complaint should be signed and may include any supporting evidence.
7. The condemning entity must make a bona fide offer to buy the property before it files a lawsuit to condemn the property—meaning the condemning entity must make a good faith offer that conforms with chapter 23 of the Texas Property Code.
8. You may hire an appraiser or other professional to determine the value of your property or to assist you in any condemnation proceeding.
9. You may hire an attorney to negotiate with the condemning entity and to represent you in any legal proceedings involving the condemnation.
10. Before your property is condemned, you are entitled to a hearing before a court-appointed panel of three special commissioners. The special commissioners must determine the amount of compensation the condemning entity owes for condemning your property. The commissioners must also determine what compensation, if any, you are entitled to receive for any reduction in value of your remaining property.
11. If you are unsatisfied with the compensation awarded by the special commissioners, or if you question whether the condemnation of your property was proper, you have the right to a trial by a judge or jury. You may also appeal the trial court's judgment if you are unsatisfied with the result.



PREPARED BY THE OFFICE OF THE ATTORNEY GENERAL OF TEXAS - JANUARY 2022



To construct proposed improvements to RM 2243, Williamson County will need to acquire additional right of way along the corridor. Proposed improvements would require 400.6 acres of new right of way and easements and displacements may consist of 11 residential displacements and 1 commercial displacement.

Williamson County and TxDOT would ensure that the needs of all displaced residents, including any disabled, minority, or elderly persons, are considered and accommodated to the extent practicable. Any right-of-way acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

For questions about the right-of-way acquisition process, please contact the project team at 512-400-4162 ext. 1 or email [roads@wilco.org](mailto:roads@wilco.org).

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

**Phase 1 Limits:**  
**183A to**  
**Garey Park.**

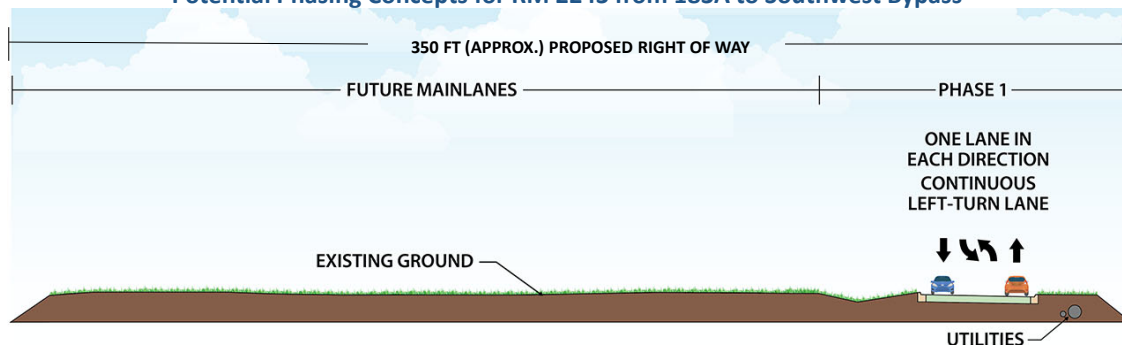


The ultimate project would be constructed in phases. At this time, construction funding has only been identified for the first phase of this project through the voter-approved 2019 Road Bond. Phase 1 will include improvements from 183A to Garey Park, which we will review in the next slide.

In the near term, as part of Phase 1 improvements from 183A to Garey Park, the County is proposing to:

- Construct a three-lane frontage road to serve two-way traffic
- Provide additional drainage features

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



In the near term, as part of phase 1 improvements, the County is proposing to construct a single three-lane frontage road from 183A to Garey Park, which would include one lane in each direction and a center turn lane to serve two-way traffic until the other frontage road is built in a future phase. Additional drainage features would be provided to maintain the current flow and volume of water runoff after improvements are constructed. Improvements would be constructed within 350 feet of the right of way.

The remaining segment of RM 2243 from Garey Park to Southwest Bypass would construct the remaining portion of the ultimate westbound frontage road, which would include one lane in each direction and a center-turn lane. The proposed roadway alignment would mostly follow the existing RM 2243 footprint. There are a few locations along Phase 1B where the proposed roadway would be in the new right of way.

Once growth occurs and the need arises, future phases will be constructed as funding is identified. Future phases could include improvements to the entire project limits, from 183A to Southwest Bypass.

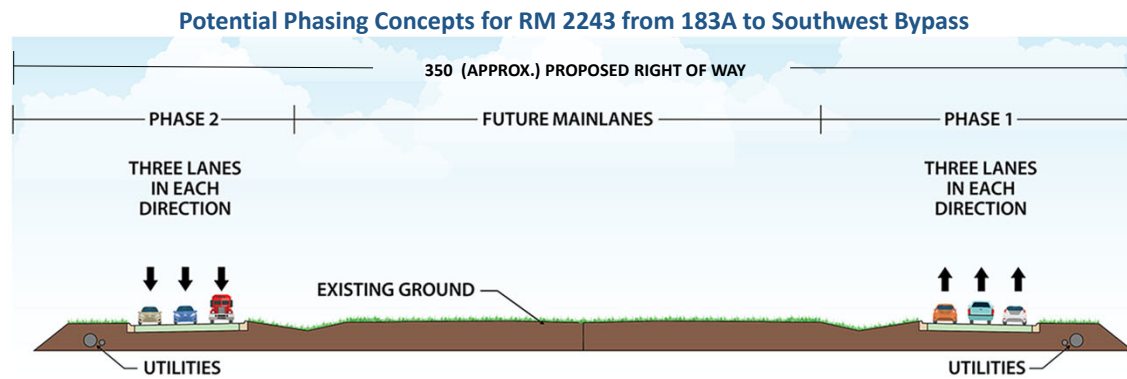


While design and planning for all future phases will be completed as part of this effort, Williamson County and TxDOT will evaluate the priority for moving future phases forward and explore options for securing funding as needed.

Future phases could include improvements to the entire project limits, from 183A to Southwest Bypass, or smaller sections as determined by growth and traffic needs. Possible funding sources include state or federal dollars and local funds from Williamson County.

Phase 2 of this project, from 183A to Southwest Bypass, would:

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



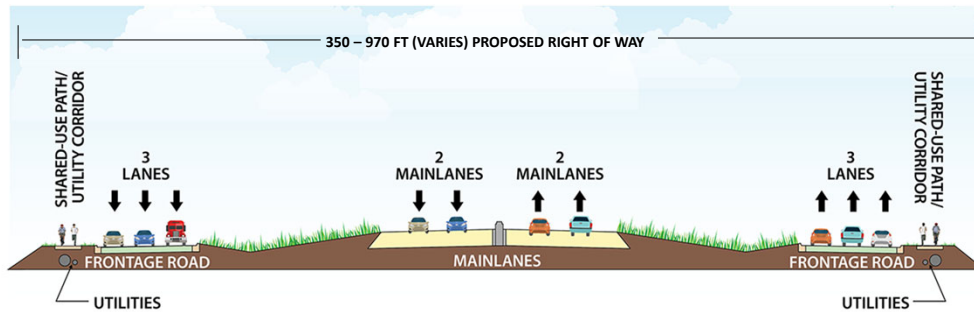
Phase two of this project, from 183A to Southwest Bypass, would construct a second three-lane frontage road and convert both frontage roads to one-way travel. The proposed roadway alignment would mostly be in previously undisturbed areas and within the new 350-foot right-of-way footprint.

At this time, shoulder widths, bicycle, and pedestrian facilities, linkages to transit stops and corridors, drainage details, and turn lane locations have yet to be determined.

Phase 3 of this project, from 183A to Southwest Bypass, would:

- Widen to create two controlled access lanes in each direction separated with a concrete barrier
- Construct a 10-foot shared-use path for pedestrians and bicycles on the either side of the roadway
- Construct on and off ramps
- Construct direct connectors to 183A, Ronald Reagan Boulevard, and Southwest Bypass

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



Phase 3 of this project, from 183A to Southwest Bypass, would consist of four main lanes, with two westbound and two eastbound, six frontage road lanes with three westbound and three eastbound, two shared-use paths, one on the north side of the project and one on the south side of the project, and turn lanes. This phase would also include on and off ramps, direct connectors to 183A, Ronald Reagan Boulevard, and Southwest Bypass, and grade separations. The right of way required to construct this phase varies. While the proposed ultimate roadway configuration would mostly be constructed within the 350-foot right-of-way footprint, up to 970 feet of right-of-way would be needed to construct the proposed direct connectors.



## HOW TO SHARE INPUT



Comments must be received or postmarked by **Wednesday, May 10, 2023**, to be included in hearing documentation. To submit an official comment for the meeting report, please use one of the following methods:

### Official Verbal Testimony



**Leave a voicemail:**  
512-400-4162 ext. 2

### Written Comments



**Email:**  
roads@wilco.org



### Mail:

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

The information shared in this virtual hearing will remain available on our project webpage. We welcome any feedback on the information presented and the proposed project plans. While your input is welcome at any time, comments must be received or postmarked by 11:59 p.m. on May 10, 2023, to be included in official hearing documentation.

Official verbal testimony can be shared via voicemail by calling 512-400-4162, extension 2. In addition, written comments may be shared at the in-person meeting, by email to roads@wilco.org, or by mail to the County Public Information Office at 710 S. Main Street, Suite 101, Georgetown, TX 78626.

Your input will be documented and used to finalize the plans for this proposed project and develop a more in-depth design when the proposed project moves forward into future phases. Responses to comments received by May 10, 2023, will be published with the hearing report on the meeting webpage in the coming months.

# Thank you!

Please reach out to the project team with any questions.

 512-400-4162 ext. 1

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

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

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