

## Response to Keep 29 Local Proposals from Highway 29 Study Team

*Following is the SH 29 Study team's response (italicized) to the Keep 29 Local proposal.*

### **Purpose**

**To identify a corridor that would allow SH 29 to meet the need for future capacity in Williamson County.**

### **Keep 29 Local Proposal**

**1. Do nothing until the existing SH29 reaches 90% of capacity (likely about 10 years from today).**

*We agree. Improvements should be made, as needed, to address capacity issues and the overall safety of the traveling public. The purpose of the SH 29 Study is to preserve options for future capacity needs; we do not intend to construct additional capacity until it is needed.*

**2. At this point, add one lane on each side of the existing SH 29 from the Burnet County line to DB Wood Rd.**

*We disagree. We do not believe there is a need for any added lanes at this time. However, to address safety and mobility issues in the future, a roadway expansion should include frontage roads that are separate from high-speed express lanes. These frontage roads would allow motorists to safely enter and exit businesses, residences and local roads onto and from SH 29. The express lanes would allow motorists to travel at higher speeds without having to stop at traffic lights. To ensure safety, an additional green-space median would separate the frontage roads from the express lanes.*

*The Keep 29 Local proposal suggests seven lanes, while the County's proposal envisions eight total lanes. However, the County's proposal would provide additional safety features and express lanes.*

**3. Once this new six lane SH29 (7 lanes counting the middle) has reached capacity (likely in around 15 years), add a four lane loop not to exceed 70 feet in total width in North Liberty Hill. This loop would include a middle (5th lane) turn lane if necessary.**

*We do not believe Keep 29 Local's seven-lane proposal is safe. Creating this type of road is extremely dangerous as it would require motorists to turn left against three lanes of traffic. Many departments of transportation across the country do not even allow this type of roadway.*

*To address safety and mobility issues in the future, a roadway expansion should include frontage roads that are separate from high-speed express lanes. This can be built within approximately 300 feet.*

***Burnet County Line to Ronald Reagan Blvd.***

*After much study, we have concluded that Highway 29 cannot be expanded on the existing road through the Liberty Hill area due to engineering and environmental issues and the exorbitant increase in the cost of the project. As a result, we have selected the southern bypass alignment from the Burnet County Line to Ronald Reagan Blvd. The selection of the southern alignment is also intended to minimize the amount of residential and business displacement in the area.*

***D.B. Wood Rd. to Ronald Reagan Blvd.***

*We have selected the combination alignment from west of D. B. Wood Rd. to Ronald Reagan Blvd. The selection of this particular alignment is also intended to minimize the amount of residential and business displacement in the area.*

**4. With this loop, our congestion problems on SH 29 would be resolved for the next 25+ years.**

*Again, we do not believe Keep 29 Local's seven-lane proposal is safe nor do we believe it will address the mobility issues in the area in the future.*

**Notes/Other Considerations:**

**1. This is a general proposal. We understand this would need to be refined by Williamson County.**

*Thank you. We appreciate your input.*

**2. SH 29 land acquisitions should accommodate no more than the width of 2 additional lanes total.**

*We disagree. However, the footprint has been scaled back to approximately 300 feet (this is 300 feet in total, not an additional amount to what already exists). This would preserve space for eight lanes – four access lanes (frontage roads for safety) and four express lanes (no stoplights).*

**3. Highway 29 will never become a toll road.**

*This study is limited to ROW acquisition and will not determine how future improvements would be funded. When it comes time for construction, our community should work with TxDOT and CAMPO to find funding from state and federal sources, if possible.*

**4. The County and TxDOT commit to not doing any bypass from the current SH 29 for 15 years. Necessary to allow development to take place along the current SH29 footprint in Liberty Hill.**

*We believe that we should not construct any roadway until it is needed. We need to make decisions based on the projected traffic congestion and overall safety of our citizens. This SH 29 expansion will NOT be built until it is needed; construction would take place only when overall traffic volumes significantly increase, resulting in traffic congestion at both peak and non-peak periods. We estimate that the road would not be built for at least 15 years, depending on traffic counts and safety issues along the highway.*

**5. For safety reasons, TxDOT should add a 5th lane or turn lane from Jardin Corona in Liberty Hill to the Burnet County line.**

*We agree.*

- 6. Inside the City Limits of Liberty Hill, there would be no additional land acquisition necessary on the existing SH29. Any additional lanes would be built on existing right of way already held.**

*The current ROW along SH 29 through Liberty Hill is 120 feet, which is not sufficient to meet future capacity needs for the area. We need approximately 300 feet (this is 300 feet in total, not an additional amount to what already exists). This would preserve space for eight lanes – four access lanes (frontage roads for safety) and four express lanes (no stoplights). As a result, we are recommending the southern alignment, which will also minimize displacement to commercial development.*

- 7. Curbs and gutters to handle storm water runoff would likely need to be added inside the Liberty Hill limits to accommodate "6" above.**

*We do not believe #6 above is possible. See response above for reasons.*

- 8. Based on traffic count data at peak activity supplied by the County, the intersection of HWY 29 and 183 will be a hot spot for congestion in the near future. By adding a turn lane to relieve this congestion, future traffic issues in other locations along SH29 in the LH area will be relieved of pressure and consequently push the projected dates for traffic issues even further back.**

*It is anticipated that, in the future, an overpass will be constructed on US 183, but this will not remove signals on SH 29. We do not agree that this will delay the need for expansion of SH 29.*

- 9. Providing that projected growth numbers are reached for the Liberty Hill area, (a growth of approximately 3500 homes sites-the real numbers) an additional lane at 183 and 29 ("8" above) may help stream line the flow of traffic to and from current job markets in Georgetown and Austin. This additional lane is open to discussion.**

*Although we disagree with your growth projections, we do support additional lanes at Hwy. 183 and SH 29 when they are needed.*

- 10. With regard to the 4 lane loop North of Liberty Hill: To avoid taking property from property owners and spending a great deal of tax dollars to acquire right of way, it is suggested that the County use the Reagan right of way up from Hwy 29 to FM 3405 and continuing West. This loop should cross CR200 North of Blessing Ranch Rd where no homes would be displaced. To retain the "country" feel of this road, we would ask that this road be lighted only where required for safety. Where lighting is required, we ask that "dark-sky friendly" products be utilized.**

*We agree that FM 3405 should be improved. The County is investigating improvements to it and other county roads in the area.*

*We disagree that a North Loop using FM 3405 will relieve traffic congestion from Highway 29. A preliminary investigation of this route was conducted, and it was determined that it would not work due to the significant distance of FM 3405 from existing SH 29. Such a route would be unlikely to attract through traffic in sufficient numbers to merit its development as a relief route for SH 29.*