

# Corridor A-1 and E-1

## Frequently Asked Questions

Updated September 2017



### What are the A-1 and E-1 Corridor Studies?

A corridor study is used to identify potential routes and improvements for transportation and mobility. Williamson County is currently studying 5 corridors that would enhance mobility in the County. The County's study of any corridor is not necessarily a commitment by the County that a corridor will be constructed. As currently contemplated, Corridors A-1 and E-1 would increase connectivity in eastern Williamson County to accommodate current traffic and anticipated growth. These corridors were identified as part of the County's Long-Range Transportation Plan.

- **Corridor A-1** - East/west connector between SH 130 and FM 3349
- **Corridor E-1**- North/south connector between Chandler Road and FM 1660

### Why is the County studying these corridors now?

County governments are responsible for planning effective transportation systems. Williamson County has experienced tremendous growth and current population projections show this growth will continue. This growth necessitates progressive planning to better serve the increased number of residents, visitors, and vehicles in the County. These corridors were selected for study because they are in or near areas of growth, or are in areas where more connection and mobility options are needed. By planning ahead, we can best coordinate with property owners, businesses, and the community, in order to safely and efficiently accommodate existing and future transportation needs.

### What is the study process for the A-1 and E-1 Corridors?

The process to study these corridor studies involves evaluating many factors including, but not limited to:

- Social & community impacts
- Public input
- Impacts to property owners
- Water resources
- Threatened & endangered species
- Vegetation & wildlife
- Land use & parkland
- Archeological & historic resources
- Hazardous materials
- ROW analysis & land cost
- Engineering analysis

Engineering firms have been hired to conduct public involvement, environmental studies, and preliminary engineering schematic design. The corridor studies were kicked off in April 2017 and the first focus has been to gather community input before any options or alignments are developed. Engineering solutions and construction funding have not yet been identified.

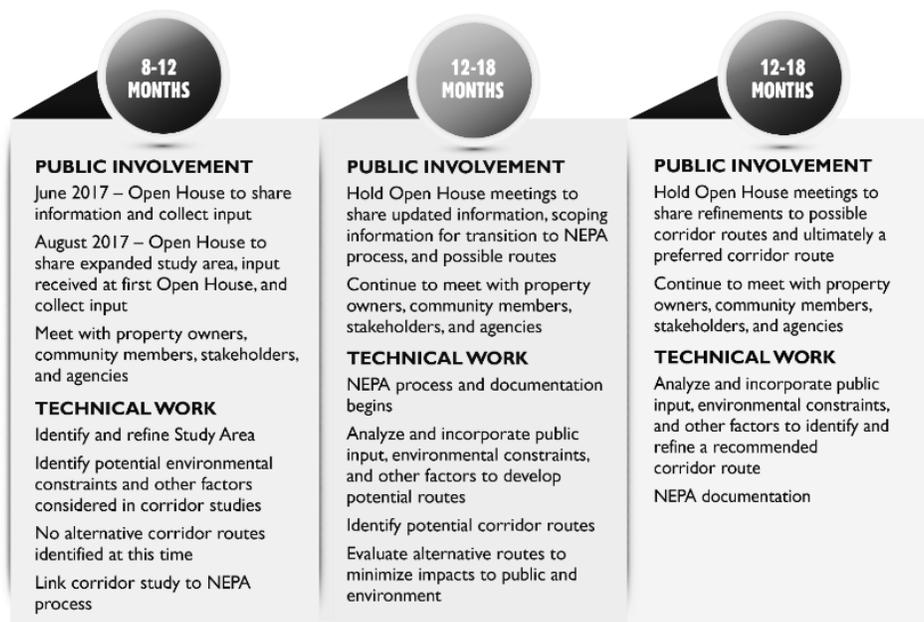
### How is the County notifying people of the corridor studies, public meetings, and other opportunities for input?

The County has used the following methods to notify the public of the studies:

- Postcards mailed to property owners in the corridor study areas
- E-mails sent to those that have shared email addresses
- Print advertisements in local papers (Williamson County Sun, Hutto News/Taylor Press, and Pflugerville Pflag)
- Coverage from local papers and television
- WILCOunty Line e-newsletter
- Williamson County social media (Facebook and NextDoor)
- Announcements on the corridor website ([www.wilco.org/corridors](http://www.wilco.org/corridors))

### What is the timeline for the A-1 and E-1 Corridor Studies?

The chart below shows the anticipated schedule for upcoming technical and outreach activities. The County anticipates that this project may become a state or federal project in the future, therefore; for the purpose of providing a conservative time estimate, this schedule assumes that the NEPA process will be followed.



### What is a controlled access facility?

A controlled access facility is a roadway with main lanes that have entrance and exit ramps and frontage roads. The main lanes provide mobility for through traffic and the frontage roads provide local access to abutting properties.

### How can I access or cross this facility?

As noted above, with respect to the Corridors, the County is only engaged in studies and preliminary design and engineering work at this time. Typically, however, connections to adjacent properties are provided to allow access to the frontage roads, and crossovers are spaced at regular intervals for one-way frontage road operation.

### What will the on and off ramps and intersections look like?

Identifying ramps and crossing roadways are part of the corridor study process. The County is engaged in the early stages of planning and has not yet identified what components will be necessary and what they look like.

### How much Right of Way (ROW) will be needed and how will I be compensated for it?

Williamson County is in the process of gathering input to identify possible alternate routes. After a recommended route is selected and preliminary design completed, actual ROW needs will be determined. When the County gets to that point, and, if the County elects to proceed with the project, the formal acquisition process involves independent appraisals and a negotiation process between the property owner and the County. Specific characteristics of each parcel are reviewed by an independent, licensed appraiser to determine the fair market value for each parcel along the proposed ROW, and any impact of the project on the remaining property after the acquisition and construction of the proposed road facility.

The County anticipates that approximately 350 feet of ROW width will be required to accommodate the potential controlled access facility. As funding becomes available, and the County elects to proceed, the County will purchase ROW from property owners along the route.

**Will the County take my home/business for the roadway using eminent domain?**

Williamson County is committed to conducting ROW negotiations in a manner that is comprehensive in its respect for the private property and rights of landowners to support voluntarily negotiated ROW acquisitions. Where ROW is needed, the goal is to come to an agreement with each landowner. Williamson County may acquire some ROW through the condemnation process using its power of eminent domain, but only as a last resort after exhausting all reasonable attempts at negotiation. If a qualifying owner or occupant is displaced from their home or business as a direct result of the project, then the County will also make relocation assistance benefits available according to the provisions and requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act ("The Uniform Act").

**Where will funding come from for the projects?**

The County is currently funding the corridor studies. Construction funding has not yet been identified. Funding for construction of transportation projects can come from many sources; the most common are partnerships between federal, state, county, and city governments.

**Will the corridors will be toll roads?**

This is a possible funding source. Williamson County is in the early stages of planning and construction funding sources have not yet been identified.

**Are the studies in the National Environmental Policy Act (NEPA) process?**

These studies are part of the schematic/environmental process. We are not in the NEPA process at this time. Should the project become a state or federal project in the future, the NEPA process would begin at that time.

**What is the difference between the CR 101 Improvement project and Corridor E-1?**

**CR 101 Improvement Project:** Williamson County, in partnership with the City of Taylor, is reconstructing CR 101 from US 79 to north of Chandler Road. These pavement reconstruction and safety improvements will include widening the existing lanes from 11 to 12 feet and adding 10-foot wide shoulders. This roadway widening will allow for future expansion to 3 lanes with 4-foot shoulders if warranted. The purpose of this project is to reconstruct the pavement and add safety improvements. This project is moving forward and currently construction is anticipated to begin March 2018.

**E-1 Corridor Study:** This is a study to identify a location for a larger roadway to serve as a north/south connector between the area near Chandler Road and near FM 1660. There is no alignment or route identified at this point as the entire study area is being evaluated.

**What are the stakes in the ground that I have seen in the A-1 and E-1 Corridor Study area?**

The County and project teams are gathering updated aerial surveys in the A-1 and E-1 study areas. To get these surveys, stakes are used as markers or bench marks to identify locations and elevations. These stakes were placed in the public right of way along County and TxDOT roadways. No stakes or other markings have been set on private property by the project teams relating to A-1 or E-1 Corridors. Written permission from the property owner must be in place for any entrance into private property.

There is also staking along CR 101 from US 79 to Chandler Road. These stakes are being used for the CR 101 Safety Improvement Project and are not part of the corridor studies.

**We saw a map that had both routes for the A-1 and E-1 Corridors with 450 feet of right of way. Is this the County's plan for these corridors?**

This map was not created by the County or the Corridor Study teams and is not representative of plans for the corridors. There are currently no routes proposed for Corridor A-1 or E-1, and the process, including opportunities for public input, remains active.

**Is the County planning to send condemnation letters to property owners in December?**

No. The studies will continue the thorough and detailed study process.

**What are you asking from the public?**

We are asking the public for any and all input throughout the study process. Among other things, the County wants to understand more details about property, how it is currently used, and what is planned for the future. We also want to better understand what the community values and needs. The County distributed information to the community within two months of kicking off the studies because we believe early participation by communities make projects better. If you have ideas for additional factors to be considered, or ideas to make this study or the process better, please let us know.

**How can I get involved in the corridor studies?**

We encourage you to share your input. All interested are welcome to get involved by:

- Attending a public meeting
- Sharing comments by:
  - Completing a survey or comment card at a public meeting
  - Email: [roads@wilco.org](mailto:roads@wilco.org)
  - Mailing: Williamson County Public Information, 710 S. Main St., Ste. 101, Georgetown, TX 78626
- Reach out to the County and project teams for more information or to schedule a meeting
  - Phone: 512-943-1195 (leave a message for a call back within 48 hours)
  - Email: [roads@wilco.org](mailto:roads@wilco.org)

If you would like to receive e-mail updates, please send an email to [roads@wilco.org](mailto:roads@wilco.org) with the specific corridor you are interested in and "Updates" in the subject line.

**What is the Williamson County Long-Range Transportation Plan (LRTP)?**

The Williamson County Commissioners Court adopted the LRTP in October 2009. The County is responsible for developing this guiding plan for the purpose of planning for transportation and mobility needs now and in the future. The plan is updated based on current needs, population projections, anticipated future mobility, and safety needs in Williamson County. The planning process to develop the LRTP involves working with the public, cities, neighboring counties, and transportation and planning agencies to gather input and coordinate connectivity and mobility.

The most recent amendments to the LRTP outline a network of roadways that will improve safety and mobility across the County, and include maps of potential controlled access facilities and potential arterial facilities. The locations of the controlled access facilities and arterial roadways are conceptual only to show general locations and connections needed. Routes for each corridor will be determined through appropriate planning and environmental studies at the time the County makes a determination that moving forward with a given corridor is prudent.

**What was the public involvement process for the most recent amendments to the LRTP?**

In 2015, the County requested feedback from the public on proposed amendments to the LRTP. The proposed amendments included the controlled access facilities map. The public comment period was September 18 to October 9, 2015. During that time, the County held two public meetings, and an online open house to engage with the public and ask for feedback.

In 2016, the County requested feedback from the public on the proposed arterial street grid and modifications to the controlled access facilities map. The public comment period was March 30 to April 29, 2016. During that time, the County held four public meetings, and an online open house. LRTP amendments were presented to Commissioners Court in March 2016 with the public outreach process and approved in June 2016.