



Precinct #4

Commissioner Walt Smith

- **Dripping Springs Southwest Connection** - *Precinct 4 Boundary to RM 12*
- **Darden Hill Road / CR 162 Phase 2** - *East of Sawyer Ranch Road to RM 1826*
- **Darden Hill Road Extension** - *RM 150 West of Springwood Road to West of Sawyer Ranch*
- **Fitzhugh Road / CR 101** - *RM 12 to Travis County Line*
- **RM 12 / RM 150 Intersection Safety Improvements** - *RM 150 at RM 12 Intersection*
- **Sawyer Ranch Road Pedestrian Walkway** - *Meadow Creek Drive to Darden Hill Road*
- **Sawyer Ranch Road** - *US 290 to Darden Hill Road*
- **Old San Antonio Road Design/Construction Participation with City of Buda** - *Main Street to Travis County Line*

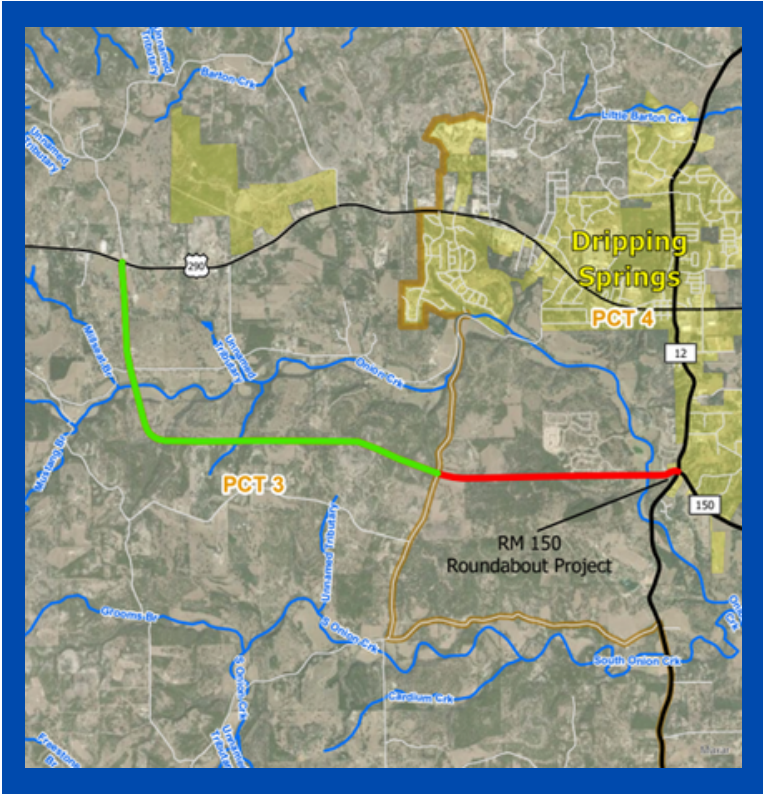
DRIPPING SPRINGS SOUTHWEST CONNECTION

PRECINCT 4

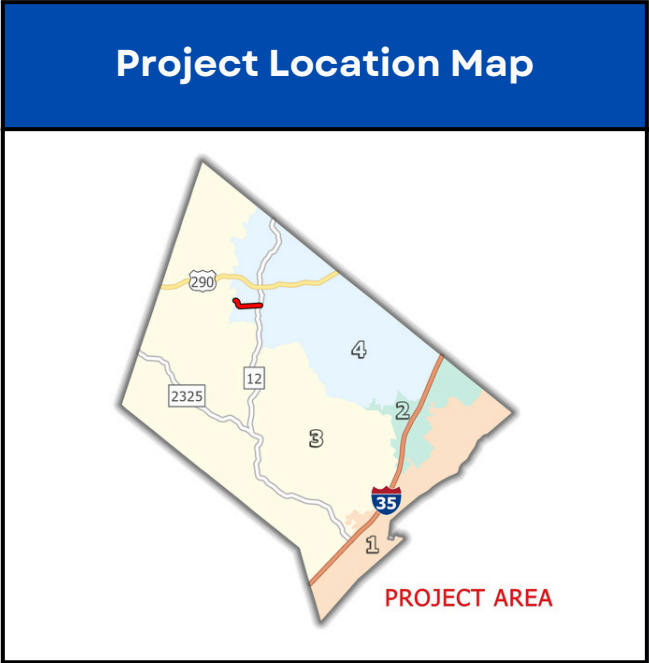
PROJECT LIMITS: **PRECINCT 4 BOUNDARY TO RM 12**

PROJECT DESCRIPTION: **THIS PROJECT (RED SEGMENT) IS DESIGNING A NEW 4 LANE DIVIDED ROADWAY. THIS PROJECT WILL BE ADVANCED WITH THE PRECINCT 3 PORTION**

PROJECT SELECTION REASON: **THIS PROJECT WILL ALLOW EASIER ACCESS TO RM 12 AND PROVIDE ALTERNATIVE TO US 290**



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|--------------------|-----------------------|
| Project Type | Regional Connectivity |
| Typical Section | 4 Lanes Divided |
| Length | 2.4 Miles |
| Project Scope | Design |
| Estimated Cost | \$1,435,050 |
| Potential Partners | None |



DARDEN HILL ROAD / CR 162 PHASE 2

PRECINCT 4

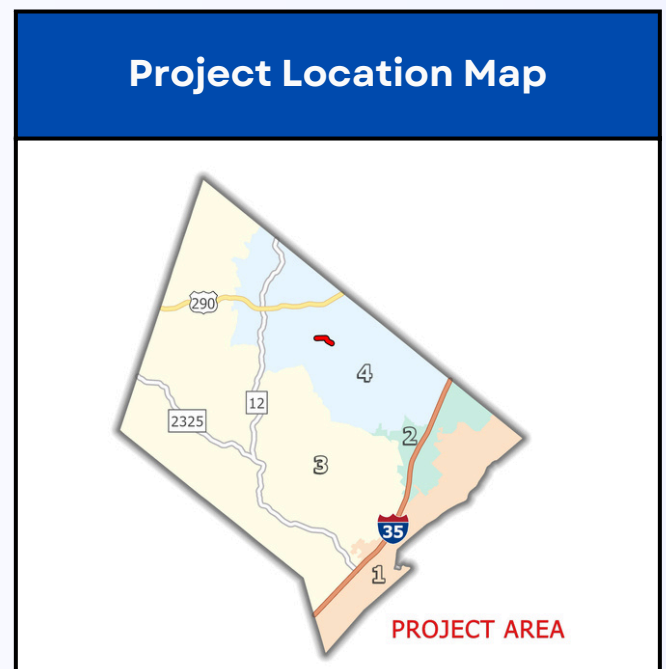
PROJECT LIMITS: SAWYER RANCH ROUNDABOUT TO RM 1826

PROJECT DESCRIPTION: THIS PROJECT WILL CONSTRUCT A 4 LANE DIVIDED ROADWAY

PROJECT SELECTION REASON: THE 2016 ROAD BOND PROGRAM FUNDED A SCHEMATIC DESIGN FOR THIS PROJECT



| Project Type | Mobility / Safety |
|--------------------|---|
| Typical Section | 4 Lanes Divided |
| Length | 1.7 Miles |
| Project Scope | Construction, Utilities, ROW, Design, CEI |
| Estimated Cost | \$51,793,000 |
| Potential Partners | TxDOT |



DARDEN HILL RD EXTENSION

PRECINCT 4

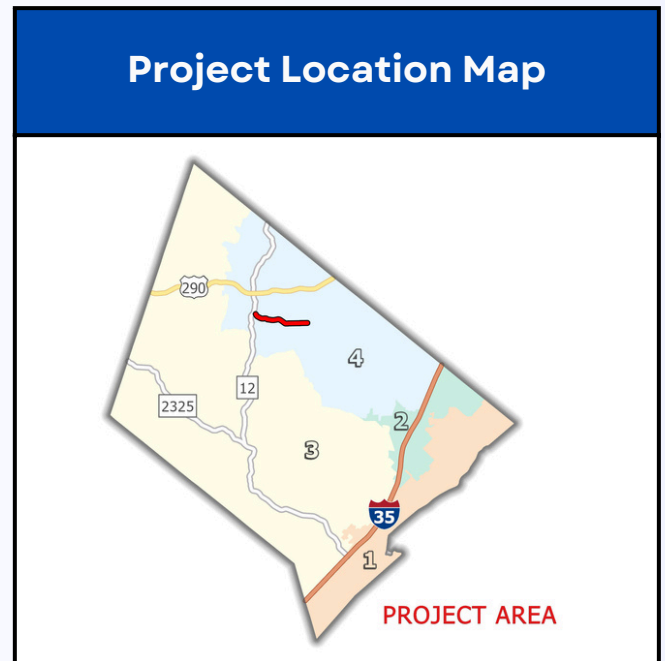
PROJECT LIMITS: RM 150 (WEST OF SPRINGWOOD ROAD) TO SAWYER RANCH ROUNDABOUT

PROJECT DESCRIPTION: THIS PROJECT IS DESIGNING A 4 LANE DIVIDED ROADWAY ALONG EXISTING DARDEN HILL ROAD AND EXTENDING ROADWAY TO RM 150

PROJECT SELECTION REASON: THIS PROJECT WILL ALLOW EASIER ACCESS TO RM 150 FROM LOCAL NEIGHBORHOODS



| | |
|--------------------|-----------------|
| Project Type | Mobility |
| Typical Section | 4 Lanes Divided |
| Length | 4.8 Miles |
| Project Scope | Design |
| Estimated Cost | \$2,008,100 |
| Potential Partners | None |



FITZHUGH ROAD / CR 101

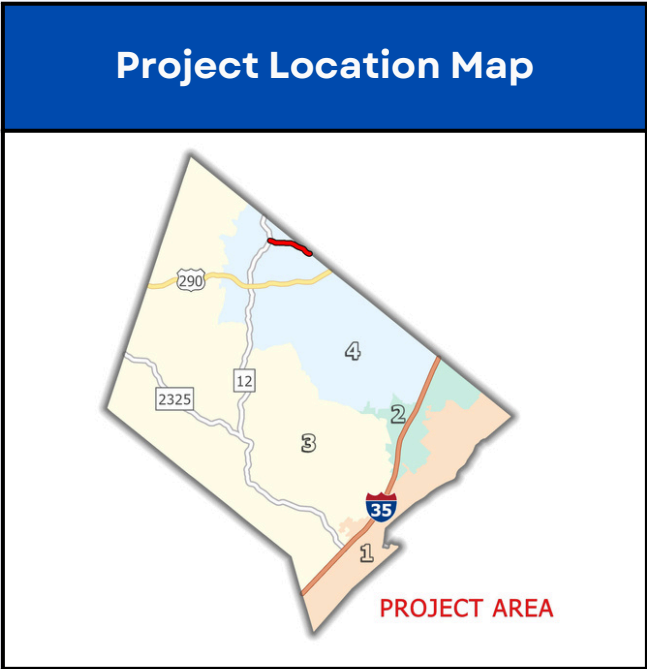
PRECINCT 4

PROJECT LIMITS: RM 12 TO TRAVIS COUNTY LINE

PROJECT DESCRIPTION: THIS PROJECT INCLUDES DESIGN AND CONSTRUCTION OF INTERIM SAFETY IMPROVEMENTS AND A CORRIDOR STUDY THAT FOCUSES ON OPERATIONAL AND SAFETY IMPROVEMENTS



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|--------------------|--|
| Project Type | Safety |
| Typical Section | 2 Lanes Undivided |
| Length | 3.9 Miles |
| Project Scope | Safety Improvements - Design and Construction Corridor Study - Design |
| Estimated Cost | \$4,700,000 |
| Potential Partners | Travis County |



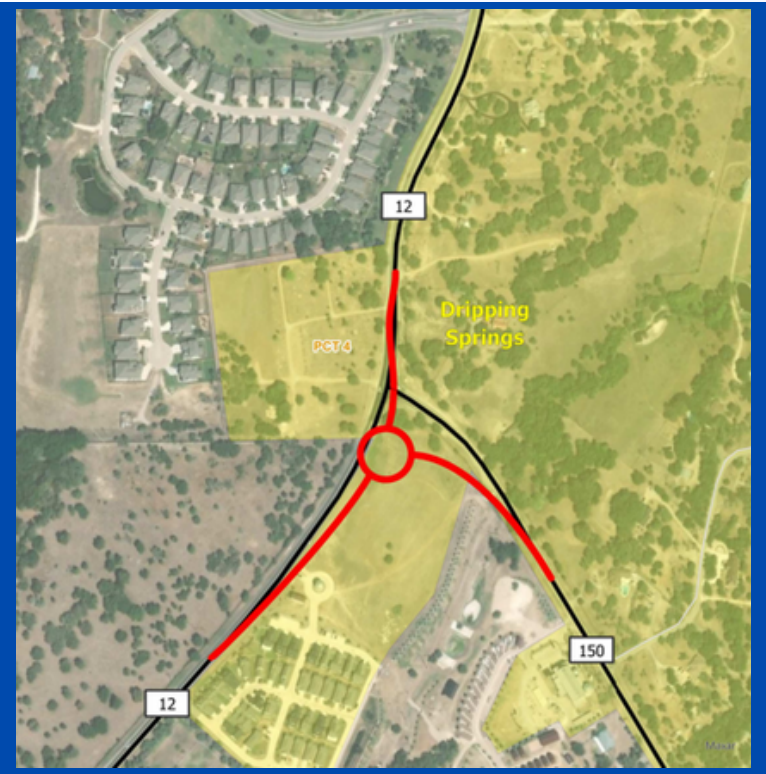
RM 12 / RM 150 INTERSECTION SAFETY IMPROVEMENTS

PRECINCT 4

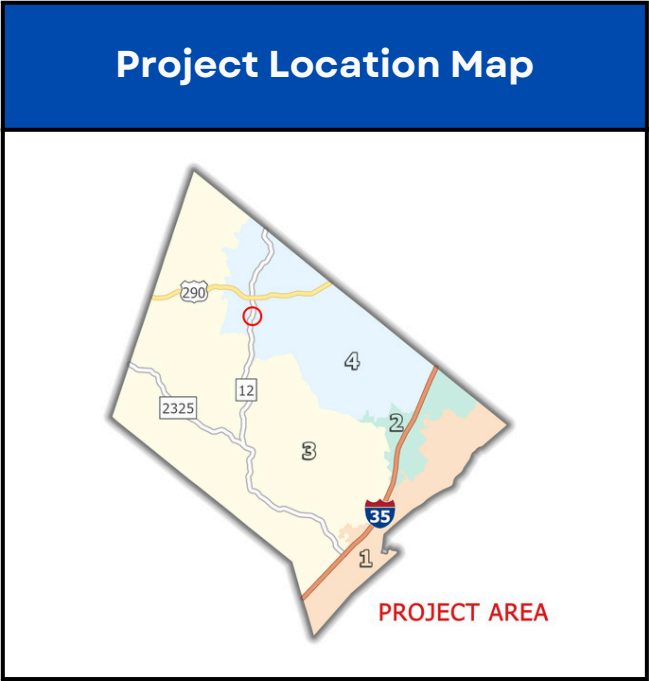
PROJECT LIMITS: RM 150 AT RM 12

PROJECT DESCRIPTION: THIS PROJECT IS CONSTRUCTING AN INTERSECTION REALIGNMENT WITH SAFETY IMPROVEMENTS

PROJECT SELECTION REASON: THIS IS A SHOVEL READY PROJECT WITH DESIGN FUNDED IN 2016 ROAD BOND PROGRAM



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|--------------------|---------------------------------|
| Project Type | Safety |
| Typical Section | Intersection Improvements |
| Length | 0.4 Miles |
| Project Scope | Construction, Utilities, Design |
| Estimated Cost | \$5,039,600 |
| Potential Partners | CAMPO |



SAWYER RANCH ROAD PEDESTRIAN WALKWAY

PRECINCT 4

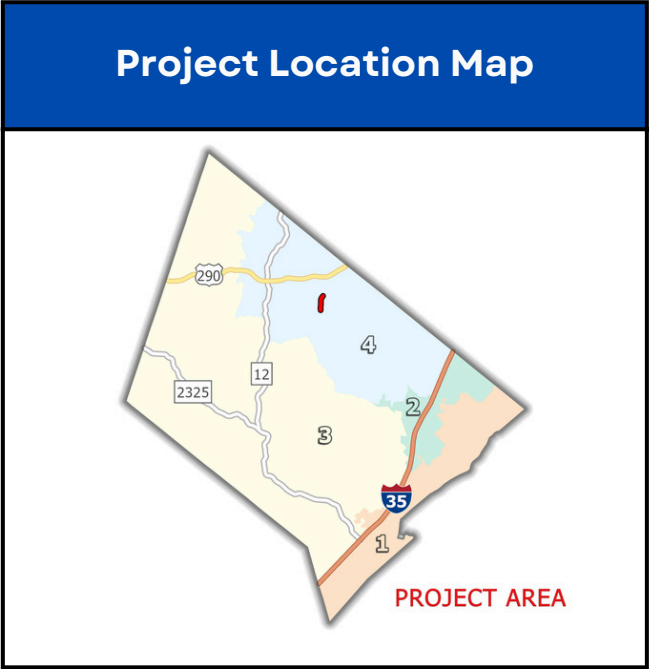
PROJECT LIMITS: MEADOW CREEK DRIVE TO SAWYER RANCH ROUNDABOUT

PROJECT DESCRIPTION: THIS PROJECT IS CONSTRUCTING AN ADA COMPLIANT 10' SHARED USE PATH

PROJECT SELECTION REASON: THIS PROJECT WILL ALLOW STUDENTS TO TRAVEL TO DRIPPING SPRINGS ISD COMPLEX



| | |
|--------------------|--------------------------------------|
| Project Type | Mobility |
| Typical Section | 10' Shared Use Path |
| Length | 1.3 Miles |
| Project Scope | Construction, Utilities, Design, CEI |
| Estimated Cost | \$3,432,000 |
| Potential Partners | None |



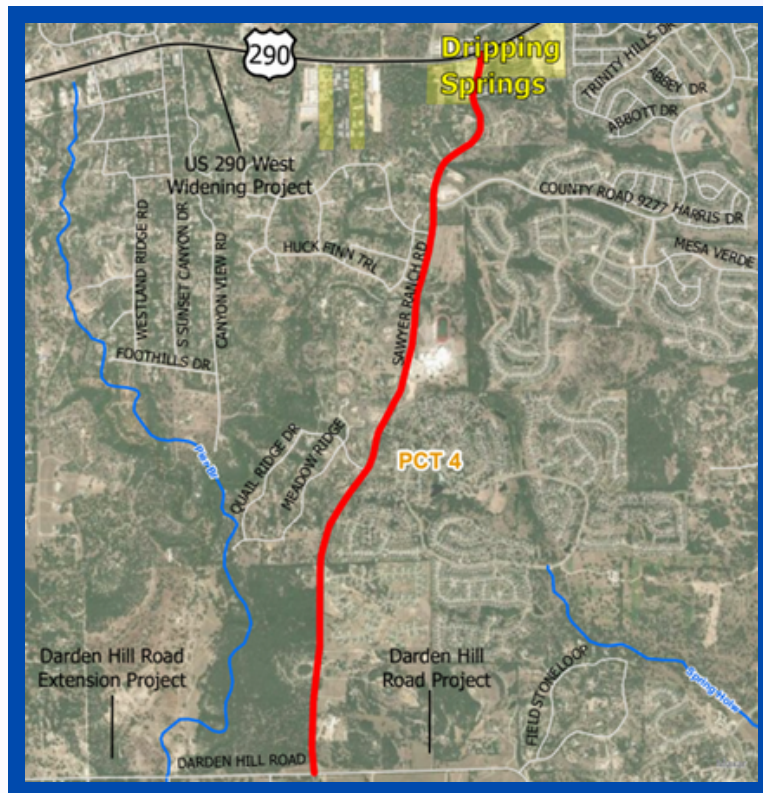
SAWYER RANCH ROAD

PRECINCT 4

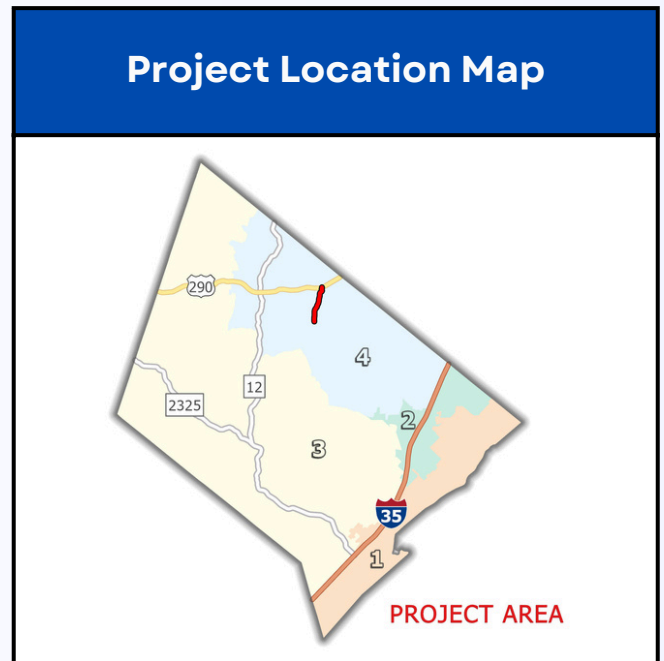
PROJECT LIMITS: US 290 TO DARDEN HILL ROAD

PROJECT DESCRIPTION: THIS PROJECT IS DESIGNING A 4 LANE DIVIDED ROADWAY

PROJECT SELECTION REASON: THIS PROJECT WILL ALLOW EASIER ACCESS TO US 290



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|--------------------|-----------------|
| Project Type | Mobility |
| Typical Section | 4 Lanes Divided |
| Length | 3.2 Miles |
| Project Scope | Design |
| Estimated Cost | \$1,353,050 |
| Potential Partners | None |

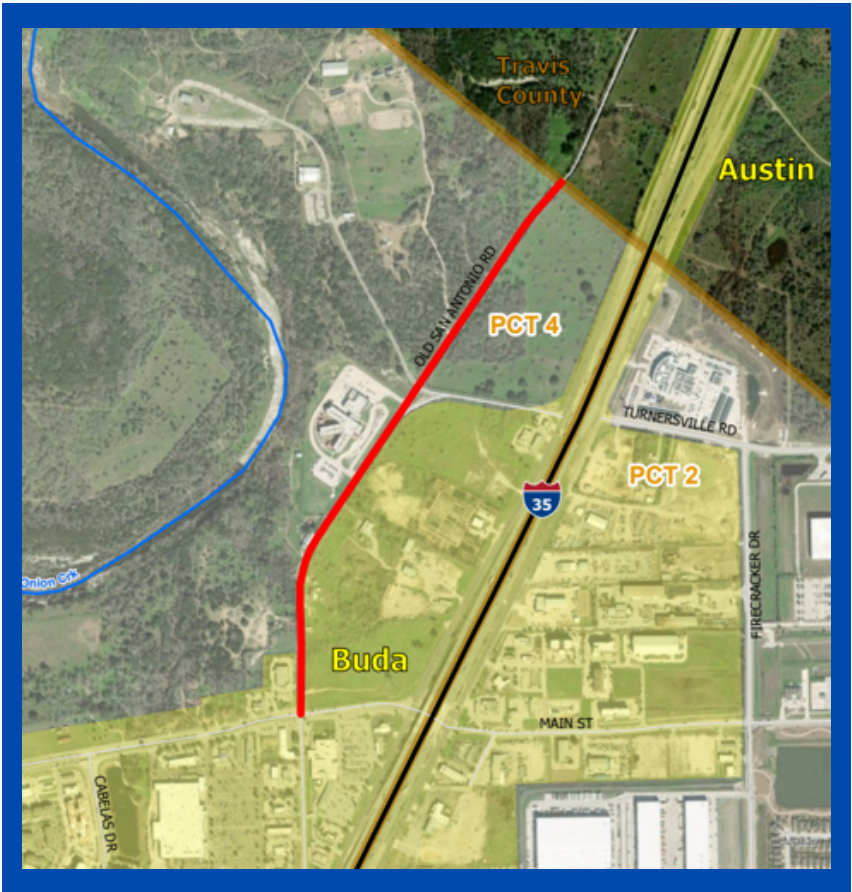


OLD SAN ANTONIO ROAD

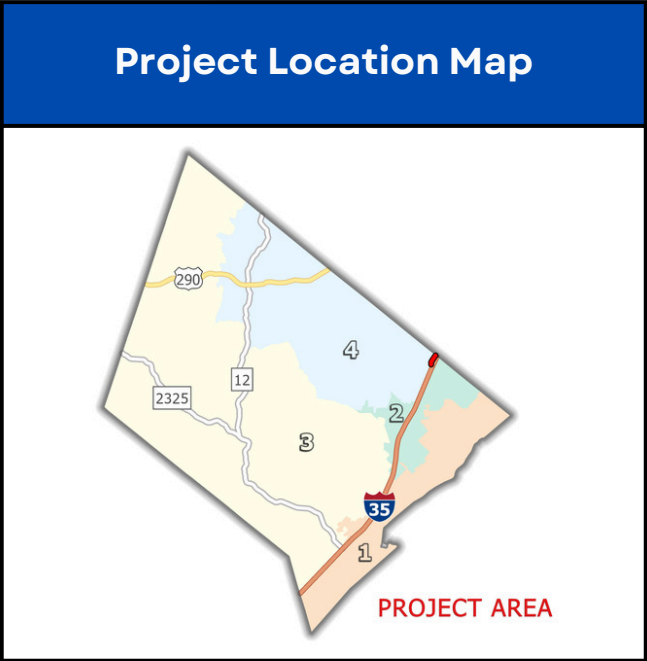
PRECINCT 4

PROJECT LIMITS: MAIN STREET TO TRAVIS COUNTY LINE

PROJECT DESCRIPTION: THIS IS A DESIGN/CONSTRUCTION CONTRIBUTION TO THE CITY OF BUDA ROADWAY IMPROVEMENTS



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|--------------------|--------------|
| Project Type | TBD |
| Typical Section | TBD |
| Length | 0.9 Miles |
| Project Scope | Contribution |
| Estimated Cost | \$525,000 |
| Potential Partners | City of Buda |



METHODOLOGY



Project selection began by consulting the Hays County Transportation Plan, local municipalities' plans, and regional transportation partners, alongside feedback from citizens and commissioners. Projects that were already in the planning process were prioritized to ensure continuity of project development.

There was an emphasis on various types of projects:

- Safety improvements for addressing substandard design
- Mobility enhancements to increase capacity through widening
- Regional connectivity initiatives
- Preservation of right-of-way
- New alignment projects

The cost estimates for each project were developed using preliminary design software, using assumed typical sections and pavement designs. High-cost items such as earthwork, pavement, bridges, signals, curbing, shared-use paths, and driveways were quantified. Percentage costs on top of the items were added for drainage, signage, pavement marking, erosion control, and traffic control. Professional services costs were added and include design engineers, utility and right-of-way coordinators, environmental and legal services, and construction engineering. To ensure thorough planning, a 20% contingency value was added, and a 5% inflation rate per year was assumed for the bond's duration. All values calculations were based on the 2023 TxDOT bid item costs.

REASONS FOR CERTIFICATES OF OBLIGATION



- **Improve Safety and Mobility:** Improved roadways are essential for enhancing safety, reducing accident rates, and ensuring better connectivity across the county. This program has east-west connectors and the addition of shoulders, allowing for increased connectivity and safety.
- **Respond to Rapid Population Growth:** Hays County is rapidly growing, with the population expected to grow by 267% by 2045. This rapid growth necessitates an updated and expanded transportation infrastructure to meet the increasing demands.
- **Address Current Infrastructure:** Many roads remain unchanged despite rapid population growth. There is an equitable budget per precinct to ensure that all areas are properly served.
- **Support Economic Development:** Improved transportation networks can stimulate economic growth, attract businesses, and enhance the overall quality of life for residents.
- **Continue Long-term Planning:** Continuing the momentum from previous programs, like the 2016 Road Bond Program, and ensuring projects are shovel-ready for potential state and federal funding. 2016 Road Bond projects that have been developed will now be built with this program. More development will be utilized to set up for future funding opportunities.