



Precinct #1

Commissioner Debbie Ingalsbe

- **Old Bastrop Highway / CR 266** - *Centerpoint Road to Rattler Road*
- **Cotton Gin Road / CR 129** - *Bonanza Street to SH 21*
- **FM 2001 East Interim** - *Graef Road to Southeast of SH 21*
- **William Pettus Road / CR 238** - *FM 110 to SH 21*
- **High Road / CR 127** - *East of Goforth Road to SH 21*
- **Leah Avenue** - *CR 269 to Cottonwood Parkway*
- **Dairy Road** - *Bunton Lane to Cotton Gin Road (CR 129)*
- **Goforth Road** - *Bunton Lane to Bebee Road / High Road*
- **Bunton Lane / CR 153** - *Violet Lane to SH 21 at Gristmill Road*
- **RM 150 East Preliminary Design** - *Precinct 1 Boundary to SH 21*

OLD BASTROP HIGHWAY / CR 266

PRECINCT 1

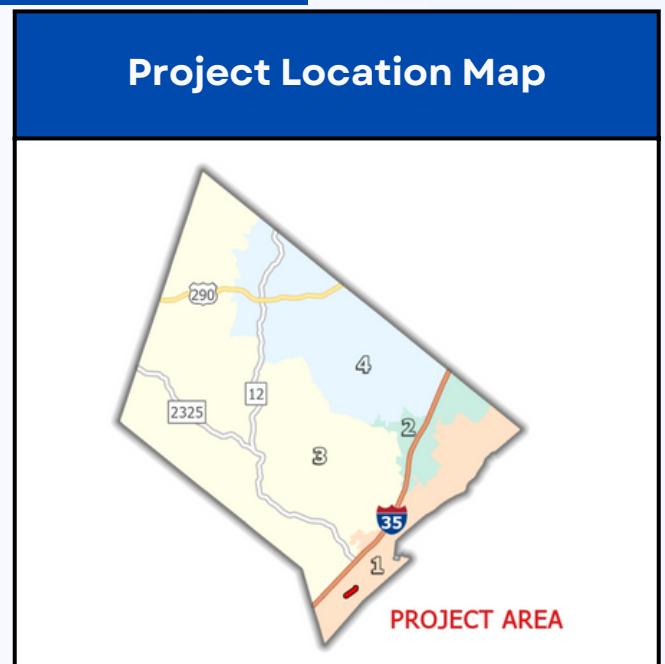
PROJECT LIMITS: **CENTERPOINT ROAD TO RATTLER ROAD**

PROJECT DESCRIPTION: **THIS PROJECT IS CONSTRUCTING 2 LANES UNDIVIDED WITH SHOULDERS & TURN LANES**

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



| | |
|--------------------|----------------------------------|
| Project Type | Safety |
| Typical Section | 2 Lanes Undivided |
| Length | 1.2 Miles |
| Project Scope | Construction, Design, CEI |
| Estimated Cost | \$11,187,000 |
| Potential Partners | None |



COTTON GIN ROAD / CR 219

PRECINCT 1

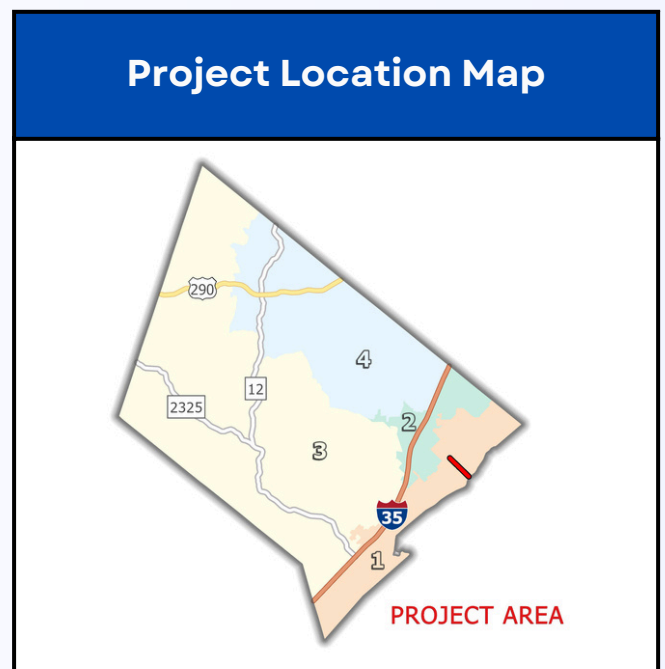
PROJECT LIMITS: **BONANZA STREET TO SH 21**

PROJECT DESCRIPTION: **THIS PROJECT IS CONSTRUCTING 2 LANES UNDIVIDED & SHOULDERS**

PROJECT SELECTION REASON: **THIS IS A SHOVEL READY PROJECT WITH DESIGN DEVELOPED BY THE TRANSPORTATION DEPARTMENT**



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|--------------------|-------------------------------------|
| Project Type | Safety |
| Typical Section | 2 Lanes Undivided |
| Length | 1.1 Miles |
| Project Scope | Construction, Utilities, CEI |
| Estimated Cost | \$18,032,000 |
| Potential Partners | None |



FM 2001 EAST INTERIM

PRECINCT 1

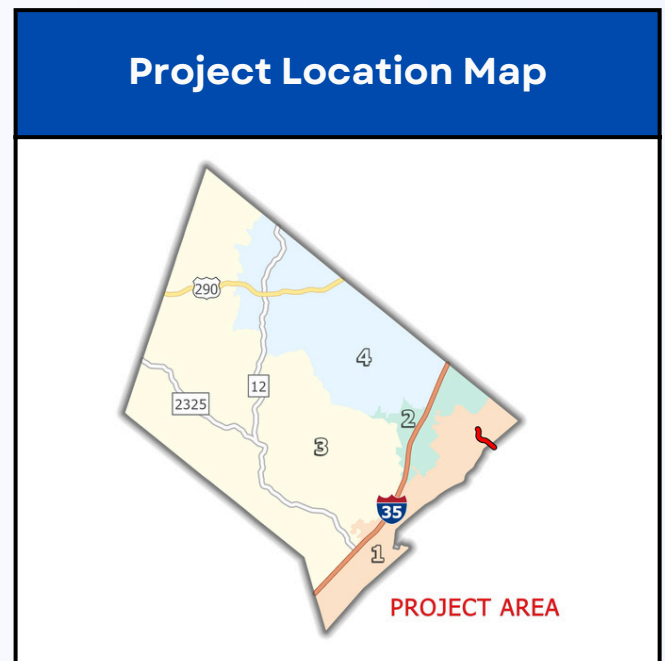
PROJECT LIMITS: GRAEF ROAD TO SOUTHEAST OF SH 21

PROJECT DESCRIPTION: THIS PROJECT IS DESIGNING A NEW ALIGNMENT ROADWAY, 2 LANES DIVIDED, SHOULDERS, & TURN LANES

PROJECT SELECTION REASON: THE PROJECT SCHEMATIC AND ENVIRONMENTAL WAS FUNDED VIA THE PARTNERSHIP PROGRAM, AND PS&E UNDER THE 2016 ROAD BOND PROGRAM. IN ADDITION, THIS PROJECT HAS \$7M IN CAMPO FUNDING



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| Project Type | Safety & Capacity |
| Typical Section | 2 Lanes Undivided |
| Length | 2.5 Miles |
| Project Scope | Design, Utilities |
| Estimated Cost | \$1,764,000 |
| Potential Partners | TxDOT, CAMPO |



WILLIAM PETTUS EXTENSION

PRECINCT 1

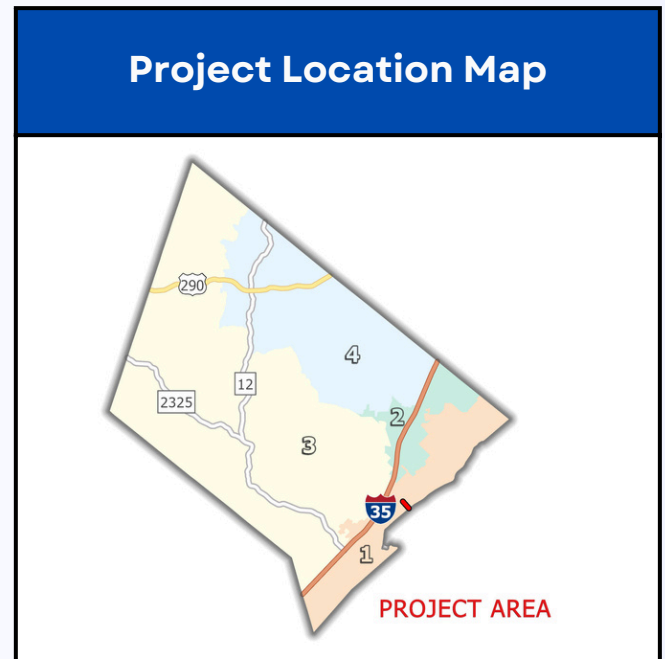
PROJECT LIMITS: FM 110 TO SH 21

PROJECT DESCRIPTION: THIS PROJECT IS DESIGNING 2 LANES UNDIVIDED AND SHOULDERS

PROJECT SELECTION REASON: THIS IS A PROJECT IN COORDINATION WITH CALDWELL COUNTY



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| Project Type | Mobility |
| Typical Section | 2 Lanes Undivided |
| Length | 1.0 Mile |
| Project Scope | ROW, Design, Utilities |
| Estimated Cost | \$3,672,000 |
| Potential Partners | None |



HIGH ROAD / CR 127

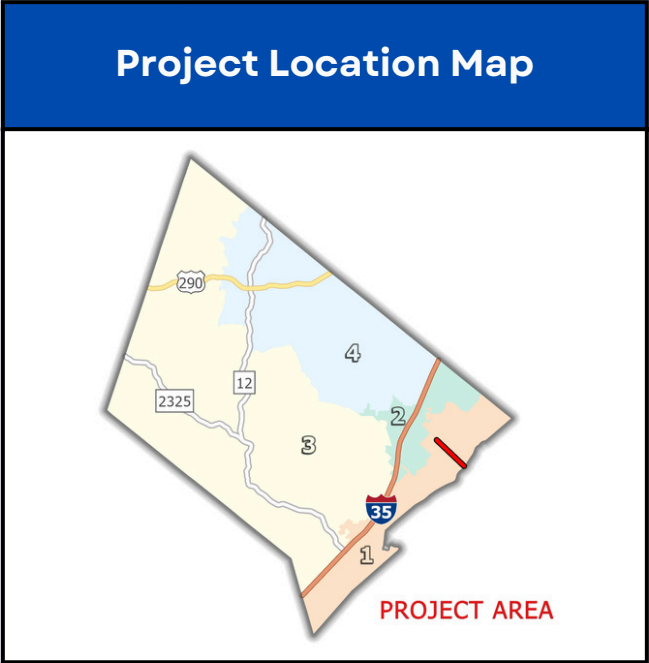
PRECINCT 1

PROJECT LIMITS: EAST OF GOFORTH ROAD TO SH 21

PROJECT DESCRIPTION: THIS PROJECT IS DESIGNING 4 LANES DIVIDED WITH CENTER TURN LANE



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| Project Type | Mobility |
| Typical Section | 4 Lanes Divided |
| Length | 3.4 Miles |
| Project Scope | Utilities, ROW, Design |
| Estimated Cost | \$8,378,550 |
| Potential Partners | None |



LEAH AVENUE

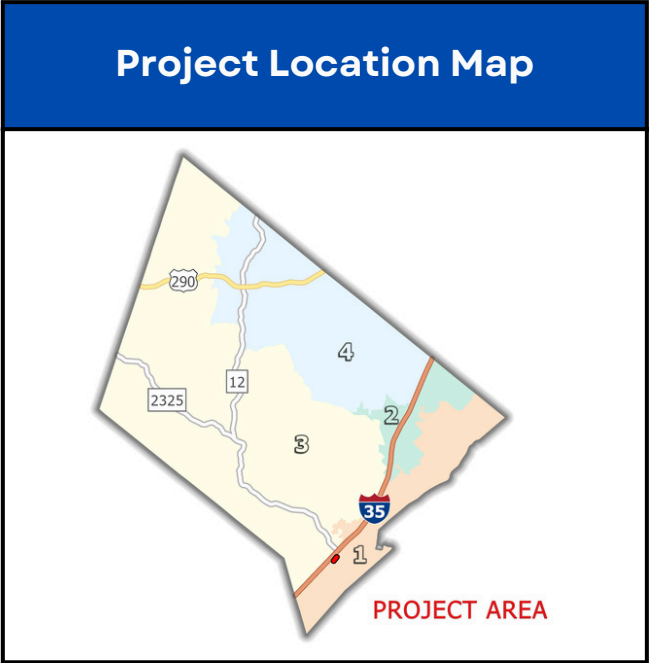
PRECINCT 1

PROJECT LIMITS: CR 269 TO COTTONWOOD PARKWAY

PROJECT DESCRIPTION: THIS PROJECT IS DESIGNING A CONNECTION OF SEGMENTS OF EXISTING LEAH AVENUE



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| Project Type | Mobility |
| Typical Section | 2 Lanes Divided |
| Length | 0.5 Miles |
| Project Scope | ROW, Design |
| Estimated Cost | \$1,851,000 |
| Potential Partners | None |



DAIRY ROAD

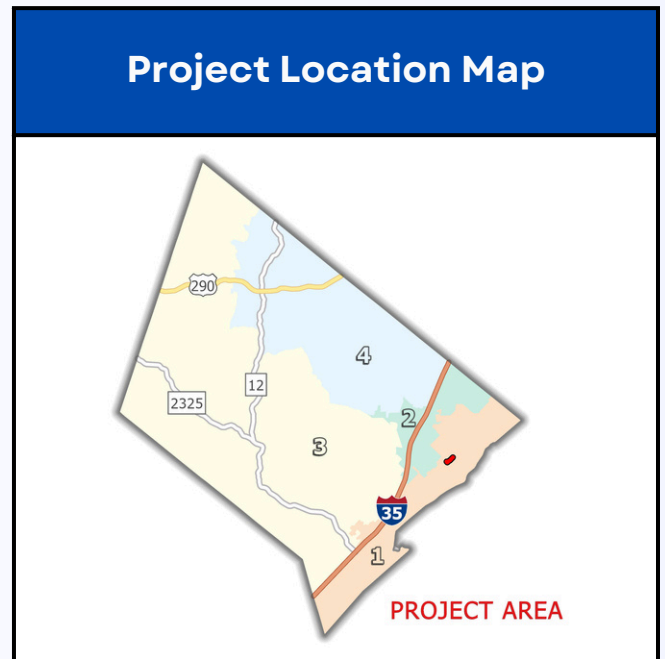
PRECINCT 1

PROJECT LIMITS: BUNTON LANE TO COTTON GIN ROAD (CR 129)

PROJECT DESCRIPTION: THIS PROJECT IS DESIGNING 2 LANES UNDIVIDED AND SHOULDERS



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| Project Type | Safety |
| Typical Section | 2 Lanes Undivided |
| Length | 0.8 Miles |
| Project Scope | ROW, Design |
| Estimated Cost | \$1,172,200 |
| Potential Partners | None |



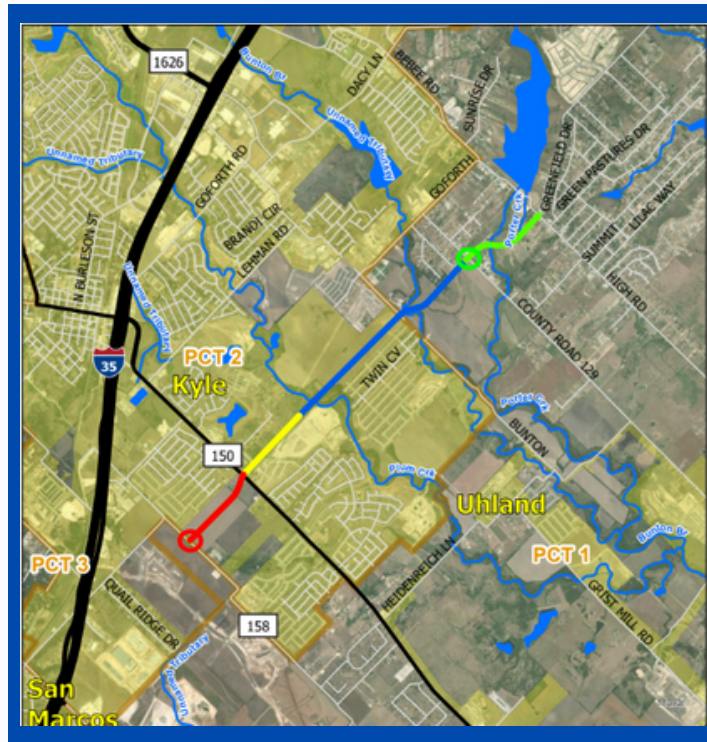
GOFORTH ROAD

PRECINCT 1

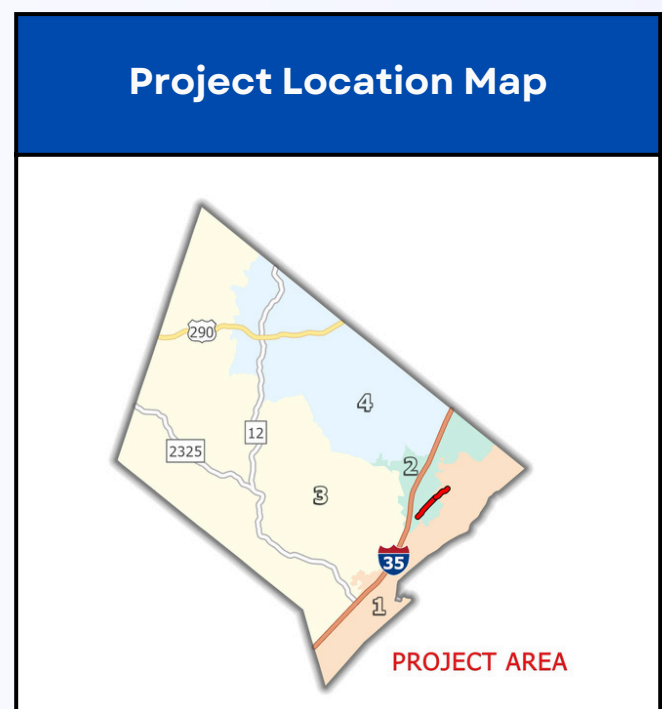
PROJECT LIMITS: BUNTON LANE TO BEBEE ROAD / HIGH ROAD

PROJECT DESCRIPTION: THIS PROJECT (GREEN SEGMENT) IS DESIGNING 4 LANES DIVIDED WITH CENTER TURN LANE & 1 ROUNDABOUT AT COTTON GIN ROAD / CR 129

PROJECT SELECTION REASON: THIS IS A PROJECT IN COORDINATION WITH CITY OF KYLE AND PRIVATE DEVELOPERS



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| Project Type | Mobility |
| Typical Section | 4 Lanes Divided |
| Length | 1.1 Miles |
| Project Scope | Utilities, ROW, Design |
| Estimated Cost | \$6,613,950 |
| Potential Partners | City of Kyle, Private Developer |



BUNTON LANE / HEIDENREICH LANE / GRIST MILL ROAD

PRECINCT 1

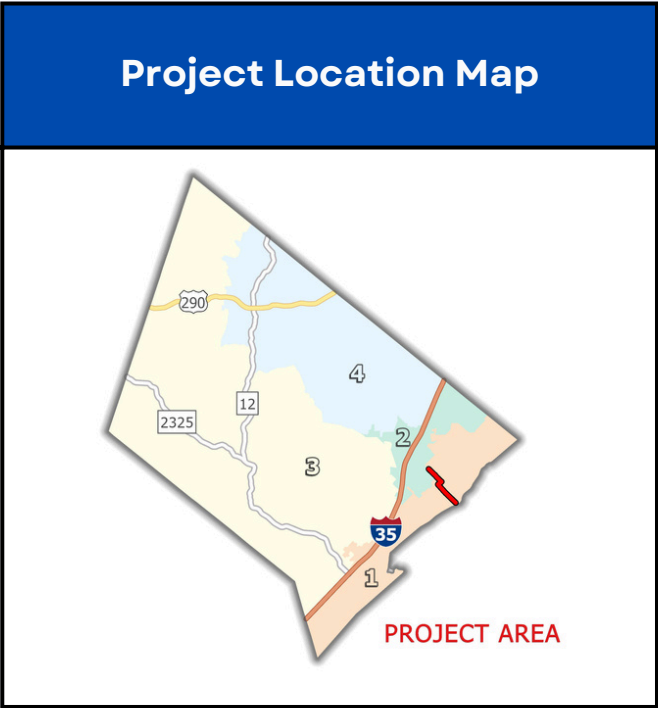
PROJECT LIMITS: VIOLET LANE TO SH 21 AT GRISTMILL ROAD

PROJECT DESCRIPTION: THIS PROJECT IS DESIGNING 2 LANES UNDIVIDED AND SHOULDERS

PROJECT SELECTION REASON: THIS IS A PROJECT IN COORDINATION WITH CITY OF UHLAND



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| Project Type | Mobility |
| Typical Section | 2 Lanes Undivided |
| Length | 4.2 Miles |
| Project Scope | Utilities, Design |
| Estimated Cost | \$6,055,350 |
| Potential Partners | City of Uhlend |

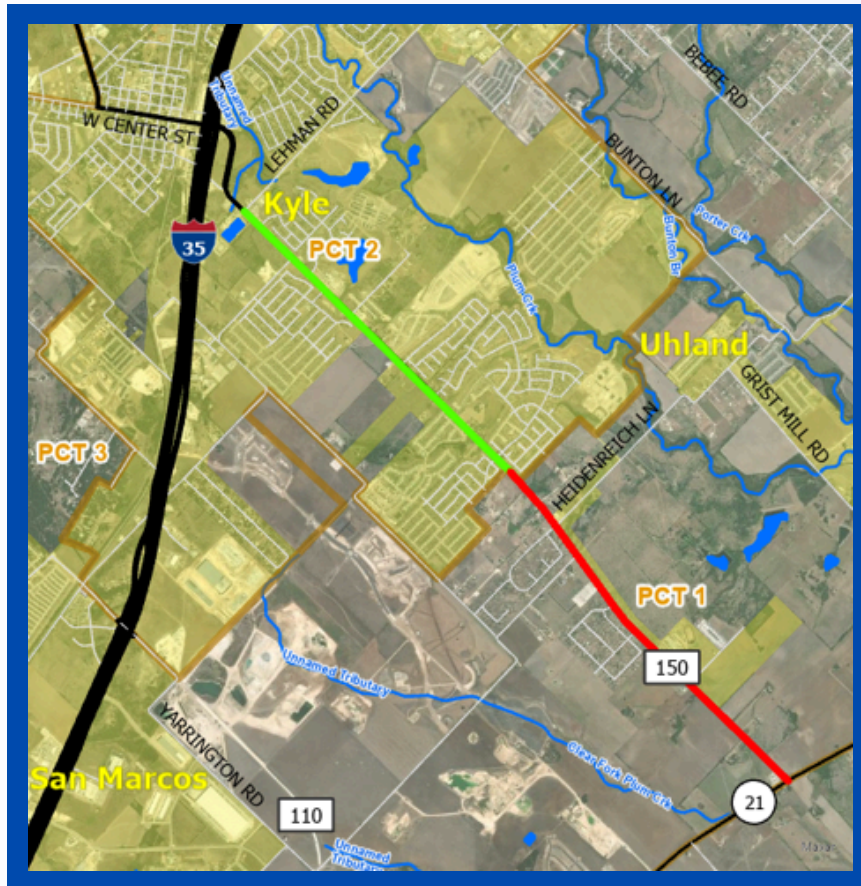


FM 150 EAST

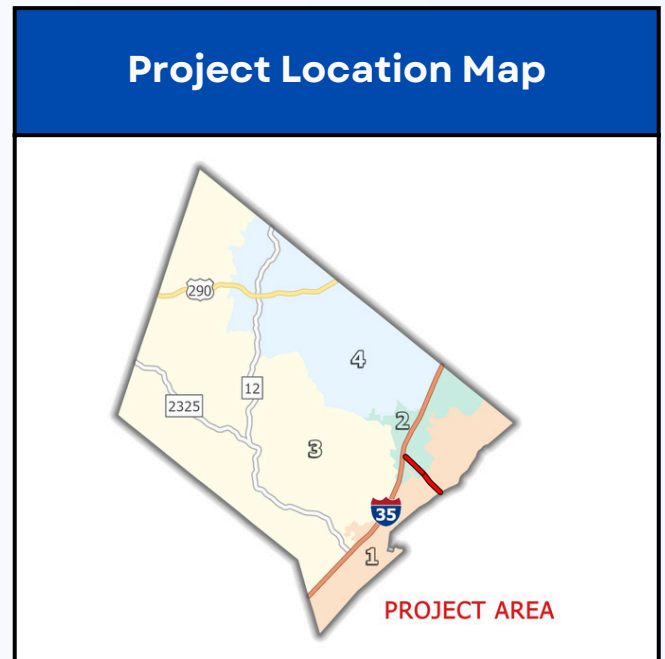
PRECINCT 1

PROJECT LIMITS: **PRECINCT 1 BOUNDARY TO SH 21**

PROJECT DESCRIPTION: **THIS PROJECT (RED SEGMENT) IS A STUDY TO DETERMINE WHETHER WIDENING OF THE ROADWAY FROM 2 LANES TO 4 LANES DIVIDED IS NEEDED. PROJECT WILL ADVANCE WITH PRECINCT 2 SEGMENT**



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|--------------------|---------------------|
| Project Type | Mobility |
| Typical Section | TBD |
| Length | 2.4 Miles |
| Project Scope | Feasibility Study |
| Estimated Cost | \$788,000 |
| Potential Partners | TxDOT, City of Kyle |



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.