



Precinct #2

Commissioner Michelle Cohen

- **Windy Hill Road Interim** - *Purple Martin Avenue to FM 2001*
- **Windy Hill Road Ultimate** - *Purple Martin Avenue to FM 2001*
- **Windy Hill Road Roundabout** - *Windy Hill at Shadow Creek Boulevard*
- **Hillside Terrace** - *I-35 to FM 2001*
- **FM 2001 Gap** - *FM 2001 West to Existing FM 2001*
- **Goforth Road** - *CR 158 to RM 150*
- **RM 150 East Preliminary Design** - *Lehman Road to Precinct 2 Boundary*

WINDY HILL ROAD - INTERIM

PRECINCT 2

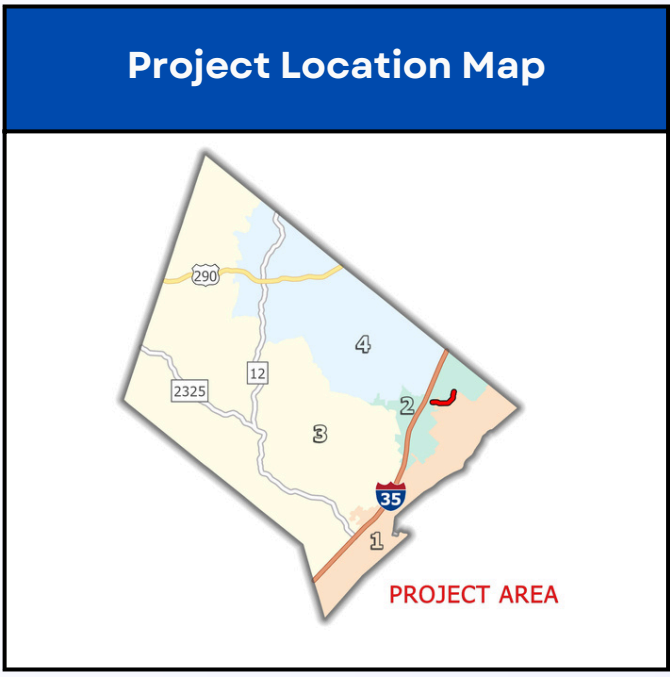
PROJECT LIMITS: PURPLE MARTIN AVENUE TO FM 2001

PROJECT DESCRIPTION: THIS PROJECT IS RELOCATING UTILITIES FOR 2 LANES DIVIDED WITH A CENTER TURN LANE, SHOULDERS, & TURN LANES

PROJECT SELECTION REASON: THIS IS A SHOVEL READY PROJECT WITH DESIGN FUNDED BY THE TRANSPORTATION DEPARTMENT; ADDITIONAL COORDINATION WITH CITY OF KYLE



Project Type	Mobility
Typical Section	2 Lanes Divided
Length	2.7 Miles
Project Scope	Utilities
Estimated Cost	\$4,095,000
Potential Partners	City of Kyle



WINDY HILL ROAD - ULTIMATE

PRECINCT 2

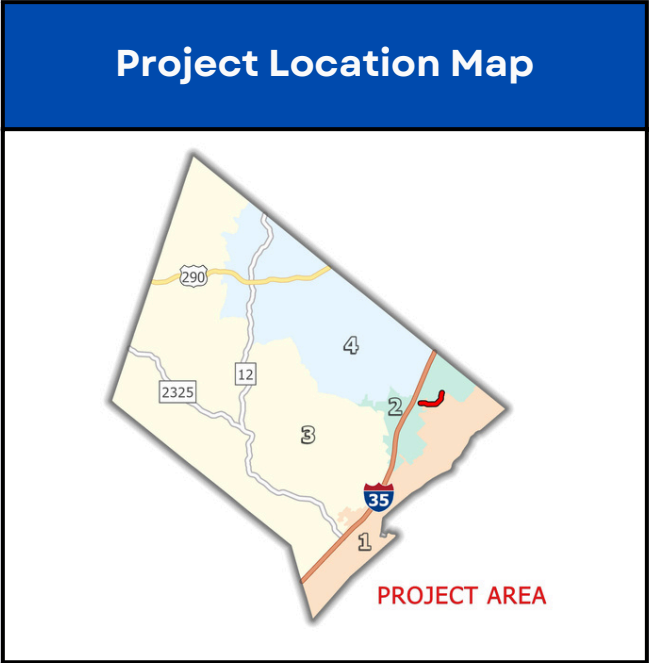
PROJECT LIMITS: PURPLE MARTIN AVENUE TO FM 2001

PROJECT DESCRIPTION: THIS PROJECT IS DESIGNING 4 LANES DIVIDED WITH A CENTER TURN LANE, SHOULDERS, & TURN LANES

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



Project Type	Mobility
Typical Section	4 Lanes Divided
Length	2.7 Miles
Project Scope	Design
Estimated Cost	\$3,305,000
Potential Partners	City of Kyle



WINDY HILL ROAD - ROUNDABOUT

PRECINCT 2

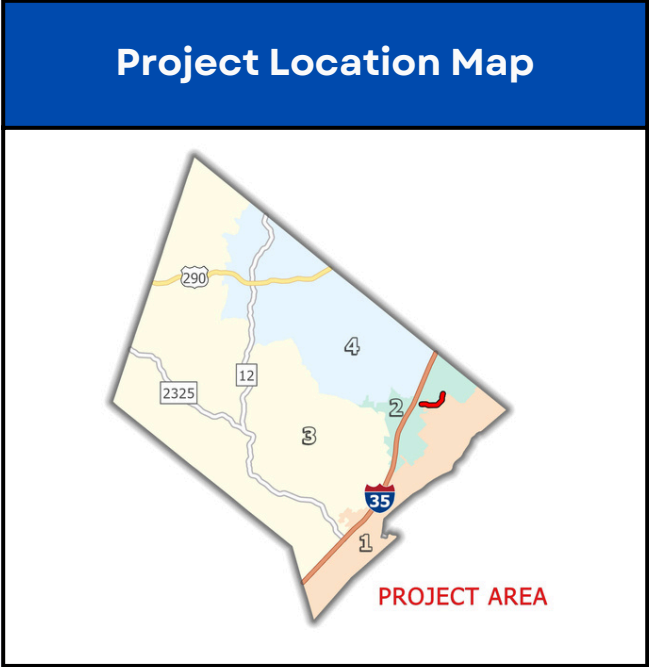
PROJECT LIMITS: WINDY HILL ROAD AT SHADOW CREEK BOULEVARD

PROJECT DESCRIPTION: THIS PROJECT IS ACQUIRING NECESSARY ROW FOR A NEW ROUNDABOUT

PROJECT SELECTION REASON: THIS PROJECT DESIGN WAS FUNDED BY THE TRANSPORTATION DEPARTMENT



Project Type	Mobility
Typical Section	Roundabout
Length	N/A
Project Scope	Utilities, ROW
Estimated Cost	\$1,100,400
Potential Partners	None



HILLSIDE TERRACE

PRECINCT 2

PROJECT LIMITS: I-35 TO FM 2001

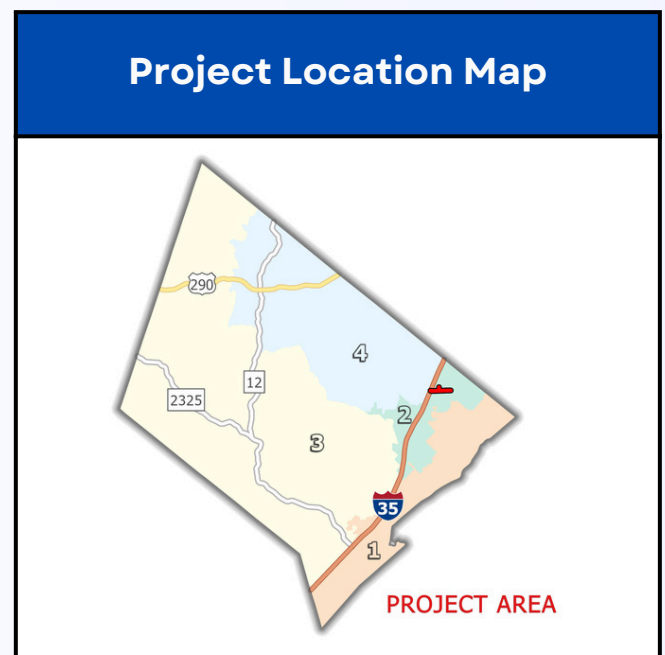
PROJECT DESCRIPTION: THIS PROJECT IS CONSTRUCTING A 2 LANE ROADWAY DIVIDED WITH CENTER TURN LANE FROM I-35 TO OLD GOFORTH ROAD, A 4 LANE ROADWAY DIVIDED WITH CENTER TURN LANE FROM OLD GOFORTH ROAD TO FM 2001, & 2 LANE DIVIDED ROADWAY WITH CENTER TURN LANE ALONG OLD GOFORTH ROAD



PROJECT SELECTION REASON: PRELIMINARY ENGINEERING REPORT AND PART OF ROW WAS FUNDED BY 2016 ROAD BOND PROGRAM. TRANSPORTATION DEPARTMENT FUNDED DETAILED DESIGN AND PART OF ROW



Project Type	Mobility
Typical Section	2 & 4 Lanes Divided
Length	1.8 Miles
Project Scope	Construction, ROW, Utilities, CEI
Estimated Cost	\$35,325,000
Potential Partners	None



FM 2001 GAP

PRECINCT 2

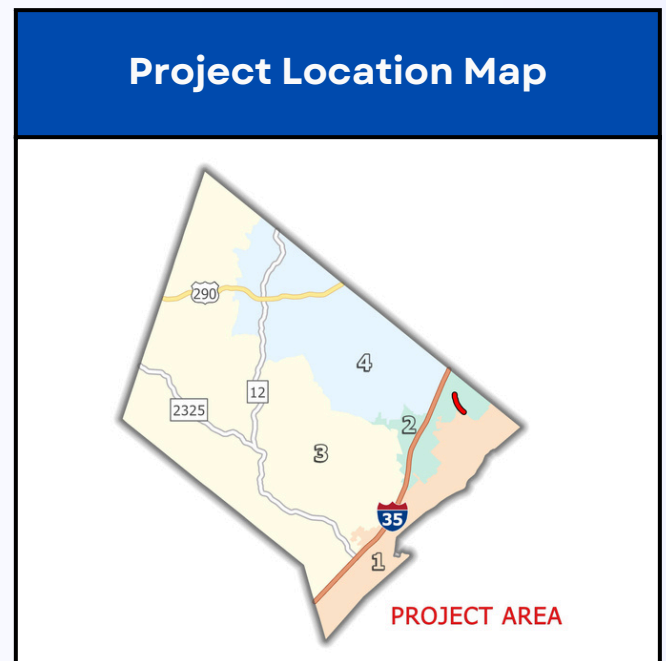
PROJECT LIMITS: FM 2001 WEST TO EXISTING FM 2001

PROJECT DESCRIPTION: THIS PROJECT IS ACQUIRING NECESSARY ROW FOR NEW ALIGNMENT, 4 LANES DIVIDED, SHOULDERS, AND TURN LANES

PROJECT SELECTION REASON: THIS PROJECT SCHEMATIC AND ENVIRONMENTAL WAS FUNDED VIA THE PARTNERSHIP PROGRAM



Project Type	Safety
Typical Section	4 Lanes Divided
Length	1.7 Miles
Project Scope	ROW
Estimated Cost	\$6,223,000
Potential Partners	TxDOT, CAMPO



GOFORTH ROAD

PRECINCT 2

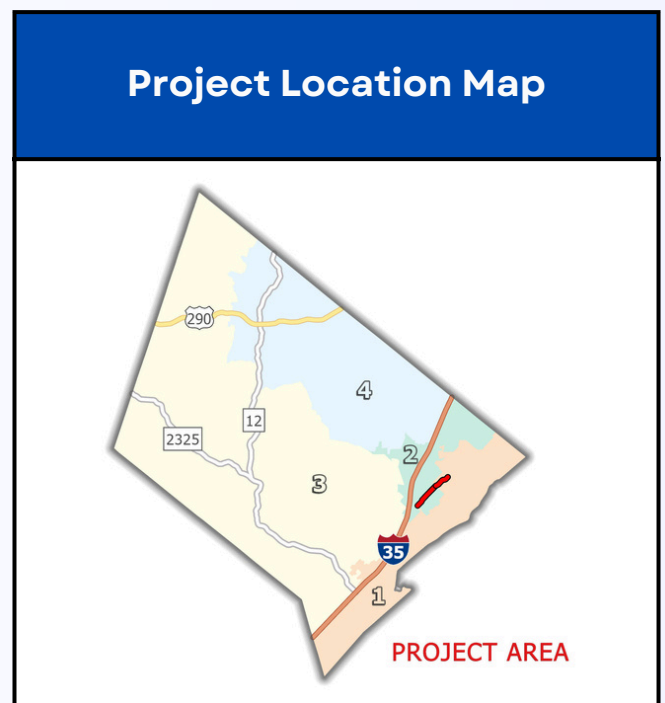
PROJECT LIMITS: CR 158 TO RM 150

PROJECT DESCRIPTION: THIS PROJECT (RED SEGMENT) IS DESIGNING 4 LANES DIVIDED WITH A CENTER TURN LANE & 1 ROUNDABOUT AT CR 158

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



Project Type	Mobility
Typical Section	4 Lanes Divided
Length	1.3 Miles
Project Scope	Utilities, ROW, Design
Estimated Cost	\$9,608,550
Potential Partners	City of Kyle, Private Developer

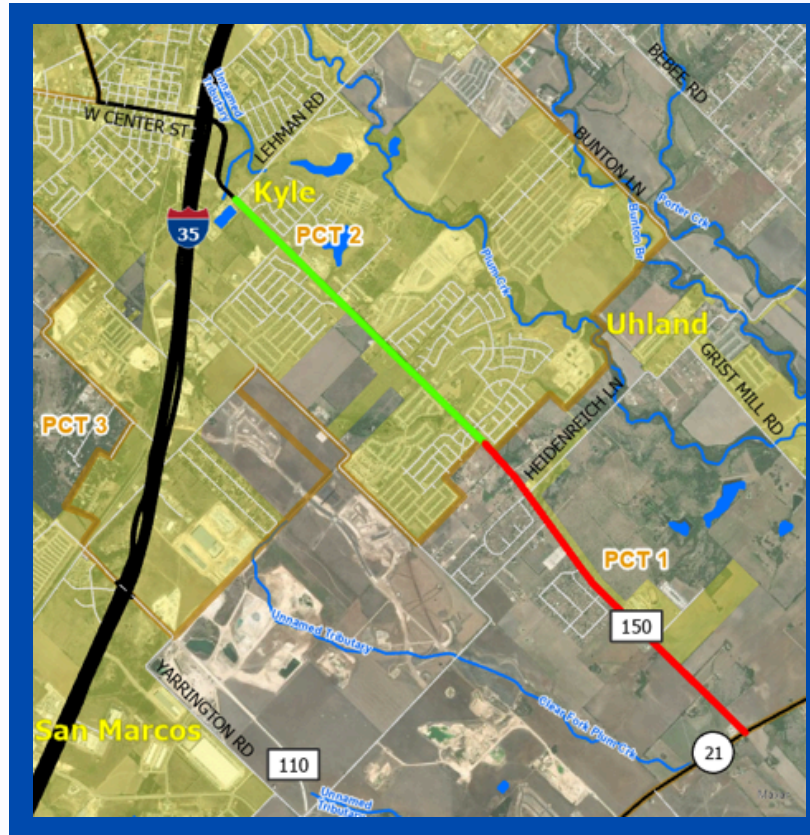


FM 150 EAST

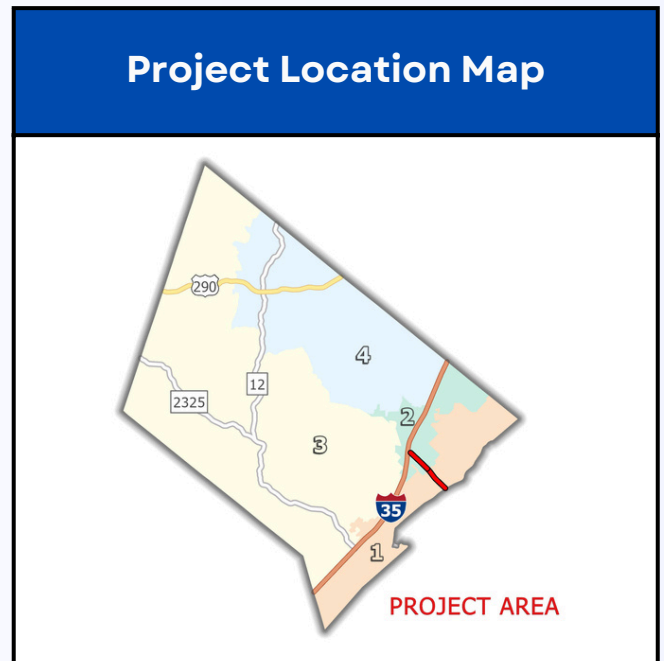
PRECINCT 2

PROJECT LIMITS: LEHMAN ROAD TO PRECINCT 2 BOUNDARY

PROJECT DESCRIPTION: THIS PROJECT (GREEN 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 1 SEGMENT



Project Type	Mobility
Typical Section	TBD
Length	2.1 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.