



Precinct #3

Commissioner Morgan Hammer

- **Centerpoint Road - I-35 to FM 2349 / Hunter Road**
- **Old Kyle Road - RM 12 to RM 3237**
- **Yarrington Road (RM 150, FM 110) Extension Segment 1 Interim - West of Arroyo Ranch to Old Stagecoach Road at RC 16**
- **Yarrington Road (RM 150, FM 110) Extension Segment 2 Interim - I-35 to Old Stagecoach Road**
- **Dripping Springs Southwest Connection - US 290 to Precinct 3 Boundary**

CENTERPOINT ROAD

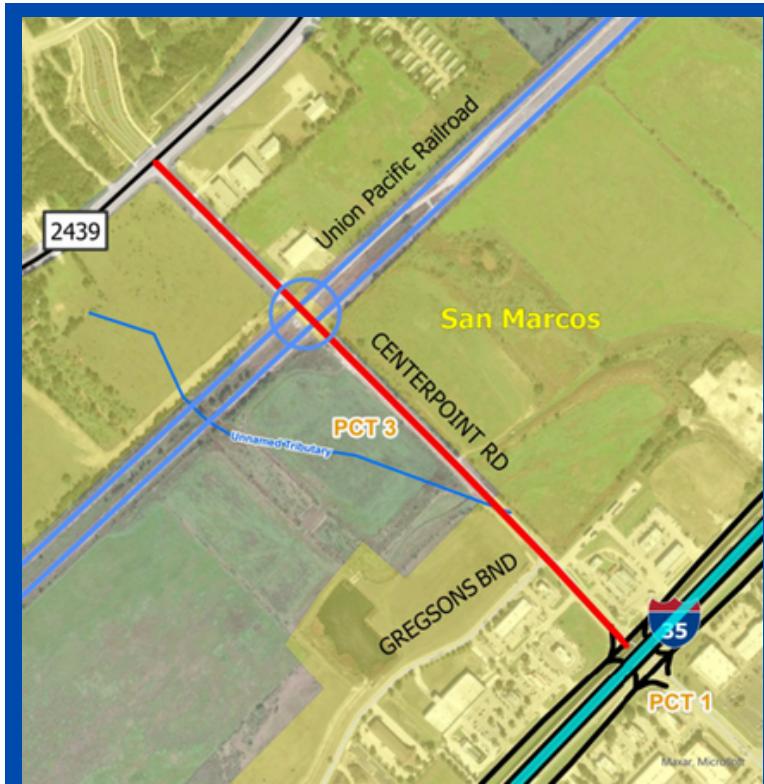
PRECINCT 3

PROJECT LIMITS: I-35 TO FM 2439 / HUNTER ROAD

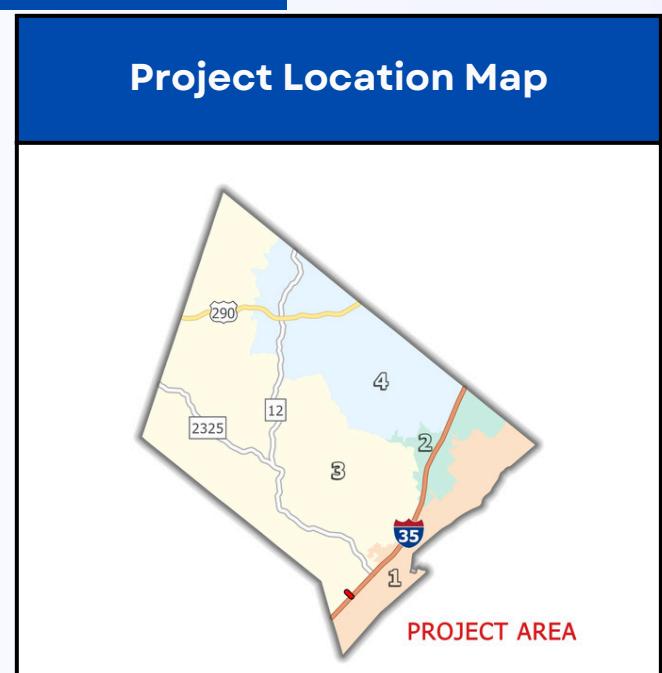


PROJECT DESCRIPTION: THIS PROJECT IS DESIGNING A GRADE SEPARATION OVER A UNION PACIFIC RAILROAD

PROJECT SELECTION REASON: THIS IS A PROJECT IN COORDINATION WITH CITY OF SAN MARCOS. GRADE SEPARATION WILL PROMOTE SAFETY AND REDUCE CONGESTION



| | |
|--------------------|-------------------------------|
| Project Type | Safety |
| Typical Section | 4 Lanes Divided |
| Length | 0.6 Miles |
| Project Scope | Utilities, ROW, Design |
| Estimated Cost | \$3,879,750 |
| Potential Partners | City of San Marcos |



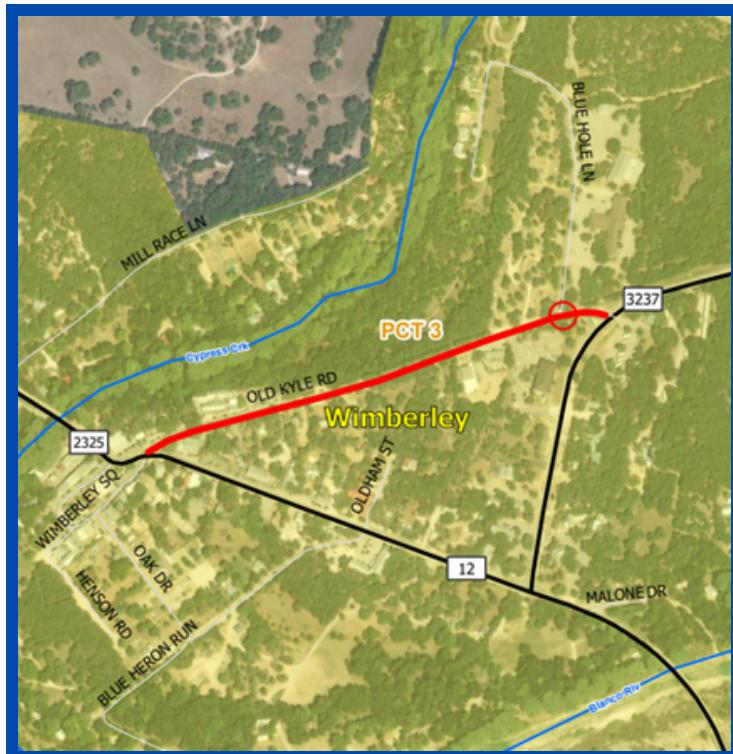
OLD KYLE ROAD

PRECINCT 3

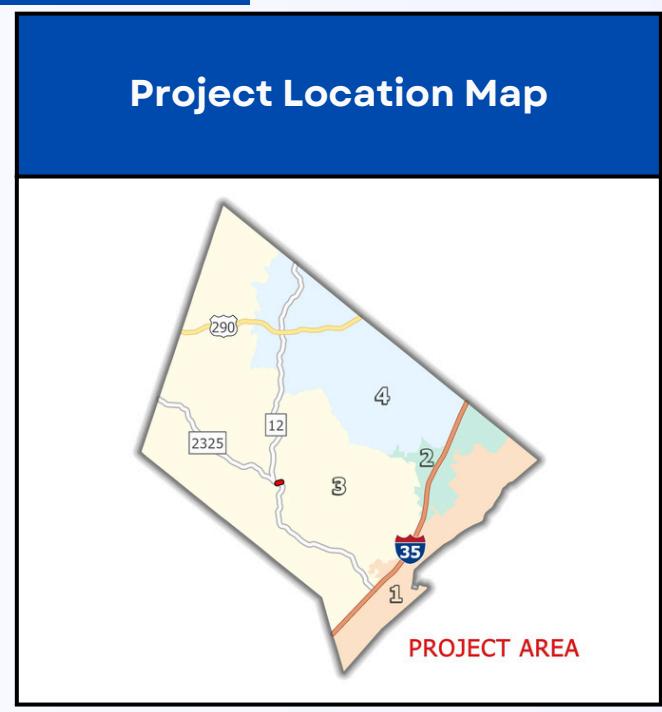
PROJECT LIMITS: RM 12 TO RM 3237

PROJECT DESCRIPTION: THIS PROJECT IS CONSTRUCTING MULTI-MODAL IMPROVEMENTS, INCLUDING A DIVIDED BIKE LANE & ROUNDABOUT

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



| Project Type | Safety |
|--------------------|--|
| Typical Section | 1 Way Lane Divided with a Bike Lane |
| Length | 0.4 Miles |
| Project Scope | Construction, Utilities, ROW, CEI |
| Estimated Cost | \$2,941,200 |
| Potential Partners | CAMPO |



YARRINGTON ROAD (RM 150, FM 110) EXTENSION - SEGMENT 1

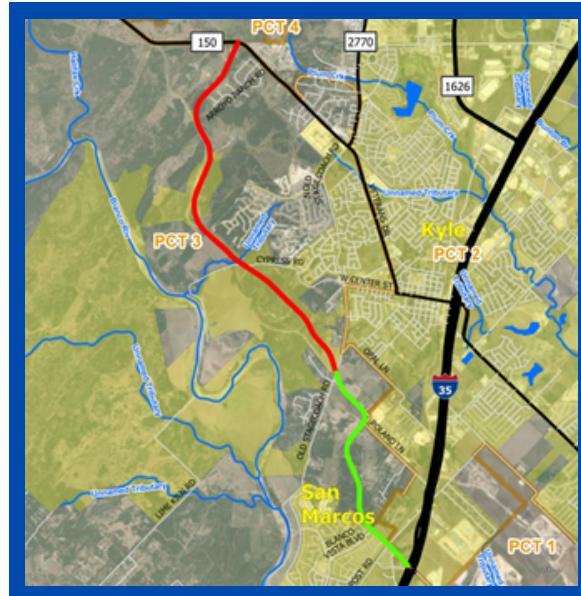
PRECINCT 3

PROJECT LIMITS: WEST OF ARROYO RANCH TO OLD STAGECOACH ROAD AT RC 16

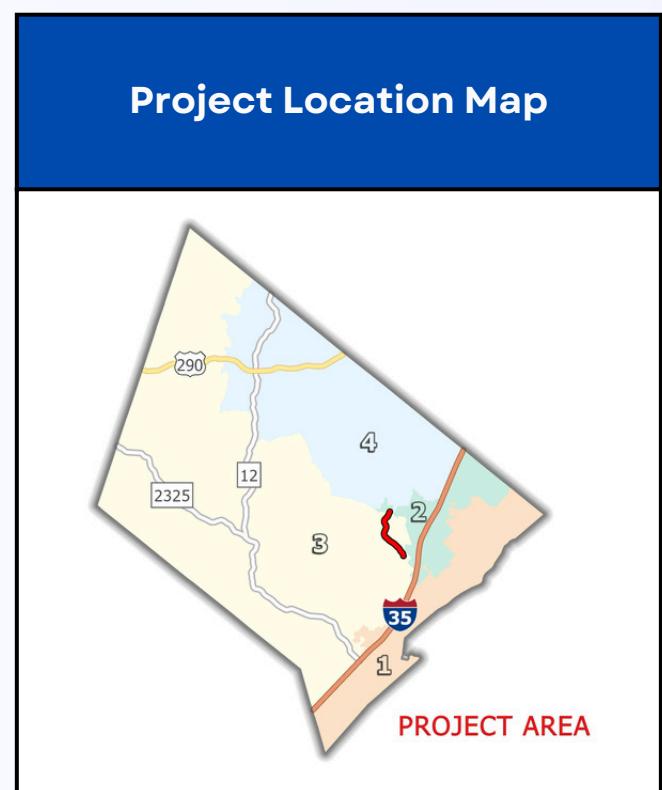


PROJECT DESCRIPTION: THIS PROJECT (RED SEGMENT) IS DESIGNING A REALIGNMENT OF RM 150 & 2 LANE UNDIVIDED ROADWAY TO SET UP FOR AN ULTIMATE 4 LANE DIVIDED ROADWAY

PROJECT SELECTION REASON: THIS IS A PROJECT IN COORDINATION WITH CITY OF KYLE AND TRANSPORTATION REINVESTMENT ZONE PARTNERS. WILL HELP ELEVATE TRAFFIC GOING FROM RM 150 TO I-35



| Project Type | Regional Connectivity |
|--------------------|--|
| Typical Section | 2 Lanes Undivided |
| Length | 4.3 Miles |
| Project Scope | Utilities, ROW, Design |
| Estimated Cost | \$22,754,550 |
| Potential Partners | City of Kyle, Transportation Reinvestment Zone (TRZ) Partners |



YARRINGTON ROAD (RM 150, FM 110) EXTENSION - SEGMENT 2

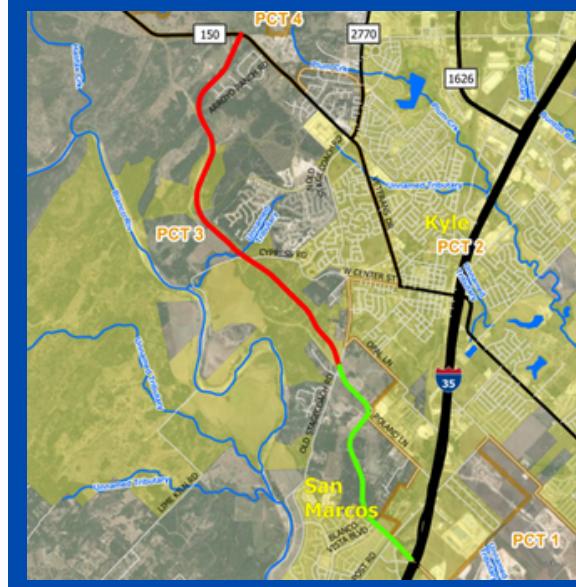
PRECINCT 3

PROJECT LIMITS: I-35 TO OLD STAGECOACH ROAD

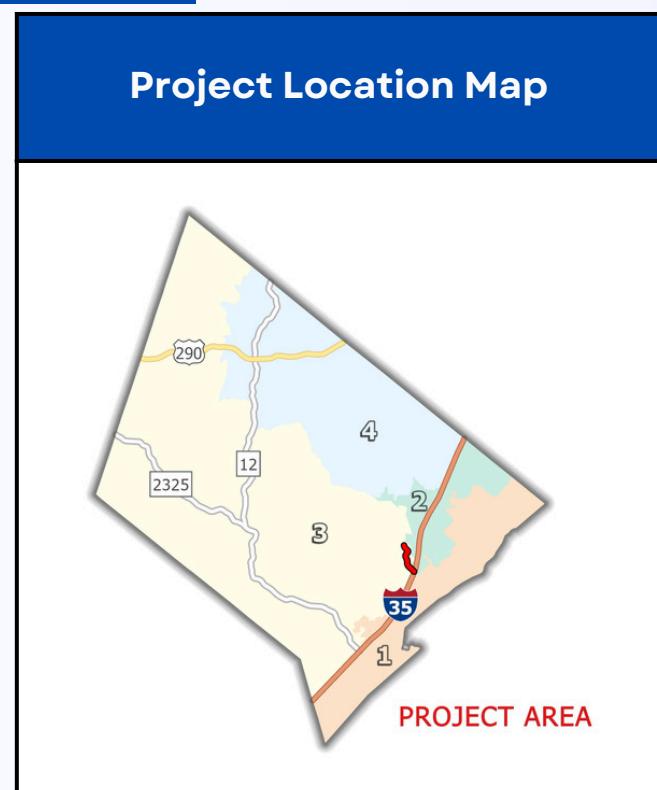


PROJECT DESCRIPTION: THIS PROJECT (GREEN SEGMENT) IS DESIGNING A REALIGNMENT OF RM 150 & 2 LANE UNDIVIDED ROADWAY TO SET UP FOR AN ULTIMATE 4 LANE DIVIDED ROADWAY

PROJECT SELECTION REASON: THIS IS A PROJECT IN COORDINATION WITH CITY OF KYLE AND TRANSPORTATION REINVESTMENT ZONE PARTNERS. WILL HELP ELEVATE TRAFFIC GOING FROM RM 150 TO I-35



| Project Type | Regional Connectivity |
|--------------------|--|
| Typical Section | 2 Lanes Undivided |
| Length | 2 Miles |
| Project Scope | ROW, Design |
| Estimated Cost | \$11,246,000 |
| Potential Partners | City of Kyle, Transportation Reinvestment Zone (TRZ) Partners |



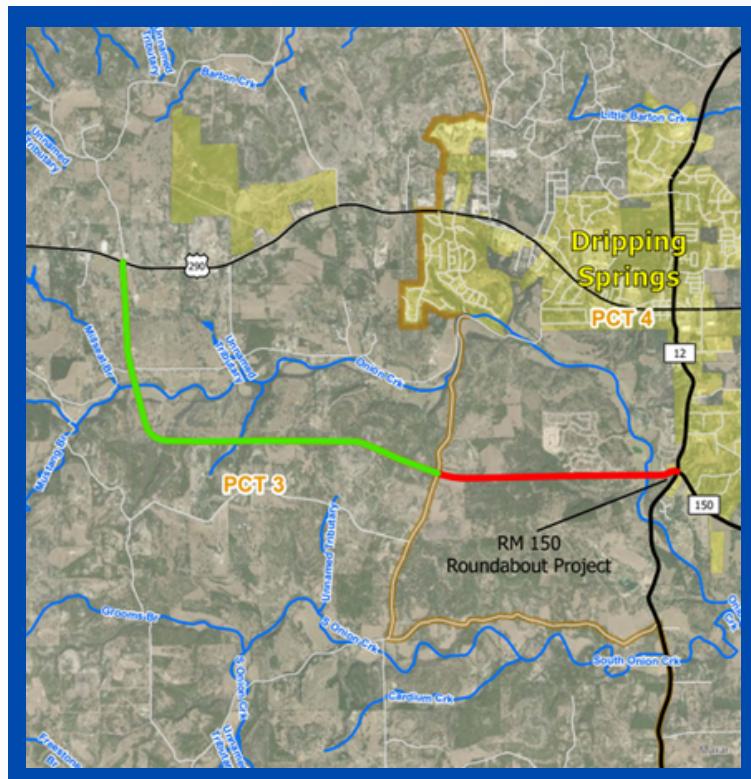
DRIPPING SPRINGS SOUTHWEST CONNECTION

PRECINCT 3

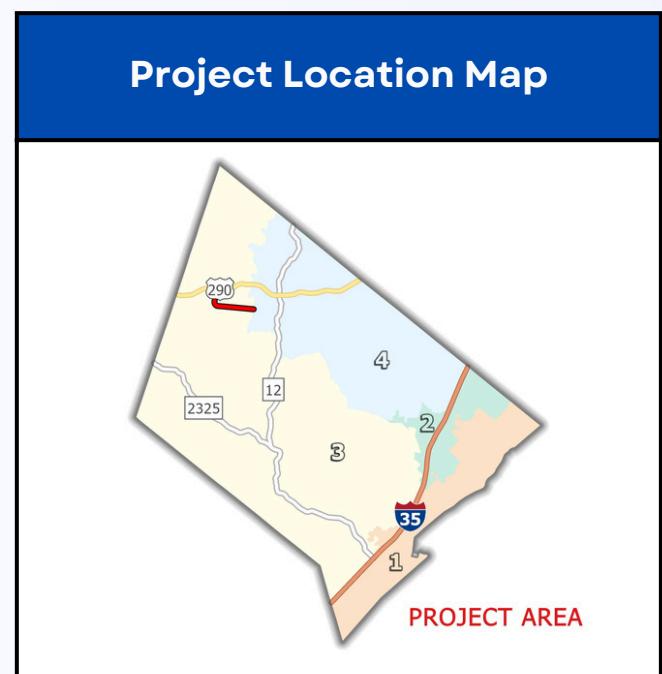
PROJECT LIMITS: US 290 TO PRECINCT 3 BOUNDARY

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

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



| Project Type | Regional Connectivity |
|--------------------|------------------------|
| Typical Section | 4 Lanes Divided |
| Length | 4.8 Miles |
| Project Scope | Design |
| Estimated Cost | \$2,606,940 |
| Potential Partners | None |





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.