

OLD BASTROP HIGHWAY / CR 266

PRECINCT 1

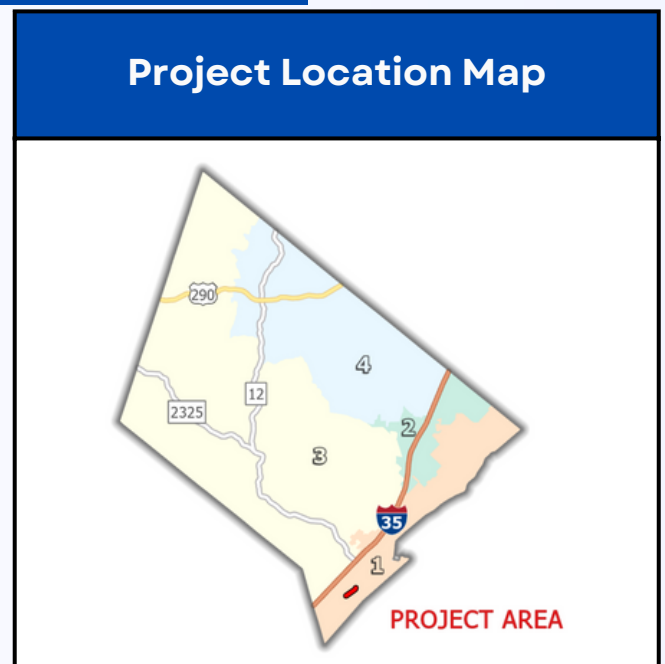
PROJECT LIMITS: **CENTERPOINT ROAD TO RATTLER ROAD**

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

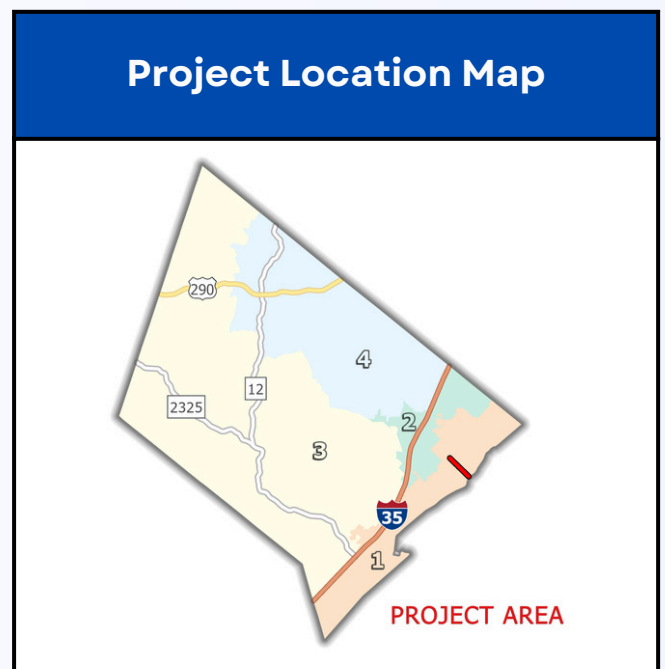
PROJECT LIMITS: **BONANZA STREET TO SH 21**

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**



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

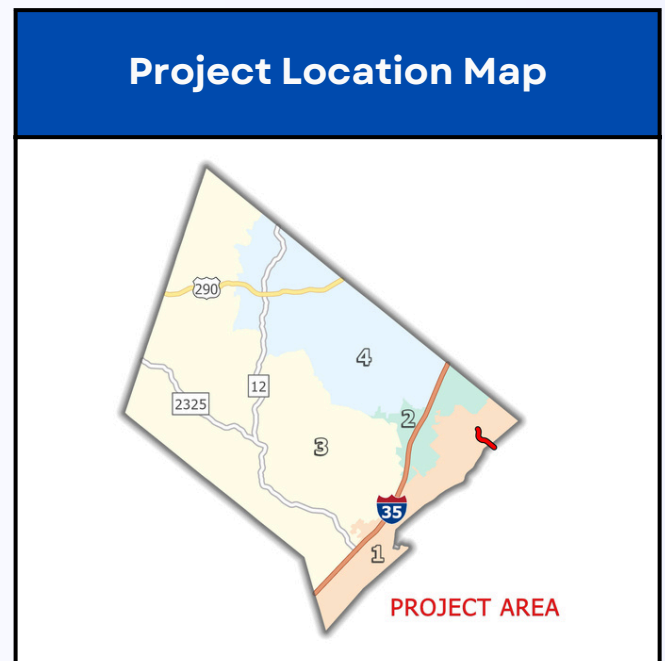
PROJECT LIMITS: GRAEF ROAD TO SOUTHEAST OF SH 21

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



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

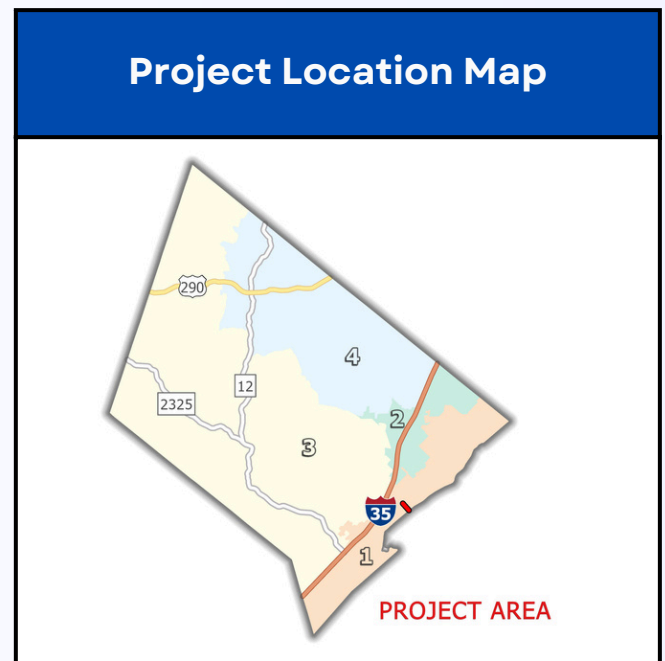
PROJECT LIMITS: FM 110 TO SH 21

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

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



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

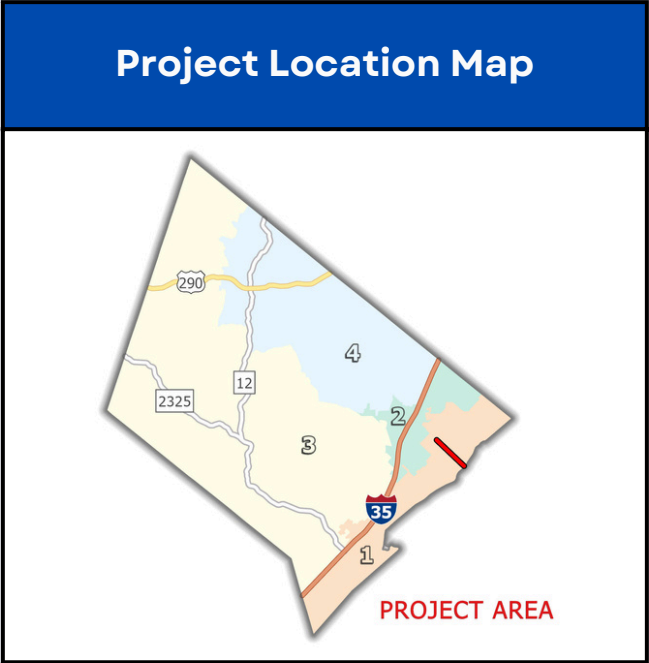
PRECINCT 1

PROJECT LIMITS: EAST OF GOFORTH ROAD TO SH 21

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



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

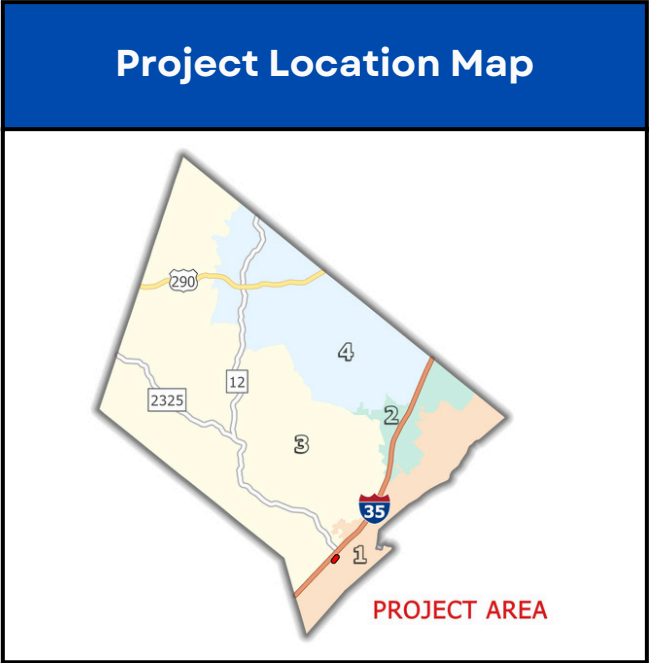
PRECINCT 1

PROJECT LIMITS: CR 269 TO COTTONWOOD PARKWAY

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



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



BUNTON LANE / HEIDENREICH LANE / GRIST MILL ROAD

PRECINCT 1

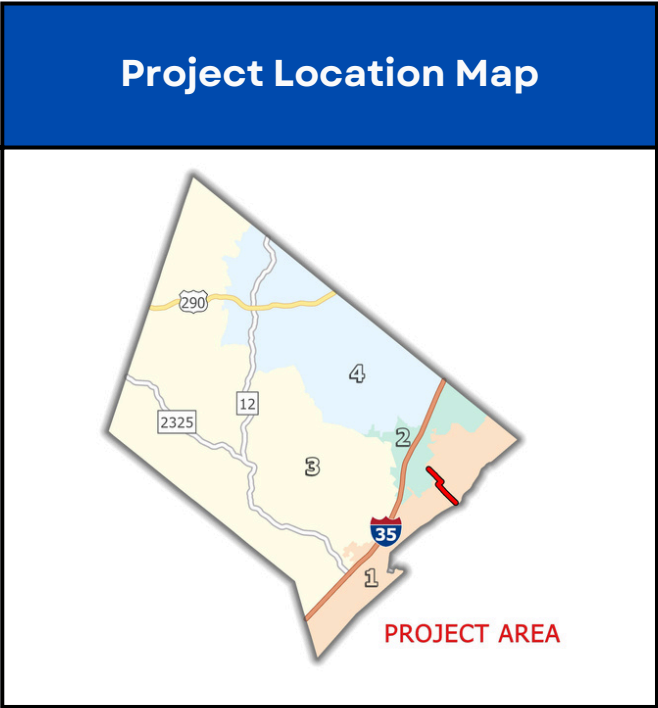
PROJECT LIMITS: VIOLET LANE TO SH 21 AT GRISTMILL ROAD

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

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



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 Uhland



DAIRY ROAD

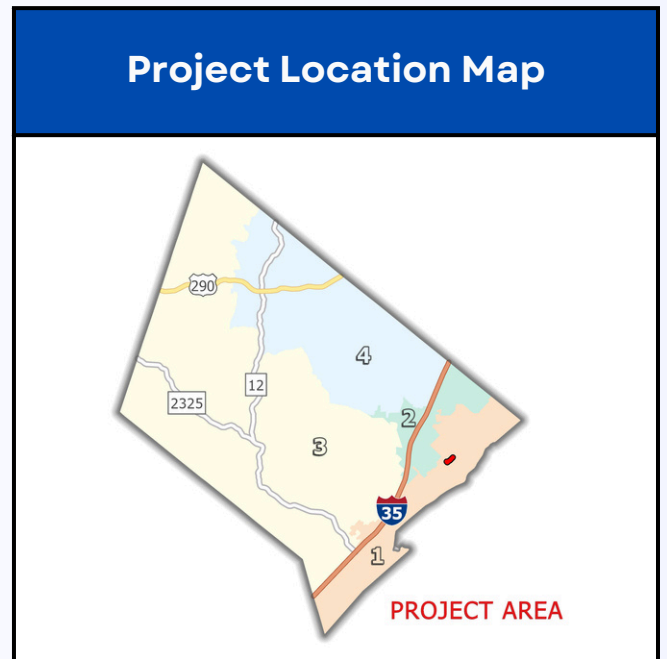
PRECINCT 1

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

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



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

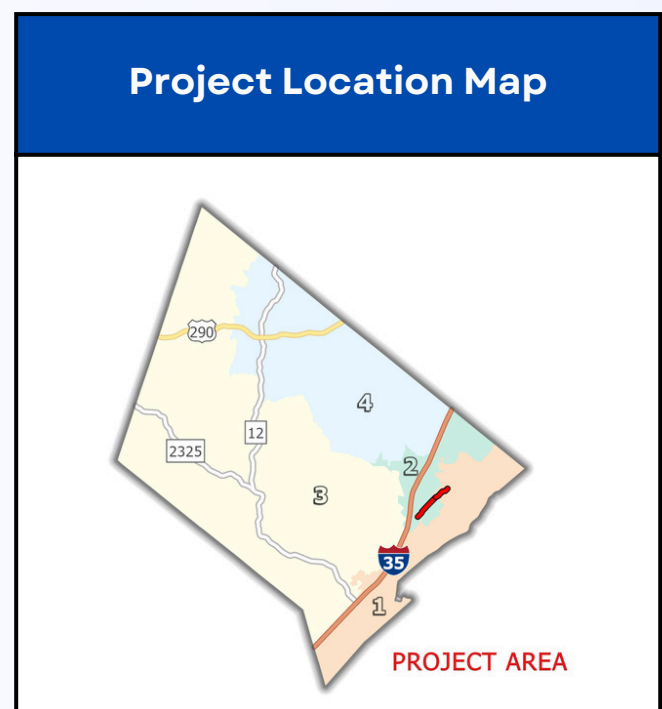
PROJECT LIMITS: BUNTON LANE TO BEBEE ROAD / HIGH ROAD

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



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

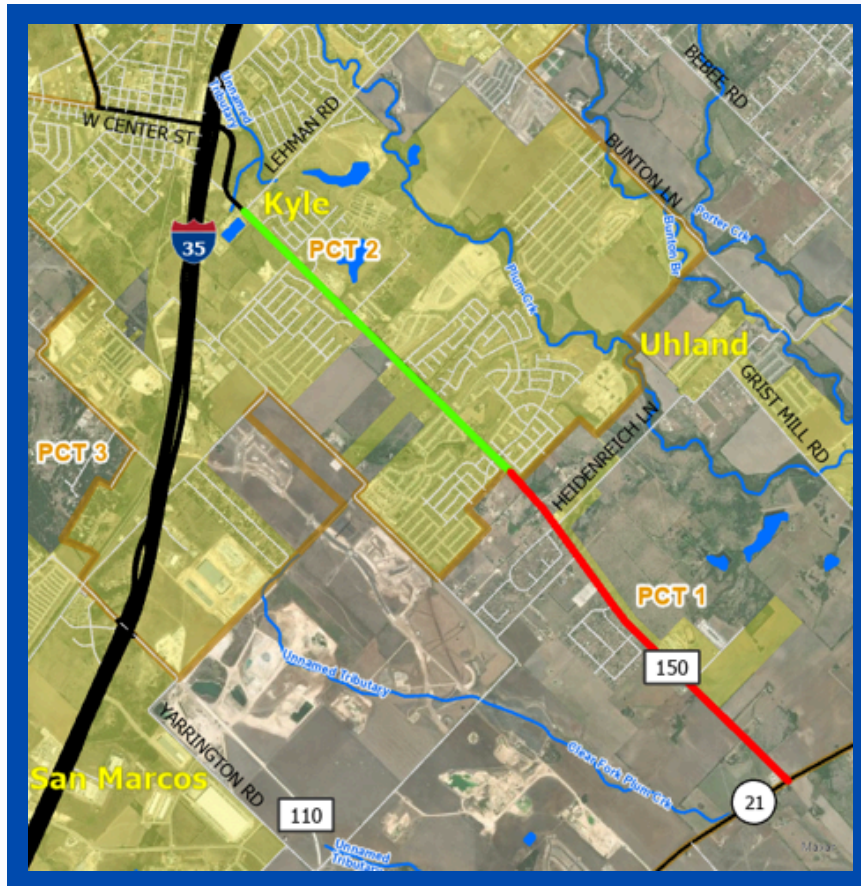


FM 150 EAST

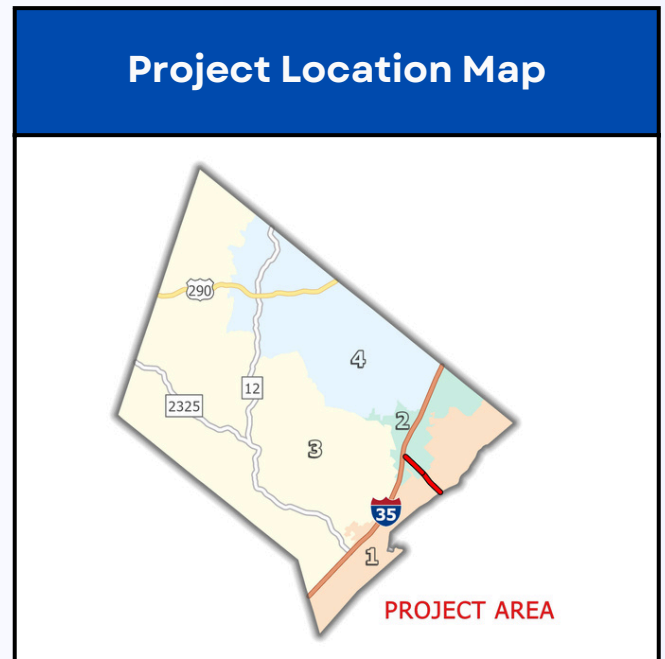
PRECINCT 1

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**



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



GOFORTH ROAD

PRECINCT 2

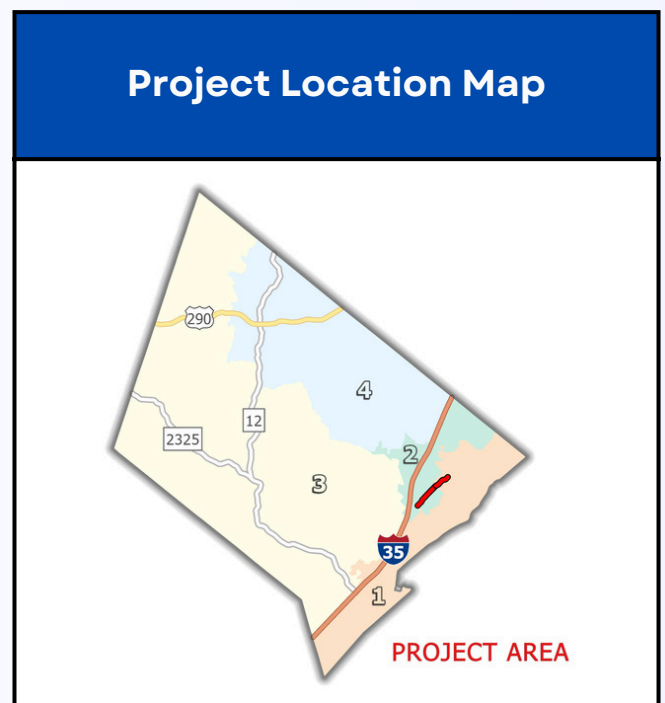
PROJECT LIMITS: CR 158 TO RM 150

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

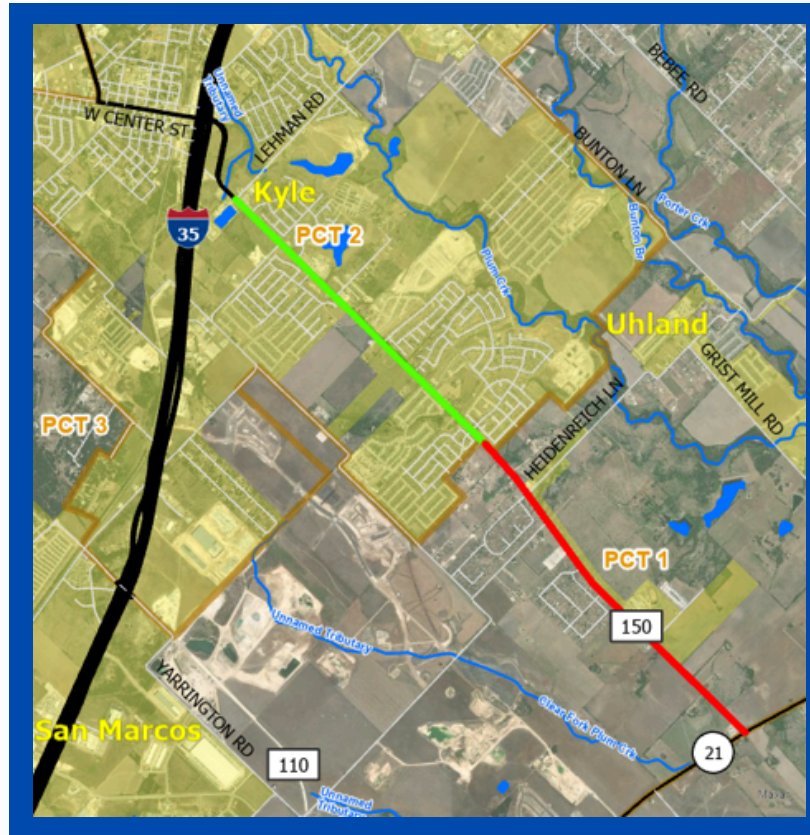


FM 150 EAST

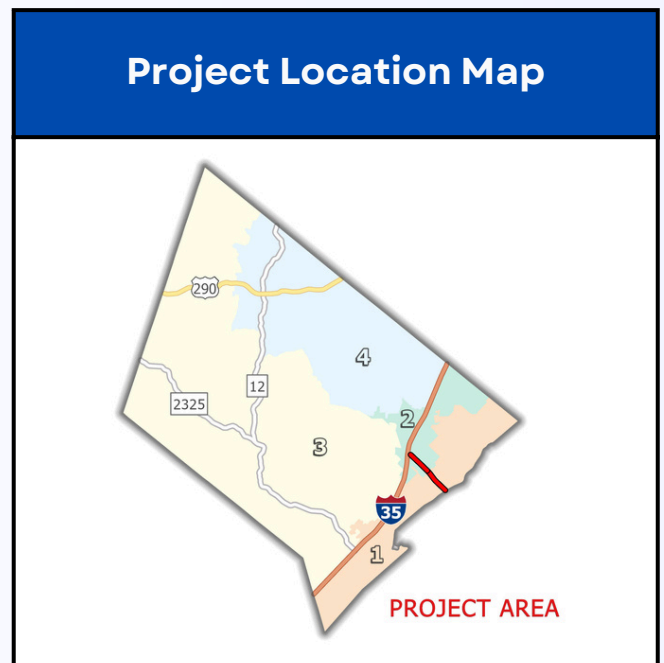
PRECINCT 2

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



WINDY HILL ROAD - INTERIM

PRECINCT 2

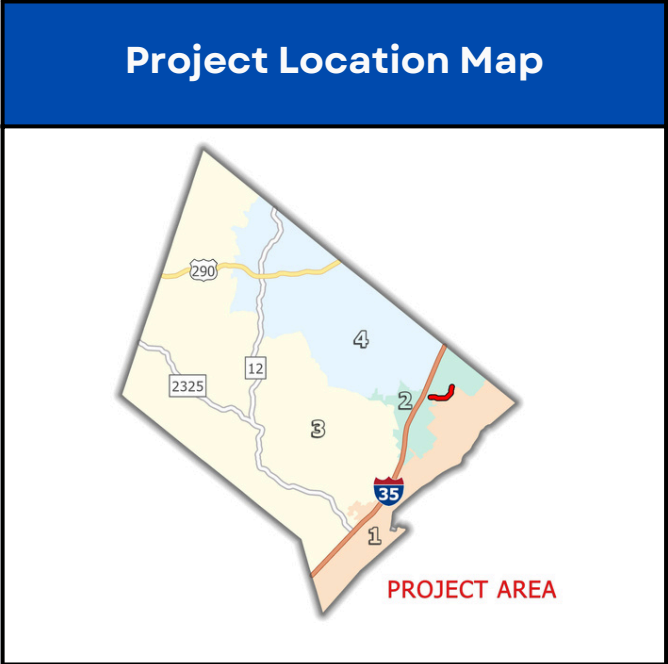
PROJECT LIMITS: PURPLE MARTIN AVENUE TO FM 2001

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 - ROUNDABOUT

PRECINCT 2

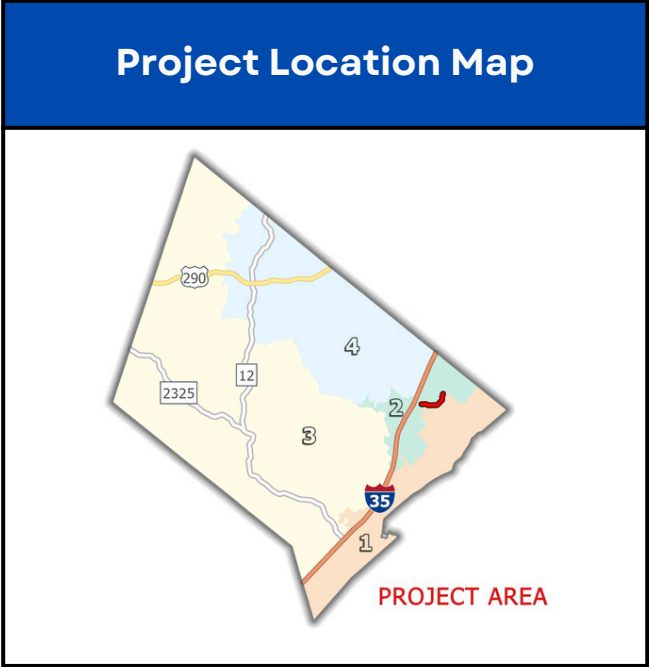
PROJECT LIMITS: WINDY HILL ROAD AT SHADOW CREEK BOULEVARD

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



WINDY HILL ROAD - ULTIMATE

PRECINCT 2

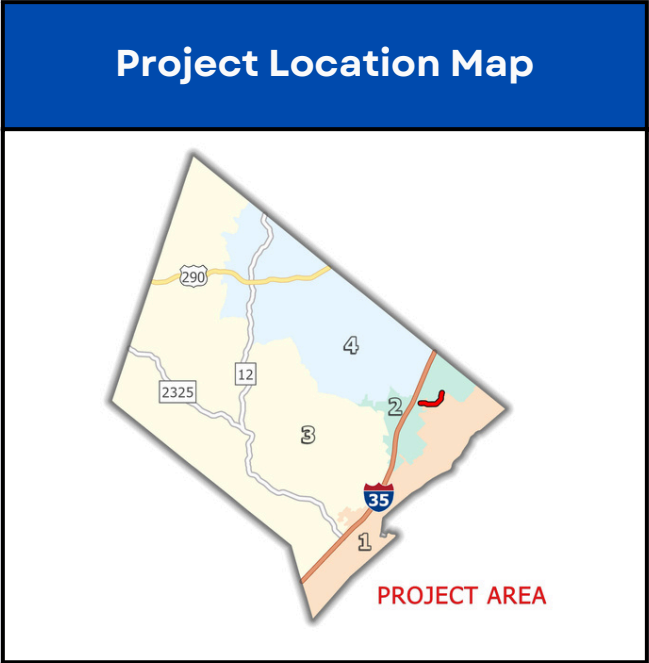
PROJECT LIMITS: PURPLE MARTIN AVENUE TO FM 2001

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



FM 2001 GAP

PRECINCT 2

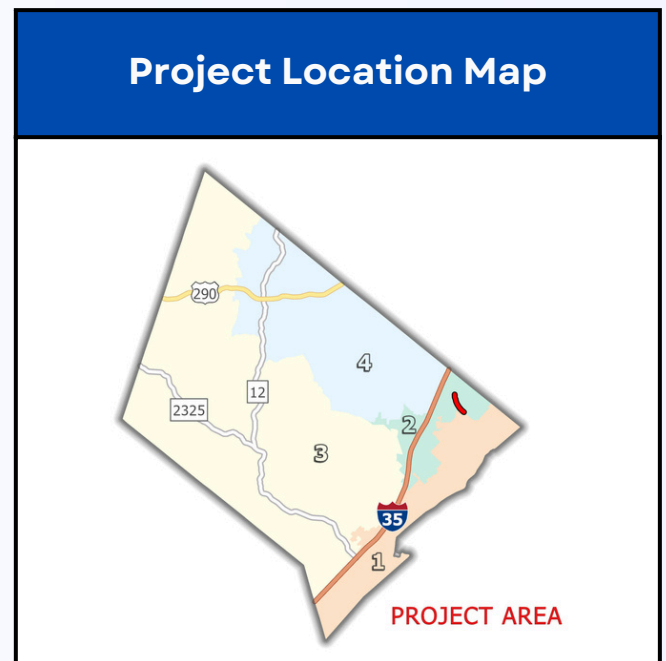
PROJECT LIMITS: FM 2001 WEST TO EXISTING FM 2001

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



HILLSIDE TERRACE

PRECINCT 2

PROJECT LIMITS: I-35 TO FM 2001

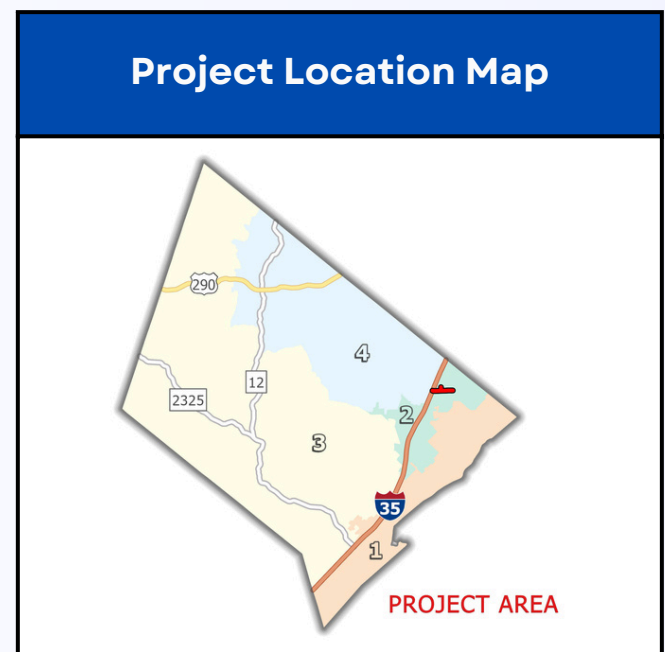
PROJECT DESCRIPTION: THIS PROJECT IS CONSTRUCTING A 2 LANE ROADWAY DIVIDED WITH CENTER TURN LANE FROM I-35 TO OLD GOFORTH ROAD, A 4 LANE ROADWAY DIVIDED WITH CENTER TURN LANE FROM OLD GOFORTH ROAD TO FM 2001, & 2 LANE DIVIDED ROADWAY WITH CENTER TURN LANE ALONG OLD GOFORTH ROAD



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



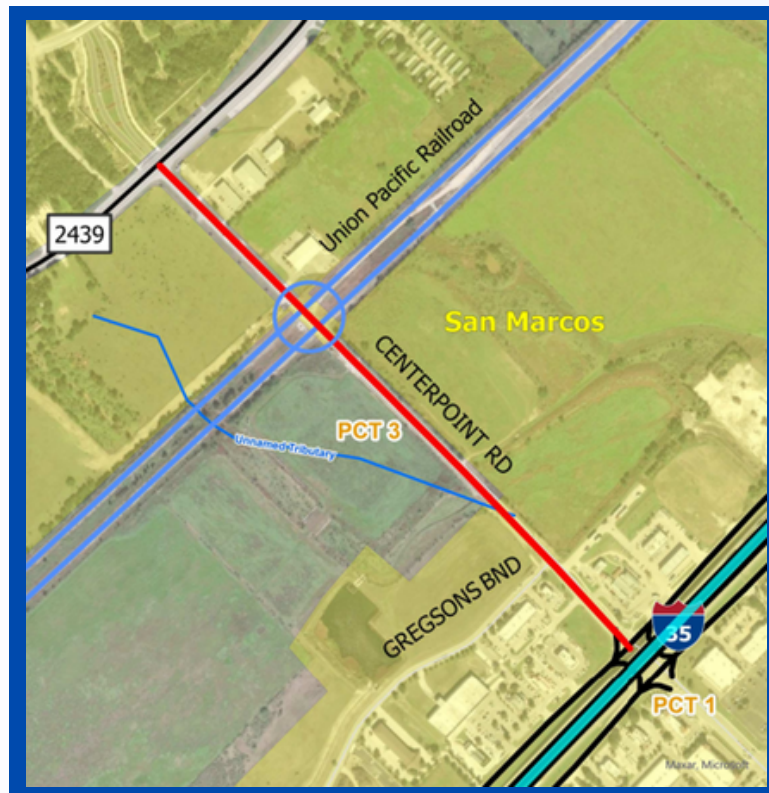
CENTERPOINT ROAD

PRECINCT 3

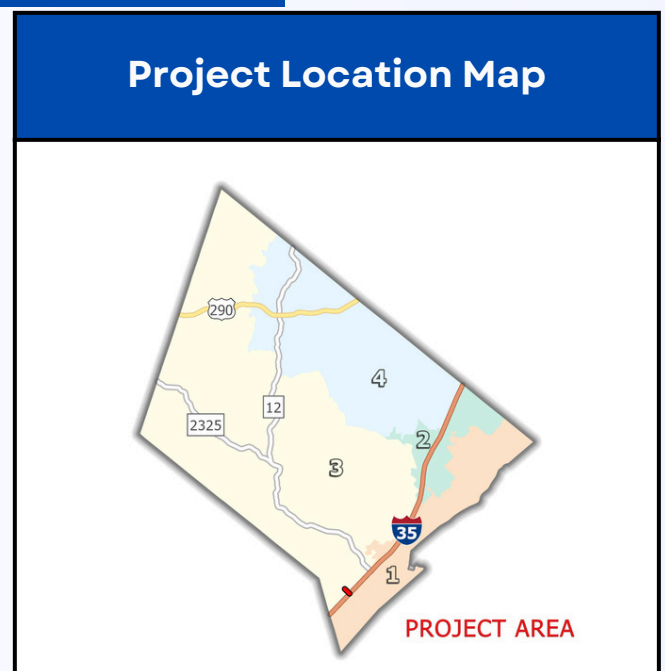
PROJECT LIMITS: I-35 TO FM 2439 / HUNTER ROAD

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



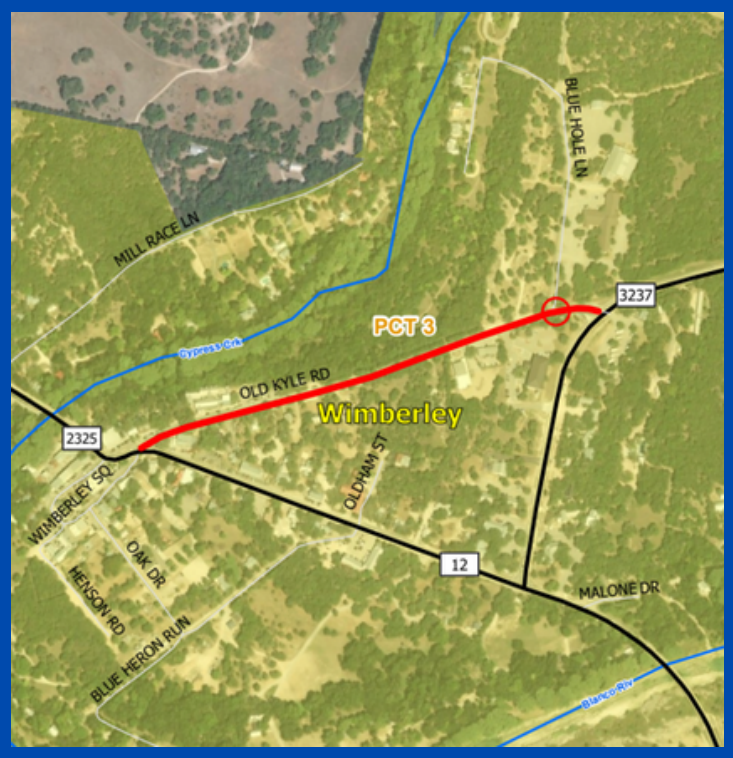
OLD KYLE ROAD

PRECINCT 3

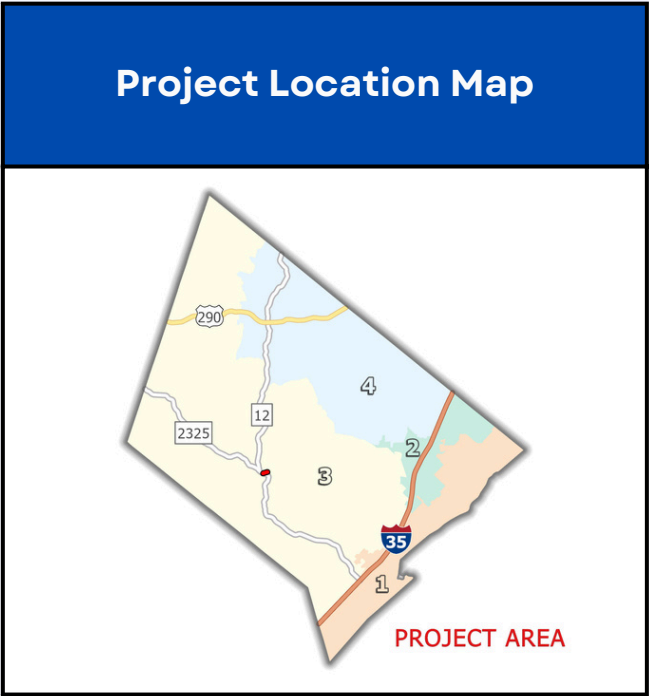
PROJECT LIMITS: RM 12 TO RM 3237

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



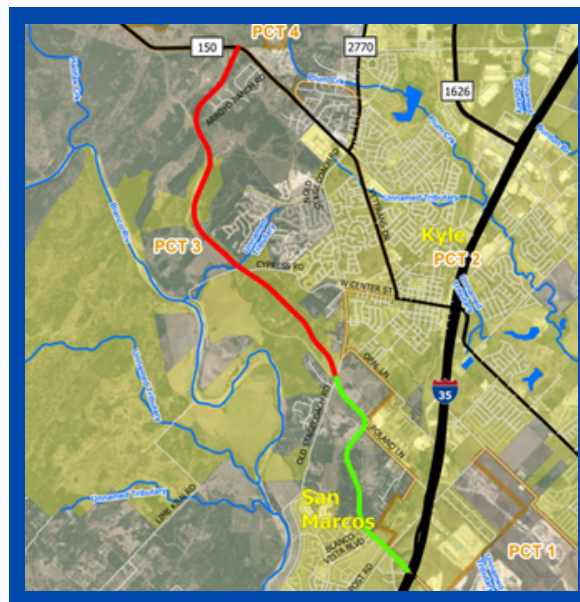
YARRINGTON ROAD (RM 150, FM 110) EXTENSION - SEGMENT 1

PRECINCT 3

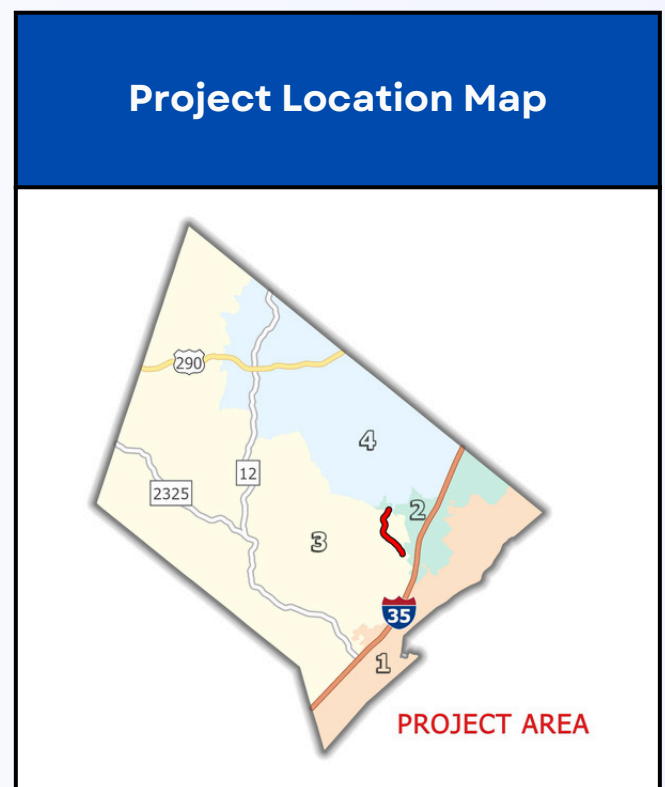
PROJECT LIMITS: WEST OF ARROYO RANCH TO OLD STAGECOACH ROAD AT RC 16

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



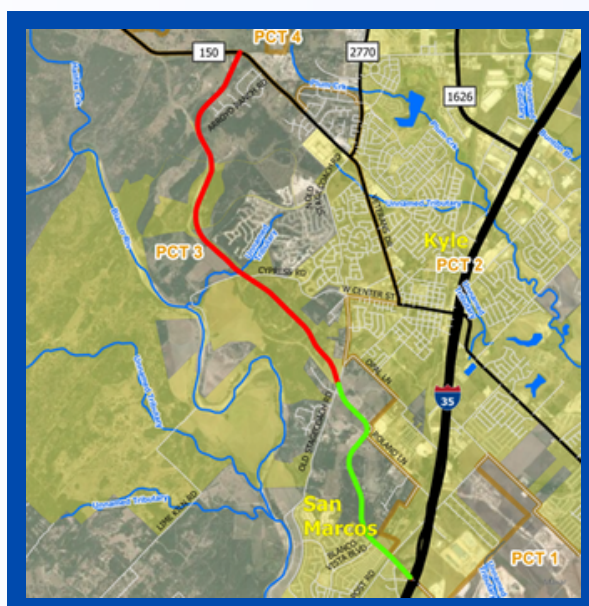
YARRINGTON ROAD (RM 150, FM 110) EXTENSION - SEGMENT 2

PRECINCT 3

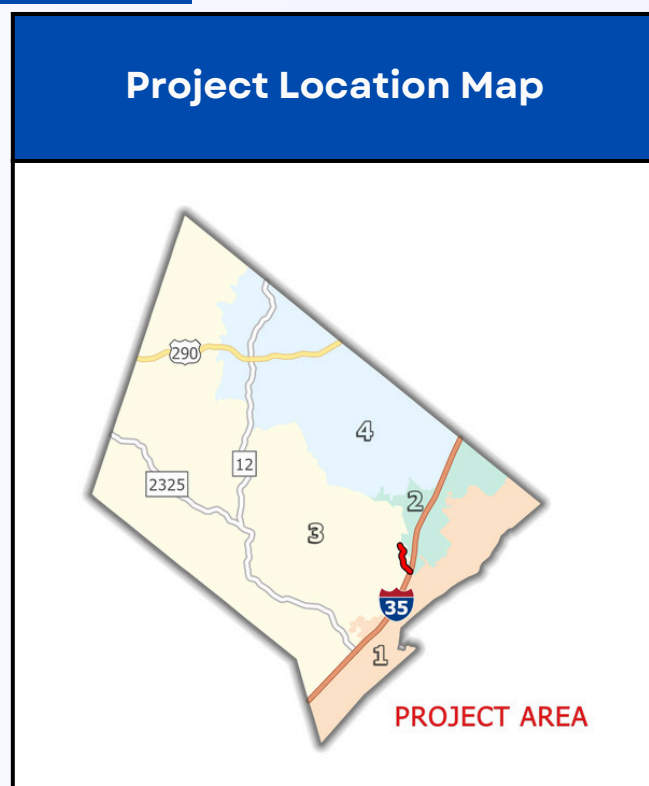
PROJECT LIMITS: I-35 TO OLD STAGECOACH ROAD

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



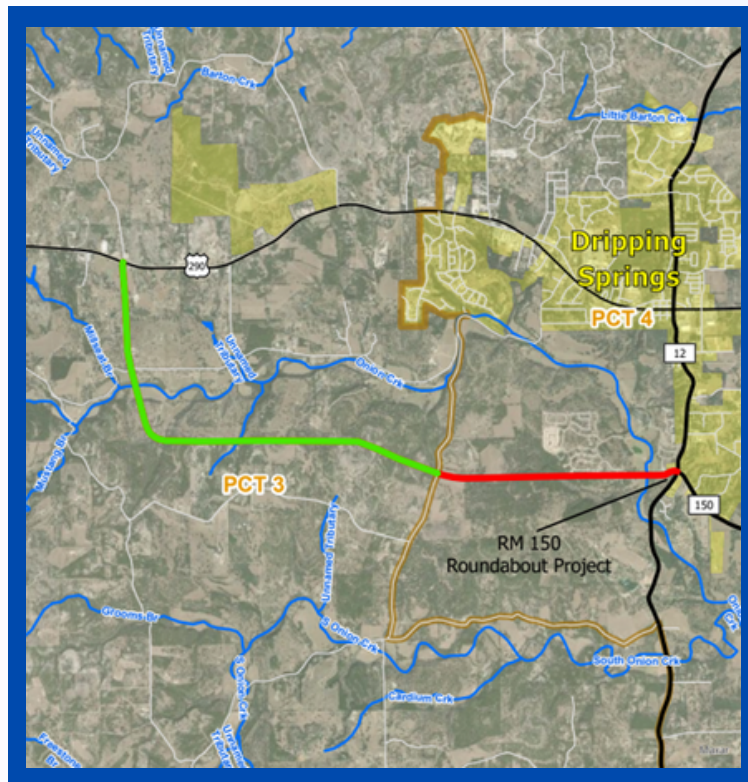
DRIPPING SPRINGS SOUTHWEST CONNECTION

PRECINCT 3

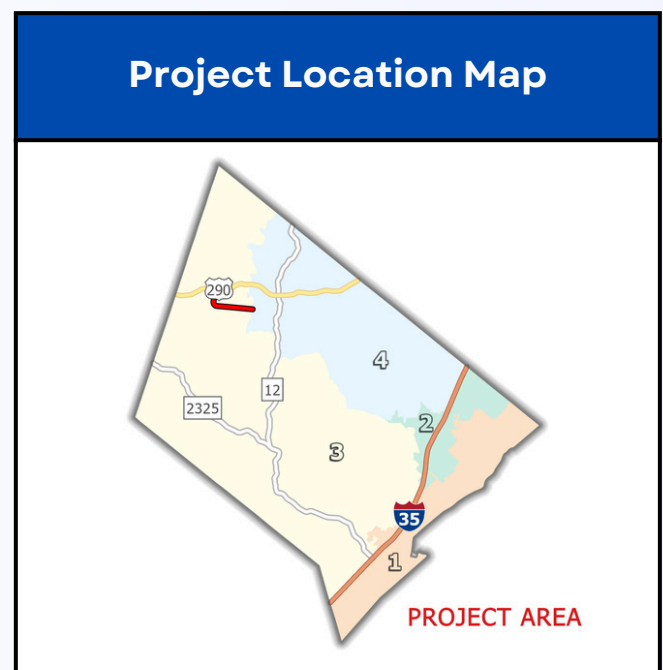
PROJECT LIMITS: US 290 TO PRECINCT 3 BOUNDARY

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



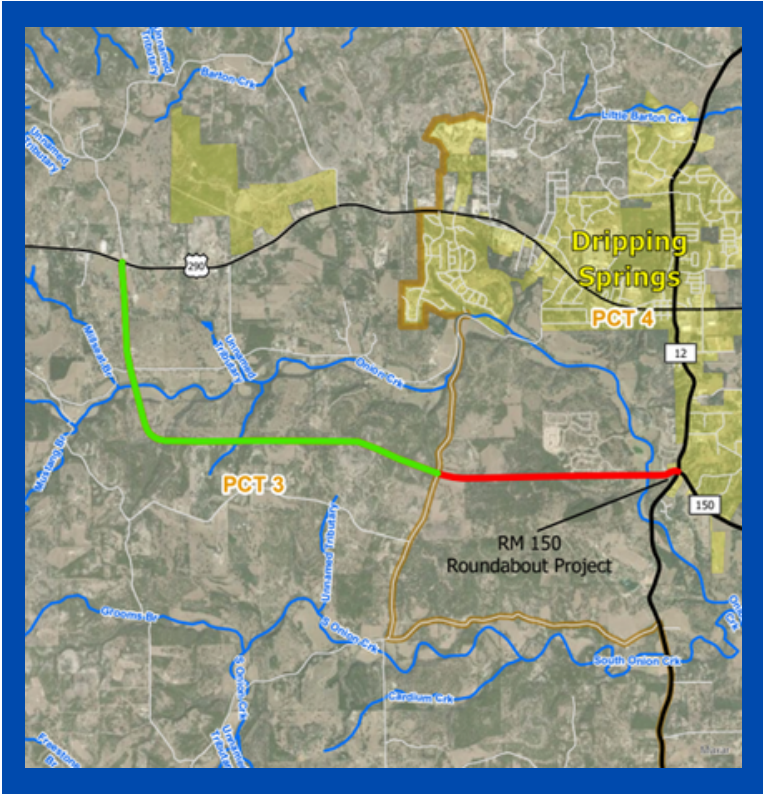
DRIPPING SPRINGS SOUTHWEST CONNECTION

PRECINCT 4

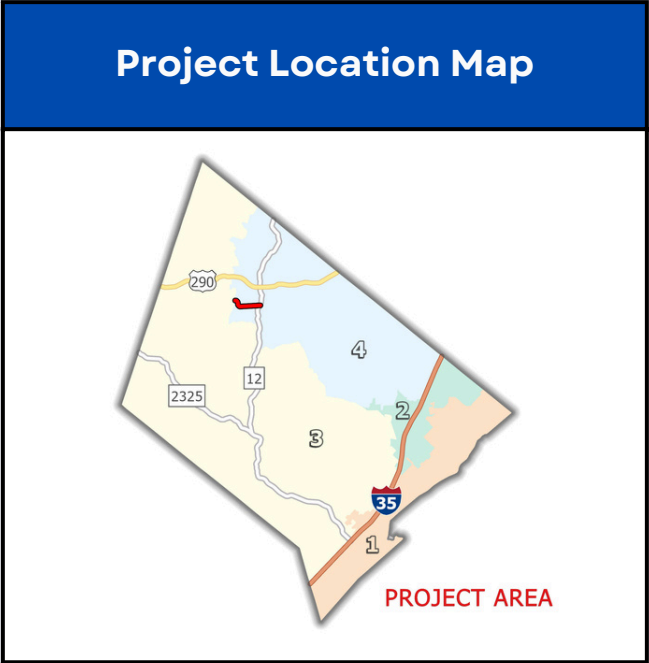
PROJECT LIMITS: **PRECINCT 4 BOUNDARY TO RM 12**

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**



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

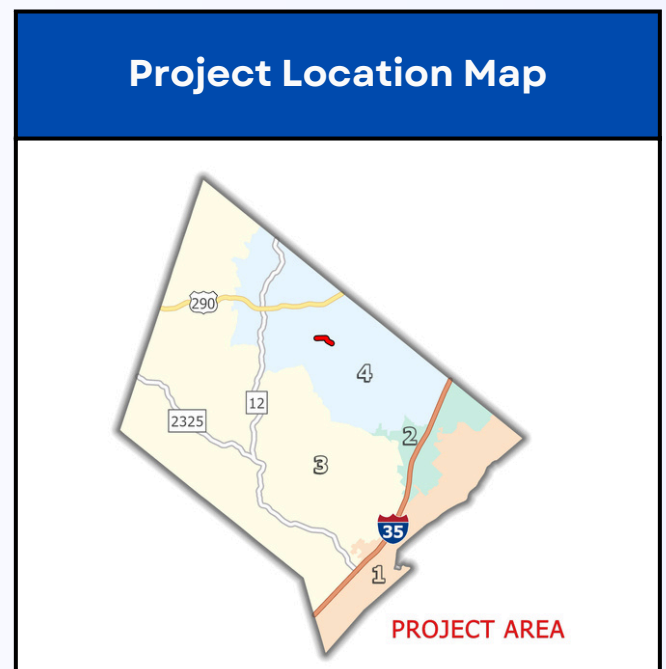
PROJECT LIMITS: SAWYER RANCH ROUNDABOUT TO RM 1826

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

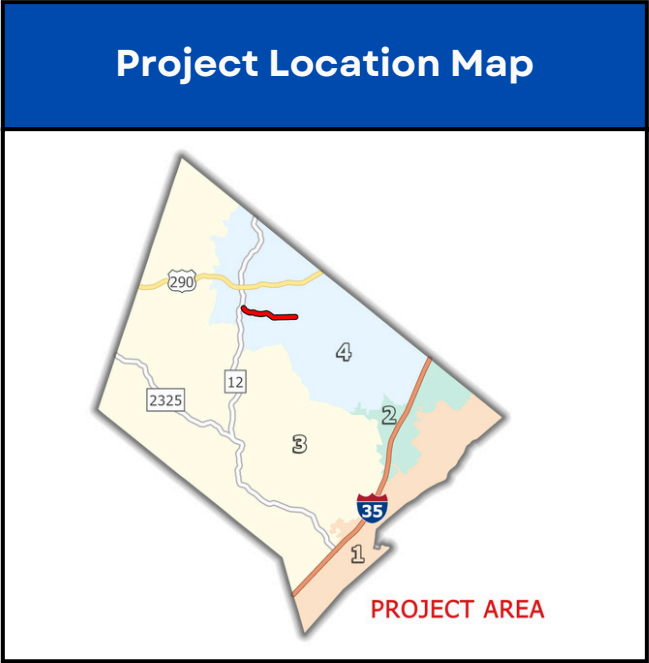
PROJECT LIMITS: RM 150 (WEST OF SPRINGWOOD ROAD) TO SAWYER RANCH ROUNDABOUT

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



RM 12 / RM 150 INTERSECTION SAFETY IMPROVEMENTS

PRECINCT 4

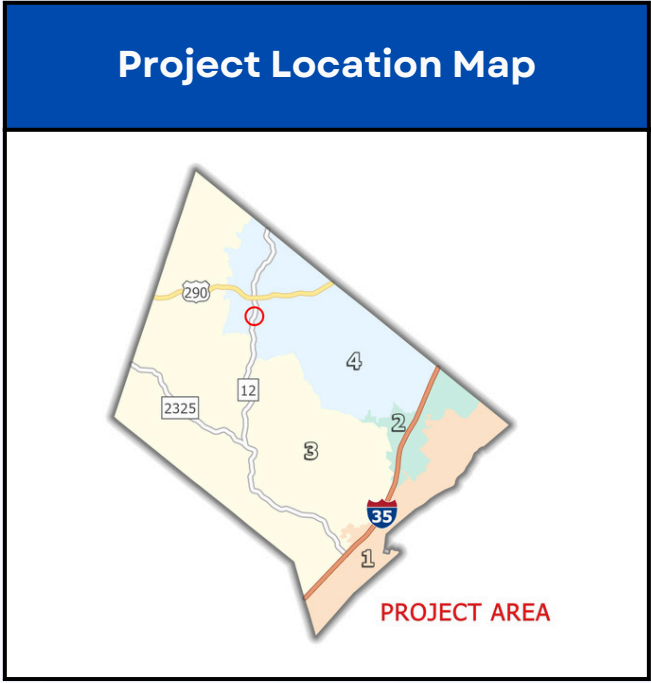
PROJECT LIMITS: RM 150 AT RM 12

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



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



FITZHUGH ROAD / CR 101

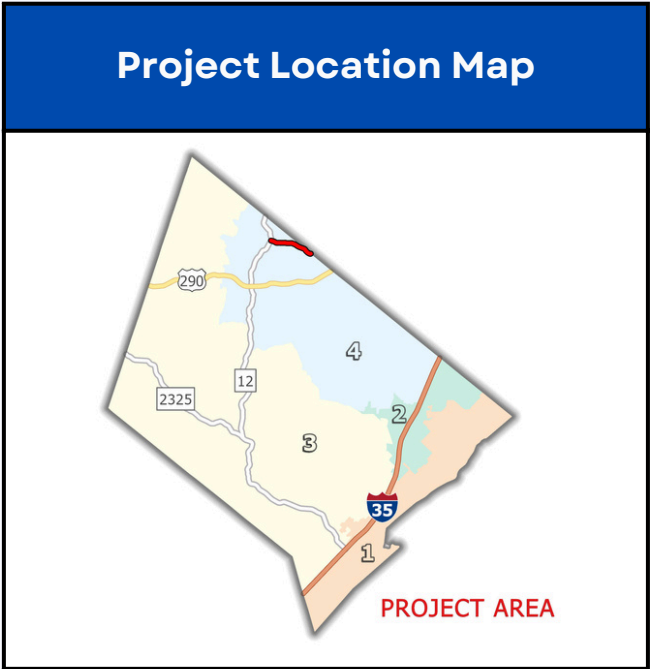
PRECINCT 4

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



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



SAWYER RANCH ROAD PEDESTRIAN WALKWAY

PRECINCT 4

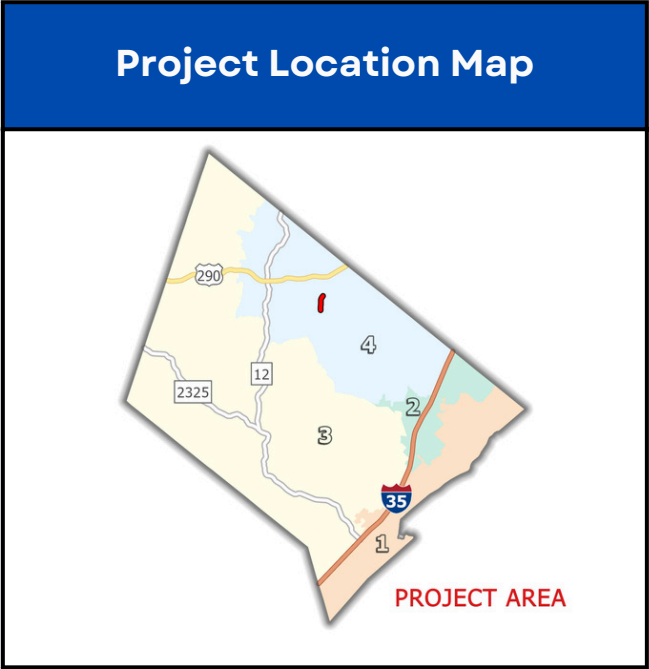
PROJECT LIMITS: MEADOW CREEK DRIVE TO SAWYER RANCH ROUNDABOUT

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



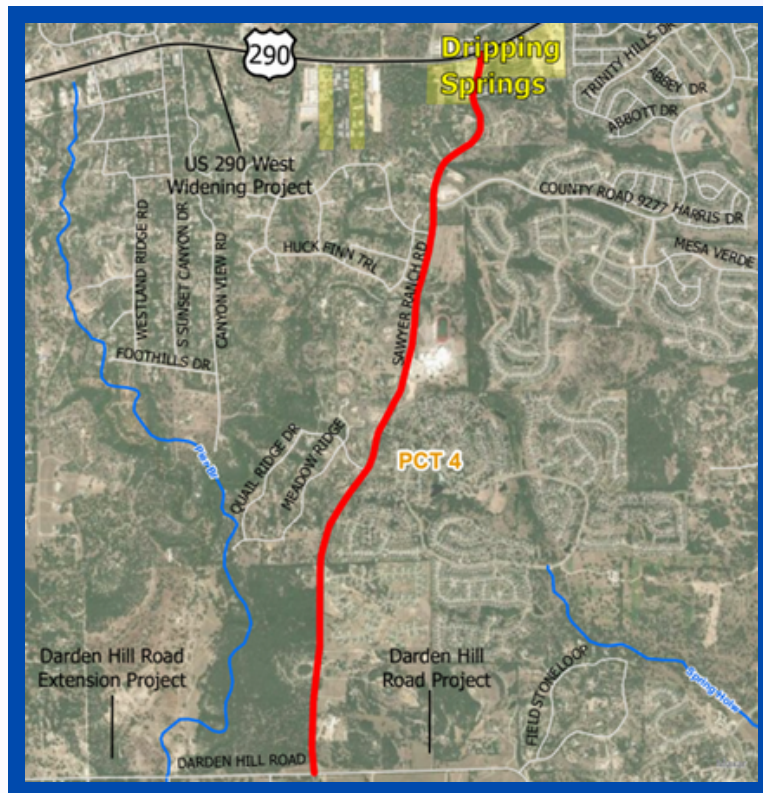
SAWYER RANCH ROAD

PRECINCT 4

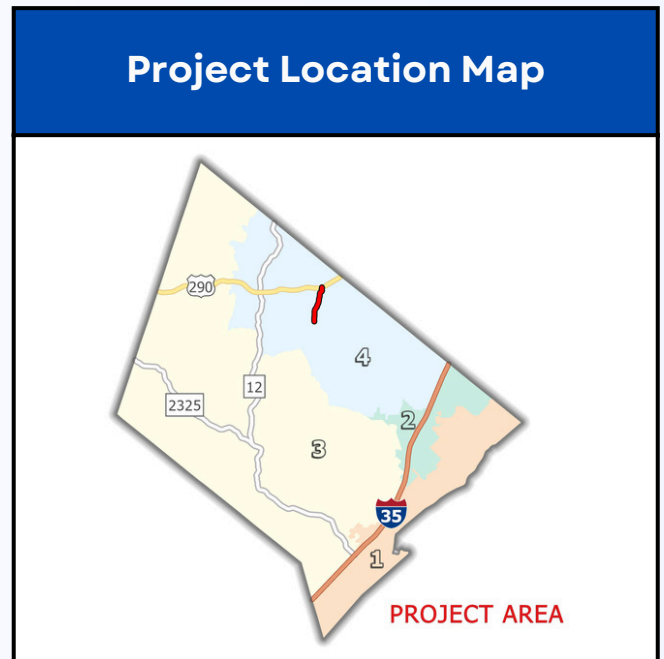
PROJECT LIMITS: US 290 TO DARDEN HILL ROAD

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

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



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

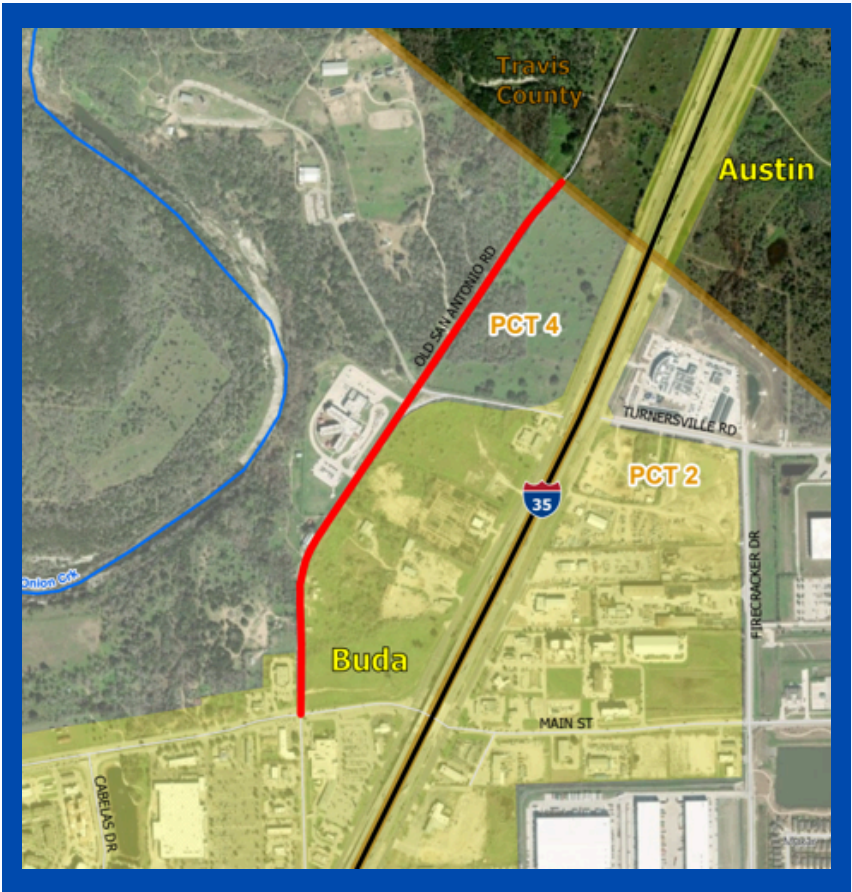


OLD SAN ANTONIO ROAD

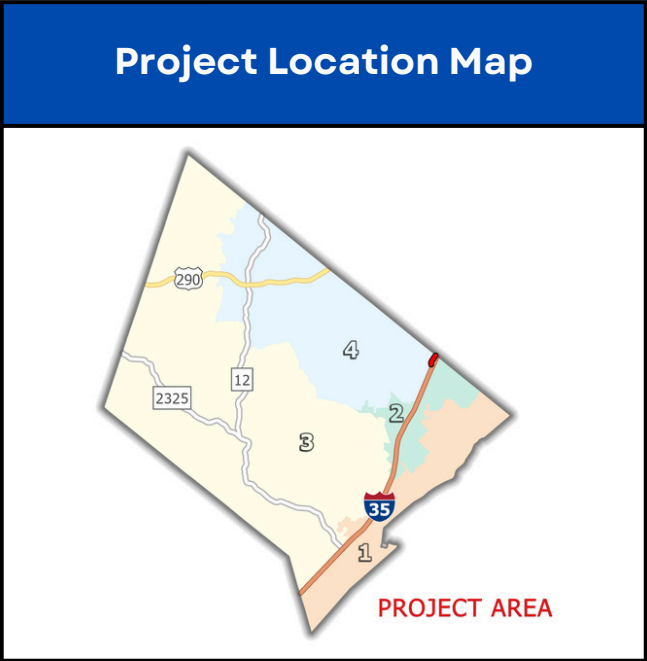
PRECINCT 4

PROJECT LIMITS: MAIN STREET TO TRAVIS COUNTY LINE

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



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.