

Preliminary List of Roadway Improvements, Safety Improvements, Bicycle/Pedestrian Improvements and Bridge/Drainage Improvements for the Proposed 2011 Bond Referendum

Roadway Improvements

\$86,982,000

Various project improvement types are identified in the preliminary Roadway Improvements project list. Improvements may include the addition of lanes to existing roadways, construction of new roadways, and the reconstruction of existing roadways. Some projects have been identified for only design and right-of-way acquisition to define the alignment for right-of-way preservation and acquisition. Funding for the construction of those projects would occur in future bond elections.

Varying levels of private and public participation have been offered for several of these projects. Projects that have committed cost share agreements before the election will be known as Tier I projects. The Citizens Bond Advisory Committee (CBAC) will identify a second level of prioritized projects known as Tier II. If a Tier I project is unable to meet the partnership requirements or fails for other reasons, the Court may reallocate those funds to a Tier II project.

Public-Private Partnerships

The Commissioners Court has adopted guidelines for Public/Private partnerships to help in the leveraging of proposed bond funded projects. If a public/private partnership agreement can not be reached, the Commissioners Court will reallocate the project's funding to another project identified by the CBAC.

WILDHORSE CONNECTOR - \$7,898,000

New 4-lane divided arterial with bike lanes and sidewalks from future Parmer Lane to FM 973. (Cost Share Commitment Received).

FM 973-BLAKE MANOR ROAD CONNECTOR - \$7,871,000

New 4-lane divided arterial with bike lanes and sidewalks from FM 973 to Blake-Manor Road. (Cost share commitments being discussed with several area developers).

BLAKE-MANOR ROAD - \$12,442,000

Upgrade existing 2-lane roadway to 4 lane arterial with bike lanes and sidewalks from future Wildhorse Connector to East Metro Park entrance. (Cost share commitments being discussed with several area developers).

WELLS BRANCH PARKWAY IMPROVEMENTS - \$7,009,000

Phase 1- Upgrade existing 2-lane roadway to 4-lane divided arterial with bike lanes and sidewalks from Immanuel Rd. to Sun Communities (No potential cost share partner).

Phase 2- New 4-lane divided arterial with bike lanes and sidewalks within Sun Communities (Road Construction agreement currently exists and project is under design).

Phase 3- New 4-lane divided arterial with bike lanes and sidewalks within Fossil Creek terminating at Cameron Road (Cost share commitment received).

WILLIAM CANNON DRIVE (Cost share commitment received) - \$8,599,000

New 4-lane divided arterial with bike lanes and sidewalks from McKinney Falls Parkway to US 183.

CAMERON ROAD (WEST OF SH 130) (Right-of-way donation commitment received) - \$13,760,000

Upgrade existing 2-lane roadway to a 4-lane divided arterial with bike lanes and sidewalks from Howard Lane to SH 130.

Public-Public Partnerships

These projects have been identified as having potential public partnerships. Portions of the projects are within other local jurisdictions thereby requiring participation of those jurisdictions to complete the projects. Projects selected for inclusion in the bond referendum must provide for a viable project section.

TUSCANY WAY SOUTH - \$3,250,000

New 4-lane arterial with bike lanes and sidewalks from US 290 E to Springdale Road. (City of Austin has committed \$1.5 million for cost participation on project).

BEE CREEK ROAD - \$7,369,000

Upgrade existing 2-lane roadway to a 4-lane divided arterial with bike lanes and sidewalks from SH 71 W to middle school. Upgrade existing 2-lane roadway to 2-lane divided arterial with bike lanes and sidewalks from middle school to Highlands Blvd. This project could include private partner funding or right-of-way dedication as well. (Cost share commitment received from Lakeway).

SLAUGHTER LANE EAST - \$6,500,000

New 2-lane arterial with bike lanes and sidewalks from Goodnight Ranch subdivision to McKinney Falls Parkway. Funding will fulfill project commitments made in the 2005 Bond Program. (City of Austin has committed \$1.5 million for cost participation on project).

WEISS LANE IMPROVEMENTS - \$6,731,000

Upgrade existing 2-lane roadway with shoulders and turn lanes from Pecan Street to Cele Road. (Potential for cost participation from City of Pflugerville, no commitment from City at this time).

ARTERIAL A - \$1,553,000

Preliminary engineering, design and right-of-way acquisition for future 4-lane divided arterial with bike lanes and sidewalks from US 290 E to Cameron Road. City of Austin has committed to seek funding for Cameron Rd to Parmer Lane segment in future bond referendum. (Potential for cost participation from City of Austin, no commitment from City at this time).

Road Reconstruction or Unaccepted Substandard Road Projects - \$4,000,000

(\$3,000,000 for reconstruction and \$1,000,000 for Unaccepted Substandard Roads)

Travis County Transportation and Natural Resources staff will assess project priorities and assign funds as needed to reconstruct failed roadways on existing accepted or unaccepted roads.

Safety Improvements

\$11,307,000

There are various types of safety improvement projects included within this category. Projects may include the widening of narrow roadways, improvements to sight distance, realigning of intersections and improvements to roadways where congestion creates potential pedestrian and traffic conflicts.

ROWE LANE - \$1,463,000

Safety improvements including paved shoulders and culvert widening from SH 130 to Martin Lane. (Potential for cost participation from City of Pflugerville, but no commitment from City at this time).

LOHMAN FORD ROAD - \$1,589,000

Re-align 3,100 feet of 2-lane roadway at Osprey Ridge Loop. (Right-of-way donations and \$200K cost share commitments received).

FLINT ROCK ROAD - \$3,715,000

New 4-lane roadway from RM 620 to Wild Cherry Drive; shoulder and safety improvements on existing 2-lane roadway from Wild Cherry Drive to Serene Hills. (City of Lakeway and private sector cost share commitment received).

AUSTIN COLONY SECONDARY ACCESS TO FM 969 - \$3,730,000

New 2-lane collector roadway with bike lanes and sidewalks from Westall Street and Sandifer Street to FM 969 @ Gilbert Lane. (No potential cost share partner).

US 290-CIRCLE DRIVE INTERSECTION IMPROVEMENTS - \$810,000

Realign Circle Drive and Spring Valley intersection at US 290 West. (TxDOT to fully fund approximately \$150K traffic signal design and installation once County realigns the intersection).

Bicycle/Pedestrian Improvements \$3,793,000

LOST CREEK SIDEWALKS (Cost Share Commitment Received) - \$500,000

Cost participation with MUD to provide sidewalks to Lost Creek Blvd and other roadways. (MUD has agreed to provide up to \$500K to match the County's funds).

HUNTERS BEND ROAD SIDEWALK - \$293,000

New sidewalk from Austin's Colony Blvd to Red Tails Drive to improve access to area schools. (No potential cost share partner).

BICYCLE SAFETY PROJECTS - \$3,000,000

TNR staff will work with bike advocacy groups to identify projects that improve bicycle safety by providing wide outer shoulders. (No potential cost share partner).

Bridge and Drainage Improvements \$9,121,000

OLD HIGHWAY 20 BRIDGE #155 - \$1,400,000

Construct a new two-lane bridge to replace existing one-lane bridge. (No potential cost share partner).

WEISS LANE BRIDGE #229 - \$730,000

Construct a new two-lane bridge to replace existing one-lane bridge. (No potential cost share partner).

OLD SAN ANTONIO ROAD/ONION CREEK BRIDGE - \$2,190,000

Construct a new two-lane bridge to relieve existing one-lane bridge. (No potential cost share partner).

MCNEIL ROAD DRAINAGE IMPROVEMENTS - \$2,770,000

Construct improvements to remove Ashton Woods Drive and McNeil Road from floodplain. (No potential cost share partner).

BIG SANDY DRIVE @ LONG HOLLOW CREEK - \$794,000

Improve existing low water crossing to an all weather crossing. (No potential cost share partner).

BEE CREEK ROAD @ BEE CREEK - \$1,237,000

Improve existing low water crossing to an all weather crossing. (No potential cost share partner).

Pass-Through Finance Projects (not included in total) \$25,907,000

In May 2011, Travis County received approval by the Texas Transportation Commission to negotiate a Minute Order for the improvements of FM 969 and FM 1626. Both projects will be financed as Pass-Through Finance Agreements. In a Pass-Through Finance Agreement, the County funds the design, right-of-way and construction of improvements to the State roadway system. The County will front the costs of completing the project and will be paid back only a portion of those costs over a period of time to be negotiated with TxDOT. The CBAC recommends funding these projects separate from the bond referendum projects.

FM 969 - \$13,987,000

Widen 2-lane and 4-lane roadway to 5-lanes with shoulders from FM 3177 (Decker Lane) to Hunters Bend Road.

FM 1626 - \$11,920,000

Widen 2-lane roadway to 5-lanes with shoulders from Brodie Lane to FM 2304 (Manchaca Road).

Note: The County anticipates being reimbursed approximately \$11M from TxDOT after these projects are completed.

Total for Roadway, Safety, Bicycle/Pedestrian and Bridge/Drainage Improvements -

\$111,203,000

NOTE: Specific terms and conditions of partnerships with private or public partners are to be negotiated if the bond referendum passes. Failure to successfully negotiate agreements within a time frame to be determined by the Court could result in the funds being allocated to other projects.

Questions?

How did these projects get selected?

A 15-member Citizens Bond Advisory Committee (CBAC) was formed by the Travis County Commissioners Court in February 2011. Over the past several months, the CBAC has been meeting with County staff to decide on the scope, size and potential projects to include in a proposed November 2011 bond election. A recommendation to the Commissioners Court will be made in late July.

What criteria were used to select road projects?

Project selection criteria were developed by staff to evaluate and prioritize projects. For roadways, criteria were based on existing and future congestion levels, location of projects in or near "Target Growth Areas" and CAMPO Centers, potential cost sharing and leveraging with the private and public sectors and project type, i.e., gap completion, connectivity, widening of existing roadway, support of existing or emerging growth.

What criteria were used to select safety projects?

For safety projects, projects are identified through various ways. Travis County Transportation and Natural Resources staff complete a High Accident Location Study every 3- years. Projects are identified through that study, analysis of accident location data and from the requests of other agencies such as TXDoT. Projects were prioritized looking mainly at the number of accidents occurring over a three year period and the severity of injuries in those accidents.

How will these projects be funded?

A potential November 2011 Bond election is anticipated, if approved by the Travis County Commissioners Court. If approved by voters, bonds will be sold to borrow money to pay for major capital projects such as roads, drainage and parks projects. The proposed bonds are general obligation bonds that will be repaid over the next twenty years from property taxes.

More Information?

Please contact Carol Joseph at 512-854-9383 or visit the CBAC website at:
http://www.co.travis.tx.us/citizens_bond_committee/default.asp