



KC ENGINEERING, INC.

705 North Hwy 281, Suite 103 • Marble Falls, Texas 78654 • Phone 830.693.5635 • Fax 830.693.9664 • www.kcengineering.com

January 23, 2018

Judge James Oakley
Burnet County Commissioners
220 S. Pierce St.
Burnet, TX 78611

Judge Oakley and Commissioners:

Transmitted herewith are the application packages for the Capital Area Metropolitan Planning Organization (CAMPO) 2019 – 2022 Program Call. KCE, as Burnet County's representative on the CAMPO Technical Advisory Committee (TAC) has submitted ten (10) projects for the program call on behalf of Burnet County.

The attachments hereto are the submittal form only. Each application also has multiple attachments to the respective application form, but those are not attached hereto because of their voluminous nature. If you would like the attachments, please let us know and we will provide them. If you prefer, we can establish a Dropbox link to all of the applications and their associated attachments in PDF format.

We appreciate the opportunity to be of service to Burnet County. If we may be of further assistance, please let us know.

Sincerely,
K.C. Engineering, Inc.

By:
Greg Haley, P.E.
President

Capital Area Metropolitan Planning Organization

2019-2022 Project Call

Roadway Project Application

WIRTZ DAM ROAD





Preliminary Submittal Summary

Application Type	Submittals	Requested Funding
Roadway	100	\$1,269,109,380.27
ITS/Operations	13	\$55,946,240.00
Transit	4	\$84,757,558.00
Active Transportation	17	\$68,753,004.00
TDM	4	\$3,802,880.00
Other	2	\$18,899,034.00
Total	140	\$1,501,268,096.27
Average Request	\$8,000,000.00	
Highest Request	Above \$120,000,000.00	
Lowest Request	Below \$100,000.00	



Call Schedule

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Date	Item
1/19/2018	Scoring and Portfolio Development
3/26/2018	Technical Advisory Committee - Information
4/1/2018	Public Comment Period Opens
4/9/2018	Transportation Policy Board - Information
4/9/2018	Public Hearing
4/23/2018	Technical Advisory Committee - Recommendation
4/30/2018	Public Comment Period Closes
5/7/2018	Transportation Policy Board - Approval
6/5/2018	Project Call Sponsor Workshop (Awarded Sponsors)

Sponsor Information

Sponsor Information

Sponsor: Burnet County
Address: 220 South Pierce Street
City: Burnet
State: Texas
Zip Code: 78611
Phone: 512-756-5420
Website: www.burnetcountytexas.org

Contact Information

Name: Greg Haley, P.E.
Position: TAC Member
Address: 705 N. Hwy 281, Suite 103
City: Marble Falls
State: Texas
Zip Code: 78654
Phone: 830-693-5635
Email: gregh@kcengineering.com

Co-Sponsor

Does this project have a co-sponsor?

No

Project Information

General Information

County: Burnet County
Municipality: N/A
Roadway: Wirtz Dam Road
Limits (From): RM 1431
Limits (To): RM 2147

Purpose and Need

This project is needed to create another crossing of the Colorado River. Currently, motorists traveling from Granite Shoals to Horseshoe Bay (and vice versa), must travel a circuitous route along US 281 through Marble Falls. This project will provide a tremendous benefit to emergency services personnel that must also travel the same lengthy route during emergencies by substantially reducing response times. It will provide a significant economic impact to those living in Granite Shoals and surrounding areas that must travel this route to work in Horseshoe Bay by reducing the vehicle-miles traveled. This project will also reduce the Average Daily Traffic (ADT) along US 281 through Marble Falls by approximately 3,500 vpd (see attachments).

Project Scope

Preliminary engineering, surveying, environmental, geotechnical services and complete Plans, Specifications and Estimates (PS&E) required for the project to go to letting.

Project Cost

Preliminary Engineering: \$2,981,250.00

Right-of-Way:

Construction:

Construction Engineering:

Indirect:

Contingencies:

Total Project Cost: \$2,981,250.00

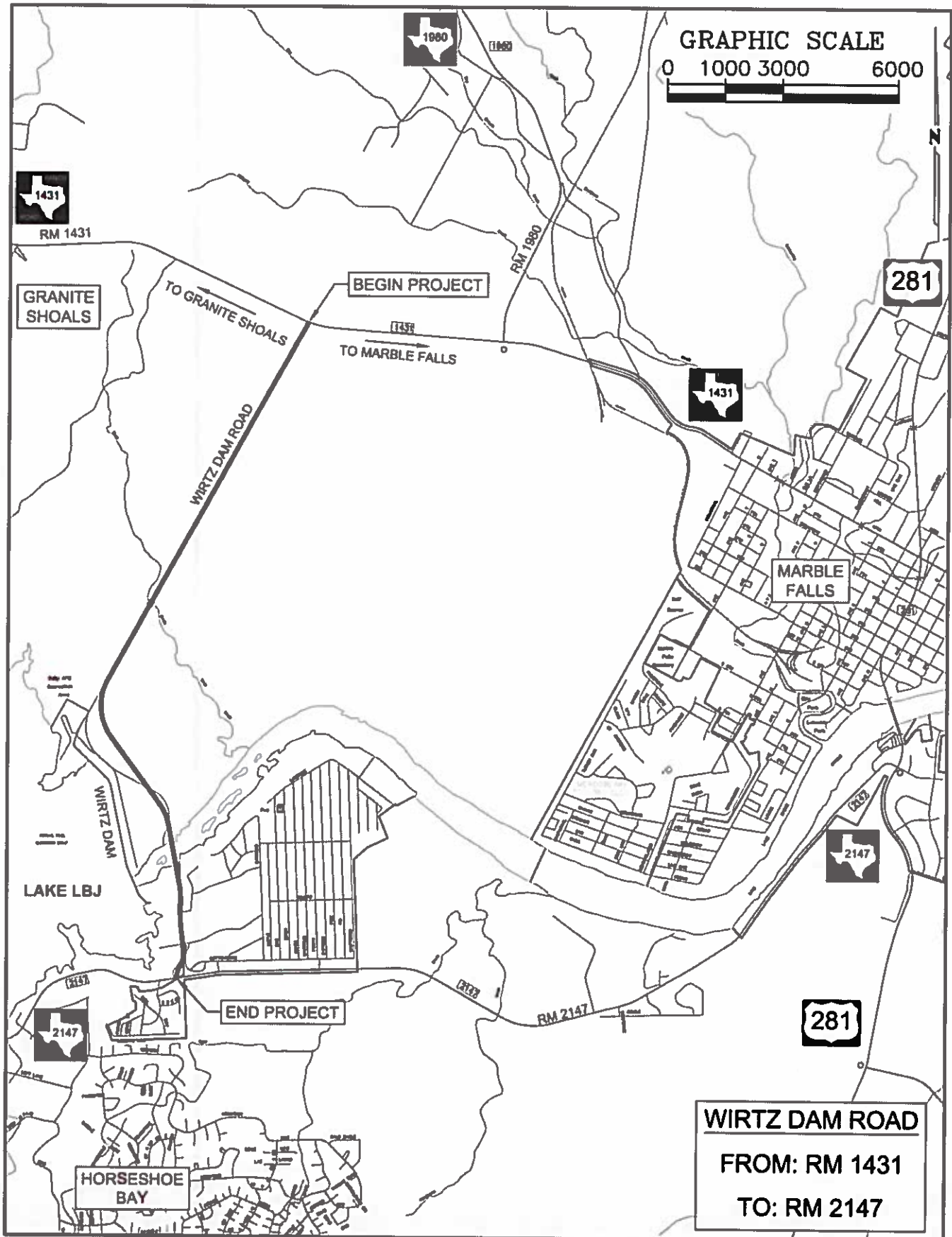
Funding Request

Fiscal Year 2019

Phase: Preliminary Engineering

Funding Amount: \$2,981,250.00

Project Location



Project Development and Readiness

Please respond to each readiness question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Preliminary Engineering and Design

Has the project undergone preliminary engineering and design?

Yes

This project has undergone preliminary engineering to the extent that a conceptual alignment, bridge layout, and typical sections have been prepared. There have been two preliminary studies previously: one by the Lower Colorado River Authority (2001) and one performed by a consultant to TxDOT (2005). Both studies are lengthy and are available on request.

Public Involvement

Has this project undergone public involvement?

Yes

This project has undergone public involvement through a Community Outreach Program sponsored by CAMPO. One meeting was held October 26, 2016 at the Quail Point Community Center in Horseshoe Bay and another was held November 3, 2016 at the Lakeside Pavilion in Marble Falls. Additional Community Outreach was performed by the CAMPO staff at various functions and activities in the Marble Falls and surrounding areas, such as at athletic events, community meetings, etc., and on social media. The Community Outreach Program was so successful, it will likely be used for future projects in the CAMPO region.

Right-of-Way Acquisition

Does this project require the acquisition of right-of-way?

Yes

The major landowner is the Lower Colorado River Authority (LCRA) and the LCRA supports the project and will donate its right-of-way. CAMPO has a letter dated February 8, 2017 from the LCRA that commits to donating the required right of way.

Utility Relocation

Does this project require utility relocation?

Yes

The Pedernales Electric Co-Op (PEC) will be required to located certain overhead facilities. However, the PEC has stated that it has the replacement of those aged, outdated facilities in its strategic plan and it will fund the relocations.

Environmental Compliance

Has this project undergone the environmental process?

No

Financial Requirements

Has funding been identified and secured for the local match requirements?

Yes

TxDOT has provided a letter of support for the project. The LCRA submitted a letter to CAMPO dated February 8, 2017 that alludes to its "financial partnership" with Burnet County, CAMPO and TxDOT and that the donation of the required right of way across LCRA property will be an in-kind contribution and a significant component of the local financial commitment. In lieu of this support, Burnet County is submitted its application for Transportation Development Credits for its local match requirements.

Coordination and Agreements

Does this project have the support and concurrence of all stakeholders involved?

Yes

CAMPO performed a Community Outreach Program and determined that there is widespread public support for this project.

Additional Information

Is there additional information regarding project development and readiness?

Yes

A conceptual alignment, typical sections and bridge layout have been prepared.

This project will provide for the National Environmental Projection Act (NEPA) environmental compliance and it will be performed in conjunction with the engineering design. A preliminary study performed in 2005 did not anticipate environmental considerations to be an issue. No Threatened and Endangered Species were identified based upon a review of State and Federal databases.

Once this project (PS&E) is completed, construction funds can be committed at that time and the utilization of those funds will begin almost immediately.

This project is ready to begin immediately upon authorization and is expected to be complete within two (2) years of authorization.

Planning Factors

Please respond to each performance measure question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Planning

Has the project undergone a comprehensive planning process?

Yes

Has the project been identified as a priority in a local or regional transportation plan?

Yes

The project is listed in the CAMPO 2040 Regional Transportation Plan, the Burnet County Comprehensive Transportation Plan and is listed as a Burnet County Candidate Project on the CAMPO/CARTPO candidate project list. This project appeared originally in the 1974 Burnet County Transportation Plan.

System Preservation

Does this project include work that will help preserve the existing transportation system?

Yes

This project preserves the existing transportation system in that it removes traffic from segments of RM 1431, RM 2147, and US 281, thereby extending their respective service lives.

Modification

Does this project include modifications that improve existing facility operations?

Yes

By removing existing traffic from the the existing facilities along segments of RM 1431, RM 2147 and US 281, it improves operations by reducing traffic congestion along those segments of highway.

Congestion and Mobility

Does the project remove a system bottleneck, increase throughput, or reduce emissions?

Yes

This project will help alleviate a bottleneck on RM 1431 and US 281 in Marble Falls, thereby increasing the throughput of existing traffic on those roadways. Reducing the travel times of vehicles traveling from Granite Shoals to Horseshoe Bay (and vice versa) will reduce emissions since it reduces the overall travel time between destinations and by reducing vehicle idling time while at signalized intersections in Marble Falls. The 2005 study predicts this project will remove approximately 3,540 vpd from US 281 through Marble Falls, thereby increasing its throughput.

Does the project fill a gap, remove a barrier or enhance network connectivity?

Yes

This project fills a gap between RM 1431 near Granite Shoals and RM 2147 near Cottonwood Shores and Horseshoe Bay. It will remove the barrier that is considered the Colorado River, thereby enhancing network connectivity.

Does the project create transportation network redundancy?

Yes

This project creates a redundant crossing of the Colorado River, that will parallel US 281 through Marble Falls.

Safety

Does this project address a severe crash rate higher than the CAMPO regional average?

No

Does this project address additional safety issues?

Yes

This project indirectly addresses safety issues on RM 1431, US 281 and RM 2147 by reducing traffic on each facility. Reducing traffic volumes on a facility reduces the risk of accidents and improves safety. This project will be designed to current engineering design standards and will provide additional safety for bicycles. Currently, bicycle facilities are not provided for directly on RM 1431, US 281, and RM 2147. This facility will be designed with paved safety shoulders that will function as bicycle routes.

Regional Impact

Is this project located on an existing or proposed regionally significant facility?

No

Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?

No

Social and Environmental Impacts

Does this project serve traditionally under-served populations?

Yes

This project serves the traditionally under-served population area indicated on CAMPO Map 35 "EJ Areas with 2040 Road Types".

Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?

Yes

This project will avoid impacts to environmental or cultural resources. Previous preliminary reports state that there are no known environmental or cultural resources along the project route.

Multimodal Elements

Does this project provide accommodations identified in the RATP or a local transportation plan?

Yes

This project is listed on Burnet County's Comprehensive Transportation Plan. There are presently no multimodal accommodations along this route. This project, by virtue of its 10' paved safety shoulders, will provide multimodal elements in that it will include a route for bicycles.

Does this project include transit elements or service routes?

No

Economic Development

Does this project support local, regional, or state economic development plans and strategies? **Yes**

This project supports local economic development by providing a more direct access for businesses, particularly those in Granite Shoals, Cottonwood Shores and Horseshoe Bay.

Funding

Is this project's local cost share overmatched? **No**

Planning Factors Score

Performance Measure	Value
Has the project been identified as a priority in a local or regional transportation plan?	10
Does this project include work that will help preserve the existing transportation system?	5
Does this project include modifications that improve existing facility operations?	5
Does the project remove a system bottleneck, increase throughput, or reduce emissions?	10
Does the project fill a gap, remove a barrier or enhance network connectivity?	5
Does the project create transportation network redundancy?	5
Does this project address a severe crash rate higher than the CAMPO regional average?	0
Does this project address additional safety issues?	5
Is this project located on an existing or proposed regionally significant facility?	0
Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?	0
Does this project serve traditionally under-served populations?	5
Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?	5
Does this project provide accommodations identified in the RATP or a local transportation plan?	5
Does this project include transit elements or service routes?	0
Does this project support local, regional, or state economic development plans and strategies?	5
Is this project's local cost share overmatched?	0
Planning Factor Score:*	65

*The planning factor score above is subject to change following evaluation of the responses and verification of the required supporting materials.

Cost-Benefit Analysis: Safety

Please fill out the fields below if it is not pre-filled from the information above. For Crash Rates, HSIP work codes, descriptions, and CFE/Service Life scores please refer to the Crash Rate Table and HSIP List from the CAMPO Safety Analysis-Work Codes and Crash Rates Spreadsheet.

Safety Information

County: Burnet County

Area: Rural

Functional Class: Minor Arterial/Major Collector

Crash Rate: 0.0010

HSIP Work Code: 209

Description: Safety Treat Fixed Objects, Widen Bridge, Provide Additional Paved Surface Width

CFE/Service Life: 13.8

Project Cost: \$2,981,250.00

Capital Area Metropolitan Planning Organization

Transportation Development Credit Application



Sponsor Information

Sponsor Information

Sponsor: Burnet County
Address: 220 South Pierce Street
City: Burnet
State: Texas
Zip Code: 78611
Phone: 512-756-5420
Website: www.burnetcountytexas.org

Contact Information

Name: Greg Haley, P.E.
Position: TAC Member
Address: 705 N. Hwy 281, Suite 103
City: Marble Falls
State: Texas
Zip Code: 78654
Phone: 830-693-5635
Email: gregh@kcengineering.com

Co-Sponsor

Does this project have a co-sponsor?

No

Primary Project Information

The primary project is the project in which the Transportation Development Credits will be applied should they be awarded. The project sponsor must be a direct recipient or sub-recipient of the funding from the U.S. Department of Transportation and is responsible for having provided the match for the funding.

General Information

County: Burnet County
Municipality: N/A
Project Name: Wirtz Dam Road
Limits (From): RM 1431
Limits (To): RM 2147

Purpose and Need

This project is needed to create another crossing of the Colorado River. Currently, motorists traveling from Granite Shoals to Horseshoe Bay (and vice versa), must travel a circuitous route along US 281 through Marble Falls. This project will provide a tremendous benefit to emergency services personnel that must also travel the same lengthy route during emergencies by substantially reducing response times. It will provide a significant economic impact to those living in Granite Shoals and surrounding areas that must travel this route to work in Horseshoe Bay by reducing the vehicle-miles traveled. This project will also reduce the Average Daily Traffic (ADT) along US 281 through Marble Falls, thereby significantly reducing congestion.

Project Scope

Preliminary engineering, surveying, environmental, geotechnical services and complete Plans, Specifications and Estimates (PS&E) required for the project to go to letting.

Project Cost

Preliminary Engineering: \$2,981,250.00

Right-of-Way:

Construction:

Construction Engineering:

Indirect:

Contingencies:

Total Project Cost: \$2,981,250.00

Funding

Federal Agency: Federal Highway Administration

Funding Source: CAMPO

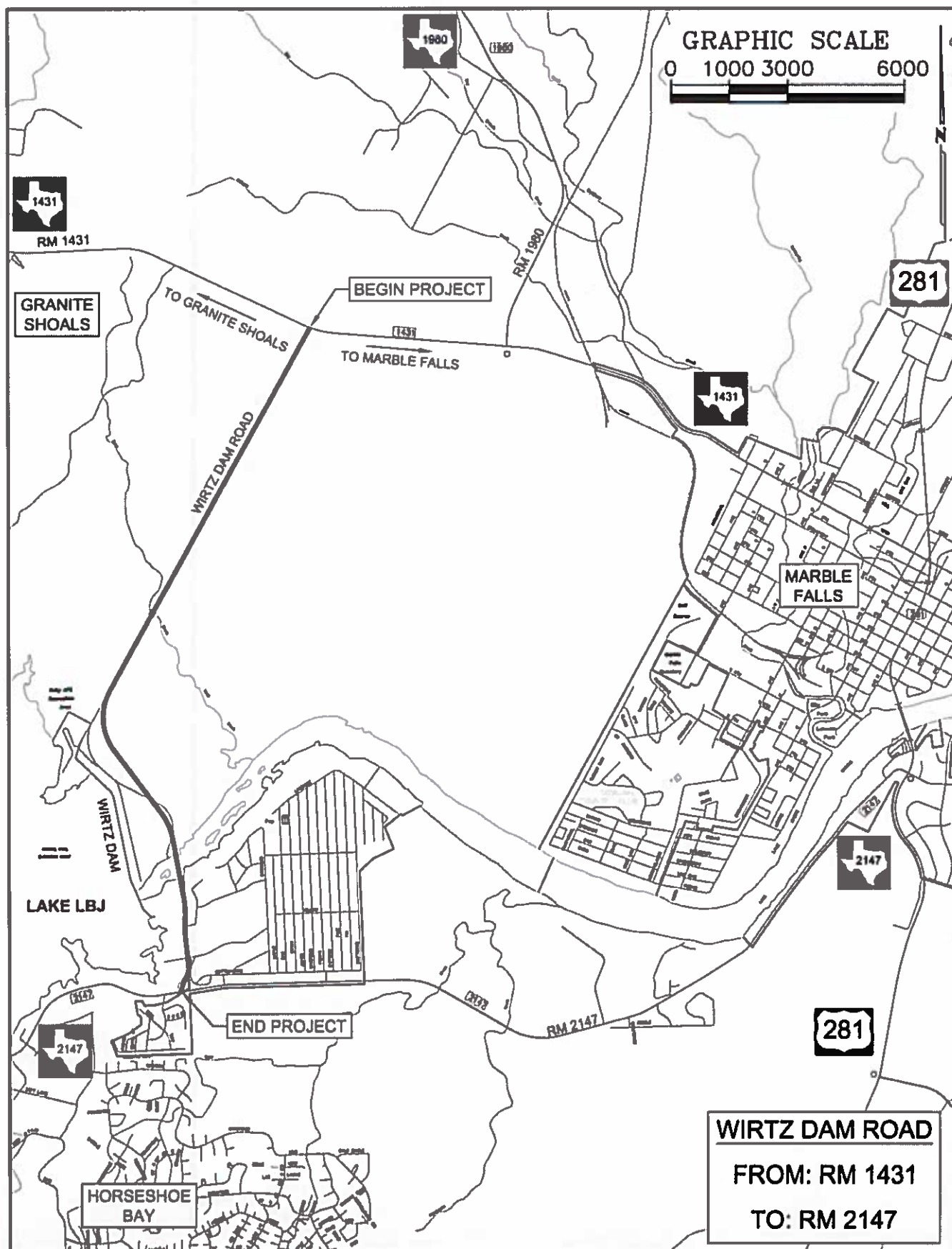
Funding Amount: \$2,981,250.00

Local Match: \$596,250.00

Fiscal Year 2019

Phase: Preliminary Engineering

Project Location



Transportation Development Credit Policy

Policy Goals

Burnet County is very committed to this project, but because of the matching funds requirement, it cannot fund other much needed road projects. TDCs will increase the availability of local funds that otherwise would be used as the non-federal share so that priority Burnet County projects may be implemented without federal funds. This approach will create a flexible funding alternative that will preserve local funding for other projects that would otherwise be ineligible for federal funding and compliance would impact their development.

Eligibility

This project is identified in the CAMPO 2040 Plan. It is regionally significant in that it will provide a redundant facility to US 281 through Marble Falls. This project will provide operational improvements by creating an alternate route from Granite Shoals to Horseshoe Bay (and vice versa) that will reduce congestion on US 281 through Marble Falls. A 2005 study estimated that this project will remove 3,540 vpd from US 281 through Marble Falls.

Financial Need

TDCs are requested so that Burnet County can direct what would normally be its 20% cost match to other significant roadway projects throughout the county.

Implementation

The primary project would commence immediately upon funding award (2019) and authorization to proceed.

Secondary Project Information

The secondary project is the designated recipient of the redirected local match funding currently dedicated to the federally-funded primary project. The secondary project must meet the same policy requirements as the primary project.

General Information

County: Burnet County
Municipality: N/A
Project Name: 2017-2018 County Road Program
Limits (From): Various in Burnet County
Limits (To): Various in Burnet County

Purpose and Need

Burnet County is committed to the primary project, but because of the matching funds requirement, it cannot fund other much need roadway projects. There are other significant roadways in urgent need of upgrading to better serve the traveling public. This approach will create a flexible funding alternative for other roadway projects that would otherwise be ineligible for federal funding and compliance would impact their development. TDCs will be applied to the construction phase of this project.

Project Scope

The projects proposed will substantially reconstruct and/or rehabilitate existing significant roadways - some that are geometrically substandard and all that are demonstrating excessive structural pavement distress, creating potential safety hazards for the traveling public. The projects will be constructed to more current engineering design standards. Reconstruction and/or rehabilitation of these roadways will improve safety and substantially extend their expected service lives, furthering the time until additional funding will be required.

Project Cost

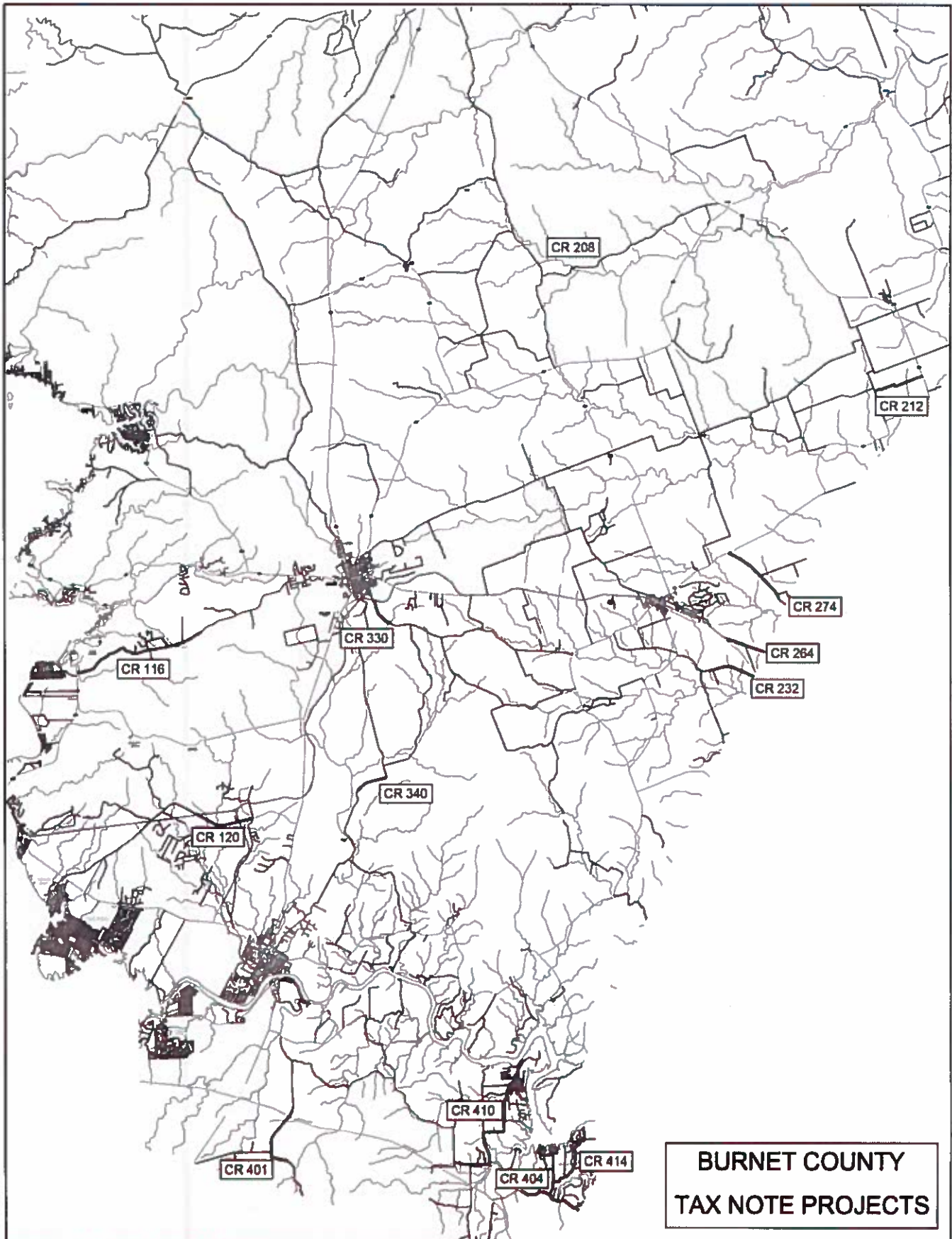
Preliminary Engineering: \$500,000.00
Right-of-Way:
Construction: \$5,237,206.00
Construction Engineering:
Indirect:
Contingencies:

Total Project Cost: \$5,737,206.00

Funding

Funding Source:	Tax Notes
Current Funding:	\$5,737,206.00
Fiscal Year	2019
Phase:	Construction

Secondary Project Location



Transportation Development Credit Policy

Policy Goals

Increase the availability of local funds that otherwise would be used as the non-federal share so that other priority roadway projects may be implemented without federal funding and compliance would impact their development. This project will advance other significant roadway projects by creating a flexible funding alternative for other roadway projects that would otherwise be ineligible for federal funding and compliance would impact their development.

Eligibility

This project will address significant safety issues on other roadways. The current substandard geometry and construction creates potential safety hazards.

Financial Need

TDCs are requested so that Burnet County can direct what would normally be its 20% cost match to other significant roadway projects throughout Burnet County.

Implementation

It is anticipated that approximately one-half of the proposed projects will be constructed in 2018 and 2019.

Capital Area Metropolitan Planning Organization

2019-2022 Project Call

Roadway Project Application

WIRTZ DAM ROAD



Sponsor Information

Sponsor Information

Sponsor: Burnet County
Address: 220 South Pierce Street
City: Burnet
State: Texas
Zip Code: 78611
Phone: 512-756-5420
Website: www.burnetcountytexas.org

Contact Information

Name: Greg Haley, P.E.
Position: TAC Member
Address: 705 N. Hwy 281, Suite 103
City: Marble Falls
State: Texas
Zip Code: 78654
Phone: 830-693-5635
Email: gregh@kcengineering.com

Co-Sponsor

Does this project have a co-sponsor?

No

Project Information

General Information

County: Burnet County
Municipality: N/A
Roadway: Wirtz Dam Road
Limits (From): RM 1431
Limits (To): RM 2147

Purpose and Need

This project is needed to create another crossing of the Colorado River. Currently, motorists traveling from Granite Shoals to Horseshoe Bay (and vice versa), must travel a circuitous route along US 281 through Marble Falls. This project will provide a tremendous benefit to emergency services personnel that must also travel the same lengthy route during emergencies by substantially reducing response times. It will provide a significant economic impact to those living in Granite Shoals and surrounding areas that must travel this route to work in Horseshoe Bay by reducing the vehicle-miles traveled. This project will also reduce the Average Daily Traffic (ADT) along US 281 through Marble Falls by approximately 3,500 vpd (see attachments).

Project Scope

Construction and construction engineering for a roadway across the Colorado River between RM 1431 and RM 2147.

Project Cost

Preliminary Engineering:

Right-of-Way:

Construction: \$18,018,750.00

Construction Engineering: \$1,518,750.00

Indirect:

Contingencies:

Total Project Cost: \$19,537,500.00

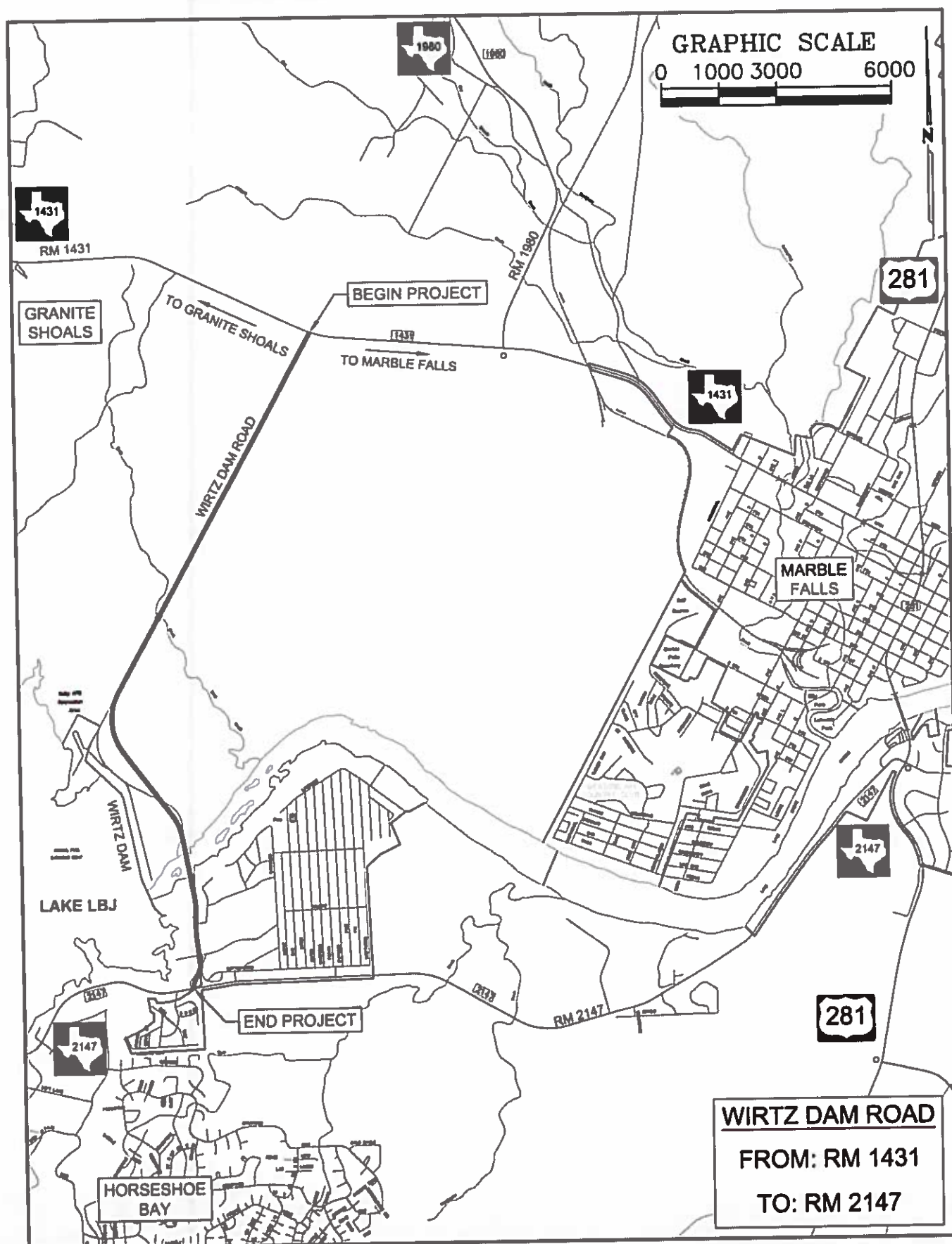
Funding Request

Fiscal Year 2019

Phase: Construction

Funding Amount: \$19,537,500.00

Project Location



Project Development and Readiness

Please respond to each readiness question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Preliminary Engineering and Design

Has the project undergone preliminary engineering and design?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that all Preliminary Engineering and Design has been completed and that it is ready for construction.

Public Involvement

Has this project undergone public involvement?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that all of the Public Involvement process has been completed and that it is ready for construction.

Right-of-Way Acquisition

Does this project require the acquisition of right-of-way?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that any required right of way has been acquired and that it is ready for construction.

Utility Relocation

Does this project require utility relocation?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that any required utility relocations have been completed and that it is ready for construction.

Environmental Compliance

Has this project undergone the environmental process?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that environmental compliance has been completed and that it is ready for construction.

Financial Requirements

Has funding been identified and secured for the local match requirements?

Yes

Burnet County has submitted its application for Transportation Development Credits for its local match requirements.

Coordination and Agreements

Does this project have the support and concurrence of all stakeholders involved?

Yes

CAMPO performed a Community Outreach Program and determined that there is widespread public support for this project. It has the support of the stakeholders involved.

Additional Information

Is there additional information regarding project development and readiness?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that the Plans, Specifications and Estimate (PS&E) have been completed and that it is ready for construction.

Planning Factors

Please respond to each performance measure question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Planning

Has the project undergone a comprehensive planning process?

Yes

Has the project been identified as a priority in a local or regional transportation plan?

Yes

The project is listed in the CAMPO 2040 Regional Transportation Plan, the Burnet County Comprehensive Transportation Plan and is listed as a Burnet County Candidate Project on the CAMPO/CARTPO candidate project list. This project appeared originally in the 1974 Burnet County Transportation Plan.

System Preservation

Does this project include work that will help preserve the existing transportation system?

Yes

This project preserves the existing transportation system in that it removes traffic from segments of RM 1431, RM 2147, and US 281, thereby extending their respective service lives.

Modification

Does this project include modifications that improve existing facility operations?

Yes

By removing existing traffic from the the existing facilities along segments of RM 1431, RM 2147 and US 281, it improves operations by reducing traffic congestion along those segments of highway.

Congestion and Mobility

Does the project remove a system bottleneck, increase throughput, or reduce emissions?

Yes

This project will help alleviate a bottleneck on RM 1431 and US 281 in Marble Falls, thereby increasing the throughput of existing traffic on those roadways. Reducing the travel times of vehicles traveling from Granite Shoals to Horseshoe Bay (and vice versa) will reduce emissions since it reduces the overall travel time between destinations and by reducing vehicle idling time while at signalized intersections in Marble Falls. The 2005 study predicts this project will remove approximately 3,540 vpd from US 281 through Marble Falls, thereby increasing its throughput.

Does the project fill a gap, remove a barrier or enhance network connectivity?

Yes

This project fills a gap between RM 1431 near Granite Shoals and RM 2147 near Cottonwood Shores and Horseshoe Bay. It will remove the barrier that is considered the Colorado River, thereby enhancing network connectivity.

Does the project create transportation network redundancy?

Yes

This project creates a redundant crossing of the Colorado River, that will parallel US 281 through Marble Falls.

Safety

Does this project address a severe crash rate higher than the CAMPO regional average?

No

Does this project address additional safety issues?

Yes

This project indirectly addresses safety issues on RM 1431, US 281 and RM 2147 by reducing traffic on each facility. Reducing traffic volumes on a facility reduces the risk of accidents and improves safety. This project will be designed to current engineering design standards and will provide additional safety for bicycles. Currently, bicycle facilities are not provided for directly on RM 1431, US 281, and RM 2147. This facility will be designed with paved safety shoulders that will function as bicycle routes.

Regional Impact

Is this project located on an existing or proposed regionally significant facility?

No

Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?

No

Social and Environmental Impacts

Does this project serve traditionally under-served populations?

Yes

This project serves the traditionally under-served population area indicated on CAMPO Map 35 "EJ Areas with 2040 Road Types".

Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?

Yes

This project will avoid impacts to environmental or cultural resources. Previous preliminary reports state that there are no known environmental or cultural resources along the project route.

Multimodal Elements

Does this project provide accommodations identified in the RATP or a local transportation plan?

Yes

This project is listed on Burnet County's Transportation Plan.

Does this project include transit elements or service routes?

No

Economic Development

Does this project support local, regional, or state economic development plans and strategies?

Yes

This project supports local economic development by providing a more direct access for businesses, particularly those in Granite Shoals, Cottonwood Shores and Horseshoe Bay.

Funding

Is this project's local cost share overmatched?

No

Planning Factors Score

Performance Measure	Value
Has the project been identified as a priority in a local or regional transportation plan?	10
Does this project include work that will help preserve the existing transportation system?	5
Does this project include modifications that improve existing facility operations?	5
Does the project remove a system bottleneck, increase throughput, or reduce emissions?	10
Does the project fill a gap, remove a barrier or enhance network connectivity?	5
Does the project create transportation network redundancy?	5
Does this project address a severe crash rate higher than the CAMPO regional average?	0
Does this project address additional safety issues?	5
Is this project located on an existing or proposed regionally significant facility?	0
Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?	0
Does this project serve traditionally under-served populations?	5
Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?	5
Does this project provide accommodations identified in the RATP or a local transportation plan?	5
Does this project include transit elements or service routes?	0
Does this project support local, regional, or state economic development plans and strategies?	5
Is this project's local cost share overmatched?	0
Planning Factor Score:*	65

*The planning factor score above is subject to change following evaluation of the responses and verification of the required supporting materials.

Cost-Benefit Analysis: Safety

Please fill out the fields below if it is not pre-filled from the information above. For Crash Rates, HSIP work codes, descriptions, and CFE/Service Life scores please refer to the Crash Rate Table and HSIP List from the CAMPO Safety Analysis-Work Codes and Crash Rates Spreadsheet.

Safety Information

County: Burnet County

Area: Rural

Functional Class: Minor Arterial/Major Collector

Crash Rate: 0.0010

HSIP Work Code: 209

Description: Safety Treat Fixed Objects, Widen Bridge, Provide Additional Paved Surface Width

CFE/Service Life: 13.8

Project Cost: \$19,537,500.00

Capital Area Metropolitan Planning Organization

Transportation Development Credit Application



Sponsor Information

Sponsor Information

Sponsor: Burnet County
Address: 220 South Pierce Street
City: Burnet
State: Texas
Zip Code: 78611
Phone: 512-756-5420
Website: www.burnetcountytexas.org

Contact Information

Name: Greg Haley, P.E.
Position: TAC Member
Address: 705 N. Hwy 281, Suite 103
City: Marble Falls
State: Texas
Zip Code: 78654
Phone: 830-693-5635
Email: gregh@kcengineering.com

Co-Sponsor

Does this project have a co-sponsor?

No

Primary Project Information

The primary project is the project in which the Transportation Development Credits will be applied should they be awarded. The project sponsor must be a direct recipient or sub-recipient of the funding from the U.S. Department of Transportation and is responsible for having provided the match for the funding.

General Information

County: Burnet County
Municipality: N/A
Project Name: Wirtz Dam Road
Limits (From): RM 1431
Limits (To): RM 2147

Purpose and Need

This project is needed to create another crossing of the Colorado River. Currently, motorists traveling from Granite Shoals to Horseshoe Bay (and vice versa), must travel a circuitous route along US 281 through Marble Falls. This project will provide a tremendous benefit to emergency services personnel that must also travel the same lengthy route during emergencies by substantially reducing response times. It will provide a significant economic impact to those living in Granite Shoals and surrounding areas that must travel this route to work in Horseshoe Bay by reducing the vehicle-miles traveled. This project will also reduce the Average Daily Traffic (ADT) along US 281 through Marble Falls, thereby significantly reducing congestion.

Project Scope

Construction and construction engineering for a roadway across the Colorado River between RM 1431 and RM 2147.

Project Cost

Preliminary Engineering:

Right-of-Way:

Construction: \$18,018,750.00

Construction Engineering: \$1,518,750.00

Indirect:

Contingencies:

Total Project Cost: \$19,537,500.00

Funding

Federal Agency: Federal Highway Administration

Funding Source: CAMPO

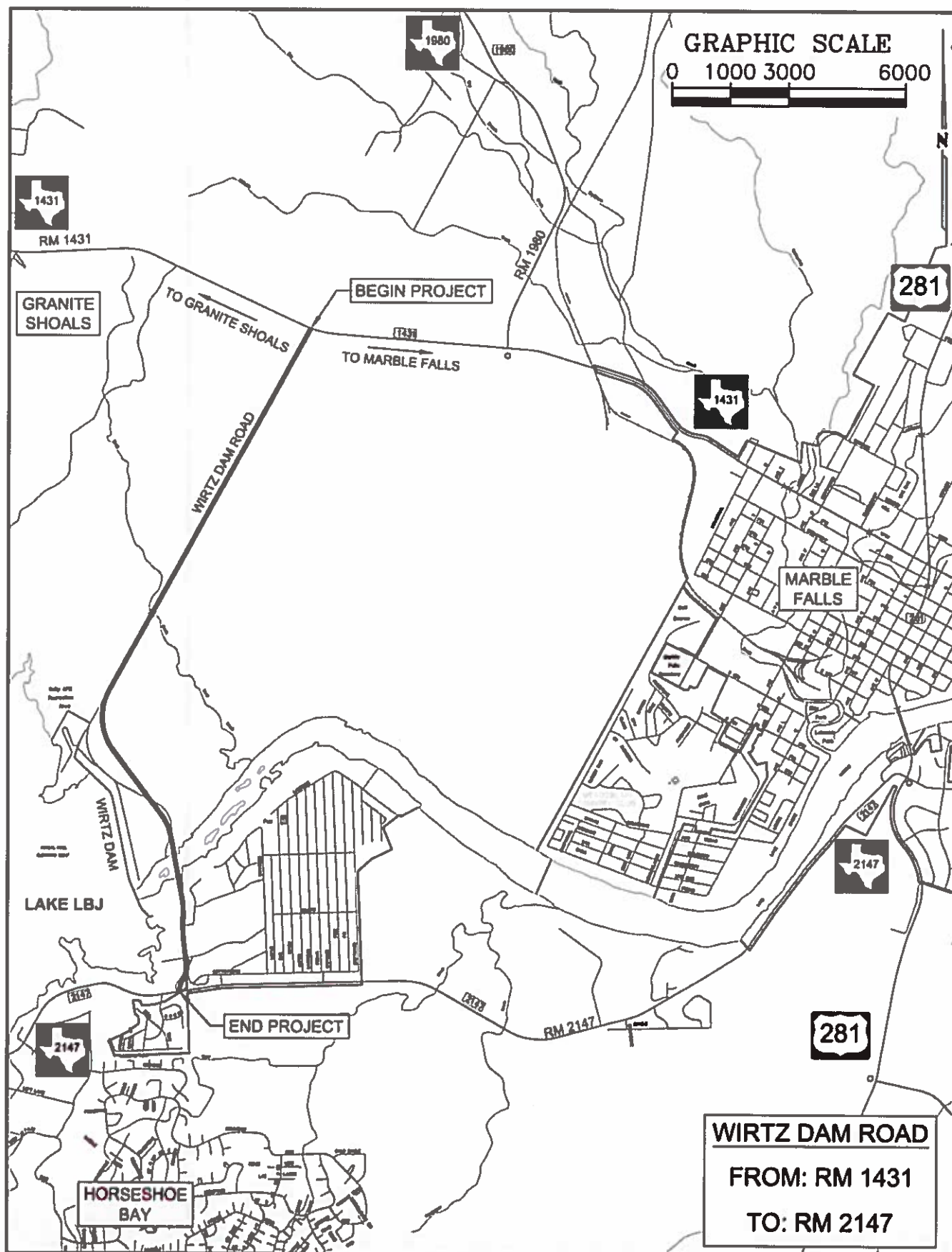
Funding Amount: \$19,537,500.00

Local Match: \$3,907,500.00

Fiscal Year 2019

Phase: Construction

Project Location



Transportation Development Credit Policy

Policy Goals

Burnet County is very committed to this project, but because of the matching funds requirement, it cannot fund other much needed road projects. TDCs will increase the availability of local funds that otherwise would be used as the non-federal share so that priority Burnet County projects may be implemented without federal funds. This approach will create a flexible funding alternative that will preserve local funding for other projects that would otherwise be ineligible for federal funding and compliance would impact their development.

Eligibility

This project is identified in the CAMPO 2040 Plan. It is regionally significant in that it will provide a redundant facility to US 281 through Marble Falls. This project will provide operational improvements by creating an alternate route from Granite Shoals to Horseshoe Bay (and vice versa) that will reduce congestion on US 281 through Marble Falls. A 2005 study estimated that this project will remove 3,540 vpd from US 281 through Marble Falls.

Financial Need

TDCs are requested so that Burnet County can direct what would normally be its 20% cost match to other significant projects throughout the county.

Implementation

The primary project would commence immediately upon funding award (2019) and authorization to proceed.

Secondary Project Information

The secondary project is the designated recipient of the redirected local match funding currently dedicated to the federally-funded primary project. The secondary project must meet the same policy requirements as the primary project.

General Information

County: Burnet County
Municipality:
Project Name: 2017-2018 County Road Program
Limits (From): Various in Burnet County
Limits (To): Various in Burnet County

Purpose and Need

Burnet County is committed to the primary project, but because of the matching funds requirement, it cannot fund other much need roadway projects. There are other significant roadways in urgent need of upgrading to better serve the traveling public. This approach will create a flexible funding alternative for other roadway projects that would otherwise be ineligible for federal funding and compliance would impact their development. TDCs will be applied to the construction phase of this project.

Project Scope

The projects proposed will substantially reconstruct and/or rehabilitate existing significant roadways - some that are geometrically substandard and all that are demonstrating excessive structural pavement distress, creating potential safety hazards for the traveling public. The projects will be constructed to more current engineering design standards. Reconstruction and/or rehabilitation of these roadways will improve safety and substantially extend their expected service lives, furthering the time until additional funding will be required.

Project Cost

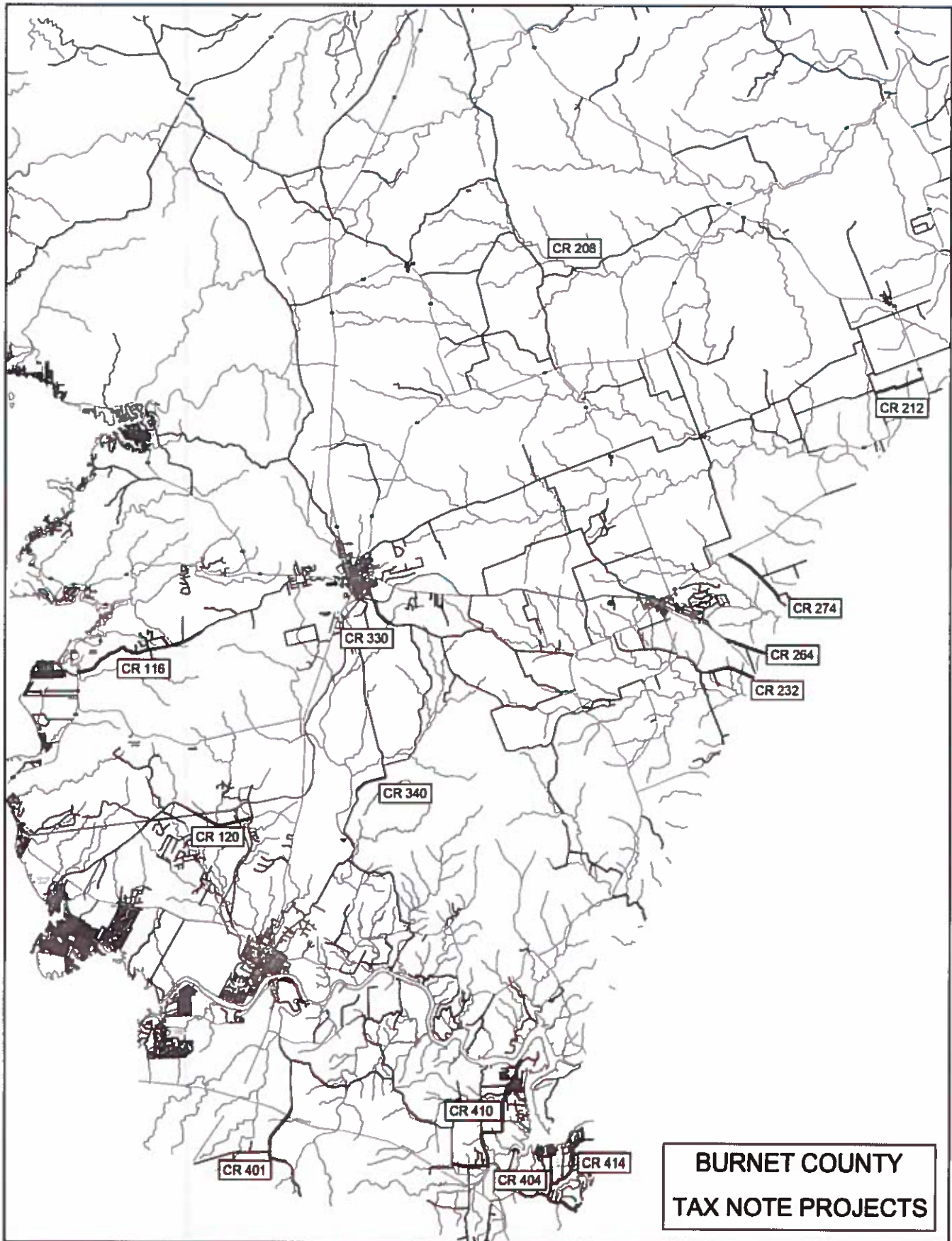
Preliminary Engineering: \$500,000.00
Right-of-Way:
Construction: \$5,237,206.00
Construction Engineering:
Indirect:
Contingencies:

Total Project Cost: \$5,737,206.00

Funding

Funding Source:	Tax Notes
Current Funding:	\$5,737,206.00
Fiscal Year	2019
Phase:	Construction

Secondary Project Location



Transportation Development Credit Policy

Policy Goals

Increase the availability of local funds that otherwise would be used as the non-federal share so that other priority roadway projects may be implemented without federal funding and compliance would impact their development. This project will advance other significant roadway projects by creating a flexible funding alternative for other roadway projects that would otherwise be ineligible for federal funding and compliance would impact their development.

Eligibility

This project will address significant safety issues on other roadways. The current substandard geometry and construction creates potential safety hazards.

Financial Need

TDCs are requested so that Burnet County can direct what would normally be its 20% cost match to other significant roadway projects throughout Burnet County.

Implementation

It is anticipated that approximately one-half of the proposed projects will be constructed in 2018 and 2019.

Capital Area Metropolitan Planning Organization

2019-2022 Project Call

Roadway Project Application

SH 29

FROM: LONGHORN RAILROAD
TO: RM 243 NORTH



Sponsor Information

Sponsor Information

Sponsor: Burnet County
Address: 220 South Pierce Street
City: Burnet
State: Texas
Zip Code: 78611
Phone: 512-756-5420
Website: www.burnetcountytexas.org

Contact Information

Name: Greg Haley, P.E.
Position: TAC Member
Address: 705 N. Hwy 281, Suite 103
City: Marble Falls
State: Texas
Zip Code: 78654
Phone: 830-693-5635
Email: gregh@kcengineering.com

Co-Sponsor

Does this project have a co-sponsor?

Yes

Co-Sponsor Information

Co-Sponsor Information

Co-Sponsor: Texas Department of Transportation

Address: 7901 N. I-35

City: Austin

State: Texas

Zip Code: 78753

Phone: 512-832-7000

Website: www.txdot.gov

Contact Information

Name: Cathy Kratz, P.E.

Position: Area Engineer

Address: 3029 Hwy 29 East

City: Burnet

State: Texas

Zip Code: 78611

Phone: 512-756-2316

Email: Cathy.Kratz@txdot.gov

Project Information

General Information

County: Burnet County
Municipality: N/A
Roadway: SH 29
Limits (From): Longhorn Railroad
Limits (To): RM 243 North

Purpose and Need

This project is needed to upgrade the existing roadway to current engineering design standards. SH 29 is an existing four-lane section that is often referred to as a "Poor Boy" section in that it does not have a continuous two-way left turn lane or paved safety shoulders. There have been several crashes recently, some with fatalities, that have been attributed to the lack of a continuous two-way left turn lane (flush median). This project will provide the continuous two-way left turn lane and paved safety shoulders.

Project Scope

As a TxDOT Statewide Strategic Corridor and Energy Sector Corridor, this project will redesign and reconstruct SH 29 to current engineering design standards, including a 12' continuous two-way left turn lane, four 11' lanes, and two 5' paved safety shoulders.

Project Cost

Preliminary Engineering: \$1,385,000.00

Right-of-Way:

Construction:

Construction Engineering:

Indirect:

Contingencies:

Total Project Cost: \$1,385,000.00

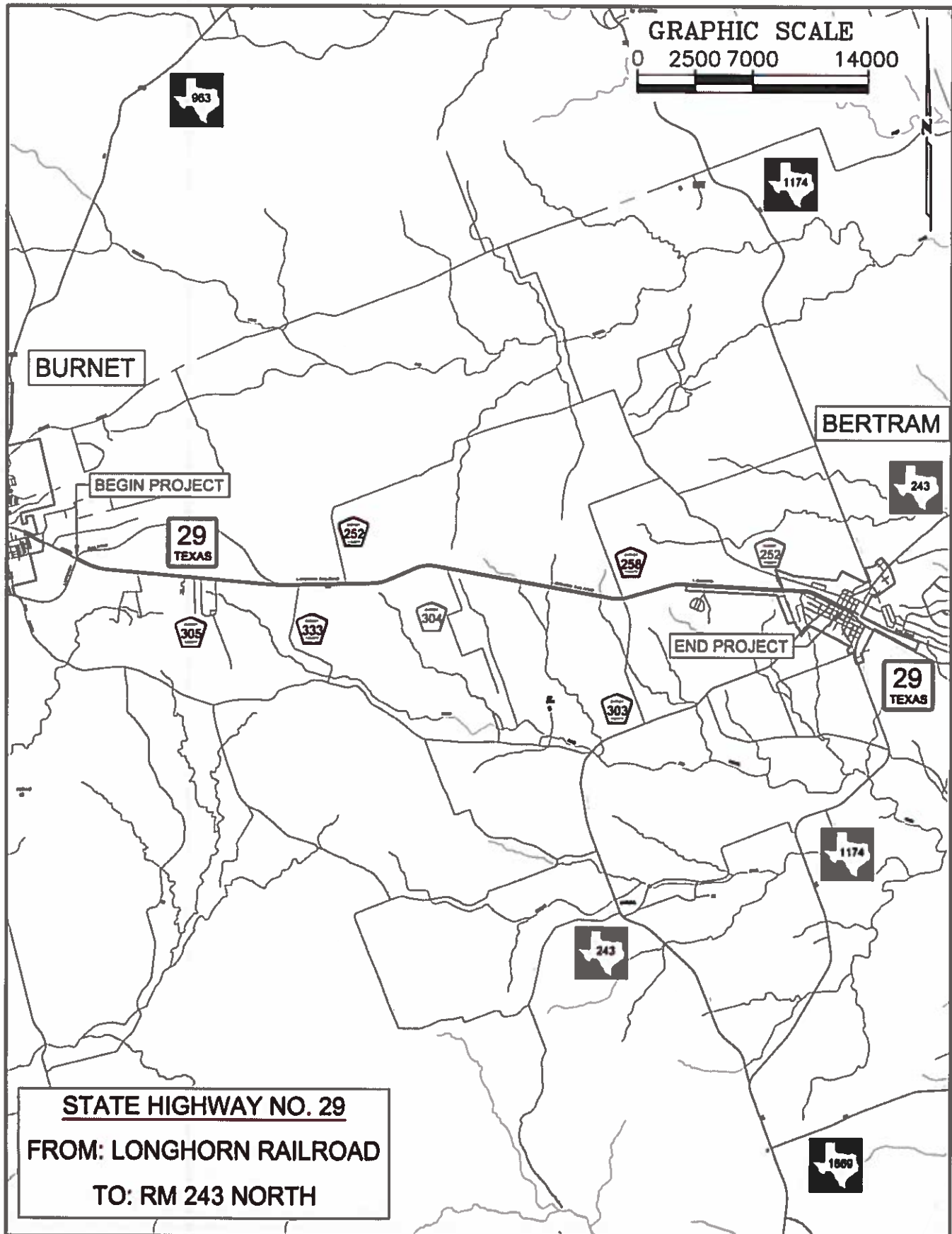
Funding Request

Fiscal Year 2019

Phase: Preliminary Engineering

Funding Amount: \$1,385,000.00

Project Location



Project Development and Readiness

Please respond to each readiness question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Preliminary Engineering and Design

Has the project undergone preliminary engineering and design?

No

Public Involvement

Has this project undergone public involvement?

No

Right-of-Way Acquisition

Does this project require the acquisition of right-of-way?

No

Utility Relocation

Does this project require utility relocation?

No

Environmental Compliance

Has this project undergone the environmental process?

No

Financial Requirements

Has funding been identified and secured for the local match requirements?

Yes

TxDOT is the Co-Sponsor and will provide Burnet County's matching funds.

Coordination and Agreements

Does this project have the support and concurrence of all stakeholders involved?

Yes

The primary stakeholders are Burnet County and TxDOT and both are in concurrence.

Additional Information

Is there additional information regarding project development and readiness?

Yes

This project is for the development of the Plans, Specifications, and Estimate (PS&E) and it will commence as soon as it is authorized. A second project will be submitted in conjunction with this project and it will be for the funding to construct SH 29 from Longhorn Railroad east of Burnet to RM 243 North in Bertram.

Although environmental compliance and the public involvement process will be required, those will be performed as part of this project so that the construction phase of the project will be ready to commence immediately when authorized. Right of way and utility relocations will not be required for this project.

Based upon the answers above, this project is entirely ready to commence immediately upon authorization to proceed.

Planning Factors

Please respond to each performance measure question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Planning

Has the project undergone a comprehensive planning process?

Yes

Has the project been identified as a priority in a local or regional transportation plan?

Yes

This project is listed as BURN27 in the CAMPO 2040 Plan. It has also been designated by TxDOT to be a Statewide Strategic Corridor and Energy Sector Corridor. The limits shown for BURN27 are longer than for this project. BURN27 will be submitted as two separate projects.

System Preservation

Does this project include work that will help preserve the existing transportation system?

Yes

This project will rehabilitate the existing pavement structure, extending its design life, thereby preserving and extending the existing transportation system. Originally constructed to its current cross-section in the early 60s, the existing pavement structure has likely served well beyond its anticipated design life. The most deterioration has occurred in the outside lanes - those lanes that experience higher loading from increased truck traffic. SH 29, has endured ever-increasing truck traffic (generally, 6% - 7% trucks is an expected value). This section of SH 29 today experiences approximately 11% - 12% trucks - nearly double what may be considered normal.

Modification

Does this project include modifications that improve existing facility operations?

Yes

The current roadway is a four-lane undivided pavement section without a continuous two-way left turn lane and paved safety shoulders - often referred to as a four-lane "Poor Boy" section. This project will add a 12' continuous two-way left turn lane and 5' paved safety shoulders improving existing facility operation by providing a safe refuge for left-turning vehicles and an additional 5' buffer to the Clear Zone, improving existing facility operations.

Congestion and Mobility

Does the project remove a system bottleneck, increase throughput, or reduce emissions?

Yes

This project is listed on the CAMPO 2040 Plan as a Congestion Management Process System (CMP). The project will increase throughput by significantly reducing conflicts with the addition of a two-way continuous left turn lane. The project will also provide 5' paved safety shoulders that will also increase throughput by the shoulders also serving as partial deceleration / right turn lanes.

Does the project fill a gap, remove a barrier or enhance network connectivity?

Yes

This project will enhance network connectivity by redesigning the roadway to current engineering design standards that include a 12' two-way left turn lane, four 11' through lanes, and two 5' paved safety shoulders. This project will connect other sections of SH 29 that currently have the design cross section proposed for this project.

Does the project create transportation network redundancy?

Yes

This project will improve existing network redundancy.

Safety

Does this project address a severe crash rate higher than the CAMPO regional average?

No

Does this project address additional safety issues?

Yes

This project will include the safety measure of providing a 12' two-way continuous left-turn lane that is a safe refuge for left-turning traffic and also serves as a flush median to separate opposing traffic. This project will also provide paved safety shoulders to further facilitate safety by providing additional maneuvering space for errant vehicles and will provide a more safe haven for stranded motorists, law enforcement, emergency services personnel, and mail carriers.

Regional Impact

Is this project located on an existing or proposed regionally significant facility?

Yes

TxDOT has designated SH 29 as a Statewide Strategic Corridor and an Energy Sector Corridor, therefore it is an existing regionally significant facility.

Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?

No

Social and Environmental Impacts

Does this project serve traditionally under-served populations?

No

Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?

Yes

Considering the existing SH 29 has been functioning as a major highway since the 1920's and considering ever-increasing development along this Statewide Strategic Corridor and Energy Sector Corridor, it is highly unlikely this project will have any adverse effect upon the environment.

There are no known environmental issues throughout the project limits. Nonetheless, the project will comply with the National Environmental Protection Act (NEPA) and its provisions will be complied with throughout project planning, engineering design and construction.

Multimodal Elements

Does this project provide accommodations identified in the RATP or a local transportation plan?

Yes

This project is listed in the Burnet County Comprehensive Thoroughfare Plan adopted by the Burnet County Commissioners' Court. Without paved safety shoulders, there are no dedicated spaces for bicycles. The addition of 5' paved safety shoulders will provide direct access for bicycles.

Does this project include transit elements or service routes?

Yes

This project is on the Capital Area Regional Transportation System (CARTS) service route.

Economic Development

Does this project support local, regional, or state economic development plans and strategies?

Yes

Burnet County is seeing the rapid development of single-family and multi-family residential housing developments. Rapid development of this type signifies existing expanding economic development in the Burnet County area. Burnet County, because of its geology, has several aggregate quarries and SH 29 is the primary route for trucks hauling aggregate to both Travis and Williamson Counties. This project will support the continued economic development resulting from residential housing and freight traffic.

Funding

Is this project's local cost share overmatched?

No

Planning Factors Score

Performance Measure	Value
Has the project been identified as a priority in a local or regional transportation plan?	10
Does this project include work that will help preserve the existing transportation system?	5
Does this project include modifications that improve existing facility operations?	5
Does the project remove a system bottleneck, increase throughput, or reduce emissions?	10
Does the project fill a gap, remove a barrier or enhance network connectivity?	5
Does the project create transportation network redundancy?	5
Does this project address a severe crash rate higher than the CAMPO regional average?	0
Does this project address additional safety issues?	5
Is this project located on an existing or proposed regionally significant facility?	10
Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?	0
Does this project serve traditionally under-served populations?	0
Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?	5
Does this project provide accommodations identified in the RATP or a local transportation plan?	5
Does this project include transit elements or service routes?	5
Does this project support local, regional, or state economic development plans and strategies?	5
Is this project's local cost share overmatched?	0
Planning Factor Score:*	75

*The planning factor score above is subject to change following evaluation of the responses and verification of the required supporting materials.

Cost-Benefit Analysis: Safety

Please fill out the fields below if it is not pre-filled from the information above. For Crash Rates, HSIP work codes, descriptions, and CFE/Service Life scores please refer to the Crash Rate Table and HSIP List from the CAMPO Safety Analysis-Work Codes and Crash Rates Spreadsheet.

Safety Information

County: Burnet County

Area: Rural

Functional Class: Principal Arterial

Crash Rate: 0.0007

HSIP Work Code: 518

Description: Install Continuous Turn Lane, Construct Paved Shoulders (≥ 5 ft.)

CFE/Service Life: 14

Project Cost: \$1,385,000.00

Capital Area Metropolitan Planning Organization

2019-2022 Project Call

Roadway Project Application

SH 29

FROM: LONGHORN RAILROAD
TO: RM 243 NORTH



Sponsor Information

Sponsor Information

Sponsor: Burnet County
Address: 220 South Pierce Street
City: Burnet
State: Texas
Zip Code: 78611
Phone: 512-756-5420
Website: www.burnetcountytexas.org

Contact Information

Name: Greg Haley, P.E.
Position: TAC Member
Address: 705 N. Hwy 281, Suite 103
City: Marble Falls
State: Texas
Zip Code: 78654
Phone: 830-693-5635
Email: gregh@kcengineering.com

Co-Sponsor

Does this project have a co-sponsor?

Yes

Co-Sponsor Information

Co-Sponsor Information

Co-Sponsor: Texas Department of Transportation
Address: 7901 N. I-35
City: Austin
State: Texas
Zip Code: 78753
Phone: 512-832-7000
Website: www.txdot.gov

Contact Information

Name: Cathy Kratz, P.E.
Position: Area Engineer
Address: 3029 Hwy 29 East
City: Burnet
State: Texas
Zip Code: 78611
Phone: 512-756-2316
Email: Cathy.Kratz@txdot.gov

Project Information

General Information

County: Burnet County
Municipality: N/A
Roadway: SH 29
Limits (From): Longhorn Railroad
Limits (To): RM 243 North

Purpose and Need

This project is needed to upgrade the existing roadway to current engineering design standards. SH 29 is an existing four-lane section that is often referred to as a "Poor Boy" section in that it does not have a continuous two-way left turn lane or paved safety shoulders. There have been several crashes recently, some with fatalities, that have been attributed to the lack of a continuous two-way left turn lane (flush median). This project will provide the continuous two-way left turn lane and paved safety shoulders.

Project Scope

As a TxDOT Statewide Strategic Corridor and Energy Sector Corridor, this project is for the construction and construction engineering for SH 29 to current engineering design standards, including a 12' continuous two-way left turn lane, four 11' lanes, and two 5' paved safety shoulders.

Project Cost

Preliminary Engineering:

Right-of-Way:

Construction: \$9,900,000.00

Construction Engineering: \$792,000.00

Indirect:

Contingencies:

Total Project Cost: \$10,692,000.00

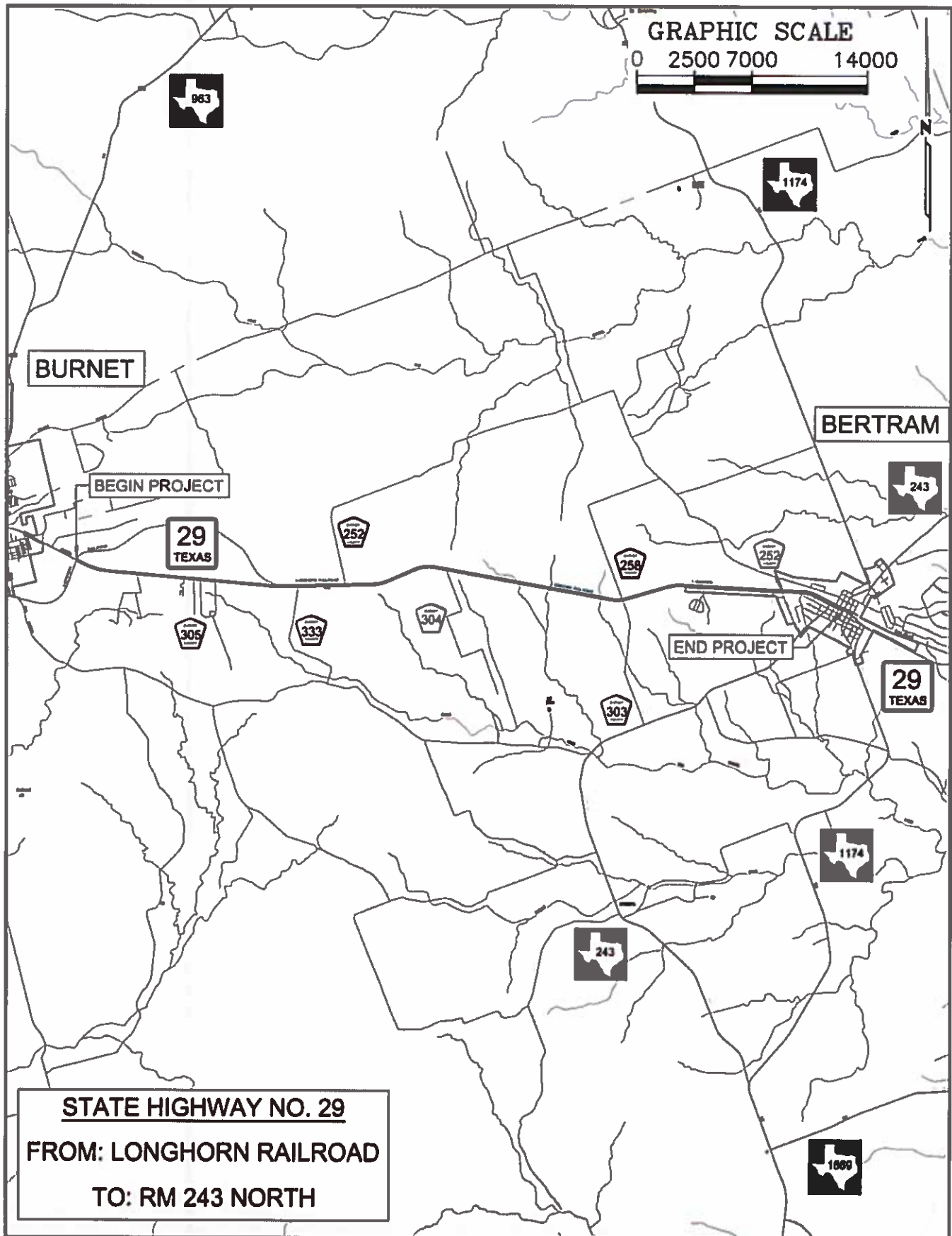
Funding Request

Fiscal Year 2021

Phase: Construction

Funding Amount: \$10,692,000.00

Project Location



Project Development and Readiness

Please respond to each readiness question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Preliminary Engineering and Design

Has the project undergone preliminary engineering and design?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that all Preliminary Engineering and Design has been completed and that it is ready for construction.

Public Involvement

Has this project undergone public involvement?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that all of the Public Involvement process has been completed and that it is ready for construction.

Right-of-Way Acquisition

Does this project require the acquisition of right-of-way?

No

Utility Relocation

Does this project require utility relocation?

No

Environmental Compliance

Has this project undergone the environmental process?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that environmental compliance has been completed and that it is ready for construction.

Financial Requirements

Has funding been identified and secured for the local match requirements?

Yes

TxDOT is the Co-Sponsor and will provide Burnet County's matching funds.

Coordination and Agreements

Does this project have the support and concurrence of all stakeholders involved?

Yes

The primary stakeholders are Burnet County and TxDOT and both are in concurrence.

Additional Information

Is there additional information regarding project development and readiness?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that the Plans, Specifications and Estimate (PS&E) have been completed and that it is ready for construction.

Planning Factors

Please respond to each performance measure question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Planning

Has the project undergone a comprehensive planning process?

Yes

Has the project been identified as a priority in a local or regional transportation plan?

Yes

This project is listed as BURN27 in the CAMPO 2040 Plan. It has also been designated by TxDOT to be a Statewide Strategic Corridor and Energy Sector Corridor. The limits shown for BURN27 are longer than for this project. BURN27 will be submitted as two separate projects.

System Preservation

Does this project include work that will help preserve the existing transportation system?

Yes

This project will rehabilitate the existing pavement structure, extending its design life, thereby preserving and extending the existing transportation system. Originally constructed to its current cross-section in the early 60s, the existing pavement structure has likely served well beyond its anticipated design life. The most deterioration has occurred in the outside lanes - those lanes that experience higher loading from increased truck traffic. SH 29, has endured ever-increasing truck traffic (generally, 6% - 7% trucks is an expected value). This section of SH 29 today experiences approximately 11% - 12% trucks - nearly double what may be considered normal.

Modification

Does this project include modifications that improve existing facility operations?

Yes

The current roadway is a four-lane undivided pavement section without a continuous two-way left turn lane and paved safety shoulders - often referred to as a four-lane "Poor Boy" section. This project will add a 12' continuous two-way left turn lane and 5' paved safety shoulders improving existing facility operation by providing a safe refuge for left-turning vehicles and an additional 5' buffer to the Clear Zone, improving existing facility operations.

Congestion and Mobility

Does the project remove a system bottleneck, increase throughput, or reduce emissions?

Yes

This project is listed on the CAMPO 2040 Plan as a Congestion Management Process System (CMP). The project will increase throughput by significantly reducing conflicts with the addition of a two-way continuous left turn lane. The project will also provide 5' paved safety shoulders that will also increase throughput by the shoulders also serving as partial deceleration / right turn lanes.

Does the project fill a gap, remove a barrier or enhance network connectivity?

Yes

This project will enhance network connectivity by redesigning the roadway to current engineering design standards that include a 12' two-way left turn lane, four 11' through lanes, and two 5' paved safety shoulders. This project will connect other sections of SH 29 that currently have the design cross section proposed for this project.

Does the project create transportation network redundancy?

Yes

This project will improve existing network redundancy.

Safety

Does this project address a severe crash rate higher than the CAMPO regional average?

No

Does this project address additional safety issues?

Yes

This project will include the safety measure of providing a 12' two-way continuous left-turn lane that is a safe refuge for left-turning traffic and also serves as a flush median to separate opposing traffic. This project will also provide paved safety shoulders to further facilitate safety by providing additional maneuvering space for errant vehicles and will provide a more safe haven for stranded motorists, law enforcement, emergency services personnel, and mail carriers.

Regional Impact

Is this project located on an existing or proposed regionally significant facility?

Yes

TxDOT has designated SH 29 as a Statewide Strategic Corridor and an Energy Sector Corridor, therefore it is an existing regionally significant facility.

Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?

No

Social and Environmental Impacts

Does this project serve traditionally under-served populations?

No

Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?

Yes

Considering the existing SH 29 has been functioning as a major highway since the 1920's and considering ever-increasing development along this Statewide Strategic Corridor and Energy Sector Corridor, it is highly unlikely this project will have any adverse effect upon the environment.

There are no known environmental issues throughout the project limits. Nonetheless, the project will comply with the National Environmental Protection Act (NEPA) and its provisions will be complied with throughout project planning, engineering design and construction.

Multimodal Elements

Does this project provide accommodations identified in the RATP or a local transportation plan?

Yes

This project is listed in the Burnet County Comprehensive Thoroughfare Plan adopted by the Burnet County Commissioners' Court. Without paved safety shoulders, there are no dedicated spaces for bicycles. The addition of 5' paved safety shoulders will provide direct access for bicycles.

Does this project include transit elements or service routes?

Yes

This project is on the Capital Area Regional Transportation System (CARTS) service route.

Economic Development

Does this project support local, regional, or state economic development plans and strategies?

Yes

Burnet County is seeing the rapid development of single-family and multi-family residential housing developments. Rapid development of this type signifies existing expanding economic development in the Burnet County area. Burnet County, because of its geology, has several aggregate quarries and SH 29 is the primary route for trucks hauling aggregate to both Travis and Williamson Counties. This project will support the continued economic development resulting from residential housing and freight traffic.

Funding

Is this project's local cost share overmatched?

No

Planning Factors Score

Performance Measure	Value
Has the project been identified as a priority in a local or regional transportation plan?	10
Does this project include work that will help preserve the existing transportation system?	5
Does this project include modifications that improve existing facility operations?	5
Does the project remove a system bottleneck, increase throughput, or reduce emissions?	10
Does the project fill a gap, remove a barrier or enhance network connectivity?	5
Does the project create transportation network redundancy?	5
Does this project address a severe crash rate higher than the CAMPO regional average?	0
Does this project address additional safety issues?	5
Is this project located on an existing or proposed regionally significant facility?	10
Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?	0
Does this project serve traditionally under-served populations?	0
Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?	5
Does this project provide accommodations identified in the RATP or a local transportation plan?	5
Does this project include transit elements or service routes?	5
Does this project support local, regional, or state economic development plans and strategies?	5
Is this project's local cost share overmatched?	0
Planning Factor Score:*	75

*The planning factor score above is subject to change following evaluation of the responses and verification of the required supporting materials.

Cost-Benefit Analysis: Safety

Please fill out the fields below if it is not pre-filled from the information above. For Crash Rates, HSIP work codes, descriptions, and CFE/Service Life scores please refer to the Crash Rate Table and HSIP List from the CAMPO Safety Analysis-Work Codes and Crash Rates Spreadsheet.

Safety Information

County: Burnet County

Area: Rural

Functional Class: Principal Arterial

Crash Rate: 0.0007

HSIP Work Code: 518

Description: Install Continuous Turn Lane, Construct Paved Shoulders (≥ 5 ft.)

CFE/Service Life: 14

Project Cost: \$10,692,000.00

Capital Area Metropolitan Planning Organization

2019-2022 Project Call

Roadway Project Application

SH 71

**FROM: US 281
TO: SPUR 191**



Sponsor Information

Sponsor Information

Sponsor: Burnet County
Address: 220 South Pierce Street
City: Burnet
State: Texas
Zip Code: 78611
Phone: 512-756-5420
Website: www.burnetcountytexas.org

Contact Information

Name: Greg Haley
Position: TAC Member
Address: 705 N. Hwy 281, Suite 103
City: Marble Falls
State: Texas
Zip Code: 78654
Phone: 830-693-5635
Email: gregh@kcengineering.com

Co-Sponsor

Does this project have a co-sponsor?

Yes

Co-Sponsor Information

Co-Sponsor Information

Co-Sponsor: Texas Department of Transportation

Address: 7901 N. I-35

City: Austin

State: Texas

Zip Code: 78753

Phone: 512-832-7000

Website: www.txdot.gov

Contact Information

Name: Cathy Kratz, P.E.

Position: Area Engineer

Address: 3029 Hwy 29 East

City: Burnet

State: Texas

Zip Code: 78611

Phone: 512-756-2316

Email: Cathy.Kratz@txdot.gov

Project Information

General Information

County: Burnet County

Municipality: N/A

Roadway: SH 71

Limits (From): US 281

Limits (To): Spur 191

Purpose and Need

This segment of SH 71 is a rapidly developing commercial and residential area. This project is needed to bring the existing roadway up to current engineering design standards. SH 71 is an existing four-lane section that is often referred to as a "Poor Boy" section in that it does not have a continuous two-way left turn lane or paved safety shoulders. This project will provide a continuous two-way left turn lane to provide a safe refuge for left-turning traffic and it will also function as flush median, separating traffic traveling in opposing directions. The project will provide paved safety shoulders to function as deceleration / right turn lanes and provide a haven for stranded motorists, law enforcement and emergency services personnel.

Project Scope

As a TxDOT Statewide Strategic Corridor and Secondary Freight Network, this project is needed to redesign SH 71 to current engineering design standards, including a 14' continuous two-way left turn lane, four 12' lanes, and two 10' paved safety shoulders.

Project Cost

Preliminary Engineering: \$1,725,000.00

Right-of-Way:

Construction:

Construction Engineering:

Indirect:

Contingencies:

Total Project Cost: \$1,725,000.00

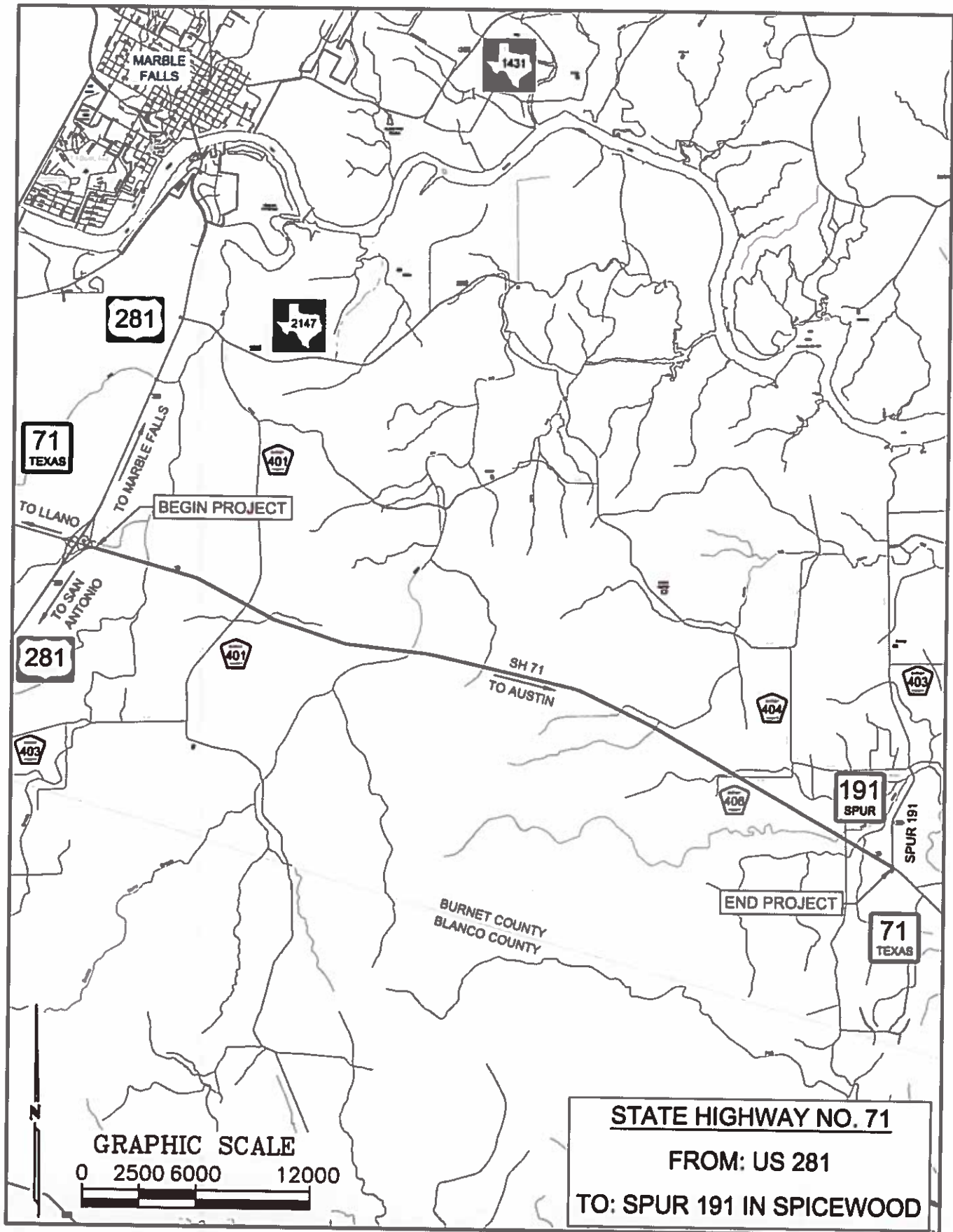
Funding Request

Fiscal Year 2019

Phase: Preliminary Engineering

Funding Amount: \$1,725,000.00

Project Location



Project Development and Readiness

Please respond to each readiness question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Preliminary Engineering and Design

Has the project undergone preliminary engineering and design?

No

Public Involvement

Has this project undergone public involvement?

No

Right-of-Way Acquisition

Does this project require the acquisition of right-of-way?

No

Utility Relocation

Does this project require utility relocation?

No

Environmental Compliance

Has this project undergone the environmental process?

No

Financial Requirements

Has funding been identified and secured for the local match requirements?

Yes

TxDOT is the Co-Sponsor and will provide Burnet County's matching funds.

Coordination and Agreements

Does this project have the support and concurrence of all stakeholders involved?

Yes

The primary stakeholders are Burnet County and TxDOT and both are in concurrence.

Additional Information

Is there additional information regarding project development and readiness?

Yes

This project is for the development of the Plans, Specifications, and Estimate (PS&E) and it will commence as soon as it is authorized. A second project will be submitted in conjunction with this project and it will be for the funding to construct SH 71 from US 281 south of Marble Falls to Spur 191 in Spicewood.

Although environmental compliance and the public involvement process will be required, those will be performed as part of this project so that the construction phase of the project will be ready to commence immediately when authorized. Right of way and utility relocations will not be required for this project.

Based upon the answers above, this project is entirely ready to commence immediately upon authorization to proceed.

Planning Factors

Please respond to each performance measure question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Planning

Has the project undergone a comprehensive planning process?

Yes

Has the project been identified as a priority in a local or regional transportation plan?

Yes

This project is listed as BURN06, BURN11, and BURN12 in the CAMPO 2040 Plan. It has also been designated by TxDOT to be a Statewide Strategic Corridor and Secondary Freight Corridor. It is also listed in the Burnet County Comprehensive Transportation plan as an On-System Roads Priority Improvement Project.

System Preservation

Does this project include work that will help preserve the existing transportation system?

Yes

As listed in the 2040 Plan, this project will rehabilitate the existing pavement structure, extending its design life, thereby preserving and extending the existing transportation system. Because of the increasing commercial activity and its associated increase in heavy truck traffic, this project will be rehabilitated to accommodate the additional vehicular and heavy truck traffic. The project will also modernize SH 71 by designing to current engineering design standards.

Modification

Does this project include modifications that improve existing facility operations?

Yes

The current roadway is a four-lane undivided pavement section without a two-way left turn lane and paved safety shoulders - a section sometimes referred to as a four-lane "Poor Boy" section. This project will add a 14' continuous two-way left turn lane and 10' paved safety shoulders improving existing facility operation by providing a safe refuge for left-turning vehicles and an additional 10' buffer to the Clear Zone. The paved safety shoulders will function as a right-turn lane and will remove decelerating and right-turning traffic from the main, through travel lanes, thereby improving existing facility operations.

Congestion and Mobility

Does the project remove a system bottleneck, increase throughput, or reduce emissions?

Yes

This project is listed on the CAMPO 2040 Plan as a Congestion Management Process (CMP) Road. It will increase throughput by significantly reducing conflicts with the addition of a two-way continuous left turn lane. The project will also provide 10' paved safety shoulders that will also increase throughput by the shoulders also serving as deceleration / acceleration lanes, right turn lanes, and safe havens for stranded motorists, law enforcement, emergency services personnel, and mail carriers.

Does the project fill a gap, remove a barrier or enhance network connectivity?

Yes

This project will enhance network connectivity by reconstructing the roadway to current engineering design standards that include a 14' two-way left turn lane, four 12' through lanes, and two 10' paved safety shoulders, thereby enhancing network connectivity.

Does the project create transportation network redundancy?

Yes

This project will improve existing network redundancy by bringing SH 71 up to current engineering design standards.

Safety

Does this project address a severe crash rate higher than the CAMPO regional average?

No

Does this project address additional safety issues?

Yes

This project will include the safety measure of providing a two-way continuous left-turn lane that also serves as a 14' flush median to separate opposing traffic and it will also provide paved safety shoulders to further facilitate safety by providing acceleration / deceleration / right turn lanes, additional maneuvering space for errant vehicles, and a safe haven for stranded motorists, law enforcement, emergency services personnel and mail carriers. The design will also provide for the Clear Zone Concept - safety treating all objects within the defined Clear Zone.

Regional Impact

Is this project located on an existing or proposed regionally significant facility?

Yes

TxDOT has designated SH 71 a Statewide Strategic Corridor and Secondary Freight Network, therefore a regionally significant facility.

Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?

Yes

This project is listed a TxDOT Secondary Freight Network roadway.

Social and Environmental Impacts

Does this project serve traditionally under-served populations?

No

Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?

Yes

Considering the existing SH 71 has been functioning as a major highway since the 1920's and considering ever-increasing development along this Statewide Strategic Corridor, it is highly unlikely this project will have any adverse effect upon the environment.

There are no known environmental issues throughout the project limits. Nonetheless, the project will comply with the National Environmental Protection Act (NEPA) and its provisions will be complied with throughout project planning,

engineering design and construction.

Multimodal Elements

Does this project provide accommodations identified in the RATP or a local transportation plan?

Yes

This project is listed in the Burnet County Thoroughfare Plan adopted by the Burnet County Commissioners' Court. Without paved safety shoulders, there are no dedicated spaces for bicycles. The addition of 10' paved safety shoulders will provide direct access for bicycles.

Does this project include transit elements or service routes?

Yes

The Spicewood area is listed as a service area in Capital Area Rural Transportation System (CARTS) route schedule. This project will provide 10' paved safety shoulders that will also function as bicycle lanes.

Economic Development

Does this project support local, regional, or state economic development plans and strategies?

Yes

Burnet County is seeing the rapid development of single-family and multi-family residential housing developments. Rapid development of this type signifies existing expanding economic development in the Burnet County area. This area has seen particularly rapid commercial development in the areas of aggregate, concrete and paving production plants. Recently, the 341-acre, 240-lot Spicewood Trails Subdivision opened and TexMix Concrete and Asphalt, Inc. have opened concrete and asphalt production facilities along this segment of SH 71. Near the project's US 281 limit, the proposed 320-acre, 710-lot Gregg Ranch Subdivision is scheduled to begin construction in Spring 2018.

Funding

Is this project's local cost share overmatched?

No

Planning Factors Score

Performance Measure	Value
Has the project been identified as a priority in a local or regional transportation plan?	10
Does this project include work that will help preserve the existing transportation system?	5
Does this project include modifications that improve existing facility operations?	5
Does the project remove a system bottleneck, increase throughput, or reduce emissions?	10
Does the project fill a gap, remove a barrier or enhance network connectivity?	5
Does the project create transportation network redundancy?	5
Does this project address a severe crash rate higher than the CAMPO regional average?	0
Does this project address additional safety issues?	5
Is this project located on an existing or proposed regionally significant facility?	10
Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?	5
Does this project serve traditionally under-served populations?	0
Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?	5
Does this project provide accommodations identified in the RATP or a local transportation plan?	5
Does this project include transit elements or service routes?	5
Does this project support local, regional, or state economic development plans and strategies?	5
Is this project's local cost share overmatched?	0
Planning Factor Score:*	80

*The planning factor score above is subject to change following evaluation of the responses and verification of the required supporting materials.

Cost-Benefit Analysis: Safety

Please fill out the fields below if it is not pre-filled from the information above. For Crash Rates, HSIP work codes, descriptions, and CFE/Service Life scores please refer to the Crash Rate Table and HSIP List from the CAMPO Safety Analysis-Work Codes and Crash Rates Spreadsheet.

Safety Information

County: Burnet County

Area: Rural

Functional Class: Principal Arterial

Crash Rate: 0.0007

HSIP Work Code: 518, 537

Description: Install Continuous Turn Lane, Construct Paved Shoulders ($\geq 5'$)

CFE/Service Life: 14

Project Cost: \$1,725,000.00

Capital Area Metropolitan Planning Organization

2019-2022 Project Call

Roadway Project Application

SH 71

FROM: US 281

TO: SPUR 191



Sponsor Information

Sponsor Information

Sponsor: Burnet County
Address: 220 South Pierce Street
City: Burnet
State: Texas
Zip Code: 78611
Phone: 512-756-5420
Website: www.burnetcountytexas.org

Contact Information

Name: Greg Haley
Position: TAC Member
Address: 705 N. Hwy 281, Suite 103
City: Marble Falls
State: Texas
Zip Code: 78654
Phone: 830-693-5635
Email: gregh@kcengineering.com

Co-Sponsor

Does this project have a co-sponsor?

Yes

Co-Sponsor Information

Co-Sponsor Information

Co-Sponsor: Texas Department of Transportation
Address: 7901 N. I-35
City: Austin
State: Texas
Zip Code: 78753
Phone: 512-832-7000
Website: www.txdot.gov

Contact Information

Name: Cathy Kratz, P.E.
Position: Area Engineer
Address: 3029 Hwy 29 East
City: Burnet
State: Texas
Zip Code: 78611
Phone: 512-756-2316
Email: Cathy.Kratz@txdot.gov

Project Information

General Information

County: Burnet County

Municipality: N/A

Roadway: SH 71

Limits (From): US 281

Limits (To): Spur 191

Purpose and Need

This segment of SH 71 is a rapidly developing commercial and residential area. This project is needed to bring the existing roadway up to current engineering design standards. SH 71 is an existing four-lane section that is often referred to as a "Poor Boy" section in that it does not have a continuous two-way left turn lane or paved safety shoulders. This project will provide a continuous two-way left turn lane to provide a safe refuge for left-turning traffic and it will also function as flush median, separating traffic traveling in opposing directions. The project will provide paved safety shoulders to function as deceleration / right turn lanes and provide a haven for stranded motorists, law enforcement and emergency services personnel.

Project Scope

As a TxDOT Statewide Strategic Corridor and Secondary Freight Network, this project is for construction and construction engineering for SH 71 including a 14' continuous two-way left turn lane, four 12' lanes, and two 10' paved safety shoulders.

Project Cost

Preliminary Engineering:

Right-of-Way:

Construction: \$13,100,000.00

Construction Engineering: \$1,048,000.00

Indirect:

Contingencies:

Total Project Cost: \$14,148,000.00

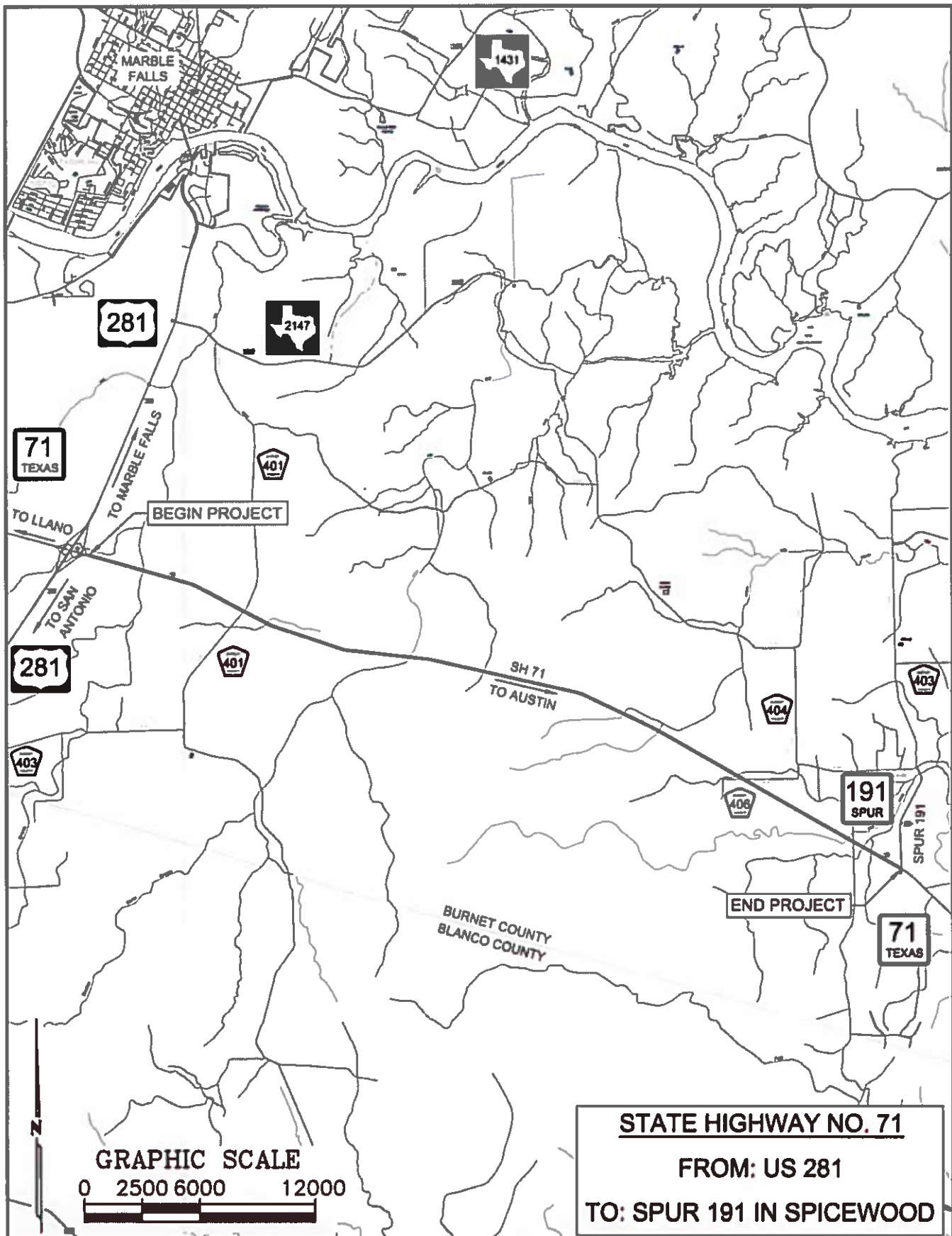
Funding Request

Fiscal Year 2021

Phase: Construction

Funding Amount: \$14,418,000.00

Project Location



Project Development and Readiness

Please respond to each readiness question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Preliminary Engineering and Design

Has the project undergone preliminary engineering and design?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that all Preliminary Engineering and Design has been completed and that it is ready for construction.

Public Involvement

Has this project undergone public involvement?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that all of the Public Involvement process has been completed and that it is ready for construction.

Right-of-Way Acquisition

Does this project require the acquisition of right-of-way?

No

Utility Relocation

Does this project require utility relocation?

No

Environmental Compliance

Has this project undergone the environmental process?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that environmental compliance has been completed and that it is ready for construction.

Financial Requirements

Has funding been identified and secured for the local match requirements?

Yes

TxDOT is the Co-Sponsor and will provide Burnet County's matching funds.

Coordination and Agreements

Does this project have the support and concurrence of all stakeholders involved?

Yes

The primary stakeholders are Burnet County and TxDOT and both are in concurrence.

Additional Information

Is there additional information regarding project development and readiness?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that the Plans, Specifications and Estimate (PS&E) have been completed and that it is ready for construction.

Planning Factors

Please respond to each performance measure question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Planning

Has the project undergone a comprehensive planning process?

Yes

Has the project been identified as a priority in a local or regional transportation plan?

Yes

This project is listed as BURN06, BURN11, and BURN12 in the CAMPO 2040 Plan. It has also been designated by TxDOT to be a Statewide Strategic Corridor and Secondary Freight Corridor. It is also listed in the Burnet County Comprehensive Transportation plan as an On-System Roads Priority Improvement Project.

System Preservation

Does this project include work that will help preserve the existing transportation system?

Yes

As listed in the 2040 Plan, this project will rehabilitate the existing pavement structure, extending its design life, thereby preserving and extending the existing transportation system. Because of the increasing commercial activity and its associated increase in heavy truck traffic, this project will be rehabilitated to accommodate the additional vehicular and heavy truck traffic. The project will also modernize SH 71 by designing to current engineering design standards.

Modification

Does this project include modifications that improve existing facility operations?

Yes

The current roadway is a four-lane undivided pavement section without a two-way left turn lane and paved safety shoulders - a section sometimes referred to as a four-lane "Poor Boy" section. This project will add a 14' continuous two-way left turn lane and 10' paved safety shoulders improving existing facility operation by providing a safe refuge for left-turning vehicles and an additional 10' buffer to the Clear Zone. The paved safety shoulders will function as a right-turn lane and will remove decelerating and right-turning traffic from the main, through travel lanes, thereby improving existing facility operations.

Congestion and Mobility

Does the project remove a system bottleneck, increase throughput, or reduce emissions?

Yes

This project is listed on the CAMPO 2040 Plan as a Congestion Management Process (CMP) Road. It will increase throughput by significantly reducing conflicts with the addition of a two-way continuous left turn lane. The project will also provide 10' paved safety shoulders that will also increase throughput by the shoulders also serving as deceleration / acceleration lanes, right turn lanes, and safe havens for stranded motorists, law enforcement, emergency services personnel, and mail carriers.

Does the project fill a gap, remove a barrier or enhance network connectivity?

Yes

This project will enhance network connectivity by reconstructing the roadway to current engineering design standards that include a 14' two-way left turn lane, four 12' through lanes, and two 10' paved safety shoulders, thereby enhancing network connectivity.

Does the project create transportation network redundancy?

Yes

This project will improve existing network redundancy by bringing SH 71 up to current engineering design standards.

Safety

Does this project address a severe crash rate higher than the CAMPO regional average?

No

Does this project address additional safety issues?

Yes

This project will include the safety measure of providing a two-way continuous left-turn lane that also serves as a 14' flush median to separate opposing traffic and it will also provide paved safety shoulders to further facilitate safety by providing acceleration / deceleration / right turn lanes, additional maneuvering space for errant vehicles, and a safe haven for stranded motorists, law enforcement, emergency services personnel and mail carriers. The design will also provide for the Clear Zone Concept - safety treating all objects within the defined Clear Zone.

Regional Impact

Is this project located on an existing or proposed regionally significant facility?

Yes

TxDOT has designated SH 71 a Statewide Strategic Corridor and Secondary Freight Network, therefore a regionally significant facility.

Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?

Yes

This project is listed a TxDOT Secondary Freight Network roadway.

Social and Environmental Impacts

Does this project serve traditionally under-served populations?

No

Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?

Yes

Considering the existing SH 71 has been functioning as a major highway since the 1920's and considering ever-increasing development along this Statewide Strategic Corridor, it is highly unlikely this project will have any adverse effect upon the environment.

There are no known environmental issues throughout the project limits. Nonetheless, the project will comply with the National Environmental Protection Act (NEPA) and its provisions will be complied with throughout project planning,

engineering design and construction.

Multimodal Elements

Does this project provide accommodations identified in the RATP or a local transportation plan? **Yes**

This project is listed in the Burnet County Thoroughfare Plan adopted by the Burnet County Commissioners' Court. Without paved safety shoulders, there are no dedicated spaces for bicycles. The addition of 10' paved safety shoulders will provide direct access for bicycles.

Does this project include transit elements or service routes? **Yes**

The Spicewood area is listed as a service area in Capital Area Rural Transportation System (CARTS) route schedule. This project will provide 10' paved safety shoulders that will also function as bicycle lanes.

Economic Development

Does this project support local, regional, or state economic development plans and strategies? **Yes**

Burnet County is seeing the rapid development of single-family and multi-family residential housing developments. Rapid development of this type signifies existing expanding economic development in the Burnet County area. This area has seen particularly rapid commercial development in the areas of aggregate, concrete and paving production plants. Recently, the 341-acre, 240-lot Spicewood Trails Subdivision opened and TexMix Concrete and Asphalt, Inc. have opened concrete and asphalt production facilities along this segment of SH 71. Near the project's US 281 limit, the proposed 320-acre, 710-lot Gregg Ranch Subdivision is scheduled to begin construction in Spring 2018.

Funding

Is this project's local cost share overmatched? **No**

Planning Factors Score

Performance Measure	Value
Has the project been identified as a priority in a local or regional transportation plan?	10
Does this project include work that will help preserve the existing transportation system?	5
Does this project include modifications that improve existing facility operations?	5
Does the project remove a system bottleneck, increase throughput, or reduce emissions?	10
Does the project fill a gap, remove a barrier or enhance network connectivity?	5
Does the project create transportation network redundancy?	5
Does this project address a severe crash rate higher than the CAMPO regional average?	0
Does this project address additional safety issues?	5
Is this project located on an existing or proposed regionally significant facility?	10
Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?	5
Does this project serve traditionally under-served populations?	0
Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?	5
Does this project provide accommodations identified in the RATP or a local transportation plan?	5
Does this project include transit elements or service routes?	5
Does this project support local, regional, or state economic development plans and strategies?	5
Is this project's local cost share overmatched?	0
Planning Factor Score:*	80

*The planning factor score above is subject to change following evaluation of the responses and verification of the required supporting materials.

Cost-Benefit Analysis: Safety

Please fill out the fields below if it is not pre-filled from the information above. For Crash Rates, HSIP work codes, descriptions, and CFE/Service Life scores please refer to the Crash Rate Table and HSIP List from the CAMPO Safety Analysis-Work Codes and Crash Rates Spreadsheet.

Safety Information

County: Burnet County

Area: Rural

Functional Class: Principal Arterial

Crash Rate: 0.0007

HSIP Work Code: 518, 537

Description: Install Continuous Turn Lane, Construct Paved Shoulders ($\geq 5'$)

CFE/Service Life: 14

Project Cost: \$14,148,000.00

Capital Area Metropolitan Planning Organization

2019-2022 Project Call

Roadway Project Application

US 281

FROM: PR 4

TO: RM 1855



Sponsor Information

Sponsor Information

Sponsor: Burnet County
Address: 220 South Pierce Street
City: Burnet
State: Texas
Zip Code: 78611
Phone: 512-756-5420
Website: www.burnetcountytexas.org

Contact Information

Name: Greg Haley
Position: TAC Member
Address: 705 N. Hwy 281, Suite 103
City: Marble Falls
State: Texas
Zip Code: 78654
Phone: 830-693-5635
Email: gregh@kcengineering.com

Co-Sponsor

Does this project have a co-sponsor?

Yes

Co-Sponsor Information

Co-Sponsor Information

Co-Sponsor: Texas Department of Transportation

Address: 7901 N. I-35

City: Austin

State: Texas

Zip Code: 78753

Phone: 512-832-7000

Website: www.txdot.gov

Contact Information

Name: Cathy Kratz, P.E.

Position: Area Engineer

Address: 3029 Hwy 29 East

City: Burnet

State: Texas

Zip Code: 78611

Phone: 512-756-2316

Email: Cathy.Kratz@txdot.gov

Project Information

General Information

County: Burnet County
Municipality: N/A
Roadway: US 281
Limits (From): SH 71
Limits (To): The Blanco County Line

Purpose and Need

This project is needed to bring the existing roadway up to current engineering design standards. US 281 is an existing four-lane section that is often referred to as a "Poor Boy" section in that it does not have a continuous two-way left turn lane or paved safety shoulders. This project will provide a continuous two-way left turn lane to provide a safe refuge for left-turning traffic and it will also function as flush median, separating traffic traveling in opposing directions. It will provide paved safety shoulders to function as deceleration / right turn lanes and provide a haven for stranded motorists, law enforcement and emergency services personnel, and mail carriers.

Project Scope

As a TxDOT Strategic Strategic Corridor, Secondary Freight Network, and Energy Sector Corridor, this project will reconstruct US 281 to current engineering design standards, including a 14' continuous two-way left turn lane, four 12' lanes, and two 10' paved safety shoulders.

Project Cost

Preliminary Engineering: \$1,680,000.00

Right-of-Way:

Construction:

Construction Engineering:

Indirect:

Contingencies:

Total Project Cost: \$1,680,000.00

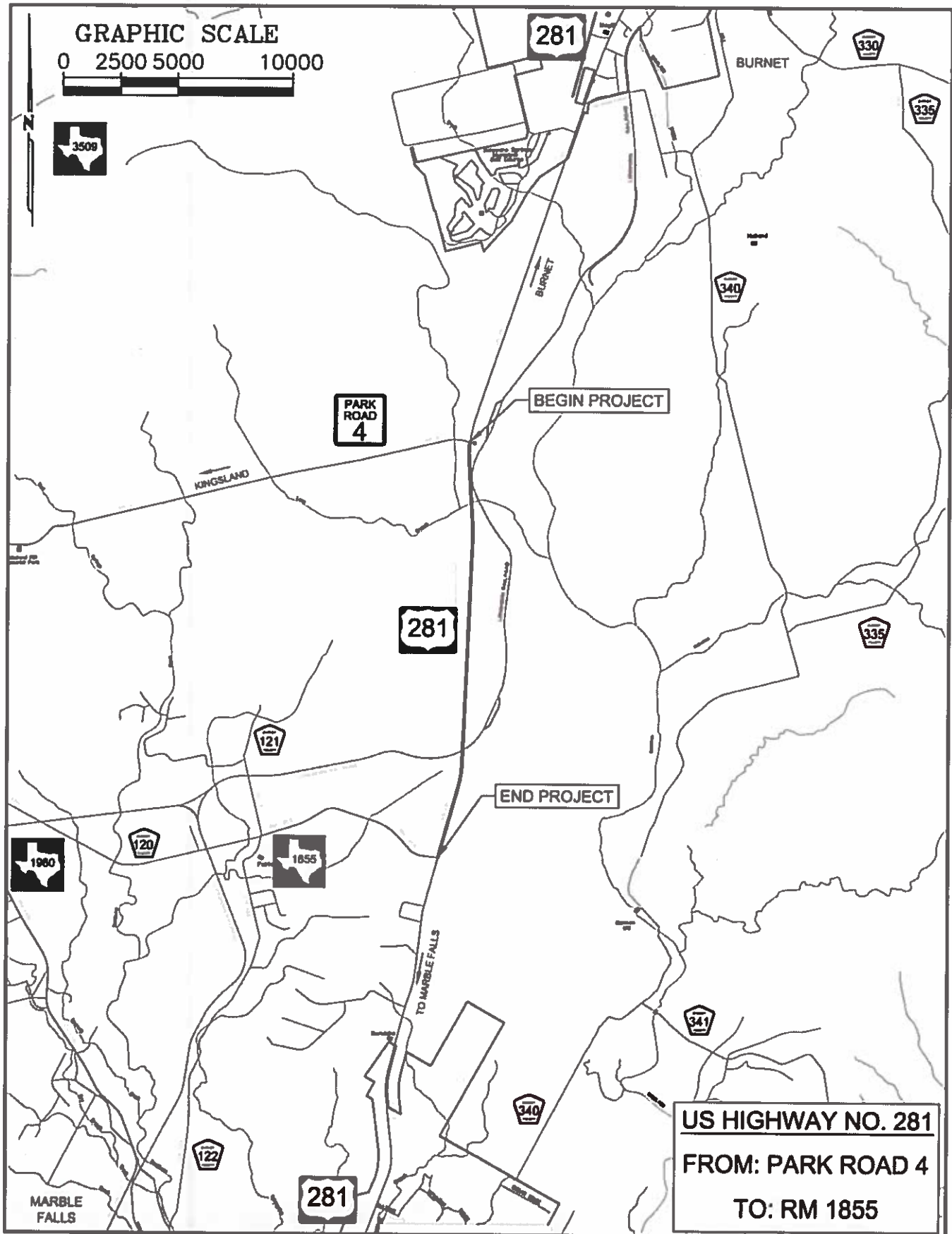
Funding Request

Fiscal Year 2019

Phase: Preliminary Engineering

Funding Amount: \$1,680,000.00

Project Location



Project Development and Readiness

Please respond to each readiness question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Preliminary Engineering and Design

Has the project undergone preliminary engineering and design?

No

Public Involvement

Has this project undergone public involvement?

No

Right-of-Way Acquisition

Does this project require the acquisition of right-of-way?

No

Utility Relocation

Does this project require utility relocation?

No

Environmental Compliance

Has this project undergone the environmental process?

No

Financial Requirements

Has funding been identified and secured for the local match requirements?

Yes

TxDOT will be the co-sponsor of this project and provide Burnet County's local match.

Coordination and Agreements

Does this project have the support and concurrence of all stakeholders involved?

Yes

This project has the support and concurrence of Burnet County and TxDOT.

Additional Information

Is there additional information regarding project development and readiness?

Yes

As a de facto alternate to IH 35, it is imperative that this section of highway be upgraded to meet the demands placed upon it by ever-increasing traffic volumes.

This project is for the development of the plans, Specifications, and Estimate (PS&E) and it will commence immediately upon authorization. A second project will be submitted in conjunction with this one for construction funding.

Environmental compliance will be required and will be accomplished as part of this project so that when this project is complete, the construction phase will be ready to commence immediately when authorized.

Based upon the answers above, this project is entirely ready to commence immediately upon authorization to begin.

Planning Factors

Please respond to each performance measure question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Planning

Has the project undergone a comprehensive planning process?

Yes

Has the project been identified as a priority in a local or regional transportation plan?

Yes

This project is listed as BURN26 in the CAMPO 2040 Plan. It has also been designated by TxDOT to be a Statewide Strategic Corridor, Secondary Freight Network, and Energy Sector Corridor. It is also listed in the Burnet County Comprehensive Transportation plan as an On-System Roads Priority Improvement Project.

System Preservation

Does this project include work that will help preserve the existing transportation system?

Yes

This project will provide major rehabilitation to an aging facility and will help preserve the existing transportation system. Originally constructed to its current cross-section in the late '50s, the existing pavement structure (6" flex base and 6" foundation course) has likely served well beyond its anticipated design life. This project will rehabilitate the existing pavement structure and replace a geometrically deficient bridge, thereby preserving and extending the existing transportation system. As listed in the 2040 Plan, this project will rehabilitate the existing pavement structure, thereby preserving and extending the existing transportation system.

Modification

Does this project include modifications that improve existing facility operations?

Yes

The current roadway is a four-lane undivided pavement section without a two-way left turn lane and paved safety shoulders - sometimes referred to as a four-lane "Poor Boy" section. This project will add a 14' continuous two-way left turn lane and 10' paved safety shoulders improving existing facility operation by providing a safe refuge for left-turning vehicles and an additional 10' buffer to the Clear Zone. The paved safety shoulders will function as a right-turn lane and will remove decelerating and right-turning traffic from the main, through travel lanes, thereby improving existing facility operations.

Congestion and Mobility

Does the project remove a system bottleneck, increase throughput, or reduce emissions?

Yes

This project is a CAMPO Congestion Management Process Road (CMP) and will increase throughput by significantly reducing conflicts by the addition of a 14' two-way continuous left turn lane. The project will also provide 10' paved safety shoulders that will also increase throughput by the shoulders serving as deceleration / acceleration lanes, right turn lanes and will provide a safe haven for stranded motorists, law enforcement and emergency services.

personnel.

Does the project fill a gap, remove a barrier or enhance network connectivity?

Yes

This project will enhance network connectivity by reconstructing the roadway to current engineering design standards that include a 14' two-way left turn lane, four 12' through lanes, and two 10' paved shoulders, thereby enhancing network connectivity.

Does the project create transportation network redundancy?

Yes

This project will improve existing network redundancy by making US 281 an even more attractive alternate to IH 35.

Safety

Does this project address a severe crash rate higher than the CAMPO regional average?

Yes

The Traffic Crashes per 100 Million Vehicle Miles for this project is 71.87. The "TxDOT 2016 Statewide Traffic Crash Rates", Traffic Crashes per 100 Million Miles, By Highway System, is 71.21.

Does this project address additional safety issues?

Yes

This project will include the safety measure of providing a two-way continuous left-turn lane that also serves as a 14' flush median to separate opposing traffic and it will also provide paved safety shoulders to further facilitate safety by providing acceleration / deceleration lanes / right turn lanes, additional maneuvering space for errant vehicles, and a safe haven for stranded motorists, law enforcement, emergency services personnel and mail carriers. The design will also provide for the Clear Zone Concept - safety treating all objects within the defined Clear Zone.

Regional Impact

Is this project located on an existing or proposed regionally significant facility?

Yes

TxDOT has designated US 281 as a Statewide Strategic Corridor, Secondary Freight Network, and Energy Sector Corridor, therefore a regionally significant facility.

Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?

Yes

This project is listed US 281 as a TxDOT Secondary Freight Network roadway.

Social and Environmental Impacts

Does this project serve traditionally under-served populations?

No

Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?

Yes

Considering the existing US 281 has been functioning as a major highway since 1930 and considering existing rock quarry operations and ever-increasing development along the corridor, it is very unlikely this project will have any

adverse effect upon the environment.

There are no known environmental issues throughout the project limits. Nonetheless, the project will comply with the National Environmental Protection Act (NEPA) and its provisions will be complied with throughout project planning, engineering design and construction.

Multimodal Elements

Does this project provide accommodations identified in the RATP or a local transportation plan?

Yes

This project is listed in the Burnet County Comprehensive Thoroughfare Plan adopted by the Burnet County Commissioners' Court. Without paved safety shoulders, there are no dedicated spaces for bicycles. The addition of 10' paved safety shoulders will provide direct access for bicycles.

Does this project include transit elements or service routes?

Yes

This project is on the Capital Area Rural Transportation System (CARTS) service route.

Economic Development

Does this project support local, regional, or state economic development plans and strategies?

Yes

Burnet County is experiencing the rapid development of single-family and multi-family residential housing developments along with new and expanding commercial developments. Rapid development of this type signifies existing expanding economic development in the Burnet County area and this project will support continued economic development.

Funding

Is this project's local cost share overmatched?

No

Planning Factors Score

Performance Measure	Value
Has the project been identified as a priority in a local or regional transportation plan?	10
Does this project include work that will help preserve the existing transportation system?	5
Does this project include modifications that improve existing facility operations?	5
Does the project remove a system bottleneck, increase throughput, or reduce emissions?	10
Does the project fill a gap, remove a barrier or enhance network connectivity?	5
Does the project create transportation network redundancy?	5
Does this project address a severe crash rate higher than the CAMPO regional average?	10
Does this project address additional safety issues?	5
Is this project located on an existing or proposed regionally significant facility?	10
Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?	5
Does this project serve traditionally under-served populations?	0
Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?	5
Does this project provide accommodations identified in the RATP or a local transportation plan?	5
Does this project include transit elements or service routes?	5
Does this project support local, regional, or state economic development plans and strategies?	5
Is this project's local cost share overmatched?	0
Planning Factor Score:*	90

*The planning factor score above is subject to change following evaluation of the responses and verification of the required supporting materials.

Cost-Benefit Analysis: Safety

Please fill out the fields below if it is not pre-filled from the information above. For Crash Rates, HSIP work codes, descriptions, and CFE/Service Life scores please refer to the Crash Rate Table and HSIP List from the CAMPO Safety Analysis-Work Codes and Crash Rates Spreadsheet.

Safety Information

County: Burnet County

Area: Rural

Functional Class: Principal Arterial

Crash Rate: 0.0007

HSIP Work Code: 518, 537

Description: Install Continuous Turn Lane, Construct Paved Shoulders ($\geq 5'$)

CFE/Service Life: 14

Project Cost: \$1,680,000.00

Capital Area Metropolitan Planning Organization

2019-2022 Project Call

Roadway Project Application

US 281

**FROM: PR 4
TO: RM 1855**



Sponsor Information

Sponsor Information

Sponsor: Burnet County
Address: 220 South Pierce Street
City: Burnet
State: Texas
Zip Code: 78611
Phone: 512-756-5420
Website: www.burnetcountytexas.org

Contact Information

Name: Greg Haley
Position: TAC Member
Address: 705 N. Hwy 281, Suite 103
City: Marble Falls
State: Texas
Zip Code: 78654
Phone: 830-693-5635
Email: gregh@kcengineering.com

Co-Sponsor

Does this project have a co-sponsor?

Yes

Co-Sponsor Information

Co-Sponsor Information

Co-Sponsor: Texas Department of Transportation
Address: 7901 N. I-35
City: Austin
State: Texas
Zip Code: 78753
Phone: 512-832-7000
Website: www.txdot.gov

Contact Information

Name: Cathy Kratz, P.E.
Position: Area Engineer
Address: 3029 Hwy 29 East
City: Burnet
State: Texas
Zip Code: 78611
Phone: 512-756-2316
Email: Cathy.Kratz@txdot.gov

Project Information

General Information

County: Burnet County
Municipality: N/A
Roadway: US 281
Limits (From): SH 71
Limits (To): The Blanco County Line

Purpose and Need

This project is needed to bring the existing roadway up to current engineering design standards. US 281 is an existing four-lane section that is often referred to as a "Poor Boy" section in that it does not have a continuous two-way left turn lane or paved safety shoulders. This project will provide a continuous two-way left turn lane to provide a safe refuge for left-turning traffic and it will also function as flush median, separating traffic traveling in opposing directions. It will provide paved safety shoulders to function as deceleration / right turn lanes and provide a haven for stranded motorists, law enforcement and emergency services personnel, and mail carriers.

Project Scope

As a TxDOT Strategic Strategic Corridor, Secondary Freight Network, and Energy Sector Corridor, this project is for the construction and construction engineering of US 281 including a 14' continuous two-way left turn lane, four 12' lanes, and two 10' paved safety shoulders.

Project Cost

Preliminary Engineering:

Right-of-Way:

Construction: \$12,000,000.00

Construction Engineering: \$960,000.00

Indirect:

Contingencies:

Total Project Cost: \$12,960,000.00

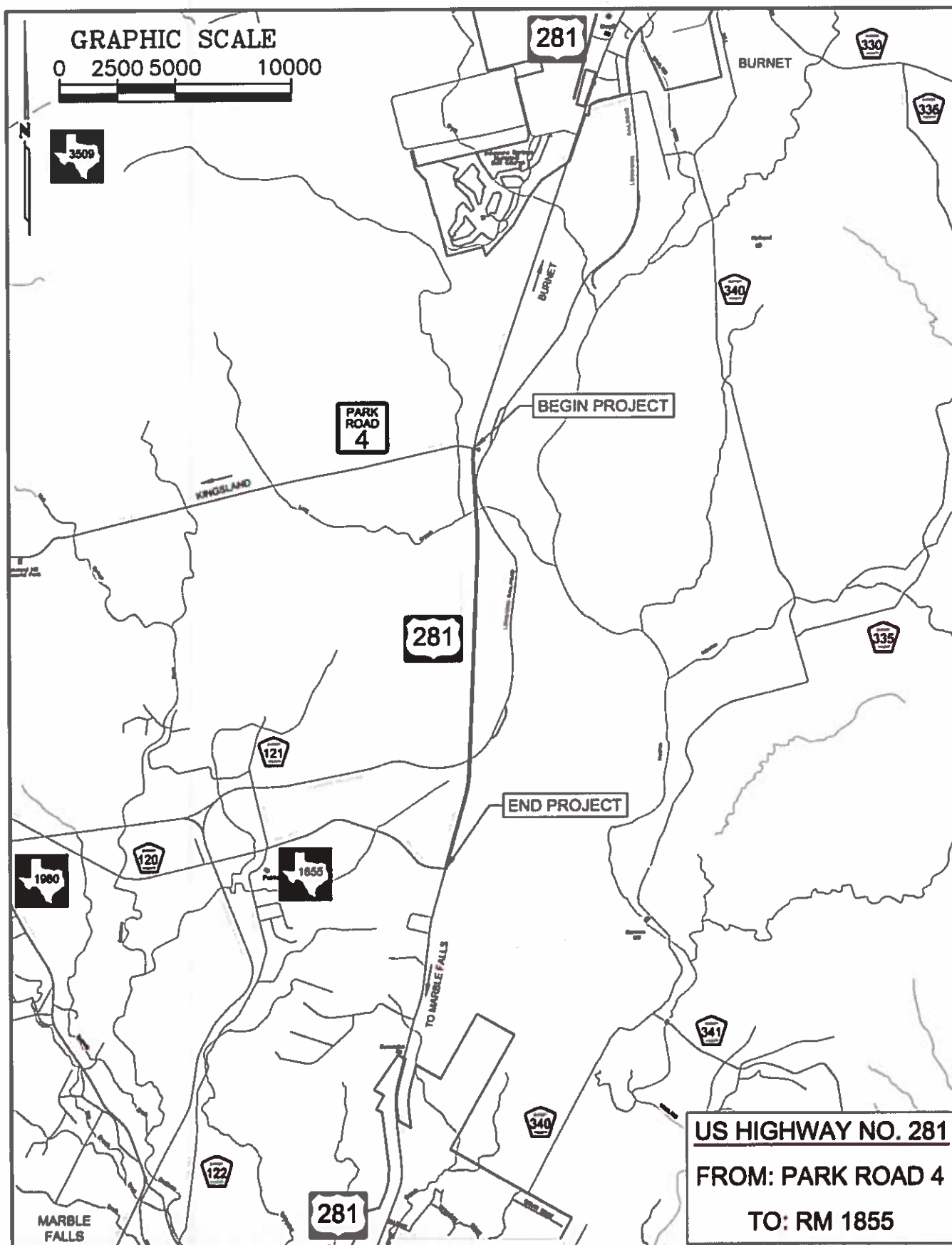
Funding Request

Fiscal Year 2021

Phase: Construction

Funding Amount: \$12,960,000.00

Project Location



Project Development and Readiness

Please respond to each readiness question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Preliminary Engineering and Design

Has the project undergone preliminary engineering and design?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that all Preliminary Engineering and Design has been completed and that it is ready for construction.

Public Involvement

Has this project undergone public involvement?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that all of the Public Involvement process has been completed and that it is ready for construction.

Right-of-Way Acquisition

Does this project require the acquisition of right-of-way?

No

Utility Relocation

Does this project require utility relocation?

No

Environmental Compliance

Has this project undergone the environmental process?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that environmental compliance has been completed and that it is ready for construction.

Financial Requirements

Has funding been identified and secured for the local match requirements?

Yes

TxDOT will be the co-sponsor of this project and provide Burnet County's local match.

Coordination and Agreements

Does this project have the support and concurrence of all stakeholders involved?

Yes

This project has the support and concurrence of Burnet County and TxDOT.

Additional Information

Is there additional information regarding project development and readiness?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that the Plans, Specifications and Estimate (PS&E) have been completed and that it is ready for construction.

Planning Factors

Please respond to each performance measure question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Planning

Has the project undergone a comprehensive planning process?

Yes

Has the project been identified as a priority in a local or regional transportation plan?

Yes

This project is listed as BURN26 in the CAMPO 2040 Plan. It has also been designated by TxDOT to be a Statewide Strategic Corridor, Secondary Freight Network, and Energy Sector Corridor. It is also listed in the Burnet County Comprehensive Transportation plan as an On-System Roads Priority Improvement Project.

System Preservation

Does this project include work that will help preserve the existing transportation system?

Yes

This project will provide major rehabilitation to an aging facility and will help preserve the existing transportation system. Originally constructed to its current cross-section in the late '50s, the existing pavement structure (6" flex base and 6" foundation course) has likely served well beyond its anticipated design life. This project will rehabilitate the existing pavement structure and replace a geometrically deficient bridge, thereby preserving and extending the existing transportation system. As listed in the 2040 Plan, this project will rehabilitate the existing pavement structure, thereby preserving and extending the existing transportation system.

Modification

Does this project include modifications that improve existing facility operations?

Yes

The current roadway is a four-lane undivided pavement section without a two-way left turn lane and paved safety shoulders - sometimes referred to as a four-lane "Poor Boy" section. This project will add a 14' continuous two-way left turn lane and 10' paved safety shoulders improving existing facility operation by providing a safe refuge for left-turning vehicles and an additional 10' buffer to the Clear Zone. The paved safety shoulders will function as a right-turn lane and will remove decelerating and right-turning traffic from the main, through travel lanes, thereby improving existing facility operations.

Congestion and Mobility

Does the project remove a system bottleneck, increase throughput, or reduce emissions?

Yes

This project is a CAMPO Congestion Management Process Road (CMP) and will increase throughput by significantly reducing conflicts by the addition of a 14' two-way continuous left turn lane. The project will also provide 10' paved safety shoulders that will also increase throughput by the shoulders serving as deceleration / acceleration lanes, right turn lanes and will provide a safe haven for stranded motorists, law enforcement and emergency services.

personnel.

Does the project fill a gap, remove a barrier or enhance network connectivity?

Yes

This project will enhance network connectivity by reconstructing the roadway to current engineering design standards that include a 14' two-way left turn lane, four 12' through lanes, and two 10' paved shoulders, thereby enhancing network connectivity.

Does the project create transportation network redundancy?

Yes

This project will improve existing network redundancy by making US 281 an even more attractive alternate to IH 35.

Safety

Does this project address a severe crash rate higher than the CAMPO regional average?

Yes

The Traffic Crashes per 100 Million Vehicle Miles for this project is 71.87. The "TxDOT 2016 Statewide Traffic Crash Rates", Traffic Crashes per 100 Million Miles, By Highway System, is 71.21.

Does this project address additional safety issues?

Yes

This project will include the safety measure of providing a two-way continuous left-turn lane that also serves as a 14' flush median to separate opposing traffic and it will also provide paved safety shoulders to further facilitate safety by providing acceleration / deceleration lanes / right turn lanes, additional maneuvering space for errant vehicles, and a safe haven for stranded motorists, law enforcement, emergency services personnel and mail carriers. The design will also provide for the Clear Zone Concept - safety treating all objects within the defined Clear Zone.

Regional Impact

Is this project located on an existing or proposed regionally significant facility?

Yes

TxDOT has designated US 281 as a Statewide Strategic Corridor, Secondary Freight Network, and Energy Sector Corridor, therefore a regionally significant facility.

Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?

Yes

This project is listed US 281 as a TxDOT Secondary Freight Network roadway.

Social and Environmental Impacts

Does this project serve traditionally under-served populations?

No

Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?

Yes

Considering the existing US 281 has been functioning as a major highway since 1930 and considering existing rock quarry operations and ever-increasing development along the corridor, it is very unlikely this project will have any

adverse effect upon the environment.

There are no known environmental issues throughout the project limits. Nonetheless, the project will comply with the National Environmental Protection Act (NEPA) and its provisions will be complied with throughout project planning, engineering design and construction.

Multimodal Elements

Does this project provide accommodations identified in the RATP or a local transportation plan?

Yes

This project is listed in the Burnet County Comprehensive Thoroughfare Plan adopted by the Burnet County Commissioners' Court. Without paved safety shoulders, there are no dedicated spaces for bicycles. The addition of 10' paved safety shoulders will provide direct access for bicycles.

Does this project include transit elements or service routes?

Yes

This project is on the Capital Area Rural Transportation System (CARTS) service route.

Economic Development

Does this project support local, regional, or state economic development plans and strategies?

Yes

Burnet County is experiencing the rapid development of single-family and multi-family residential housing developments along with new and expanding commercial developments. Rapid development of this type signifies existing expanding economic development in the Burnet County area and this project will support continued economic development.

Funding

Is this project's local cost share overmatched?

No

Planning Factors Score

Performance Measure	Value
Has the project been identified as a priority in a local or regional transportation plan?	10
Does this project include work that will help preserve the existing transportation system?	5
Does this project include modifications that improve existing facility operations?	5
Does the project remove a system bottleneck, increase throughput, or reduce emissions?	10
Does the project fill a gap, remove a barrier or enhance network connectivity?	5
Does the project create transportation network redundancy?	5
Does this project address a severe crash rate higher than the CAMPO regional average?	10
Does this project address additional safety issues?	5
Is this project located on an existing or proposed regionally significant facility?	10
Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?	5
Does this project serve traditionally under-served populations?	0
Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?	5
Does this project provide accommodations identified in the RATP or a local transportation plan?	5
Does this project include transit elements or service routes?	5
Does this project support local, regional, or state economic development plans and strategies?	5
Is this project's local cost share overmatched?	0
Planning Factor Score:*	90

*The planning factor score above is subject to change following evaluation of the responses and verification of the required supporting materials.

Cost-Benefit Analysis: Safety

Please fill out the fields below if it is not pre-filled from the information above. For Crash Rates, HSIP work codes, descriptions, and CFE/Service Life scores please refer to the Crash Rate Table and HSIP List from the CAMPO Safety Analysis-Work Codes and Crash Rates Spreadsheet.

Safety Information

County: Burnet County

Area: Rural

Functional Class: Principal Arterial

Crash Rate: 0.0007

HSIP Work Code: 518, 537

Description: Install Continuous Turn Lane, Construct Paved Shoulders ($\geq 5'$)

CFE/Service Life: 14

Project Cost: \$12,960,000.00

Capital Area Metropolitan Planning Organization

2019-2022 Project Call

Roadway Project Application

RM 1431

FROM: THE MANZANO MILE
TO: 4.9 MILES EAST



Sponsor Information

Sponsor Information

Sponsor: Burnet County
Address: 220 South Pierce Street
City: Burnet
State: Texas
Zip Code: 78611
Phone: 512-756-5420
Website: www.burnetcountytexas.org

Contact Information

Name: Greg Haley
Position: TAC Member
Address: 705 N. Hwy 281, Suite 103
City: Marble Falls
State: Texas
Zip Code: 78654
Phone: 830-693-5635
Email: gregh@kcengineering.com

Co-Sponsor

Does this project have a co-sponsor?

Yes

Co-Sponsor Information

Co-Sponsor Information

Co-Sponsor: Texas Department of Transportation

Address: 7901 N. I-35

City: Austin

State: Texas

Zip Code: 78753

Phone: 512-832-7000

Website: www.txdot.gov

Contact Information

Name: Cathy Kratz, P.E.

Position: Area Engineer

Address: 3029 Hwy 29 East

City: Burnet

State: Texas

Zip Code: 78611

Phone: 512-756-2316

Email: Cathy.Kratz@txdot.gov

Project Information

General Information

County: Burnet County
Municipality: N/A
Roadway: RM 1431
Limits (From): The Manzano Mile
Limits (To): 4.9 Miles East

Purpose and Need

This project is needed to upgrade and existing substandard roadway. It is an existing two-lane highway constructed likely in the 50's to much lesser design criteria than today's engineering standards. The section of RM 1431 on each end of this project is designed and constructed to current engineering standards. This project will fill the gap between those two projects. This section of RM 1431 has crash rates higher than average and this project should reduce those rates.

Project Scope

This project will redesign and reconstruct RM 1431 to current engineering design standards, including two 12' lanes and two 12' paved safety shoulders.

Project Cost

Preliminary Engineering: \$2,210,000.00

Right-of-Way:

Construction:

Construction Engineering:

Indirect:

Contingencies:

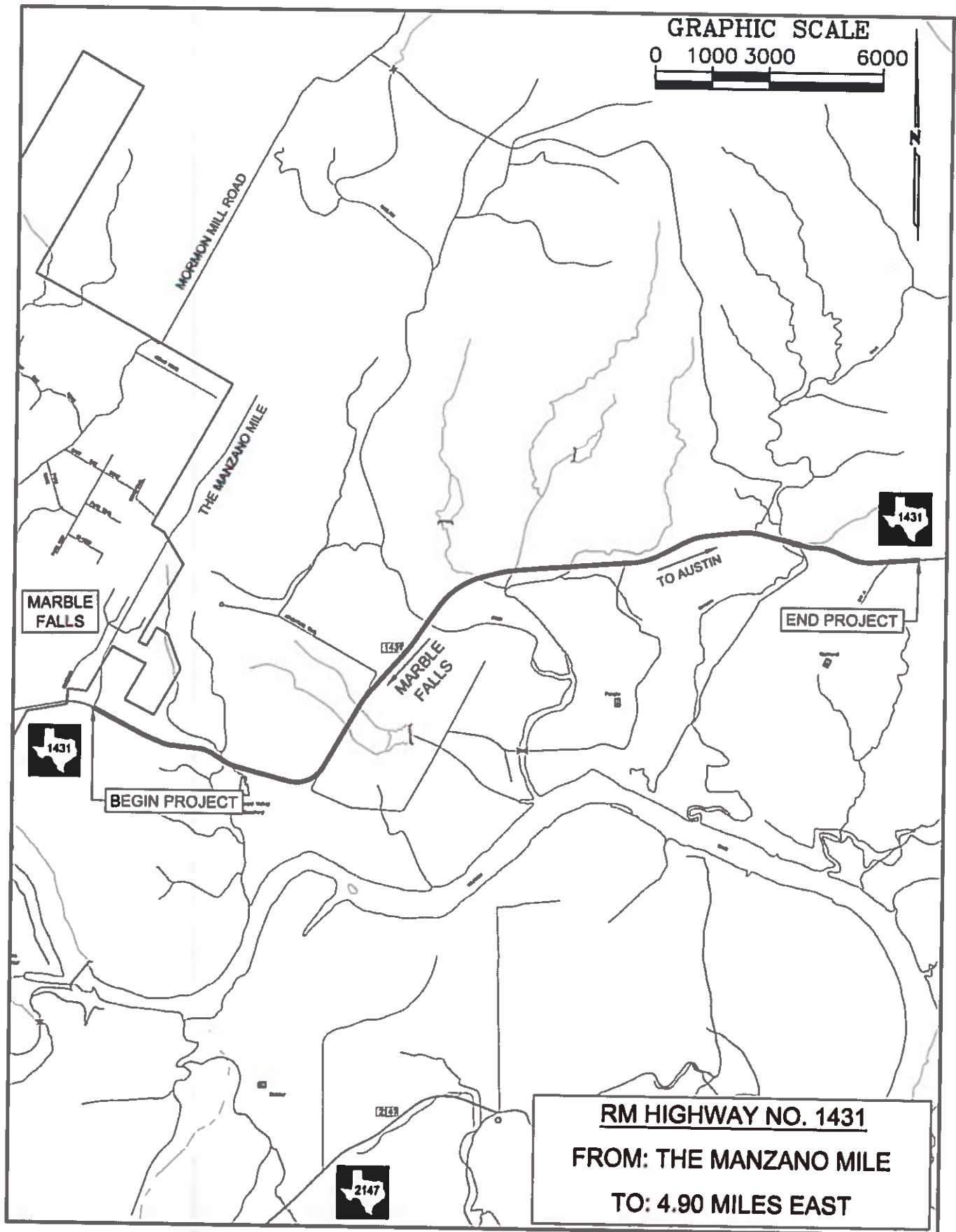
Total Project Cost: \$2,210,000.00

Funding Request

Fiscal Year 2019

Phase: Preliminary Engineering

Project Location



Project Development and Readiness

Please respond to each readiness question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Preliminary Engineering and Design

Has the project undergone preliminary engineering and design?

Yes

An alignment schematic has been prepared.

Public Involvement

Has this project undergone public involvement?

No

Right-of-Way Acquisition

Does this project require the acquisition of right-of-way?

No

Utility Relocation

Does this project require utility relocation?

No

Environmental Compliance

Has this project undergone the environmental process?

No

Financial Requirements

Has funding been identified and secured for the local match requirements?

Yes

TxDOT will be the co-sponsor for Burnet County's local match.

Coordination and Agreements

Does this project have the support and concurrence of all stakeholders involved?

Yes

This project has the concurrence of Burnet County and TxDOT.

Additional Information

Is there additional information regarding project development and readiness?

Yes

This project is for the development of Plans, Specifications and Estimate (PS&E). A preliminary schematic has been prepared. Although environmental compliance will be required, it will be performed as part of this project. A second project will be submitted in conjunction with this project and it will be for the funding to construct RM 1431 from The Manzano Mile east of Marble Falls to 4.9 miles east of The Manzano Mile.

When this project is complete, the construction phase of the project will be ready to commence immediately upon authorization to proceed.

This project is ready to begin immediately upon authorization and it is expected that it will be complete within two years of authorization.

Planning Factors

Please respond to each performance measure question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Planning

Has the project undergone a comprehensive planning process?

Yes

Has the project been identified as a priority in a local or regional transportation plan?

Yes

The project is listed in the CAMPO 2040 plan as BURN22. The project is also listed on the Burnet County Comprehensive Transportation Plan as an On-System Roads Priority Improvement Project.

System Preservation

Does this project include work that will help preserve the existing transportation system?

Yes

This project will involve the entire reconstruction of the existing roadway and it will extend the existing transportation system. This project will be the engineering design to construct an entirely new roadway and will therefore extend the roadway's service life.

Modification

Does this project include modifications that improve existing facility operations?

Yes

The existing pavement is two 10' lanes. This project will expand the lanes to 12' and will add 10' paved safety shoulders. Wider through lanes will improve facility operations. The paved safety shoulders will function as a right-turn lane and will remove decelerating and right-turning traffic from the main, through travel lanes, thereby improving existing facility operations.

Congestion and Mobility

Does the project remove a system bottleneck, increase throughput, or reduce emissions?

Yes

Although the project may not directly remove a system bottleneck, it should reduce bottlenecks or potential bottlenecks on SH 71 and SH 29 (both TxDOT Statewide Strategic Corridors) by increasing throughput on this route from the Marble Falls area to the Leander/Cedar Park/Round Rock, Austin and Georgetown areas. It is quite likely the existing narrow pavement section may prevent certain motorist from using RM 1431 and use SH 71 and SH 29 instead.

Does the project fill a gap, remove a barrier or enhance network connectivity?

Yes

This project will fill a gap in that it will connect two existing sections of roadway that meet current engineering design standards. The existing roadway pavement section is geometrically deficient and could be considered a gap in the

existing network directly attributed to its geometrically deficient nature.

Does the project create transportation network redundancy?

Yes

This project will enhance network redundancy. The proposed improvements will bring the existing facility into compliance with current engineering design standards and it is therefore likely that traffic currently using other routes will use this route, thereby creating network redundancy.

Safety

Does this project address a severe crash rate higher than the CAMPO regional average?

Yes

The Traffic Crashes per 100 Million Miles for this project is 110.88. The "TxDOT 2016 Statewide Traffic Crash Rates", Traffic Crashes per 100 Million Miles, By Road Type, is 101.18.

Does this project address additional safety issues?

Yes

This project will improve the existing horizontal and vertical geometry of the currently geometrically deficient roadway - constructed originally in 1958.

This project will include the safety measure of providing paved safety shoulders to further facilitate safety by providing acceleration / deceleration lanes / right turn lanes, additional maneuvering space for errant vehicles, and a safe haven for stranded motorists, law enforcement, emergency services personnel and mail carriers. The design will also provide for the Clear Zone Concept - safety treating all objects within the defined Clear Zone.

Regional Impact

Is this project located on an existing or proposed regionally significant facility?

Yes

It is listed as a TxDOT Austin District "Other Key Corridor".

Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?

No

Social and Environmental Impacts

Does this project serve traditionally under-served populations?

No

Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?

Yes

Considering the existing RM 1431 has been functioning since 1958 and considering ever-increasing development between the centers of Cedar Park, Leander, Round Rock, Georgetown and Marble Falls, it is highly unlikely this project will have any adverse effect upon the environment or cultural resources.

There are no known environmental issues throughout the project limits. Nonetheless, the project will comply with the National Environmental Protection Act (NEPA) and its provisions will be complied with throughout project planning, engineering design and construction.

Planning Factors Score

Performance Measure	Value
Has the project been identified as a priority in a local or regional transportation plan?	10
Does this project include work that will help preserve the existing transportation system?	5
Does this project include modifications that improve existing facility operations?	5
Does the project remove a system bottleneck, increase throughput, or reduce emissions?	10
Does the project fill a gap, remove a barrier or enhance network connectivity?	5
Does the project create transportation network redundancy?	5
Does this project address a severe crash rate higher than the CAMPO regional average?	10
Does this project address additional safety issues?	5
Is this project located on an existing or proposed regionally significant facility?	10
Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?	0
Does this project serve traditionally under-served populations?	0
Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?	5
Does this project provide accommodations identified in the RATP or a local transportation plan?	5
Does this project include transit elements or service routes?	5
Does this project support local, regional, or state economic development plans and strategies?	5
Is this project's local cost share overmatched?	0
Planning Factor Score:*	85

*The planning factor score above is subject to change following evaluation of the responses and verification of the required supporting materials.

Cost-Benefit Analysis: Safety

Please fill out the fields below if it is not pre-filled from the information above. For Crash Rates, HSIP work codes, descriptions, and CFE/Service Life scores please refer to the Crash Rate Table and HSIP List from the CAMPO Safety Analysis-Work Codes and Crash Rates Spreadsheet.

Safety Information

County: Burnet County

Area: Rural

Functional Class: Minor Arterial/Major Collector

Crash Rate: 0.0010

HSIP Work Code: 209

Description: Safety Treat Fixed Objects, Improve Horizontal Alignment

CFE/Service Life: 20 Years

Project Cost: \$2,210,000.00

Capital Area Metropolitan Planning Organization

2019-2022 Project Call

Roadway Project Application

RM 1431

**FROM: THE MANZANO MILE
TO: 4.9 MILES EAST**



Sponsor Information

Sponsor Information

Sponsor: Burnet County
Address: 220 South Pierce Street
City: Burnet
State: Texas
Zip Code: 78611
Phone: 512-756-5420
Website: www.burnetcountytexas.org

Contact Information

Name: Greg Haley
Position: TAC Member
Address: 705 N. Hwy 281, Suite 103
City: Marble Falls
State: Texas
Zip Code: 78654
Phone: 830-693-5635
Email: gregh@kcengineering.com

Co-Sponsor

Does this project have a co-sponsor?

Yes

Co-Sponsor Information

Co-Sponsor Information

Co-Sponsor: Texas Department of Transportation

Address: 7901 N. I-35

City: Austin

State: Texas

Zip Code: 78753

Phone: 512-832-7000

Website: www.txdot.gov

Contact Information

Name: Cathy Kratz, P.E.

Position: Area Engineer

Address: 3029 Hwy 29 East

City: Burnet

State: Texas

Zip Code: 78611

Phone: 512-756-2316

Email: Cathy.Kratz@txdot.gov

Project Information

General Information

County: Burnet County
Municipality: N/A
Roadway: RM 1431
Limits (From): The Manzano Mile
Limits (To): 4.9 Miles East

Purpose and Need

This project is needed to upgrade and existing substandard roadway. It is an existing two-lane highway constructed likely in the 50's to much lesser design criteria than today's engineering standards. The section of RM 1431 on each end of this project is designed and constructed to current engineering standards. This project will fill the gap between those two projects. This section of RM 1431 has crash rates higher than average and this project should reduce those rates.

Project Scope

This project is for the construction and construction engineering of RM 1431 to current engineering design standards, including two 12' lanes and two 12' paved safety shoulders.

Project Cost

Preliminary Engineering:

Right-of-Way:

Construction: \$15,800,000.00

Construction Engineering: \$1,264,000.00

Indirect:

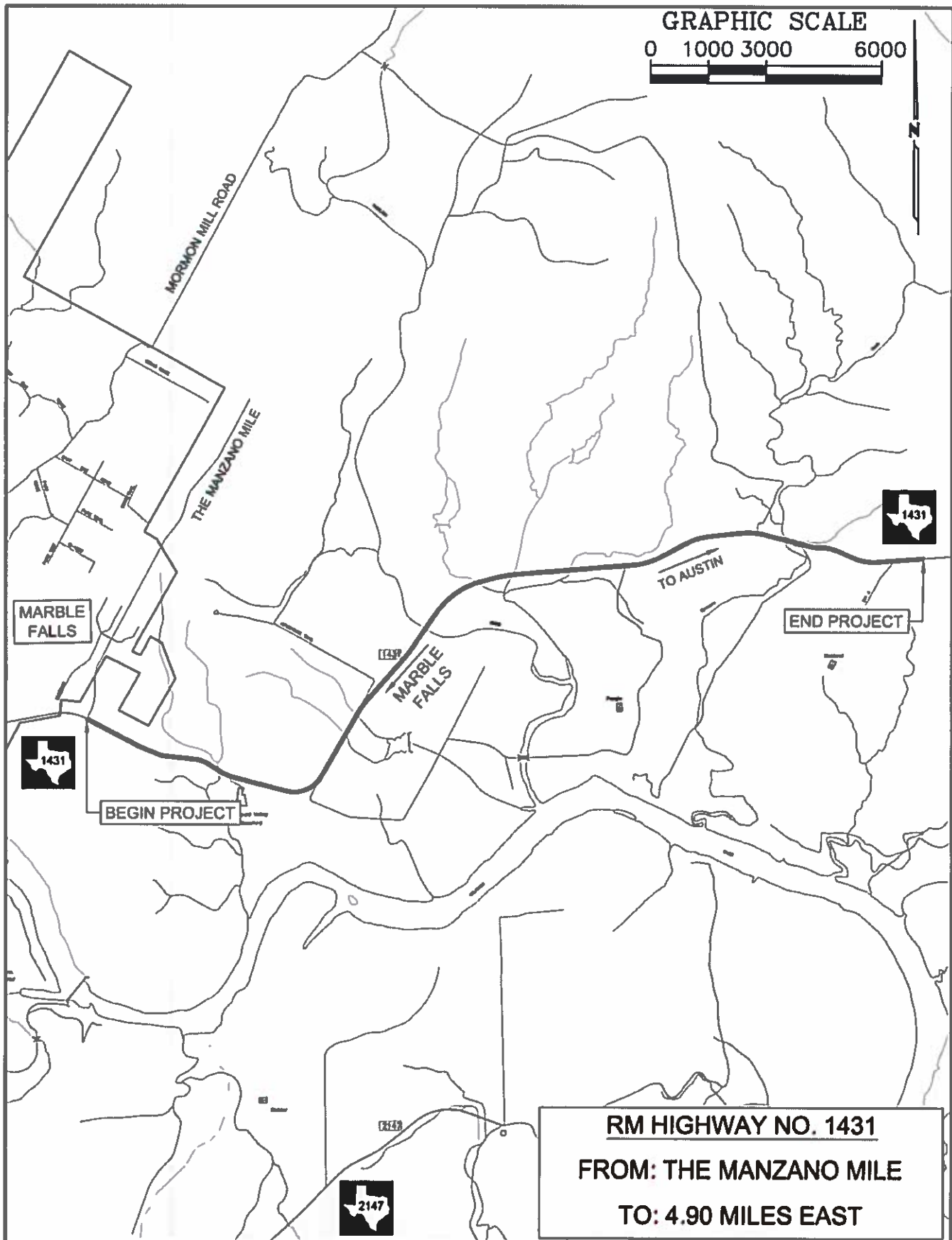
Contingencies:

Total Project Cost: \$17,064,000.00

Funding Request

Fiscal Year 2021
Phase: Construction

Project Location



Project Development and Readiness

Please respond to each readiness question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Preliminary Engineering and Design

Has the project undergone preliminary engineering and design?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that all Preliminary Engineering and Design has been completed and that it is ready for construction.

Public Involvement

Has this project undergone public involvement?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that all of the Public Involvement process has been completed and that it is ready for construction.

Right-of-Way Acquisition

Does this project require the acquisition of right-of-way?

No

Utility Relocation

Does this project require utility relocation?

No

Environmental Compliance

Has this project undergone the environmental process?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that environmental compliance has been completed and that it is ready for construction.

Financial Requirements

Has funding been identified and secured for the local match requirements?

Yes

TxDOT will be the co-sponsor for Burnet County's local match.

Coordination and Agreements

Does this project have the support and concurrence of all stakeholders involved?

Yes

This project has the concurrence of Burnet County and TxDOT.

Additional Information

Is there additional information regarding project development and readiness?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that the Plans, Specifications and Estimate (PS&E) have been completed and that it is ready for construction.

Planning Factors

Please respond to each performance measure question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Planning

Has the project undergone a comprehensive planning process?

Yes

Has the project been identified as a priority in a local or regional transportation plan?

Yes

The project is listed in the CAMPO 2040 plan as BURN22. The project is also listed on the Burnet County Comprehensive Transportation Plan as an On-System Roads Priority Improvement Project.

System Preservation

Does this project include work that will help preserve the existing transportation system?

Yes

This project will involve the entire reconstruction of the existing roadway and it will extend the existing transportation system. This project will be the engineering design to construct an entirely new roadway and will therefore extend the roadway's service life.

Modification

Does this project include modifications that improve existing facility operations?

Yes

The existing pavement is two 10' lanes. This project will expand the lanes to 12' and will add 10' paved safety shoulders. Wider through lanes will improve facility operations. The paved safety shoulders will function as a right-turn lane and will remove decelerating and right-turning traffic from the main, through travel lanes, thereby improving existing facility operations.

Congestion and Mobility

Does the project remove a system bottleneck, increase throughput, or reduce emissions?

Yes

Although the project may not directly remove a system bottleneck, it should reduce bottlenecks or potential bottlenecks on SH 71 and SH 29 (both TxDOT Statewide Strategic Corridors) by increasing throughput on this route from the Marble Falls area to the Leander/Cedar Park/Round Rock, Austin and Georgetown areas. It is quite likely the existing narrow pavement section may prevent certain motorist from using RM 1431 and use SH 71 and SH 29 instead.

Does the project fill a gap, remove a barrier or enhance network connectivity?

Yes

This project will fill a gap in that it will connect two existing sections of roadway that meet current engineering design standards. The existing roadway pavement section is geometrically deficient and could be considered a gap in the

existing network directly attributed to its geometrically deficient nature.

Does the project create transportation network redundancy?

Yes

This project will enhance network redundancy. The proposed improvements will bring the existing facility into compliance with current engineering design standards and it is therefore likely that traffic currently using other routes will use this route, thereby creating network redundancy.

Safety

Does this project address a severe crash rate higher than the CAMPO regional average?

Yes

The Traffic Crashes per 100 Million Miles for this project is 110.88. The "TxDOT 2016 Statewide Traffic Crash Rates", Traffic Crashes per 100 Million Miles, By Road Type, is 101.18.

Does this project address additional safety issues?

Yes

This project will improve the existing horizontal and vertical geometry of the currently geometrically deficient roadway - constructed originally in 1958.

This project will include the safety measure of providing paved safety shoulders to further facilitate safety by providing acceleration / deceleration lanes / right turn lanes, additional maneuvering space for errant vehicles, and a safe haven for stranded motorists, law enforcement, emergency services personnel and mail carriers. The design will also provide for the Clear Zone Concept - safety treating all objects within the defined Clear Zone.

Regional Impact

Is this project located on an existing or proposed regionally significant facility?

Yes

It is listed as a TxDOT Austin District "Other Key Corridor".

Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?

No

Social and Environmental Impacts

Does this project serve traditionally under-served populations?

No

Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?

Yes

Considering the existing RM 1431 has been functioning since 1958 and considering ever-increasing development between the centers of Cedar Park, Leander, Round Rock, Georgetown and Marble Falls, it is highly unlikely this project will have any adverse effect upon the environment or cultural resources.

There are no known environmental issues throughout the project limits. Nonetheless, the project will comply with the National Environmental Protection Act (NEPA) and its provisions will be complied with throughout project planning, engineering design and construction.

Multimodal Elements

Does this project provide accommodations identified in the RATP or a local transportation plan?

Yes

The US census Bureau classified Burnet County as being a new "micropolitan area" centered around Marble Falls. This micropolitan area was combined with the existing Austin-Round Rock Metropolitan Statistical Area (MSA) to create a new Austin-Round Rock-Marble Falls Consolidated MSA. The addition of 10' paved safety shoulders to this project will be an advance accommodation for future bicycle routes.

Does this project include transit elements or service routes?

Yes

Although not listed as a service route for the Capital Area Transportation System (CARTS), the CARTS Interurban Coach services the Marble Falls area and it is quite likely that service to the Leander and Cedar Park areas would be via the RM 1431 route were it not for its current geometric deficiencies.

Economic Development

Does this project support local, regional, or state economic development plans and strategies?

Yes

This project supports commuters from central Burnet County that work in Williamson County and Travis County. It is quite likely that this route has hindered economic development of Burnet County because of its substandard geometry - limiting ease of access for anyone considering business in Burnet County. This project will support local economic development.

Funding

Is this project's local cost share overmatched?

No

Planning Factors Score

Performance Measure	Value
Has the project been identified as a priority in a local or regional transportation plan?	10
Does this project include work that will help preserve the existing transportation system?	5
Does this project include modifications that improve existing facility operations?	5
Does the project remove a system bottleneck, increase throughput, or reduce emissions?	10
Does the project fill a gap, remove a barrier or enhance network connectivity?	5
Does the project create transportation network redundancy?	5
Does this project address a severe crash rate higher than the CAMPO regional average?	10
Does this project address additional safety issues?	5
Is this project located on an existing or proposed regionally significant facility?	10
Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?	0
Does this project serve traditionally under-served populations?	0
Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?	5
Does this project provide accommodations identified in the RATP or a local transportation plan?	5
Does this project include transit elements or service routes?	5
Does this project support local, regional, or state economic development plans and strategies?	5
Is this project's local cost share overmatched?	0
Planning Factor Score:*	85

*The planning factor score above is subject to change following evaluation of the responses and verification of the required supporting materials.

Cost-Benefit Analysis: Safety

Please fill out the fields below if it is not pre-filled from the information above. For Crash Rates, HSIP work codes, descriptions, and CFE/Service Life scores please refer to the Crash Rate Table and HSIP List from the CAMPO Safety Analysis-Work Codes and Crash Rates Spreadsheet.

Safety Information

County: Burnet County

Area: Rural

Functional Class: Minor Arterial/Major Collector

Crash Rate: 0.0010

HSIP Work Code: 209

Description: Safety Treat Fixed Objects, Improve Horizontal Alignment

CFE/Service Life: 20 Years

Project Cost: \$17,064,000.00

Capital Area Metropolitan Planning Organization

2019-2022 Project Call

Roadway Project Application

SH 29

FROM: RM 243 NORTH

TO: WILLIAMSON COUNTY LINE



Sponsor Information

Sponsor Information

Sponsor: Burnet County
Address: 220 South Pierce Street
City: Burnet
State: Texas
Zip Code: 78611
Phone: 512-756-5420
Website: www.burnetcountytexas.org

Contact Information

Name: Greg Haley
Position: TAC Member
Address: 705 N. Hwy 281, Suite 103
City: Marble Falls
State: Texas
Zip Code: 78654
Phone: 830-693-5635
Email: gregh@kcengineering.com

Co-Sponsor

Does this project have a co-sponsor?

Yes

Co-Sponsor Information

Co-Sponsor Information

Co-Sponsor: Texas Department of Transportation
Address: 7901 N. I-35
City: Austin
State: Texas
Zip Code: 78753
Phone: 512-832-7000
Website: www.txdot.gov

Contact Information

Name: Cathy Kratz, P.E.
Position: Area Engineer
Address: 3029 Hwy 29 East
City: Burnet
State: Texas
Zip Code: 78611
Phone: 512-756-2316
Email: Cathy.Kratz@txdot.gov

Project Information

General Information

County: Burnet County
Municipality: N/A
Roadway: SH 29
Limits (From): RM 243 North
Limits (To): Williamson County Line

Purpose and Need

This project is needed to upgrade the existing roadway to current engineering design standards. SH 29 is an existing four-lane section that is often referred to as a "Poor Boy" section in that it does not have a continuous two-way left turn lane or paved safety shoulders. There have been several crashes recently, some with fatalities, that have been attributed to the lack of a continuous two-way left turn lane (flush median). This project will provide the continuous two-way left turn lane and paved safety shoulders.

Project Scope

As a TxDOT Statewide Strategic Corridor and Energy Sector Corridor, this project will redesign and reconstruct SH 29 to current engineering design standards, including a 12' continuous two-way left turn lane, four 11' lanes, and two 5' paved safety shoulders.

Project Cost

Preliminary Engineering: \$670,000.00

Right-of-Way:

Construction:

Construction Engineering:

Indirect:

Contingencies:

Total Project Cost: \$670,000.00

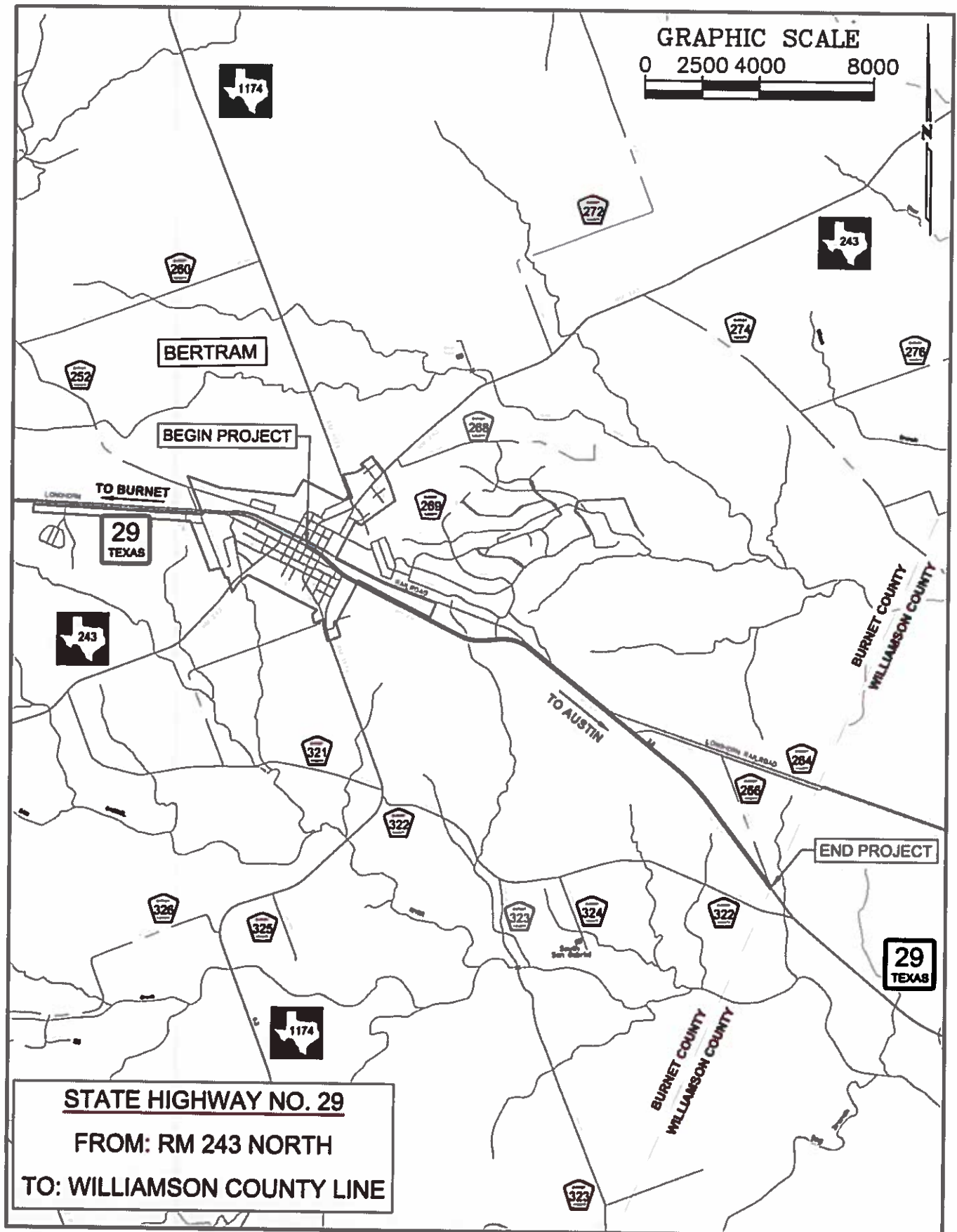
Funding Request

Fiscal Year 2019

Phase: Preliminary Engineering

Funding Amount: \$670,000.00

Project Location



Project Development and Readiness

Please respond to each readiness question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Preliminary Engineering and Design

Has the project undergone preliminary engineering and design?

No

Public Involvement

Has this project undergone public involvement?

No

Right-of-Way Acquisition

Does this project require the acquisition of right-of-way?

No

Utility Relocation

Does this project require utility relocation?

No

Environmental Compliance

Has this project undergone the environmental process?

No

Financial Requirements

Has funding been identified and secured for the local match requirements?

Yes

TxDOT is the Co-Sponsor and will provide Burnet County's matching funds.

Coordination and Agreements

Does this project have the support and concurrence of all stakeholders involved?

Yes

The primary stakeholders are Burnet County and TxDOT and both are in concurrence.

Additional Information

Is there additional information regarding project development and readiness?

Yes

This project is for the development of the Plans, Specifications, and Estimate (PS&E) and it will commence as soon as it is authorized. A second project will be submitted in conjunction with this project and it will be for the funding to construct SH 29 from RM 243 North in Bertram to the Williamson County Line.

Although environmental compliance and the public involvement process will be required, those will be performed as part of this project so that the construction phase of the project will be ready to commence immediately when authorized. Right of way and utility relocations will not be required for this project.

Based upon the answers above, this project is entirely ready to commence immediately upon authorization to proceed.

Planning Factors

Please respond to each performance measure question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Planning

Has the project undergone a comprehensive planning process?

Yes

Has the project been identified as a priority in a local or regional transportation plan?

Yes

This project is listed as BURN29 in the CAMPO 2040 Plan. It has also been designated by TxDOT to be a Statewide Strategic Corridor. This project is also within the limits of BURN27. BURN27 will be submitted as two separate projects.

System Preservation

Does this project include work that will help preserve the existing transportation system?

Yes

This project will rehabilitate the existing pavement structure, thereby preserving and extending the existing transportation system. Originally constructed to its current cross-section in the early 60s, the existing pavement structure has likely served well beyond its anticipated design life. The most deterioration has occurred in the outside lanes - those lanes that experience higher loading from increased truck traffic. SH 29, has endured ever-increasing truck traffic: generally, 6% - 7% trucks is an expected value. This section of SH 29 today experiences approximately 11% - 12% trucks - nearly double what may be considered normal.

Modification

Does this project include modifications that improve existing facility operations?

Yes

The current roadway is a four-lane undivided pavement section without a continuous two-way left turn lane and paved safety shoulders - often referred to as a four-lane "Poor Boy" section. This project will add a 12' continuous two-way left turn lane and 5' paved safety shoulders improving existing facility operation by providing a safe refuge for left-turning vehicles and an additional 5' buffer to the Clear Zone, improving existing facility operations.

Congestion and Mobility

Does the project remove a system bottleneck, increase throughput, or reduce emissions?

Yes

This project is listed on the CAMPO 2040 Plan as a Congestion Management Process System (CMP). The project will increase throughput by significantly reducing traffic conflicts by the addition of a 12' continuous two-way continuous left turn lane. The project will also provide 5' paved safety shoulders that will also increase throughput by the shoulders also serving as partial deceleration / right turn lanes.

Does the project fill a gap, remove a barrier or enhance network connectivity?

Yes

This project will enhance network connectivity by reconstructing the roadway to current engineering design standards that include a 12' two-way left turn lane, four 11' through lanes, and two 5' paved shoulders.

Does the project create transportation network redundancy?

Yes

This project will improve existing network redundancy.

Safety

Does this project address a severe crash rate higher than the CAMPO regional average?

No

Does this project address additional safety issues?

Yes

This project will include the safety measure of providing a 12' two-way continuous left-turn lane that also serves as a flush median to separate opposing traffic. This project will also provide paved safety shoulders to further facilitate safety by providing additional maneuvering space for errant vehicles and will provide a more safe haven for stranded motorists, law enforcement, and emergency services personnel.

Regional Impact

Is this project located on an existing or proposed regionally significant facility?

Yes

TxDOT has designated SH 29 as a Statewide Strategic Corridor and an Energy Sector Corridor, therefore it is an existing regionally significant facility.

Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?

No

Social and Environmental Impacts

Does this project serve traditionally under-served populations?

No

Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?

Yes

Considering the existing SH 29 has been functioning as a major highway since the 1920s and considering ever-increasing development along this Statewide Strategic Corridor and Energy Sector Corridor, it is highly unlikely this project will have any adverse effect upon the environment.

There are no known environmental issues throughout the project limits. Nonetheless, the project will comply with the National Environmental Protection Act (NEPA) and its provisions will be complied with throughout project planning, engineering design and construction.

Multimodal Elements

Does this project provide accommodations identified in the RATP or a local transportation plan?

Yes

This project is listed in the Burnet County Comprehensive Thoroughfare Plan adopted by the Burnet County Commissioners' Court. Without paved safety shoulders, there are no dedicated spaces for bicycles. The addition of 5' paved safety shoulders will provide direct access for bicycles.

Does this project include transit elements or service routes?

No

Economic Development

Does this project support local, regional, or state economic development plans and strategies?

Yes

Burnet County is seeing the rapid development of single-family and multi-family residential housing developments. Rapid development of this type signifies existing expanding economic development in the Burnet County area. Burnet County, because of its geology, has several aggregate quarries and SH 29 is the primary route for trucks hauling aggregate to both Travis and Williamson Counties. This project will support the continued economic development resulting from residential housing and freight traffic.

Funding

Is this project's local cost share overmatched?

No

Planning Factors Score

Performance Measure	Value
Has the project been identified as a priority in a local or regional transportation plan?	10
Does this project include work that will help preserve the existing transportation system?	5
Does this project include modifications that improve existing facility operations?	5
Does the project remove a system bottleneck, increase throughput, or reduce emissions?	10
Does the project fill a gap, remove a barrier or enhance network connectivity?	5
Does the project create transportation network redundancy?	5
Does this project address a severe crash rate higher than the CAMPO regional average?	0
Does this project address additional safety issues?	5
Is this project located on an existing or proposed regionally significant facility?	10
Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?	0
Does this project serve traditionally under-served populations?	0
Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?	5
Does this project provide accommodations identified in the RATP or a local transportation plan?	5
Does this project include transit elements or service routes?	0
Does this project support local, regional, or state economic development plans and strategies?	5
Is this project's local cost share overmatched?	0
Planning Factor Score:*	70

*The planning factor score above is subject to change following evaluation of the responses and verification of the required supporting materials.

Cost-Benefit Analysis: Safety

Please fill out the fields below if it is not pre-filled from the information above. For Crash Rates, HSIP work codes, descriptions, and CFE/Service Life scores please refer to the Crash Rate Table and HSIP List from the CAMPO Safety Analysis-Work Codes and Crash Rates Spreadsheet.

Safety Information

County: Burnet County

Area: Rural

Functional Class: Principal Arterial

Crash Rate: 0.0007

HSIP Work Code: 518, 537

Description: Install Continuous Turn Lane, Construct Paved Shoulders ($\geq 5'$)

CFE/Service Life: 14

Project Cost: \$670,000.00

Capital Area Metropolitan Planning Organization

2019-2022 Project Call

Roadway Project Application

SH 29

FROM: RM 243 NORTH

TO: WILLIAMSON COUNTY LINE



Sponsor Information

Sponsor Information

Sponsor: Burnet County
Address: 220 South Pierce Street
City: Burnet
State: Texas
Zip Code: 78611
Phone: 512-756-5420
Website: www.burnetcountytexas.org

Contact Information

Name: Greg Haley
Position: TAC Member
Address: 705 N. Hwy 281, Suite 103
City: Marble Falls
State: Texas
Zip Code: 78654
Phone: 830-693-5635
Email: gregh@kcengineering.com

Co-Sponsor

Does this project have a co-sponsor?

Yes

Co-Sponsor Information

Co-Sponsor Information

Co-Sponsor: Texas Department of Transportation
Address: 7901 N. I-35
City: Austin
State: Texas
Zip Code: 78753
Phone: 512-832-7000
Website: www.txdot.gov

Contact Information

Name: Cathy Kratz, P.E.
Position: Area Engineer
Address: 3029 Hwy 29 East
City: Burnet
State: Texas
Zip Code: 78611
Phone: 512-756-2316
Email: Cathy.Kratz@txdot.gov

Project Information

General Information

County: Burnet County
Municipality: N/A
Roadway: SH 29
Limits (From): RM 243 North
Limits (To): Williamson County Line

Purpose and Need

This project is needed to upgrade the existing roadway to current engineering design standards. SH 29 is an existing four-lane section that is often referred to as a "Poor Boy" section in that it does not have a continuous two-way left turn lane or paved safety shoulders. There have been several crashes recently, some with fatalities, that have been attributed to the lack of a continuous two-way left turn lane (flush median). This project will provide the continuous two-way left turn lane and paved safety shoulders.

Project Scope

As a TxDOT Statewide Strategic Corridor and Energy Sector Corridor, this project is for the construction and construction engineering of SH 29 to current engineering design standards, including a 12' continuous two-way left turn lane, four 11' lanes, and two 5' paved safety shoulders.

Project Cost

Preliminary Engineering:

Right-of-Way:

Construction: \$4,800,000.00

Construction Engineering: \$384,000.00

Indirect:

Contingencies:

Total Project Cost: \$5,184,000.00

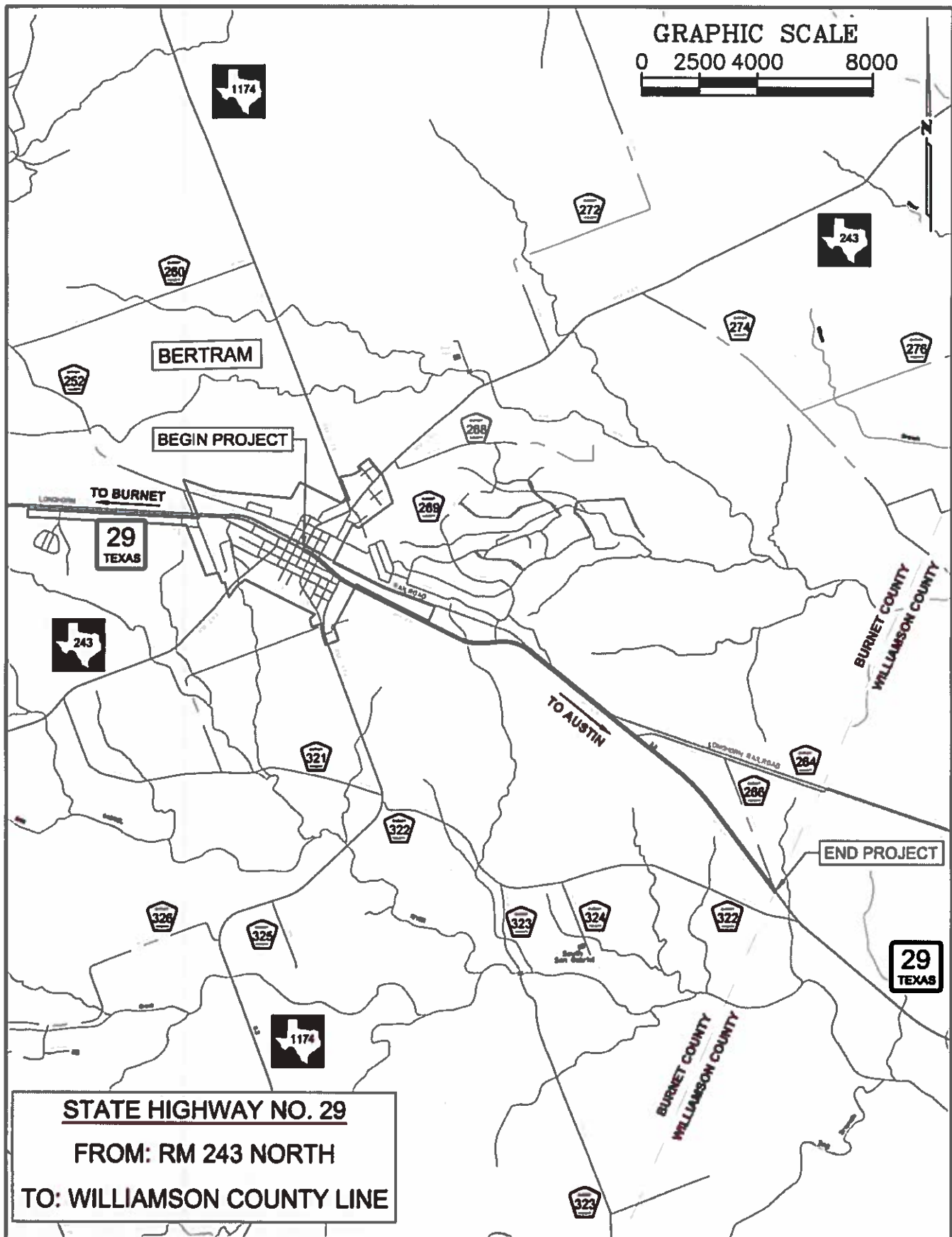
Funding Request

Fiscal Year 2021

Phase: Construction

Funding Amount: \$5,184,000.00

Project Location



Project Development and Readiness

Please respond to each readiness question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Preliminary Engineering and Design

Has the project undergone preliminary engineering and design?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that all of the Public Involvement process has been completed and that it is ready for construction.

Public Involvement

Has this project undergone public involvement?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that any required right of way has been acquired and that it is ready for construction.

Right-of-Way Acquisition

Does this project require the acquisition of right-of-way?

No

Utility Relocation

Does this project require utility relocation?

No

Environmental Compliance

Has this project undergone the environmental process?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that environmental compliance has been completed and that it is ready for construction.

Financial Requirements

Has funding been identified and secured for the local match requirements?

Yes

TxDOT is the Co-Sponsor and will provide Burnet County's matching funds.

Coordination and Agreements

Does this project have the support and concurrence of all stakeholders involved?

Yes

The primary stakeholders are Burnet County and TxDOT and both are in concurrence.

Additional Information

Is there additional information regarding project development and readiness?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that the Plans, Specifications and Estimate (PS&E) have been completed and that it is ready for construction.

Planning Factors

Please respond to each performance measure question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Planning

Has the project undergone a comprehensive planning process?

Yes

Has the project been identified as a priority in a local or regional transportation plan?

Yes

This project is listed as BURN29 in the CAMPO 2040 Plan. It has also been designated by TxDOT to be a Statewide Strategic Corridor. This project is also within the limits of BURN27. BURN27 will be submitted as two separate projects.

System Preservation

Does this project include work that will help preserve the existing transportation system?

Yes

This project will rehabilitate the existing pavement structure, thereby preserving and extending the existing transportation system. Originally constructed to its current cross-section in the early 60s, the existing pavement structure has likely served well beyond its anticipated design life. The most deterioration has occurred in the outside lanes - those lanes that experience higher loading from increased truck traffic. SH 29, has endured ever-increasing truck traffic: generally, 6% - 7% trucks is an expected value. This section of SH 29 today experiences approximately 11% - 12% trucks - nearly double what may be considered normal.

Modification

Does this project include modifications that improve existing facility operations?

Yes

The current roadway is a four-lane undivided pavement section without a continuous two-way left turn lane and paved safety shoulders - often referred to as a four-lane "Poor Boy" section. This project will add a 12' continuous two-way left turn lane and 5' paved safety shoulders improving existing facility operation by providing a safe refuge for left-turning vehicles and an additional 5' buffer to the Clear Zone, improving existing facility operations.

Congestion and Mobility

Does the project remove a system bottleneck, increase throughput, or reduce emissions?

Yes

This project is listed on the CAMPO 2040 Plan as a Congestion Management Process System (CMP). The project will increase throughput by significantly reducing traffic conflicts by the addition of a 12' continuous two-way continuous left turn lane. The project will also provide 5' paved safety shoulders that will also increase throughput by the shoulders also serving as partial deceleration / right turn lanes.

Does the project fill a gap, remove a barrier or enhance network connectivity?

Yes

This project will enhance network connectivity by reconstructing the roadway to current engineering design standards that include a 12' two-way left turn lane, four 11' through lanes, and two 5' paved shoulders.

Does the project create transportation network redundancy?

Yes

This project will improve existing network redundancy.

Safety

Does this project address a severe crash rate higher than the CAMPO regional average?

No

Does this project address additional safety issues?

Yes

This project will include the safety measure of providing a 12' two-way continuous left-turn lane that also serves as a flush median to separate opposing traffic. This project will also provide paved safety shoulders to further facilitate safety by providing additional maneuvering space for errant vehicles and will provide a more safe haven for stranded motorists, law enforcement, and emergency services personnel.

Regional Impact

Is this project located on an existing or proposed regionally significant facility?

Yes

TxDOT has designated SH 29 as a Statewide Strategic Corridor and an Energy Sector Corridor, therefore it is an existing regionally significant facility.

Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?

No

Social and Environmental Impacts

Does this project serve traditionally under-served populations?

No

Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?

Yes

Considering the existing SH 29 has been functioning as a major highway since the 1920s and considering ever-increasing development along this Statewide Strategic Corridor and Energy Sector Corridor, it is highly unlikely this project will have any adverse effect upon the environment.

There are no known environmental issues throughout the project limits. Nonetheless, the project will comply with the National Environmental Protection Act (NEPA) and its provisions will be complied with throughout project planning, engineering design and construction.

Multimodal Elements

Does this project provide accommodations identified in the RATP or a local transportation plan?

Yes

This project is listed in the Burnet County Comprehensive Thoroughfare Plan adopted by the Burnet County Commissioners' Court. Without paved safety shoulders, there are no dedicated spaces for bicycles. The addition of 5' paved safety shoulders will provide direct access for bicycles.

Does this project include transit elements or service routes?

No

Economic Development

Does this project support local, regional, or state economic development plans and strategies?

Yes

Burnet County is seeing the rapid development of single-family and multi-family residential housing developments. Rapid development of this type signifies existing expanding economic development in the Burnet County area. Burnet County, because of its geology, has several aggregate quarries and SH 29 is the primary route for trucks hauling aggregate to both Travis and Williamson Counties. This project will support the continued economic development resulting from residential housing and freight traffic.

Funding

Is this project's local cost share overmatched?

No

Planning Factors Score

Performance Measure	Value
Has the project been identified as a priority in a local or regional transportation plan?	10
Does this project include work that will help preserve the existing transportation system?	5
Does this project include modifications that improve existing facility operations?	5
Does the project remove a system bottleneck, increase throughput, or reduce emissions?	10
Does the project fill a gap, remove a barrier or enhance network connectivity?	5
Does the project create transportation network redundancy?	5
Does this project address a severe crash rate higher than the CAMPO regional average?	0
Does this project address additional safety issues?	5
Is this project located on an existing or proposed regionally significant facility?	10
Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?	0
Does this project serve traditionally under-served populations?	0
Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?	5
Does this project provide accommodations identified in the RATP or a local transportation plan?	5
Does this project include transit elements or service routes?	0
Does this project support local, regional, or state economic development plans and strategies?	5
Is this project's local cost share overmatched?	0
Planning Factor Score:*	70

*The planning factor score above is subject to change following evaluation of the responses and verification of the required supporting materials.

Cost-Benefit Analysis: Safety

Please fill out the fields below if it is not pre-filled from the information above. For Crash Rates, HSIP work codes, descriptions, and CFE/Service Life scores please refer to the Crash Rate Table and HSIP List from the CAMPO Safety Analysis-Work Codes and Crash Rates Spreadsheet.

Safety Information

County: Burnet County

Area: Rural

Functional Class: Principal Arterial

Crash Rate: 0.0007

HSIP Work Code: 518, 537

Description: Install Continuous Turn Lane, Construct Paved Shoulders ($\geq 5'$)

CFE/Service Life: 14

Project Cost: \$5,184,000.00

Capital Area Metropolitan Planning Organization

2019-2022 Project Call

Roadway Project Application

US 281

FROM: SH 71

TO: BLANCO COUNTY LINE



Sponsor Information

Sponsor Information

Sponsor: Burnet County
Address: 220 South Pierce Street
City: Burnet
State: Texas
Zip Code: 78611
Phone: 512-756-5420
Website: www.burnetcountytexas.org

Contact Information

Name: Greg Haley
Position: TAC Member
Address: 705 N. Hwy 281, Suite 103
City: Marble Falls
State: Texas
Zip Code: 78654
Phone: 830-693-5635
Email: gregh@kcengineering.com

Co-Sponsor

Does this project have a co-sponsor?

Yes

Co-Sponsor Information

Co-Sponsor Information

Co-Sponsor: Texas Department of Transportation
Address: 7901 N. I-35
City: Austin
State: Texas
Zip Code: 78753
Phone: 512-832-7000
Website: www.txdot.gov

Contact Information

Name: Cathy Kratz, P.E.
Position: Area Engineer
Address: 3029 Hwy 29 East
City: Burnet
State: Texas
Zip Code: 78611
Phone: 512-756-2316
Email: Cathy.Kratz@txdot.gov

Project Information

General Information

County: Burnet County
Municipality: N/A
Roadway: US 281
Limits (From): SH 71
Limits (To): The Blanco County Line

Purpose and Need

This project is needed to bring the existing roadway up to current engineering design standards. US 281 is an existing four-lane section that is often referred to as a "Poor Boy" section in that it does not have a continuous two-way left turn lane or paved safety shoulders. This project will provide a continuous two-way left turn lane to provide a safe refuge for left-turning traffic and it will also function as flush median, separating traffic traveling in opposing directions. It will provide paved safety shoulders to function as deceleration / right turn lanes and provide a haven for stranded motorists, law enforcement and emergency services personnel, and mail carriers.

Project Scope

As a TxDOT Strategic Strategic Corridor, Secondary Freight Network, and Energy Sector Corridor, this project will reconstruct US 281 to current engineering design standards, including a 14' continuous two-way left turn lane, four 12' lanes, and two 10' paved safety shoulders.

Project Cost

Preliminary Engineering: \$765,000.00

Right-of-Way:

Construction:

Construction Engineering:

Indirect:

Contingencies:

Total Project Cost: \$765,000.00

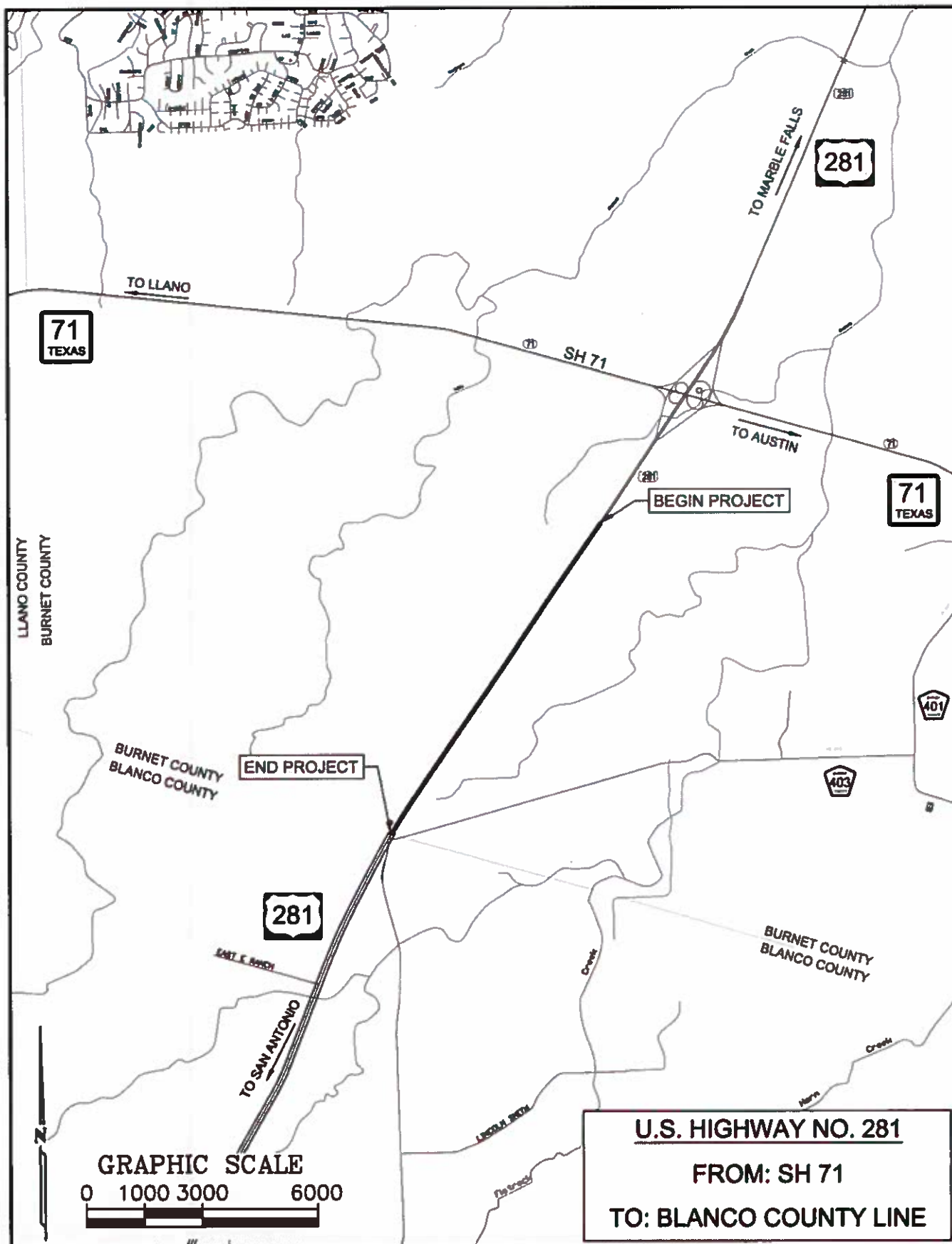
Funding Request

Fiscal Year 2019

Phase: Preliminary Engineering

Funding Amount: \$765,000.00

Project Location



Project Development and Readiness

Please respond to each readiness question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Preliminary Engineering and Design

Has the project undergone preliminary engineering and design?

No

Public Involvement

Has this project undergone public involvement?

No

Right-of-Way Acquisition

Does this project require the acquisition of right-of-way?

No

Utility Relocation

Does this project require utility relocation?

No

Environmental Compliance

Has this project undergone the environmental process?

No

Financial Requirements

Has funding been identified and secured for the local match requirements?

Yes

TxDOT will be the co-sponsor of this project and provide Burnet County's local match.

Coordination and Agreements

Does this project have the support and concurrence of all stakeholders involved?

Yes

This project has the support and concurrence of Burnet County and TxDOT.

Additional Information

Is there additional information regarding project development and readiness?

Yes

As a de facto alternate to IH 35 and it is imperative that this section of highway be upgraded to meet the demands placed upon it by ever-increasing traffic volumes.

This project is for the development of the plans, Specifications, and Estimate (PS&E) and it will commence immediately upon authorization. A second project will be submitted in conjunction with this one for construction funding.

Environmental compliance will be required and will be accomplished as part of this project so that when this project is complete, the construction phase will be ready to commence immediately when authorized.

Based upon the answers above, this project is entirely ready to commence immediately upon authorization to begin.

Planning Factors

Please respond to each performance measure question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Planning

Has the project undergone a comprehensive planning process?

Yes

Has the project been identified as a priority in a local or regional transportation plan?

Yes

This project is listed as BURN06, BURN11, and BURN12 in the CAMPO 2040 Plan. It has also been designated by TxDOT to be a Statewide Strategic Corridor, Secondary Freight Network, and Energy Sector Corridor. It is also listed in the Burnet County Comprehensive Transportation plan as an On-System Roads Priority Improvement Project.

System Preservation

Does this project include work that will help preserve the existing transportation system?

Yes

This project will provide major rehabilitation to an aging facility and will help preserve the existing transportation system. Originally constructed to its current cross-section in the late '50s, the existing pavement structure (6" flex base and 6" foundation course) has likely served well beyond its anticipated design life. This project will rehabilitate the existing pavement structure and replace a geometrically deficient bridge, thereby preserving and extending the existing transportation system. As listed in the 2040 Plan, this project will rehabilitate the existing pavement structure, thereby preserving and extending the existing transportation system.

Modification

Does this project include modifications that improve existing facility operations?

Yes

The current roadway is a four-lane undivided pavement section without a two-way left turn lane and paved safety shoulders - sometimes referred to as a four-lane "Poor Boy" section. This project will add a 14' continuous two-way left turn lane and 10' paved safety shoulders improving existing facility operation by providing a safe refuge for left-turning vehicles and an additional 10' buffer to the Clear Zone. The paved safety shoulders will function as a right-turn lane and will remove decelerating and right-turning traffic from the main, through travel lanes, thereby improving existing facility operations.

Congestion and Mobility

Does the project remove a system bottleneck, increase throughput, or reduce emissions?

Yes

This project is a CAMPO Congestion Management Process Road (CMP) and will increase throughput by significantly reducing conflicts by the addition of a 14' two-way continuous left turn lane. The project will also provide 10' paved safety shoulders that will also increase throughput by the shoulders serving as deceleration / acceleration lanes, right turn lanes and will provide a safe haven for stranded motorists, law enforcement and emergency services.

personnel.

Does the project fill a gap, remove a barrier or enhance network connectivity?

Yes

This project will enhance network connectivity by reconstructing the roadway to current engineering design standards that include a 14' two-way left turn lane, four 12' through lanes, and two 10' paved shoulders, thereby enhancing network connectivity.

Does the project create transportation network redundancy?

Yes

This project will improve existing network redundancy.

Safety

Does this project address a severe crash rate higher than the CAMPO regional average?

No

Does this project address additional safety issues?

Yes

This project will include the safety measure of providing a two-way continuous left-turn lane that also serves as a 14' flush median to separate opposing traffic and it will also provide paved safety shoulders to further facilitate safety by providing acceleration / deceleration lanes / right turn lanes, additional maneuvering space for errant vehicles, and a safe haven for stranded motorists, law enforcement, emergency services personnel and mail carriers. The design will also provide for the Clear Zone Concept - safety treating all objects within the defined Clear Zone.

Regional Impact

Is this project located on an existing or proposed regionally significant facility?

Yes

TxDOT has designated US 281 as a Statewide Strategic Corridor, Secondary Freight Network, and Energy Sector Corridor, therefore a regionally significant facility.

Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?

Yes

This project is listed a TxDOT Secondary Freight Network roadway.

Social and Environmental Impacts

Does this project serve traditionally under-served populations?

No

Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?

Yes

Considering the existing US 281 has been functioning as a major highway since 1930 and considering ever-increasing development along the corridor, it is highly unlikely this project will have any adverse effect upon the environment.

There are no known environmental issues throughout the project limits. Nonetheless, the project will comply with the

National Environmental Protection Act (NEPA) and its provisions will be complied with throughout project planning, engineering design and construction.

Multimodal Elements

Does this project provide accommodations identified in the RATP or a local transportation plan?

Yes

This project is listed in the Burnet County Comprehensive Thoroughfare Plan adopted by the Burnet County Commissioners' Court. Without paved safety shoulders, there are no dedicated spaces for bicycles. The addition of 10' paved safety shoulders will provide direct access for bicycles.

Does this project include transit elements or service routes?

No

Economic Development

Does this project support local, regional, or state economic development plans and strategies?

Yes

Burnet County is experiencing the rapid development of single-family and multi-family residential housing developments along with new and expanding commercial developments. Rapid development of this type signifies existing expanding economic development in the Burnet County area and this project will support continued economic development. The proposed 320-acre, 710-lot Gregg Ranch Subdivision is within the limits of this project and scheduled to begin construction in Spring 2018. This project will certainly support economic development.

Funding

Is this project's local cost share overmatched?

No

Planning Factors Score

Performance Measure	Value
Has the project been identified as a priority in a local or regional transportation plan?	10
Does this project include work that will help preserve the existing transportation system?	5
Does this project include modifications that improve existing facility operations?	5
Does the project remove a system bottleneck, increase throughput, or reduce emissions?	10
Does the project fill a gap, remove a barrier or enhance network connectivity?	5
Does the project create transportation network redundancy?	5
Does this project address a severe crash rate higher than the CAMPO regional average?	0
Does this project address additional safety issues?	5
Is this project located on an existing or proposed regionally significant facility?	10
Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?	5
Does this project serve traditionally under-served populations?	0
Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?	5
Does this project provide accommodations identified in the RATP or a local transportation plan?	5
Does this project include transit elements or service routes?	0
Does this project support local, regional, or state economic development plans and strategies?	5
Is this project's local cost share overmatched?	0
Planning Factor Score:*	75

*The planning factor score above is subject to change following evaluation of the responses and verification of the required supporting materials.

Cost-Benefit Analysis: Safety

Please fill out the fields below if it is not pre-filled from the information above. For Crash Rates, HSIP work codes, descriptions, and CFE/Service Life scores please refer to the Crash Rate Table and HSIP List from the CAMPO Safety Analysis-Work Codes and Crash Rates Spreadsheet.

Safety Information

County: Burnet County

Area: Rural

Functional Class: Principal Arterial

Crash Rate: 0.0007

HSIP Work Code: 518, 537

Description: Install Continuous Turn Lane, Construct Paved Shoulders ($\geq 5'$)

CFE/Service Life: 14

Project Cost: \$765,000.00

Capital Area Metropolitan Planning Organization

2019-2022 Project Call

Roadway Project Application

US 281

FROM: SH 71

TO: BLANCO COUNTY LINE



Sponsor Information

Sponsor Information

Sponsor: Burnet County
Address: 220 South Pierce Street
City: Burnet
State: Texas
Zip Code: 78611
Phone: 512-756-5420
Website: www.burnetcountytexas.org

Contact Information

Name: Greg Haley
Position: TAC Member
Address: 705 N. Hwy 281, Suite 103
City: Marble Falls
State: Texas
Zip Code: 78654
Phone: 830-693-5635
Email: gregh@kcengineering.com

Co-Sponsor

Does this project have a co-sponsor?

Yes

Co-Sponsor Information

Co-Sponsor Information

Co-Sponsor: Texas Department of Transportation
Address: 7901 N. I-35
City: Austin
State: Texas
Zip Code: 78753
Phone: 512-832-7000
Website: www.txdot.gov

Contact Information

Name: Cathy Kratz, P.E.
Position: Area Engineer
Address: 3029 Hwy 29 East
City: Burnet
State: Texas
Zip Code: 78611
Phone: 512-756-2316
Email: Cathy.Kratz@txdot.gov

Project Information

General Information

County: Burnet County
Municipality: N/A
Roadway: US 281
Limits (From): SH 71
Limits (To): The Blanco County Line

Purpose and Need

This project is needed to bring the existing roadway up to current engineering design standards. US 281 is an existing four-lane section that is often referred to as a "Poor Boy" section in that it does not have a continuous two-way left turn lane or paved safety shoulders. This project will provide a continuous two-way left turn lane to provide a safe refuge for left-turning traffic and it will also function as flush median, separating traffic traveling in opposing directions. It will provide paved safety shoulders to function as deceleration / right turn lanes and provide a haven for stranded motorists, law enforcement and emergency services personnel, and mail carriers.

Project Scope

As a TxDOT Strategic Strategic Corridor, Secondary Freight Network, and Energy Sector Corridor, this project will reconstruct US 281 to current engineering design standards, including a 14' continuous two-way left turn lane, four 12' lanes, and two 10' paved safety shoulders.

Project Cost

Preliminary Engineering:

Right-of-Way:

Construction: \$5,200,000.00

Construction Engineering: \$416,000.00

Indirect:

Contingencies:

Total Project Cost: \$5,616,000.00

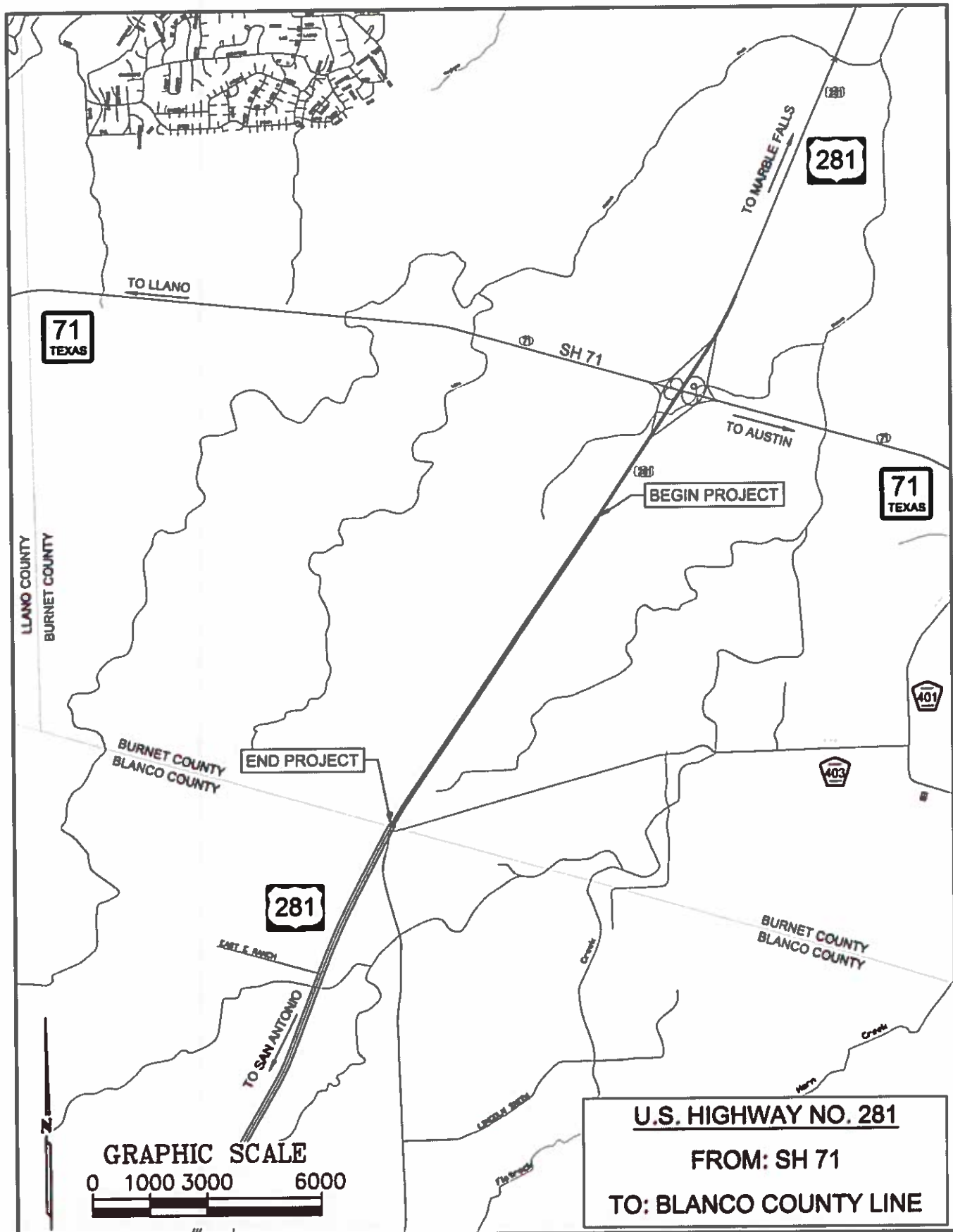
Funding Request

Fiscal Year 2021

Phase: Construction

Funding Amount: \$5,616,000.00

Project Location



Project Development and Readiness

Please respond to each readiness question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Preliminary Engineering and Design

Has the project undergone preliminary engineering and design?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that all Preliminary Engineering and Design has been completed and that it is ready for construction.

Public Involvement

Has this project undergone public involvement?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that all of the Public Involvement process has been completed and that it is ready for construction.

Right-of-Way Acquisition

Does this project require the acquisition of right-of-way?

No

Utility Relocation

Does this project require utility relocation?

No

Environmental Compliance

Has this project undergone the environmental process?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that environmental compliance has been completed and that it is ready for construction.

Financial Requirements

Has funding been identified and secured for the local match requirements?

Yes

TxDOT will be the co-sponsor of this project and provide Burnet County's local match.

Coordination and Agreements

Does this project have the support and concurrence of all stakeholders involved?

Yes

This project has the support and concurrence of Burnet County and TxDOT.

Additional Information

Is there additional information regarding project development and readiness?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that the Plans, Specifications and Estimate (PS&E) have been completed and that it is ready for construction.

Planning Factors

Please respond to each performance measure question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Planning

Has the project undergone a comprehensive planning process?

Yes

Has the project been identified as a priority in a local or regional transportation plan?

Yes

This project is listed as BURN06, BURN11, and BURN12 in the CAMPO 2040 Plan. It has also been designated by TxDOT to be a Statewide Strategic Corridor, Secondary Freight Network, and Energy Sector Corridor. It is also listed in the Burnet County Comprehensive Transportation plan as an On-System Roads Priority Improvement Project.

System Preservation

Does this project include work that will help preserve the existing transportation system?

Yes

This project will provide major rehabilitation to an aging facility and will help preserve the existing transportation system. Originally constructed to its current cross-section in the late '50s, the existing pavement structure (6" flex base and 6" foundation course) has likely served well beyond its anticipated design life. This project will rehabilitate the existing pavement structure and replace a geometrically deficient bridge, thereby preserving and extending the existing transportation system. As listed in the 2040 Plan, this project will rehabilitate the existing pavement structure, thereby preserving and extending the existing transportation system.

Modification

Does this project include modifications that improve existing facility operations?

Yes

The current roadway is a four-lane undivided pavement section without a two-way left turn lane and paved safety shoulders - sometimes referred to as a four-lane "Poor Boy" section. This project will add a 14' continuous two-way left turn lane and 10' paved safety shoulders improving existing facility operation by providing a safe refuge for left-turning vehicles and an additional 10' buffer to the Clear Zone. The paved safety shoulders will function as a right-turn lane and will remove decelerating and right-turning traffic from the main, through travel lanes, thereby improving existing facility operations.

Congestion and Mobility

Does the project remove a system bottleneck, increase throughput, or reduce emissions?

Yes

This project is a CAMPO Congestion Management Process Road (CMP) and will increase throughput by significantly reducing conflicts by the addition of a 14' two-way continuous left turn lane. The project will also provide 10' paved safety shoulders that will also increase throughput by the shoulders serving as deceleration / acceleration lanes, right turn lanes and will provide a safe haven for stranded motorists, law enforcement and emergency services.

personnel.

Does the project fill a gap, remove a barrier or enhance network connectivity?

Yes

This project will enhance network connectivity by reconstructing the roadway to current engineering design standards that include a 14' two-way left turn lane, four 12' through lanes, and two 10' paved shoulders, thereby enhancing network connectivity.

Does the project create transportation network redundancy?

Yes

This project will improve existing network redundancy.

Safety

Does this project address a severe crash rate higher than the CAMPO regional average?

No

Does this project address additional safety issues?

Yes

This project will include the safety measure of providing a two-way continuous left-turn lane that also serves as a 14' flush median to separate opposing traffic and it will also provide paved safety shoulders to further facilitate safety by providing acceleration / deceleration lanes / right turn lanes, additional maneuvering space for errant vehicles, and a safe haven for stranded motorists, law enforcement, emergency services personnel and mail carriers. The design will also provide for the Clear Zone Concept - safety treating all objects within the defined Clear Zone.

Regional Impact

Is this project located on an existing or proposed regionally significant facility?

Yes

TxDOT has designated US 281 as a Statewide Strategic Corridor, Secondary Freight Network, and Energy Sector Corridor, therefore a regionally significant facility.

Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?

Yes

This project is listed a TxDOT Secondary Freight Network roadway.

Social and Environmental Impacts

Does this project serve traditionally under-served populations?

No

Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?

Yes

Considering the existing US 281 has been functioning as a major highway since 1930 and considering ever-increasing development along the corridor, it is highly unlikely this project will have any adverse effect upon the environment.

There are no known environmental issues throughout the project limits. Nonetheless, the project will comply with the

National Environmental Protection Act (NEPA) and its provisions will be complied with throughout project planning, engineering design and construction.

Multimodal Elements

Does this project provide accommodations identified in the RATP or a local transportation plan?

Yes

This project is listed in the Burnet County Comprehensive Thoroughfare Plan adopted by the Burnet County Commissioners' Court. Without paved safety shoulders, there are no dedicated spaces for bicycles. The addition of 10' paved safety shoulders will provide direct access for bicycles.

Does this project include transit elements or service routes?

No

Economic Development

Does this project support local, regional, or state economic development plans and strategies?

Yes

Burnet County is experiencing the rapid development of single-family and multi-family residential housing developments along with new and expanding commercial developments. Rapid development of this type signifies existing expanding economic development in the Burnet County area and this project will support continued economic development. The proposed 320-acre, 710-lot Gregg Ranch Subdivision is within the limits of this project and scheduled to begin construction in Spring 2018. This project will certainly support economic development.

Funding

Is this project's local cost share overmatched?

No

Planning Factors Score

Performance Measure	Value
Has the project been identified as a priority in a local or regional transportation plan?	10
Does this project include work that will help preserve the existing transportation system?	5
Does this project include modifications that improve existing facility operations?	5
Does the project remove a system bottleneck, increase throughput, or reduce emissions?	10
Does the project fill a gap, remove a barrier or enhance network connectivity?	5
Does the project create transportation network redundancy?	5
Does this project address a severe crash rate higher than the CAMPO regional average?	0
Does this project address additional safety issues?	5
Is this project located on an existing or proposed regionally significant facility?	10
Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?	5
Does this project serve traditionally under-served populations?	0
Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?	5
Does this project provide accommodations identified in the RATP or a local transportation plan?	5
Does this project include transit elements or service routes?	0
Does this project support local, regional, or state economic development plans and strategies?	5
Is this project's local cost share overmatched?	0
Planning Factor Score:*	75

*The planning factor score above is subject to change following evaluation of the responses and verification of the required supporting materials.

Cost-Benefit Analysis: Safety

Please fill out the fields below if it is not pre-filled from the information above. For Crash Rates, HSIP work codes, descriptions, and CFE/Service Life scores please refer to the Crash Rate Table and HSIP List from the CAMPO Safety Analysis-Work Codes and Crash Rates Spreadsheet.

Safety Information

County: Burnet County

Area: Rural

Functional Class: Principal Arterial

Crash Rate: 0.0007

HSIP Work Code: 518, 537

Description: Install Continuous Turn Lane, Construct Paved Shoulders ($\geq 5'$)

CFE/Service Life: 14

Project Cost: \$5,616,000.00

Capital Area Metropolitan Planning Organization

2019-2022 Project Call

Roadway Project Application

US 281

AT: RM 1431



Sponsor Information

Sponsor Information

Sponsor: Burnet County
Address: 220 South Pierce Street
City: Burnet
State: Texas
Zip Code: 78611
Phone: 512-756-5420
Website: www.burnetcountytexas.org

Contact Information

Name: Greg Haley
Position: TAC Member
Address: 705 N. Hwy 281, Suite 103
City: Marble Falls
State: Texas
Zip Code: 78654
Phone: 830-693-5635
Email: gregh@kcengineering.com

Co-Sponsor

Does this project have a co-sponsor?

Yes

Co-Sponsor Information

Co-Sponsor Information

Co-Sponsor: Texas Department of Transportation

Address: 7901 N. I-35

City: Austin

State: Texas

Zip Code: 78753

Phone: 512-832-7000

Website: www.txdot.gov

Contact Information

Name: Cathy Kratz, P.E.

Position: Area Engineer

Address: 3029 Hwy 29 East

City: Burnet

State: Texas

Zip Code: 78611

Phone: 512-756-2316

Email: Cathy.Kratz@txdot.gov

Project Information

General Information

County: Burnet County

Municipality: Marble Falls

Roadway: US 281

Limits (From): At RM 1431

Limits (To): At RM 1431

Purpose and Need

This project will improve the safety and capacity of both US 281 and RM 1431 in Marble Falls. Right turning movements, particularly those from US 281 northbound onto RM 1431 create significant vehicular conflicts. The conflicts are apparent for passenger vehicles but are overly apparent for all other vehicles. For example, if an "18-wheeler" attempts to make this turn, it must occupy at least both northbound lanes of US 281 and it will then take at least the eastbound lanes (and often the westbound left turn lane) of RM 1431. This type of movement significantly reduces the safety and capacities of both US 281 and RM 1431 through the intersection.

Project Scope

The project involves the acquisition of right of way on both the northeast and southeast corners of the intersection. Presently, the right turn angle from US 281 onto RM 1431 is approximately 120 degrees and a turning radius of approximately 7.5'. The approximate same curve radius is on the northeast corner. The scope of this project will be to design an improved intersection using more appropriate engineering design criteria.

Project Cost

Preliminary Engineering: \$250,000.00

Right-of-Way: \$2,500,000.00

Construction:

Construction Engineering:

Indirect:

Contingencies:

Total Project Cost: \$2,750,000.00

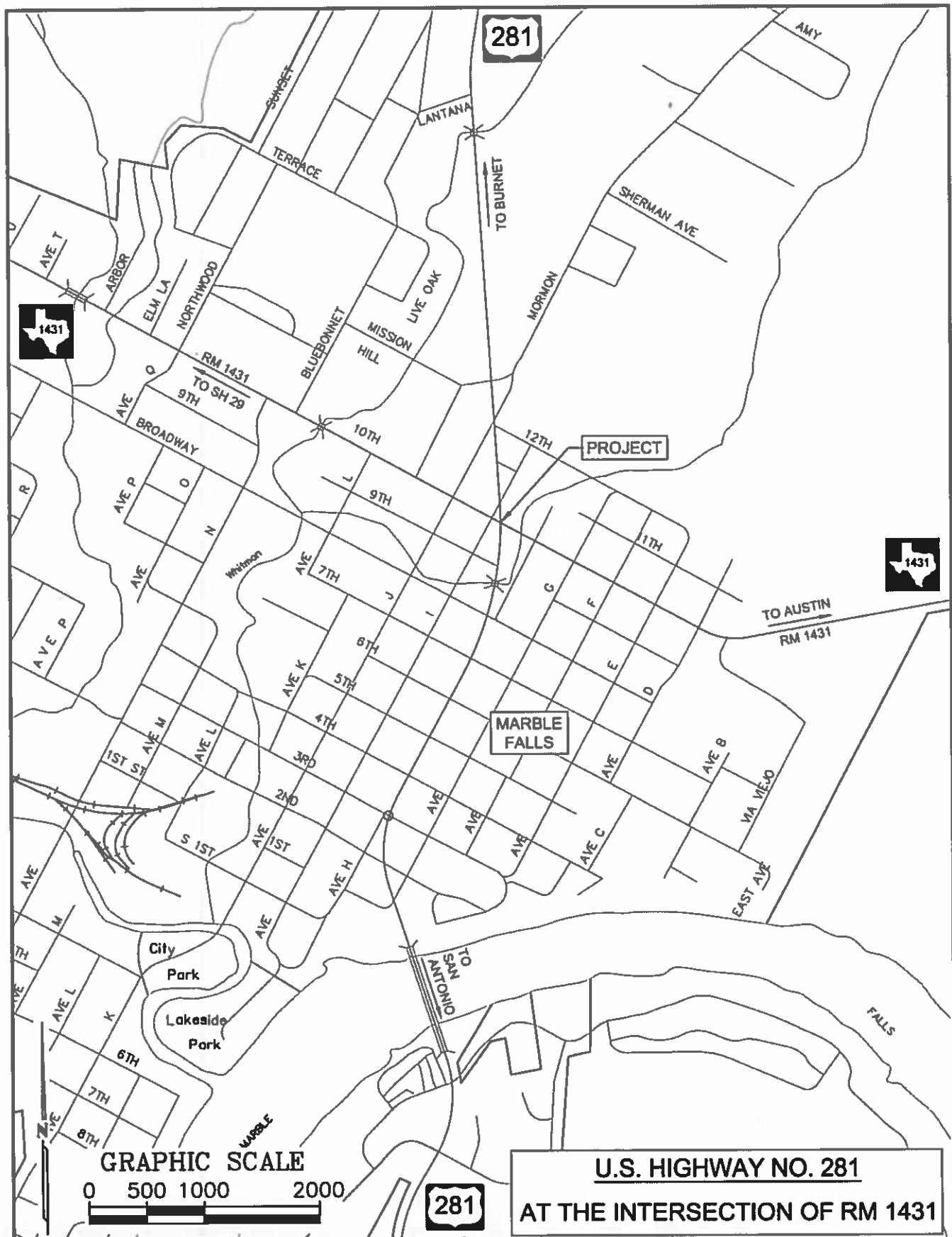
Funding Request

Fiscal Year 2019

Phase: Preliminary Engineering

Funding Amount: \$2,750,000.00

Project Location



Project Development and Readiness

Please respond to each readiness question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Preliminary Engineering and Design

Has the project undergone preliminary engineering and design?

Yes

A preliminary layout has been prepared by the City of Marble Falls.

Public Involvement

Has this project undergone public involvement?

No

Right-of-Way Acquisition

Does this project require the acquisition of right-of-way?

Yes

This project will require the acquisition of right of way on both the northeast and southeast corners of the intersection. The right of way will be acquired as part of this project.

Utility Relocation

Does this project require utility relocation?

Yes

The utilities requiring relocation will be identified at the outset of the project and notification will be provided to the utility companies that relocations will be required. Advance notice provides time for the utility companies to plan and budget their respective relocations. It is anticipated that the utility relocations will commence immediately upon right of way acquisition.

Environmental Compliance

Has this project undergone the environmental process?

No

Financial Requirements

Has funding been identified and secured for the local match requirements?

Yes

TxDOT will be the co-sponsor of this project and provide Burnet County's local match.

Coordination and Agreements

Does this project have the support and concurrence of all stakeholders involved?

Yes

This project has the support and concurrence of Burnet County, TxDOT and the City of Marble Falls.

Additional Information

Is there additional information regarding project development and readiness?

Yes

This project is for the acquisition of right of way and the development of the plans, Specifications, and Estimate (PS&E) and it will commence immediately upon authorization. A second project will be submitted in conjunction with this project and it will be for construction funding.

Environmental compliance, right of way, and utility relocations will be required and will be accomplished as part of this project so that when this project is complete, the construction phase will be ready to commence immediately when authorized.

Based upon the answers above, this project is entirely ready to commence immediately upon authorization to begin.

Planning Factors

Please respond to each performance measure question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Planning

Has the project undergone a comprehensive planning process?

No

Has the project been identified as a priority in a local or regional transportation plan?

Yes

Although not identified specifically by name in the Burnet County Comprehensive Transportation Plan, it is included with the US 281 project that would widen US 281 and widen RM 1431. The project is also listed in the City of Marble Falls Comprehensive Plan.

System Preservation

Does this project include work that will help preserve the existing transportation system?

Yes

This project will have modifications that will preserve the existing transportation system. The project will modernize the existing intersection and traffic signal system in accordance with applicable engineering design standards to better accommodate right-turning vehicles.

Modification

Does this project include modifications that improve existing facility operations?

Yes

The improvements proposed will significantly improve the operations of this intersection. The existing curb radii are substantially substandard and this project will reconstruct the intersection so that it is more in compliance with current engineering design criteria. Traffic signal modifications will also improve facility operations.

Congestion and Mobility

Does the project remove a system bottleneck, increase throughput, or reduce emissions?

Yes

This intersection creates a substantial bottleneck anytime a vehicle attempts a right turn from US 281 onto RM 1431. When a large truck (18-wheeler) attempts a right turn, it virtually stops all northbound traffic on US 281 and requires left-turning traffic on RM 1431 to back up, which are all undesirable and unsafe maneuvers.

Does the project fill a gap, remove a barrier or enhance network connectivity?

Yes

This project removes what may be referred to as a barrier created by right turning movements. It will also enhance the network connectivity between US 281 and RM 1431.

Does the project create transportation network redundancy?

No

Safety

Does this project address a severe crash rate higher than the CAMPO regional average?

Yes

The crash rate for this project is 0.0037 and the CAMPO average is 0.0022. The Traffic Crashes per 100 Million Vehicle miles for this project is 905.31. The "TxDOT 2016 Statewide Traffic Crash Rates", Traffic per 100 Million Miles, By Highway System, is 213.25. The Traffic Crashes per 100 Million Vehicle miles for this project is 905.31. The "TxDOT 2016 Statewide Traffic Crash Rates", Traffic per 100 Million Miles, By Road Type, is 377.59.

Does this project address additional safety issues?

Yes

This project will undoubtedly improve safety at the intersection of US 281 and RM 1431 by reducing the conflicts created by turning movements at a substandard intersection.

Regional Impact

Is this project located on an existing or proposed regionally significant facility?

Yes

US 281 is a TxDOT Statewide Strategic Corridor, Secondary Freight Network, and Energy Sector Corridor.

Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?

Yes

This project is a TxDOT Secondary Freight Network.

Social and Environmental Impacts

Does this project serve traditionally under-served populations?

No

Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?

Yes

In the center of the urbanized area of Marble Falls, it is highly unlikely that there will be any environmental or cultural resources that will be impacted. The National Environment Protection Act (NEPA) will be complied with during the development of the Plans, Specifications and Estimate (PS&E) for this project.

Multimodal Elements

Does this project provide accommodations identified in the RATP or a local transportation plan?

Yes

This project will provide accommodations provided for in the City of Marble Falls Comprehensive Plan.

Does this project include transit elements or service routes?

Yes

This project is on the Capital Area Rural Transportation System (CARTS) system map and near the CARTS Marble Falls Station

Economic Development

Does this project support local, regional, or state economic development plans and strategies?

Yes

This project is consistent with the economic development strategies of both the Burnet County and the City of Marble Falls. It is the primary intersection in the City and it is critical to the economic vitality of the City of Marble Falls and Burnet County. As a Secondary Freight Corridor, it serves most all of the freight industry.

Funding

Is this project's local cost share overmatched?

No

Planning Factors Score

Performance Measure	Value
Has the project been identified as a priority in a local or regional transportation plan?	10
Does this project include work that will help preserve the existing transportation system?	5
Does this project include modifications that improve existing facility operations?	5
Does the project remove a system bottleneck, increase throughput, or reduce emissions?	10
Does the project fill a gap, remove a barrier or enhance network connectivity?	5
Does the project create transportation network redundancy?	0
Does this project address a severe crash rate higher than the CAMPO regional average?	10
Does this project address additional safety issues?	5
Is this project located on an existing or proposed regionally significant facility?	10
Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?	5
Does this project serve traditionally under-served populations?	0
Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?	5
Does this project provide accommodations identified in the RATP or a local transportation plan?	5
Does this project include transit elements or service routes?	5
Does this project support local, regional, or state economic development plans and strategies?	5
Is this project's local cost share overmatched?	0
Planning Factor Score:*	85

*The planning factor score above is subject to change following evaluation of the responses and verification of the required supporting materials.

Cost-Benefit Analysis: Safety

Please fill out the fields below if it is not pre-filled from the information above. For Crash Rates, HSIP work codes, descriptions, and CFE/Service Life scores please refer to the Crash Rate Table and HSIP List from the CAMPO Safety Analysis-Work Codes and Crash Rates Spreadsheet.

Safety Information

County: Burnet County

Area: Urban

Functional Class: Principal Arterial

Crash Rate: 0.0037

HSIP Work Code: 108, 521

Description: Improve Traffic Signals, Add Right Turn Lane

CFE/Service Life: 5.6

Project Cost: \$2,750,000.00

Capital Area Metropolitan Planning Organization

2019-2022 Project Call

Roadway Project Application

US 281

AT: RM 1431



Sponsor Information

Sponsor Information

Sponsor: Burnet County
Address: 220 South Pierce Street
City: Burnet
State: Texas
Zip Code: 78611
Phone: 512-756-5420
Website: www.burnetcountytexas.org

Contact Information

Name: Greg Haley
Position: TAC Member
Address: 705 N. Hwy 281, Suite 103
City: Marble Falls
State: Texas
Zip Code: 78654
Phone: 830-693-5635
Email: gregh@kcengineering.com

Co-Sponsor

Does this project have a co-sponsor?

Yes

Co-Sponsor Information

Co-Sponsor Information

Co-Sponsor: Texas Department of Transportation
Address: 7901 N. I-35
City: Austin
State: Texas
Zip Code: 78753
Phone: 512-832-7000
Website: www.txdot.gov

Contact Information

Name: Cathy Kratz, P.E.
Position: Area Engineer
Address: 3029 Hwy 29 East
City: Burnet
State: Texas
Zip Code: 78611
Phone: 512-756-2316
Email: Cathy.Kratz@txdot.gov

Project Information

General Information

County: Burnet County

Municipality: Marble Falls

Roadway: US 281

Limits (From): At RM 1431

Limits (To): At RM 1431

Purpose and Need

This project will improve the safety and capacity of both US 281 and RM 1431 in Marble Falls. Right turning movements, particularly those from US 281 northbound onto RM 1431 create significant vehicular conflicts. The conflicts are apparent for passenger vehicles but are overly apparent for all other vehicles. For example, if an "18-wheeler" attempts to make this turn, it must occupy at least both northbound lanes of US 281 and it will then take at least the eastbound lanes (and often the westbound left turn lane) of RM 1431. This type of movement significantly reduces the safety and capacities of both US 281 and RM 1431 through the intersection.

Project Scope

This project is for the construction and construction engineering for an improved intersection, including dedicated right turn lanes and traffic signal modifications.

Project Cost

Preliminary Engineering:

Right-of-Way:

Construction: \$1,500,000.00

Construction Engineering: \$120,000.00

Indirect:

Contingencies:

Total Project Cost: \$1,620,000.00

Funding Request

Fiscal Year 2021

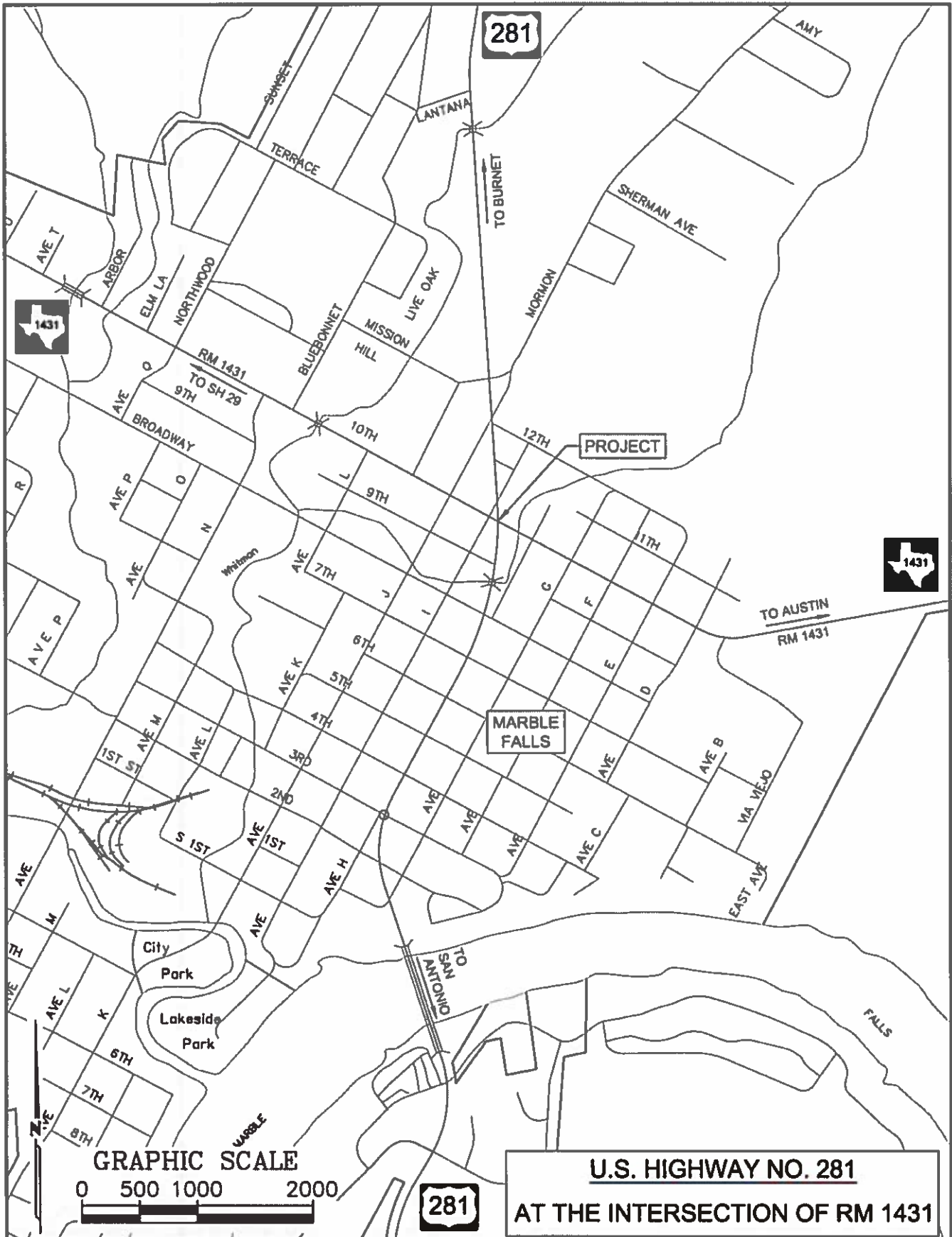
Funding Request

Fiscal Year 2021

Phase: Construction

Funding Amount: \$1,620,000.00

Project Location



Project Development and Readiness

Please respond to each readiness question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Preliminary Engineering and Design

Has the project undergone preliminary engineering and design?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that all Preliminary Engineering and Design has been completed and that it is ready for construction.

Public Involvement

Has this project undergone public involvement?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that all of the Public Involvement process has been completed and that it is ready for construction.

Right-of-Way Acquisition

Does this project require the acquisition of right-of-way?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that any required right of way has been acquired and that it is ready for construction.

Utility Relocation

Does this project require utility relocation?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that any required utility relocations have been completed and that it is ready for construction.

Environmental Compliance

Has this project undergone the environmental process?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that environmental compliance has been completed and that it is ready for construction.

Financial Requirements

Has funding been identified and secured for the local match requirements?

Yes

TxDOT will be the co-sponsor of this project and provide Burnet County's local match.

Coordination and Agreements

Does this project have the support and concurrence of all stakeholders involved?

Yes

This project has the support and concurrence of Burnet County, TxDOT and the City of Marble Falls.

Additional Information

Is there additional information regarding project development and readiness?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that the Plans, Specifications and Estimate (PS&E) have been completed and that it is ready for construction.

Planning Factors

Please respond to each performance measure question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Planning

Has the project undergone a comprehensive planning process?

No

Has the project been identified as a priority in a local or regional transportation plan?

Yes

Although not identified specifically by name in the Burnet County Comprehensive Transportation Plan, it is included with the US 281 project that would widen US 281 and widen RM 1431. The project is also listed in the City of Marble Falls Comprehensive Plan.

System Preservation

Does this project include work that will help preserve the existing transportation system?

Yes

This project will have modifications that will preserve the existing transportation system. The project will modernize the existing intersection and traffic signal system in accordance with applicable engineering design standards to better accommodate right-turning vehicles.

Modification

Does this project include modifications that improve existing facility operations?

Yes

The improvements proposed will significantly improve the operations of this intersection. The existing curb radii are substantially substandard and this project will reconstruct the intersection so that it is more in compliance with current engineering design criteria. Traffic signal modifications will also improve facility operations.

Congestion and Mobility

Does the project remove a system bottleneck, increase throughput, or reduce emissions?

Yes

This intersection creates a substantial bottleneck anytime a vehicle attempts a right turn from US 281 onto RM 1431. When a large truck (18-wheeler) attempts a right turn, it virtually stops all northbound traffic on US 281 and requires left-turning traffic on RM 1431 to back up, which are all undesirable and unsafe maneuvers.

Does the project fill a gap, remove a barrier or enhance network connectivity?

Yes

This project removes what may be referred to as a barrier created by right turning movements. It will also enhance the network connectivity between US 281 and RM 1431.

Does the project create transportation network redundancy?

No

Safety

Does this project address a severe crash rate higher than the CAMPO regional average?

Yes

The crash rate for this project is 0.0037 and the CAMPO average is 0.0022. The Traffic Crashes per 100 Million Vehicle miles for this project is 905.31. The "TxDOT 2016 Statewide Traffic Crash Rates", Traffic per 100 Million Miles, By Highway System, is 213.25. The Traffic Crashes per 100 Million Vehicle miles for this project is 905.31. The "TxDOT 2016 Statewide Traffic Crash Rates", Traffic per 100 Million Miles, By Road Type, is 377.59.

Does this project address additional safety issues?

Yes

This project will undoubtedly improve safety at the intersection of US 281 and RM 1431 by reducing the conflicts created by turning movements at a substandard intersection.

Regional Impact

Is this project located on an existing or proposed regionally significant facility?

Yes

US 281 is a TxDOT Statewide Strategic Corridor, Secondary Freight Network, and Energy Sector Corridor.

Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?

Yes

This project is a TxDOT Secondary Freight Network.

Social and Environmental Impacts

Does this project serve traditionally under-served populations?

No

Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?

Yes

In the center of the urbanized area of Marble Falls, it is highly unlikely that there will be any environmental or cultural resources that will be impacted. The National Environment Protection Act (NEPA) will be complied with during the development of the Plans, Specifications and Estimate (PS&E) for this project.

Multimodal Elements

Does this project provide accommodations identified in the RATP or a local transportation plan?

Yes

This project will provide accommodations provided for in the City of Marble Falls Comprehensive Plan.

Does this project include transit elements or service routes?

Yes

This project is on the Capital Area Rural Transportation System (CARTS) system map and near the CARTS Marble Falls Station

Economic Development

Does this project support local, regional, or state economic development plans and strategies?

Yes

This project is consistent with the economic development strategies of both the Burnet County and the City of Marble Falls. It is the primary intersection in the City and it is critical to the economic vitality of the City of Marble Falls and Burnet County. As a Secondary Freight Corridor, it serves most all of the freight industry.

Funding

Is this project's local cost share overmatched?

No

Planning Factors Score

Performance Measure	Value
Has the project been identified as a priority in a local or regional transportation plan?	10
Does this project include work that will help preserve the existing transportation system?	5
Does this project include modifications that improve existing facility operations?	5
Does the project remove a system bottleneck, increase throughput, or reduce emissions?	10
Does the project fill a gap, remove a barrier or enhance network connectivity?	5
Does the project create transportation network redundancy?	0
Does this project address a severe crash rate higher than the CAMPO regional average?	10
Does this project address additional safety issues?	5
Is this project located on an existing or proposed regionally significant facility?	10
Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?	5
Does this project serve traditionally under-served populations?	0
Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?	5
Does this project provide accommodations identified in the RATP or a local transportation plan?	5
Does this project include transit elements or service routes?	5
Does this project support local, regional, or state economic development plans and strategies?	5
Is this project's local cost share overmatched?	0
Planning Factor Score:*	85

*The planning factor score above is subject to change following evaluation of the responses and verification of the required supporting materials.

Cost-Benefit Analysis: Safety

Please fill out the fields below if it is not pre-filled from the information above. For Crash Rates, HSIP work codes, descriptions, and CFE/Service Life scores please refer to the Crash Rate Table and HSIP List from the CAMPO Safety Analysis-Work Codes and Crash Rates Spreadsheet.

Safety Information

County: Burnet County

Area: Urban

Functional Class: Principal Arterial

Crash Rate: 0.0037

HSIP Work Code: 108, 521

Description: Improve Traffic Signals, Add Right Turn Lane

CFE/Service Life: 5.6

Project Cost: \$1,620,000.00

Capital Area Metropolitan Planning Organization

2019-2022 Project Call

Roadway Project Application

US 281

**FROM: NATURE HEIGHTS DRIVE
TO: LANTANA DRIVE**



Sponsor Information

Sponsor Information

Sponsor: Burnet County
Address: 220 South Pierce Street
City: Burnet
State: Texas
Zip Code: 78611
Phone: 512-756-5420
Website: www.burnetcountytexas.org

Contact Information

Name: Greg Haley
Position: TAC Member
Address: 705 N. Hwy 281, Suite 103
City: Marble Falls
State: Texas
Zip Code: 78654
Phone: 830-693-5635
Email: gregh@kcengineering.com

Co-Sponsor

Does this project have a co-sponsor?

Yes

Co-Sponsor Information

Co-Sponsor Information

Co-Sponsor: Texas Department of Transportation

Address: 7901 N. I-35

City: Austin

State: Texas

Zip Code: 78753

Phone: 512-832-7000

Website: www.txdot.gov

Contact Information

Name: Cathy Kratz, P.E.

Position: Area Engineer

Address: 3029 Hwy 29 East

City: Burnet

State: Texas

Zip Code: 78611

Phone: 512-756-2316

Email: Cathy.Kratz@txdot.gov

Project Information

General Information

County: Burnet County
Municipality: Marble Falls
Roadway: US 281
Limits (From): Nature Heights Drive
Limits (To): Lantana Drive

Purpose and Need

This section of US 281 through a very urbanized area of Marble Falls is currently a rural cross section - with ditches and embankments. A more appropriate design for an urbanized area is concrete curb and gutter. With the existing section, traffic exits and enters US 281 similarly to the weaving sections at an interchange - using the sides of the highway as ramps. This type of "weaving" action creates significant conflicts with through traffic on US 281. Two-thirds (66 of the 99) (2015-2017) accidents are intersection-related or driveway access-related.

Project Scope

As a TxDOT Strategic Strategic Corridor, Secondary Freight Network, and Energy Sector Corridor, this project will construct concrete curb and gutter along the sides of US 281 that will restrict vehicles exiting and entering the highway closer to right angles, where vision is optimal for recognizing approaching traffic. This project will be designed in substantial accordance with the TxDOT Access Management Policy. 5' sidewalks will be placed adjacent to a 3' grass buffer behind the curb in accordance with ADA and TDLR criteria for Accessible Routes and outside of the TxDOT Clear Zone.

Project Cost

Preliminary Engineering: \$185,000.00

Right-of-Way:

Construction:

Construction Engineering:

Indirect:

Contingencies:

Total Project Cost: \$185,000.00

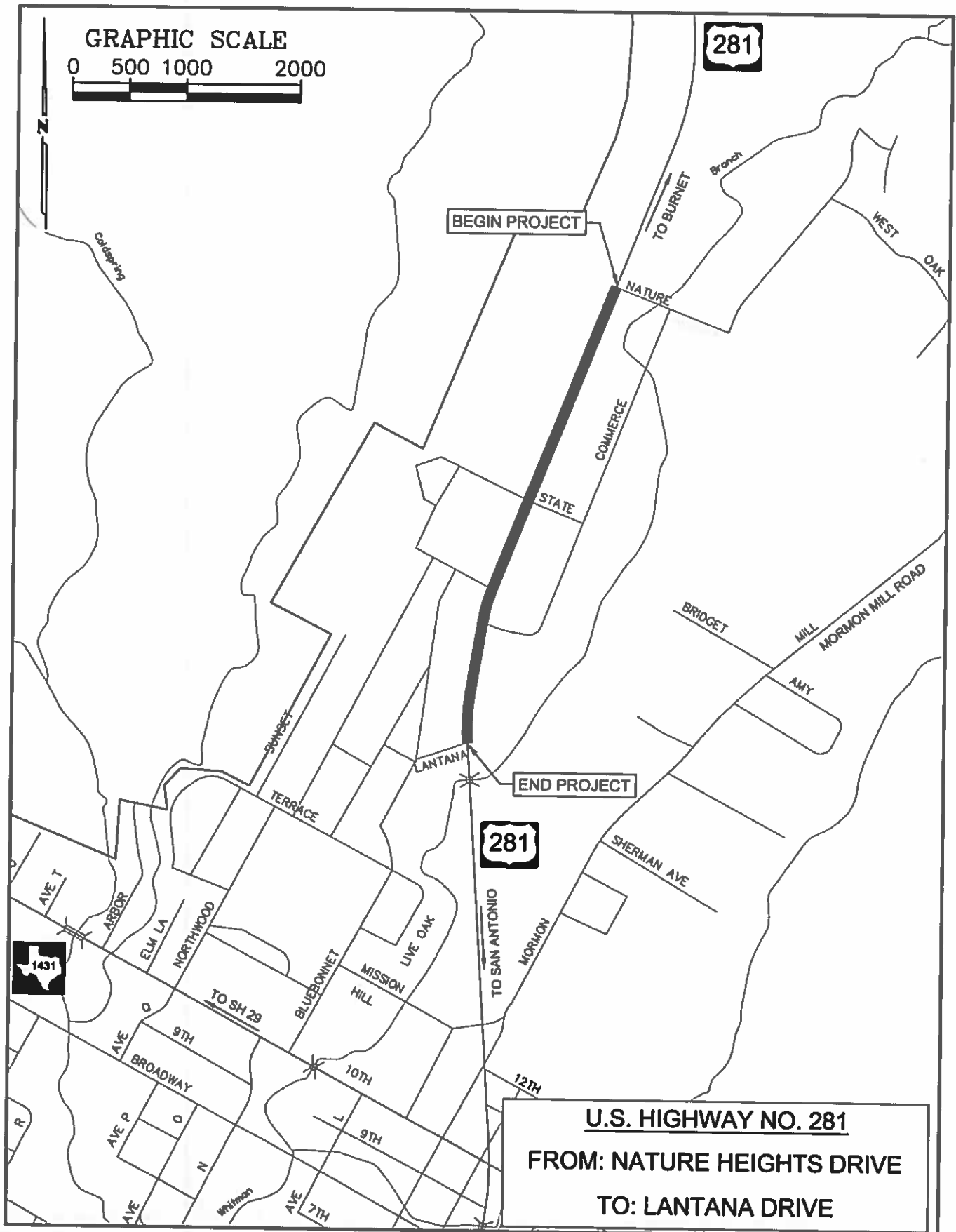
Funding Request

Fiscal Year 2019

Phase: Preliminary Engineering

Funding Amount: \$185,000.00

Project Location



Project Development and Readiness

Please respond to each readiness question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Preliminary Engineering and Design

Has the project undergone preliminary engineering and design?

No

Public Involvement

Has this project undergone public involvement?

No

Right-of-Way Acquisition

Does this project require the acquisition of right-of-way?

No

Utility Relocation

Does this project require utility relocation?

No

Environmental Compliance

Has this project undergone the environmental process?

No

Financial Requirements

Has funding been identified and secured for the local match requirements?

Yes

TxDOT is the co-sponsor and will provide Burnet County's matching funds.

Coordination and Agreements

Does this project have the support and concurrence of all stakeholders involved?

Yes

The primary stakeholders are Burnet County, TxDOT and the City of Marble Falls and all are in concurrence.

Additional Information

Is there additional information regarding project development and readiness?

Yes

As a de facto alternate to IH 35 it is imperative that this section of highway be modernized to meet the demands placed upon it by ever-increasing through traffic and turning traffic volumes.

This project is for the development of the Plans, Specifications, and Estimate (PS&E) and it will commence as soon as it is authorized. A second project will be submitted in conjunction with this one for construction funding.

Environmental compliance will be required and will be accomplished as part of this project so that when this project is complete, the construction phase will be ready to commence immediately when authorized.

Based upon the answers above, this project is entirely ready to commence immediately upon authorization to proceed.

Planning Factors

Please respond to each performance measure question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Planning

Has the project undergone a comprehensive planning process?

No

Has the project been identified as a priority in a local or regional transportation plan?

Yes

This project is listed in the CAMPO 2040 Plan as BURN18 with the description "Increase safety by controlling access through the addition of curb and gutter and sidewalk". It is also listed in the City of Marble Falls Comprehensive Plan.

System Preservation

Does this project include work that will help preserve the existing transportation system?

Yes

This project will modernize existing US 281 by the addition of concrete curb and gutter and sidewalks. The existing section is a rural cross section in an urban environment. The work proposed will convert the existing rural cross section into an urban cross section. The existing roadway was constructed to this section in 1980.

Modification

Does this project include modifications that improve existing facility operations?

Yes

This project will improve the operations of US 281 by constructing concrete curb and gutter with driveway openings that will require vehicles entering and exiting to more conform with common engineering practice of those maneuvers occurring at angles as close to 90° as reasonably possible. Existing facility operations will be improved by complying with the TxDOT Access Management Policy, ADA and TDLR compliance.

Congestion and Mobility

Does the project remove a system bottleneck, increase throughput, or reduce emissions?

Yes

This project will increase throughput of US 281 by limiting the points of ingress and egress to more conform with the TxDOT Access Management Policy. Defining points of ingress and egress will increase driver comfort by providing predictability of entering and exiting traffic and will therefore increase throughput.

Does the project fill a gap, remove a barrier or enhance network connectivity?

Yes

This project will improve the operations of US 281 and therefore improve its throughput by requiring vehicle entering and exiting to do so at specified, defined locations and at 90° angles. Traffic currently entering and exiting at random locations creates a barrier to the network. This project will remove that barrier.

Does the project create transportation network redundancy?

No

Safety

Does this project address a severe crash rate higher than the CAMPO regional average?

Yes

The crash rate is 0.0037 and the Regional Average is 0.0022. The Traffic Crashes per 100 Million Vehicle Miles for this project is 584.74. The "TxDOT 2016 Statewide Traffic Crash Rates", Traffic Crashes per 100 Million Miles, By Highway System, is 213.25. The Traffic Crashes per 100 Million Vehicle Miles for this project is 584.74. The "TxDOT 2016 Statewide Traffic Crash Rates", Traffic Crashes per 100 Million Miles, By Road Type, is 377.59.

Does this project address additional safety issues?

Yes

This project addresses significant safety issues, particularly vehicles entering and exiting US 281 at random locations without defined access points. This project will require that traffic enter and exit US 281 at defined locations and at right angles, both of which are consistent with the TxDOT Access Management Policy. The addition of sidewalks will also address pedestrian safety issues since there currently are no sidewalks.

Regional Impact

Is this project located on an existing or proposed regionally significant facility?

Yes

TxDOT has identified this section of US 281 as a Statewide Strategic Corridor, Secondary Freight Network, and Energy Sector Corridor.

Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?

Yes

This project is listed as a TxDOT Secondary Freight Network.

Social and Environmental Impacts

Does this project serve traditionally under-served populations?

No

Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?

Yes

By the nature of the project, it will have virtually no impact on the environment or cultural resources. The proposed construction is in a fully-urbanized area and will be on areas that are already mostly paved.

Multimodal Elements

Does this project provide accommodations identified in the RATP or a local transportation plan?

Yes

This project is identified in the City of Marble Falls Comprehensive Plan. The project will design 5' sidewalks on each side that will be ADA / TDLR compliant as accessible routes.

This project is on the Capital Area Rural Transportation System (CARTS) Interurban Coach Route.

Economic Development

Does this project support local, regional, or state economic development plans and strategies?

Yes

This section of US 281 is a commercial corridor with multiple high-traffic generators and several light industrial operations. It is anticipated that converting this section of US 281 from a rural, ditch cross section to an urban curb and gutter cross section will have greater appeal to other business that may be considering relocating to this commercial corridor in Marble Falls. Curb and gutter cross sections imply commercial development.

Funding

Is this project's local cost share overmatched?

No

Planning Factors Score

Performance Measure	Value
Has the project been identified as a priority in a local or regional transportation plan?	10
Does this project include work that will help preserve the existing transportation system?	5
Does this project include modifications that improve existing facility operations?	5
Does the project remove a system bottleneck, increase throughput, or reduce emissions?	10
Does the project fill a gap, remove a barrier or enhance network connectivity?	5
Does the project create transportation network redundancy?	0
Does this project address a severe crash rate higher than the CAMPO regional average?	10
Does this project address additional safety issues?	5
Is this project located on an existing or proposed regionally significant facility?	10
Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?	5
Does this project serve traditionally under-served populations?	0
Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?	5
Does this project provide accommodations identified in the RATP or a local transportation plan?	5
Does this project include transit elements or service routes?	5
Does this project support local, regional, or state economic development plans and strategies?	5
Is this project's local cost share overmatched?	0
Planning Factor Score:*	85

*The planning factor score above is subject to change following evaluation of the responses and verification of the required supporting materials.

Cost-Benefit Analysis: Safety

Please fill out the fields below if it is not pre-filled from the information above. For Crash Rates, HSIP work codes, descriptions, and CFE/Service Life scores please refer to the Crash Rate Table and HSIP List from the CAMPO Safety Analysis-Work Codes and Crash Rates Spreadsheet.

Safety Information

County: Burnet County

Area: Urban

Functional Class: Principal Arterial

Crash Rate: 0.0037

HSIP Work Code: 219

Description: Install Curb - Control Access

CFE/Service Life: 10

Project Cost: \$185,000.00

Capital Area Metropolitan Planning Organization

2019-2022 Project Call

Roadway Project Application

US 281

**FROM: NATURE HEIGHTS DRIVE
TO: LANTANA DRIVE**



Sponsor Information

Sponsor Information

Sponsor: Burnet County
Address: 220 South Pierce Street
City: Burnet
State: Texas
Zip Code: 78611
Phone: 512-756-5420
Website: www.burnetcountytexas.org

Contact Information

Name: Greg Haley
Position: TAC Member
Address: 705 N. Hwy 281, Suite 103
City: Marble Falls
State: Texas
Zip Code: 78654
Phone: 830-693-5635
Email: gregh@kcengineering.com

Co-Sponsor

Does this project have a co-sponsor?

Yes

Co-Sponsor Information

Co-Sponsor Information

Co-Sponsor: Texas Department of Transportation
Address: 7901 N. I-35
City: Austin
State: Texas
Zip Code: 78753
Phone: 512-832-7000
Website: www.txdot.gov

Contact Information

Name: Cathy Kratz, P.E.
Position: Area Engineer
Address: 3029 Hwy 29 East
City: Burnet
State: Texas
Zip Code: 78611
Phone: 512-756-2316
Email: Cathy.Kratz@txdot.gov

Project Information

General Information

County: Burnet County
Municipality: Marble Falls
Roadway: US 281
Limits (From): Nature Heights Drive
Limits (To): Lantana Drive

Purpose and Need

This section of US 281 through a very urbanized area of Marble Falls is currently a rural cross section - with ditches and embankments. A more appropriate design for an urbanized area is concrete curb and gutter. With the existing section, traffic exits and enters US 281 similarly to the weaving sections at an interchange - using the sides of the highway as ramps. This type of "weaving" action creates significant conflicts with through traffic on US 281. Two-thirds (66 of the 99) (2015-2017) accidents are intersection-related or driveway access-related.

Project Scope

As a TxDOT Strategic Strategic Corridor, Secondary Freight Network, and Energy Sector Corridor, this project will be for the construction and construction engineering of concrete curb and gutter along both sides of US 281 that will restrict vehicles exiting and entering the highway closer to right angles, where vision is optimal for recognizing approaching traffic. This project will be constructed in substantial accordance with the TxDOT Access Management Policy. 5' sidewalks will be placed adjacent to a 3' grass buffer behind the curb in accordance with ADA and TDLR criteria for Accessible Routes and outside of the TxDOT Clear Zone.

Project Cost

Preliminary Engineering:

Right-of-Way:

Construction: \$1,000,000.00

Construction Engineering: \$80,000.00

Indirect:

Contingencies:

Total Project Cost: \$1,080,000.00

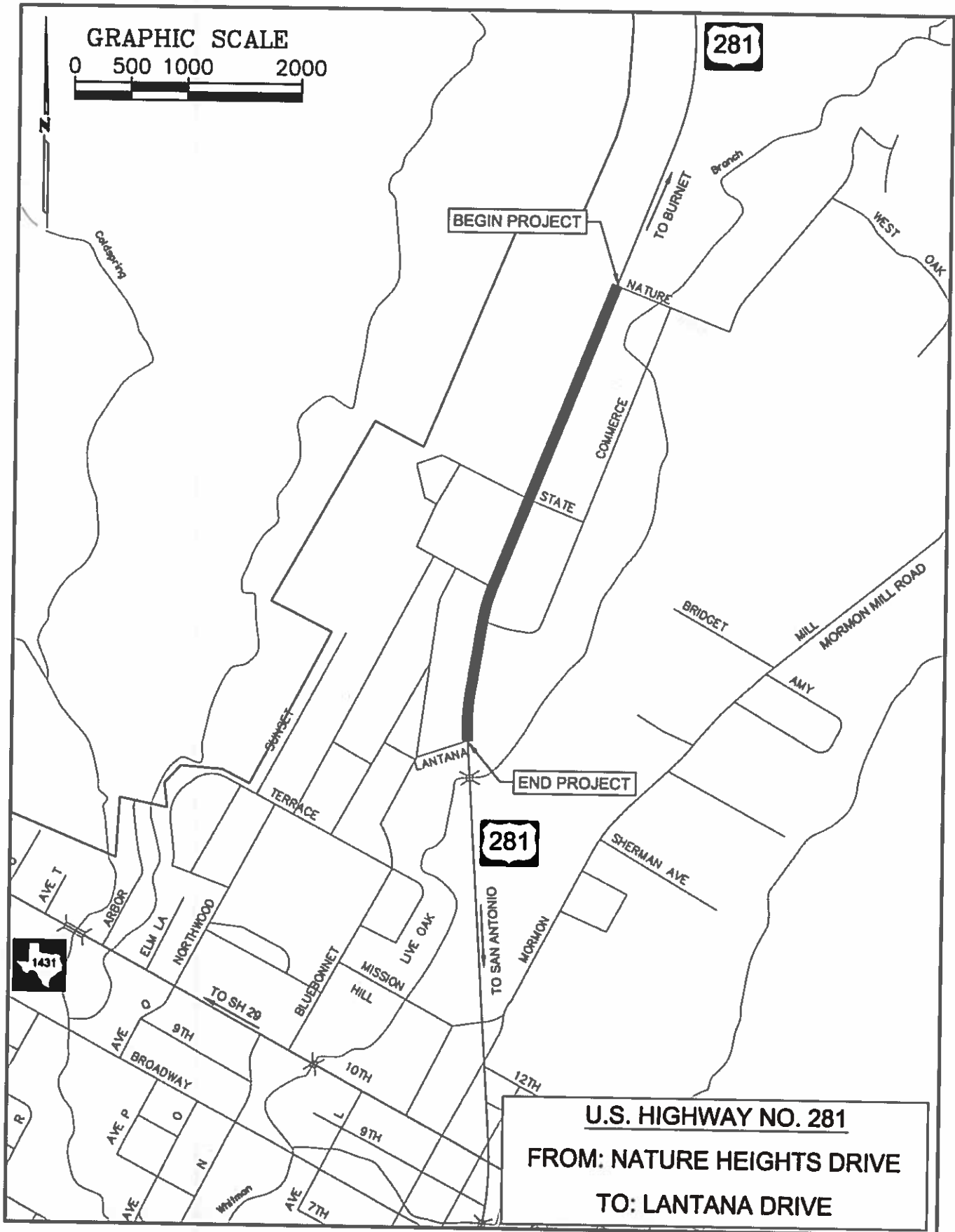
Funding Request

Fiscal Year 2021

Phase: Construction

Funding Amount: \$1,080,000.00

Project Location



Project Development and Readiness

Please respond to each readiness question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Preliminary Engineering and Design

Has the project undergone preliminary engineering and design?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that all Preliminary Engineering and Design has been completed and that it is ready for construction.

Public Involvement

Has this project undergone public involvement?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that all of the Public Involvement process has been completed and that it is ready for construction.

Right-of-Way Acquisition

Does this project require the acquisition of right-of-way?

No

Utility Relocation

Does this project require utility relocation?

No

Environmental Compliance

Has this project undergone the environmental process?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that environmental compliance has been completed and that it is ready for construction.

Financial Requirements

Has funding been identified and secured for the local match requirements?

Yes

TxDOT is the co-sponsor and will provide Burnet County's matching funds.

Coordination and Agreements

Does this project have the support and concurrence of all stakeholders involved?

Yes

The primary stakeholders are Burnet County, TxDOT and the City of Marble Falls and all are in concurrence.

Additional Information

Is there additional information regarding project development and readiness?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that the Plans, Specifications and Estimate (PS&E) have been completed and that it is ready for construction.

Planning Factors

Please respond to each performance measure question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Planning

Has the project undergone a comprehensive planning process?

No

Has the project been identified as a priority in a local or regional transportation plan?

Yes

This project is listed in the CAMPO 2040 Plan as BURN18 with the description "Increase safety by controlling access through the addition of curb and gutter and sidewalk". It is also listed in the City of Marble Falls Comprehensive Plan.

System Preservation

Does this project include work that will help preserve the existing transportation system?

Yes

This project will modernize existing US 281 by the addition of concrete curb and gutter and sidewalks. The existing section is a rural cross section in an urban environment. The work proposed will convert the existing rural cross section into an urban cross section. The existing roadway was constructed to this section in 1980.

Modification

Does this project include modifications that improve existing facility operations?

Yes

This project will improve the operations of US 281 by constructing concrete curb and gutter with driveway openings that will require vehicles entering and exiting to more conform with common engineering practice of those maneuvers occurring at angles as close to 90° as reasonably possible. Existing facility operations will be improved by complying with the TxDOT Access Management Policy, ADA and TDLR compliance.

Congestion and Mobility

Does the project remove a system bottleneck, increase throughput, or reduce emissions?

Yes

This project will increase throughput of US 281 by limiting the points of ingress and egress to more conform with the TxDOT Access Management Policy. Defining points of ingress and egress will increase driver comfort by providing predictability of entering and exiting traffic and will therefore increase throughput.

Does the project fill a gap, remove a barrier or enhance network connectivity?

Yes

This project will improve the operations of US 281 and therefore improve its throughput by requiring vehicle entering and exiting to do so at specified, defined locations and at 90° angles. Traffic currently entering and exiting at random locations creates a barrier to the network. This project will remove that barrier.

Does the project create transportation network redundancy?

No

Safety

Does this project address a severe crash rate higher than the CAMPO regional average?

Yes

The crash rate is 0.0037 and the Regional Average is 0.0022. The Traffic Crashes per 100 Million Vehicle Miles for this project is 584.74. The "TxDOT 2016 Statewide Traffic Crash Rates", Traffic Crashes per 100 Million Miles, By Highway System, is 213.25. The Traffic Crashes per 100 Million Vehicle Miles for this project is 584.74. The "TxDOT 2016 Statewide Traffic Crash Rates", Traffic Crashes per 100 Million Miles, By Road Type, is 377.59.

Does this project address additional safety issues?

Yes

This project addresses significant safety issues, particularly vehicles entering and exiting US 281 at random locations without defined access points. This project will require that traffic enter and exit US 281 at defined locations and at right angles, both of which are consistent with the TxDOT Access Management Policy. The addition of sidewalks will also address pedestrian safety issues since there currently are no sidewalks.

Regional Impact

Is this project located on an existing or proposed regionally significant facility?

Yes

TxDOT has identified this section of US 281 as a Statewide Strategic Corridor, Secondary Freight Network, and Energy Sector Corridor.

Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?

Yes

This project is listed as a TxDOT Secondary Freight Network.

Social and Environmental Impacts

Does this project serve traditionally under-served populations?

No

Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?

Yes

By the nature of the project, it will have virtually no impact on the environment or cultural resources. The proposed construction is in a fully-urbanized area and will be on areas that are already mostly paved.

Multimodal Elements

Does this project provide accommodations identified in the RATP or a local transportation plan?

Yes

This project is identified in the City of Marble Falls Comprehensive Plan. The project will design 5' sidewalks on each side that will be ADA / TDLR compliant as accessible routes.

This project is on the Capital Area Rural Transportation System (CARTS) Interurban Coach Route.

Economic Development

Does this project support local, regional, or state economic development plans and strategies?

Yes

This section of US 281 is a commercial corridor with multiple high-traffic generators and several light industrial operations. It is anticipated that converting this section of US 281 from a rural, ditch cross section to an urban curb and gutter cross section will have greater appeal to other business that may be considering relocating to this commercial corridor in Marble Falls. Curb and gutter cross sections imply commercial development.

Funding

Is this project's local cost share overmatched?

No

Planning Factors Score

Performance Measure	Value
Has the project been identified as a priority in a local or regional transportation plan?	10
Does this project include work that will help preserve the existing transportation system?	5
Does this project include modifications that improve existing facility operations?	5
Does the project remove a system bottleneck, increase throughput, or reduce emissions?	10
Does the project fill a gap, remove a barrier or enhance network connectivity?	5
Does the project create transportation network redundancy?	0
Does this project address a severe crash rate higher than the CAMPO regional average?	10
Does this project address additional safety issues?	5
Is this project located on an existing or proposed regionally significant facility?	10
Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?	5
Does this project serve traditionally under-served populations?	0
Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?	5
Does this project provide accommodations identified in the RATP or a local transportation plan?	5
Does this project include transit elements or service routes?	5
Does this project support local, regional, or state economic development plans and strategies?	5
Is this project's local cost share overmatched?	0
Planning Factor Score:*	85

*The planning factor score above is subject to change following evaluation of the responses and verification of the required supporting materials.

Cost-Benefit Analysis: Safety

Please fill out the fields below if it is not pre-filled from the information above. For Crash Rates, HSIP work codes, descriptions, and CFE/Service Life scores please refer to the Crash Rate Table and HSIP List from the CAMPO Safety Analysis-Work Codes and Crash Rates Spreadsheet.

Safety Information

County: Burnet County

Area: Urban

Functional Class: Principal Arterial

Crash Rate: 0.0037

HSIP Work Code: 219

Description: Install Curb - Control Access

CFE/Service Life: 10

Project Cost: \$1,080,000.00

Capital Area Metropolitan Planning Organization

2019-2022 Project Call

Roadway Project Application

SH 71

FROM: SPUR 191

TO: BLANCO COUNTY LINE



Sponsor Information

Sponsor Information

Sponsor: Burnet County
Address: 220 South Pierce Street
City: Burnet
State: Texas
Zip Code: 78611
Phone: 512-756-5420
Website: www.burnetcountytexas.org

Contact Information

Name: Greg Haley
Position: TAC Member
Address: 705 N. Hwy 281, Suite 103
City: Marble Falls
State: Texas
Zip Code: 78654
Phone: 830-693-5635
Email: gregh@kcengineering.com

Co-Sponsor

Does this project have a co-sponsor?

Yes

Co-Sponsor Information

Co-Sponsor Information

Co-Sponsor: Texas Department of Transportation

Address: 7901 N. I-35

City: Austin

State: Texas

Zip Code: 78753

Phone: 512-832-7000

Website: www.txdot.gov

Contact Information

Name: Cathy Kratz, P.E.

Position: Area Engineer

Address: 3029 Hwy 29 East

City: Burnet

State: Texas

Zip Code: 78611

Phone: 512-756-2316

Email: Cathy.Kratz@txdot.gov

Project Information

General Information

County: Burnet County
Municipality: N/A
Roadway: SH 71
Limits (From): Spur 191
Limits (To): Blanco County Line

Purpose and Need

This segment of SH 71 is a rapidly developing commercial and residential area. This project is needed to bring the existing roadway up to current engineering design standards. SH 71 is an existing four-lane section that is often referred to as a "Poor Boy" section in that it does not have a continuous two-way left turn lane or paved safety shoulders. This project will provide a continuous two-way left turn lane to provide a safe refuge for left-turning traffic and it will also function as flush median, separating traffic traveling in opposing directions. The project will provide paved safety shoulders to function as deceleration / right turn lanes and provide a haven for stranded motorists, law enforcement and emergency services personnel.

Project Scope

As a TxDOT Statewide Strategic Corridor and Secondary Freight Network, this project is needed to reconstruct SH 71 to current engineering design standards, including a 14' continuous two-way left turn lane, four 12' lanes, and two 10' paved safety shoulders.

Project Cost

Preliminary Engineering: \$1,315,000.00

Right-of-Way:

Construction:

Construction Engineering:

Indirect:

Contingencies:

Total Project Cost: \$1,315,000.00

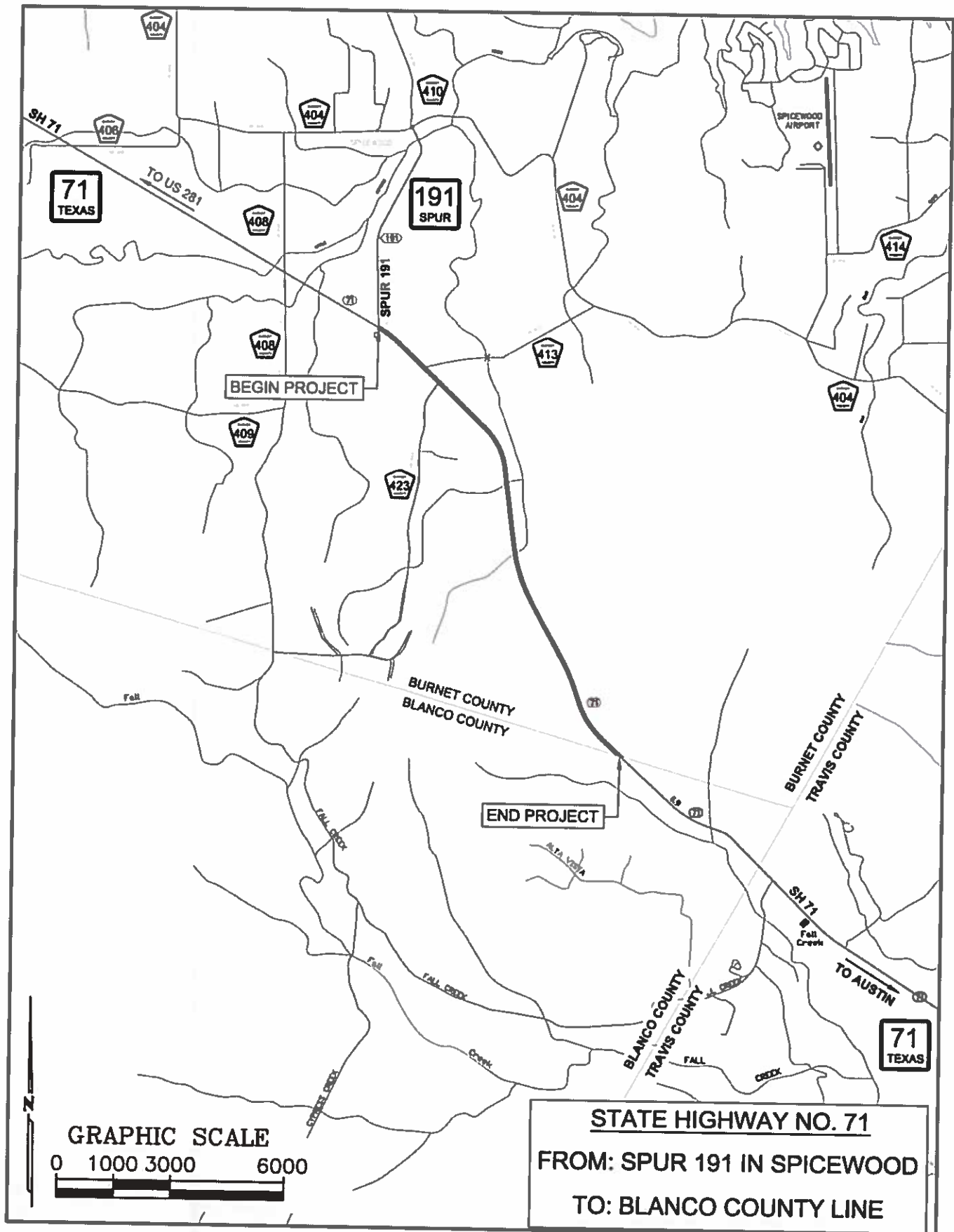
Funding Request

Fiscal Year 2019

Phase: Preliminary Engineering

Funding Amount: \$1,315,000.00

Project Location



Project Development and Readiness

Please respond to each readiness question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Preliminary Engineering and Design

Has the project undergone preliminary engineering and design?

No

Public Involvement

Has this project undergone public involvement?

No

Right-of-Way Acquisition

Does this project require the acquisition of right-of-way?

No

Utility Relocation

Does this project require utility relocation?

No

Environmental Compliance

Has this project undergone the environmental process?

No

Financial Requirements

Has funding been identified and secured for the local match requirements?

Yes

TxDOT is the Co-Sponsor and will provide Burnet County's matching funds.

Coordination and Agreements

Does this project have the support and concurrence of all stakeholders involved?

Yes

The primary stakeholders are Burnet County and TxDOT and both are in concurrence.

Additional Information

Is there additional information regarding project development and readiness?

Yes

This project is for the development of the Plans, Specifications, and Estimate (PS&E) and it will commence as soon as it is authorized. A second project will be submitted in conjunction with this project and it will be for the funding to construct SH 71 from Spur 191 in Spicewood to the Blanco County Line.

Although environmental compliance and the public involvement process will be required, those will be performed as part of this project so that the construction phase of the project will be ready to commence immediately when authorized. Right of way and utility relocations will not be required for this project.

Based upon the answers above, this project is entirely ready to commence immediately upon authorization to proceed.

Planning Factors

Please respond to each performance measure question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Planning

Has the project undergone a comprehensive planning process?

No

Has the project been identified as a priority in a local or regional transportation plan?

Yes

This project is listed as BURN11 in the CAMPO 2040 Plan. It has also been designated by TxDOT to be a Statewide Strategic Corridor and Secondary Freight Network. It is also listed in the Burnet County Comprehensive Transportation plan as an On-System Roads Priority Improvement Project.

System Preservation

Does this project include work that will help preserve the existing transportation system?

Yes

As listed in the CAMPO 2040 Plan, this project will rehabilitate the existing pavement structure, thereby preserving and extending the existing transportation system. Because of the increasing commercial activity and its associated heavy truck traffic, SH 71 will be rehabilitated to accommodate the additional heavy traffic. The project will also modernize SH 71 by designing to current engineering design standards.

Modification

Does this project include modifications that improve existing facility operations?

Yes

The current roadway is a four-lane undivided pavement section without a two-way left turn lane and paved safety shoulders - a section sometimes referred to as a four-lane "Poor Boy" section. This project will add a 14' continuous two-way left turn lane and 10' paved safety shoulders improving existing facility operation by providing a safe refuge for left-turning vehicles and an additional 10' buffer to the Clear Zone. The paved safety shoulders will function as a right-turn lane and will remove decelerating and right-turning traffic from the main, through travel lanes, thereby improving existing facility operations.

Congestion and Mobility

Does the project remove a system bottleneck, increase throughput, or reduce emissions?

Yes

This project is listed on the CAMPO 2040 Plan as a Congestion Management Process (CMP) Road. It will increase throughput by significantly reducing conflicts with the addition of a two-way continuous left turn lane. The project will also provide 10' paved safety shoulders that will also increase throughput by the shoulders also serving as deceleration / acceleration lanes, right turn lanes, and a safe haven for stranded motorists, law enforcement, emergency services personnel and mail carriers.

Does the project fill a gap, remove a barrier or enhance network connectivity?

Yes

This project will enhance network connectivity by reconstructing the roadway to current engineering design standards that include a 14' two-way left turn lane, four 12' through lanes, and two 10' paved safety shoulders, thereby enhancing network connectivity.

Does the project create transportation network redundancy?

Yes

This project will improve existing network redundancy by bringing SH 71 up to current engineering design standards.

Safety

Does this project address a severe crash rate higher than the CAMPO regional average?

No

Does this project address additional safety issues?

Yes

This project will include the safety measure of providing a two-way continuous left-turn lane that also serves as a 14' flush median to separate opposing traffic and will also provide paved safety shoulders to further facilitate safety by providing acceleration / deceleration / right turn lanes, additional maneuvering space for errant vehicles, and a safe haven for stranded motorists, law enforcement, emergency services personnel, and mail carriers. The design will also provide for the Clear Zone Concept - safety treating objects within the Clear Zone.

Regional Impact

Is this project located on an existing or proposed regionally significant facility?

Yes

TxDOT has designated SH 71 a Strategic Highway Corridor and Secondary Freight Network, therefore it is a regionally significant facility.

Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?

Yes

This project is listed a TxDOT Secondary Freight Network roadway.

Social and Environmental Impacts

Does this project serve traditionally under-served populations?

No

Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?

Yes

Considering the existing SH 71 has been functioning as a major highway since the 1920's and considering ever-increasing development along this Statewide Strategic Corridor and Secondary Freight Network, it is highly unlikely this project will have any adverse effect upon the environment.

There are no known environmental issues throughout the project limits. Nonetheless, the project will comply with the National Environmental Protection Act (NEPA) and its provisions will be complied with throughout project planning,

engineering design and construction.

Multimodal Elements

Does this project provide accommodations identified in the RATP or a local transportation plan?

Yes

This project is listed in the Burnet County Thoroughfare Plan adopted by the Burnet County Commissioners' Court. Without paved safety shoulders, there are no dedicated spaces for bicycles. The addition of 10' paved safety shoulders will provide direct access for bicycles.

Does this project include transit elements or service routes?

Yes

The Spicewood area is listed as a service area in Capital Area Rural Transportation System (CARTS) route schedule. This project will provide 10' paved safety shoulders that will also function as bicycle lanes.

Economic Development

Does this project support local, regional, or state economic development plans and strategies?

Yes

Burnet County is seeing the rapid development of single-family and multi-family residential housing developments. Rapid development of this type signifies existing expanding economic development in the Burnet County area. This area has seen particularly rapid commercial development in the areas of aggregate, concrete and paving production plants. Recently, the 341-acre, 240-lot Spicewood Trails Subdivision opened and TexMix Concrete and Asphalt, Inc. have opened concrete and asphalt production facilities along this segment of SH 71. Near the project's US 281 limit, the proposed 320-acre, 710-lot Gregg Ranch Subdivision is scheduled to begin construction in Spring 2018.

Funding

Is this project's local cost share overmatched?

No

Planning Factors Score

Performance Measure	Value
Has the project been identified as a priority in a local or regional transportation plan?	10
Does this project include work that will help preserve the existing transportation system?	5
Does this project include modifications that improve existing facility operations?	5
Does the project remove a system bottleneck, increase throughput, or reduce emissions?	10
Does the project fill a gap, remove a barrier or enhance network connectivity?	5
Does the project create transportation network redundancy?	5
Does this project address a severe crash rate higher than the CAMPO regional average?	0
Does this project address additional safety issues?	5
Is this project located on an existing or proposed regionally significant facility?	10
Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?	5
Does this project serve traditionally under-served populations?	0
Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?	5
Does this project provide accommodations identified in the RATP or a local transportation plan?	5
Does this project include transit elements or service routes?	5
Does this project support local, regional, or state economic development plans and strategies?	5
Is this project's local cost share overmatched?	0
Planning Factor Score:*	80

*The planning factor score above is subject to change following evaluation of the responses and verification of the required supporting materials.

Cost-Benefit Analysis: Safety

Please fill out the fields below if it is not pre-filled from the information above. For Crash Rates, HSIP work codes, descriptions, and CFE/Service Life scores please refer to the Crash Rate Table and HSIP List from the CAMPO Safety Analysis-Work Codes and Crash Rates Spreadsheet.

Safety Information

County: Burnet County

Area: Rural

Functional Class: Principal Arterial

Crash Rate: 0.0007

HSIP Work Code: 518, 537

Description: Install Continuous Turn Lane, Construct Paved Shoulders ($\geq 5'$)

CFE/Service Life: 14

Project Cost: \$1,315,000.00

Capital Area Metropolitan Planning Organization

2019-2022 Project Call

Roadway Project Application

SH 71

FROM: SPUR 191
TO: BLANCO COUNTY LINE



Sponsor Information

Sponsor Information

Sponsor: Burnet County
Address: 220 South Pierce Street
City: Burnet
State: Texas
Zip Code: 78611
Phone: 512-756-5420
Website: www.burnetcountytexas.org

Contact Information

Name: Greg Haley
Position: TAC Member
Address: 705 N. Hwy 281, Suite 103
City: Marble Falls
State: Texas
Zip Code: 78654
Phone: 830-693-5635
Email: gregh@kcengineering.com

Co-Sponsor

Does this project have a co-sponsor?

Yes

Co-Sponsor Information

Co-Sponsor Information

Co-Sponsor: Texas Department of Transportation

Address: 7901 N. I-35

City: Austin

State: Texas

Zip Code: 78753

Phone: 512-832-7000

Website: www.txdot.gov

Contact Information

Name: Cathy Kratz, P.E.

Position: Area Engineer

Address: 3029 Hwy 29 East

City: Burnet

State: Texas

Zip Code: 78611

Phone: 512-756-2316

Email: Cathy.Kratz@txdot.gov

Project Information

General Information

County: Burnet County
Municipality: N/A
Roadway: SH 71
Limits (From): Spur 191
Limits (To): Blanco County Line

Purpose and Need

This segment of SH 71 is a rapidly developing commercial and residential area. This project is needed to bring the existing roadway up to current engineering design standards. SH 71 is an existing four-lane section that is often referred to as a "Poor Boy" section in that it does not have a continuous two-way left turn lane or paved safety shoulders. This project will provide a continuous two-way left turn lane to provide a safe refuge for left-turning traffic and it will also function as flush median, separating traffic traveling in opposing directions. The project will provide paved safety shoulders to function as deceleration / right turn lanes and provide a haven for stranded motorists, law enforcement and emergency services personnel.

Project Scope

As a TxDOT Statewide Strategic Corridor and Secondary Freight Network, this project is for the construction and construction engineering of SH 71 to current engineering design standards, including a 14' continuous two-way left turn lane, four 12' lanes, and two 10' paved safety shoulders.

Project Cost

Preliminary Engineering:

Right-of-Way:

Construction: \$9,000,000.00

Construction Engineering: \$720,000.00

Indirect:

Contingencies:

Total Project Cost: \$9,720,000.00

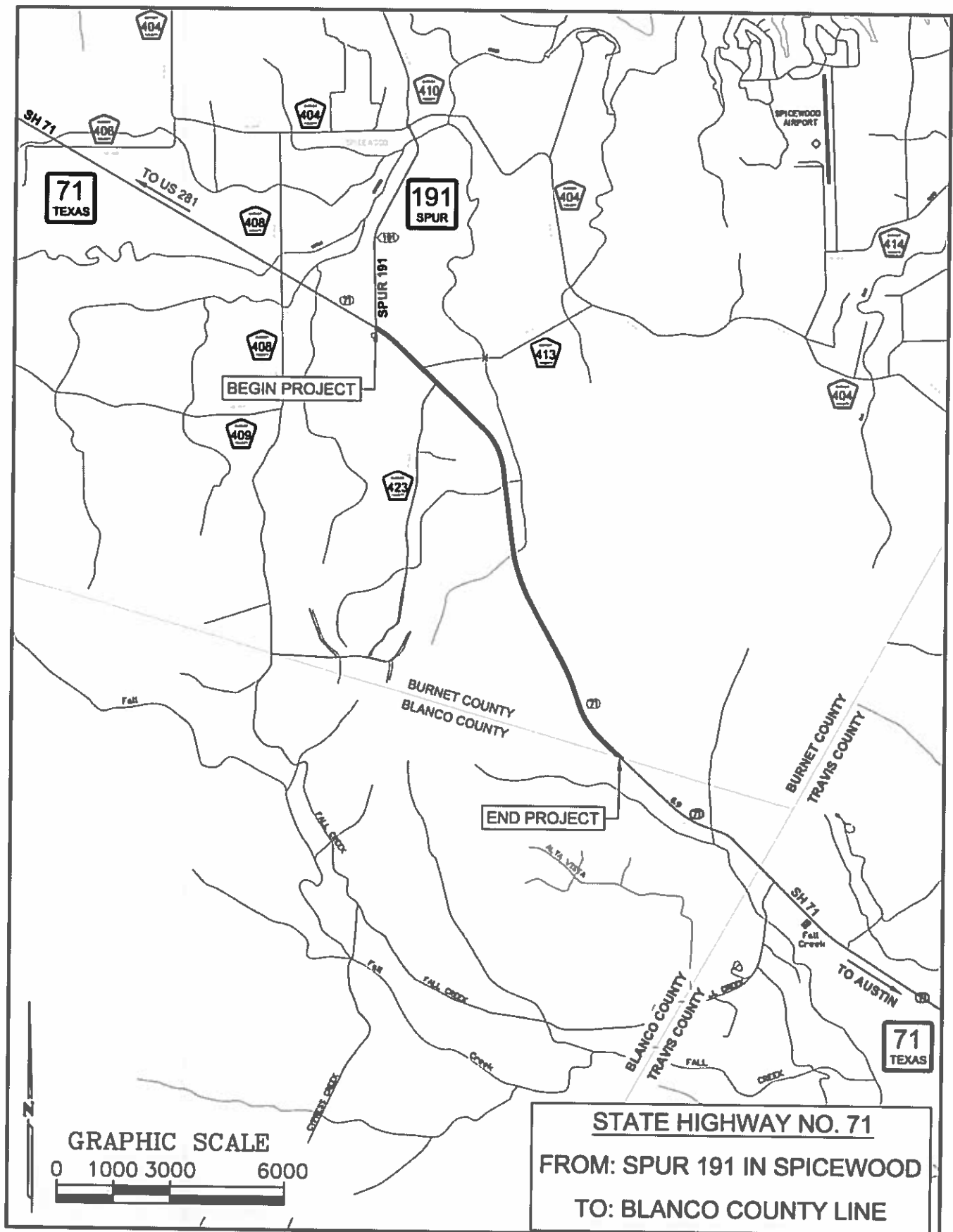
Funding Request

Fiscal Year 2021

Phase: Construction

Funding Amount: \$9,720,000.00

Project Location



Project Development and Readiness

Please respond to each readiness question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Preliminary Engineering and Design

Has the project undergone preliminary engineering and design?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that all Preliminary Engineering and Design has been completed and that it is ready for construction.

Public Involvement

Has this project undergone public involvement?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that all of the Public Involvement process has been completed and that it is ready for construction.

Right-of-Way Acquisition

Does this project require the acquisition of right-of-way?

No

Utility Relocation

Does this project require utility relocation?

No

Environmental Compliance

Has this project undergone the environmental process?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that environmental compliance has been completed and that it is ready for construction.

Financial Requirements

Has funding been identified and secured for the local match requirements?

Yes

TxDOT is the Co-Sponsor and will provide Burnet County's matching funds.

Coordination and Agreements

Does this project have the support and concurrence of all stakeholders involved?

Yes

The primary stakeholders are Burnet County and TxDOT and both are in concurrence.

Additional Information

Is there additional information regarding project development and readiness?

Yes

This project is submitted as the second phase of a two-phase application. The first phase has been submitted as Preliminary Engineering and it is assumed that when the funding is requested for this phase of the project that the Plans, Specifications and Estimate (PS&E) have been completed and that it is ready for construction.

Planning Factors

Please respond to each performance measure question below. If you answer 'yes' to any of the questions below you will be provided a text box in which to respond. Please elaborate on your answer and provide supporting documentation in the attachments for verification.

Planning

Has the project undergone a comprehensive planning process?

No

Has the project been identified as a priority in a local or regional transportation plan?

Yes

This project is listed as BURN11 in the CAMPO 2040 Plan. It has also been designated by TxDOT to be a Statewide Strategic Corridor and Secondary Freight Network. It is also listed in the Burnet County Comprehensive Transportation plan as an On-System Roads Priority Improvement Project.

System Preservation

Does this project include work that will help preserve the existing transportation system?

Yes

As listed in the CAMPO 2040 Plan, this project will rehabilitate the existing pavement structure, thereby preserving and extending the existing transportation system. Because of the increasing commercial activity and its associated heavy truck traffic, SH 71 will be rehabilitated to accommodate the additional heavy traffic. The project will also modernize SH 71 by designing to current engineering design standards.

Modification

Does this project include modifications that improve existing facility operations?

Yes

The current roadway is a four-lane undivided pavement section without a two-way left turn lane and paved safety shoulders - a section sometimes referred to as a four-lane "Poor Boy" section. This project will add a 14' continuous two-way left turn lane and 10' paved safety shoulders improving existing facility operation by providing a safe refuge for left-turning vehicles and an additional 10' buffer to the Clear Zone. The paved safety shoulders will function as a right-turn lane and will remove decelerating and right-turning traffic from the main, through travel lanes, thereby improving existing facility operations.

Congestion and Mobility

Does the project remove a system bottleneck, increase throughput, or reduce emissions?

Yes

This project is listed on the CAMPO 2040 Plan as a Congestion Management Process (CMP) Road. It will increase throughput by significantly reducing conflicts with the addition of a two-way continuous left turn lane. The project will also provide 10' paved safety shoulders that will also increase throughput by the shoulders also serving as deceleration / acceleration lanes, right turn lanes, and a safe haven for stranded motorists, law enforcement, emergency services personnel and mail carriers.

Does the project fill a gap, remove a barrier or enhance network connectivity?

Yes

This project will enhance network connectivity by reconstructing the roadway to current engineering design standards that include a 14' two-way left turn lane, four 12' through lanes, and two 10' paved safety shoulders, thereby enhancing network connectivity.

Does the project create transportation network redundancy?

Yes

This project will improve existing network redundancy by bringing SH 71 up to current engineering design standards.

Safety

Does this project address a severe crash rate higher than the CAMPO regional average?

No

Does this project address additional safety issues?

Yes

This project will include the safety measure of providing a two-way continuous left-turn lane that also serves as a 14' flush median to separate opposing traffic and will also provide paved safety shoulders to further facilitate safety by providing acceleration / deceleration / right turn lanes, additional maneuvering space for errant vehicles, and a safe haven for stranded motorists, law enforcement, emergency services personnel, and mail carriers. The design will also provide for the Clear Zone Concept - safety treating objects within the Clear Zone.

Regional Impact

Is this project located on an existing or proposed regionally significant facility?

Yes

TxDOT has designated SH 71 a Strategic Highway Corridor and Secondary Freight Network, therefore it is a regionally significant facility.

Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?

Yes

This project is listed a TxDOT Secondary Freight Network roadway.

Social and Environmental Impacts

Does this project serve traditionally under-served populations?

No

Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?

Yes

Considering the existing SH 71 has been functioning as a major highway since the 1920's and considering ever-increasing development along this Statewide Strategic Corridor and Secondary Freight Network, it is highly unlikely this project will have any adverse effect upon the environment.

There are no known environmental issues throughout the project limits. Nonetheless, the project will comply with the National Environmental Protection Act (NEPA) and its provisions will be complied with throughout project planning,

engineering design and construction.

Multimodal Elements

Does this project provide accommodations identified in the RATP or a local transportation plan?

Yes

This project is listed in the Burnet County Thoroughfare Plan adopted by the Burnet County Commissioners' Court. Without paved safety shoulders, there are no dedicated spaces for bicycles. The addition of 10' paved safety shoulders will provide direct access for bicycles.

Does this project include transit elements or service routes?

Yes

The Spicewood area is listed as a service area in Capital Area Rural Transportation System (CARTS) route schedule. This project will provide 10' paved safety shoulders that will also function as bicycle lanes.

Economic Development

Does this project support local, regional, or state economic development plans and strategies?

Yes

Burnet County is seeing the rapid development of single-family and multi-family residential housing developments. Rapid development of this type signifies existing expanding economic development in the Burnet County area. This area has seen particularly rapid commercial development in the areas of aggregate, concrete and paving production plants. Recently, the 341-acre, 240-lot Spicewood Trails Subdivision opened and TexMix Concrete and Asphalt, Inc. have opened concrete and asphalt production facilities along this segment of SH 71. Near the project's US 281 limit, the proposed 320-acre, 710-lot Gregg Ranch Subdivision is scheduled to begin construction in Spring 2018.

Funding

Is this project's local cost share overmatched?

No

Planning Factors Score

Performance Measure	Value
Has the project been identified as a priority in a local or regional transportation plan?	10
Does this project include work that will help preserve the existing transportation system?	5
Does this project include modifications that improve existing facility operations?	5
Does the project remove a system bottleneck, increase throughput, or reduce emissions?	10
Does the project fill a gap, remove a barrier or enhance network connectivity?	5
Does the project create transportation network redundancy?	5
Does this project address a severe crash rate higher than the CAMPO regional average?	0
Does this project address additional safety issues?	5
Is this project located on an existing or proposed regionally significant facility?	10
Is this project on a designated or proposed truck, heavy-cargo, haz-mat or evacuation route?	5
Does this project serve traditionally under-served populations?	0
Does this project reduce, minimize, or avoid impacts to the environment or cultural resources?	5
Does this project provide accommodations identified in the RATP or a local transportation plan?	5
Does this project include transit elements or service routes?	5
Does this project support local, regional, or state economic development plans and strategies?	5
Is this project's local cost share overmatched?	0
Planning Factor Score:*	80

*The planning factor score above is subject to change following evaluation of the responses and verification of the required supporting materials.

Cost-Benefit Analysis: Safety

Please fill out the fields below if it is not pre-filled from the information above. For Crash Rates, HSIP work codes, descriptions, and CFE/Service Life scores please refer to the Crash Rate Table and HSIP List from the CAMPO Safety Analysis-Work Codes and Crash Rates Spreadsheet.

Safety Information

County: Burnet County

Area: Rural

Functional Class: Principal Arterial

Crash Rate: 0.0007

HSIP Work Code: 518, 537

Description: Install Continuous Turn Lane, Construct Paved Shoulders ($\geq 5'$)

CFE/Service Life: 14

Project Cost: \$9,720,000.00