

AGENDA ITEM 27

Consider approving interlocal agreement with Capital Metro regarding construction of a portion of Lakeline Blvd. from the proposed intersection of Lakeline Blvd. and Lyndhurst Blvd. to the railroad crossing.

No action was taken on this agenda item, which will be added to the January 22, 2002 meeting.

AGENDA ITEM 28

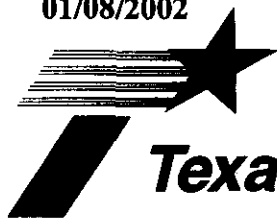
Discuss and take appropriate action on road bond program.

Mike Weaver of Prime Strategies discussed the toll plaza plans for a location west of Parmer Lane.

He stated that he would have an update on the status of current road projects soon, and talked briefly about the establishment of a Regional Mobility Authority (RMA).

No action was taken on this agenda item.

< Attachment >



Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

January 7, 2002

The Honorable Mike Heiligenstein
Commissioner, Precinct 1
Williamson County
400 West Main Street, Suite 218
Round Rock, TX 78664

RE: SH 45 Peer Review Study Hosted by Williamson County

Dear Commissioner Heiligenstein:

We are pleased the Peer Review Committee found that the SH 45 planning and design efforts they investigated were in conformance with TxDOT policy, the Federal Highway Administration's planning guidelines and general engineering practice. The Committee also specifically acknowledged that there was no compelling reason to move the toll plaza from the site west of Parmer Lane. We are continuing to finalize our plans for the toll plaza. Through this peer review process the peer review committee verified with the Federal Highway Administration that no supplemental environmental impact statements are required for the toll plaza west of Parmer Lane. As noted in our remarks made at the conclusion of the peer review committee's summary presentation to the neighborhood and other interested parties, we look forward to working with Williamson County to address regional drainage issues and noise concerns around the school in accordance with existing policies.

We appreciate your leadership on transportation issues and look forward to working with Williamson County to construct the SH 45 project as soon as possible.

Sincerely,



Phillip E. Russell, P. E.
Director, Texas Turnpike Authority Division

The Croslin Group

FOR IMMEDIATE RELEASE

CONTACT: Peg Croslin
512/338-1777

HIGHWAY 79 EAST CRASHES DEADLY AND COSTLY

GEORGETOWN... In a report compiled from accidents reported to the Texas Department of Public Safety, collisions along US Highway 79 between IH35 and the Milam County Line prove to be both deadly and costly to the public. Williamson County Commissioners received the report and have incorporated it into their request for special funding from the Texas Transportation Commission to expedite US 79 improvements along the four-lane undivided stretch from McNutt Creek to the Taylor Loop.

John Sneed, EMS Director for Williamson County, says, "When we respond to accidents on Highway 79 East, we are always prepared for the worst. The sheer number of collisions is staggering and the injuries and loss of human life is deplorable."

US Highway 79 provides the only major east-west travel corridor in eastern Williamson County. It connects the communities of Round Rock, Hutto and Taylor and provides east-west mobility, along with RM620, within the three county-area of Travis, Williamson and Milam Counties.

The report prepared by Alliance-Texas Engineering Company, provides a summary of accidents occurring from IH35 to the Milam County Line from January 1995 through May of 2000. For that period, 860 total accidents were reported. Of those collisions, 16 fatalities resulted and damages were estimated at just over \$79million.

County Commissioner Frankie Limmer states, "The expansion of US Highway 79 is a critical component of our mobility plan. We are securing the right of way for this segment and I am hopeful the State will partner with us to expedite construction."

Highway 79 was recently expanded to four-lane divided roadway within the city limits of Round Rock and east past Dell Diamond. County funds to provide over 30% of project costs, including all engineering and 50% of the right of way necessary for this project are available from the Williamson County Bond Package approved in November 2000.



TECHNICAL MEMORANDUM

October 2, 2001

To: Mike Weaver
Prime Strategies, Inc.
1508 South Lamar Blvd.
Austin, TX 78704

From: Trey Gamble, E.I.T.
Alliance-Texas Engineering Company
100 East Anderson Lane, Suite 300
Austin, TX 78752

Re: **Summary of Accident Data for US 79 from IH 35 to Milam County Line (1995-2000)**

Overview

The purpose of this technical memorandum is to summarize and document the accident data provided by the Williamson County Sheriff's Office in September 2001. The accident data was obtained from the Texas Department of Public Safety Accident Records Bureau and is a summary of the accident reports for the segments of US 79 in Williamson County from January 1995 through May 2000.

As summary information, the data is classified by the most severe injury reported for each accident; no detail is provided for each individual injury. For this reason it is impossible to obtain a complete estimate of the damages and costs associated with each accident. A detailed and complete estimate of the costs related to accidents on US 79 in Williamson County will require a review and analysis of the complete accident records which are available through the Texas Department of Public Safety Accident Records Bureau. However, it is possible to provide a cursory estimate based on the summary data provided. This estimate reflects the most conservative estimate possible. Analysis of the complete accident data will result in costs greater than those provided in this summary.

Methodology

Accident summary data were first entered into a database to facilitate processing and analysis. Accident costs were then associated with each reported accident. As indicated previously, this

cost reflects only the cost for the most severe injury reported for each accident. Summary tables were generated for the accident data by basic accident type and accident severity for each year from 1995 through 2000. These summaries are provided in Tables 3 through 6. Documentation of the cost estimates are provided in the following sections.

Motor Vehicle Collision Costs

The motor vehicle collision costs used in this summary follow guidelines presented in the Federal Highway Administration technical advisory "Motor Vehicle Accident Costs" (1). The following excerpted passages from these guidelines describe the purpose and use of these guidelines.

"Accident costs are used in economic analyses for choosing among alternative improvements to existing road, street, and highway systems. For example, they can be used to assist in determining which improvements should and should not be implemented when improving older roads, streets, and highways. When used this way, accident costs can influence the identification, assignment of priorities, and selection of additional enhancements. Accident costs are also used to allocate highway safety resources among programs, to evaluate proposed safety regulations and to convince policy makers that safety programs are beneficial.

The motor vehicle accident cost figures shown in Table 1 are comprehensive costs (in 1994 dollars) recommended for use by State and local highway and safety agencies. Table 1 shows costs by K-A-B-C Scale. The basis for these costs is information contained in the research report "The Costs of Highway Crashes." This study presents a figure of \$2.2 million (in 1988 dollars) as the recommended value to use in benefit-cost analyses as the willingness-to-pay to avert a fatality.

That value has been updated to 1994 dollars using the Gross Domestic Product (GDP) implicit price deflator as recommended in the January 1993 Departmental guidance. The GDP implicit price deflator increased about 18 percent from its average value in 1988 through 1993. Therefore, the 1988 figure of \$2.2 million dollars was increased 18 percent to yield a 1994 figure of \$2.6 million dollars. The relationship between cost per injury and injury severity (in 1994 dollars) are shown in Table 1. These costs should be updated annually using the GDP implicit price deflator."

| Table 1 - Comprehensive Costs in Police-Reported Crashes by K-A-B-C Scale Severity | | | |
|--|----------------------|--------------------------------|--------------------------------|
| Severity | Descriptor | Cost per Injury (1994 Dollars) | Cost per Injury (2000 Dollars) |
| K | Fatal | \$2,600,000 | \$2,897,917 |
| A | Incapacitating | \$180,000 | \$200,625 |
| B | Evident | \$36,000 | \$40,125 |
| C | Possible | \$19,000 | \$21,177 |
| PDO | Property Damage Only | \$2,000 | \$2,229 |

The implicit price deflators shown in Table 2 were obtained from quarterly estimates released by the Commerce Department's Bureau of Economic Analysis. These values reflect an index base year of 1996. Adjustments were established to index the deflator values to an index base year of 1994 as reflected in the previous table.

| Table 2 - Implicit Price Deflators | | |
|------------------------------------|--------------------------------|--------------------------|
| Year | Deflator Value (1996 Index) | Index to 1994 Dollars |
| 1994 | 96.0 | 100.00 |
| 1995 | 98.1 | 102.19 |
| 1996 | 100.0 | 104.17 |
| 1997 | 101.9 | 106.15 |
| 1998 | 103.1 | 107.40 |
| 1999 | 104.6 | 108.96 |
| 2000 | 107.0 | 111.46 |

Findings

A total of 860 accidents were reported from January 1995 through May 2000 with a minimum estimated total cost of \$74,094,088. Of this total, there were 16 accidents involving fatalities totaling a minimum estimated cost of \$46,366,672. A total of 66 accidents were reported where one or more occupants was incapacitated totaling a minimum estimated cost of \$13,241,250. As previously stated, these are minimum estimates and do not reflect all injuries which occurred in each accident, only the most severe injury. A more thorough analysis of the complete accident records will provide a more accurate and complete estimate of the costs due to accidents on this roadway.

References:

1. Federal Highway Administration (FHWA). "Motor Vehicle Accident Costs", Technical Advisory T 7570.1, Washington, D.C., October 1994.

Table 3 - Accident Summary by Year and Severity

| Segment | Accident Severity | 1995 | 1996 | 1997 | 1998 | 1999 | 2000* | Total |
|---|----------------------------|------|------|------|------|------|-------|-------|
| 1) From IH 35 to FM 685 | A - Incapacitating | 1 | 7 | 10 | 5 | 10 | 2 | 35 |
| | B - Nonincapacitating | 12 | 18 | 29 | 27 | 32 | 10 | 128 |
| | C - Claimed or Complained | 26 | 35 | 32 | 32 | 37 | 17 | 179 |
| | K - Fatality | 2 | | | 1 | 3 | 3 | 9 |
| | PDO - Property Damage Only | 53 | 26 | 35 | 46 | 52 | 22 | 234 |
| | Total | 94 | 86 | 106 | 111 | 134 | 54 | 585 |
| | A - Incapacitating | | 2 | 1 | 6 | | | 9 |
| 2) From FM 685 to FM 3349 | B - Nonincapacitating | 4 | 5 | 2 | 6 | 4 | | 21 |
| | C - Claimed or Complained | 4 | 9 | 10 | 1 | 3 | 2 | 29 |
| | K - Fatality | | | | | | | 0 |
| | PDO - Property Damage Only | 1 | 7 | 1 | 4 | 5 | | 18 |
| | Total | 9 | 23 | 14 | 17 | 12 | 2 | 77 |
| | A - Incapacitating | | | 1 | 1 | 1 | 1 | 4 |
| | B - Nonincapacitating | | 1 | 4 | 3 | 4 | 4 | 16 |
| 3) From FM 3349 to Taylor Loop | C - Claimed or Complained | | 5 | 1 | 2 | 2 | 2 | 12 |
| | K - Fatality | | | | | | | 0 |
| | PDO - Property Damage Only | 4 | 6 | 1 | 2 | 5 | 5 | 23 |
| | Total | 4 | 12 | 7 | 8 | 12 | 12 | 55 |
| | A - Incapacitating | | 1 | 2 | | 1 | 1 | 4 |
| | B - Nonincapacitating | 1 | 5 | 2 | 5 | 8 | 2 | 23 |
| | C - Claimed or Complained | 2 | 4 | | 3 | 6 | | 15 |
| 4) Taylor Loop | K - Fatality | 1 | | | | | | 1 |
| | PDO - Property Damage Only | 2 | 3 | | 7 | 2 | 6 | 20 |
| | Total | 6 | 13 | 4 | 15 | 17 | 8 | 63 |
| | A - Incapacitating | 2 | 5 | 3 | 2 | 2 | | 14 |
| | B - Nonincapacitating | 5 | 2 | 3 | 4 | 4 | 3 | 21 |
| | C - Claimed or Complained | | 6 | 4 | 2 | 6 | 2 | 20 |
| | K - Fatality | 2 | 1 | | 1 | 1 | 1 | 6 |
| 5) From Taylor Loop to Millam County Line | PDO - Property Damage Only | 4 | 3 | 3 | 3 | 4 | 2 | 19 |
| | Total | 13 | 17 | 13 | 12 | 17 | 8 | 80 |
| | A - Incapacitating | 3 | 15 | 17 | 14 | 14 | 3 | 66 |
| | B - Nonincapacitating | 22 | 31 | 40 | 45 | 52 | 19 | 209 |
| | C - Claimed or Complained | 32 | 59 | 47 | 40 | 54 | 23 | 255 |
| | K - Fatality | 5 | 1 | 0 | 2 | 4 | 4 | 16 |
| | PDO - Property Damage Only | 64 | 45 | 40 | 62 | 68 | 35 | 314 |
| Total | Total | 126 | 151 | 144 | 163 | 192 | 84 | 860 |

* January through May

Table 4 - Accident Summary Cost by Year and Severity

| Segment | Accident Severity | 1995 | 1996 | 1997 | 1998 | 1999 | 2000* | Total |
|--|----------------------------|---------------------|--------------------|--------------------|---------------------|---------------------|---------------------|---------------------|
| 1) From IH 35 to FM 685 | A - Incapacitating | \$200,625 | \$1,404,375 | \$2,006,250 | \$1,003,125 | \$2,006,250 | \$401,250 | \$7,021,875 |
| | B - Nonincapacitating | \$481,500 | \$722,250 | \$1,163,625 | \$1,083,375 | \$1,284,000 | \$401,250 | \$5,136,000 |
| | C - Claimed or Complained | \$550,602 | \$741,195 | \$677,664 | \$677,664 | \$783,549 | \$360,009 | \$3,790,683 |
| | K - Fatality | \$5,795,834 | | | \$2,897,917 | \$8,693,751 | \$8,693,751 | \$26,081,253 |
| | PDO - Property Damage Only | \$118,137 | \$57,954 | \$78,015 | \$102,534 | \$115,908 | \$49,038 | \$521,586 |
| | Total | \$7,146,698 | \$2,925,774 | \$3,925,554 | \$5,764,615 | \$12,883,458 | \$9,905,298 | \$42,551,397 |
| 2) From FM 685 to FM 3349 | A - Incapacitating | | \$401,250 | \$200,625 | \$1,203,750 | | | \$1,805,625 |
| | B - Nonincapacitating | \$160,500 | \$200,625 | \$80,250 | \$240,750 | \$160,500 | | \$842,625 |
| | C - Claimed or Complained | \$84,708 | \$190,593 | \$211,770 | \$21,177 | \$63,531 | \$42,354 | \$614,133 |
| | K - Fatality | | | | | | | \$0 |
| | PDO - Property Damage Only | \$2,229 | \$15,603 | \$2,229 | \$8,916 | \$11,145 | | \$40,122 |
| | Total | \$247,437 | \$808,071 | \$494,874 | \$1,474,593 | \$235,176 | \$42,354 | \$3,302,505 |
| 3) From FM 3349 to Taylor Loop | A - Incapacitating | | | \$200,625 | \$200,625 | \$200,625 | \$200,625 | \$802,500 |
| | B - Nonincapacitating | | \$40,125 | \$160,500 | \$120,375 | \$160,500 | \$160,500 | \$642,000 |
| | C - Claimed or Complained | | \$105,885 | \$21,177 | \$42,354 | \$42,354 | \$42,354 | \$254,124 |
| | K - Fatality | | | | | | | \$0 |
| | PDO - Property Damage Only | \$8,916 | \$13,374 | \$2,229 | \$4,458 | \$11,145 | \$11,145 | \$51,267 |
| | Total | \$8,916 | \$159,384 | \$384,531 | \$367,812 | \$414,624 | \$414,624 | \$1,749,891 |
| 4) Taylor Loop | A - Incapacitating | | \$200,625 | \$401,250 | | \$200,625 | | \$802,500 |
| | B - Nonincapacitating | \$40,125 | \$200,625 | \$80,250 | \$200,625 | \$321,000 | \$80,250 | \$922,875 |
| | C - Claimed or Complained | \$42,354 | \$84,708 | | \$63,531 | \$127,062 | | \$317,655 |
| | K - Fatality | \$2,897,917 | | | | | | \$2,897,917 |
| | PDO - Property Damage Only | \$4,458 | \$6,687 | | \$15,603 | \$4,458 | \$13,374 | \$44,580 |
| | Total | \$2,984,854 | \$492,645 | \$481,500 | \$279,759 | \$653,145 | \$93,624 | \$4,985,577 |
| 5) From Taylor Loop to Milam County Line | A - Incapacitating | \$401,250 | \$1,003,125 | \$601,875 | \$401,250 | \$401,250 | | \$2,808,750 |
| | B - Nonincapacitating | \$200,625 | \$80,250 | \$120,375 | \$160,500 | \$160,500 | \$120,375 | \$842,625 |
| | C - Claimed or Complained | | \$127,062 | \$84,708 | \$42,354 | \$127,062 | \$42,354 | \$423,540 |
| | K - Fatality | \$5,795,834 | \$2,897,917 | | \$2,897,917 | \$2,897,917 | \$2,897,917 | \$17,387,502 |
| | PDO - Property Damage Only | \$8,916 | \$6,687 | \$6,687 | \$6,687 | \$8,916 | \$4,458 | \$42,351 |
| | Total | \$6,406,625 | \$4,115,041 | \$813,645 | \$3,508,708 | \$3,595,645 | \$3,065,104 | \$21,504,768 |
| Total | A - Incapacitating | \$601,875 | \$3,009,375 | \$3,410,625 | \$2,808,750 | \$2,808,750 | \$601,875 | \$13,241,250 |
| | B - Nonincapacitating | \$882,750 | \$1,243,875 | \$1,605,000 | \$1,805,625 | \$2,086,500 | \$762,375 | \$8,386,125 |
| | C - Claimed or Complained | \$677,664 | \$1,249,443 | \$995,319 | \$847,080 | \$1,143,558 | \$487,071 | \$5,400,135 |
| | K - Fatality | \$14,489,585 | \$2,897,917 | \$0 | \$5,795,834 | \$11,591,668 | \$11,591,668 | \$46,366,672 |
| | PDO - Property Damage Only | \$142,656 | \$100,305 | \$89,160 | \$138,198 | \$151,572 | \$78,015 | \$699,906 |
| | Total | \$16,794,530 | \$8,500,915 | \$6,100,104 | \$11,395,487 | \$17,782,048 | \$13,521,004 | \$74,094,088 |

* January through May

Table 5 - Accident Summary by Year and Type

| Segment | Accident Type | 1995 | 1996 | 1997 | 1998 | 1999 | 2000* | Total |
|--|----------------------------------|------|------|------|------|------|-------|-------|
| 1) From IH 35 to FM 685 | Motor Vehicle with Fixed Object | 4 | 2 | 2 | 6 | 7 | 4 | 25 |
| | Motor Vehicle with Motor Vehicle | 87 | 79 | 102 | 99 | 123 | 46 | 536 |
| | Motor Vehicle with Parked Car | | | | 1 | 1 | 1 | 2 |
| | Motor Vehicle with Pedalcycle | | | 1 | 1 | | | 2 |
| | Motor Vehicle with Pedestrian | 1 | 1 | 1 | 1 | 1 | | 5 |
| | Other Non-collision | 1 | | | 1 | | | 2 |
| | Overtuned | 1 | 4 | | 2 | 2 | 4 | 13 |
| | Total | 94 | 86 | 106 | 111 | 134 | 54 | 585 |
| 2) From FM 685 to FM 3349 | Motor Vehicle with Other Object | | 1 | | | | | 1 |
| | Motor Vehicle with Fixed Object | | 5 | 1 | 4 | | | 10 |
| | Motor Vehicle with Motor Vehicle | 9 | 13 | 13 | 13 | 12 | 2 | 62 |
| | Other Non-collision | | 2 | | | | | 2 |
| | Overtuned | | 2 | | | | | 2 |
| | Total | 9 | 23 | 14 | 17 | 12 | 2 | 77 |
| | Motor Vehicle with Fixed Object | 1 | 4 | | 1 | 1 | | 7 |
| | Motor Vehicle with Motor Vehicle | 3 | 8 | 6 | 5 | 10 | 12 | 44 |
| 3) From FM 3349 to Taylor Loop | Motor Vehicle with Parked Car | | | 1 | | | | 1 |
| | Overtuned | | | | 2 | 1 | | 3 |
| | Total | 4 | 12 | 7 | 8 | 12 | 12 | 55 |
| | Motor Vehicle with Animal | | | | | | 2 | 2 |
| | Motor Vehicle with Fixed Object | 3 | 3 | 1 | 4 | 5 | 3 | 19 |
| | Motor Vehicle with Motor Vehicle | 2 | 6 | 3 | 3 | 8 | 2 | 24 |
| | Overtuned | 1 | 4 | | 8 | 4 | 1 | 18 |
| | Total | 6 | 13 | 4 | 15 | 17 | 8 | 63 |
| 4) Taylor Loop | Motor Vehicle with Animal | | | 2 | | | | 2 |
| | Motor Vehicle with Fixed Object | 3 | 1 | 3 | 3 | 4 | 1 | 15 |
| | Motor Vehicle with Motor Vehicle | 8 | 12 | 4 | 7 | 7 | 6 | 44 |
| | Motor Vehicle with Parked Car | | | 1 | | 1 | | 2 |
| | Motor Vehicle with Pedalcycle | | | | | 1 | | 1 |
| | Motor Vehicle with Pedestrian | | | 1 | | | | 1 |
| | Overtuned | 2 | 4 | 2 | 2 | 4 | 1 | 15 |
| | Total | 13 | 17 | 13 | 12 | 17 | 8 | 80 |
| 5) From Taylor Loop to Milam County Line | Motor Vehicle with Animal | | 0 | 2 | 0 | 0 | 2 | 4 |
| | Motor Vehicle with Other Object | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| | Motor Vehicle with Fixed Object | 11 | 15 | 7 | 18 | 17 | 8 | 76 |
| | Motor Vehicle with Motor Vehicle | 109 | 118 | 128 | 127 | 160 | 68 | 710 |
| | Motor Vehicle with Parked Car | 0 | 0 | 2 | 1 | 2 | 0 | 5 |
| | Motor Vehicle with Pedalcycle | 0 | 0 | 1 | 1 | 1 | 0 | 3 |
| | Motor Vehicle with Pedestrian | 1 | 1 | 2 | 1 | 1 | 0 | 6 |
| | Other Non-collision | 1 | 2 | 0 | 1 | 0 | 0 | 4 |
| Total | Overtuned | 4 | 14 | 2 | 14 | 11 | 6 | 51 |
| | Total | 126 | 151 | 144 | 163 | 192 | 84 | 860 |

* January through May

Table 6 - Accident Summary Cost by Year and Type

| Segment | Accident Type | 1995 | 1996 | 1997 | 1998 | 1999 | 2000* | Total |
|---|----------------------------------|--------------|-------------|-------------|--------------|--------------|--------------|--------------|
| 1) From IH 35 to FM 685 | Motor Vehicle with Fixed Object | \$8,916 | \$23,406 | \$202,854 | \$51,270 | \$213,999 | \$46,812 | \$547,257 |
| | Motor Vehicle with Motor Vehicle | \$7,093,199 | \$2,579,139 | \$3,642,450 | \$2,709,543 | \$12,565,803 | \$6,915,986 | \$35,506,120 |
| | Motor Vehicle with Parked Car | | | | \$2,229 | \$40,125 | | \$42,354 |
| | Motor Vehicle with Pedalcycle | | | \$40,125 | \$21,177 | | | \$61,302 |
| | Motor Vehicle with Pedestrian | \$40,125 | \$200,625 | \$40,125 | \$40,125 | \$40,125 | | \$361,125 |
| | Other Non-collision | \$2,229 | | | \$2,229 | | | \$4,458 |
| | Overtuned | \$2,229 | \$122,604 | | \$2,938,042 | \$23,406 | \$2,942,500 | \$6,028,781 |
| | Total | \$7,146,698 | \$2,925,774 | \$3,925,554 | \$5,764,615 | \$12,883,458 | \$9,905,298 | \$42,551,397 |
| | Motor Vehicle with Other Object | | \$21,177 | | | | | \$21,177 |
| | Motor Vehicle with Fixed Object | | \$247,437 | \$200,625 | \$245,208 | | | \$693,270 |
| 2) From FM 685 to FM 3349 | Motor Vehicle with Motor Vehicle | \$247,437 | \$275,301 | \$294,249 | \$1,229,385 | \$235,176 | \$42,354 | \$2,323,902 |
| | Other Non-collision | | \$202,854 | | | | | \$202,854 |
| | Overtuned | | \$61,302 | | | | | \$61,302 |
| | Total | \$247,437 | \$808,071 | \$494,874 | \$1,474,593 | \$235,176 | \$42,354 | \$3,302,505 |
| | Motor Vehicle with Fixed Object | \$2,229 | \$65,760 | | \$40,125 | \$200,625 | | \$308,739 |
| 3) From FM 3349 to Taylor Loop | Motor Vehicle with Motor Vehicle | \$6,687 | \$93,624 | \$183,906 | \$266,385 | \$211,770 | \$414,624 | \$1,176,996 |
| | Motor Vehicle with Parked Car | | | \$200,625 | | | | \$200,625 |
| | Overtuned | | | | \$61,302 | \$2,229 | | \$63,531 |
| | Total | \$8,916 | \$159,384 | \$384,531 | \$367,812 | \$414,624 | \$414,624 | \$1,749,891 |
| | Motor Vehicle with Animal | | | | | | \$4,458 | \$4,458 |
| 4) Taylor Loop | Motor Vehicle with Fixed Object | \$2,902,375 | \$63,531 | \$200,625 | \$65,760 | \$124,833 | \$82,479 | \$3,439,603 |
| | Motor Vehicle with Motor Vehicle | \$61,302 | \$325,458 | \$280,875 | \$44,583 | \$405,708 | \$4,458 | \$1,122,384 |
| | Overtuned | \$21,177 | \$103,656 | | \$169,416 | \$122,604 | \$2,229 | \$419,082 |
| | Total | \$2,984,854 | \$492,645 | \$481,500 | \$279,759 | \$653,145 | \$93,624 | \$4,985,527 |
| | Motor Vehicle with Animal | | | \$42,354 | | | | \$42,354 |
| 5) From Taylor Loop to Millam County Line | Motor Vehicle with Fixed Object | \$242,979 | \$200,625 | \$63,531 | \$25,635 | \$462,552 | \$2,229 | \$997,551 |
| | Motor Vehicle with Motor Vehicle | \$6,083,396 | \$3,688,156 | \$264,156 | \$3,081,823 | \$148,239 | \$3,041,698 | \$16,307,468 |
| | Motor Vehicle with Parked Car | | | \$200,625 | | \$2,229 | | \$202,854 |
| | Motor Vehicle with Pedalcycle | | | | | \$2,897,917 | | \$2,897,917 |
| | Motor Vehicle with Pedestrian | | | \$200,625 | | | | \$200,625 |
| | Overtuned | \$80,250 | \$226,260 | \$42,354 | \$401,250 | \$84,708 | \$21,177 | \$855,999 |
| | Total | \$6,406,625 | \$4,115,041 | \$813,645 | \$3,508,708 | \$3,595,645 | \$3,065,104 | \$21,594,768 |
| | Motor Vehicle with Animal | \$0 | \$0 | \$42,354 | \$0 | \$0 | \$4,458 | \$46,812 |
| | Motor Vehicle with Other Object | \$0 | \$21,177 | \$0 | \$0 | \$0 | \$0 | \$21,177 |
| | Motor Vehicle with Fixed Object | \$3,156,499 | \$600,759 | \$667,635 | \$427,998 | \$1,002,009 | \$131,520 | \$5,986,420 |
| Total | Motor Vehicle with Motor Vehicle | \$13,492,021 | \$6,961,678 | \$4,665,636 | \$7,331,719 | \$13,566,696 | \$10,419,120 | \$56,436,870 |
| | Motor Vehicle with Parked Car | \$0 | \$0 | \$401,250 | \$2,229 | \$42,354 | \$0 | \$445,833 |
| | Motor Vehicle with Pedalcycle | \$0 | \$0 | \$40,125 | \$21,177 | \$2,897,917 | \$0 | \$2,959,219 |
| | Motor Vehicle with Pedestrian | \$40,125 | \$200,625 | \$240,750 | \$40,125 | \$40,125 | \$0 | \$561,750 |
| | Other Non-collision | \$2,229 | \$202,854 | \$0 | \$2,229 | \$0 | \$0 | \$207,312 |
| | Overtuned | \$103,656 | \$513,822 | \$42,354 | \$3,570,010 | \$232,947 | \$2,965,906 | \$7,428,695 |
| | Total | \$16,794,530 | \$8,500,915 | \$6,100,104 | \$11,395,487 | \$17,782,048 | \$13,521,004 | \$74,094,088 |

* January through May

AGENDA ITEM 29

Discuss and take appropriate action on jail/courthouse annex expansion.

Jim Broaddus of Broaddus & Associates announced that construction on the jail expansion project should begin by Tuesday, January 15, 2002, as the City of Georgetown has given clearance to begin the site work on the project.

AGENDA ITEM 30

Consider approving additional professional services for Hall-Bargainer on Brushy Creek Regional Park System and conservation corridor projects.

Moved: **Commissioner Heiligenstein**

Seconded: **Commissioner Limmer**

Motion: To approve additional professional services for Hall-Bargainer on Brushy Creek Regional Park System and conservation corridor projects to approve professional services for Hall Bargainer to provide a mitigation plan for the Lake Creek Tributary #2 channel improvements project.

Vote: 4 – 0 with Commissioner Hays absent from the dais.

< Attachment >