

**REGULAR AGENDA****AGENDA ITEM 23**

Discuss and consider approval of amended plat of The Heritage on the San Gabriel. (A private subdivision.)

Joe England addressed the Court.

Moved: **Commissioner Limmer**

Seconded: **Commissioner Hays**

Motion: To approve amended plat of The Heritage on the San Gabriel. (A private subdivision.)

Vote: **5 - 0**

**AGENDA ITEM 24**

Consider accepting Abrams Road for maintenance. Pct. #3

Moved: **Commissioner Hays**

Seconded: **Judge Doerfler**

Motion: To accept Abrams Road for maintenance. Pct. #3

Vote: **5 - 0**

**AGENDA ITEM 25**

Discuss and take appropriate action on road bond program.

Paul Petrich addressed the Court.

**AGENDA ITEM 26**

Consider and approve FM 1660 Relocation Feasibility Study from CR 134 North to CR 101 and approve letter to Bob Daigh to proceed with the realignment of FM 1660 as a TxDOT project.

Paul Petrich addressed the Court. Mahmoud Salehi, PE, of Cobb, Fendley & Associates addressed the Court.

Moved: **Commissioner Limmer**

Seconded: **Commissioner Hays**

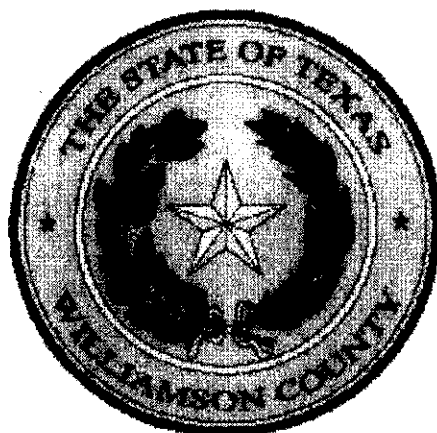
Motion: To approve FM 1660 Relocation Feasibility Study from CR 134 North to CR 101 and to approve letter to Bob Daigh to proceed with the realignment of FM 1660 as a TxDOT project.

Vote: **5 - 0**

< Attachment >

# Williamson County, Texas

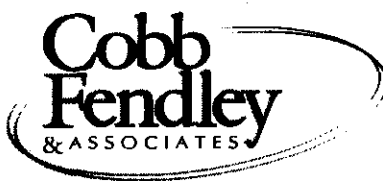
Williamson County Road Bond Program



## FM 1660 Relocation Feasibility Study From County Road 134 north to County Road 101

March 11, 2004

Submitted By:



Civil Engineering ♦ Construction Management ♦ GIS/CADD ♦ Land Development ♦ Land Surveying  
Municipal ♦ Right-of-Way ♦ Site Development ♦ Subsurface Utility Engineering  
Telecommunications ♦ Transportation ♦ Utility Coordination

8000 Centre Park, Suite 370 | Austin, Texas 78754-5136 | Voice (512) 834-9798 | Fax (512) 834-9553 | [www.cobfen.com](http://www.cobfen.com)

## PROPOSED FM 1660 RELOCATION FEASIBILITY STUDY

### A. Project Background

Williamson County Commissioners Court authorized Cobb, Fendley & Associates, Inc. to conduct this feasibility study for improving a portion of the FM 1660 corridor on October 28, 2003. The feasibility study area is located in south central Williamson County and traverses through the City of Hutto and Williamson County Precinct 4, Texas.

The limits for this project extend approximately 7.5 miles from County Road 134 at the south end to County Road 101 at the north end. Please see **Exhibit 1** for project location map.

The Williamson County Road Bond Program funded the feasibility study of this project. The existing FM 1660 rights of way are currently owned and are maintained by the Texas Department of Transportation (TxDOT). The terms of and any subsequent funding for roadway widening, improvements, relocation, and maintenance of the existing FM 1660 will be implemented through an inter-local agreement between Williamson County and TxDOT.

### B. Existing Conditions

FM 1660 is a two-lane, 24-foot undivided asphalt pavement with open ditch roadway section within approximately 80-foot to 100-foot right of way designed and constructed in the early 1950's. Certain transportation deficiencies and mobility issues were noted with the existing roadway alignment within the study limits.

The existing roadway includes the following deficiencies and substandard or deteriorating elements:

- The existing FM 1660 geometrics have numerous horizontal and vertical alignment deficiencies. Sharp 90° spiral and reverse curves, substandard horizontal curve radii, inadequate bridge widths, limited sight distance, and absent or deteriorating shoulders contribute to unsafe driving conditions that result in higher than normal traffic accidents.

- Substandard turning radii at the major and minor intersecting streets that make maneuverability difficult for buses, emergency vehicles, and large commercial vehicles.
- Lack of adequate left turn, acceleration, and deceleration transition lanes at major intersections impede through traffic flow and cause unnecessary traffic accidents.
- Excessive access points and driveways distract driver's expectancy thus causing hazardous conditions for pedestrian and vehicular traffic.
- Discontinuity of the existing FM 1660 alignment at its intersection with U.S. Highway 79. Currently both northbound and southbound traffic approaches have to use U.S. 79 through consecutive T-intersections approximately ¼ mile apart. The offset in the existing FM 1660 alignment contributes to unnecessary delays, increases the number of stops, and creates potential conflicting movement accidents for all approaches at these intersections.
- The existing FM 1660 alignment traverses through residential neighborhoods in an immediate proximity to U.S. 79 within the City of Hutto. In addition to creating unsafe conditions for the citizens who live along this portion of the roadway, the existing right of way width is not adequate to allow additional travel lanes in order to meet the future demand for capacity.
- Continuous growth both in residential and commercial development along the FM 1660 corridor would cause an increased demand for capacity and mobility beyond the two current travel lanes.
- Increase in traffic volumes on FM 1660 in particular heavy truck commercial traffic as a result of the new SH 130 located just west of the City of Hutto. The future commercial truck traffic through the town's center and residential neighborhoods would create hazardous and unsafe living conditions for both citizens and motorists utilizing the FM 1660 corridor in their daily lives.
- Affordable living, amenities, and close proximity of Williamson County to the Austin area has generated an influx of population in this area that will demand more capacity on the existing roadway system.

Figures 1 thru 4 depict existing roadway conditions within the study limits.



Figure 1

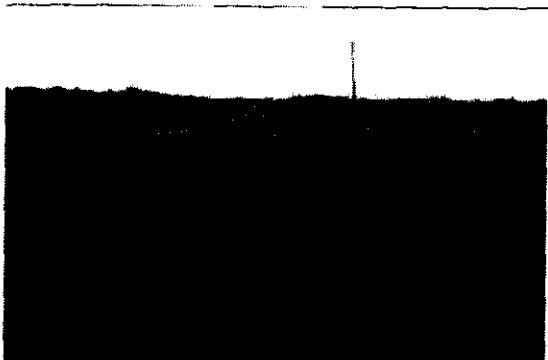


Figure 2

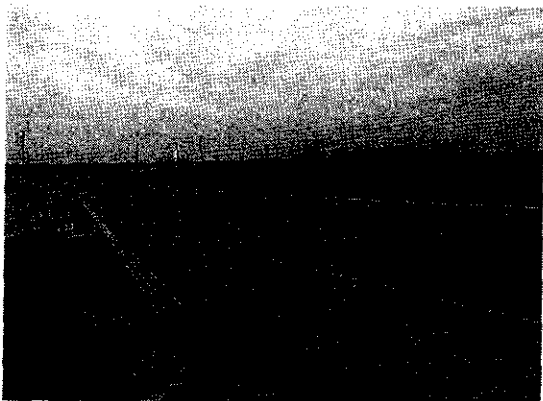


Figure 3



Figure 4

**C. Purpose and need for project**

The purpose of the project is to provide safe and efficient transportation for the traveling public using FM 1660 within the study area. The current configuration of FM 1660 is a two-lane highway, which is traveled by up to 3,000 vehicles every day (Williamson County 2002 traffic map). The existing traffic volume is expected to double by year 2027 (Williamson County Multi-Corridor Transportation Plan Model adopted in 2002). The facility must also serve residents, commercial users, and agricultural producers at intermediate points along the route. This segment of

existing roadway is currently experiencing traffic- and safety-related problems which are expected to worsen over the next several years attributed to rapid growth of residential developments. There have been 30 accidents on this stretch of FM 1660 just north and south of US 79 between 1995-2000 (Data obtained from Accident Records Bureau of Texas Department of Public Safety). The severity of these accident are classified by type in which 12 accidents claimed property damages, 9 accidents claimed or complained property and vehicular damages, 7 accidents involved non-incapacitating human injuries, and 2 accidents resulted in incapacitating human injuries. The existing roadway includes 6 sharp horizontal curves with super-elevation cross slopes and shoulder configurations not in conformance with current TxDOT design criteria. The most deficient curve is located south of US 79 just east of the County Road 137 south of the City of Hutto. There are numerous access points along the existing roadway, including entrances and side road intersections. Inadequate sight distances are prevalent at many intersections and driveways. The intersection with US 79 is currently controlled by stop signs on FM 1660. Accidents, injuries, and overall safety concerns are expected to increase as area development and traffic increase over time.

The specific needs that can be addressed by this project are summarized below:

- **Improve safety** by reducing the number and severity of accidents and the resultant property damage, injuries, and fatalities.
- **Correct roadway deficiencies** including substandard roadway alignments and geometrics, inadequate cross-section elements, and poor pavement structure, by providing an improved facility that meets present design criteria.
- **Increase traffic capacity** by providing high levels of traffic service, as development and growth occur.
- **Accommodate transportation demand** by providing a highway system that meets the needs of Williamson County residents and the state's Long-Range Transportation Plan.

- **Address land use and access changes** for residents and companies utilizing FM 1660.

#### **D. Project Coordination**

In an effort to identify potential alternatives Cobb Fendley & Associates, Inc. has conducted meetings and coordinated with representatives of both public and private entities in order to provide an economical and viable solution that would benefit all stakeholders in this mobility project. The pertinent input and suggestions from the following stakeholders are being considered and will be included in the proposed environmental and schematic design study Build and No-Build alternatives:

- Williamson County Commissioners Court
- Williamson County Precinct 4 Commissioner
- Williamson County Engineer
- Texas Department of Transportation - Austin District and Area Office in Georgetown
- The City of Hutto's Mayor, Transportation Planner and the City Planning Staff
- The Hutto Independent School District
- Land Developers and Land Owners adjacent to the corridor
- Engineering firms conducting planning and design on concurrent and adjacent projects in Williamson County that may directly or indirectly impact the FM 1660 corridor.

#### **E. Project Status and Next Steps**

The feasibility study is currently in the process of developing conceptual roadway alignments for the proposed project. These alignments represent potential pathways the proposed road could take through the study area. An initial review of potential impacts of each of these alignments will be combined with public comments to decide

which of these alignments should be carried forward for preliminary design evaluation. Primary issues that will be reviewed include public comments and concerns and potential impacts to streams, wetlands, community and residential areas, traffic flow, and traffic safety. These public meetings will help identify the conceptual alignments to be carried forward.

The next stage is to begin a formal environment analysis and schematic study that complies with Texas Department of Transportation and Federal regulations and guidelines. Over the next few months, preliminary alternatives will be designed and reviewed to address the transportation deficiencies described previously while minimizing potential adverse impacts to surrounding communities and the environment.

#### **F. Public Involvement**

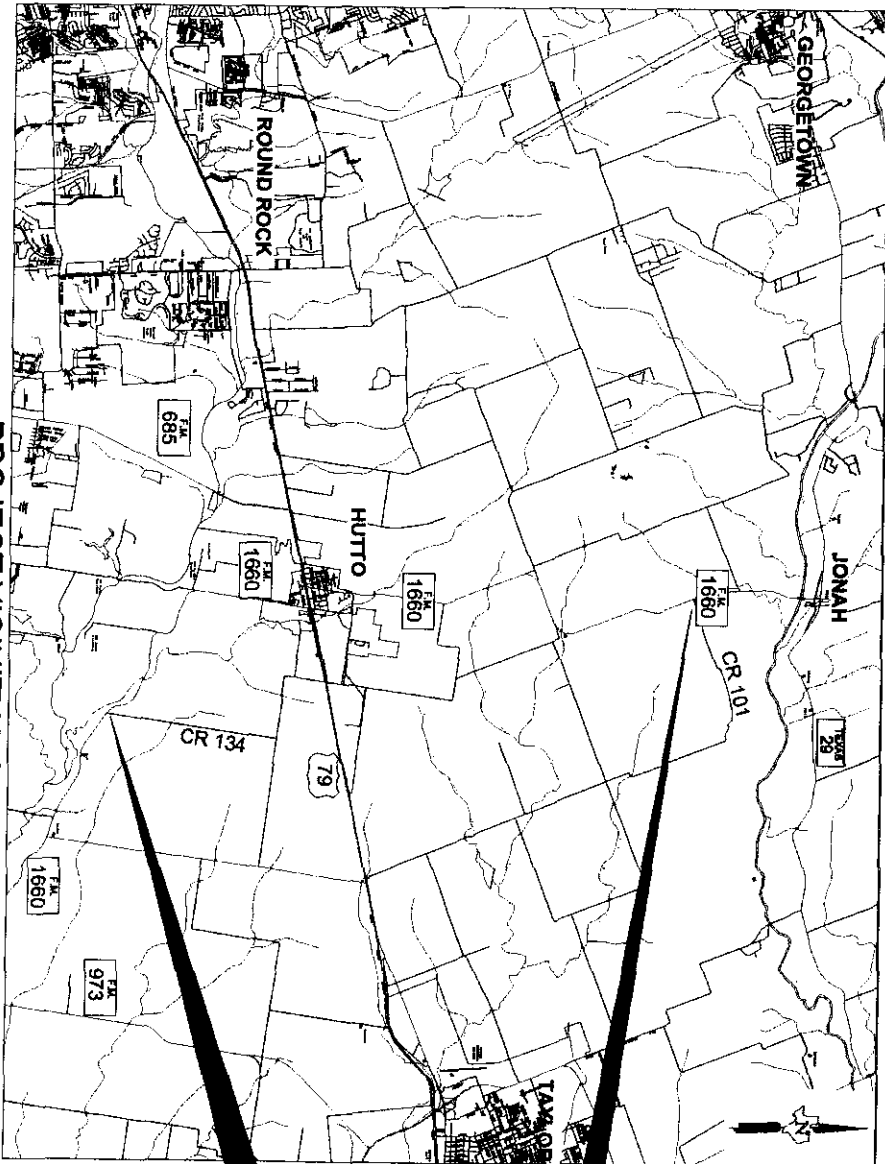
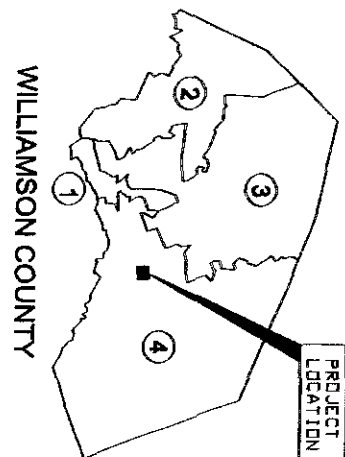
Public involvement is a crucial part of the study process. Local communities have a wealth of knowledge about the local environment that is invaluable to Williamson County, City of Hutto and TxDOT. By partnering with the public, Williamson County and TxDOT use this information and other local studies to build a complete and accurate picture of the natural and human environment in the study area. This partnering provides communities with transportation facilities appropriate for the area. There are opportunities for the public to get involved and stay informed. Williamson County and TxDOT will facilitate formal public meetings to allow those citizens with an interest in the project to make comments and suggestions to insure that the community's overall needs are met. These meetings help Williamson County get current project information to the public by providing an open forum to make comments and suggestions.

#### **G. CONCLUSION**

Realigning Farm to Market Road 1660 will significantly improve mobility and safety in East Williamson County and the City of Hutto. The project is feasible, warranted and consistent with the goals and objectives of the Williamson County Road Bond Program.



The Texas Department of Transportation has committed to the concept and allocated resources to the project. Including TxDOT as a partner and stakeholder enables Williamson County to expedite the project to the benefit of Williamson County's transportation users.



PROJECT VICINITY MAP

N.T.S.

EXHIBIT 1

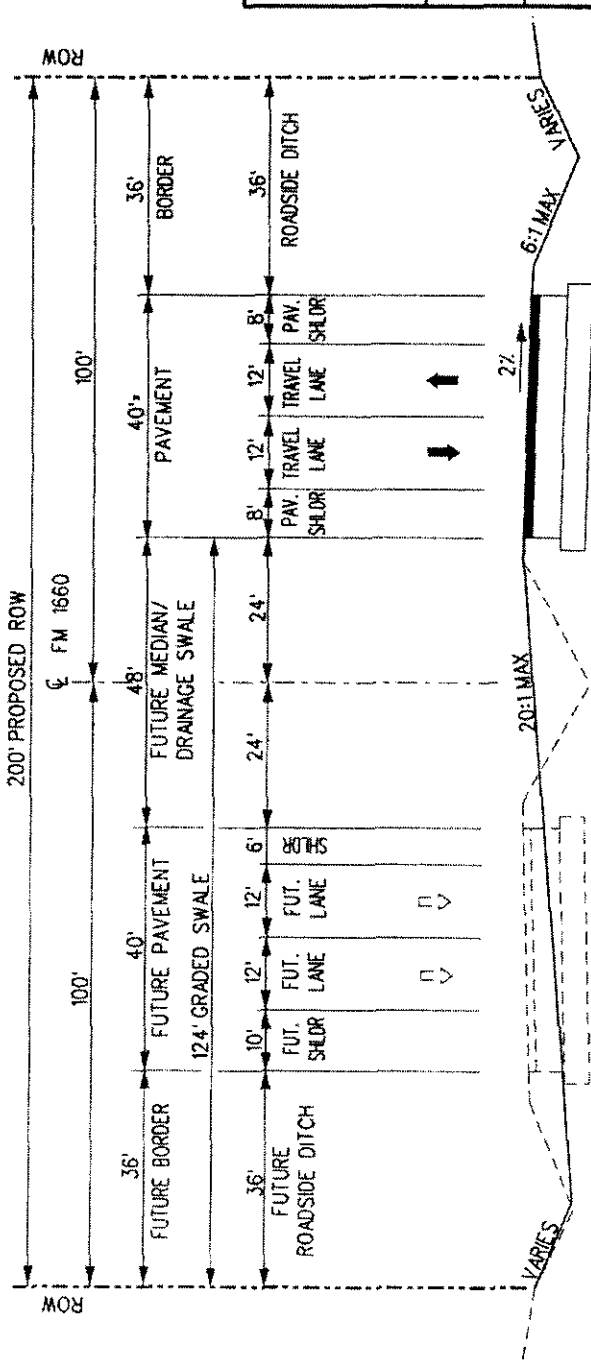
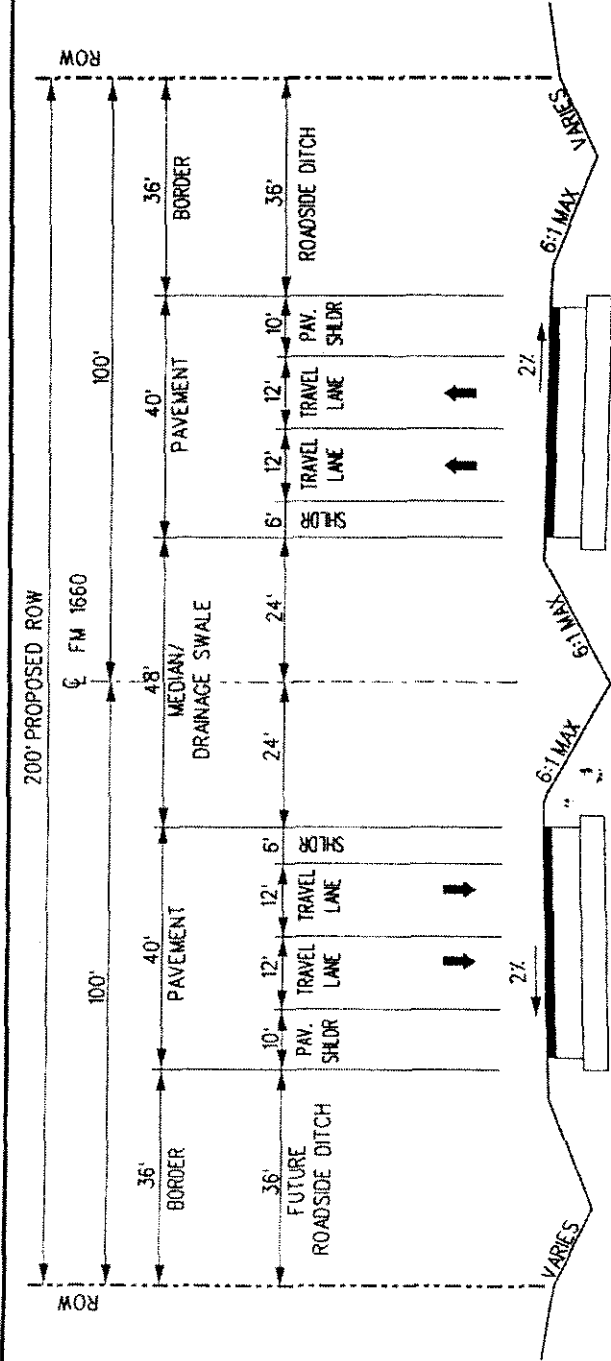
FM 1660 RELOCATION  
FEASIBILITY STUDY  
FROM  
CR 134 NORTH TO CR 101



**Williamson County Road Bond Program**  
**FM 1660 Relocation**  
**Preliminary Construction Cost Estimate for Alignment 3**  
**Typical Section for Interim Configuration "A"**  
**2-Lane Undivided Roadway with 40-ft- Wide Asphalt Pavement**

Item Numbers and Unit Prices are Based on TxDOT Austin District Average Bids					
ITEM No.	Description	Unit	Quantity	Unit Price	Amount
100-0502	Prep. Row	STA	420	\$2,285.00	\$959,700.00
105-0504	Rem Stb BS and/or Asph. Pav. (CL2) Var Depth	SY	25,000	\$1.60	\$40,000.00
110-0501	Excavation (Roadway)	CY	500,000	\$3.20	\$1,600,000.00
132-0521	Embankment (ORD COMP) (TY C)(CL 3)	CY	7,500	\$4.00	\$30,000.00
164-500	Landscaping/seeding/fertilizer	LS	1	\$100,000.00	\$100,000.00
247-0817	Flex. Base (Compl in Place) (TY A GR 1 CL 4)	CY	95,000	\$25.00	\$2,375,000.00
310-0501	Asph Matrl (MC 30)	GAL	91,500	\$1.76	\$161,040.00
316-0520	Asph Matrl (HFRS-2)	GAL	91,500	\$1.24	\$113,460.00
416-0503	Drill Shaft (18 IN)	LF	900	\$23.75	\$21,375.00
420-0513	CL C CONC (ABUT)	CY	45	\$452.83	\$20,377.35
420-0514	CL C CONC (BENT)	CY	32	\$386.83	\$12,378.56
422-0501	REINF CONC SLAB	SF	20,000	\$7.20	\$144,000.00
425-0507	PRESTR CONC BEAM (TY IV)	LF	1500	\$62.43	\$93,645.00
464-0505	RC Pipe (CL III)(24") Laterals	LF	1,000	\$47.38	\$47,380.00
464-0509	RC Pipe (CL III)(36") Laterals	LF	500	\$71.54	\$35,770.00
464-0512	RC Pipe (CL III)(54") (Outfall)	LF	300	\$173.79	\$52,137.00
465-0574	Inlet (COMP) Special	EA	10	\$875.35	\$8,753.50
467-0600	Safe End TRT (TY II) (24") (RCP) (6:1)	EA	50	\$1,874.75	\$93,737.50
500-0501	Mobilization	LS	1	\$800,000.00	\$800,000.00
502-0501	Barricades, Sign & traffic Handling	MO	18	\$6,698.86	\$120,579.48
508-0501	Construct Detours (CL1)	STA	52	\$2,410.00	\$125,320.00
5249-0501	TEMP SEDMT CONT FENCE	LF	105,000	\$1.14	\$119,700.00
5249-0502	TEMP SEDMT CONT FENCE (REM & REP.)	LF	131,500	\$1.14	\$149,910.00
644-0501	Small Roadside Sign Assembly (TY A)	EA	150	\$214.00	\$32,100.00
666-0500	Pavement Marking	LS	1	\$50,000.00	\$50,000.00
	Traffic Signal Assembly @ US 79	LS	1	\$120,000.00	\$120,000.00
Subtotal Construction Cost					\$7,426,363.39
Contingencies (10%)					\$742,636.34
<b>Total Construction Cost:</b>					<b>\$8,168,999.73</b>
ROW/Property Acquisition		AC	170	\$10,000.00	\$1,700,000.00
<b>Total Project Cost:</b>					<b>\$10,611,636.07</b>

3/18/2004



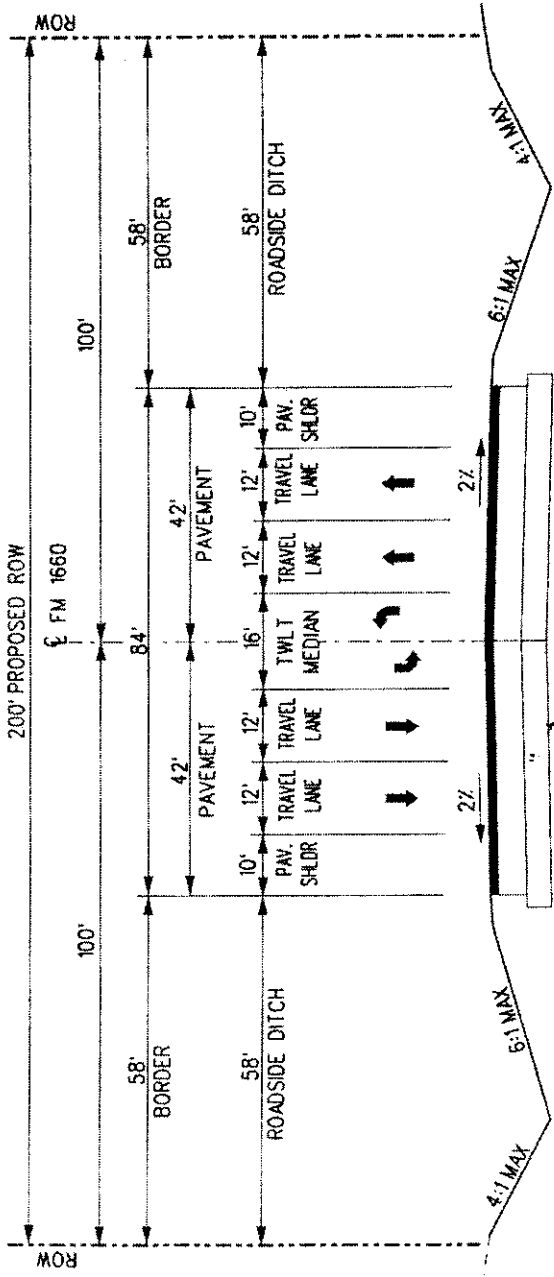
\* PROPOSED PAVEMENT SECTION SHALL  
TRANSITION FROM 40-FT INTO A 52-FT WIDE  
PAVEMENT ONLY AT LOCATIONS WHERE LEFT  
TURN BAYS AND EXCLUSIVE RIGHT TURN  
LANES ARE WARRANTED BY DESIGN.



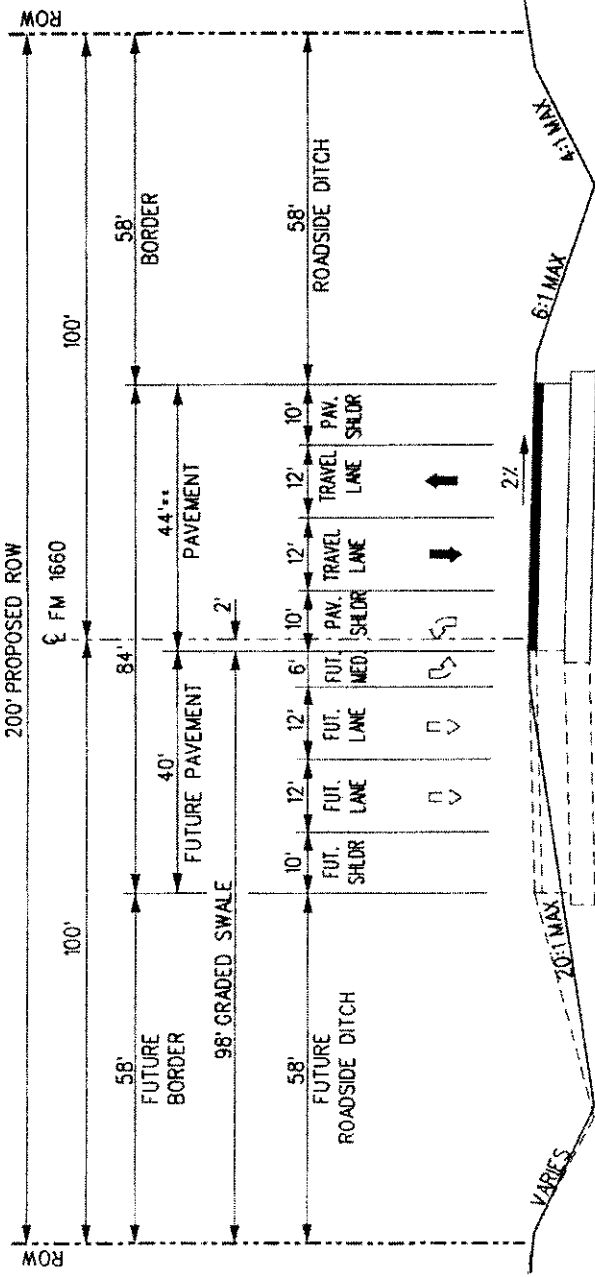
8000 CENTRE PARK DRIVE, SUITE 370  
AUSTIN, TEXAS 78754  
(512) 834-9788

FM 1660 RELOCATION  
PRELIMINARY TYPICAL SECTION "A"

SCALE: NTS	DESIGNED: MAS	DRAWN: MAS
DATE: MAR 2004	CHK: D.L.ADW	PROJECT: 09021



PROPOSED FM 1660  
ULTIMATE CONFIGURATION "B"



PROPOSED FM 1660  
INTERM CONFIGURATION "B"

\*\* PROPOSED PAVEMENT SECTION SHALL  
TRANSITION FROM 44-FT INTO A 56-FT WIDE  
PAVEMENT ONLY AT LOCATIONS WHERE LEFT  
TURN BAYS AND EXCLUSIVE RIGHT TURN  
LANES ARE WARRANTED BY DESIGN.

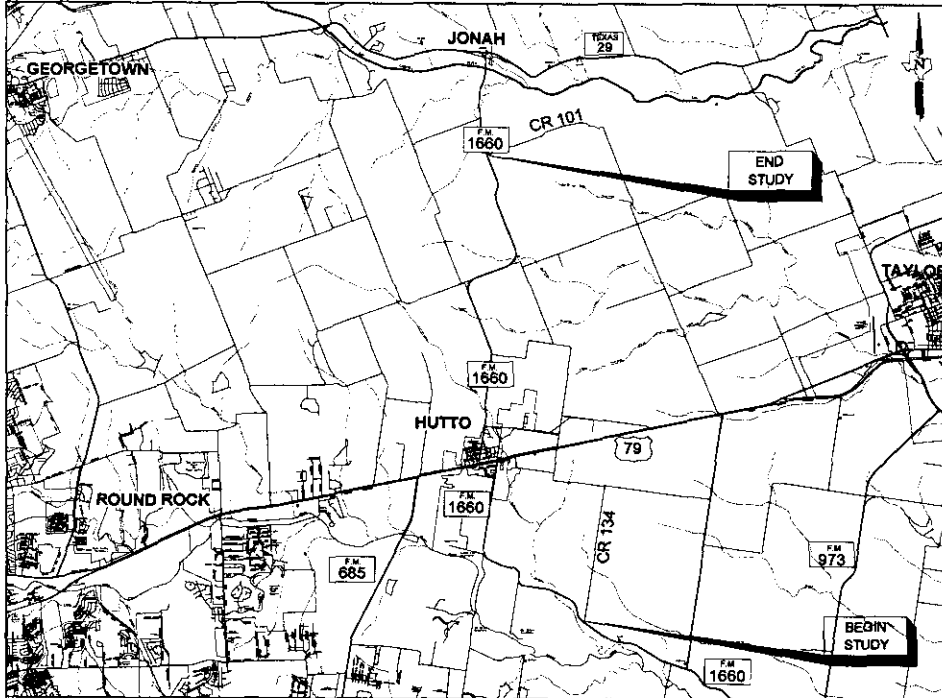


8000 CENTRE PARK DRIVE, SUITE 370  
AUSTIN, TEXAS 78754  
(512) 834-9796

FM 1660 RELOCATION  
PRELIMINARY TYPICAL SECTION "B"

SCALE: NTS	DESIGNED: MAS	DRAWN: MAS
DATE: MAR 2004	CHK'D: ADW	PROJ.: 0109-001-04

# FARM TO MARKET ROAD 1660



Presentation to



**Williamson County Commissioners Court**

**April 6, 2004**

by

**Cobb  
Fendley**  
& ASSOCIATES

**COBB, FENDLEY & ASSOCIATES, INC.**

in conjunction with the

**WILLIAMSON COUNTY ROAD BOND TEAM**



**Williamson County, Texas**  
**Williamson County Road Bond Program**

**FEASIBILITY STUDY**  
**FM 1660 Relocation**  
From  
**County Road 134 North to County Road 101**

**April 6, 2004**

Submitted By:



Civil Engineering ■ Construction Management ■ GIS/CADD ■ Land Development  
Land Surveying ■ Municipal ■ Right-of-Way ■ Site Development  
Subsurface Utility Engineering ■ Telecommunications ■ Transportation  
Utility Coordination ■ Utility Design

## PROPOSED FM 1660 RELOCATION FEASIBILITY STUDY

### A. Project Background

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### B. Existing Conditions

FM 1660 is a two-lane, 24-foot undivided asphalt pavement with open ditch roadway section within an approximately 80-foot to 100-foot right of way designed and constructed in the early 1950s. Certain transportation deficiencies and mobility issues were noted with the existing roadway alignment within the study limits.

The existing roadway includes the following deficiencies and substandard or deteriorating elements:

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- Substandard turning radii at the major and minor intersecting streets make maneuverability difficult for buses, emergency vehicles, and large commercial vehicles.
- Lack of adequate left turn, acceleration, and deceleration transition lanes at major intersections impede through traffic flow and cause unnecessary traffic accidents.
- Excessive access points and driveways distract driver's expectancy thus causing hazardous conditions for pedestrian and vehicular traffic.
- The existing FM 1660 alignment is discontinuous at the intersection with US Highway 79. Currently both northbound and southbound traffic approaches must use US 79 through consecutive T-intersections approximately ¼ mile apart. The offset in the existing FM 1660 alignment contributes to unnecessary delays, increases the number of stops, and creates potential conflicting movement accidents for all approaches at these intersections.
- The existing FM 1660 alignment traverses residential neighborhoods in an immediate proximity to US 79 within the City of Hutto. In addition to creating unsafe conditions for the citizens who live along this portion of the roadway, the existing right of way width is not adequate to allow additional travel lanes in order to meet the future demand for capacity.
- Continuous growth both in residential and commercial development along the FM 1660 corridor would cause an increased demand for capacity and mobility beyond the two current travel lanes.
- Traffic volumes, particularly heavy truck commercial traffic, on FM 1660 have increased as a result of the new SH 130 located just west of the City of Hutto. The future commercial truck traffic through the town's center and residential neighborhoods would create hazardous and unsafe living conditions for both citizens and motorists utilizing the FM 1660 corridor in their daily lives.
- Affordable living, amenities, and close proximity of Williamson County to the Austin area has generated an influx of population in this area that will demand more capacity on the existing roadway system.

Figures 1 thru 4 depict existing roadway conditions within the study limits.



**Figure 1**



**Figure 2**



**Figure 3**



**Figure 4**

### **C. Purpose and Need for Project**

The purpose of the project is to provide safe and efficient transportation for the traveling public using FM 1660 within the study area. The current configuration of FM 1660 is a two-lane highway, which is traveled by up to 3,000 vehicles every day (Williamson County 2002 traffic map). The existing traffic volume is expected to double by year 2027 (Williamson County Multi-Corridor Transportation Plan Model adopted in 2002). The facility must also serve residents, commercial users, and agricultural producers at intermediate points along the route. This segment of

existing roadway is currently experiencing traffic- and safety-related problems which are expected to worsen over the next several years because of the rapid growth of residential developments. There have been 45 accidents on this stretch of FM 1660 just north and south of US 79 between 1994-2001 (Data obtained from Accident Records Bureau of Texas Department of Public Safety). The severity of these accident are classified by type: 11 accidents resulted in property damages, 18 accidents included property and vehicular damages, 9 accidents involved non-incapacitating human injuries, and 7 accidents resulted in incapacitating human injuries. The existing roadway includes 6 sharp horizontal curves with super-elevation cross slopes and shoulder configurations not in conformance with current TxDOT design criteria. The most deficient curve is located south of US 79 just east of the County Road 137 south of the City of Hutto. There are numerous access points along the existing roadway, including entrances and side road intersections. Inadequate sight distances are prevalent at many intersections and driveways. The northbound FM 1660 traffic entering US 79 is currently controlled by a stop sign while the southbound FM 1660 traffic approaches US 79 at a signalized intersection near the town center. Accidents, injuries, and overall safety concerns are expected to increase as area development and traffic increase over time.

The specific needs that can be addressed by this project are summarized below:

- **Improve Safety** by reducing the number and severity of accidents and the resultant property damage, injuries, and fatalities.
- **Correct Roadway Deficiencies** including substandard roadway alignments and geometrics, inadequate cross-section elements, and poor pavement structure, by providing an improved facility that meets present design criteria.
- **Increase Traffic Capacity** by providing high levels of traffic service as development and growth occur.

- **Accommodate Transportation Demand** by providing a highway system that meets the needs of Williamson County residents and the state's Long-Range Transportation Plan.
- **Address Land Use and Access Changes** for residents and companies utilizing FM 1660.

#### **D. Project Coordination**

In an effort to identify potential alternatives, Cobb Fendley & Associates has conducted meetings and coordinated with representatives of both public and private entities in order to provide an economical and viable solution that would benefit all stakeholders in this mobility project. The pertinent input and suggestions from the following stakeholders are being considered and will be included in the proposed environmental and schematic design study Build and No-Build alternatives:

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**F. Public Involvement**

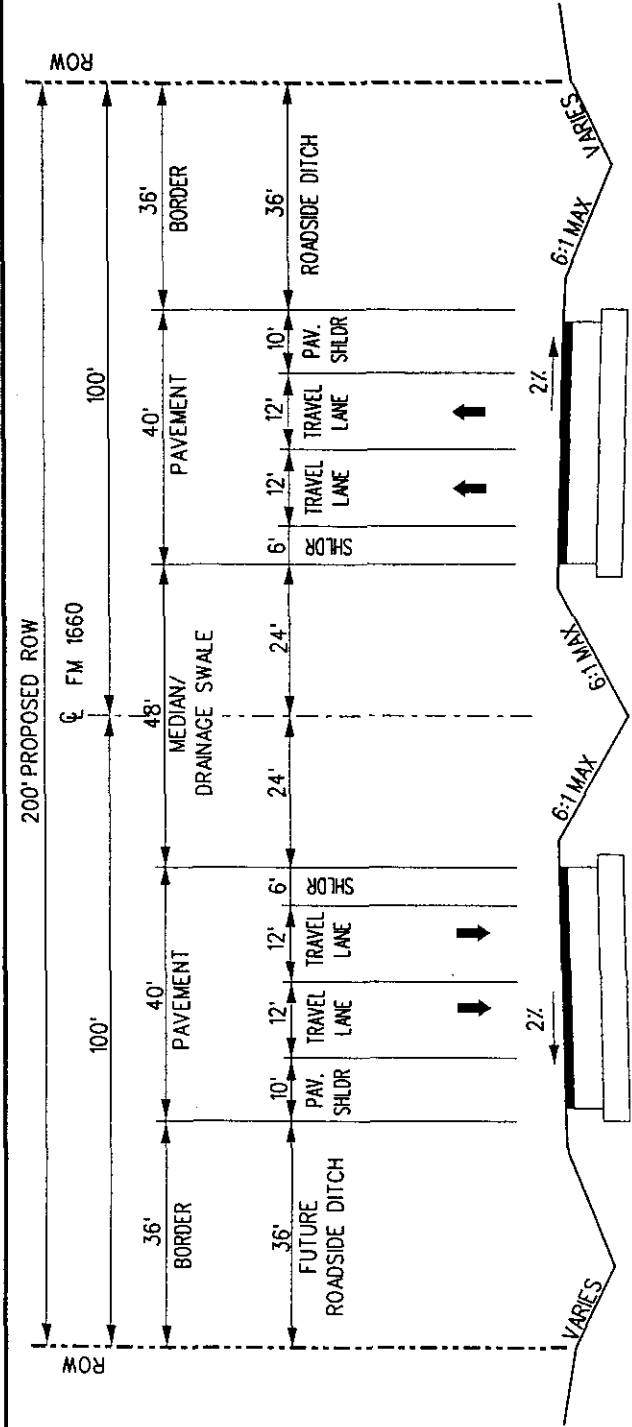
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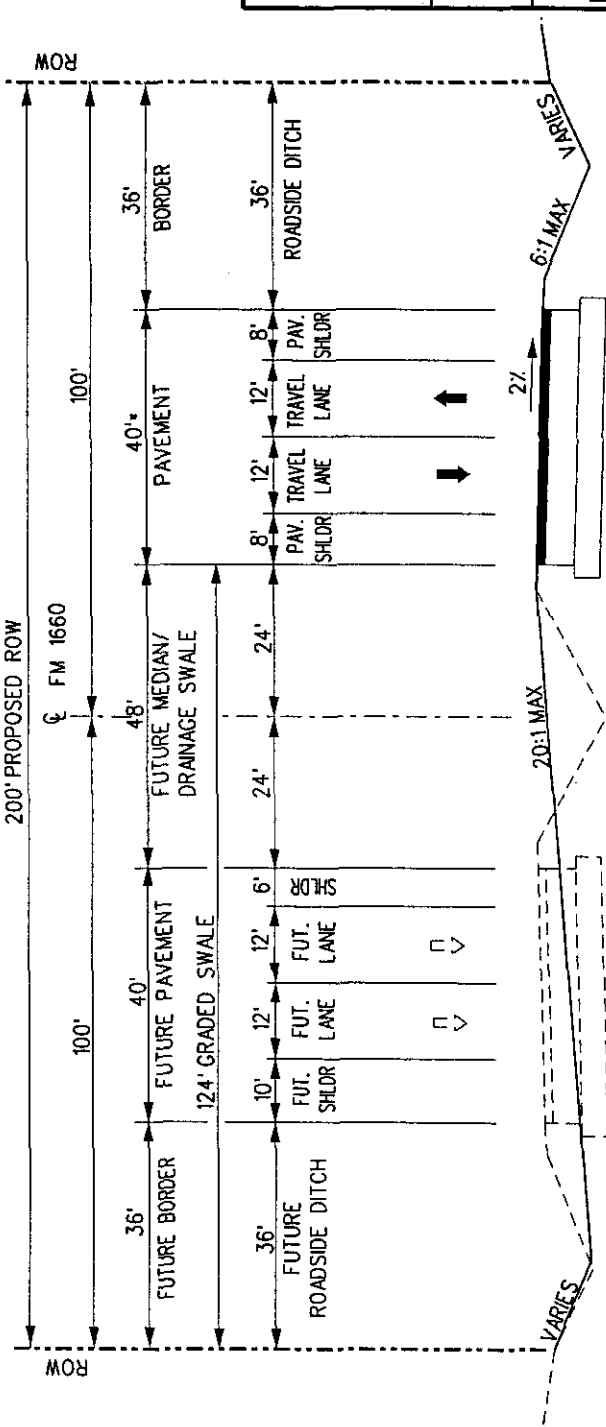
#### **G. CONCLUSION**

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The Texas Department of Transportation has committed to the concept and allocated resources to the project. Including TxDOT as a partner and stakeholder enables Williamson County to expedite the project to the benefit of Williamson County's transportation users.

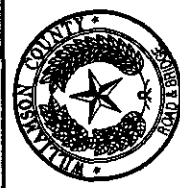


PROPOSED FM 1660  
ULTIMATE SECTION CONFIGURATION "A"



PROPOSED FM 1660  
INTERIM SECTION CONFIGURATION "A"

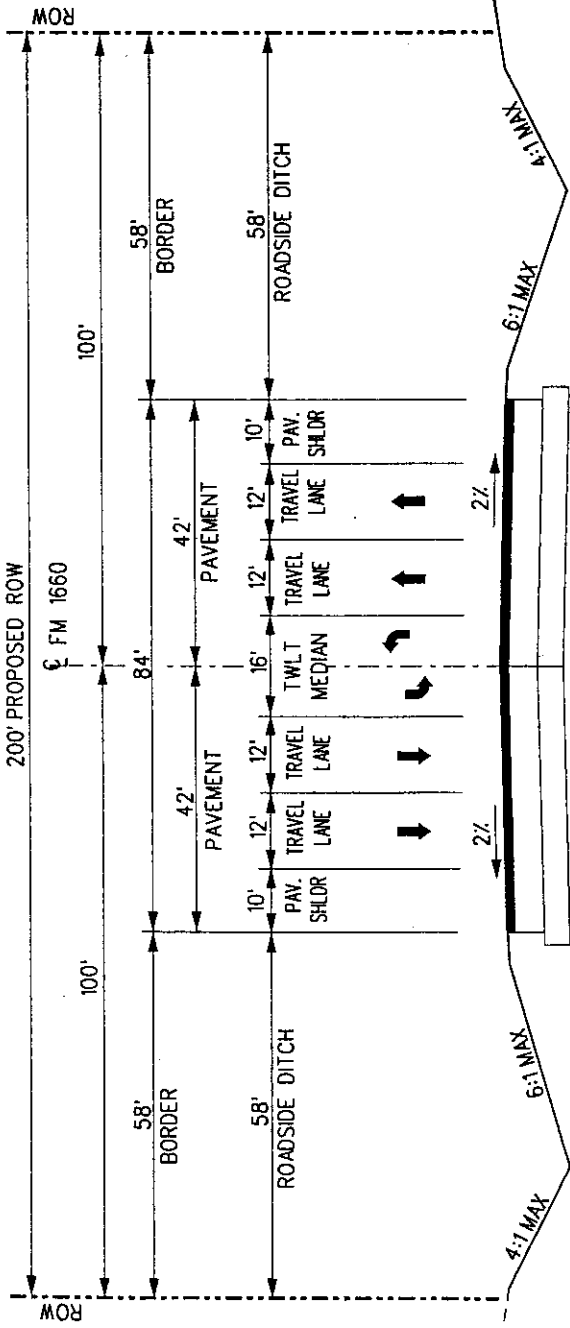
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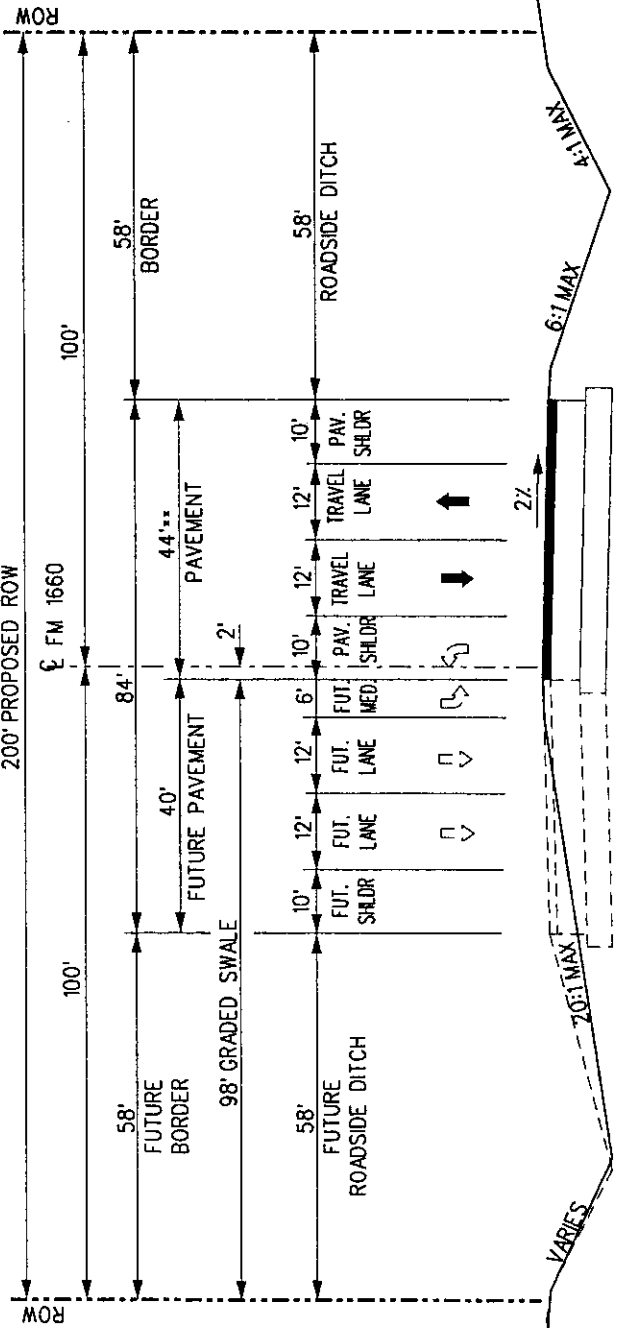
FM 1660 RELOCATION  
PRELIMINARY TYPICAL SECTION "A"

SCALE: NTS	DESIGNED: MAS	DRAWN: MAS
DATE: MAR 2004	CHK'D: ADW	PROJECT: 09021



PROPOSED FM 1660

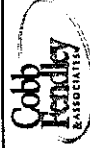
ULTIMATE CONFIGURATION "B"



PROPOSED FM 1660

INTERIM CONFIGURATION "B"

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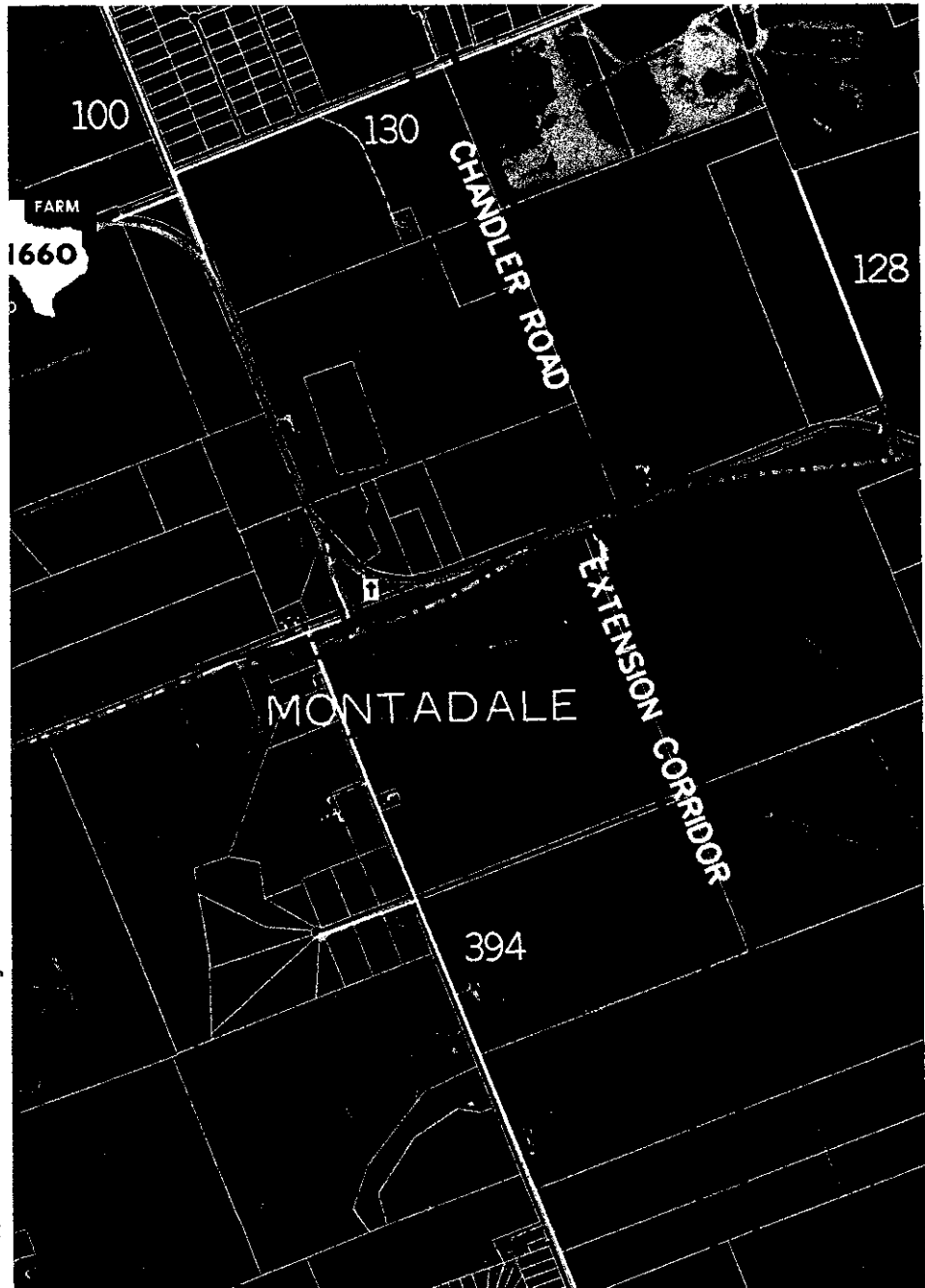
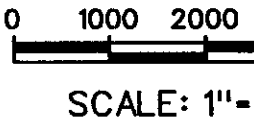
8000 CENTRE PARK DRIVE SUITE 370  
AUSTIN, TEXAS 78754  
(512) 834-9788

FM 1660 RELOCATION  
PRELIMINARY TYPICAL SECTION "B"

SCALE: NTS	DESIGNED: MAS	DRAWN: MAS
DATE: MAR 2004	CHK'D: ADW	PROJ.: 0109-001-04



ION



**LEGEND**

- PROP. ALIGNMENT CENTERLINES
- 200' ROW ENVELOPE FOR ALIGNMENT 1
- 200' ROW ENVELOPE FOR ALIGNMENT 2
- 200' ROW ENVELOPE FOR ALIGNMENT 3
- EXIST PROPERTY LINE
- MAJOR ROADWAY
- MINOR ROADWAYS/COUNTY ROADS
- CITY OF HUTTO MASTER PLAN ROADWAYS

04/02/2004  
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**Williamson County Road Bond Program  
FM 1660 Relocation**

**Preliminary Construction Cost Estimate for Alignment 3**

**Typical Section for Interim Configuration "A"**

**2-Lane Undivided Roadway with 40-ft- Wide Asphalt Pavement**

Item Numbers and Unit Prices are Based on TxDOT Austin District Average Bids					
Item No.	Description	Unit	Quantity	Unit Price	Amount
100-0502	Prep. Row	STA	420	\$2,285.00	\$959,700.00
105-0504	Rem Stb BS and/or Asph. Pav. (CL2) Var Depth	SY	25,000	\$1.60	\$40,000.00
110-0501	Excavation (Roadway)	CY	500,000	\$3.20	\$1,600,000.00
132-0521	Embankment (ORD COMP) (TY C)(CL 3)	CY	7,500	\$4.00	\$30,000.00
164-500	Landscaping/seeding/fertilizer	LS	1	\$100,000.00	\$100,000.00
247-0817	Flex. Base (Compl in Place) (TY A GR 1 CL 4)	CY	95,000	\$25.00	\$2,375,000.00
310-0501	Asph Matrl (MC 30)	GAL	91,500	\$1.76	\$161,040.00
316-0520	Asph Matrl (HFRS-2)	GAL	91,500	\$1.24	\$113,460.00
416-0503	Drill Shaft (18 IN)	LF	900	\$23.75	\$21,375.00
420-0513	CL C CONC (ABUT)	CY	45	\$452.83	\$20,377.35
420-0514	CL C CONC (BENT)	CY	32	\$386.83	\$12,378.56
422-0501	REINF CONC SLAB	SF	20,000	\$7.20	\$144,000.00
425-0507	PRESTR CONC BEAM (TY IV)	LF	1500	\$62.43	\$93,645.00
464-0505	RC Pipe (CL III)(24") Laterals	LF	1,000	\$47.38	\$47,380.00
464-0509	RC Pipe (CL III)(36") Laterals	LF	500	\$71.54	\$35,770.00
464-0512	RC Pipe (CL III)(54") (Outfall)	LF	300	\$173.79	\$52,137.00
465-0574	Inlet (COMP) Special	EA	10	\$875.35	\$8,753.50
467-0600	Safe End TRT (TY II) (24") (RCP) (6:1)	EA	50	\$1,874.75	\$93,737.50
500-0501	Mobilization	LS	1	\$800,000.00	\$800,000.00
502-0501	Barricades, Sign & traffic Handling	MO	18	\$6,698.86	\$120,579.48
508-0501	Construct Detours (CL1)	STA	52	\$2,410.00	\$125,320.00
5249-0501	TEMP SEDMT CONT FENCE	LF	105,000	\$1.14	\$119,700.00
5249-0502	TEMP SEDMT CONT FENCE (REM & REP.)	LF	131,500	\$1.14	\$149,910.00
644-0501	Small Roadside Sign Assembly (TY A)	EA	150	\$214.00	\$32,100.00
666-0500	Pavement Marking	LS	1	\$50,000.00	\$50,000.00
	Traffic Signal Assembly @ US 79	LS	1	\$120,000.00	\$120,000.00
Subtotal Construction Cost					\$7,426,363.39
Contingencies (10%)					\$742,636.34
<b>Total Construction Cost</b>					<b>\$8,168,999.73</b>
ROW/Property Acquisition		AC	170	\$10,000.00	\$1,700,000.00
<b>Total Project Cost:</b>					<b>\$10,611,636.07</b>

03/18/2004

## Williamson County Road Bond Program

## FM 1660 Relocation

## Preliminary Construction Cost Estimate for Alignment 3

## Typical Section for Interim Configuration "B"

## 2-Lane Undivided Roadway with 44-ft Wide Asphalt Pavement

Item Numbers and Unit Prices are Based on TxDOT Austin District Average Bids					
Item No.	Description	Unit	Quantity	Unit Price	Amount
100-0502	Prep. Row	STA	420	\$2,285.00	\$959,700.00
105-0504	Rem Stb BS and/or Aaph. Pav. (CL2) Var Depth	SY	25,000	\$1.60	\$40,000.00
110-0501	Excavation (Roadway)	CY	500,000	\$3.20	\$1,600,000.00
132-0521	Embankment (ORD COMP)(TY C)(CL 3)	CY	7,500	\$4.00	\$30,000.00
164-500	Landscaping/seeding/fertilizer	LS	1	\$100,000.00	\$100,000.00
247-0817	Flex. Base (Compl in Place) (Ty A GR 1 CL 4)	CY	104,500	\$25.00	\$2,612,500.00
310-0501	Asph Matrl (MC 30)	GAL	100,650	\$1.76	\$177,144.00
316-0520	Asph Matrl (HFRS-2)	GAL	100,650	\$1.24	\$124,806.00
416-0503	Drill Shaft (18 IN)	LF	900	\$23.75	\$21,375.00
420-0513	CL C CONC (ABUT)	CY	48	\$452.83	\$21,735.84
420-0514	CL C CONC (BENT)	CY	36	\$386.83	\$13,925.88
422-0501	REINF CONC SLAB	SF	22,000	\$7.20	\$158,400.00
425-0507	PRESTR CONC BEAM (TY IV)	LF	1,500	\$62.43	\$93,645.00
464-0505	RC Pipe (CL III)(24") Laterals	LF	1,000	\$47.38	\$47,380.00
464-0509	RC Pipe (CL III)(36") Laterals	LF	500	\$71.54	\$35,770.00
464-0512	RC Pipe (CL III)(54") (Outfall)	LF	300	\$173.79	\$52,137.00
465-0574	Inlet (COMP) Special	EA	10	\$875.35	\$8,753.50
467-0600	Safe End TRT (TY II) (24") (RCP) (6:1)	EA	50	\$1,874.75	\$93,737.50
500-0501	Mobilization	LS	1	\$800,000.00	\$800,000.00
502-0501	Barricades, Sign & traffic Handling	MO	18	\$6,698.86	\$120,579.48
508-0501	Construct Detours (CL1)	STA	52	\$2,410.00	\$125,320.00
5249-0501	Temp Sedmt Cont Fence	LF	105,000	\$1.14	\$119,700.00
5249-0502	Temp Sedmt Cont Fence (Rem & Rep)	LF	131,500	\$1.14	\$149,910.00
644-0501	Small Roadside Sign Assembly (TY A)	EA	150	\$214.00	\$32,100.00
666-0500	Pavement Marking	LS	1	\$50,000.00	\$50,000.00
	Traffic Signal Assembly @ US 79	LS	1	\$120,000.00	\$120,000.00
Subtotal Construction Cost:					\$7,708,619.20
Contingencies (10%)					\$770,861.92
Total Construction Cost:					\$8,479,481.12
ROW/Property Acquisition		AC	170	\$10,000.00	\$1,700,000.00
Total Project Cost:					\$10,179,481.12

03/18/2004

**AGENDA ITEM 27**

Consider a resolution authorizing the condemnation of property interests necessary for the construction of the Parmer Lane extension project, and take other appropriate action. (Tomlinson Family Trust, Miller, and Baldwin parcels.)

Moved: **Commissioner Boatright**

Seconded: **Judge Doerfler**

Motion: To approve a resolution authorizing the condemnation of property interests necessary for the construction of the Parmer Lane extension project (Tomlinson Family Trust, Miller, and Baldwin parcels.)

Vote: **5 - 0**

< Attachment >

**IN THE COMMISSIONERS' COURT  
OF WILLIAMSON COUNTY, TEXAS**

**RESOLUTION**

WHEREAS, the Commissioners' Court of Williamson County, Texas, has found and determined that in order to promote the public safety, to facilitate the safety and movement of traffic, and to preserve the financial investment of the public in its roadways, public necessity requires acquisition of fee simple title to 17.616 acres (Tomlinson Family Trust parcel), 4.389 acres (Miller parcel), and 8.986 acres (Baldwin parcel), all described by metes and bounds in Exhibits "A-C", for the construction, reconstruction, maintaining, widening, straightening, lengthening, and operating of County Road 268 (aka Parmer Lane extension), excluding all the oil, gas, and sulphur which can be removed from beneath said real property, without any right whatever remaining to the owner of such oil, gas, and sulphur of ingress to or egress from the surface of said real property for the purpose of exploring, developing, or mining of the same, as a part of the improvements to County Road 268 (aka Parmer Lane extension), at such locations as are necessary and that such constructing, reconstructing, maintaining, widening, straightening, lengthening, and operating shall extend across and upon, and will cross, run through, and be upon the hereinafter described real properties; and

WHEREAS, the Commissioners' Court of Williamson County, Texas, has found and determined that in order to promote the public safety, to facilitate the safety and movement of traffic, and to preserve the financial investment of the public in its roadways, public necessity requires the acquisition of a temporary construction easement in, upon and across 0.055 acre and 0.078 acre (Baldwin construction easements), described by metes and bounds in Exhibit "C" attached hereto, for the purpose of reconstructing driveway approaches to the remaining property as a part of the right-of-way improvements for County Road 268 (aka Parmer Lane extension); and