Creek Road Planning Study

CAMPO Surface Transportation Block Grant Funding Application FY 2028 – 2031

City of Dripping Springs, Texas
January 31, 2026

DRIPPING SPRINGS
Texas

Open spaces, friendly faces.

Project General Information

PROJECT INFORMATION	
Project Title	Project Name - Creek Road Planning Study
PROJECT SPONSOR INFORMATION	
Agency	City of Dripping Springs
Agency Type	Local Government
Department	Planning
Address	511 Mercer Street, Dripping Springs, Texas 78620
Website	https://www.cityofdrippingsprings.com/
Phone	512-858-4725
Email	GOsborne@cityofdrippingsprings.com
Title	Project Manager
Project Manager	Garrett Osborne
Address – PM	511 Mercer Street, Dripping Springs, TX 78620
Phone – PM	512-858-4725
Email – PM	GOsborne@cityofdrippingsprings.com
PM Experience	Garrett Osborne serves as a Project Manager for the City of Dripping Springs and has extensive experience managing transportation and municipal infrastructure projects involving planning, coordination, and implementation. He regularly acts as the City's primary point of contact and is responsible for coordinating consultant activities, managing project scope and schedules, tracking budgets, and ensuring compliance with applicable funding and reporting requirements. Mr. Osborne has served as Project Manager for multiple federally funded Transportation Alternatives (TA) projects, including the Mercer Street Sidewalk TA Grant and the Middle School / Old Highway 290 Sidewalk TA Grant. These projects required coordination with TxDOT, consultants, and internal City departments, as well as oversight of planning-level development, documentation, schedules, and funding compliance. Through this work, he has developed a strong working knowledge of interagency coordination and local sponsor responsibilities associated with federally funded transportation projects. In addition to grant-funded transportation projects, Mr. Osborne currently manages a broad portfolio of City capital improvement projects, including roadway, pedestrian, drainage, and public facility improvements. His responsibilities include coordinating planning and design efforts, reviewing consultant deliverables, evaluating feasibility and cost implications, and supporting City leadership in project decision-making. His experience overseeing projects from planning through construction provides valuable perspective when evaluating planning recommendations for constructability, phasing, and long-term implementation. Mr. Osborne holds the TxDOT Local Government Project Procedures Qualification (Certificate #99689 - valid through 9/18/2027), reflecting his working knowledge of TxDOT procedures, federal-aid requirements, and local government roles and responsibilities. He will serve as the City's Project Manager for this CAMPO-funded planning effort and will be responsible for coordination, reporting, and sponsor oversight throughout the duration of the project.
Sponsor LGPP Certification Date	9/19/2024 - LGPP

ATTACHMENTS
DS_CreekRd_Project_General_Information

Texas Department of Transportation

Local Government Project Procedures (LGPP) Qualification Training Participants - Completed Training - Sorted by Agency Name

List of students who have successfully completed the LGPP Qualification training class, including their name, office/agency, student type, location, and class completion date. Qualification expires three years after class completion date. Texas Department of Transportation (TxDOT) will not notify individuals when their qualification is about to expire.

Please send updates to lgpo@txdot.gov.

Grouped by student type -- Local Governments (pg. 1), Consultants (pg. 15), FHWA (pg. 28).

Updated: 12/19/2025

Last Name	First Name	Office/Agency	Student Type	City	State	Class Completion Date
Elsaad	Reema	City of Dallas	Local government	Dallas	TX	1/12/2023
Frias	Adan	City of Dallas	Local government	Dallas	TX	1/12/2023
Giraldo	Favian	City of Dallas	Local government	Dallas	TX	8/15/2024
Glass	Steven	City of Dallas	Local government	Dallas	TX	3/7/2024
Gray	Daniel	City of Dallas	Local government	Dallas	TX	4/17/2025
Grigsby	Calvin	City of Dallas	Local government	Dallas	TX	8/15/2024
Haile	Samrawit	City of Dallas	Local government	Dallas	TX	2/29/2024
Jacobo	Lorena	City of Dallas	Local government	Dallas	TX	8/15/2024
Jaser	Hani	City of Dallas	Local government	Dallas	TX	5/9/2024
Johnson	Kristopher	City of Dallas	Local government	Dallas	TX	1/12/2023
Jones	Tayisha	City of Dallas	Local government	Dallas	TX	3/6/2025
Kelly	Duana	City of Dallas	Local government	Dallas	TX	7/11/2024
Khankarli	Ghassan "Gus"	City of Dallas	Local government	Dallas	TX	8/10/2023
Lane	Tawnya	City of Dallas	Local government	Dallas	TX	5/18/2023
Lopez	Jose	City of Dallas	Local government	Dallas	TX	11/9/2023
Majumdar	Aurobindo	City of Dallas	Local government	Dallas	TX	8/10/2023
Marchione	Joseph	City of Dallas	Local government	Dallas	TX	8/15/2024
Milner	Katlin	City of Dallas	Local government	Dallas	TX	8/14/2025
Mulenga	Abel	City of Dallas	Local government	Dallas	TX	12/14/2023
Ojeda	Yessenia	City of Dallas	Local government	Dallas	TX	10/5/2023
Ortega	Alexis	City of Dallas	Local government	Dallas	TX	4/17/2025
Parmelee	Kathie	City of Dallas	Local government	Dallas	TX	5/15/2025
Pithadia	Mehul	City of Dallas	Local government	Dallas	TX	8/29/2024
Ragland	Anthony	City of Dallas	Local government	Dallas	TX	8/14/2025
Rydberg	Daniel	City of Dallas	Local government	Dallas	TX	1/12/2023
Sakwa	John	City of Dallas	Local government	Dallas	TX	1/12/2023
Salzman	Gale E.	City of Dallas	Local government	Dallas	TX	1/26/2023
Sharma	Dipendra	City of Dallas	Local government	Dallas	TX	3/9/2023
Stokes	Curran	City of Dallas	Local government	Dallas	TX	5/9/2024
Trevino	Tessie	City of Dallas	Local government	Dallas	TX	12/7/2023
Twayej	Haider	City of Dallas	Local government	Dallas	TX	1/11/2024
Veeramallu	Srinivasa	City of Dallas	Local government	Dallas	TX	1/12/2023
White	Derek	City of Dallas	Local government	Dallas	TX	1/12/2023
Yi	Changho	City of Dallas	Local government	Dallas	TX	2/29/2024
Mireles	Luis	City of Del Rio	Local government	Del Rio	TX	1/26/2023
Zapata	Emiliano	City of Del Rio	Local government	Del Rio	TX	3/14/2024
Eastwood	Justin	City of Denison	Local government	Denison	TX	3/7/2024
Egger	Chip	City of Denison	Local government	Denison	TX	3/7/2024
Griffin	Barbara	City of Denison	Local government	Denison	TX	3/7/2024
Parsons	Amanda	City of Denison	Local government	Denison	TX	2/27/2025
Brumfield	Ryan	City of Denton	Local government	Denton	TX	8/15/2024
Cowan	Carlotta	City of Denton	Local government	Denton	TX	7/10/2025
Crain	Trevor	City of Denton	Local government	Denton	TX	5/11/2023
Davidson	Megan	City of Denton	Local government	Denton	TX	1/11/2024
Davis	Robin	City of Denton	Local government	Denton	TX	3/14/2024
Diviney	Rebecca	City of Denton	Local government	Denton	TX	5/11/2023
Fettig	Scott	City of Denton	Local government	Denton	TX	3/14/2024
Fitzpatrick	Colleen	City of Denton	Local government	Denton	TX	8/15/2024
Hale	Dante	City of Denton	Local government	Prosper	TX	1/9/2025
Madhat	Muhamad	City of Denton	Local government	Denton	TX	8/15/2024
Morgan	Haywood	City of Denton	Local government	Denton	TX	1/11/2024
Pedigo	Kyle	City of Denton	Local government	Denton	TX	5/11/2023
Ruiz	Kalli	City of Denton	Local government	Denton	TX	5/11/2023
Upton	Alexandra	City of Denton	Local government	Denton	TX	3/6/2025
Maggiolino	Matt	City of Dickinson	Local government	Dickinson	TX	9/12/2024
Gonzales	Maricela	City of Donna	Local government	Donna	TX	8/8/2024
Nunez	Daniel	City of Donna	Local government	Donna	TX	5/15/2025
Pena	Jorge L.	City of Donna	Local government	Donna	TX	3/9/2023
Betts	Micaela	City of Dripping Springs	Local government	Dripping Springs	TX	4/3/2025
Osborne	Garrett	City of Dripping Springs	Local government	Dripping Springs	TX	9/19/2024
Rice	Craig	City of Dripping Springs	Local government	Dripping Springs	TX	5/11/2023
Sublett	Riley	City of Dripping Springs	Local government	Dripping Springs	TX	5/11/2023

The City of Dripping Springs has 3 employees that are LGPP certified. Riley Sublett can step in as project manager if Garrett Osborne if unavailable.

Project Readiness Assessment

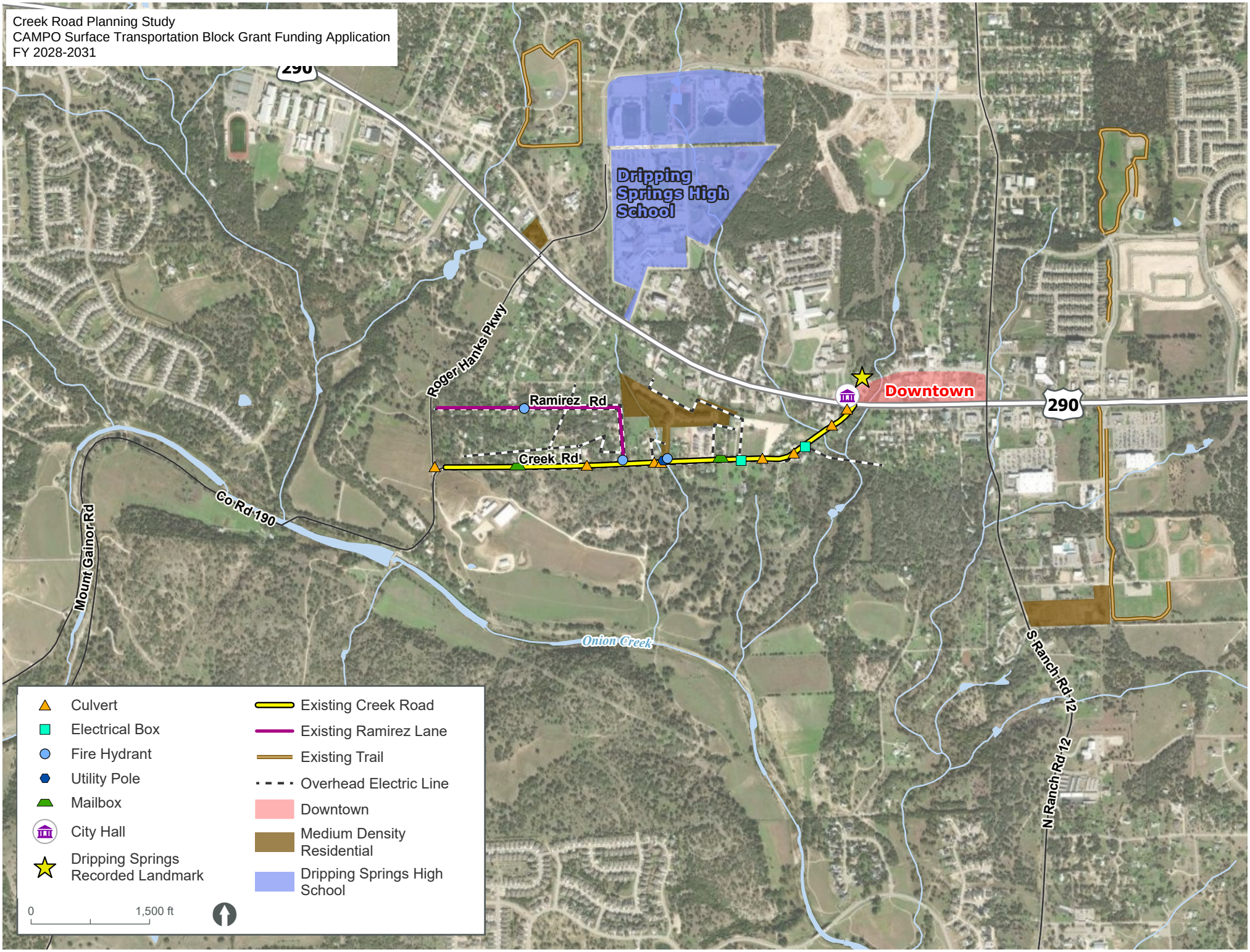
Location
PROJECT LOCATION INFORMATION

County	Hays County
Municipality	City of Dripping Springs
Primary Facility	Creek Road
Limits (From)	Roger Hanks Boulevard
Limits (To)	US 290
Limits (At)	
Project Location (Lat/Long)	**Creek Rd**: Start [30.189548, -98.109629], End [30.192178, -98.092831] **Ramirez Ln:** Start [30.191601, -98.109804], End [30.189560, -98.102031]
Area Type	Rural
Current Functional Classification	Not Classified
Anticipated Functional Classification	Major Collector

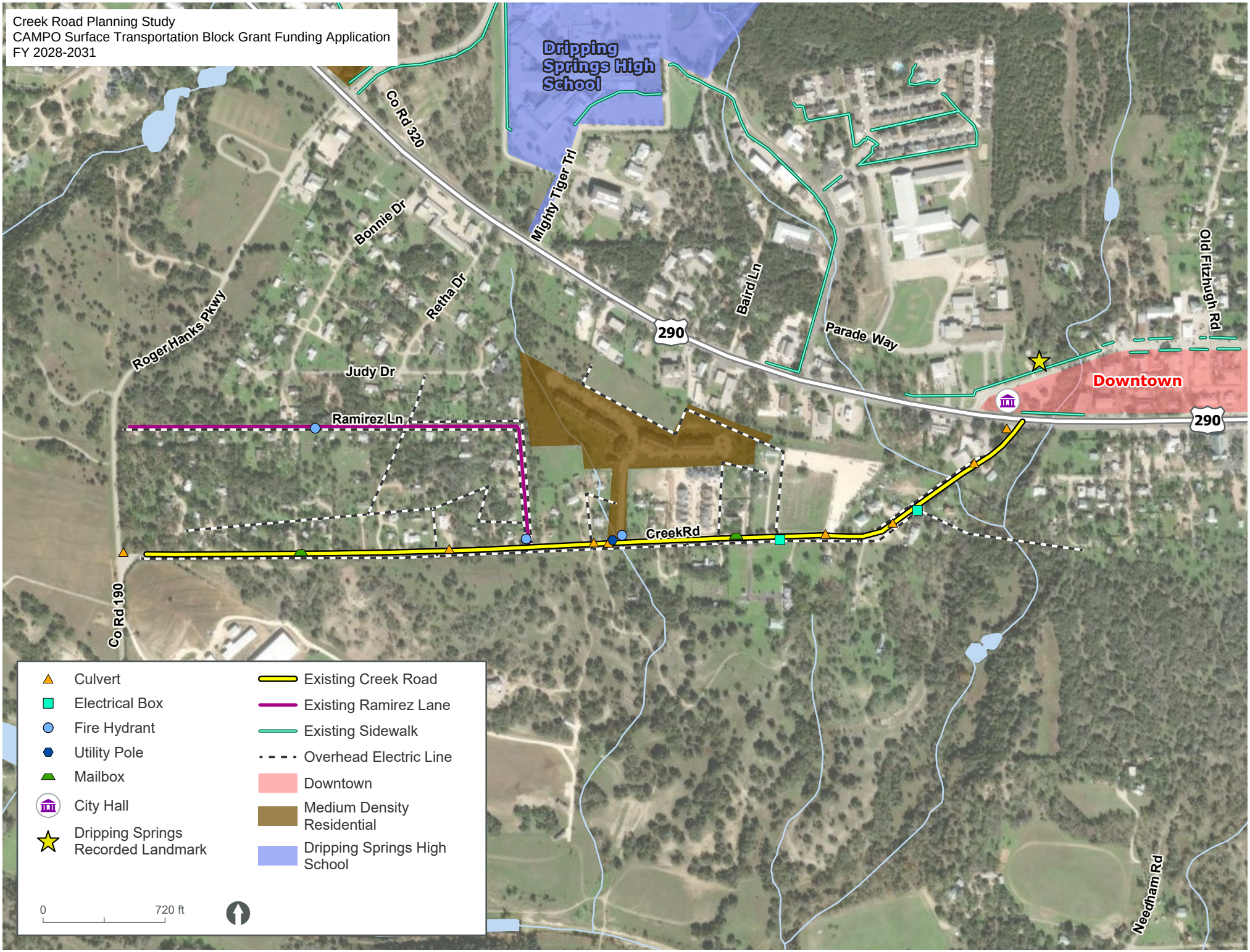
Mapping and Visual Aids
Maps and other visual aids, as appropriate, are required as part of the readiness assessment to ensure accurate evaluation of specific project elements and benefits. Maps files should be provided in PDF format and clearly and accurately demonstrate the project location, limits, program area and other geographic features.

ATTACHMENTS
- DS_CreekRd_Project_ProjectReadinessAssessment_Existing_Conditions_Cross_Sections.pdf
- DS_CreekRd_ProjectReadinessAssessment_RoadwayLimits.kmz

Project Location Map

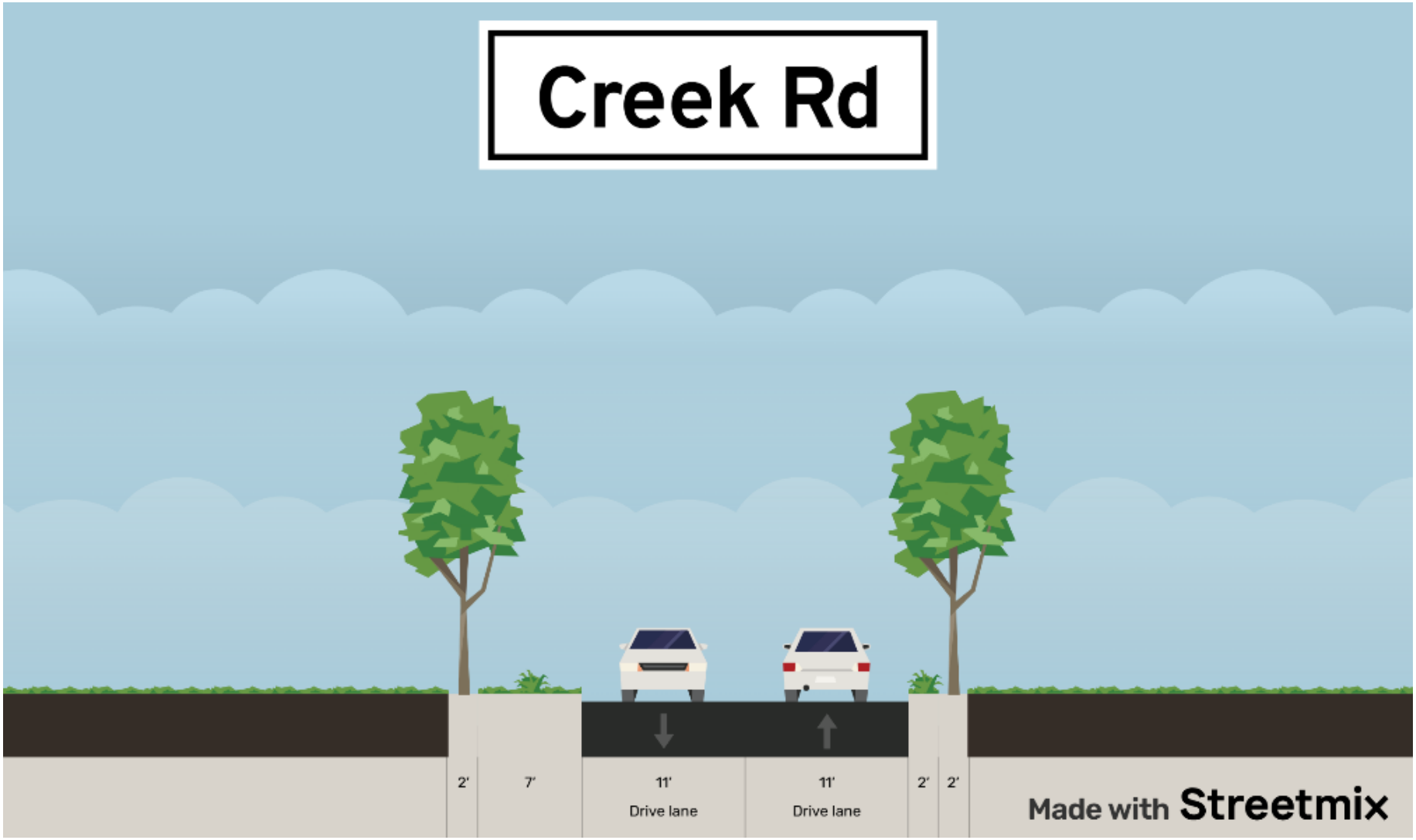


Existing Conditions Overview



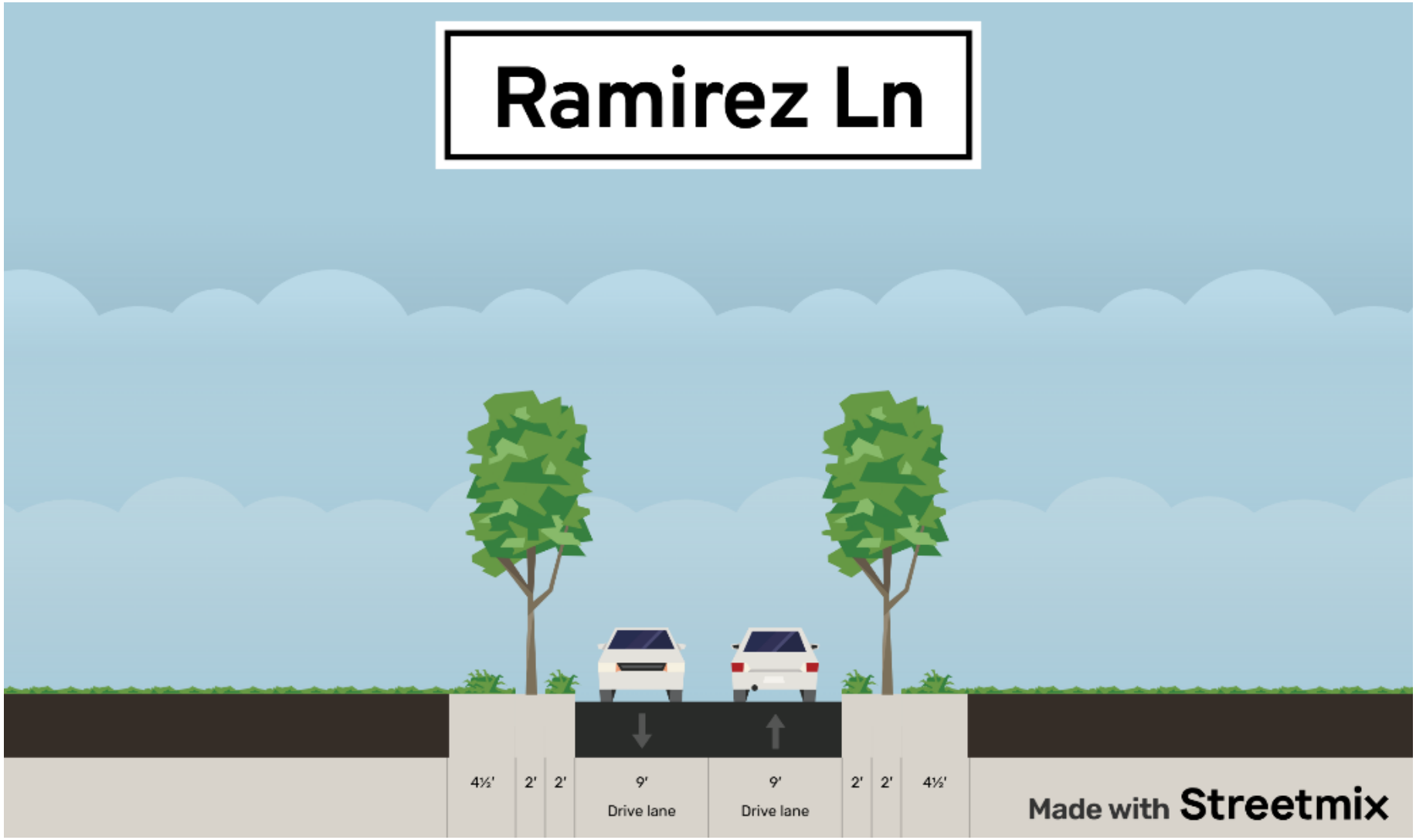
EXISTING CONDITIONS

Typical Cross Section



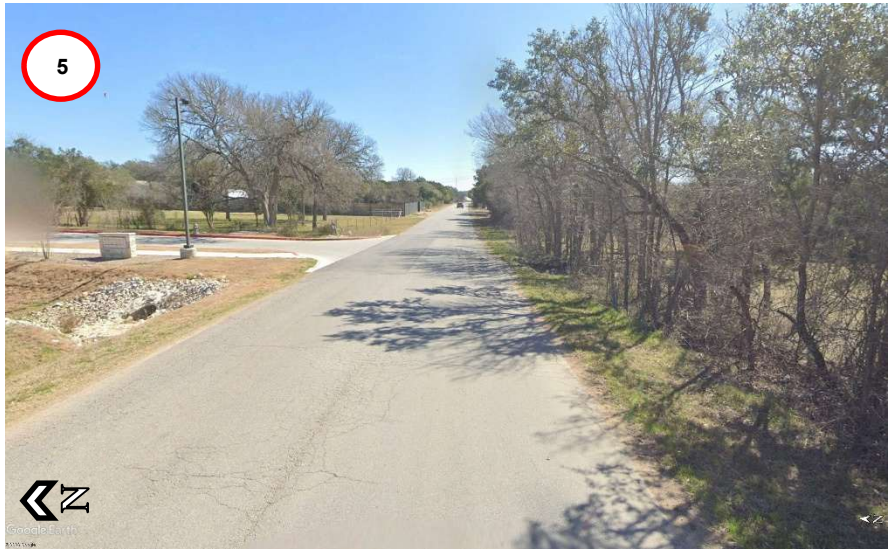
EXISTING CONDITIONS

Typical Cross Section



Field Images

Field Images



Scope

All projects must include a comprehensive, detailed, and accurate line-item scope of activities that have been developed by a professional engineer for infrastructure projects or a planning professional for non-construction projects. The scope must clearly identify all tasks, sub-tasks, and other relevant items proposed for federal funding, provide sufficient detail relative to the complexity of the project, and be consistent with other areas of the application, including the cost-estimate. Sponsors must also include a description of the methodology used to develop the scope in the documentation.

Project scope information
Phases – **Planning**

ATTACHMENTS
Scope Attachment Field
DS_CreekRd_ProjectScope.pdf

CREEK ROAD PLANNING STUDY SCOPE

Located within the City of Dripping Springs, this project represents a strategic planning study focused on Creek Road and Ramirez Lane, two streets that play a vital role in transportation mobility and safety.

The City of Dripping Springs completed a comparable planning study for Old Fitzhugh Road in 2018. The Old Fitzhugh Road project rebuilds the transportation infrastructure to provide a complete street focused on improved multimodal connectivity and safety. We partnered with TxDOT and Hays County to fund construction of the project, beginning in 2026.

Building on that momentum, we look forward to collaborating with partner agencies to address emerging transportation needs within Dripping Springs. The Creek Road Planning Study provides an opportunity to proactively plan for growth, enhance roadway safety, and improve mobility for all users along Creek Road and Ramirez Lane. The following section outlines the scope and vision that will guide this important effort.

SCOPE OF SERVICES

Project Name: Creek Road Planning Study

The Study will cover the entirety of Creek Road from the intersection with Roger Hanks Boulevard to US 290. The Study will also cover Ramirez Lane, a local street which begins at Creek Road and ends short of Roger Hanks Boulevard. The study of both roadways will identify needs and develop a context sensitive transportation vision for the corridors. Additionally, the Study will identify catalytic land use and placemaking opportunities within the corridor. This project will feature two (2) subareas for the purpose of transportation and land use analysis, streetscape design, and community outreach. The following outlines each subarea:

- Creek Road
- Ramirez Lane

Task I. Program Management

This task includes project coordination and administration; preparation of project schedule with key deliverables; preparation of monthly progress reports, invoices, meetings, and coordination activities; preparation of meeting agenda, sign-in sheet, and minutes; Quality Assurance/Quality Control (QAQC); action items log; and other project management activities.

1.1 Project Management Plan – Develop a project management plan (PMP) to outline project team organization, roles and responsibilities, project schedule, project understanding, coordination and communication procedures, document and graphics formatting protocols, filing protocols, project close-out procedures, and other operation information pertaining to project team.

1.2 QA/QC Plan – Develop a QA/QC Plan to document the quality control program to be implemented by the project team. The QA/QC Plan will outline review processes for the deliverables including review for accuracy, completeness, and compliance with contract requirements.

1.3 Management of Work Activities –Manage project activities and work to verify they are in accordance with City, CAMPO requirements and State statutes, regulations, guidelines and the latest codes, practices, criteria, specifications, policies, and procedures, as identified under each task as well as on schedule within Project scope and budget.

1.4 Project Schedule – Prepare a detailed, graphic Project Schedule indicating tasks, internal QC dates, critical dates, milestones, deliverables, and CAMPO review requirements. Review progress during coordination meetings and update the schedule as necessary.

1.5 Invoice Preparation and Submittal –Prepare monthly invoices according to the CAMPO's invoicing procedures.

1.6 Progress Report Preparation and Submittal –Prepare monthly progress reports.

1.7 Kickoff and Coordination Meetings – Prepare an agenda for and attend a kickoff meeting with the City and CAMPO to be held immediately after Notice to Proceed is issued. Additional meetings are required throughout the project:

- One Kick-Off Meeting

- Bimonthly Virtual Meetings with the City and CAMPO (12 assumed)

1.8 Action Tracking Log – Develop and maintain a log of action items in spreadsheet format throughout the project's lifespan, the log will identify action items, their status, responsible parties, date assigned, and date completed.

1.9 Document Control –Create a project mailbox and project folder in SharePoint to govern distribution and file copies of project-related correspondence, reports, plans, and technical data.

1.10 Project Files – Assemble, maintain, and deliver project files (electronic) to the CAMPO with a complete index at project close out.

Task I Deliverables

- Draft and Final Project Management Plan (PMP)
- Draft and Final Quality Assurance/Quality Control (QA/QC) Plan
- Meeting Agenda, Meeting Summaries, Action Tracking Log
- Project Schedule
- Invoices (monthly)
- Progress Reports (monthly)
- Project Files (electronic)

Task II. Public Engagement

Coordinate with the City and CAMPO to develop and execute a comprehensive and inclusive public engagement strategy that will lead to thorough and meaningful participation of various stakeholders in the visioning and evaluation of the study corridor.

2.1 Public Engagement Plan – Create a public engagement plan (PEP) that outlines the timing and purposes of the outreach activities and strategies for successful, meaningful engagement.

2.2 Steering Committee – Develop a steering committee, in corporation with the City and CAMPO, to guide the Study, review the Study's recommendations, and provide a forum for interagency coordination. Members of the steering committee will include staff from CAMPO, the City, TxDOT, City of Dripping Springs Independent School District (DSISD), Hays County, Dripping Springs TIRZ Board, and other agencies, as needed. Provide updates on the planning and design processes and incorporate feedback from the steering committee. With input from the steering committee, develop and confirm a set of principles/goals to guide the development of the Study concept plan and recommendations. Up to two (2) steering committee meetings will be held.

2.3 Stakeholder Identification and Outreach – Work with CAMPO and City staff to develop and conduct outreach to relevant stakeholders. This targeted outreach will concentrate on stakeholders, through direct mailers including but not limited to:

- Business leaders
- Community leaders
- Key homeowner associations and property owners
- Other entities or specific groups recommended by the Steering Committee

Engage and solicit feedback from stakeholders throughout the process and specifically during development of the existing conditions, concept plan, and the implement analysis.

2.4 Public Meetings/ Open Houses – Hold public meetings/open houses both online and in-person in the project vicinity at milestone points during the study to gain the perspective of residents, advocacy groups, homeowner associations, business and community leaders, school boards as well as other stakeholders. Two public meetings will be held throughout the project. The first meeting will present Existing Conditions Analysis and the second will present Draft Recommendations.

- Preparation of Public Meeting Materials and Notifications – Prepare meeting materials including agendas, presentations, maps, and boards for each public meeting (up to three meetings, each with virtual and in-person options). Create meeting announcements and notifications (to be posted by the City and CAMPO) for each public meeting (up to two meetings). Meeting location will be identified by the City.

2.5 Board and Technical Committee Meetings - Develop materials and present study results at the following meetings:

- Two (2) Dripping Springs TIRZ Board meetings
- One (1) Dripping Springs City Council meeting
- Two (2) CAMPO Technical Advisory Committee (TAC)

2.6 Online Engagement – Coordinate with the City and CAMPO on the development of online engagement tools, including but not limited to social media material (to be posted by the City) and a project website. The City will host the website. Produce outreach materials and online engagement tools to be utilized throughout the study.

2.7 Outreach Database – Develop an stakeholder outreach database, with support from the City and CAMPO, that includes relevant information such as a list of outreach participants, contact information, method of engagement, and engagement results.

Task II Deliverables

- Public Engagement Plan
- Materials for the outreach and stakeholder events
- Stakeholder outreach database
- Public meeting / Open House coordination and materials
- Stakeholder outreach meeting coordination and materials
- Steering committee meetings coordination and materials
- Virtual outreach materials
- Public Engagement Summary Report

Task III. Existing and Future Conditions Assessment

Develop an existing and future conditions assessment within the Study limits that includes review of previous plans and studies; data compilation and summary; and identification of issues and needs. The results of this assessment will inform the development of the concept plan and implementation.

3.1 Comprehension Review of Existing Studies, Plans, and Reports - Recently completed land use, transportation and economic development studies and plans should guide and inform the

Study. Collect data from the City, review, evaluate, and summarize current local, state, and regional documents and policies relevant to transportation and supportive land use planning, particularly in the vicinity of the Study area. The summarized information will be included in the draft and final Existing and Future Conditions Assessment Memorandum. At a minimum, the Study will analyze:

- 2026 Dripping Springs Comprehensive Plan – under development
- 2021 Dripping Springs Transportation Master Plan
- 2025 Dripping Springs Downtown Plan
- 2026 Dripping Springs Parks, Recreation, and Open Space Master Plan
- 2021 Hays County Transportation Plan
- 2050 CAMPO Plan
- Dripping Springs Code of Ordinances
- TxDOT proposed project schematics – US 290
- Hays County proposed project schematics – RM 150

3.2 Data Compilation and Summary – Collect and analyze relevant available data to characterize existing and potential future conditions along the Creek Road corridor. The data collection will pay attention to the use of various multimodal transportation related items such as pedestrian and bicycle facilities, streetscapes, and street sections; branding and wayfinding/signage traffic operations, parking, safety; land use related items such as market trends, existing built form and building types, infill development, adaptive reuse, public spaces and the opportunities for economic development, and housing. Specific data items that will be examined as part of components of this study include, but will not be limited to:

- Existing and planned multimodal network connectivity (walk, bike, freight, and auto)
- Appraisal data
- Street cross-sections
- Daily traffic volumes with classifications and speeds at 3 locations
- Peak hour turning movements at 4 intersections
- 24-hour turning movement counts at 3 intersections
- Existing, no build, and future traffic operations
- Vehicle, pedestrian, and bicycle safety analysis
- Active transportation activity levels
- Driveways and other access management considerations
- Available right-of-way
- Zoning and future land use, land suitability analysis, and land use susceptibility to change analysis
- Origin/Destination data, as available, from the CAMPO travel demand model (TDM) and TxDOT local partner data agreements

Develop a series of maps, exhibits, and/or tables illustrating the key takeaways from each data item included in the process.

3.3 Needs Assessment – Conduct a needs assessment that identifies issues within the various Study subareas related to multimodal safety, roadway operations/capacity, network connectivity, infrastructure design deficiencies, quality of life, placemaking, design barriers, land use compatibility, and any other goals/priorities established during the outreach and engagement process. Develop a list of identified issues with accompanying location maps and figures.

Task III Deliverables

- Existing and Future Conditions Assessment Memorandum summarizing analysis and findings from the Review of Existing Studies, Plans, and Reports; Data Compilation and Summary; and Needs Assessment. This Memorandum will include:
    - Compendium of maps, exhibits, and/or tables illustrating the key takeaways from the Data Compilation and Summary process
    - Issues list and maps

Task IV. Drainage

4.1 Detention Assessment - Evaluate detention requirements for Creek Road and Ramirez Lane. Evaluate existing reports, studies, and development plans to develop detention improvement strategies to address the existing and proposed impervious cover.

4.2 Water Quality Assessment - Evaluate existing reports, studies, and development plans to develop a water quality improvement strategy to mitigate the increase in impervious cover on Creek Road and Ramirez Lane. The strategy will consider the TCEQ Edwards Aquifer Protection Program and City of Dripping Springs Water Quality Ordinance requirements.

Task IV Deliverables

- Drainage Memorandum summarizing the drainage analysis, results, and recommendations

Task V. Survey

5.1 Topographic Survey - Perform a topographic survey of Creek for conceptual planning. The surveyor will establish geodetic control on site and contact Texas 811 to coordinate a utility locate. The survey will field-locate found visible features, both horizontally and vertically, including existing on-site structures, drainage features, sidewalks, curb lines, pavement, protected trees, visible above-ground utility appurtenances and utility locate designations. The topographic survey will obtain field elevations throughout the project site and will be utilized in developing a digital terrain model.

5.2 ROW Survey - Perform a ROW verification survey to generally locate property lines for conceptual planning reference.

Task V Deliverables

- Survey files for use in Concept Plan Development

Task VI. Concept Plan Development

Develop a draft conceptual plan based on the Study guiding principles/goals, public and stakeholder input and the needs assessment. This concept plan will identify relevant projects and policies to improve the transportation network and supportive land uses that, if implemented, will enhance mobility, connectivity, safety, and various active transportation options; support economic development with catalytic land use opportunities; and enhance a sense of place.

6.1 Subarea Concepts – Prepare graphics and narrative descriptions of the proposed improvements, potential urban character and placemaking elements, and strategies that are specific to each of the two subareas. The two (2) subarea concepts will each include the following elements:

- Typical Section – two alternatives
- Streetscape Concept – two alternatives

6.2 Traffic Operations Analysis – Develop and apply a traffic operations model using Synchro 12 to analyze existing conditions and proposed improvements for the Creek Road Corridor. The Creek Road model will extend from Roger Hanks Boulevard to US 290 and will include the following intersections along Creek Road:

- Creek Road and Roger Hanks Boulevard
- Creek Road and Ramirez Lane
- Creek Road and Western Springs Apartments Driveway
- Creek Road and US 290

The traffic model will also include surrounding intersections:

- US 290 with Mercer Street
- US 290 with RM 12
- RM 12 with Mercer Street

Identify two weekday peak periods with the highest traffic demand (e.g., AM and PM) and develop peak period models for existing, no-build, and up to two (2) build alternatives. Future year traffic demand will be determined using available data and tools such as historical counts and the City of Dripping Springs Transportation Master Plan (2021) modeling results. Develop operational performance measures to compare the analysis scenarios including but not limited to level of service (LOS), travel time, and network delay. Based on model results and input from City staff and stakeholders, update the model and summarize results for the recommended concept. This information will be summarized into the Traffic Operations Analysis Memorandum.

6.3 Conceptual Layout – Develop a Conceptual Layout for the study corridor. The Conceptual Layout will consist of a rendered roll plot including:

a. Roadway Alignment
b. Roadway Layout including travel lanes, turn lane, active transportation facilities
c. Intersection Layouts (four total)
d. Existing Utilities
e. Existing and Proposed ROW
f. Preliminary Streetscape Details

Task VI Deliverables

- Concept Plan Memorandum including a narrative describing the concept development process; descriptive catalog/toolbox of treatments and strategies considered; visualizations of potential urban character and placemaking elements; cross-sections, and planning-level concept layouts for each of the two (2) subareas
- Traffic Operations Analysis Memorandum summarizing the development and results of the operational model scenario analysis

Task VII Recommendations and Project Evaluation

7.1 Evaluation Categories and Criteria – Develop a set of qualitative and quantitative criteria to assist in evaluating each improvement concept. The broad categories of multimodal mobility, access, safety, urban design and placemaking, land use/environmental compatibility, cost effectiveness, and other project guiding principles/goals will be further defined into evaluation criteria.

7.2 Cost Estimates and Cost-Effectiveness – Develop planning-level cost estimates for the recommended transportation improvements. Evaluate cost-effectiveness for the combined package of improvements within each subarea to determine if the improvements result in sufficient user benefits to justify the cost. Conduct a benefit/cost analysis to support the infrastructure investment in terms of operations and safety.

Task VII Deliverables

- Recommendations Memorandum including sections describing and summarizing the evaluation criteria, cost estimates, and cost effectiveness analysis.

Task VIII. Final Study Report

Document and summarize the component tasks described in this scope into a final Study Report. This document will serve as a synthesis of the component memoranda. The document will be developed using reader-friendly language and use maps and graphics to relay information.

Task VIII Deliverables

- Final Study Report including the following elements:
  - Executive summary
  - Outreach and engagement summary
  - Existing and future conditions assessment
  - Concept plan
  - Recommendations and prioritization
  - Implementation plan
  - Appendices, as needed

Project Schedule

The schedule should reflect all required activities to be successfully implemented in the requested fiscal year, including all applicable requirements detailed in the Local Government Project Management Guide, including, but not limited to, the development and execution of the advanced funding agreement, environmental clearance, design review, and other elements that will significantly impact the project's development schedule.

Fiscal Year Requested – **2027**

ATTACHMENTS

DS_CreekRd_Project_ProjectSchedule_1.pdf

CAMPO Creek Road Planning Study
CAMPO Surface Transportation Block Grant Funding Application
FY 2028-2031

PROJECT SCHEDULE

Project	Task	2026						2027												2028												2029					
		July	August	September	October	November	December	Jaunary	February	March	April	May	June	July	August	September	October	November	December	January	February	March	April	May	June	July	August	September	October	November	December	January	February	March	April	May	June
Creek Road Planning Study	**PROJECT PLANNING AND INITIATION (AFA EXECUTION)**	9 Months																																	
	CONSULTANT PROCUREMENT							5 Months																											
	PROJECT DELIVERY												29 Months																							
	TASK 1- PROJECT MANAGEMENT												24 Months																							
	TASK 2- OUTREACH AND ENGAGEMENT												24 Months																							
	Public Engagement Plan												1 Month																							
	Steering Committee Meetings																1 Month							1 Month											
	Stakeholder Identification and Outreach												18 Months																							
	Public Meetings/ Open Houses															3 Months								3 Months											
	Board and Technical Committee Meetings																	1 Month								1 Month									
	Online Engagement															3 Months								3 Months											
	Outreach Database													3 Months																						
	DELIVERABLE - PUBLIC ENGAGEMENT PLAN												1 Month																							
	DELIVERABLE - PUBLIC ENGAGEMENT SUMMARY REPORT																													1 Month							
	TASK 3 - EXISTING AND FUTURE CONDITIONS ASSESSMENT												5 Months																							
	Comprehensive Review of Studies, Plans, and Reports												2 Months																							
	Data Compilation and Summary													3 Months																						
	Needs Assessment														3 Months																					
	DELIVERABLE - Existing and Future Conditions Assessment Memo																1 Month																			
	TASK 4 - DRAINAGE																4 Months																			
	Detention Assessment																4 Months																			
	Water Quality Assessment																4 Months																			
	DELIVERABLE - DRAINAGE MEMORANDUM																		1 Month																	
	TASK 5 - SURVEY													3 Months																						
	Topgraphic Survey													3 Months																						
	ROW Survey													3 Months																						
	DELIVERABLE - SURVEY														1 Month																					
	TASK 6 - CONCEPT PLAN DEVELOPMENT																12 Months																			
	Subarea Concepts																12 Months																			
	Traffic Operations Analysis																	10 Months																		
	Conceptual Layout																	10 Months																		
	DELIVERABLE - CONCEPT PLAN MEMO																											1 Month								
	DELIVERABLE - TRAFFIC OPERATIONS ANALYSIS MEMO																											1 Month								
	TASK 7 - RECOMMENDATIONS AND PROJECT EVALUATION																											5 Months								
	Evaluation Categories and Criteria																											4 Months								
	Develop Cost Estimates and Cost Effectiveness																													3 Months						
	DELIVERABLE - RECOMMENDATIONS MEMO																														1 Month					
	TASK 8 - FINAL STUDY REPORT																											8 Months								
	DELIVERABLE - FINAL REPORT																															2 Months				
		PROJECT PLANNING, INITIATION, AND PROCUREMENT - 11 MONTHS											**PROJECT DELIVERY - 24 MONTHS**																							

Funding Requirements

Sponsors must indicate the amount of federal funding being requested for the project and phase submitted. This funding request must be consistent with the information provided in the submitted cost estimate and scope. This request is calculated from 80 percent of the scope's cost estimate, with the remaining 20 percent provided by the required local match.

Supporting the federal funding request, sponsors must demonstrate committed funding for the project to support up-front project expenditures, required match, and initial direct payment for project administration. Commitment can be demonstrated through an approved local government resolution, certified financial statement, approved budget, or any other item that clearly demonstrates that the funding is both available and committed to the submitted project.

Note that while funding requirements can be demonstrated in multiple ways, the funding commitment must be issued by an individual or government body with the express legal authority to commit the funding. Further, the funding must be demonstrated to be available to the specific project. If funding is included in a CIP or larger budget document, the budget or CIP must clearly allocate funding for the submitted project and be consistent with the scope, limits, and other information in the application.

Funding Requested	**$189,750**
Required Local Match	**$50,600**
Local Contribution (overmatch)	**$12,650**

Are you requesting Transportation Development Credits for this project?
No

Sponsors requesting Transportation Development Credits (TDC) concurrently through the separate TDC process must indicate this in the application. If a sponsor is awarded TDCs, the federal funding request will be adjusted to account for the loss of local match and ensure the entire submitted scope is fully funded. The adjusted funding request will be used to conduct a concurrent benefit analysis of the project and provide a funding impact analysis to the Transportation Policy Board during the recommendation process. Because TDCs are administered through a separate process and not guaranteed to be awarded, requesting TDCs does not change any of the requirements of the project call process or any other aspect of the readiness assessment, including the committed funding for up-front project expenditures, required match, and initial direct payment for project administration.

Transportation development Credits Requested –

We understand that the award of Transportation Development Credits (TDC) is not guaranteed, the TDCs do not remove the local match funding commitment to the region, and that the application of TDCs and federal funding adjustment will impact the benefit evaluation results of the project.

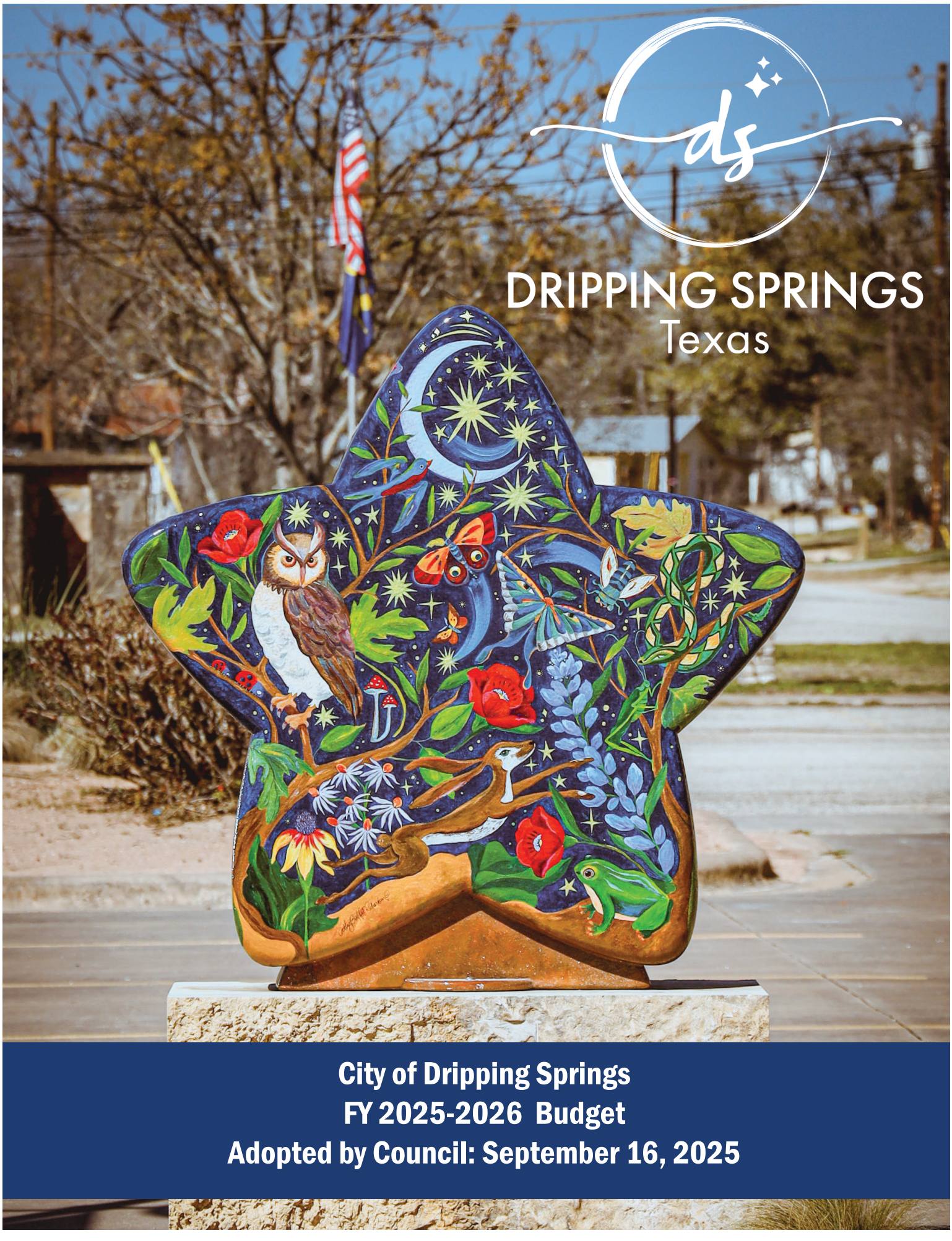
Creek Road Planning Study
CAMPO Surface Transportation Block Grant Funding Application
FY 2028-2031

Fee Summary

CAMPO/Creek Road Planning Study Fee	$ 220,000.00
Direct State Cost (15%)	$ 33,000.00
Total Fee	**$ 253,000.00**

Funding Requested (75%)	$ 189,750.00
Local Match Requirement (20%)	$ 50,600.00
Local Contribution (Overmatch) (5%)	$ 12,650.00
Total Fee	**$ 253,000.00**

The City of Dripping Springs and Dripping Springs TIRZ have approved a budget of $90,000 in funding for Creek Road Planning spread between FY 2026 and FY 2027. A portion of this allocated funding ($50,600) will be utilized as the 20% match and ($12,650) will be utilized as the 5% local contribution (overmatch) for CAMPO STBG grant.



DRIPPING SPRINGS
Texas

City of Dripping Springs
FY 2025-2026 Budget
Adopted by Council: September 16, 2025

	FY 2025 Adopted	FY 2025 Amended	Change	FY 2025 Projected	FY 2026 Adopted
[redacted]					
[redacted]	-	-			
[redacted]					
[redacted]	-	-		[redacted]	
[redacted]					
[redacted]					
[redacted]	-	-		-	-
[redacted]					
Expense					
[redacted]					[redacted]
- Creek Road					45,000.00
[redacted]					

	FY 2025 Adopted	FY 2025 Amended	Change	FY 2025 Projected	FY 2026 Adopted
[redacted]					
- Creek Road					45,000.00
[redacted]					

Project Costs

All projects must include an organized, detailed, line-item, and accurate cost-estimate and budget for the submitted project scope that has been developed by a professional engineer for infrastructure projects or planning professional for non-construction projects or programs. The cost-estimate must be clear and provide appropriate detail relative to the complexity of the project and be consistent with the other areas of the application.

The cost-estimate must be organized and provide sufficient detail to clearly demonstrate every individual component of the project scope, including, but not limited to, all individual infrastructure items, materials, engineering or planning tasks, sub-tasks, deliverables, materials, staff needs and rates, or activities that will be submitted for reimbursement through federal funding.

Supporting the cost-estimate, sponsors must submit the cost-estimation methodology and any other supporting documentation clearly demonstrating how the cost-estimate was developed and what assumptions were used. Cost-estimates without accompanying methodology information or do not clearly indicate a professional methodology with reasonable assumptions will not be considered ready.

The cost-estimate will be reviewed including an assessment of the estimate's assumptions, verification of the cost-data, activity and item descriptions. Regarding inflation and future costs, sponsors must provide estimates for the current cost of implementation or construction at submission. The recommendation process will adjust funding requests for inflation at the current TxDOT rate for the programmed fiscal year being recommended.

ATTACHMENT

The City of Dripping Springs and Dripping Springs TIRZ have approved a budget of $90,000 in funding for Creek Road Planning spread between FY 2026 and FY 2027. A portion of this allocated funding ($50,600) will be utilized as the 20% match and ($12,650) will be utilized as the 5% local contribution (overmatch) for CAMPO STBG grant.

DS_CreekRd_Project_Costs.pdf

Creek Road Planning Study
CAMPO Surface Transportation Block Grant Funding Application
FY 2028-2031

Fee Summary

CAMPO/Creek Road Planning Study Fee	$ 220,000.00
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Creek Road Planning Study
CAMPO Surface Transportation Block Grant Funding Application
FY 2028-2031

		Proj Principal	PM	DPM	QC Manager	Sr Planner	Sr Engr	Sr Environmental Lead	Environmental Engr	Jr Environmental Scientist	Project Planner	Proj Engr	EIT	GIS Analyst	Sr CADD Tech	CADD Tech	Graphic Designer	Public Engagement Manager	Public Engagement Lead	Public Engagement Specialist	Public Engagement Coordinator	Accounting	Admin Assistant	Total
	2028 Rates	$ 389.00	$ 333.00	$ 316.00	$ 333.00	$ 289.00	$ 278.00	$ 333.00	$ 250.00	$ 156.00	$ 178.00	$ 183.00	$ 134.00	$ 178.00	$ 172.00	$ 139.00	$ 150.00	$ 206.00	$ 178.00	$ 156.00	$ 134.00	$ 111.00	$ 134.00	
1	**Project Management**																							
1.1	Project Management Plan		2	2																			4	8
1.2	QAQC Plan			2	2																		4	8
1.3	Management of Work Activities			12																				12
1.4	Project Schedule			6																			2	8
1.5	Invoice Preparation and Submittal			12																		24	4	40
1.6	Progress Report Preparation and Submittal			12																				12
1.7	Kick Off and Coordination Meetings	2	14	14																				30
1.8	Action Tracking Log			2																				2
1.9	Document Control																						8	8
1.10	Project Files																						8	8
	Task Subtotal Hours	**2**	**16**	**62**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**30**	**136**
	Task Subtotal Fee	**$ 778.00**	**$ 5,328.00**	**$19,592.00**	**$ 666.00**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 2,664.00**	**$ 4,020.00**	**$ 33,048.00**
2	**Public Involvement**																							
2.1	Public Involvement Plan			2														4		8				14
2.2	Steering Committee Meetings (2 total)		2	4																				6
2.3	Stakeholder Identification and Outreach																	12			24			36
2.4	Public Meetings/Open Houses		8	8								8					40	8			40			112
2.5	Board and Technical Committee Meetings		15	15									5											35
2.6	Online Engagement																	4		12				16
2.7	Outreach Database																			4	12			16
	Task Subtotal Hours	**0**	**25**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**5**	**0**	**0**	**0**	**40**	**28**	**0**	**24**	**76**	**0**	**0**	**235**
	Task Subtotal Fee	**$ -**	**$ 8,325.00**	**$ 9,164.00**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,464.00**	**$ 670.00**	**$ -**	**$ -**	**$ -**	**$ 6,000.00**	**$ 5,768.00**	**$ -**	**$ 3,744.00**	**$10,184.00**	**$ -**	**$ -**	**$ 45,319.00**
3	**Existing and Future Conditions Assessment**																							
3.1	Comprehension Review of Existing Studies, Plans, and Report		4			4					8	4												20
3.2	Data Compilation and Summary		2								4	2	4											12
3.3	Needs Assessment		2	4			4		4	8	8	8	16	8			8							70
	Task Subtotal Hours	**0**	**8**	**4**	**0**	**4**	**4**	**0**	**4**	**8**	**20**	**14**	**20**	**8**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**102**
	Task Subtotal Fee	**$ -**	**$ 2,664.00**	**$ 1,264.00**	**$ -**	**$ 1,156.00**	**$ 1,112.00**	**$ -**	**$ 1,000.00**	**$ 1,248.00**	**$ 3,560.00**	**$ 2,562.00**	**$ 2,680.00**	**$ 1,424.00**	**$ -**	**$ -**	**$ 1,200.00**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 19,870.00**
4	**Survey, See Direct Costs Below**																							
5	**Drainage**																							0
5.1	Detention		2				20					8				4								34
5.2	Water Quality Assessment	1	4									4	8											17
	Task Subtotal Hours	**$ 1.00**	**6**	**0**	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**12**	**8**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**51**
	Task Subtotal Fee	**$ 389.00**	**$ 1,998.00**	**$ -**	**$ -**	**$ -**	**$ 5,560.00**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 2,196.00**	**$ 1,072.00**	**$ -**	**$ -**	**$ 556.00**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 11,771.00**
6	**Concept Plan Development**																							
6.1	Subarea Concepts		4	4		32					40	8	16											104
6.2	Traffic Operation Analysis		4	8								8	32											52
6.3	Conceptual Layout		8	8		8						16				40	40							120
	Task Subtotal Hours	**0**	**16**	**20**	**0**	**40**	**0**	**0**	**0**	**0**	**40**	**32**	**48**	**0**	**0**	**40**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	276
	Task Subtotal Fee	**$ -**	**$ 5,328.00**	**$ 6,320.00**	**$ -**	**$11,560.00**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 7,120.00**	**$ 5,856.00**	**$ 6,432.00**	**$ -**	**$ -**	**$ 5,560.00**	**$ 6,000.00**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 54,176.00**
7	**Recomendations**																							
7.1	Evaluation Categories and Criteria		4	2							4	4	4											18
7.2	Cost Estimates and Cost-Effectiveness		4	2								8	24											38
	Task Subtotal Hours	**0**	**8**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**12**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	56
	Task Subtotal Fee	**$ -**	**$ 2,664.00**	**$ 1,264.00**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 712.00**	**$ 2,196.00**	**$ 3,752.00**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 10,588.00**
8	**Final Report and Implementation Plan**																							
8.1	Final Report		4	8	4	8					16	16	40				16							112
	Task Subtotal Hours	**0**	**4**	**8**	**4**	**8**	**0**	**0**	**0**	**0**	**16**	**16**	**40**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	112
	Task Subtotal Fee	**$ -**	**$ 1,332.00**	**$ 2,528.00**	**$ 1,332.00**	**$ 2,312.00**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 2,848.00**	**$ 2,928.00**	**$ 5,360.00**	**$ -**	**$ -**	**$ -**	**$ 2,400.00**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 21,040.00**
9	**Direct Costs**																							
	Topographic and ROW Survey																							$15,000
	Data Collection																							$5,000
	Printing																							$1,000
	Boards for Meetings																							$1,500
	Mileage																							$1,500
	Task Subtotal Fee																							**$24,000**
																							Total Hours	**917**
																							Total Fee	**$ 220,000.00**

Project Planning

Summary
Creek Road is anticipated to serve as a critical connection to Downtown Dripping Springs as the roadway network expands, supporting regional and local growth. Area roadway projects, including US 290, RM 12, and the RM 150 extension redistribute vehicular traffic, increasing the demand on Creek Road. Creek Road and Ramirez Lane are both of insufficient width, with limited drainage, and have deteriorating pavement conditions that need to be addressed. The City of Dripping Springs and Hays County have identified Creek Road as a priority roadway for future study and investment.

Existing Conditions
Creek Road is an existing two-lane roadway that is classified as a collector street in the City of Dripping Springs 2021 Transportation Master Plan (TMP). The TxDOT Statewide Planning Map does not currently have a functional classification for Creek Road. Ramirez Lane is an existing two-lane roadway that is classified as a collector street in the City of Dripping Springs 2021 TMP. The TxDOT Statewide Planning Map does not currently have a functional classification for Ramirez Lane. The **Existing Conditions Overview Map** shows the existing conditions and major destinations around Creek Road and Ramirez Lane. Creek Road and Ramirez Lane are both of insufficient width, with limited drainage, and have deteriorating pavement conditions that need to be addressed.

Environmental Constraints
Environmental constraints were analyzed within a 500-ft buffer of the proposed project alignment and are shown in the **Environmental Constraints Map**. Environmental constraints were gathered using publicly available geographic information system (GIS) layers, aerial imagery, and resource agency data. The Study Area is within the Trinity Aquifer and the Edwards Aquifer Contributing Zone. Three wetlands were identified by the U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI), including two riverine wetlands and one freshwater forested/shrub wetland. Both riverine wetlands are unnamed intermittent tributaries associated with Onion Creek. One riverine wetland intersects Creek Road east of Ramirez Lane, and the other intersects Creek Road to the southwest of US Highway 290. The freshwater forested/shrub wetland is located east of Creek Road at the eastern project terminus. Dripping Springs City Hall is located near the eastern project terminus. No religious facilities, schools, health care facilities, libraries, social services, or emergency service facilities were identified within the study area. One petroleum storage tank (PST) was identified by publicly available Texas Commission on Environmental Quality (TCEQ) data. The PST is associated with Dripping Springs Food Mart (601 W Highway 290) along Creek Road near the eastern project terminus. The easternmost portion of the study area is within the Dripping Springs Downtown Historic District. Two historical markers were identified on the Texas Historical Commission (THC) Atlas, including one for W.T. Chapman and one for the Marshall-Chapman Home. The Marshall-Chapman Home is also a Recorded Texas Historic Landmark (RTHL) according to the Texas Department of Transportation (TxDOT) Historic Resources Aggregator. The historical markers and RTHL are located within the historic district at the eastern project terminus. The Texas Parks and Wildlife Department (TPWD) Texas Natural Diversity Database (TxNDD) was reviewed which identified no endangered species within the study area.

Regional Significance
In the future, Creek Road will have regional significance as a facility that serves regional transportation needs including access to and from Dripping Springs outside of the region and access to Downtown Dripping Springs and major planned developments. Future growth in and around the City is expected to attract more vehicular demand on Creek Road as an alternative to regional highway travel as other major roadways such as US 290, RM 12, and RM 150 become increasingly congested.

Future Conditions
The **Regional Significance and Connectivity Map** depicts several major future developments that are planned around and/or adjacent to Creek Rd and Ramirez Ln that will attract more vehicular demand to these roadways, especially given the connection that Creek Rd/Ramirez Ln provide to Downtown Dripping Springs and the future Hays County RM 150 extension to the south. The Thoroughfare Plan

identifies Creek Rd as a future enhanced four-lane divided major arterial and the north/south portion of Ramirez Ln as a two-lane future collector road by 2040. The conceptual plans for Creek Rd and Ramirez Ln will align with the planned developments and address the impact of those future uses.

The TMP determined future traffic growth for the City based on CAMPO 2040 forecasted volumes, historic traffic count data, and anticipated future developments. With the impact of numerous planned developments, the growth rate in the City is anticipated to increase to six percent annually over the next 20 years. The travel demand model (TDM) developed as part of the TMP estimates a 2040 future average daily traffic volume of approximately between 17,000 vehicles per day (vpd), located along Creek Road, to 49,000 vpd, located along US 290 between Roger Hanks Parkway and Rob Shelton Boulevard.

Based on estimated capacities of future roadways, the TDM also estimates PM peak period (3-hour) volume/capacity (V/C) ratios for these roadways. V/C ratios greater than 0.90 indicate traffic volume is near or at capacity level with low speeds, and V/C ratios greater than 1.00 indicate a breakdown in flow. The TMP estimates a 2040 future average V/C ratio of approximately between 0.76, along RM 12 from US 290 to south of Sports Park Road, to 0.98, along US 290 between Roger Hanks Parkway and Rob Shelton Boulevard.

The TDM projections demonstrate that there is a high vehicular demand on Creek Road indicating its attractiveness as an alternative to other roads in the future that are projected to approach or exceed capacity, even with future roadway projects/plans. A planning study on Creek Road will be needed to address how to better accommodate the high vehicular demand on Creek Road in the future to provide efficient operations. Similarly, a planning study on Ramirez Lane will be needed to determine if a connection to Roger Hanks Parkway is needed for fire safety and/or operational efficiency.

Relevant Planning Projects
Several future roadway construction projects/plans are expected on some of the major roadways in the City:

- US 290 Widening: TxDOT plans to upgrade the US 290 corridor from RM 1826 in Southwest Austin to Roger Hanks Parkway in Dripping Springs. The US 290 Breakout Project widens US 290 from Rob Shelton Boulevard to Roger Hanks Parkway from a four-lane divided highway to a six-lane divided highway. Creek Road will serve as a more integral alternate route to RM 12 and US 290.
- RM 12: TxDOT has identified the need to widen RM 12 from a two-lane roadway to a four-lane major arterial in Dripping Springs. Schematic design is funded but funding has not been identified for design and construction. Creek Road will carry higher traffic volumes prior to widening of RM 12.
- RM 150: According to the Hays County Transportation Plan, RM 150 is proposed to be extended to the west beyond its existing intersection with RM 12 to connect to US 290. Hays County has County has funded schematic design for the RM 150 extension. The extension will be phased with initial construction to Mt Gainor Road.
- US 290 & RM 12: This intersection is proposed to be reconfigured as an innovative intersection as part of the TxDOT US 290 Break Out project.
- Creek Road Extension: As shown in the **Future Connectivity Map**, there are preliminary plans to extend Creek Road to tie into Mercer Street north of US 290 as well as signalize the intersection of US 290 and Creek Road. City of Dripping Springs has had preliminary conversations with TxDOT on incorporating this realignment into the US 290 Break Out project.

The Creek Road Planning Study will align these proposed projects and evaluate their impact on Creek Road. The Creek Road Planning Study will also evaluate Ramirez Lane to determine if connecting to Roger Hanks Boulevard provides additional benefit. Recommendations will be developed that can move

forward as part of a Creek Road Conceptual Plan or be incorporated into TxDOT and Hays County projects.

With these improvements on US 290, RM 12, and RM 150, the TDM projections indicate that Creek Road and (Ramirez Lane by potential connection) will serve as attractive options for vehicles seeking alternate routes to their destinations. Creek Road will also provide an alternative to the existing bottleneck at US 290 and RM12. Creek Road, through the potential Creek Road Extension, Creek Road will provide even greater connectivity to Downtown Dripping Springs and destinations north of US 290.

Future Connectivity
The Creek Road Planning Study will evaluate the potential to extend Creek Road across US 290 to Mercer Street at a signalized intersection as shown in the **Future Connectivity Map**. Similarly, the Study will evaluate the potential extension of Ramirez Lane to Roger Hanks Parkway. These connections will consider the operational impacts and weigh those against other constraints such as ROW acquisition, environmental constraints, and community impact.

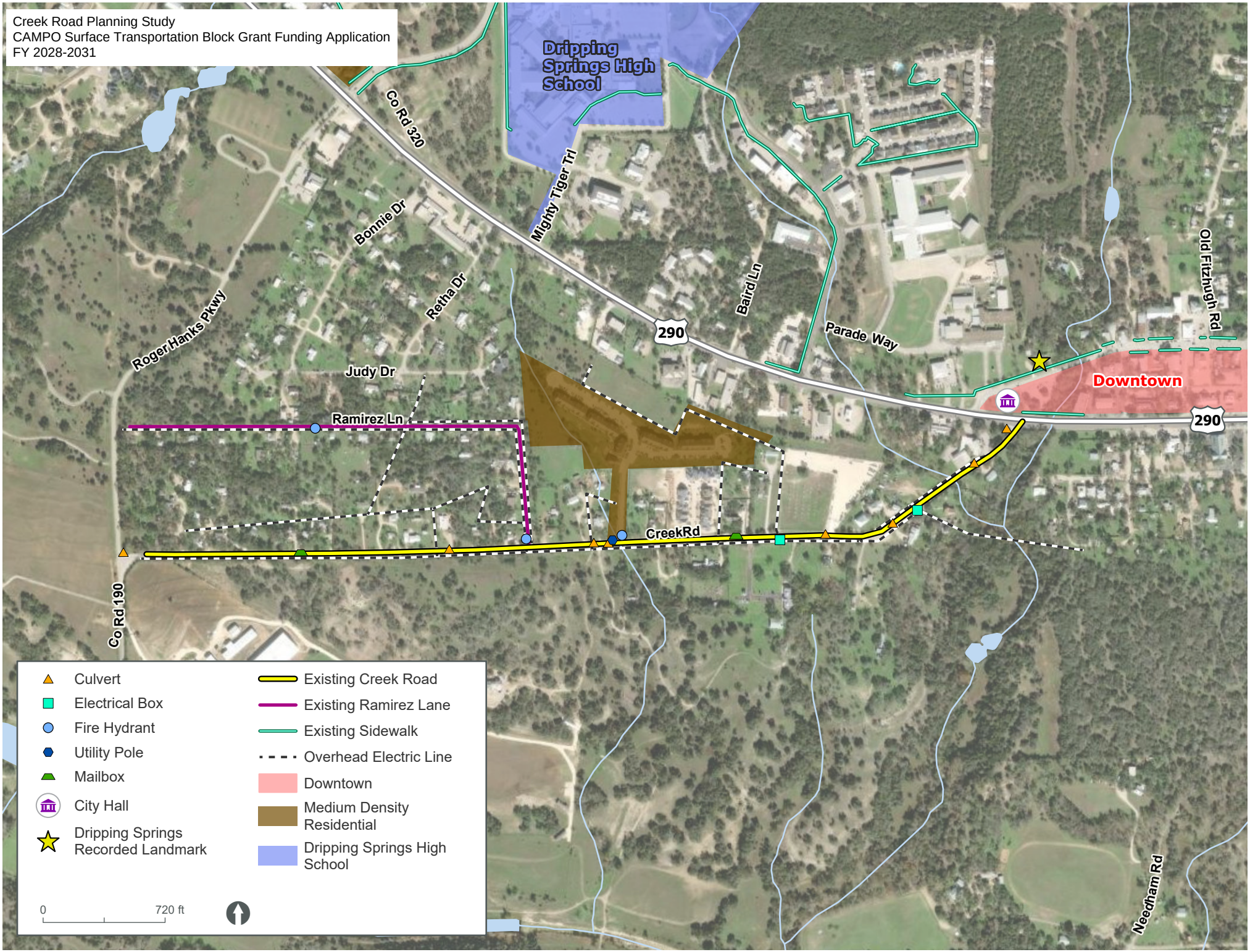
Transportation Safety
In addition to operational efficiency, a planning study will serve to determine necessary safety improvements to Creek Road, the intersection of US 290 and Creek Road, and Ramirez Lane to mitigate future crashes. The **Historic Crashes Map** shows vehicular crashes along Creek Road from 2016 to 2026. During that time, one suspected serious injury crash occurred along Creek Road, and one suspected minor injury crash as well as two possible injury crashes occurred on US 290 near its intersection with Creek Road. The need to study safety concerns and develop plans for crash mitigation will become even more imperative as traffic volumes on Creek Road and Ramirez Lane are projected to grow in the future.

Equity
Creek Road and Ramirez Lane not only serve as regional connections but provide access to a variety of land uses. As the subareas are evaluated, the plan will consider the ever-changing land use context. There is a need to preserve residential access and character in the older area of Dripping Springs on Ramirez Lane while accommodating future mixed-use developments on Creek Road.

Multimodal Connectivity
The Creek Road Planning Study will consider active transportation elements, aligning with the City's TMP. A shared-use path will be evaluated at a minimum of one side of Creek Road. This pedestrian and bicycle facility will provide direct connection to Downtown Dripping Springs, and City Hall, reducing vehicular trips on the roadway network.

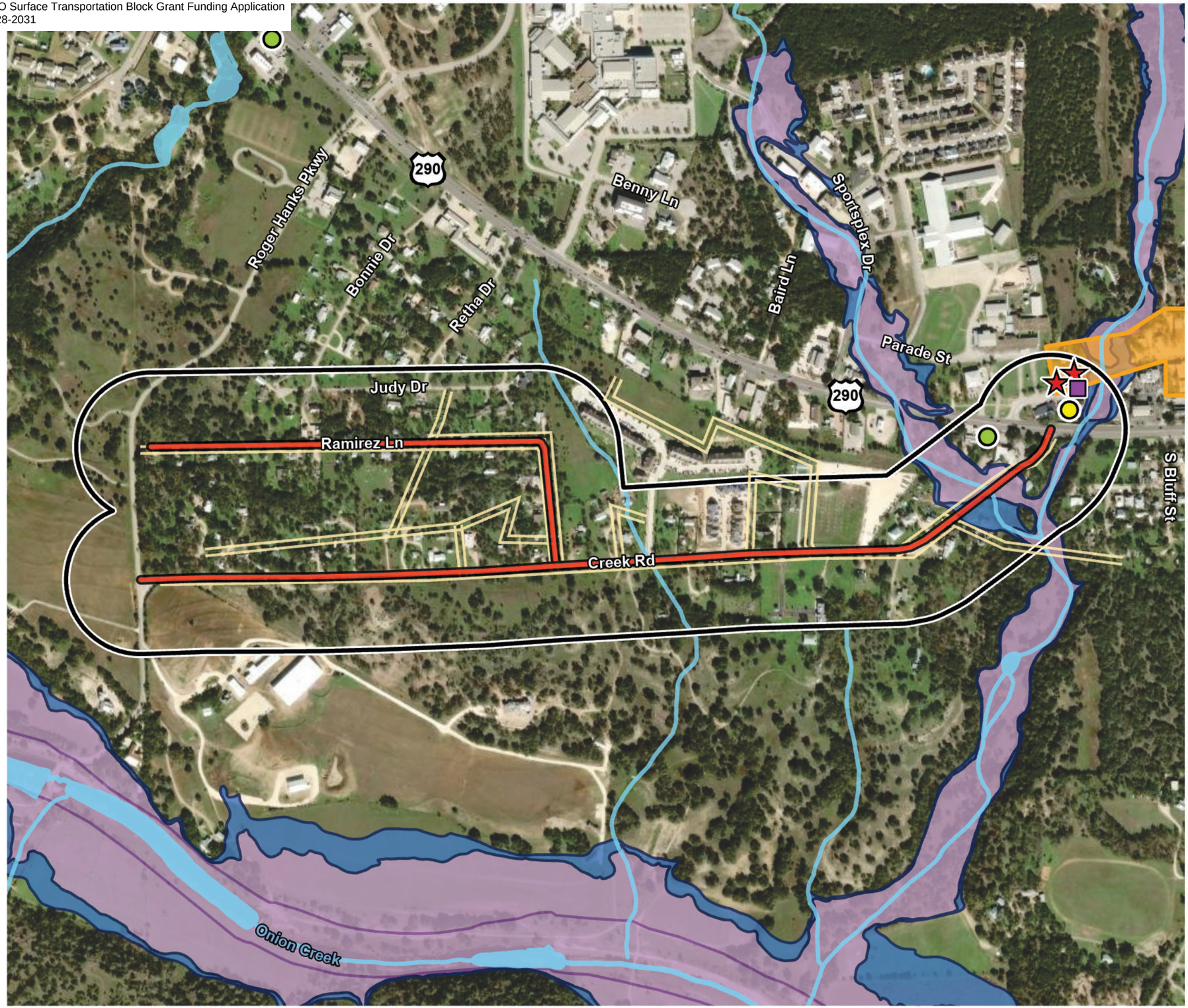
This active transportation element aligns with the City's adopted Parks, Recreation, and Open Space Master Plan to provide trail connectivity along this corridor. An active transportation element will also provide direct connectivity to the City's "Dripping Springs" and a future off-street trail along the creek. The pedestrian connection to the creek provides potential placemaking opportunities that will be evaluated as part of this project. A potential pedestrian underpass under US 290 along the creek should be considered provided easement acquisition is feasible.

Existing Conditions Overview



Creek Road Planning Study
CAMPO Surface Transportation Block Grant Funding Application
FY 2028-2031

Environmental Constraints



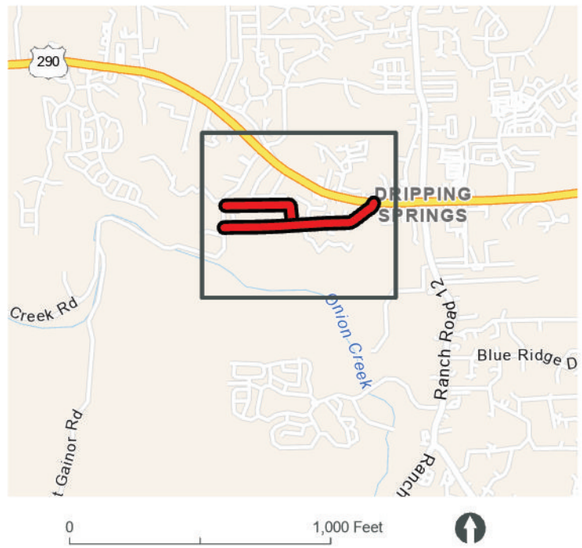
CREEK RD ENVIRONMENTAL CONSTRAINTS
Dripping Springs, Texas

- Project Area
- 500-ft Study Area
- Petroleum Storage Tank
- RTHL
- Historical Marker
- Dripping Springs City Hall
- Dripping Springs Downtown Historic District
- Wetland
- Utility Line

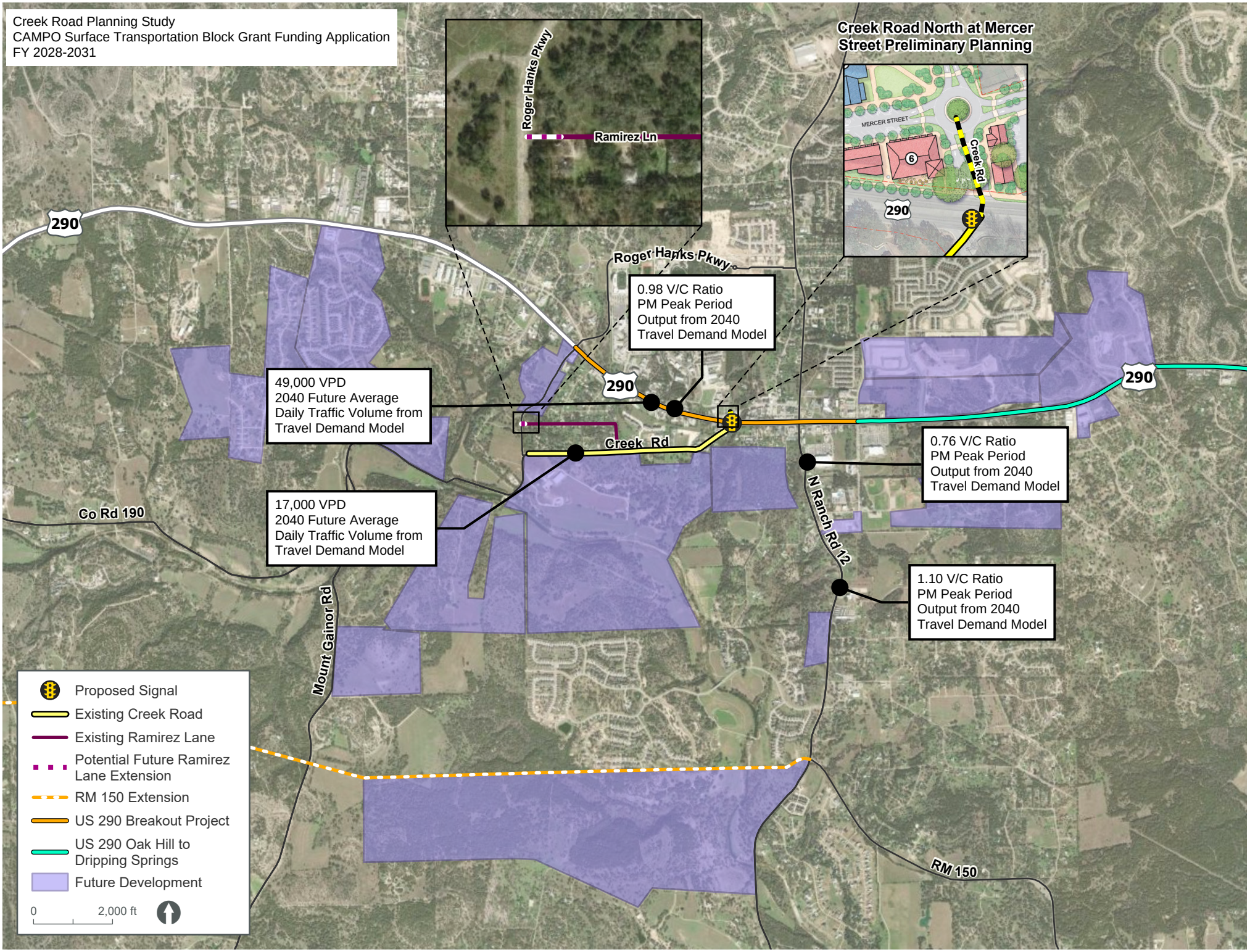
FEMA Flood Zone

- Zone A/AE, 100-year Flood Zone
- Zone X, 500-year Flood Zone

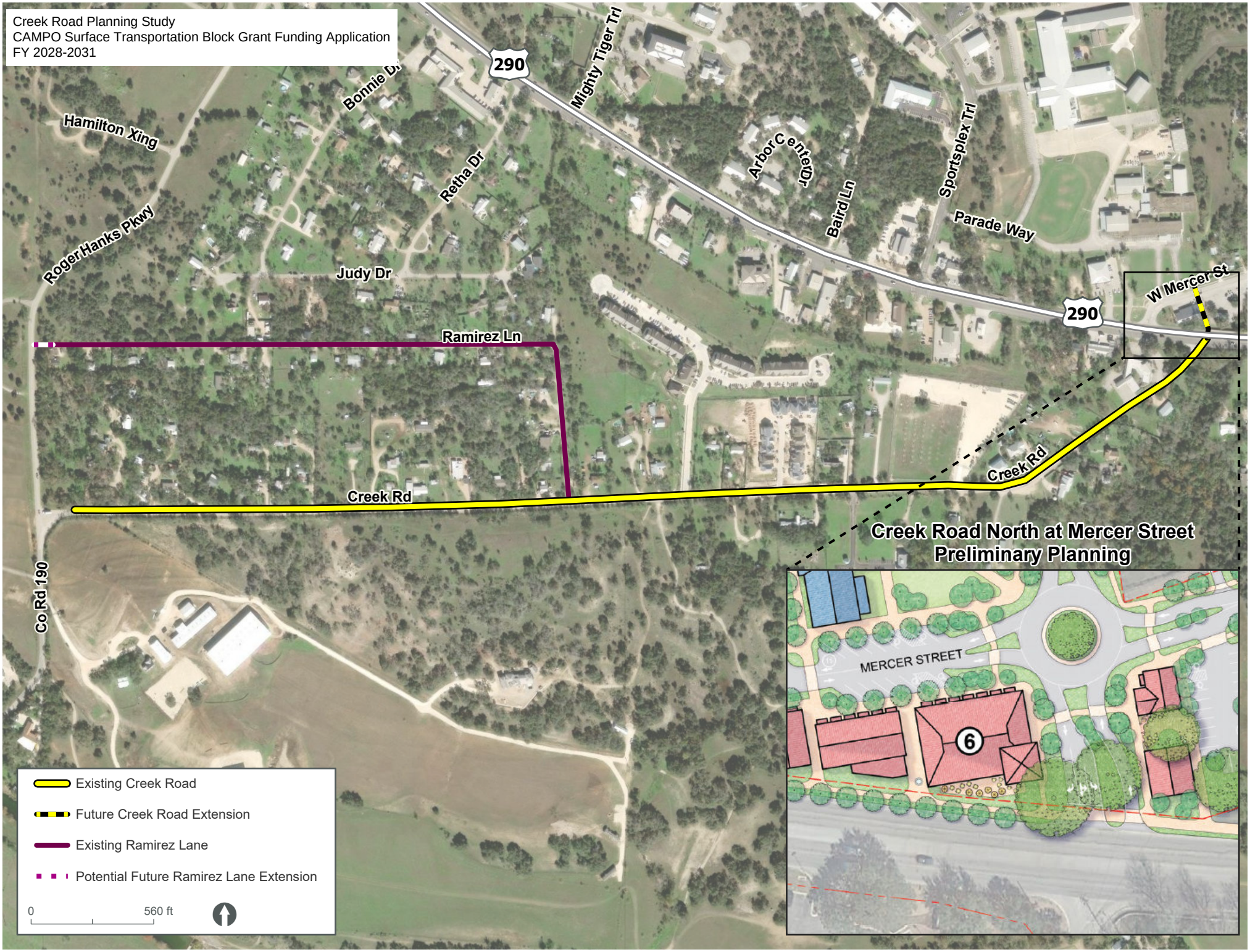
*Entire view extent within Edwards Aquifer Contributing Zone and Trinity Aquifer



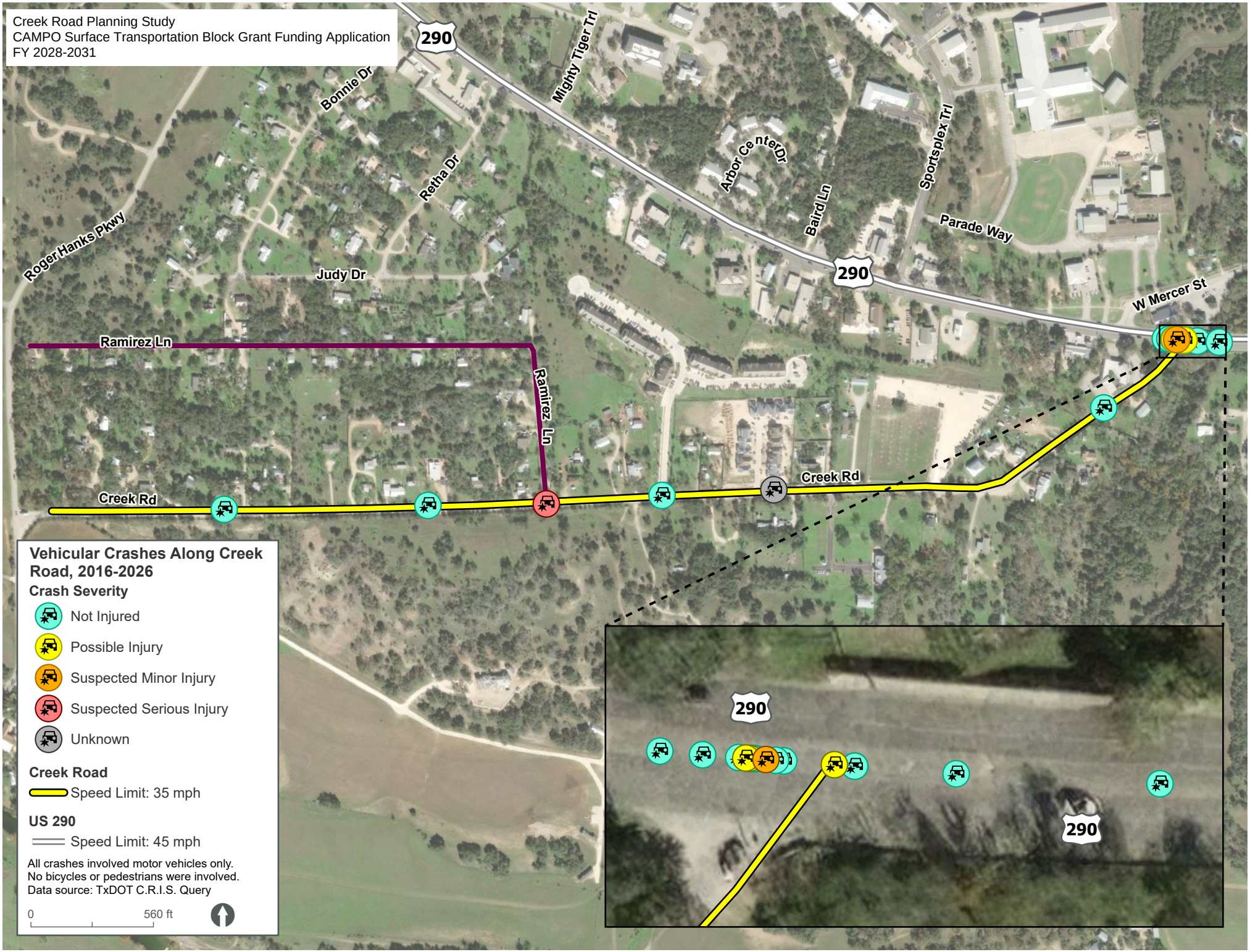
Regional Significance and Connectivity



Future Connectivity

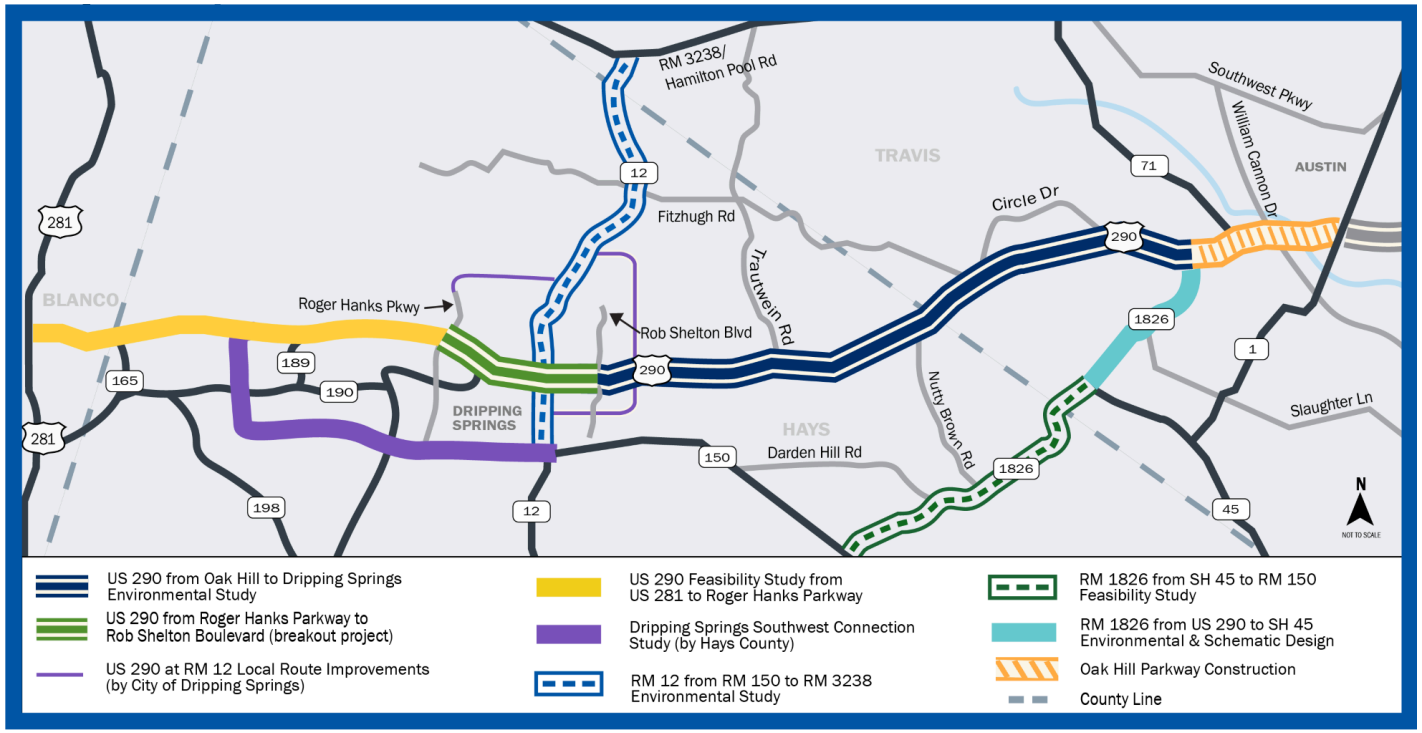


Historic Crashes



US 290 West projects and studies

Due to significant growth and travel demand, TxDOT is constructing and developing several projects and studies along and near US 290 west of Austin. More information about each can be found on the project webpages by clicking on the links below.



Contact us

Email TxDOT Austin District

512-832-7000

TxDOT Austin District
7901 N I-35
Austin, TX
78753

Oak Hill Parkway

TxDOT is widening US 290 to include two-to-three non-stop mainlanes in each direction for through traffic as well as two-to-three frontage road lanes in each direction. The project will also add new flyovers between US 290 and SH 71. Construction is in progress, with completion anticipated in 2026. Visit the project webpage for more information.

US 290 from Oak Hill to Dripping Springs Environmental Study

TxDOT is conducting an environmental study to evaluate long-term safety and mobility solutions along US 290 from RM 1826 in southwest Austin to Rob Shelton Boulevard in Dripping Springs. Visit the study webpage for more information.

US 290 from Roger Hanks Parkway to Rob Shelton Boulevard

Design is underway to upgrade US 290 between Roger Hanks Parkway and Rob Shelton Boulevard from a four-lane divided highway to a six-lane divided highway that includes pedestrian and bicycle accommodations. This breakout project was identified as a need through other studies and community input. Visit the study webpage for more information.

US 290 Feasibility Study (from US 281 to RM 12)

TxDOT began a feasibility study in early 2024 to examine potential improvements to enhance safety and meet future traffic demand along US 290 from US 281 to RM 12 in Hays and Blanco counties. The study will establish an ultimate project footprint that could be used to provide setbacks for new developments. Visit the study webpage for more information.

RM 12 from RM 150 to RM 3238 Environmental Study

Based on public feedback, TxDOT plans to begin a new study for safety and mobility improvements along RM 12 between RM 150 to RM 3238. Some near-term improvements that may be identified as part of this study could be constructed as part of the US 290 from Roger Hanks Parkway to Rob Shelton Boulevard project.

RM 1826 from US 290 to SH 45

TxDOT is conducting an environmental assessment to analyze potential mobility and safety improvements along RM 1826 from US 290 to SH 45 to meet anticipated future traffic demands. Visit the study webpage for more information.

RM 1826 from US 290 to RM 150

TxDOT is constructing short-term improvements and conducting long-range planning to improve safety and mobility along this corridor. Visit the corridor webpage for more information.

RM 1826Feasibility Study (from SH 45 to RM 150)

TxDOT completed a Feasibility Study to assess improvements to operational and safety conditions on a nearly 8-mile segment of RM 1826 to meet future traffic demands. Visit the study webpage for more information.

Dripping Springs Southwest Connection Study (by Hays County)

Hays County is conducting a study to identify a route that will extend RM 150 from the RM 12 intersection and connect to US 290 west of Dripping Springs. Visit Improve150.com for more information.

US 290 at RM 12 local route improvements (by City of Dripping Springs)

The City of Dripping Springs is adding local routes around the intersection of US 290 and RM 12. The projects are funded by others and are in various phases of design and construction. Contact Planning@cityofdrippingsprings.com for more information.

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Safety

Traffic safety

Traffic safety data portal

Severe weather

Cybersecurity

Media

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CITY OF DRIPPING SPRINGS

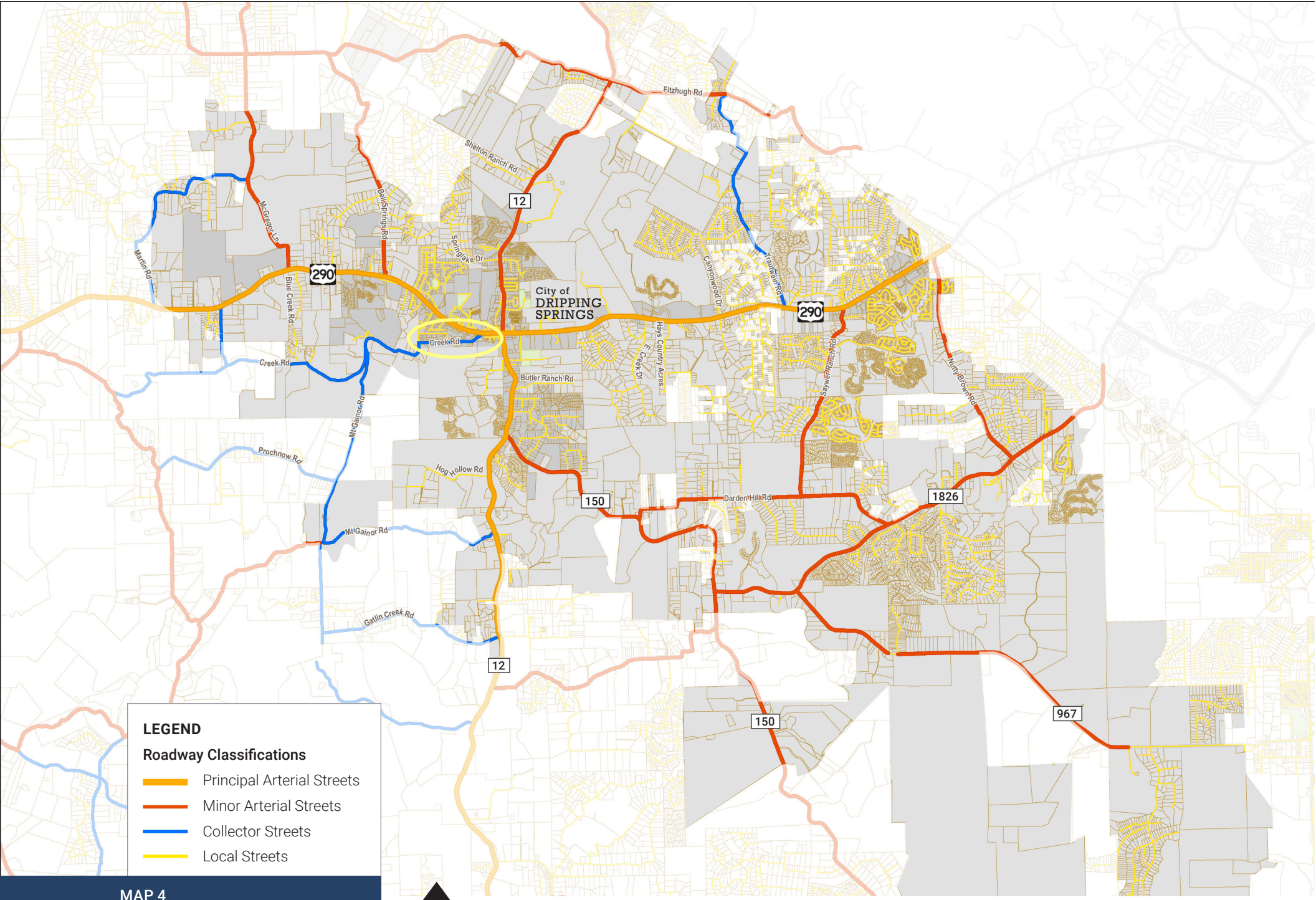
TRANSPORTATION MASTER PLAN

2021

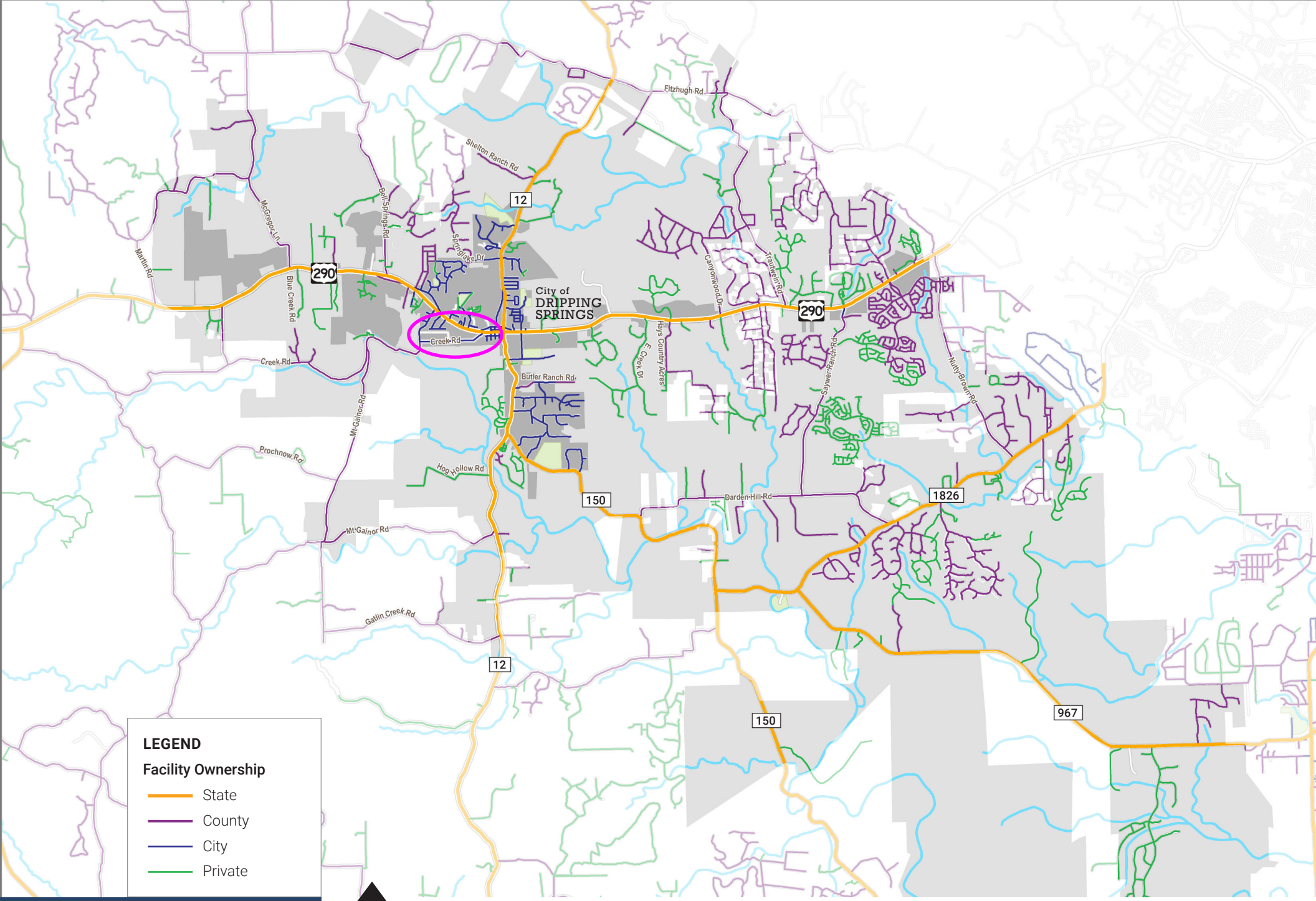
DRIPPING SPRINGS
Texas

Approved 10/19/2021

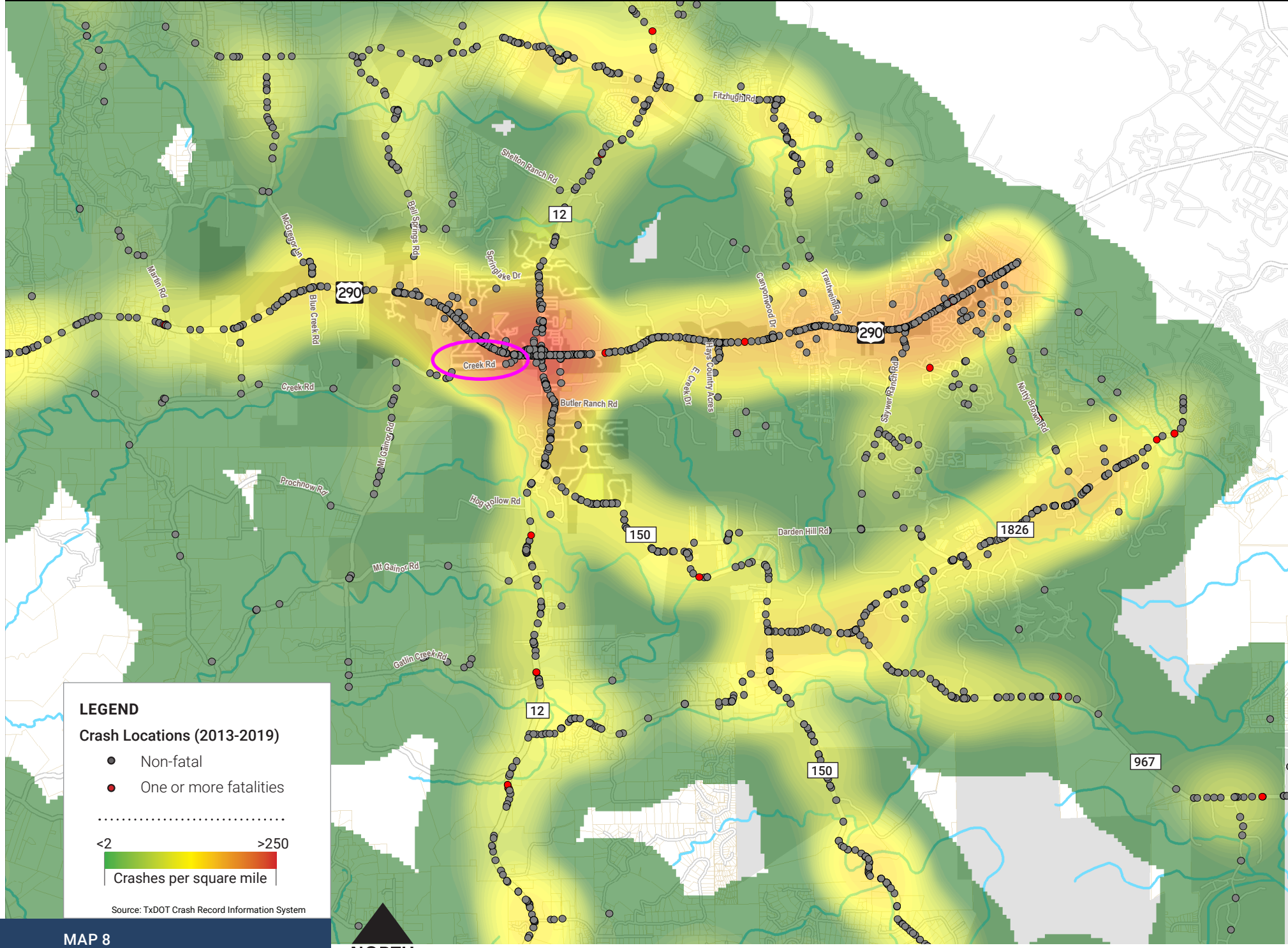
Existing Conditions



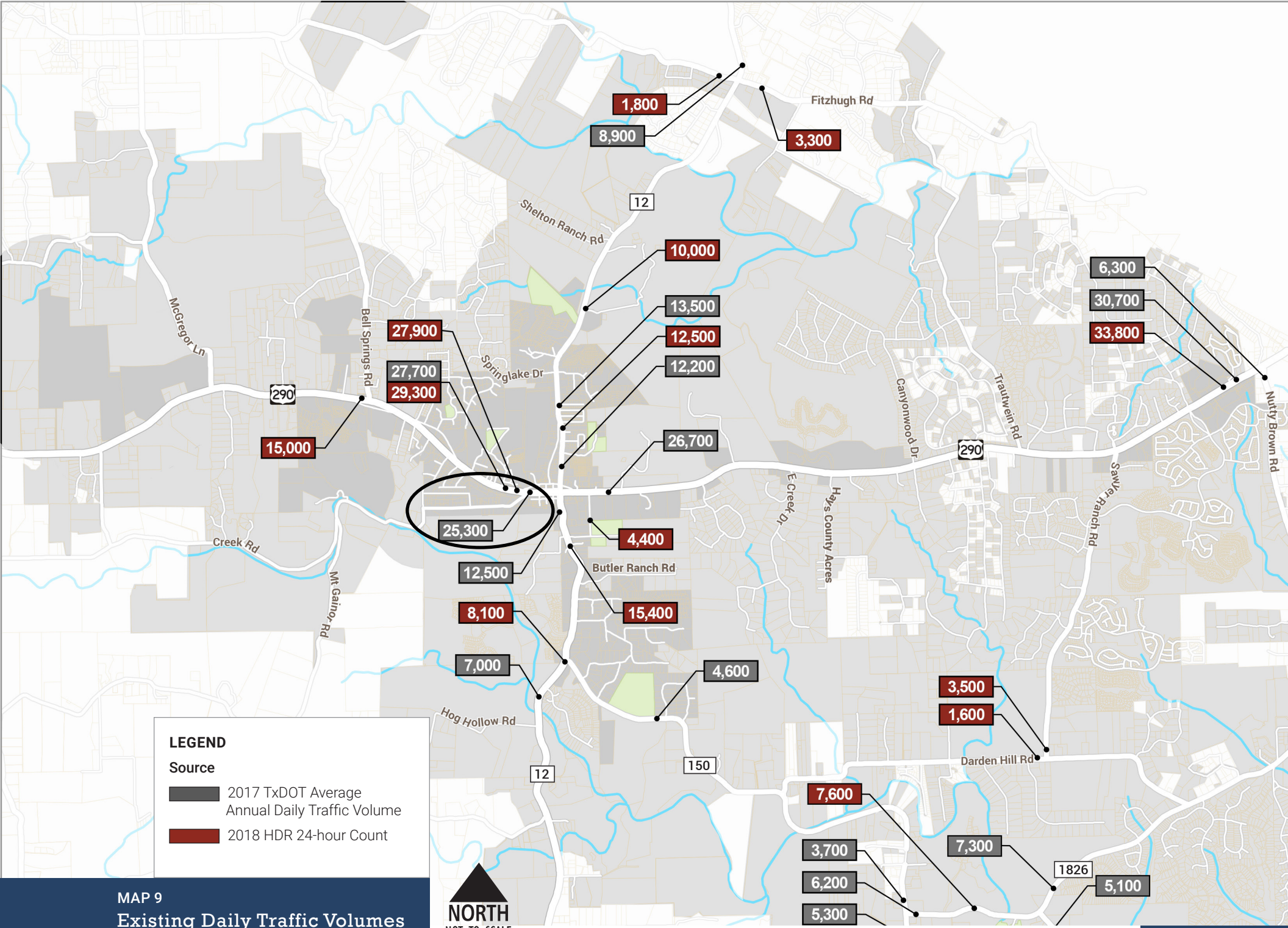
MAP 4
Existing Roadway Classifications



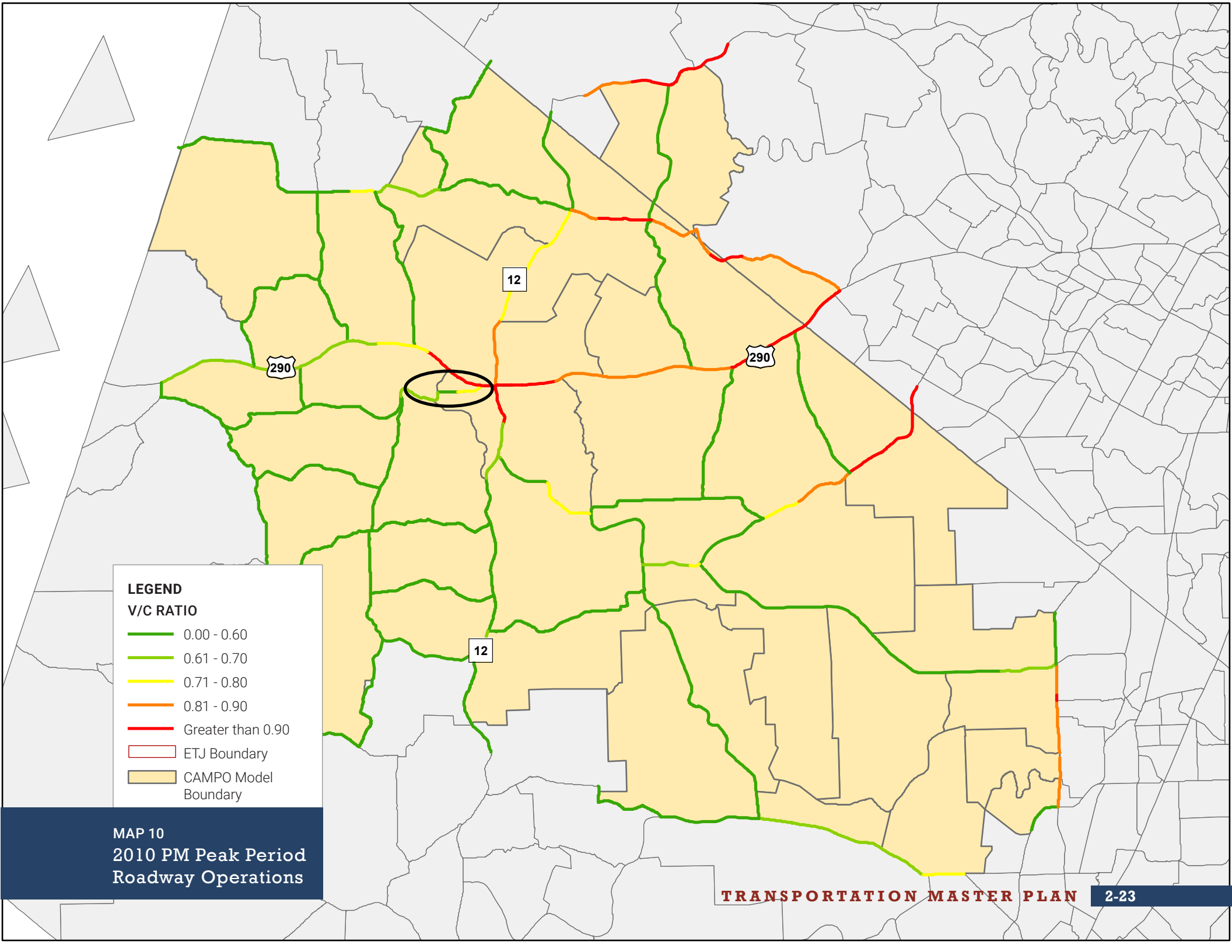
MAP 5
Facility Ownership



MAP 8
Crash History 2013-2019

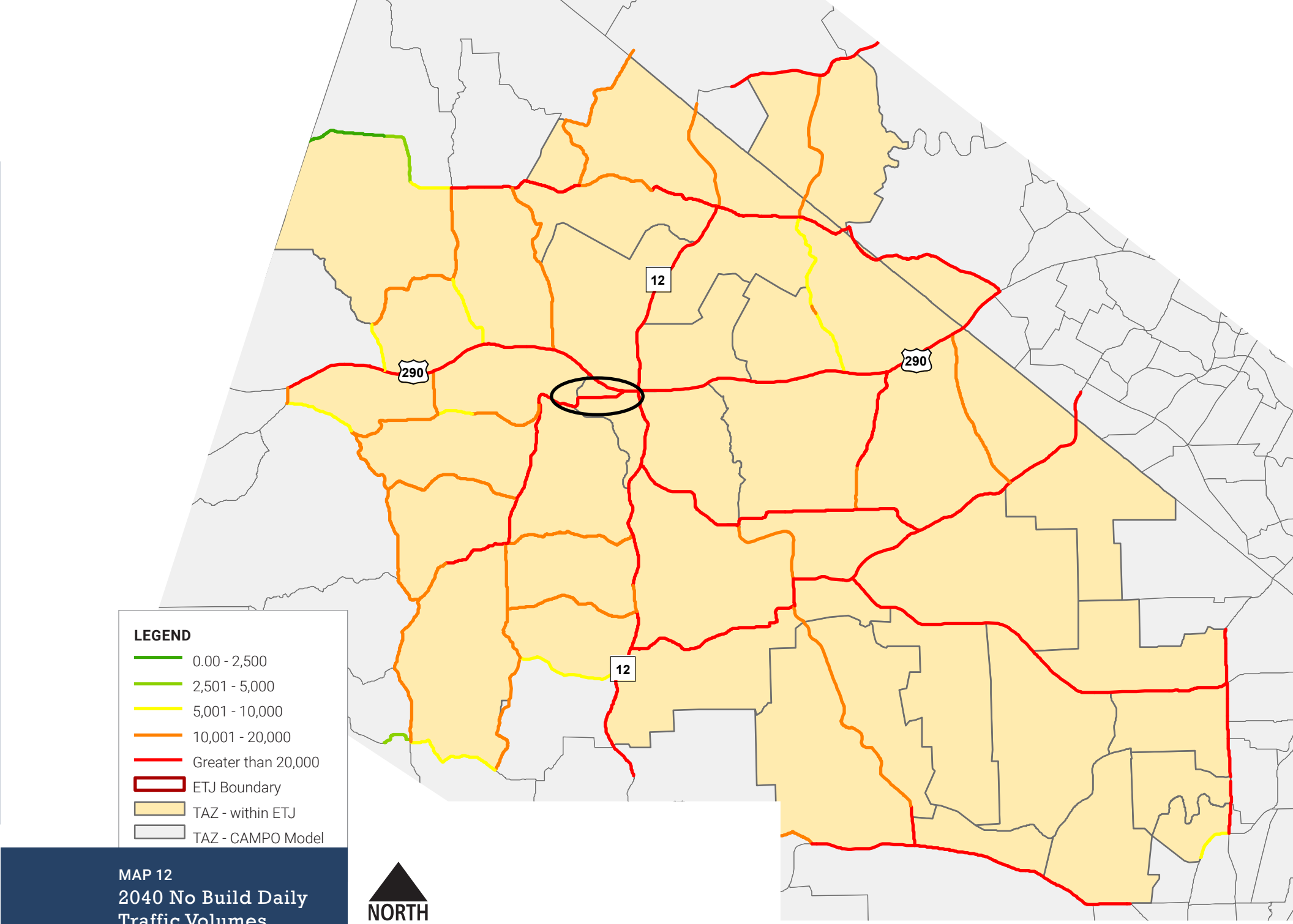


MAP 9
Existing Daily Traffic Volumes



MAP 10
2010 PM Peak Period Roadway Operations

Future Conditions

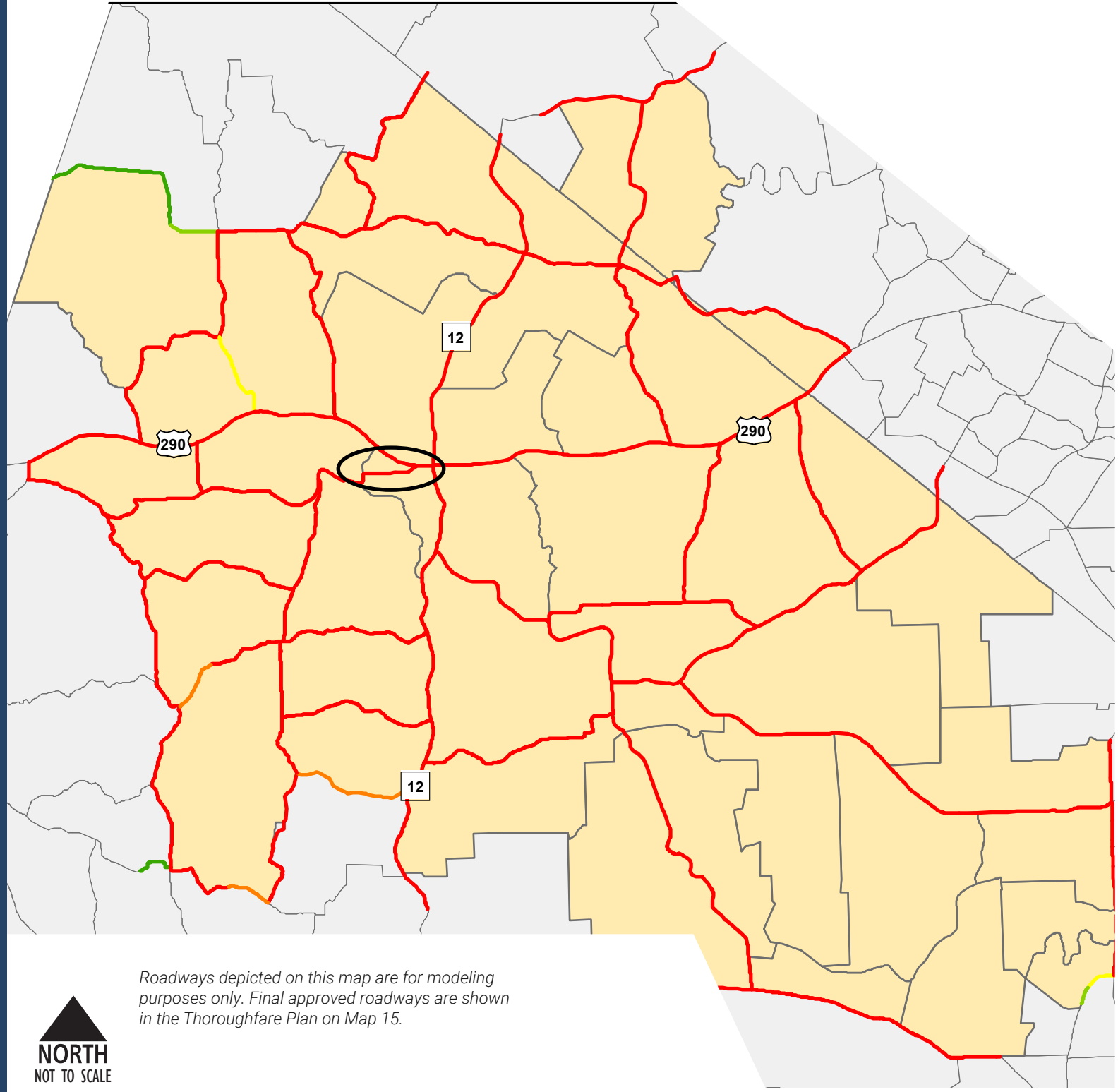


MAP 12
2040 No Build Daily Traffic Volumes

2040 NO BUILD CONDITIONS

2040 No Build conditions evaluate operations of existing roadways without transportation improvements. Most roadways in the Drippings Springs area will operate with vehicle capacity ratios greater than 0.90, indicating that the capacity of the existing roadway will be exceeded with the projected traffic growth.

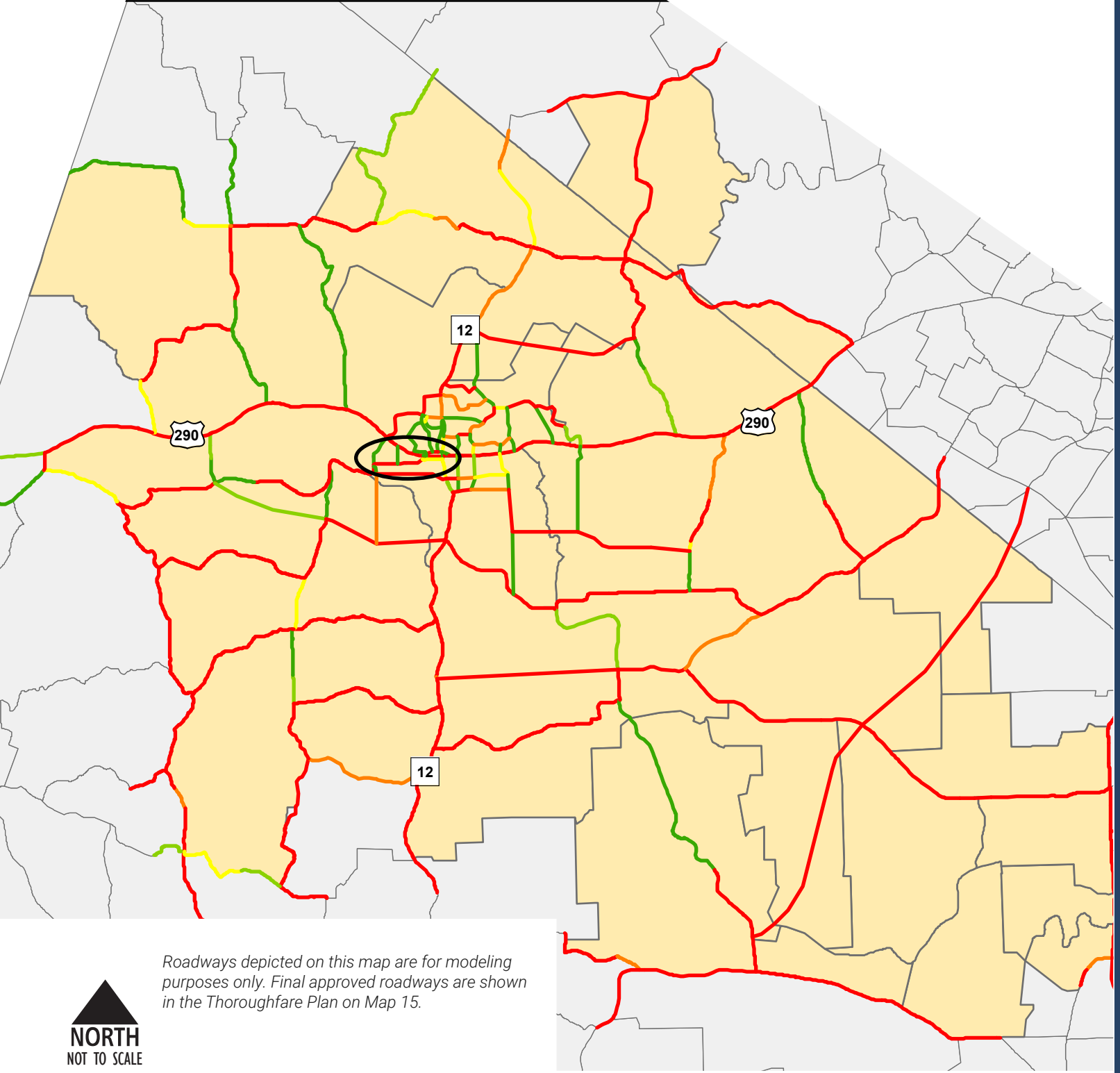
MAP 13
2040 No Build PM Peak Period Roadway Operations



Roadways depicted on this map are for modeling purposes only. Final approved roadways are shown in the Thoroughfare Plan on Map 15.

2040 BUILD CONDITIONS

2040 Build conditions evaluation includes improvements to the transportation system. Roadway widening to add lanes that increase capacity and the construction of new roadways to improve connectivity are recommended. By incorporating new roadways into the Dripping Springs transportation network, the vehicular demand on existing roadways was reduced and traffic congestion decreased. V/C ratios decreased with the recommended improvements, though some roadways are still forecasted to operate over capacity.

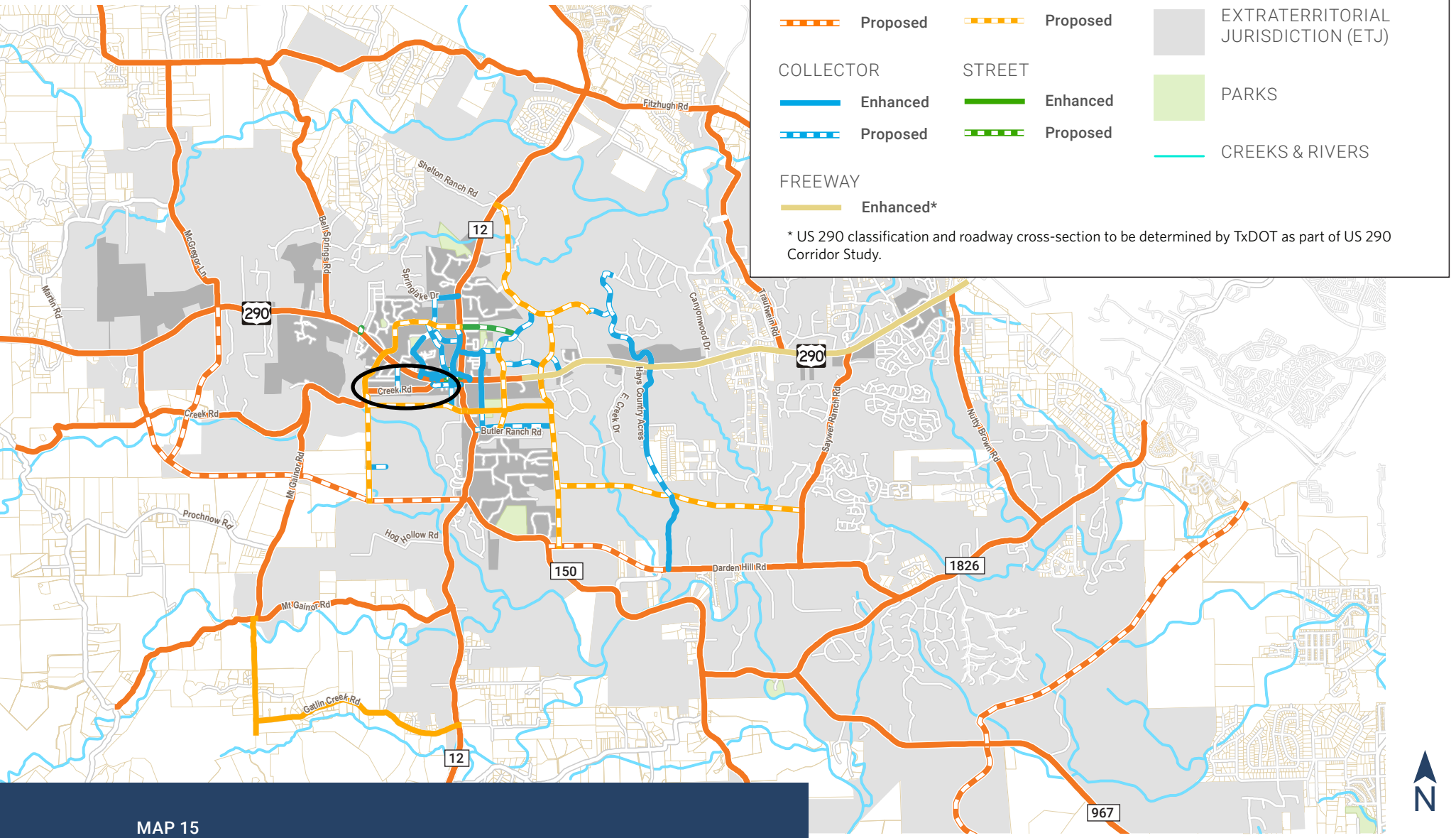


Roadways depicted on this map are for modeling purposes only. Final approved roadways are shown in the Thoroughfare Plan on Map 15.

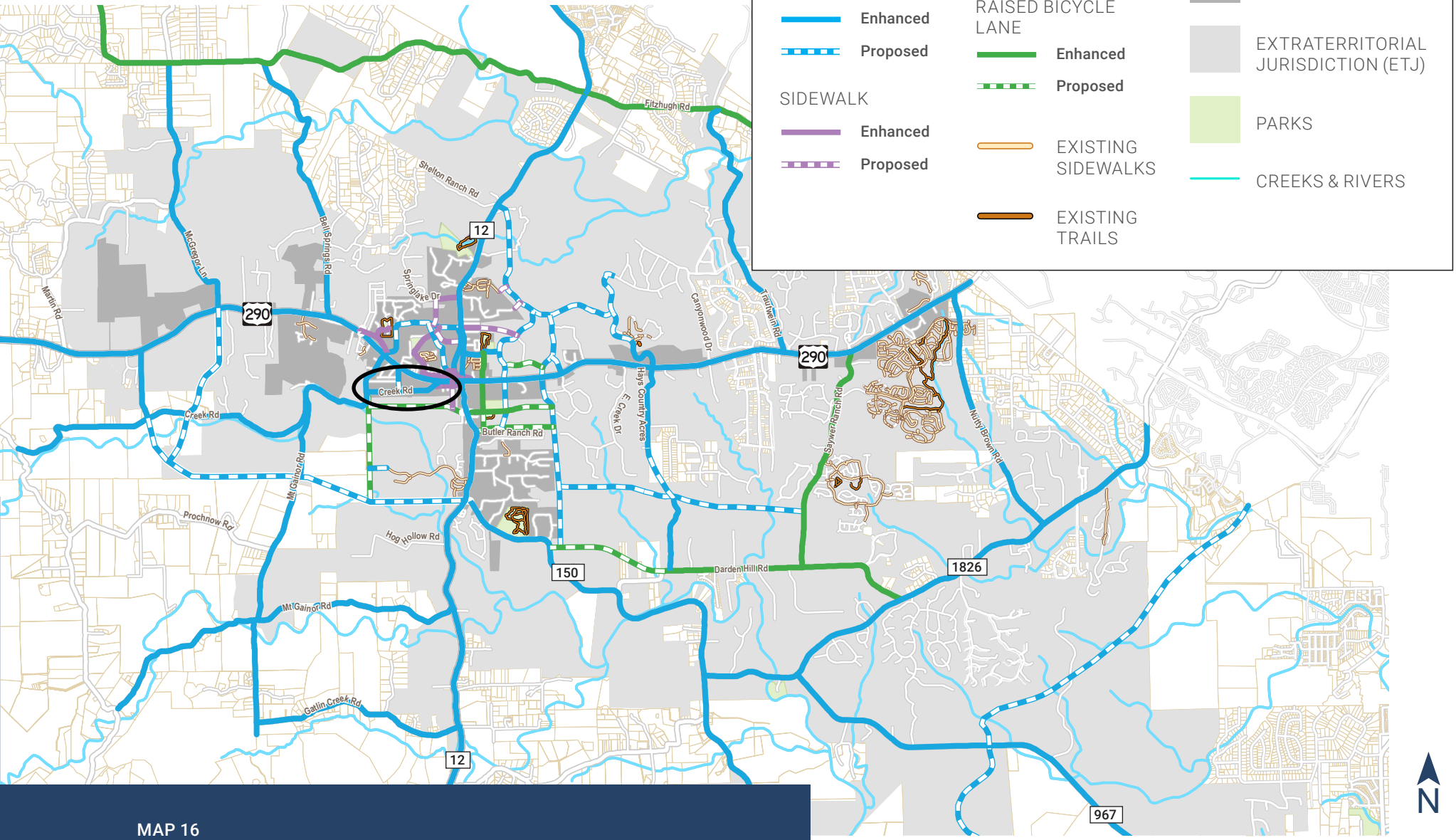
MAP 14
2040 Build PM Peak Period Roadway Operations

LEGEND

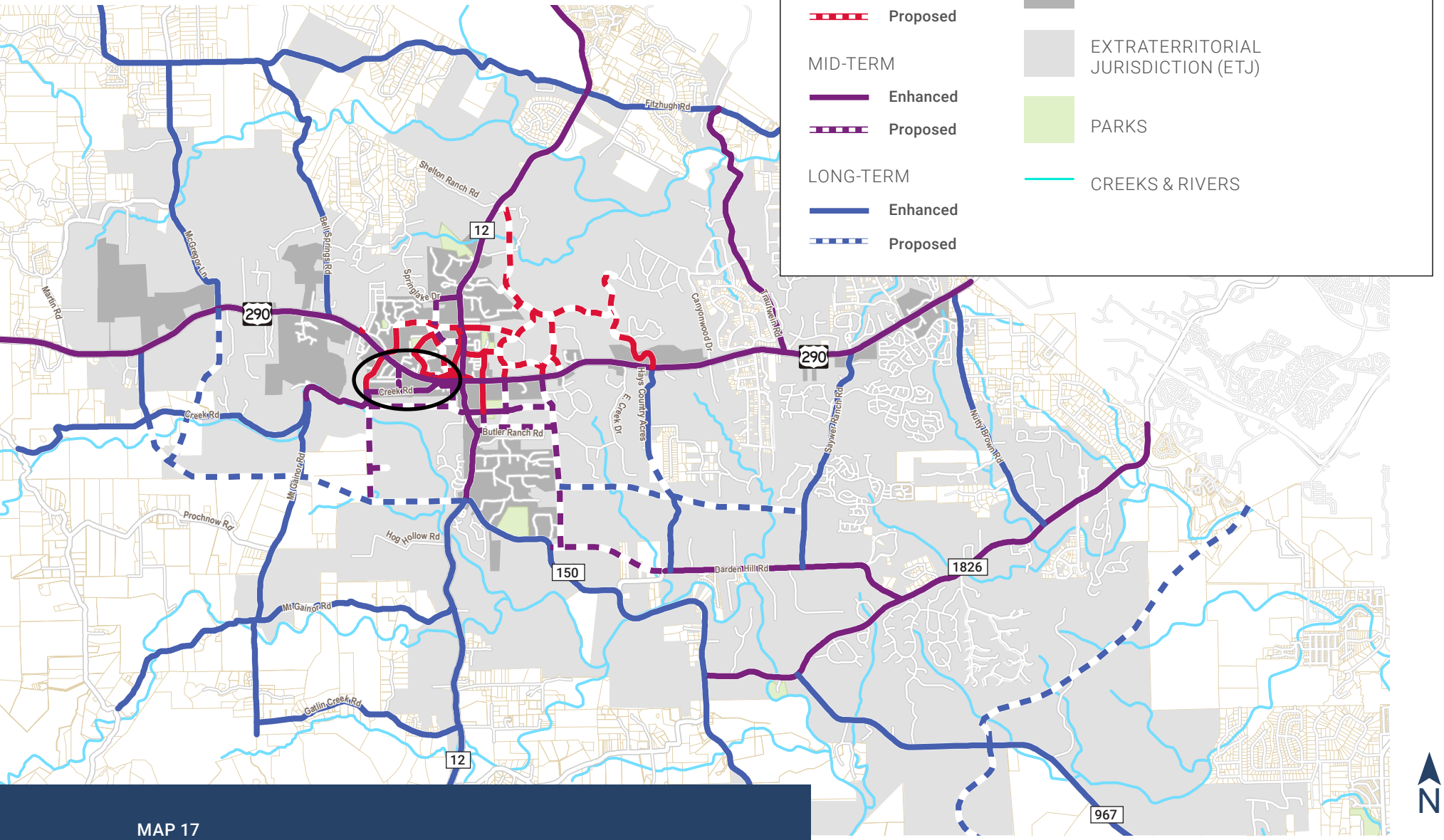
- 0.00 - 0.60
- 0.61 - 0.70
- 0.71 - 0.80
- 0.81 - 0.90
- Greater than 0.90
- ETJ Boundary
- CAMPO Model



MAP 15
Thoroughfare Plan



MAP 16
Multimodal Plan



MAP 17
Prioritization Plan

DRIPPING SPRINGS
Texas

PARKS &COMMUNITY
CITY OF DRIPPING SPRINGS

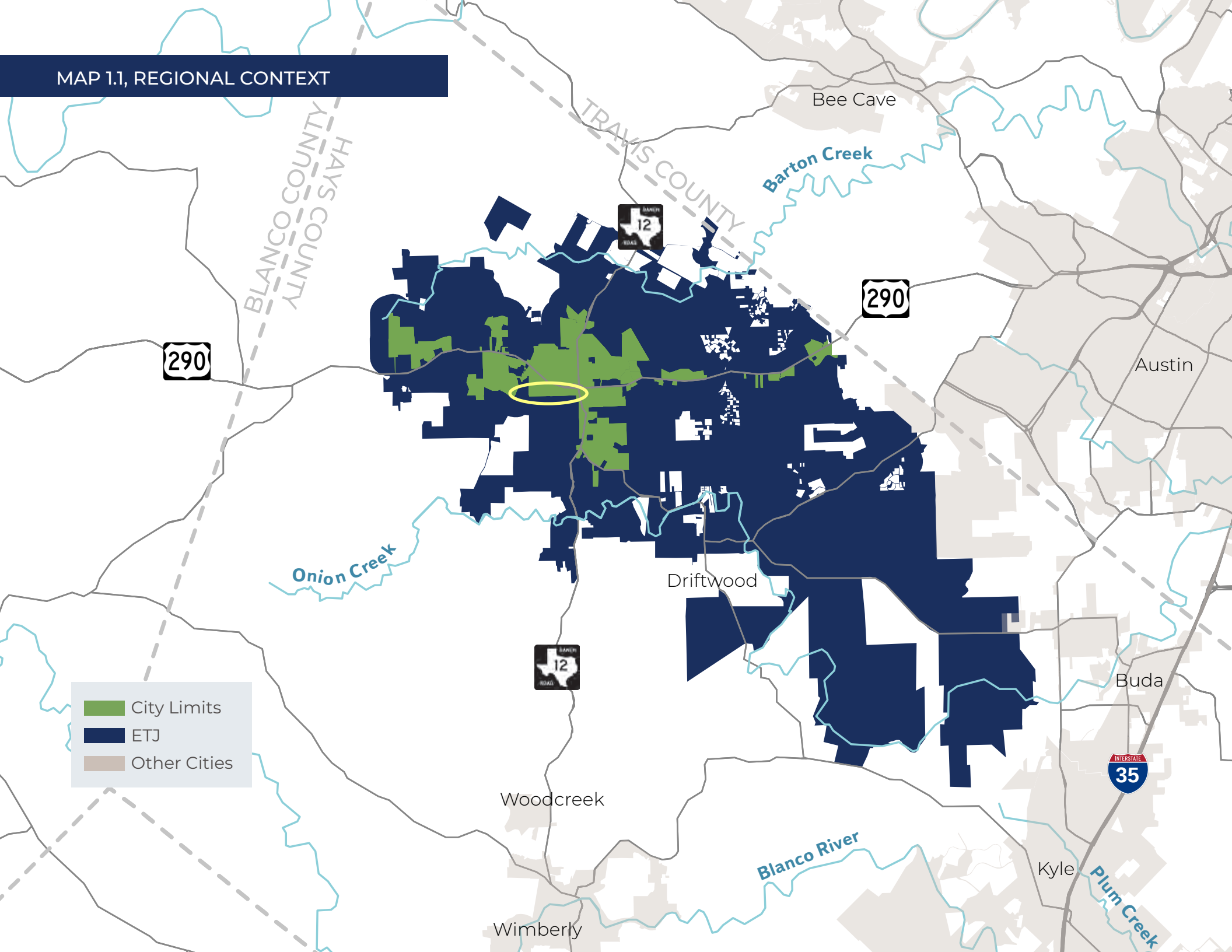
City of Dripping Springs

PARKS, RECREATION, & OPEN SPACE MASTER PLAN

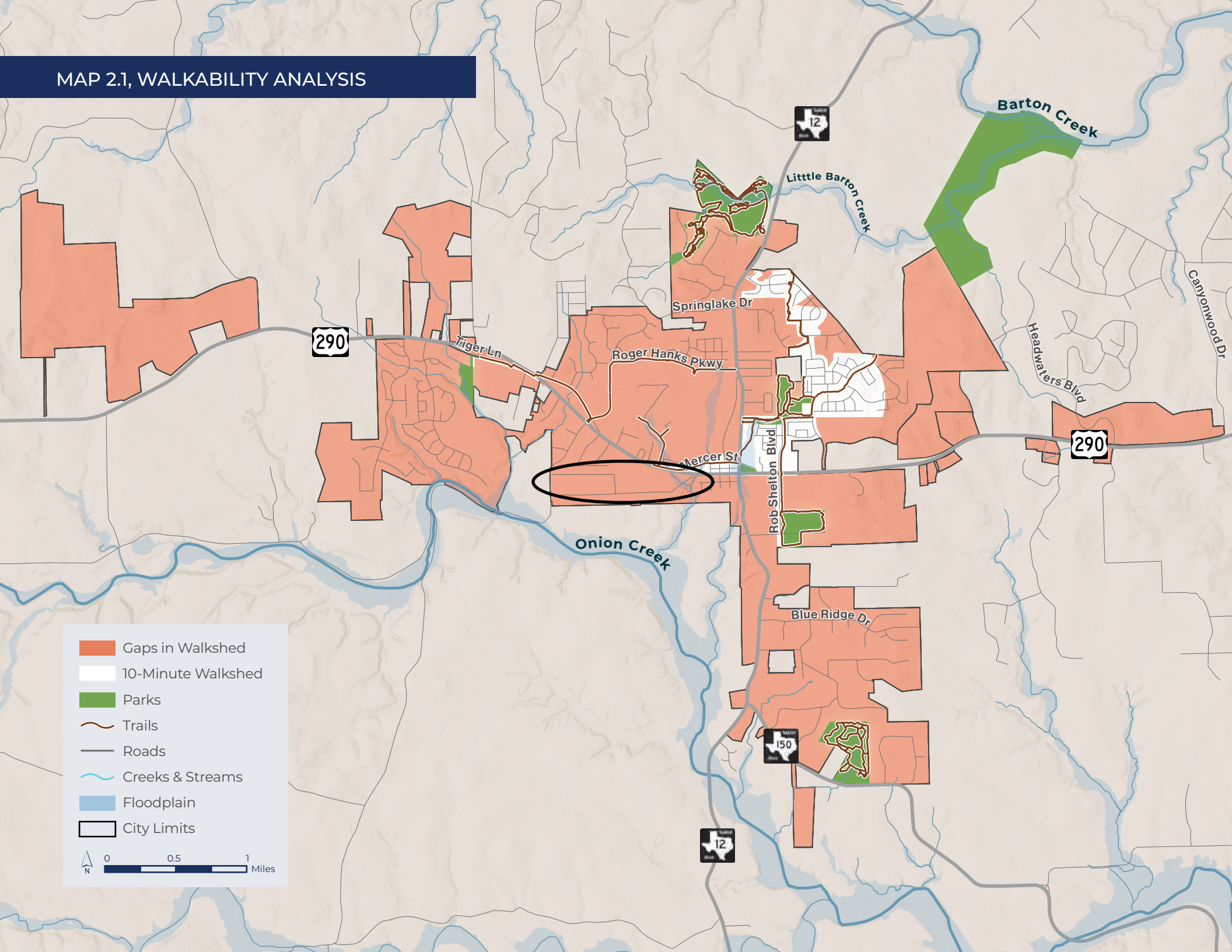
ADOPTED NOVEMBER 2025

Creek Road

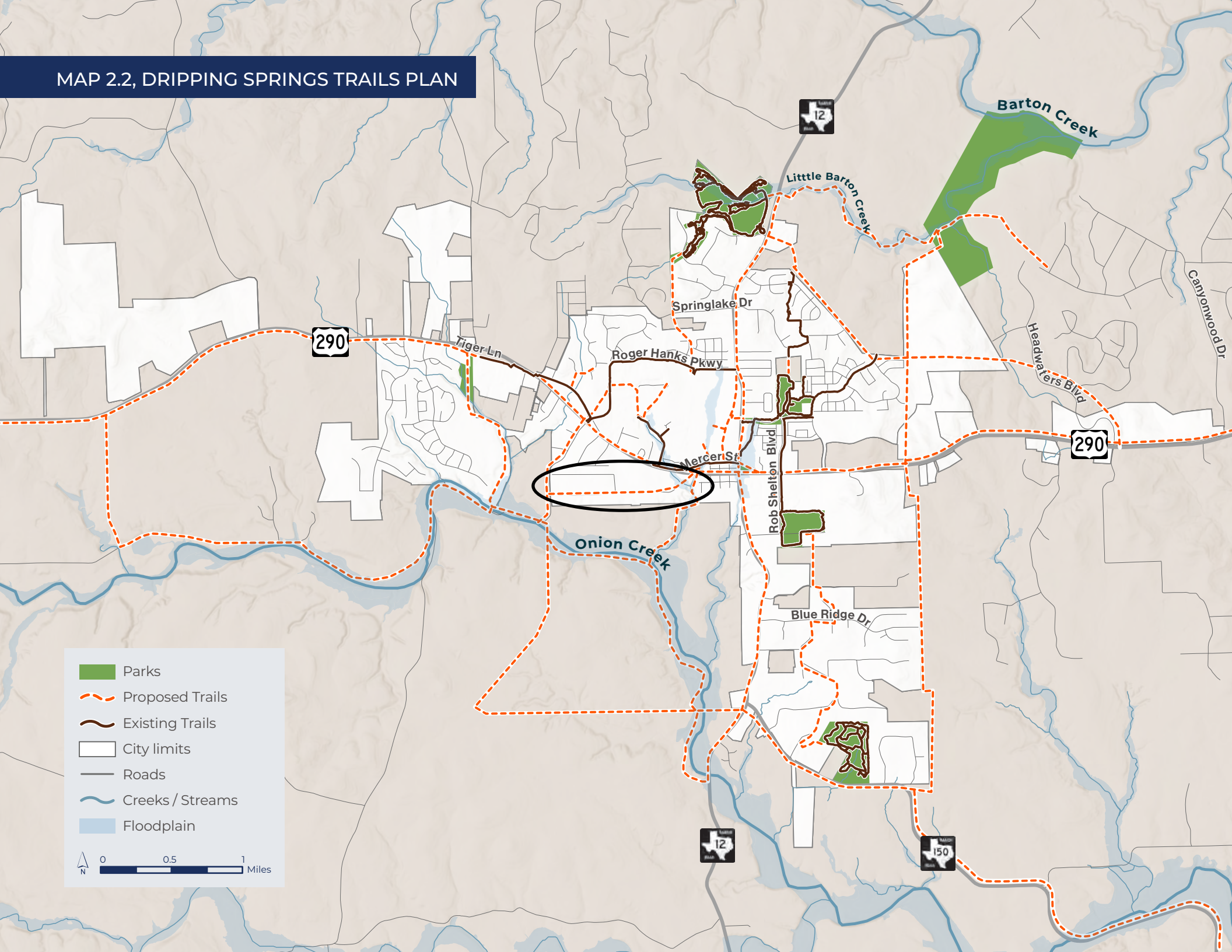
City Limits, Walkshed Gap,
and Proposed Trail


MAP 1.1, REGIONAL CONTEXT
Bee Cave
Barton Creek
TRAVIS COUNTY
BLANCO COUNTY
HAYS COUNTY
290
290
12
12
Austin
Driftwood
Onion Creek
Buda
INTERSTATE
35
Woodcreek
Blanco River
Kyle
Plum Creek
Wimberly
City Limits
ETJ
Other Cities

MAP 2.1, WALKABILITY ANALYSIS



MAP 2.2, DRIPPING SPRINGS TRAILS PLAN



FINAL REPORT

Prepared for: Hays County
712 S. Stagecoach Trail
San Marcos, Texas 78666

HAYS COUNTY

2021 HAYS COUNTY TRANSPORTATION PLAN UPDATE

Prepared by: K FRIESE + ASSOCIATES

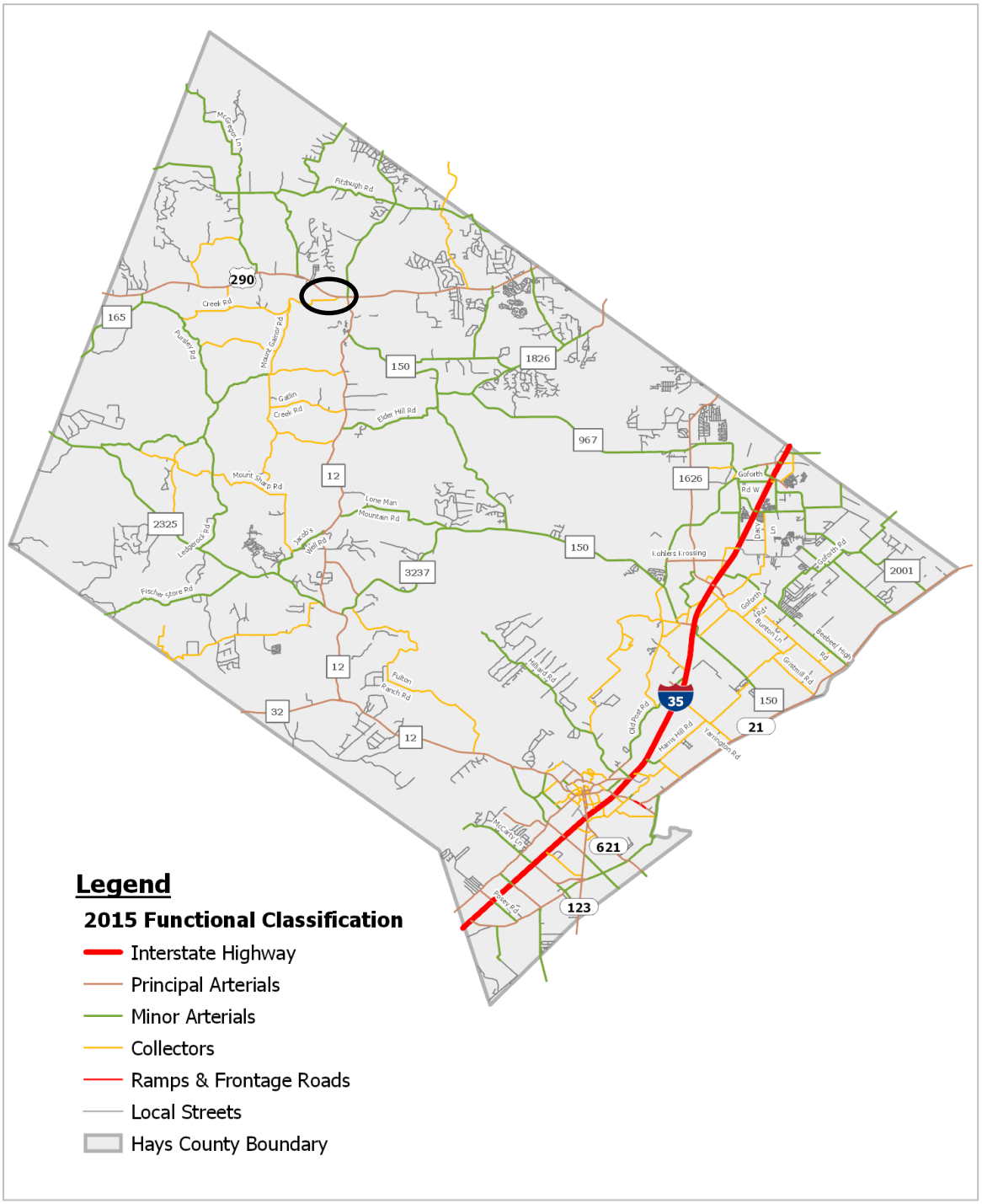
CHAPTER 6:
TRANSPORTATION SYSTEM ASSESSMENT

(pages: 50-60)

Summary: Acknowledges the current roadway conditions, traffic volumes, and LOS of Creek Rd.

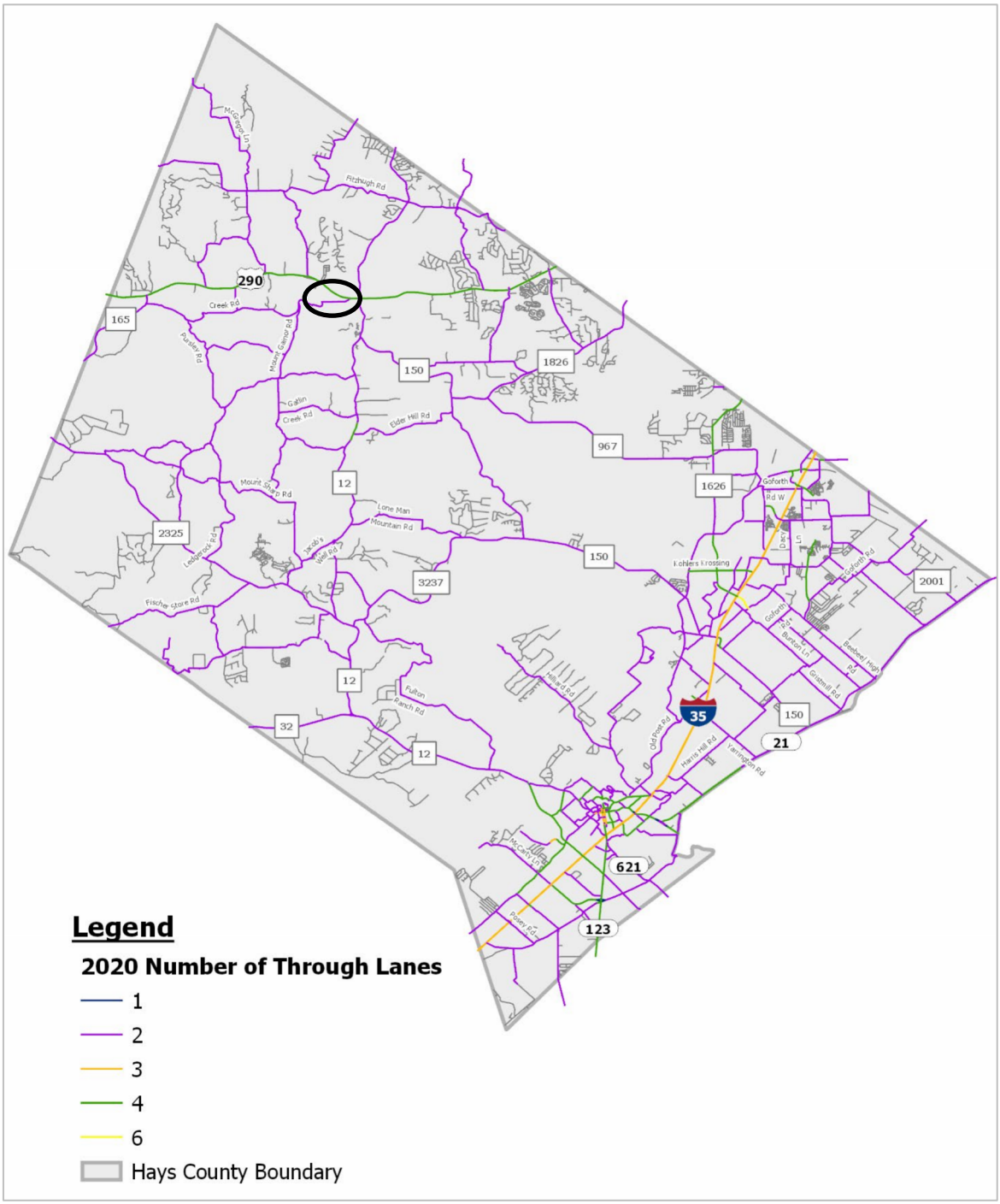
Takeaway: In 2015, Creek Rd., was assessed to be LOS A-B

Figure 27. Hays County Roadways 2015 Functional Classification (Based on CAMPO 2045 Regional Travel Demand Model)



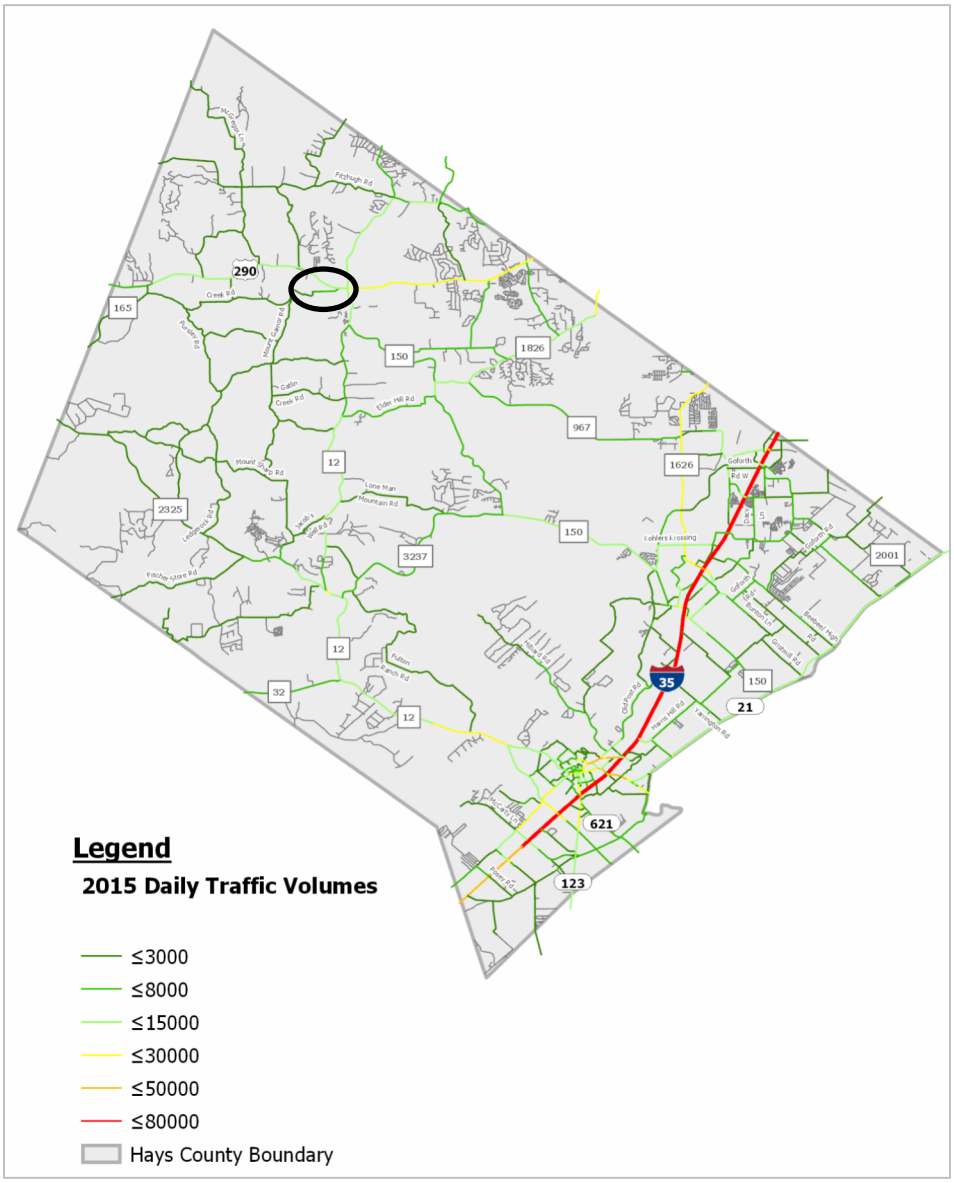
The existing roadway travel lanes for the roadway network (as of 2020) are shown in Figure 28. The majority of county roadways currently have two travel lanes.

Figure 28. Hays County Roadways 2020 Number of Through Lanes



The summary of centerline roadway miles and centerline lane miles of each functional classification for the Hays County existing roadway network is listed in Table 11. These totals are based on the 2015 roadway network in the CAMPO 2045 regional travel demand model and are therefore approximate.

Figure 29. Hays County 2015 Daily Traffic Volumes
(Based on CAMPO 2045 Regional Travel Demand Model)



6.1.5 Existing Traffic Conditions

Transportation system performance is commonly measured using the LOS grading system, which qualitatively characterizes traffic conditions associated with varying levels of traffic. LOS ranges from LOS A, representing free-flow traffic conditions with little or no delay experienced by motorists, to LOS F, describing congested conditions where traffic flows exceed design capacity, resulting in long queues and delays. LOS A, B, and C are generally considered to be satisfactory service levels, while the influence of congestion becomes more noticeable at LOS D. LOS E is undesirable and is considered by most agencies to be the limit of acceptable delay, and LOS F conditions are considered to be unacceptable to drivers. The LOS methodology has been widely used and provides a consistent tool for evaluating roadway performance. It is common for urban and rural communities to adopt LOS D as the minimum standard for acceptable roadway performance (FHWA Highway Capacity Manual 2000).

Figure 30 and Figure 31 show the CAMPO model outputs for Hays County roadways in the AM and PM peaks for the year 2015. Low volume-to-capacity ratios representing free-flow conditions, or LOS A and B, are shown in green, while roads in orange and red indicate higher levels of congestion (LOS D-E or F, respectively).

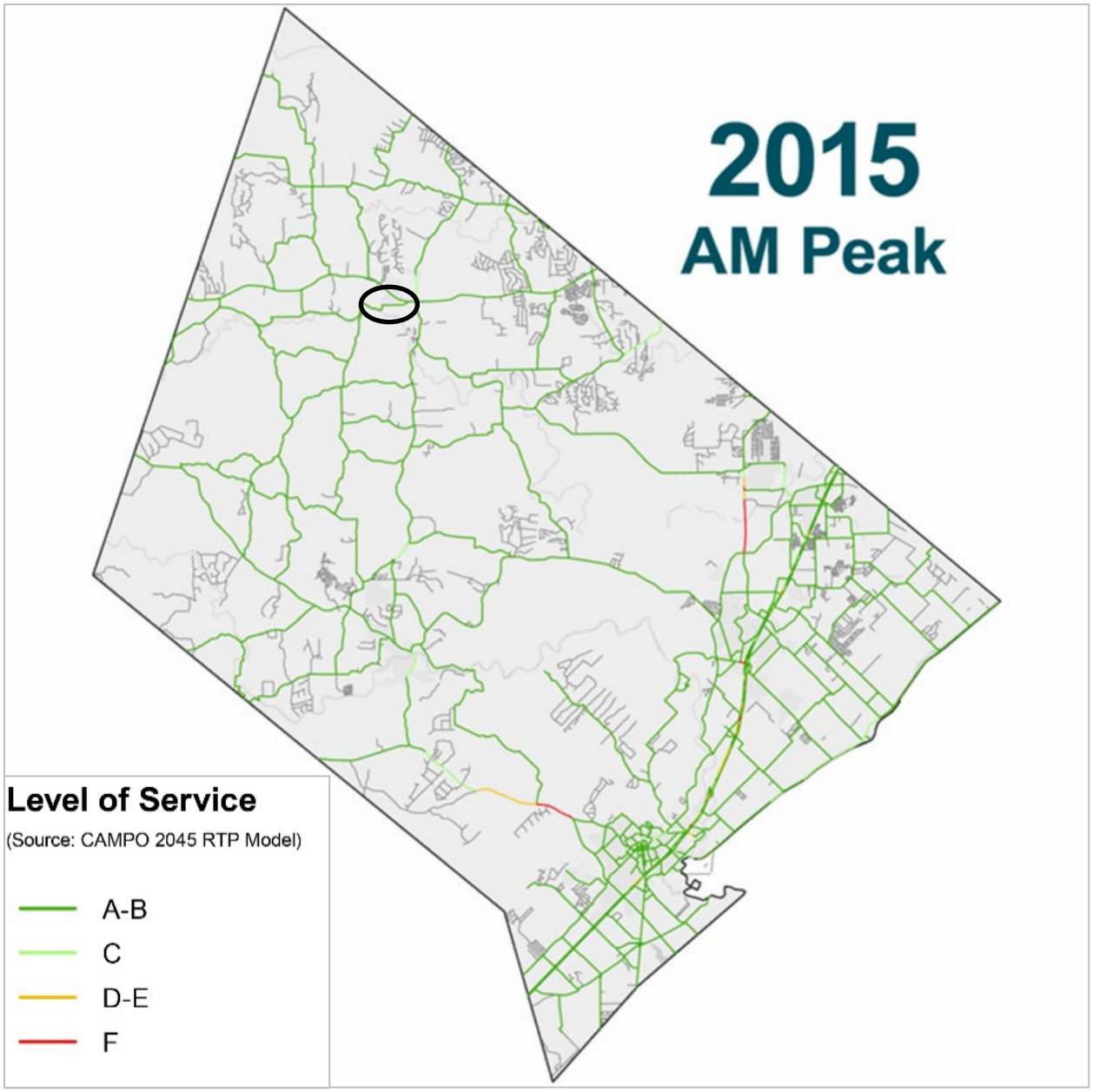
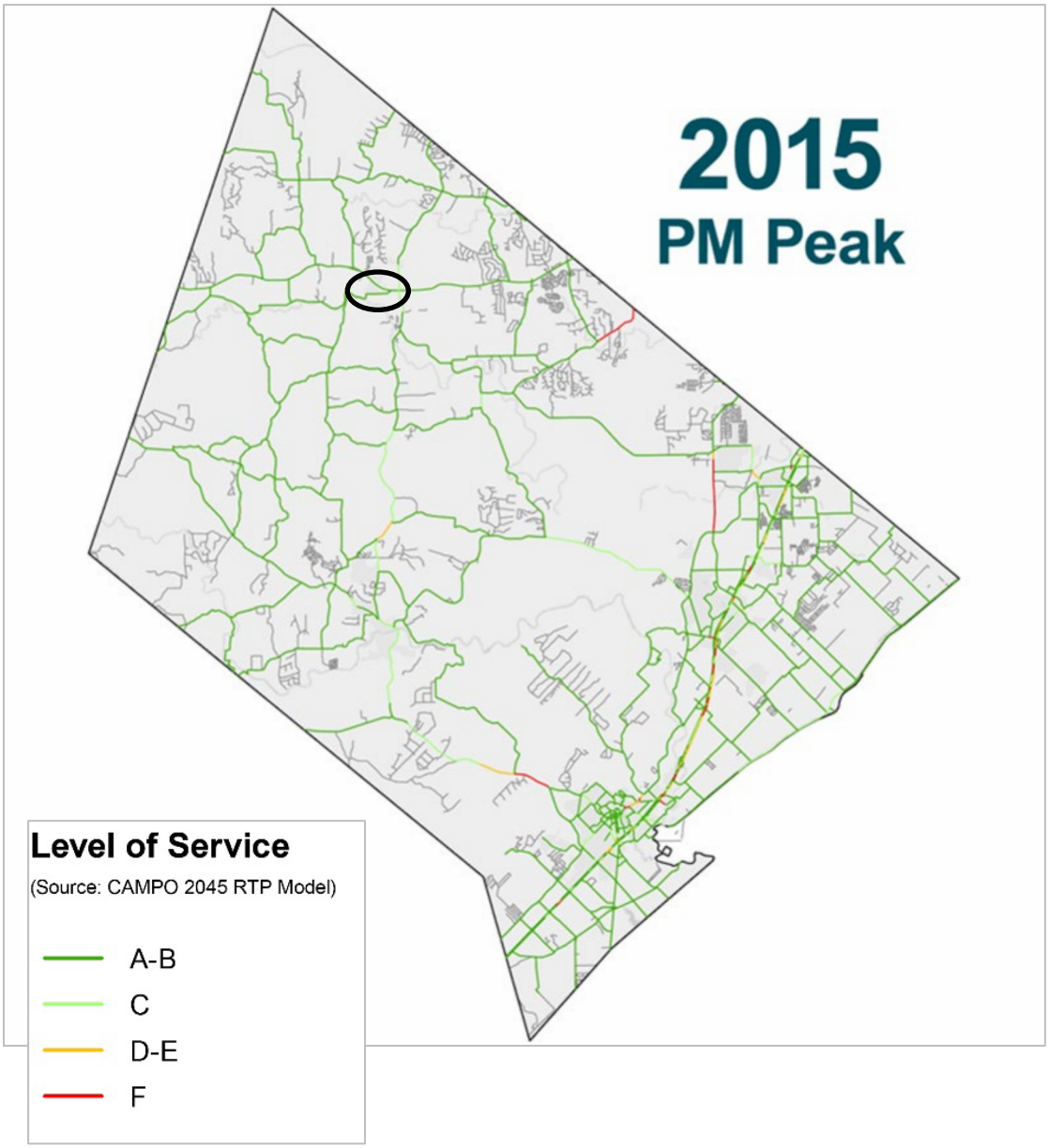


Figure 30. Hays County Traffic Volumes: 2015 AM Peak
(Based on CAMPO 2045 Regional Travel Demand Model)

Figure 31. Hays County Traffic Volumes: 2015 PM Peak
(Based on CAMPO 2045 Regional Travel Demand Model)



As shown in the maps, most roadways within the county were estimated to operate at acceptable LOS D or better in the year 2015. Portions of I-35, FM 1826, FM 1626, and RM 12 near San Marcos show the most congestion (LOS E or F).

It is important to note that this methodology provides a macro-level assessment of the entire roadway network within Hays County. It does not assess the details of the impact of traffic control devices at intersections and detailed turn bays, signal timing, and other intersection specific conditions during peak hour operations. More detailed analysis using peak hour volume and intersection data is recommended for the next level study to further identify and investigate the bottleneck locations and congested corridors.

CHAPTER 6:
TRANSPORTATION SYSTEM ASSESSMENT

(pages: 64-68)

Summary: Provides a brief safety analysis and regional traffic model.

Takeaway: The crash analysis revealed a large number of crashes near the Creek Rd. and US 290 intersection. Furthermore, US 290 is projected to be a LOS F by 2045 pm, alluding to drivers potentially rerouting through Creek Rd.

6.3 SAFETY + CRASH ANALYSIS

The goal of this plan is to determine overall capacity recommendations to make the transportation system safer and more efficient. Crash data was gathered from the TxDOT C.R.I.S. (Crash Records Information System) database and reviewed at a high level to provide additional context and background data for this plan's roadway recommendations. Reviewing this crash data is important to provide context for the recommendations of this plan because safety is an essential element of every transportation project the County undertakes. This data is shown for all of Hays County in Figure 34.

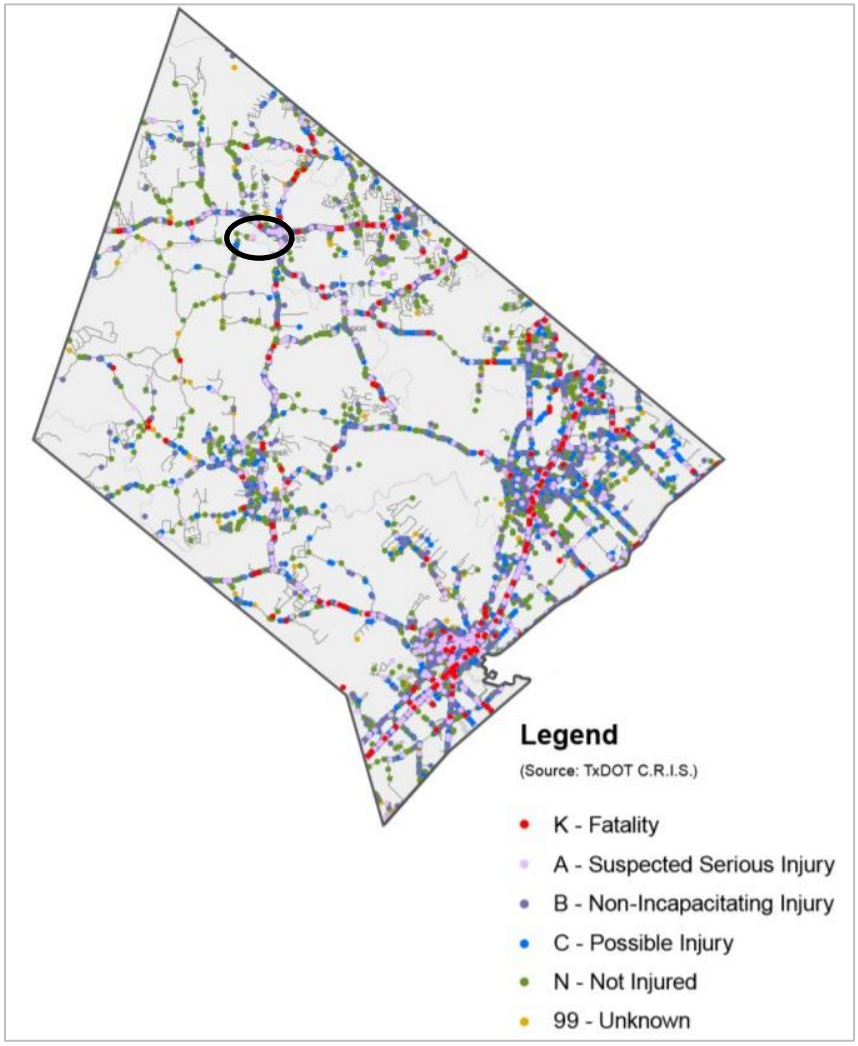


Figure 34. Reported Hays County Crash Data
(Based on TxDOT C.R.I.S. Database, 2010-2020)

The crash data heat map shown in Figure 35 shows that the greatest concentrations of reported crashes have occurred along I-35 in the San Marcos area, with additional hot spots occurring farther north on the I-35 corridor in Kyle and Buda, as well as near the intersection of US 290 and RM 12 in Dripping Springs.

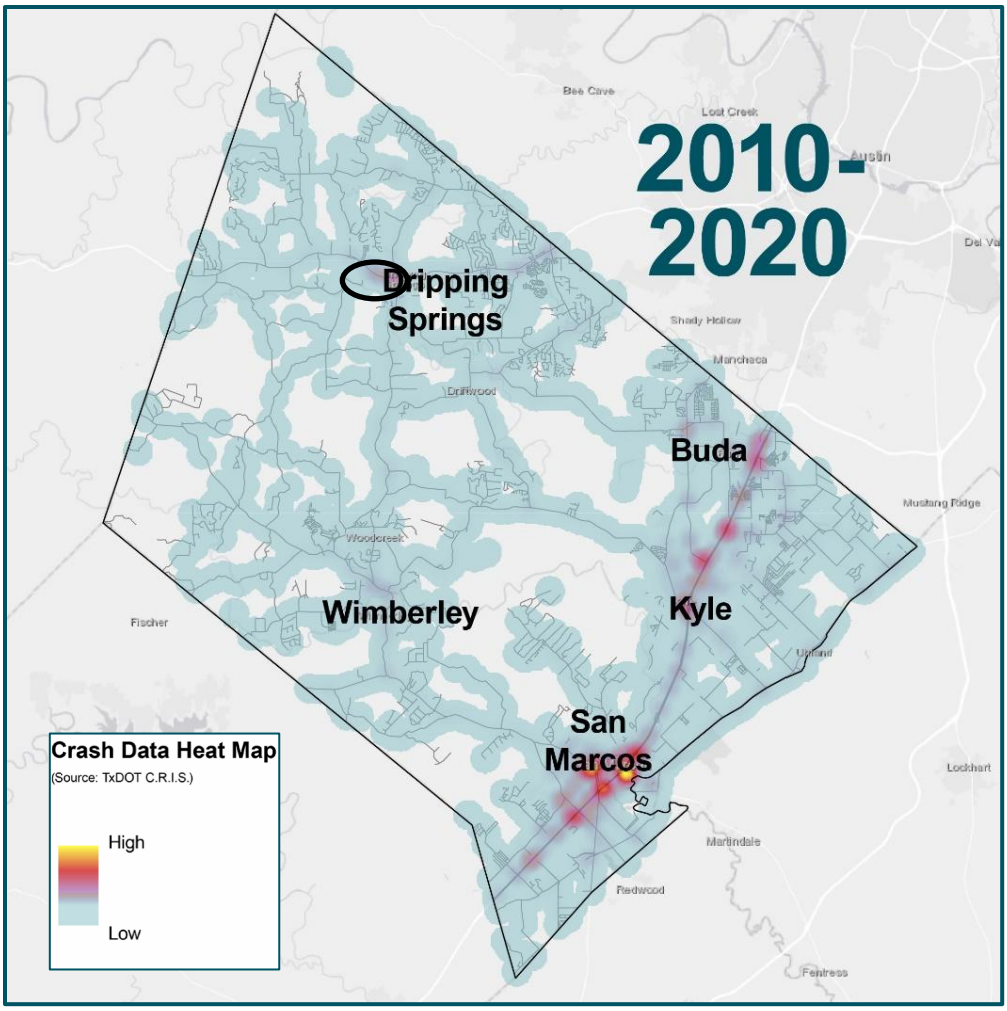


Figure 35. Crash Data Heat Map (Based on 2010-2020 CRIS Crash Data)

At the countywide level of analysis, it is difficult to draw conclusions about the design implications of crash data for specific roadway improvements; the data should be examined in more detail when corridor-level planning and design occur so that safety improvements for roadways and intersections can be determined in more detail. As a whole, the TxDOT crash data summarized in Table 14 demonstrates that far too many serious crashes have occurred on Hays County roadways in recent years, underscoring the need for continuous safety improvements to the transportation network.

Table 14. Hays County Crash Data Summary (Based on TxDOT C.R.I.S. Database, 2010-2020)

Crash Type Reported	Hays County Total (2010-2020)	Major Roadways			
		I-35	US 290	RM 12	RM 150
All Crashes	31,374	8,744	1,502	137	40
Injuries*	4,802	2,875	415	30	7
Fatalities (persons)**	653	208	59	61	20

**Includes "Suspected Serious Injury," "Non-Incapacitating Injury," and "Possible Injury" subcategories*
***Fatalities only available after 2017*

As shown in Table 17, the percentage of lane miles in the CAMPO model within Hays County that experience a LOS F in the PM peak hour increases drastically between 2015 and 2045, from 2 percent to 27 percent. This data underscores the need for County to proactively plan improvements to the existing roadway network to mitigate this anticipated congestion.

Table 17. Hays County Percentage of Roadway Lane Miles by Level of Service (Based on CAMPO 2045 Regional Travel Demand Model)

Level of Service	Percentage of Roadway Lane-Miles by Level of Service (LOS)			
	2015		2045	
	AM	PM	AM	PM
LOS A-B	92.20%	84.29%	57.58%	47.11%
LOS C	4.55%	9.21%	16.47%	14.12%
LOS D-E	2.69%	4.44%	8.05%	11.50%
LOS F	0.56%	2.06%	17.91%	27.27%

This dramatic increase in the number of LOS F roadways is illustrated graphically in Figure 36. It is clear in the maps that the PM peak becomes significantly more congested in many areas of Hays County by 2045. A full set of AM and PM peak period Level of Service maps for the years 2015, 2025, and 2045 can be found in Appendix C.

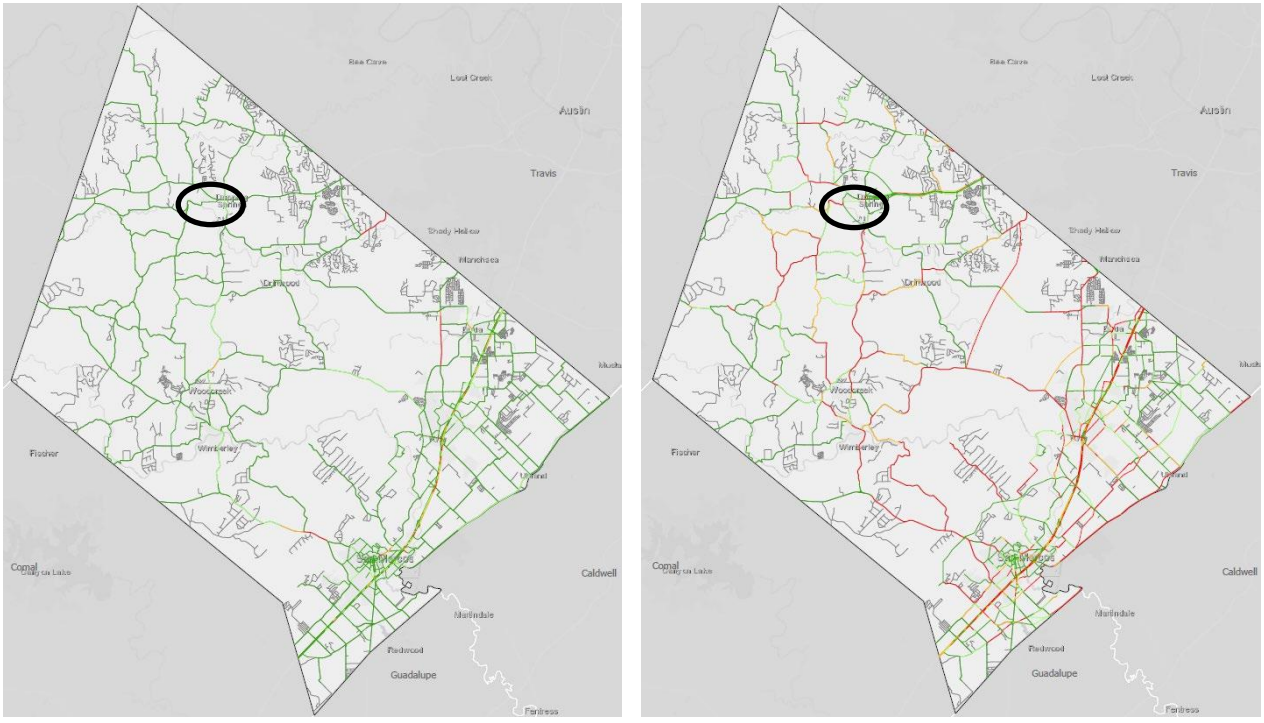


Figure 36. 2015 and 2045 PM Peak Period Congestion Maps (Based on CAMPO 2045 Regional Travel Demand Model)

The CAMPO 2045 model outputs include the following characteristics for major roadways in Hays County:

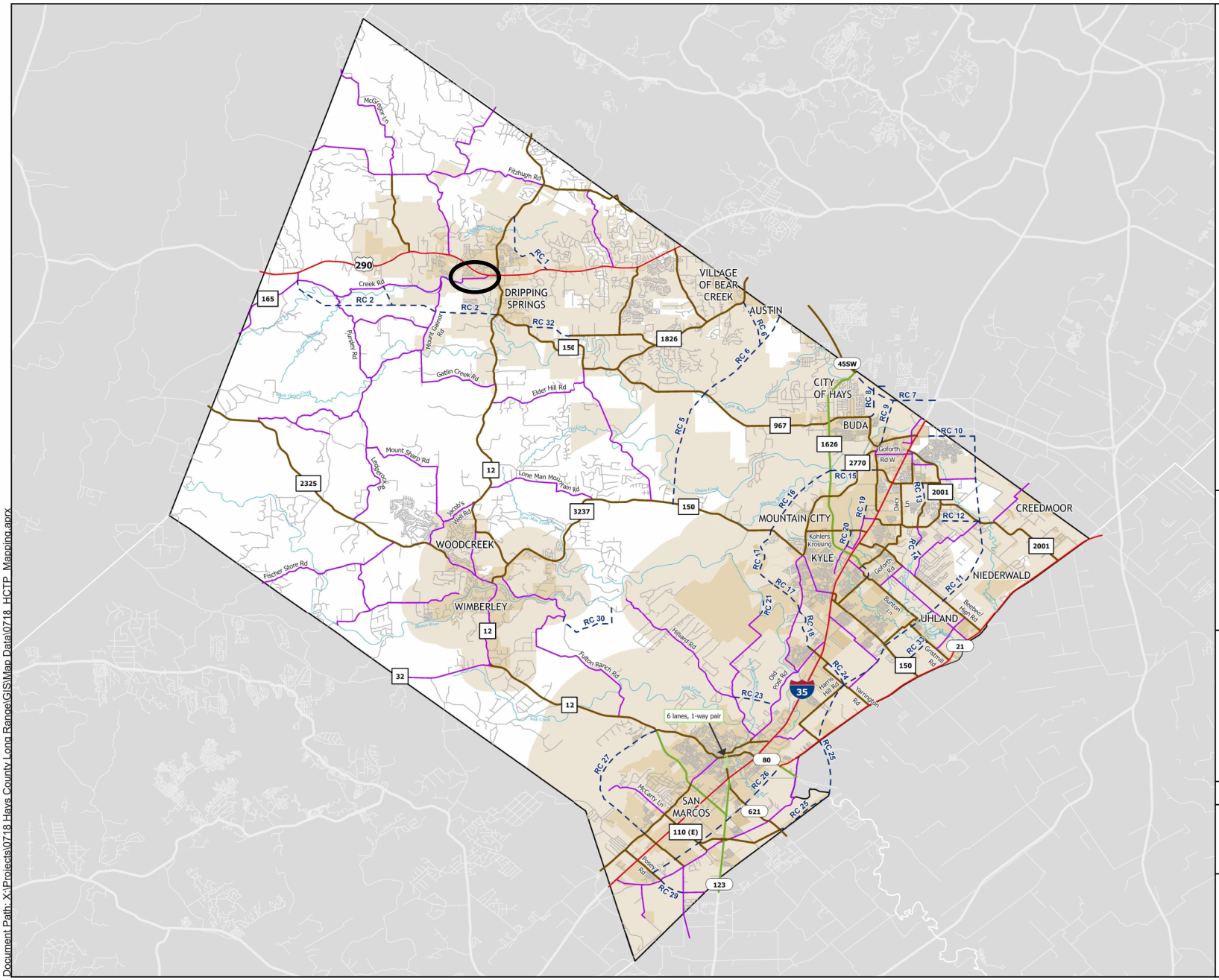
- **I-35:** Many sections of I-35 mainlanes operate at LOS C or D in 2025. In 2045, the CAMPO plan includes the addition of one managed lane in each direction. Despite this improvement, many mainlane sections of I-35 are still projected to operate at LOS F in 2045. Many frontage roads south of San Marcos change from LOS A to LOS F when comparing the 2015 model to 2045.

CHAPTER 7:
RECOMMENDATIONS

(pages: 72-73)

Summary: Provides the thoroughfare plan for the entire county.

Takeaway: Creek Rd. is planned to become a 2-lane road.



Legend

- Local road
- 2-lane
- 4-lane
- 6-lane
- Recommended Connections
- Major TxDOT Projects
- ETJ
- City Limits

Hays County Transportation Plan

Thoroughfare Plan

N

0 2.5 5 Miles

Date: 5/25/2021

HAYS COUNTY

K FRIESE + ASSOCIATES

PUBLIC PROJECT ENGINEERING

FIRM NO. 6535

Document Path: X:\Projects\0718 Hays County Long Range\GIS\Map Data\0718_HCTP_Mapping.aprx

APPENDIX A:
ROADWAY TABLE

(pages: 2-4 of 5)

Summary: Provides a summary table of Hays County's Transportation Plan for each roadway.

Takeaway: The pages attached are pertinent to Creek Rd.

Roadway			HCTP Recommendations				
Type of Road	Name	Segment	Number of Lanes	Configuration*	Time Frame**	Right-of-Way (Feet)	Notes
State	FM 2001	Old FM 2001 @ New FM 2001 - Goforth Rd	4	Divided	Long	150	Area study recommended
State	FM 2001	Goforth - SH 21	4	Divided	Short	150	Area study recommended
State	FM 2439 / Hopkins Rd	SH 80 - Bishop	2	Undivided	Existing	60	
State	FM 2439/Hunter Rd)	Bishop - RM 12/Wonder World Dr	2	Divided	Existing	100	
State	FM 2439 / Hunter Rd	RM 12 - Centerpoint Rd	4	Divided	Existing	150	
State	FM 2439 / Hunter Rd	Centerpoint Rd - Comal County Line	4	Divided	Long	150	
State	FM 2770 / Jack C. Hays Trail	RM 967 / Main St - FM 1626	4	Divided	Long	150	
State	FM 2770 / Jack C. Hays Trail	FM 1626 - FM 150 (W)	4	Divided	Long	150	
State	RM 12	FM 3238 - Fitzhugh Rd	4	Divided	Mid	200	
State	RM 12	Fitzhugh Rd - FM 150 (W)	4	Divided	Mid	200	
State	RM 12	FM 150 (W) - Winters Mill Pkwy	4	Divided	Mid	200	
State	RM 12	Winters Mill Pkwy - FM 3237	2	Undivided	Mid	100	
State	RM 12	FM 3237 - RM 32	2	Divided	Mid	100	
State	RM 12	RM 32 - Old RR 12/SH 80	4	Divided	Mid	200	
State	RM 12 (Wonderworld Dr)	Old RR 12/SH 80 - FM 2439/Hunter Rd	6	Divided	Mid	200	
State	RM 12 (Wonderworld Dr)	FM 2439/Hunter Rd - SH 123	6	Divided	Mid	200	
State	RM 32	Comal County Line - RM 12	2	Divided	Long	100	
State	RM 1826	FM 150 (W) - Travis County Line	4	Divided	Mid	150	
State	RM 2325	Blanco County Line - Wimberley City Limits	4	Undivided	Long	100	
State	RM 2325	Wimberley City Limits - RM 12	2	Undivided	Long	100	
State	RM 3237	RM 12 - FM 150	4	Undivided	Mid	100	
State	RM 967	FM 1826 - FM 1626	4	Divided	Short	200	
State	RM 967	FM 1626 - Main St	4	Undivided	Long	100	
State	RM 967 / S. Loop 4 / S. Main St	Main St - W. Goforth	2	Undivided	Existing	100	
State	RM 967 / S. Loop 4 / S. Main St	W. Goforth - IH 35	4	Undivided	Long	100	
County/City	Beback Inn Rd / CR 270	Centerpoint Rd - Comal County Line	2	Undivided	Long	100	
County/City	Bebee Rd / High Rd	IH 35 - SH 21	4	Undivided	Long	100	
County/City	Bell Springs Rd	US 290 - Fitzhugh Rd	2	Undivided	Long	100	
County/City	Bunton Creek Rd	IH 35 - Kyle Pkwy	2	Undivided	Existing	60	
County/City	Bunton Ln / Gristmill Rd	Lehman Rd - SH 21 @ Gristmill Rd	4	Divided	Mid	100	Area study recommended
County/City	Centerpoint Rd / CR 234	FM 2439/Hunter Rd - IH 35	4	Divided	Mid	180	Partnership with City of San Marcos; Proposed ultimate design includes elevated 4-lane bridge with two frontage roads in each direction
County/City	Centerpoint Rd / CR 234	IH 35 - Old Bastrop Hwy	4	Divided	Long	100	Partnership with City of San Marcos
County/City	Centerpoint Rd / CR 234	Old Bastrop Hwy - Guadalupe County Line	2	Undivided	Existing	100	
County/City	Cotton Gin Rd / CR 129	Goforth Rd - CR 227	2	Undivided	Short	80	
County/City	CR 202	FM 150 - RC 33	4	Undivided	Long	120	
County/City	CR 1492 / Wayside Dr	RM 12 to Sachtleben Dr	2	Undivided	Existing	60	
County/City	CR 158	IH 35 - Turnersville Rd Extension	2	Divided	Mid	110	
County/City	Creek Rd / CR 190	FM 165 - Roger Hanks Pkwy.	2	Divided	Long	80	
County/City	Creek Rd / CR 190	Roger Hanks Pkwy - US 290	2	Undivided	Long	80	

APPENDIX B: OUTREACH SUMMARY

HAYS COUNTY TRANSPORTATION PLAN - SURVEY 2

(pages: 184, 188, 190, 192, 200, 202)

Summary: Provides a snip of the survey responses that are relevant to Creek Rd.

Takeaway: There are mixed concerns regarding the legitimacy and relevance of the RM 150 expansion to Creek Rd. Some are concerned about noise becoming an issue during and after construction, while others are excited for the traffic relief and increase in neighborhood safety.

176	More stop lights and less stop signs need to happen.	1/27/2021 10:40 AM
177	There needs to be more then one way to get to the north west side of Buda. Main Street and 967 cannot continue to be the only option!	1/27/2021 9:33 AM
178	A majority of traffic through Drip follows 290 heading west from Austin through the main intersection to 281 in the morning then back through Drip towards Austin heading east in the afternoons. This does not address that traffic, which is the main issue. I do not see the need to extend 150 to Creek road as this is not an area where traffic is an issue.	1/26/2021 9:44 PM
179	FM150 extension should be moved further south toward Hog Hollow Road to reduce the noise impact on the Caliterra Planned Community.	1/26/2021 7:41 PM
180	I don't see the purpose of the extension of FM 150 over to Creek Road. Has traffic study been done to determine the volume of traffic that travel FM 150 to get to and from Creek Rd?	1/26/2021 3:50 PM
181	I would like to ask that the County refocus this Transportation Plan to instead prioritize maintaining and improving the safety of our existing roadway infrastructure in Hays County, much of which already lacks adequate maintenance. Abandon futile plans to chase congestion by unnecessarily expanding roadways, which will only lead to increases in congestion, vehicle miles traveled, maintenance burdens; result in increased impervious cover, natural land loss, and eroded wildlife safety; and will overall be an irresponsible use of taxpayer dollars. Specifically, please stop any plans to increase ROW width or lane counts to 4-lane (MAU 4, MAD 4, PKWY 4, FWY 4) or 6-lane (MAD 6, EXPY 6) roads and reassess all improvements within safety and sustainable transportation frameworks. Emphasis moving forward must be placed on transportation planning and engineering that 1) prioritizes safety over speed; 2) prioritizes moving people via an integrated network of existing cross-county roads, public transit networks, and active transit networks instead of solely focusing on single-occupant-vehicles; 3) prioritizes protecting the integrity of our natural landscape; and 4) practices fiscal responsibility vs. wasteful overbuilding based on false congestion myths. A true transportation plan considers all networks and impacts holistically - not disparately or in a vacuum. It is imperative that this plan be reevaluated to address these concerns while also ensuring that taxpayer dollars be spent more wisely for both present needs and future outcomes.	1/26/2021 1:50 PM
182	One road appears to run straight through an existing cemetery and into an established neighborhood. Not good.	1/26/2021 11:18 AM
183	FM 150 extension west of RR12 is very close to existing homes in Caliterra subdivision. Extension would negatively affect value of these homes as well as "Living with nature" lifestyle. Consider moving extension further south where there are fewer/no homes as well as more level terrain to make road less expensive to build. Please help us keep the Hill Country lifestyle as much as possible with all the expected growth. Thank you.	1/26/2021 11:02 AM
184	Do not extend 150	1/25/2021 10:43 PM
185	Where does FM150 go? Is there really a need? I see very little benefit unless a new large development is going in (3000+)	1/25/2021 9:06 PM
186	Bring multi lane high ways so close to housing development is not the way Texas builds roads housing has always been important to our civic leaders but this looks like road construction without considering the comment that will already be there	1/25/2021 8:29 PM
187	I just built a house in Caliterra because there were not a lot of roads nearby. I understand that Route 12 is already being widened and don't want any more noise /traffic/congestion near my neighborhood. I border Phillips cemetery. We bought this lot because our neighbors are resting in peace. We want to too!!	1/25/2021 8:19 PM
188	The FM 150 extension appears to go right by the Caliterra neighborhood and right by my street. This neighborhood was built as a quiet nature based area to live in. This would disrupt that and cause our house values to go down. If you find that it must be built I wish you would swing the highway south of this subdivision. It appears on the map there is a lot of undeveloped area in that direction.	1/25/2021 8:14 PM
189	Need less stop lights use round abouts. Look at making 150 & 12 intersection to be traditional not jagged intersection.	1/25/2021 7:19 PM
190	I do not believe this road is necessary at all	1/25/2021 7:07 PM
191	This plan should NOT include infringing upon the pristine environment of Caliterra. FM150	1/25/2021 6:19 PM

	the aquifer it serves is already under great stress. Increasing the road size does not decrease traffic. Studies have shown the increased road size actually increases traffic and development. "Build it and they will come" is a common phrase one hears when discussing road widths and lane increases. I am not opposed to growth, I understand that it is coming and applaud the efforts to consider it. But for the Hill Country and the Wimberley Valley, the view should be more about managed growth, rather than simply accommodating or encouraging such growth in such an ecological sensitive region.	
225	It would help to have better distinction between county and city responsibilities regarding transportation and mobility	1/14/2021 10:50 AM
226	The time frame for 150 and 1826 is too slow. Traffic delays at this intersection need to be improved now not in 10+ years	1/14/2021 9:31 AM
227	Please make the extension of FM-150 to Creek Road happen extra quick. Traffic relief on RR 12 is necessary with community growth.	1/14/2021 9:24 AM
228	Please change RR12 to a four lane or one with passing lanes like Hwy 281.	1/14/2021 8:26 AM
229	150 from 1826 to Kyle should be 3 cross sections instead of 2.	1/13/2021 10:44 PM
230	Do not widen Mt Sharp or Jacobs Well. No new road connecting Jacobs Well	1/13/2021 7:54 PM
231	I don't think we need to extend Jacobs Well to Wayside. We don't want more development in and around Wimberley. We are fine the way it is. I'm not in opposition to the extension from RR12 to San Marcos. With the addition of those new roads getting into San Marcos would be easier. I don't think there needs to be a road from Purgatory though. I welcome the divided road on RR12 but don't think 2325 needs to be widened.	1/13/2021 5:40 PM
232	Eliminate widening Mt Sharp Rd & Jacobs Well Road in Wimberley.	1/13/2021 4:17 PM
233	Stop trying to extend Wimberley Roads. We do not want to be Dripping Springs or San Marcos. Stop wasting tax dollars on things WE DO NOT NEED	1/13/2021 3:16 PM
234	Please don't ruin Wimberley	1/13/2021 9:08 AM
235	NE 31 and NF 4 will disrupt and carve up private property, and Disrupt natural resources. These roadways Do not seem necessary as they will only spur development in rural areas and set up further infrastructure issues down the road. We should concentrate on responsible development that is concentrated rather than spread out.	1/13/2021 9:06 AM
236	Bypass around Wimberley, but we want Wimberley to continue as a small village without wide roads.	1/13/2021 9:04 AM
237	Add wildlife over/underpasses, more consideration for environmental and waterways	1/13/2021 8:32 AM
238	I'm a hard NO on any of the proposed changes. Wimberley is not a major metro area. Traffic flow and access is just fine as it is.	1/13/2021 8:29 AM
239	Adamantly opposed to the draft road connecting Jacob's Well Rd to Wayside Rd in Wimberley.	1/13/2021 8:16 AM
240	Many here in Wimberley are not interested in RR12 changed to 4 lanes. I feel as many others do that the easy access would ruin the quaintness of Wimberley like what happened in Dripping Springs. Wimberley is unique and should stay that way as long as possible. Thank you, Danny Jones, 25 Woodcreek Dr., Wimberley	1/13/2021 8:05 AM
241	The NF3, north-south road from 290 to 150 is not needed and will greatly hurt my neighborhood. We love in the Butler Ranch development which is right next to that planned road. Having a large road like that next to our homes will destroy property values	1/13/2021 7:15 AM
242	My suggestion is to leave our current situation alone. Nothing noted in the plan is necessary.	1/13/2021 6:58 AM
243	Please make RR 12 4 lane as soon as possible, very dangerous road.	1/12/2021 10:03 PM
244	The only thing that needs to happen is the expansion of RR12 to 4 lanes. Or at least at passing lane every few miles. The expansion needs to go from San Marcos all the way to Dripping Springs. Nothing else is needed. Wimberley is good the way they are for the time being.	1/12/2021 9:59 PM
245	Too little too late! STOP development UNTIL these plans are in place!	1/12/2021 9:14 PM

Additional comments:

#	RESPONSES	DATE
1	It is essential to complete these three roads (N7, N9 and N8) to facilitate a usable transportation solution to northern Hays County. Adding east, west traffic to I35 between the Main St Buda entrance/exit and the I35/45 intersection will only add further congestion to an already maxed out roadway. Additionally the owners of 1,200 acres surrounding the N7 and N9 corridor are in agreement with the above. We would be happy to meet with the county to discuss the plan and presenting our findings braised on our 35 + years of studying possible solutions. Call us if you are interested in meeting with us. Carl Urban 512-415-2722 Carleurban@gmail.com	2/7/2021 11:10 PM
2	A few improvements for safety are needed, but not this plan that will increase flood issues when we do get rains.	2/7/2021 10:58 PM
3	Leave Creek Road alone. It's a unique and quiet beautiful setting. reminding those that travel to Camp Lucy or a peaceful drive how beautiful Texas back roads are. MAD4 will destroy this historic Governor Mark White property and Cemetary.	2/7/2021 10:48 PM
4	If you would like to speak with the above mentioned landowners in the N9/N7 corridor and look at our data we would welcome the opportunity to discuss the issues with the County. Our group may be reached at 512-415-2722.	2/7/2021 10:20 PM
5	I strongly recommend improvements to existing roads whenever possible. I strongly recommend avoiding routes for new facilities that impact public and privately-owned conservation lands.	2/7/2021 10:11 PM
6	I am a resident of the Gardens of Howard Ranch. I love my neighborhood. I want my neighborhood to continue to feel like a small hometown and hill country community that I've come to love. To achieve that, Hays County should not move forward with a traffic circle! My family and I want to see a town square with boutique businesses. We do not see the point in adding a traffic circle. It is completely unnecessary.	2/7/2021 9:37 PM
7	We do not need larger roads or we will be an extension of Austin,	2/7/2021 8:15 PM
8	If you build bigger roads, more people will come. Do you really want this to be an extension of Austin? Don't interfere with the way it is. This is why we are here or we would have stayed in Houston.	2/7/2021 8:03 PM
9	The corner of FM 150 and RR 12 should be allowed to be developed as previously approved. The residents would be better served with additional small businesses than a traffic circle.	2/7/2021 7:03 PM
10	Efforts should be made to continue reserving right of way for SH45SW either through condemnation or developer negotiations. It appears that the 45 intersection at 1626 may have already been compromised by an approved plat.	2/7/2021 6:04 PM
11	This is not a transportation plan. This is a road building plan. Which, for residents, is not a plan at all. It's just more of the same. I will echo the important insights of a friend, "Please refocus this Transportation Plan to focus on maintaining and improving the safety of our existing roadway infrastructure in Hays County, much of which already lacks adequate maintenance. Abandon futile plans to chase congestion by unnecessarily expanding roadways, which will only lead to increases in congestion, vehicle miles traveled, maintenance burdens; result in increased impervious cover, natural land loss, and eroded wildlife safety; and will overall be an irresponsible use of taxpayer dollars. Specifically, please stop any plans to increase ROW width or lane counts to 4-lane (MAU 4, MAD 4, PKWY 4, FWY 4) or 6-lane (MAD 6, EXPY 6) roads and reassess all improvements within safety and sustainable transportation frameworks. Emphasis moving forward must be placed on transportation planning and engineering that 1) prioritizes safety over speed; 2) prioritizes moving people via an integrated network of existing cross-county roads, public transit networks, and active transit networks instead of solely focusing on single-occupant-vehicles; 3) prioritizes protecting the integrity of our natural landscape; and 4) practices fiscal responsibility vs. wasteful overbuilding based on false	2/7/2021 5:51 PM

	through the Harmon Hills “loop” and ask that you consider our objection when the city plan folds into the county plan. This city proposal would run through a property (R26241-2) we purchased for its tranquil location and distance from a major road, both of which will be jeopardized by this proposal. We maintain additional concerns to the precious quality of life in our home, to include: • Increased Noise pollution • Increased Light pollution • Erosion of our wet-weather creek (the proposal will cross it) • Diminished wildlife • Threats to existing wildlife • Our view (we did not purchase this home for a view of a road). We respectfully request the current road proposal be altered to exclude our property. Know this letter represents our first step. We have, along with our neighbors, contacted Save Our Springs, and are prepared to involve the media, legal representation and grass-roots campaigns if necessary. Thank you for your consideration.	
118	We just moved to Caliterra love the community peacefulness and are disheartened to hear about the 150 extension.	1/27/2021 8:10 AM
119	Our house in particular would be no more than a few hundred yards from where the F150 extension would go. Severely impact property values and make living in our house unbearable. Residents of Bridge Water Loop and Crosswater Lane all have those concerns about property values and noise of having a major road so close to homes.	1/26/2021 7:41 PM
120	On FM 150 extension, it appears to only shorten the distance from were it now stops to where it would end up by a couple of miles, while costing a lot of money and causing the destruction of the values and quiet lifestyle of neighborhoods it passes by such as the Caliterra Subdivison. The original comments appear to be about 40 that ititiated this but the direct effect would be on hundreds of homeowners. This is an update to my original response.	1/26/2021 4:22 PM
121	The extension of FM 150 to Creek Rd will significantly affect the noise and value of property owners in Caliterra, particularly those on the south side of the neighborhood. If it must be built (and I question its purpose) then it could be moved further south to the property that is currently undeveloped land so as not to create a noise factor for the Caliterra homeowners.	1/26/2021 3:50 PM
122	The people of Hays County have routinely shown support for measures and ballot initiatives that improve mobility within they county through expanded bike lanes, improving foot traffic and accessibility, and ramping up preservation of wildlife and open space. It is a disservice to the people of the county to not plan holistically, with an emphasis placed on the preservation of natural space, as the region grows.	1/26/2021 1:50 PM
123	The Caliterra neighborhood was marketing for living surrounded by nature but these plans to have multiple large thoroughfares negates those of us who have purchased homes with this promise and the current plans would disrupt the ecosystem that provides the environment promised by our developer.	1/26/2021 11:18 AM
124	rr12Major concerns re policing on RR!2 as currently seems non-existent from 290 to RR12 going North. Speeding and impatient drivers going around right side when making left hand turns into sub-divisions, when drivers headed south trying to turn left into sub-division on opposite side of RR12.	1/26/2021 10:36 AM
125	This will have a deleterious effect on my property value!	1/25/2021 10:43 PM
126	These improvements will bring street noise to our neighborhood and property values will drop	1/25/2021 10:43 PM
127	Imploring you to reconsider this plan as a disabled veteran who selected this community for the tranquility it provides.	1/25/2021 6:19 PM
128	Building the MAD4 150 extension at the back of Caliterra would have a significant negative impact on ~$1M residences along Bridge Water Loop and Cross Water Lane that would only be a few hundred yards from this major arterial. It needs to be built further south where there are no major residential properties. We will sell our house before this is built. Huge disappointment with Hays County if this goes through.	1/25/2021 5:47 PM
129	If Trautwein\Crumley were improved to a proper two-lane blacktop, it would greatly reduce the traffic on RR12. RR12 is the only way people from Provence\Rocky Creek\Sweetwater\Destiny Hills\etc can get to Dripping Springs & points east\west. Expanding RR12 to four lanes will do nothing to relieve the volume of cars. People are moving out here from California, Florida, and other parts of Texas at an alarming rate. Expanding Hamilton Pool to four will only make it all worse. More cars funneled down onto the same single road (RR12). Trautwein\Crumley has to be brought into the fold before any real	1/25/2021 3:44 PM

	so many homesteads and would leave Darden Hill out of the plan.	
143	Let us NOT lose the RURAL character of our community by turning every road into a byway with bike lanes. The CAMPO plan doesn't call for bike everywhere. People flock to the hill country for it's rural/Agri-CHARACTER. LET"S not mess that up.	1/17/2021 11:38 PM
144	Please see comments above.	1/17/2021 11:02 PM
145	I was very disappointed in viewing the map. Unless, I am reading it wrong, the proposed roadways are little hyphens and the numbers designating them stay small and almost unreadable, even upon enlargement of the map. Also, I could not tell what type of road the proposed roadway would be. I found this most unsatisfactory. It is extremely important, when you are doing something so important as planning our built environment, that we have more than a "Transportation Plan". As I understand it, real estate profit is driving this "growth" (I see many promotions of the area with this as a motive all of the time), so what you are really developing is a "Growth Plan". I think that you would do well to consider a Sustainable Growth Plan rather than a "Transportation Plan. Travis County's "Land, Water, and Transportation Plan" is a step in this direction. It is intuitive that a Sustainable Growth Plan will include consideration for many aspects of future development, including conservation and respect for our natural environment and fellow creatures. (Did you know that some translation experts say that the much-quoted passage of the Bible which states that man would "rule" over animals is not a correct rendering of the original Hebrew, which should rather be translated as "stewardship" concept, as a good "ruler" rather than to dominate, esp. for personal gain?) It is critical that any "Transportation Plan" be equally balanced with respectful consideration for our natural environment in equal measure (at least) to our built environment. Otherwise, we are likely to find ourselves, depressed, physically and mentally ill, and most unhappy with our lives in a sterile concrete and steel world beset with natural calamities of weather and lost opportunities.	1/16/2021 10:48 AM
146	Please consider alternate route to connect RR12 and 290 for the the future.	1/15/2021 11:27 AM
147	sorry, please disregard my last comments about the roads > I thought they were going through my neighborhood but the new roads would actually alleviate traffic and help people going north.	1/15/2021 8:40 AM
148	We don't need the increased strain on our resources that development would bring. New taxes, more cars, more people, more government--it's about time we looked at these things as terribly detrimental to our rural lifestyle.	1/14/2021 10:49 PM
149	I'm overall pleased with this plan.	1/14/2021 7:07 PM
150	Bike paths and pedestrian trails should be integrated into roadway plans to augment existing ROWs, so as to increase modes of transportation and physical activity safely without destruction of habitat and degradation of the landscape.	1/14/2021 12:27 PM
151	Also, 'Transportation' should include other means of moving from point A to Point B. It should not simply be car centric. Walking paths, bike paths, public transport, rail, etc should in my opinion, fall under 'transportation'. And be more represented in these projects.	1/14/2021 11:34 AM
152	Please make sure that people turning in and out of neighborhoods onto RR12, such as Mountain Crest where there is no traffic light, can do so safely. I am a little concerned that a 4-lane parkway in front of Mountain Crest Dr. might be difficult to turn left onto especially given the blind curve to the south at that point in RR12.	1/14/2021 10:38 AM
153	Please make the extension of FM-150 to Creek Road happen extra quick. Traffic relief on RR 12 is necessary with community growth.	1/14/2021 9:24 AM
154	RR12 is bumper-to-bumper traffic for commuters to work and back home.	1/14/2021 8:26 AM
155	Please no road connecting Jacobs Well Rd to Wayside.	1/13/2021 5:40 PM
156	Leave all alone. We are good	1/13/2021 9:48 AM
157	Keep Wimberley small. It’s the last remaining jewel in the crown of the Hill Country	1/13/2021 9:08 AM
158	See above. Texans are proud of their land, and new roadways should be always The last option. Being respectful of Those current residents and taxpayers should always trump attraction and development of new ones. By in large wimberley residents do not want parkways going through the village either. Life here is treasured as slowed down, not sped up. This is why we have the tourist revenue we have. Thanks very much, not an easy task ahead of you.	1/13/2021 9:06 AM

Engineering and Design

Sponsors seeking construction funding must have substantially completed all engineering and design activities for the project. This includes a complete design schematic, typical sections, geometric schematic, utility and right-of-way determination, and other requirements outlined in the TxDOT Project Development Manual. Sponsors must identify what percentage of design is complete and provide all supporting design schematics and documentation for review.

Engineering and Design – Percent Complete (WE DO NOT NEED TO DO THIS)
Engineering and Design Attachment Field (WE DO NOT NEED ANY ATTACHMENTS SINCE WE DO NOT NEED TO DO THIS PART).

WE DO NOT NEED TO DO THIS PART SINCE WE ARE A PLANNING PROJECT.

Public Involvement

Projects must have undergone a robust and meaningful public engagement process. This process must ensure that the public is aware of the specific project, has had sufficient opportunity for input, and that comments received have been resolved appropriately. Sponsors will need to provide documentation related to public engagement, including any from the early planning stages, environmental process, public hearings, MAPOs, and other opportunities that show public engagement.

For the planning phase request, sponsors must demonstrate that the project has undergone a broader planning process through inclusion in a local or regional transportation planning effort, with the assumption that the planning effort proposed will include opportunities for public involvement. For projects seeking engineering and design or construction funding, sponsors must demonstrate a project-specific public engagement opportunity to ensure CAMPO is not investing in the further development of projects that have not been appropriately developed in coordination with the affected public.

Public Involvement Information

As part of the planning effort, Creek Road has been consistently analyzed in the following planning documents; Hays County Master Plan, the Dripping Springs Transportation Master Plan, and the Dripping Springs Open Spaces Plan. These documents emphasize Creek Road's importance to the local transportation network.

The City of Dripping Springs' Tax Increment Reinvestment Zone (TIRZ) board met in May 2025 to discuss upcoming and potential projects, along with their associated budgets. These meetings included discussion regarding the proposed project for Creek Rd and Ramirez Lane. Documentation of these meetings is included in the attachments for this section. As this is an application for further planning, public meetings have not yet been held. These meetings are included in the proposed scope, schedule, and budget and will be offered in a hybrid format, virtual and in-person in Dripping Springs. Steering committee, TIRZ Board, Council, and CAMPO TAC meetings will also engage stakeholders and the community at-large. The meetings will focus on gathering public input through these meetings.

ATTACHMENTS
DS_CreekRd_Project_PublicInvolvement_1

TIRZ NO. 1 & NO.2 BOARD OF DIRECTIONS REGULAR MEETING

MEETING MINUTES

Monday, May 12th, 2025 at 4 pm

Summary: Tax Increment Reinvestment Zone Summary for Creek Road noted in meeting minutes.

TIRZ No. 1 & No. 2 Board of Directors Regular Meeting

City of Dripping Springs City Hall

511 Mercer Street – Dripping Springs, Texas

Monday, May 12, 2025, at 4:00 PM

MINUTES

CALL TO ORDER AND ROLL CALL

With a quorum of board members present, Chair Starcher called the meeting to order at 4:05 p.m.

Board Members Present
Place 2 Craig Starcher, Chair
Place 3 Taline Manassian, Vice Chair
Place 1 Ryan Thomas
Place 4 Miles Mathews
Place 5 Missy Atwood
Place 6 Susan Kimball
Place 7 Walt Smith *(left @ 5:05 p.m.)*

Board MembersAbsent
Advisory Member Bob Richardson

Staff, Consultants & Appointed/Elected Officials
City Administrator Michelle Fischer
Deputy City Administrator Shawn Cox
City Attorney Laura Mueller
City Secretary Diana Boone
City Engineer Chad Gilpin
TIRZ Project Manager Keenan Smith, AIA
TIRZ Administrator Casey Sclar, P3 Works
Traffic Engineering Consultant Leslie Pollack

PRESENTATION OF CITIZENS

A member of the public that wishes to address the Board on any issue, regardless of whether it is posted on this agenda, may do so during Presentation of Citizens. It is the request of the Board that individuals wishing to speak on agenda items with a public hearing hold their comments until the item is being considered. Individuals are allowed two (2) minutes each to speak regarding issues not on the agenda and two (2) minutes per item on the agenda and may not cede or pool time. Those requiring the assistance of a translator will be allowed additional time to speak. Individuals are not required to sign in; however, it is encouraged. Individuals that wish to share documents with the Board must present the documents to the City Secretary or City Attorney providing at least eight (8) copies; if eight (8) copies are not provided, the Board will receive the documents the following day. Audio Video presentations will not be accepted

during Presentation of Citizens. By law no action shall be taken during Presentation of Citizens; however, the Chair may provide a statement of specific factual information, recitation of existing policy, or direction or referral to staff.

No one spoke during Presentation of Citizens.

MINUTES

1. **Consider approval of April 14, 2025 TIRZ Board meeting minutes.**

   A motion was made by Board Member Smith and seconded by Board Member Kimball, to approve the April 14, 2025 meeting minutes. The motion to approve carried unanimously 7 to 0.

BUSINESS AGENDA

2. **Presentation, discussion, and consideration of acceptance of the Quarterly TIRZ Administrator's Report.** *TIRZ Administrator P3 Works, Casey Sclar; Deputy City Administrator Shawn Cox*

   TIRZ Administrator P3 Works Casey Sclar presented the Quarterly TIRZ Administrator's Report.

   A motion was made by Vice Chair Manassian and seconded by Board Member Mathews, to accept the Quarterly TIRZ Administrator's Report. The motion to approve carried unanimously 7 to 0.

3. **Presentation of Update to Dripping Springs Community Library Project.**

   Dripping Springs Library Director Mindy Laird spoke to the board in regard to future project plans for the library.

4. **Discuss and consider current and potential future TIRZ Priority Projects and Project Subcommittee Report.** *Keenan Smith, TIRZ Projects Manager*

   Item 4 was moved to consider after Closed Session.

   A motion was made by Board Member Mathews and seconded by Board Member Kimball, to elevate Creek Road and Ramirez Lane to priority projects. The motion carried unanimously 6 to 0. Board Member Smith left early and did not vote.

5. **Discussion regarding the Downtown Masterplan and Design Phases.** *Chad Gilpin, City Engineer*

   No action was taken.

6. **Update regarding TIRZ Priority Projects.** *Chad Gilpin, City Engineer; Keenan Smith, TIRZ Project Manager*

CURRENT TIRZ PROJECTS

Source:https://www.cityofdrippingsprings.com/tirz/priority_projects

Summary: Provides summary of Creek Road's improvements from the City's Transportation Master Plan.

This Downtown Road, Sidewalk and Drainage Master Plan will seek to develop a phased approach to source funding for the design and construction of improvements consistent with the City's approved Transportation Master Plan. The plan will include core downtown streets Mercer, Wallace, Hays, Bluff, College, San Marcos and Old Fitzhugh. The plan will focus on improving downtown parking, pedestrian access and safety at the same time as improving the City's downtown drainage conveyance facilities. Parking improvements will include options for angled parking or parallel parking along improved street sections. Pedestrian facilities will include combinations of 5-foot sidewalks and shared use paths as well as extension of the network of street lighting, benches and bike racks already implemented in Mercer Street and currently being planned for Old Fitzhugh Road. Storm conveyance will be improved to curb and gutter with underground pipes systems.

Wallace Street

The City's approved Transportation Master Plan (TMP) shows Wallace Street as a two-Lane Commercial Local Street (CLS2). This project proposes to improve Wallace Street to match the TMP for its entire length from Bluff Street to RR12, approximately 1,000 linear feet. It will remain a two-lane road but will establish much needed parallel parking, curb and gutter stormwater conveyance and pedestrian sidewalks on both sides of the street all within the existing 50-foot Right of Way.

Creek Road

The City's approved Transportation Master Plan shows Creek Road as a two-Lane Major Divided Arterial (MAD2). This street section improves traffic flow and safety while establishing pedestrian access facilities and improving drainage for this approximately 1-mile corridor. It will remain a two-lane road but will be divided either by a median or center turn lane. This section also includes shared use paths and curb and guttered stormwater conveyance. Right of Way (ROW) of 90 to 100 feet will be required to provide these improvements. Much of the existing ROW is as narrow as 50 feet. The project will provide much needed improvements to a heavily utilized east/west connector that is forecasted to see increased development. Prior to finalization of the street section additional study will be done.

Possible TIRZ Expansion

DRIPPING SPRINGS
Texas

Old Fitzhugh Improvements

Ramirez Lane

Creek Road

- Stephenson Building / Parking
- Mercer Street
- Wallace Street
- Town Center
- Bathrooms

Existing Zones
Possible Expansion
City Limits

Document Path: U:\GIS\Maps\TIRZ Projects.mxd

Environmental Analysis

All projects funded through these federal programs are required to undergo the National Environmental Protection Act (NEPA) process to determine environmental impact and mitigation requirements. Projects are not expected to have NEPA clearance at submittal; however, sponsors should demonstrate an iterative environmental review process relative to the phase requested.

For sponsors submitting projects for the construction phase, the expectation is that a comprehensive planning process and subsequent engineering and design include an evaluation of environmental constraints that can be used in support of the NEPA process and include identification of all significant environmental risk factors, permitting, and mitigation requirements, and that these have been incorporated into the project. For projects seeking funding for engineering and/or the environmental phase, the expectation is that significant environmental constraints and risk factors have been identified through the planning process to ensure that the proposed project concept (alternative) to be designed and engineered is feasible and does not contain an unacceptable level of risk for implementation.

Because the environmental impacts and process requirements are unique to each project, consideration will be given to the scope and complexity of the project, anticipated classification from Categorical Exclusion (CE) to Environmental Impact Statement (EIS) and identified environmental risk factors that may impact project implementation.

For the readiness assessment, sponsors must provide any environmental analysis conducted on a project and provide that information in the application. Note that potential impacts in any of the areas below do not automatically determine a project to be 'Not Ready'. The readiness review for environmental risk factors is to ensure that the significant impacts have been identified and addressed in the development of the project, including any necessary design changes, permits, or mitigation requirements.

Below is a high-level checklist of potential analyses required for any given project undergoing the NEPA process. Please review this checklist and provide any relevant information in the application.

Air Quality **No**

Biological Resources **No**

Community Impacts **No**

Cultural Resources **Yes**

Summary No religious facilities, schools, health care facilities, libraries, social services, or emergency service facilities were identified within the study area. The easternmost portion of the study area is within the Dripping Springs Downtown Historic District. Two historical markers were identified on the Texas Historical Commission (THC) Atlas, including one for W.T. Chapman and one for the Marshall-Chapman Home. The Marshall-Chapman Home is also a Recorded Texas Historic Landmark (RTHL) according to the Texas Department of Transportation (TxDOT) Historic Resources Aggregator. The historical markers and RTHL are located within the historic district at the eastern project terminus.

Hazardous Materials **Yes**

Summary One petroleum storage tank (PST) was identified by publicly available Texas Commission on Environmental Quality (TCEQ) data. The PST is associated with Dripping Springs Food Mart (601 W Highway 290) along Creek Road near the eastern project terminus.

Land Use Impacts **No**

Noise Impacts **No**

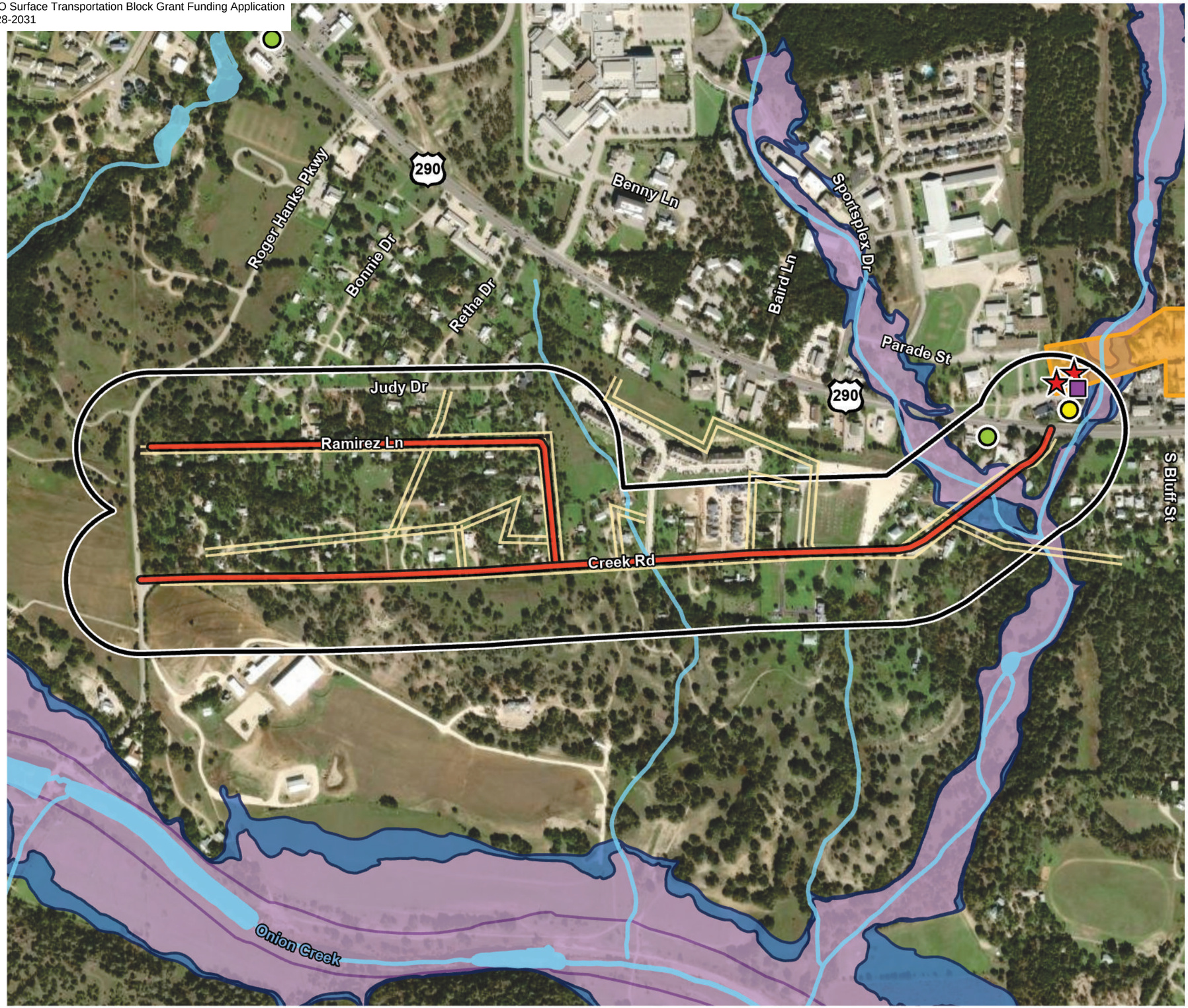
Right-of-way/utility relocation	**Yes**
Summary	Utility lines are within the study area and could require future relocation.
Water Resources	**Yes**
Summary	The Study Area is within the Trinity Aquifer and the Edwards Aquifer Contributing Zone. Three wetlands were identified by the U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI), including two riverine wetlands and one freshwater forested/shrub wetland. Both riverine wetlands are unnamed intermittent tributaries associated with Onion Creek. One riverine wetland intersects Creek Road east of Ramirez Lane, and the other intersects Creek Road to the southwest of US Highway 290. The freshwater forested/shrub wetland is located east of Creek Road at the eastern project terminus. Dripping Springs City Hall is located near the eastern project terminus.
Environmental Classification	**Categorical Exclusion (CE)**

Environmental Constraints

Environmental constraints were analyzed within a 500-ft buffer of the proposed project alignment and are shown in the **Environmental Constraints Map**. Environmental constraints were gathered using publicly available geographic information system (GIS) layers, aerial imagery, and resource agency data. The Study Area is within the Trinity aquifer and the Edwards Contributing Zone. Three wetlands were identified by the U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI), including two riverine wetlands and one freshwater forested/shrub wetland. Both riverine wetlands are unnamed intermittent tributaries associated with Onion Creek. One riverine wetland intersects Creek Road east of Ramirez Lane, and the other intersects Creek Road to the southwest of US Highway 290. The freshwater forested/shrub wetland is located east of Creek Road at the eastern project terminus. Dripping Springs City Hall is located near the eastern project terminus. No religious facilities, schools, health care facilities, libraries, social services, or emergency service facilities were identified within the study area. One petroleum storage tank (PST) was identified by publicly available Texas Commission on Environmental Quality (TCEQ) data. The PST is associated with Dripping Springs Food Mart (601 W Highway 290) along Creek Road near the eastern project terminus. The easternmost portion of the study area is within the Dripping Springs Downtown Historic District. Two historical markers were identified on the Texas Historical Commission (THC) Atlas, including one for W.T. Chapman and one for the Marshall-Chapman Home. The Marshall-Chapman Home is also a Recorded Texas Historic Landmark (RTHL) according to the Texas Department of Transportation (TxDOT) Historic Resources Aggregator. The historical markers and RTHL are located within the historic district at the eastern project terminus. The Texas Parks and Wildlife Department (TPWD) Texas Natural Diversity Database (TxNDD) was reviewed which identified no endangered species within the study area.

Creek Road Planning Study
CAMPO Surface Transportation Block Grant Funding Application
FY 2028-2031

Environmental Constraints



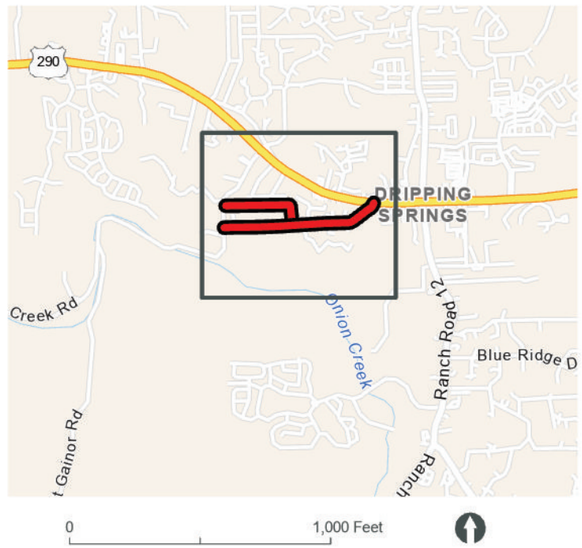
CREEK RD ENVIRONMENTAL CONSTRAINTS
Dripping Springs, Texas

- Project Area
- 500-ft Study Area
- Petroleum Storage Tank
- RTHL
- Historical Marker
- Dripping Springs City Hall
- Dripping Springs Downtown Historic District
- Wetland
- Utility Line

FEMA Flood Zone

- Zone A/AE, 100-year Flood Zone
- Zone X, 500-year Flood Zone

*Entire view extent within Edwards Aquifer Contributing Zone and Trinity Aquifer



Right-of-Way and Utilities

Sponsors seeking construction funding must have identified all right-of-way and utilities relocation requirements through the engineering process. Sponsors must have, or be in the process of, acquiring all right-of-way parcels and relocating utilities for construction at the time of submission. Sponsors must provide all supporting documentation that outlines these requirements, including the demonstration of dedicated funding for completion.

This planning project will require Right-of-Way from up to 74 total parcels along Creek Road and Ramirez Lane. The final Right-of-Way footprint and impacts will be identified as part of this planning study. Utility relocations will be required along Creek Road and Ramirez Lane. Based on recent construction projects in the city of Dripping Springs, it is anticipated that PEC, Spectrum, and Frontier will be impacted at a minimum.

Coordination and Agreements

The project is within the City’s jurisdiction. No agreements have been entered with the City, County, or TxDOT.

Benefit Evaluation

The Transportation Policy Board has adopted project selection criteria for seven categories of projects, including roadway, transit, intelligent transportation systems, active transportation, transportation demand management, transportation planning, and other categories. These categories are based on the most significant aspects of the project scope; however, many projects may include elements of multiple categories. Apart from the transportation planning and other categories, all categories have performance-based criteria and a cost-benefit evaluation that are combined to create a total project score used for ranking and recommendation.

Project Type Information - TRANSPORTATION PLANNING

TRANSPORTATION PLANNING PROJECT CRITERIA

1. **The planning effort will address transportation safety issues in the study area.**
   YES

   Creek Road is anticipated to serve as a critical connection to Downtown Dripping Springs as the roadway network expands, supporting regional and local growth. Area roadway projects, including US 290, RM 12, and the RM 150 extension redistribute vehicular traffic, increasing the demand on Creek Road. Creek Road and Ramirez Lane are both of insufficient width, with limited drainage, and have deteriorating pavement conditions that need to be addressed. The City has initiated discussions with TxDOT to accommodate a traffic signal as part of the US 290 Breakout Project, addressing the highest crash location on the corridor.

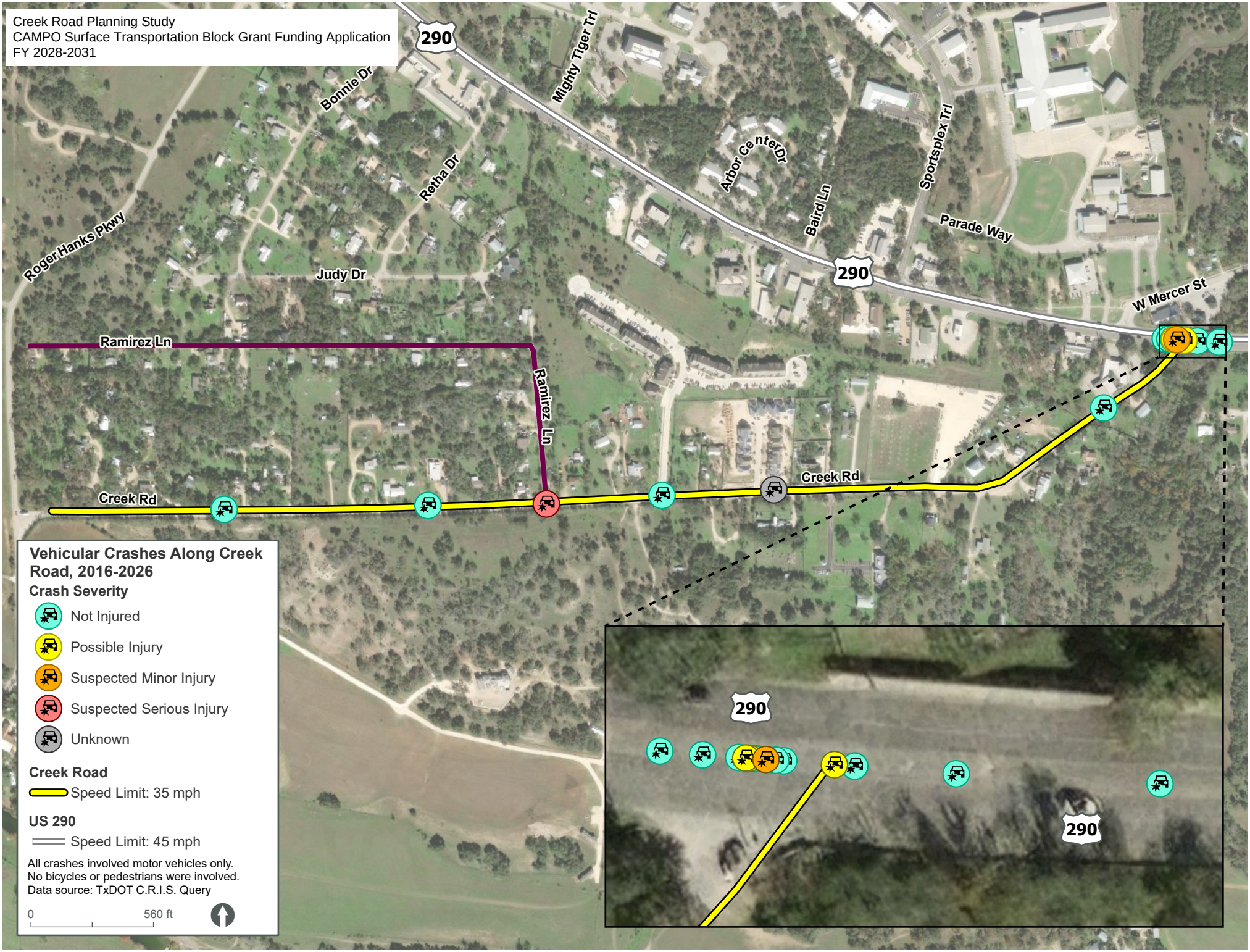
   Attachment – NONE

2. **The planning effort will advance projects that reduce the severity and number of crashes across all modes of travel.**
   YES

   The Creek Road Planning Study will identify necessary safety improvements to Creek Road, the intersection of US 290 and Creek Road, and Ramirez Lane to mitigate future crashes. The **Historic Crashes Map** depicts vehicular crashes along Creek Road from 2016 to 2026. During that time, one suspected serious injury crash occurred along Creek Road, and one suspected minor injury crash as well as two possible injury crashes occurred on US 290 near its intersection with Creek Road. The need to evaluate safety issues and develop plans for crash mitigation will become even more imperative as traffic volumes on Creek Road and Ramirez Lane are projected to grow in the future.

   Attachment – DS_CreekRd_Project_Benefits_2

Historic Crashes

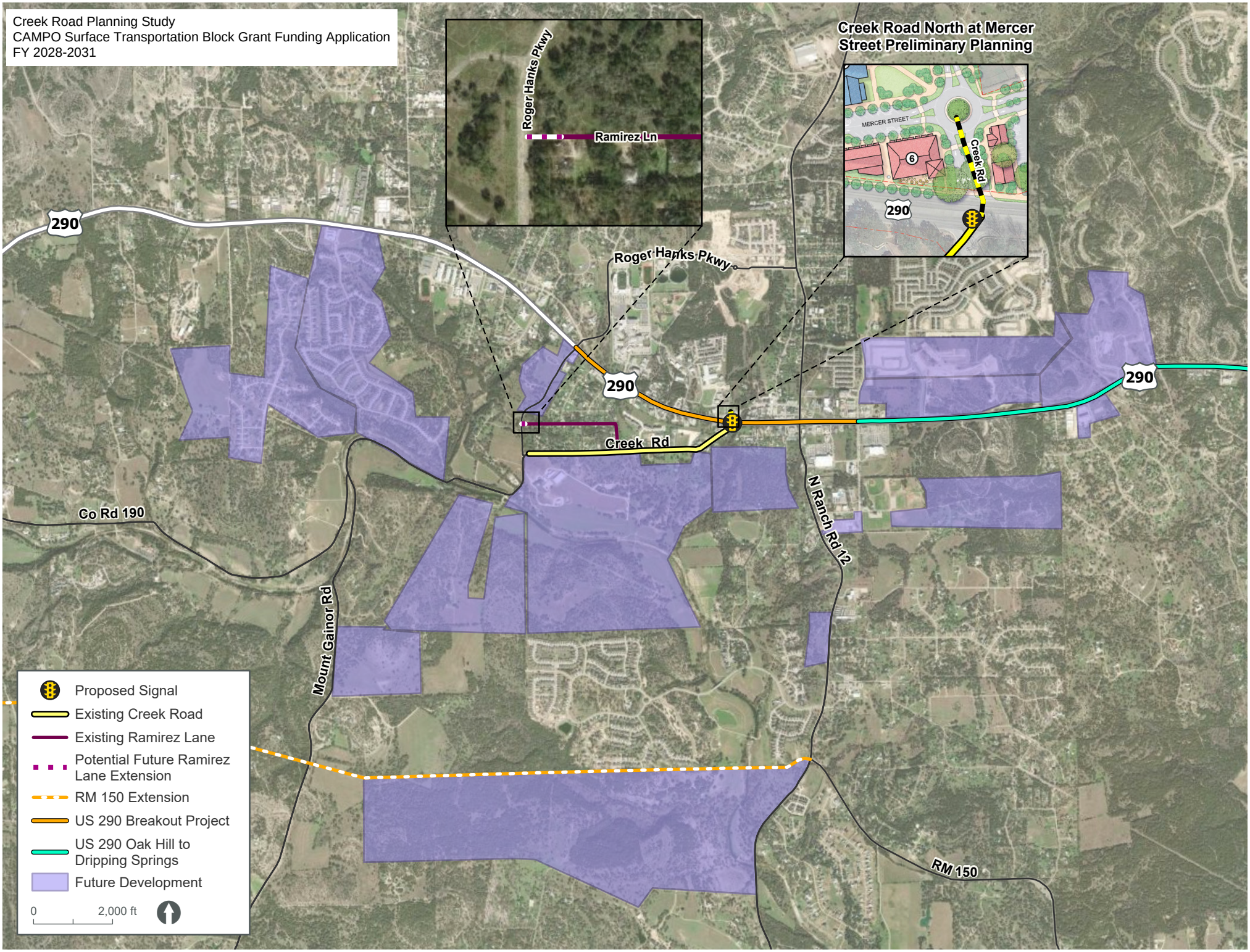


The planning effort will address network gaps by considering added connectivity, elimination of bottlenecks, and modal integration enhancements.

YES
In the future, Creek Road will have regional significance as a facility that serves regional transportation needs including access to and from Dripping Springs outside of the region and access to Downtown Dripping Springs and major planned developments. Future growth in and around the City is expected to attract more vehicular demand on Creek Road as an alternative to regional highway travel as other major roadways such as US 290, RM 12, and RM 150 become increasingly congested. Notably, Creek Road serves as a bypass to the existing bottleneck and the US 290 and RM 12 intersection in Downtown Dripping Springs. Creek Road will connect vehicles and pedestrians to downtown Dripping Springs by connecting to the proposed trail network and utilizing the future signal at US 290 and Creek Road/Mercer Street.

Attachment – DS_CreekRd_Project_Benefits_3

Regional Significance and Connectivity



3. **The planning effort will address multimodal reliability, accessibility, and enhance mode choice.**
   YES
   The Creek Road Planning Study will consider active transportation elements, aligning with the City's TMP. A shared-use path will be evaluated at a minimum of one side of Creek Road. This pedestrian and bicycle facility will provide direct connections to Downtown Dripping Springs, and City Hall, reducing vehicular trips on the roadway network. ADA compliance along curb ramps and sidewalks will also be accounted for in the redesigning along Creek Road and Ramirez Lane.

   Attachment – NONE

4. **The planning effort will provide robust inter-agency collaboration for transportation planning, implementation, and development entities.**
   YES
   This planning study aims to collaborate with Hays County, the Texas Department of Transportation (TxDOT), and local developers throughout the duration of the project. Future initiatives led by Hays County, such as the RM 150 extension, and TxDOT's widening of US 290, are two key projects that will align with the future plans for Creek Road and Ramirez Lane. Additionally, major developers are planning projects directly adjacent to Creek Road, which will significantly increase local traffic demand. Maintaining communication with these developers will be essential for accurate capacity analysis.

   Attachment – NONE

5. **The planning effort will consider fiscal constraint and lay out an implementation strategy for the identified improvements.**
   YES

   Fiscal constraints, implementation strategies, and identified improvements will be discussed with the TIRZ board. Alternative funding methods may be pursued through other grant opportunities and city bonds.

   Attachments – NONE

6. **The planning effort will aim to promote public health outcomes and minimize/mitigate negative impacts to the natural environment.**
   YES

   This project proposes connecting and expanding off-street trails along Creek Road. Consistent with the City's Parks, Recreation, and Open Space Master Plan, the City seeks to expand and improve the existing trail network. This project aligns with that plan by proposing a trail along Creek Road that connects to nearby trail facilities. Improved connectivity enhances access to green spaces, which supports public health and wellness by encouraging walking, running, and other fitness activities.

   Additionally, improvements to active transportation infrastructure are expected to increase trail usage and reduce the number of vehicles on the roadway as residents substitute car trips with walking or biking. Reduced automobile use will, in turn, decrease air and water pollution.

   Attachments – NONE

7. **The planning effort will contribute to economic development and the efficient movement of people and goods.**
   YES

   Currently, approximately 27% of the total linear frontage along Creek Road and Ramirez Lane remains underdeveloped. This project seeks to improve corridor quality along Creek Road and

Ramirez Lane, which in turn is expected to increase its attractiveness to developers investing in adjacent properties. Potential future uses, such as commercial development or housing, would contribute to economic growth in the area.

Attachments – NONE

8. **The planning effort will promote transportation investments that have positive impacts and avoid, minimize, and mitigate negative impacts to vulnerable populations.**
   YES

   Creek Road and Ramirez Lane not only serve as regional connections but provide access to a variety of land uses. As the subareas are evaluated, the plan will consider the ever-changing land use context. There is a need to preserve residential access and character in the older area of Dripping Springs on Ramirez Lane while accommodating future mixed-use developments on Creek Road.

   Attachments – NONE

9. **The planning effort will explore multimodal transportation solutions that improve access to opportunity for all.**
   YES

   The Creek Road Planning Study will consider active transportation elements, aligning with the City's TMP. A shared-use path will be evaluated at a minimum of one side of Creek Road. This pedestrian and bicycle facility will provide direct connections to Downtown Dripping Springs and City Hall, reducing vehicular trips on the roadway network. This will provide an accessible pedestrian network connecting to the City's Downtown sidewalks.

   This active transportation element aligns with the City's adopted Parks, Recreation, and Open Space Master Plan to provide trail connectivity along this corridor. An active transportation element will also provide direct connectivity to the City's "Dripping Springs" and a future off-street trail along the creek. Pedestrians will be able to cross US 290 at the future signal at US 290 and Creek Road/Mercer St. A potential pedestrian underpass under US 290 along the creek will also be evaluated.

   Attachments - NONE

10. **The planning effort will consider the context of the community and environment.**
    YES

    The planning effort will build recommendations that respect the natural environment, including drainage and water quality recommendations to protect the Edwards Aquifer and Onion Creek wetlands. The pedestrian connectivity will provide integration with the Dripping Springs Downtown Historict District and adjacent historical places. The adjacent land use context, supplemented with community feedback from public and stakeholder engagement phases, will inform the typical sections and placemaking opportunities recommended along these important corridors.

    Attachments – NONE

11. **The planning effort will be adaptable to changing needs and conditions and consider the impact of new and emerging technologies and trends.**
    NO

12. **The Transportation Planning Project or activity's local cost share is overmatched by %.**

    5%