



April 9, 2026

US 281 at SH 71 Interchange

Burnet County, Texas
CSJ: 0252-02-058

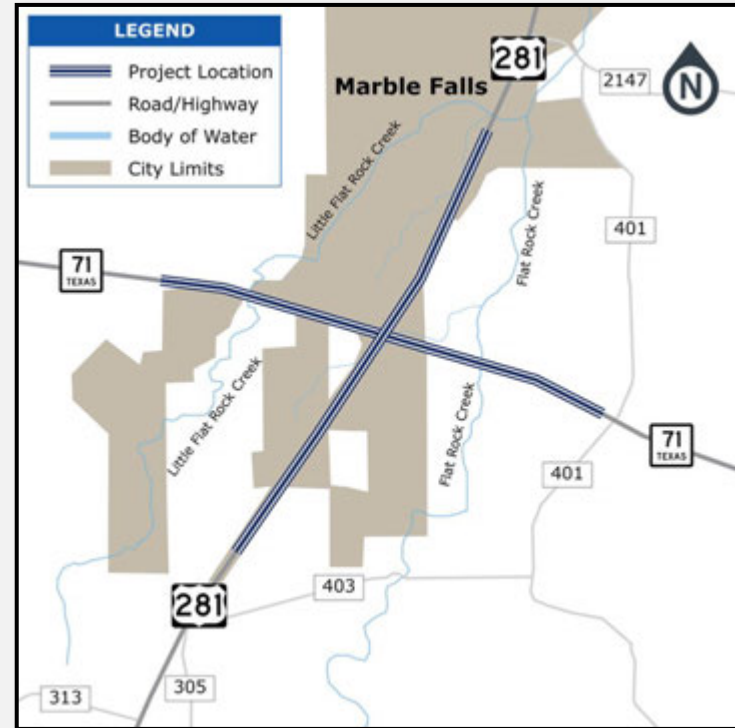
Virtual Public Hearing with In-Person Option

Drive Like A Texan

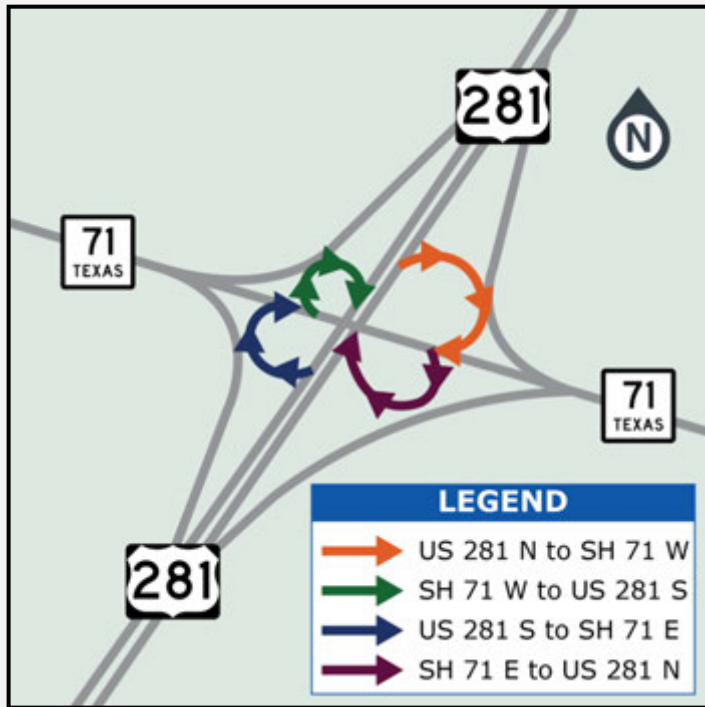


US 281 at SH 71 Interchange

- Project Area
 - US 281 at SH 71 interchange
 - Burnet County, Texas
- Project Purpose
 - Improve the interchange
 - Improve safety
 - Improve mobility and reduce congestion



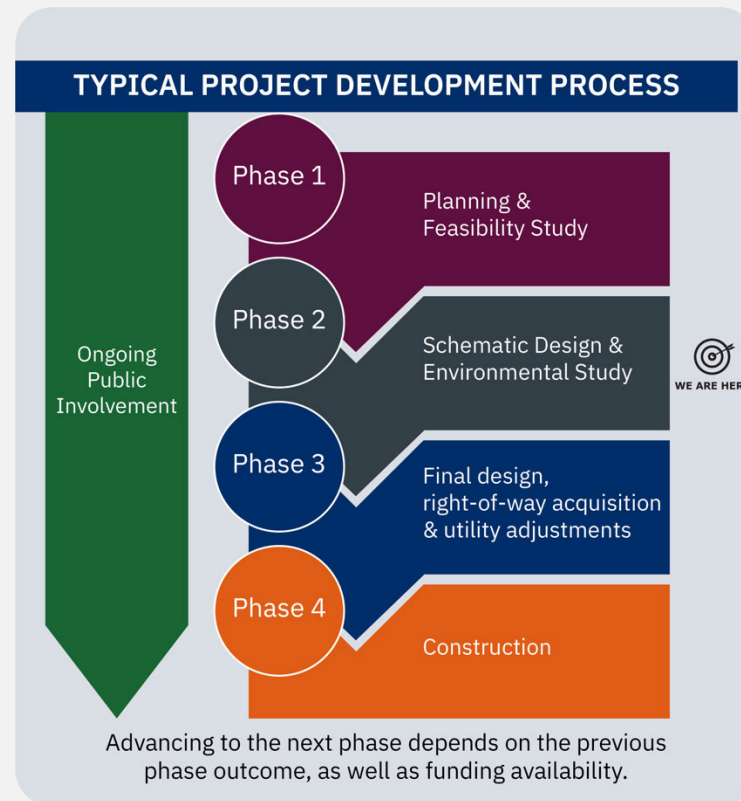
Existing Interchange - Cloverleaf



- Cloverleaf interchange was built in the 1960s
- Short weaving movement between loop ramps concentrates potential conflict points
- Smaller radius curves have low design speed and are not efficient for trucks
- This project is needed because the interchange does not meet current design standards and does not provide adequate lane and ramp configurations to accommodate future traffic volumes

Project Development Process

- US 281 at SH 71 Interchange
 - This project is currently in Phase 2.
 - Phase 1 began in 2022 with an Alternatives Analysis.
 - Phase 2 began in 2023 and is anticipated to be complete by the end of 2026.



Phase 1

Planning &
Feasibility Study

Preliminary Analysis

Preliminary analysis work included:



Safety Analysis



**Regional
Population Growth**

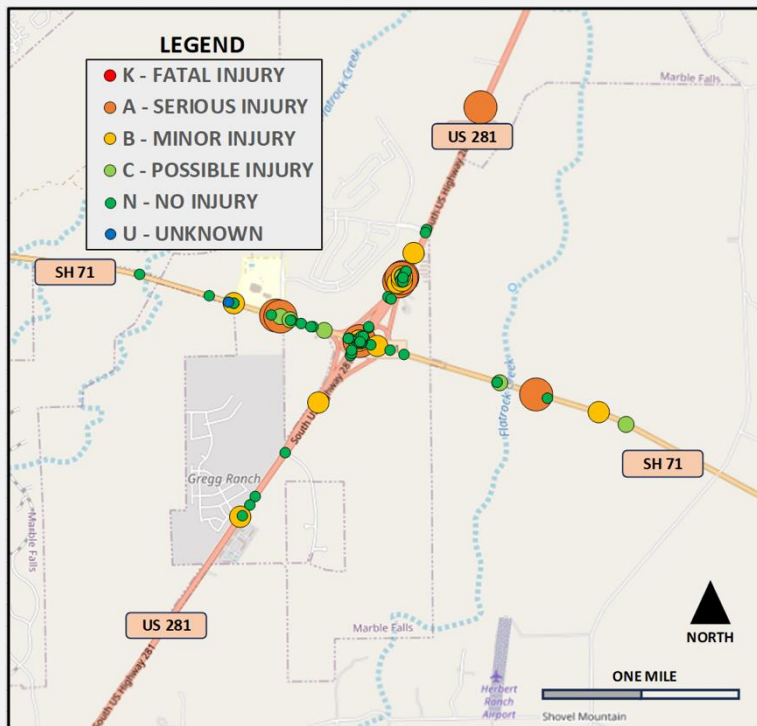


Traffic Projections



Connectivity

Safety Analysis



Crash Data between 2020 and 2024

- 95 total crashes over five years
- Increase from 18 crashes in 2020 to 30 crashes in 2024
- No fatal injury crashes, eight serious injury crashes
- Concentration of crashes at the interchange and among local access points north and west
- Crash rate on US 281 is about three times higher than the statewide average for similar roadways
- Crash rate on SH 71 is over two times higher than the statewide average for similar roadways

Source: TxDOT Crash Records Information System Data

Regional Population Growth

Burnet County Surroundings (Travis, Williamson, Blanco, Llano Counties)



280% growth from 1980 to 2020

78% growth anticipated between 2020 and 2050

- Travis County, which connects with Burnet County via SH 71, ranked 9th nationally in total population growth from 2010 to 2020

Burnet County



176% growth from 1980 to 2020

33% growth anticipated between 2020 and 2050

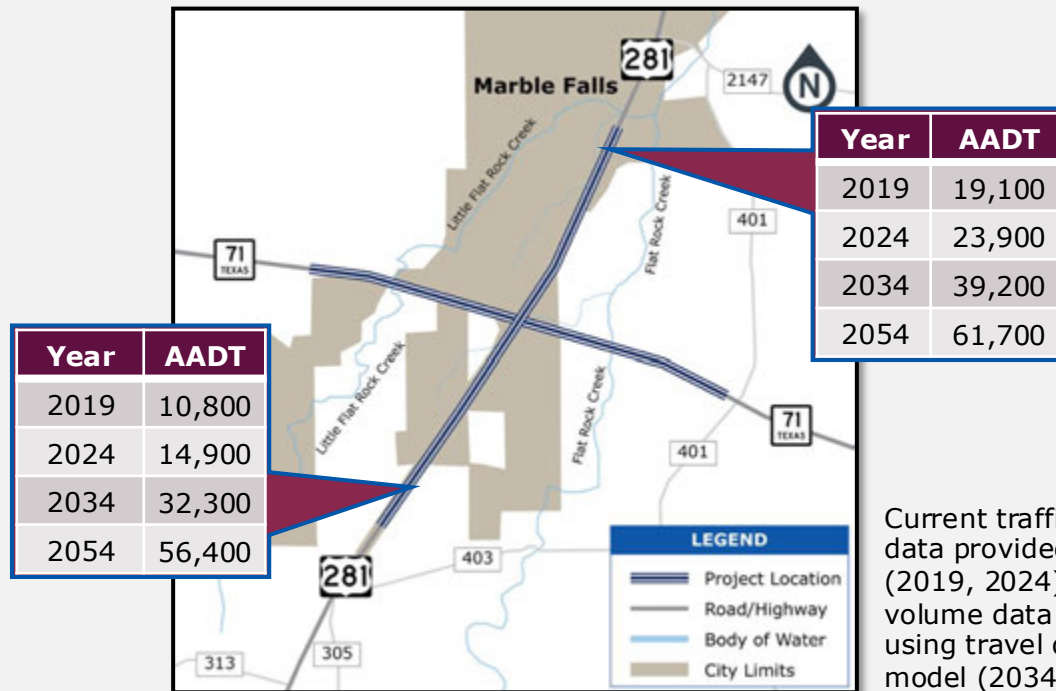
- Burnet County growth combined with that of surrounding counties is substantial and will increase local and through trips along US 281 and SH 71

Source: Texas Demographic Center, US Census Bureau

Phase 1

Planning &
Feasibility Study

Traffic Projections - US 281



Current traffic volume data provided by TxDOT (2019, 2024). Future volume data predicted using travel demand model (2034, 2054).

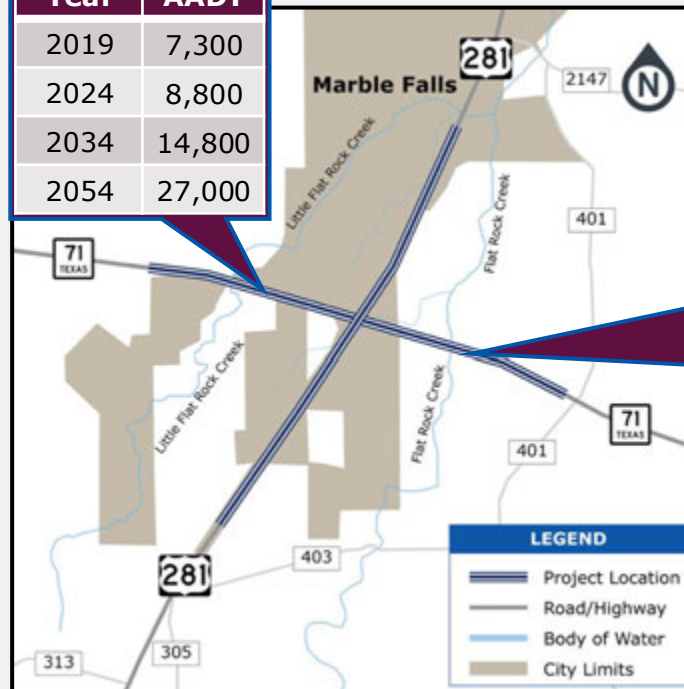
Projected Growth of Annual Average Daily Traffic (AADT) on US 281

Phase 1

Planning &
Feasibility Study

Traffic Projections – SH 71

Year	AADT
2019	7,300
2024	8,800
2034	14,800
2054	27,000



Year	AADT
2019	13,500
2024	24,800
2034	32,100
2054	45,400

Current traffic volume data provided by TxDOT (2019, 2024). Future volume data predicted using travel demand model (2034, 2054).

Projected Growth of Annual Average Daily Traffic (AADT) on SH 71

Connectivity

US 281 has been identified by multiple agencies as a critical highway within Texas and the nation connecting motorists to Marble Falls, Blanco and San Antonio. Highway networks that have identified US 281 as critical include:



National Highway System



**Strategic Highway Network
(SRAHNET)**

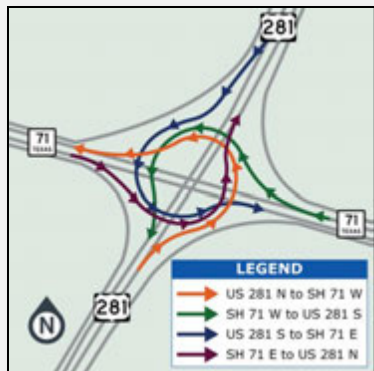


Texas Trunk System



Texas Highway Freight Network

Alternatives Evaluated



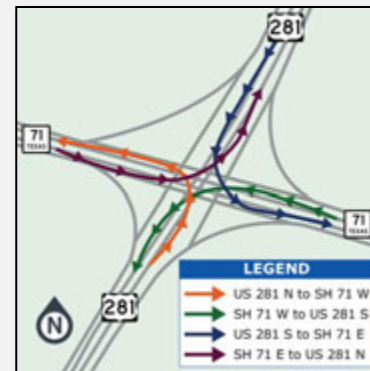
**Alternative 1:
2-Level Turbine**



**Alternative 2:
3-Level Diamond**



**Alternative 3:
3-Level Diamond with
South-to-East Flyover**



**Alternative 4:
5-Level Directional with
Frontage Road Box**

Phase 1

Planning & Feasibility Study

Alternatives Evaluated

- Turbine Recommended
 - Best interchange operations
- Meets regional mobility goal
 - Best interchange safety
 - Meets safety goal
- Smaller right-of-way footprint than flyovers
- Less visually obstructive than flyovers
- Least effective local operations
 - Mitigated with design modifications

Evaluation Metrics	Alternative 1: 2-Level Turbine	Alternative 2: 3-Level Diamond	Alternative 3: 3-Level Diamond w/ Flyover	Alternative 4: 5-Level Flyovers
Operations – Interchange Level				
Interchange Vehicle Hours Delay	15	104	66	37
Interchange Average Delay per Vehicle (seconds)	7	46	34	33
Interchange Level of Service (LOS)	A	D	C	C
Turn Movement Delay per Vehicle (seconds)	15	80	30	30
Turn Movement LOS	B	E	C	C
Resilience to Traffic Control (Signal) Failure	Best	Good	Good	Good
Safety – Interchange Level				
Interchange Conflict Points – Angle	0	14	14	14
Interchange Crash Exposure – Angle	0	126,750	90,930	61,830
Interchange Conflict points – Merge and Diverge	24	44	46	52
Interchange Crash Exposure – Merge and Diverge	35,520	606,700	556,780	455,220
Operations – Network Level				
Network Vehicle Miles Traveled (VMT)	34,205	31,493	31,446	31,835
Network Vehicle Hours Traveled (VHT)	831	824	542	542
Network Vehicle Hours Delay (VHD)	248	280	253	208
Network Average Travel Speed (MPH)	41.2	38.2	39.6	42.5
Operations – Local Trip Travel Times (minutes)				
Gregg Ranch Residential to Scott & White Hospital	4.7	4.5	4.4	4.3
Legacy Crossing Residential to Scott & White Hospital	4.3	3.9	3.8	3.8
Thunder Rock Residential to Legacy Crossing Retail	4.3	5.8	5.3	5.4
Right-of-Way				
Total New Proposed ROW (Acres)	161.9	158.5	171.4	171.4
Commercial Displacements (Apartment Complex)	1	1	1	1
Residential Displacements	2	1	1	2
Roadway				
Construction Cost (Million)	\$225	\$150	\$200	\$375
Phased Implementation Capability	No	Yes – Defer SH 71 MLs & bridges until SH 71 becomes a freeway.	Yes – Same as 3-Level Diamond AND defer S-E DC (\$20M)	Yes – Construction of all DCs could be deferred (\$100M).
Constructability				
Bridge Levels	2	3	4	5
Construction Complexity	High	Low	Medium	High
Construction Duration (Months)	46	36	40	48

Proposed Improvements

- Replacing the current cloverleaf interchange with a turbine interchange



- Adding elevated structures to improve mobility through the interchange



- Adding frontage roads to separate high-speed through traffic from local traffic



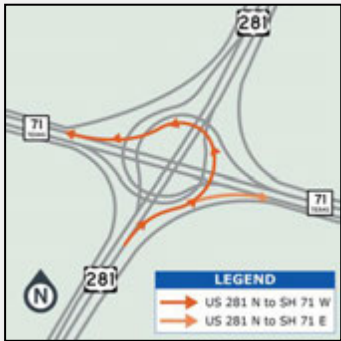
- Adding shared-use paths to accommodate bicyclists and pedestrians



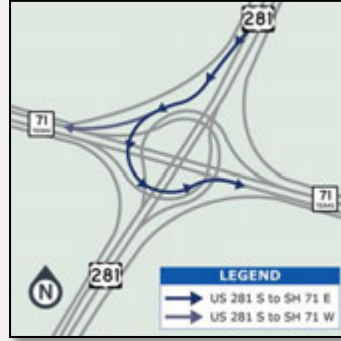
Proposed Interchange - Turbine



Turbine interchange rendering at US 69 and SH 73 in Jefferson County



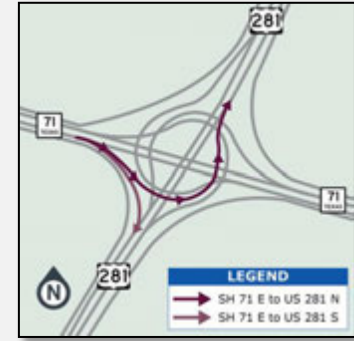
US 281 northbound to SH 71



US 281 southbound to SH 71



SH 71 westbound to US 281



SH 71 eastbound to US 281

What We Heard at Previous Public Meeting

Safety Concerns

- Traveling speed on US 281
- Turning into and out of Gregg Ranch Boulevard
- Low speed limit on access roads
- Implement near-term safety enhancements

Lighting Concerns

- Consider increased light pollution
- Adhere to dark sky compliance

Gregg Ranch Overpass

- General opposition to proposing an overpass at Gregg Ranch Boulevard

Noise Concerns

- Add noise walls
 - Install before construction
 - Consider aesthetics
- Use of materials that reduce noise
- Place "No Engine Brake" signs

Access Concerns

- Prioritize emergency response time
- Consider future growth in the project area

Public Outreach

- Direct communication with residential neighborhoods

Phase 2

Schematic Design & Environmental Study

What Has Changed

A: Noise Walls

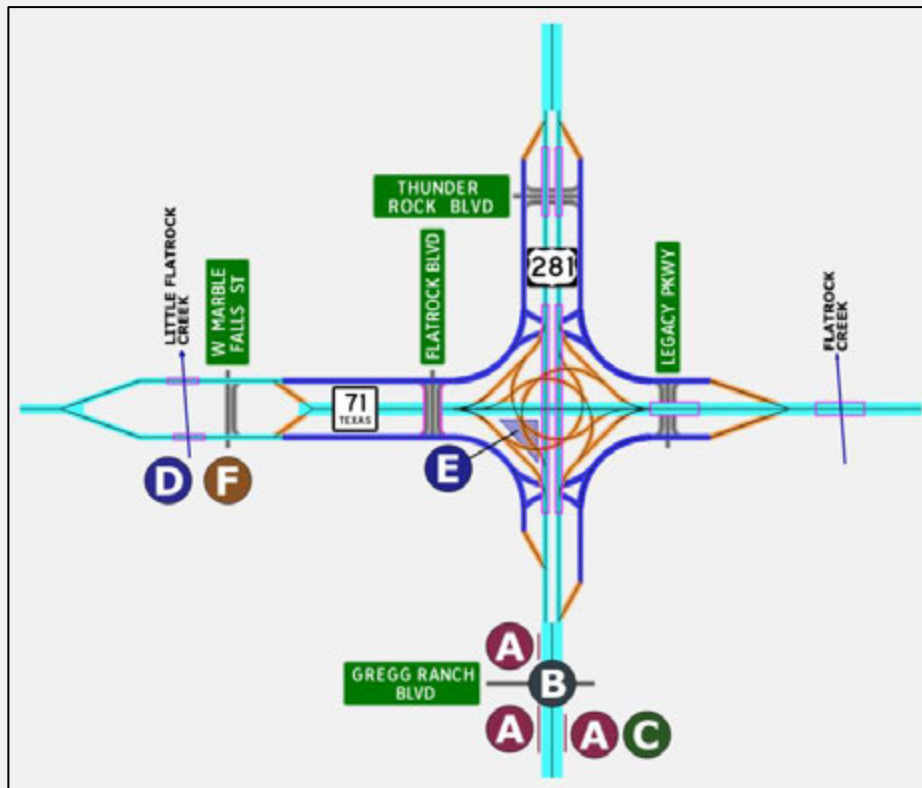
Added noise walls to reduce traffic noise at residences near Gregg Ranch Blvd

B: Gregg Ranch

Removed overpass at Gregg Ranch Blvd; R-cut with signals proposed

C: FLATZ 830

Eliminated displacements at FLATZ 830 apartments



D: Bridges

Added bridges to improve drainage crossings

E: Detention Pond

Added detention pond to reduce flow through drainage channel

F: Cross Street

Added stub-out to match Marble Falls Comprehensive Plan network

Current Public Outreach



- The notice was posted to the TxDOT website on March 9, 2026.



- Notices were mailed (and/or emailed) to:



- Elected officials on March 9, 2026.



- Community organizations, such as schools, hospitals and emergency services.



- Adjacent property owners as identified from the Burnet County Appraisal Districts on March 16, 2026.



- Approximately 2,200 Every Door Direct Postcards were delivered to local mailboxes on March 25, 2026.



- The hearing update was displayed on roadside changeable message signs beginning April 2, 2026.



- Advertisements were published in English and Spanish, as applicable, in the following newspapers:

- *The Highlander, DailyTrib Online and Horseshoe Bay Beacon*

Phase 2

Schematic Design &
Environmental Study

About the Environmental Study

TxDOT performed the environmental assessment for the US 281 at SH 71 Interchange in accordance with the National Environmental Policy Act.

The study included:

- Engagement with community stakeholders, public agencies and local governments
- Presentation of the purpose and need for the project
- Continued analyses of current project area conditions
- Evaluation of design options and the No Build (do nothing) alternative
- Evaluation of potential impacts to the community and environment
- Recommendation of a design option or No Build alternative



National Environmental Policy Act (NEPA) Compliance

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 17, 2025, and executed by FHWA and TxDOT.

Environmental Study Findings

- The environmental study (Environmental Assessment (EA)) evaluated potential impacts to the community and environment, including:



Air Quality and
Traffic Noise



Hazardous
Materials



Cultural
Resources
(Historic and
Archeology)



Biological
Resources



Threatened and
Endangered
Species



Water Resources



Social and
Community
Impacts

Draft EA Conclusion: Implementation of the proposed project would not result in a significant impact on the human or natural environment. A Finding of No Significant Impact (FONSI) is recommended.

Right-of-Way Information

- Acquisition of right of way and relocation assistance will be in accordance with the Uniform Relocation Assistance and Real Properties Acquisitions Policies Act of 1970, as amended.
- The following information on the right-of-way acquisition process is available at txdot.gov and on the public hearing webpage:
 - Landowner's Bill of Rights
 - Relocation Assistance
 - State Purchase of Right of Way



**Landowner Bill of
Rights and resources
webpage**

We Want Your Input

Provide your input by submitting a comment:

- In person at the Public Hearing
- By email: AUS_US281atSH71@txdot.gov
- Online: www.txdot.gov, keyword search "US 281 at SH 71 Interchange"
- By mail: TxDOT Austin District
ATTN: US 281 at SH 71
1949 S I-35 Frontage Rd, Ste 105
Austin, Texas 78741
- By voicemail: 512-553-2821



While comments are always welcome, they must be received or postmarked by **Friday, April 24, 2026**, to be included in the official hearing documentation.

Virtual Hearing: Materials & Input

You may view materials from today's public hearing and provide input online.

- Access the virtual hearing by:
 - Scanning the QR Code
 - Visiting www.TxDOT.gov, keyword search "US 281 at SH 71 Interchange"



Please submit your input for the public hearing by **Friday, April 24, 2026.**

If you have questions or need technical assistance, please contact the study team at 512-756-2316.

Thank you for participating

