WILLIAMSON COUNTY
1848

October 13, 2009

Note 3/30/2016: Proposed amendments to the plan have been highlighted in yellow.

LONG-RANGE TRANSPORTATION PLAN

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EXECUTIVE SUMMARY

OVERVIEW

The Williamson County Long-Range Transportation Plan focuses on what road and transit improvements should be built or improved over the next 25 years to help address expected growth in the county; it is this plan that guides future capital improvements.

The county has worked in close collaboration with its member cities to develop the plan, which analyzes current population and employment data in order to make projections about how and where the county will grow in the future. It also contemplates land-use patterns and the role of transit moving forward.

A draft of the plan was presented at public open houses in each precinct and at a county-wide open house held at the county courthouse. The purpose of these meetings was to share information about the plan with the public and to provide opportunities for citizen input. The comments received were reviewed and evaluated to determine if they related to current operational concerns or to the newly proposed group of projects.

Adjustments were made based on comments received; the resulting plan includes proposed projects and their estimated costs; however it does not define specific funding sources. The proposed 2035 Long-Range Transportation Plan would result in:

- Approximately 100 miles of new roadways; and
- Approximately 250 miles of roads receiving additional lanes.

The cost of the plan (in today's dollars) is estimated to be approximately $2.20 billion; this cost would be shared by the county, cities within the county and the Texas Department of Transportation (TxDOT), depending on which jurisdiction a project falls. Developers could also be asked to share in the costs where appropriate.

It will serve as a blueprint for future bond programs and will provide opportunities to continue partnering with cities in making decisions about infrastructure improvements throughout the county. The plan also will help guide the relationship with developers and landowners with regard to land-planning and preservation for future projects. This was developed as a fluid document to be updated as necessary moving forward.

Public meetings were held in each of the four precincts.

Opportunities were provided for public input.

A county-wide open house was held at the Courthouse.

BACKGROUND

Williamson County adopted its first Long-Range Transportation Plan in 1999 to identify transportation needs for the anticipated population growth that would to occur by 2025. This plan identified roadway projects as short-range improvements (by 2010) and long-range improvements (by 2025). The transit component of the plan was based on the transit network identified for Williamson County in the Capital Area Metropolitan Planning Organization's (CAMPO) 2020 Metropolitan Transportation Plan (MTP).

In late 2007, Williamson County decided to update the transportation plan to identify improvements that would be considered in CAMPO's 2035 MTP. The update of the Williamson County Long-Range Plan used the travel-demand model from CAMPO's 2030 MTP as the foundation for the study. Modifications to the CAMPO 2030 model were limited to:

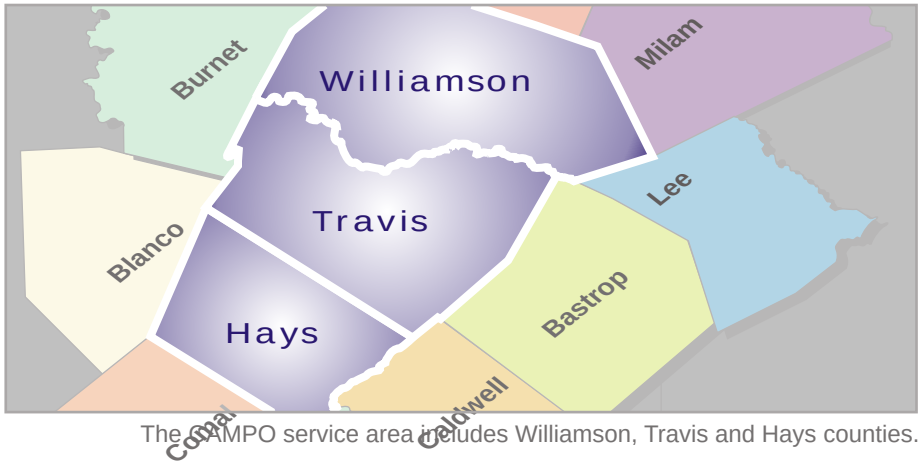
- Update base-year demographics to 2008 and develop forecasts for 2015 and 2035;
- Update base-year roadway network with roads open to traffic in 2008;
- Identify committed improvements that will be open to traffic by 2015; and
- Update the transit component with the new rail system proposed by Round Rock.

The overall modeling methodology was taken directly from the CAMPO 2030 model, which includes the traditional four-step process of trip generation, trip distribution, mode choice and trip assignment. This consistency of methodology assures the acceptance of model results.

The proposed future roadway network was determined through an iterative process of determining roadways needing additional capacity based on travel demands and collaboration with the jurisdictions that would finance and build the projects. This group of projects was then presented for public comment at four precinct-based open houses and one county-wide open house.

Williamson County Courthouse

1999 Transportation Plan Executive Summary



The CAMPO service area includes Williamson, Travis and Hays counties.

DEMOGRAPHIC DATA

An essential component to the travel-demand modeling effort is forecasting population and employment for the various planning horizons. The study included a review of historical information for Williamson County, as well as collaboration with the cities within the county regarding development patterns, platted developments, previous demographic forecasts and regional economic trends.

In addition to estimates of the base year 2008, forecasts were developed for 2015, 2025 and 2035. Due to the economic conditions prevalent in the fall of 2008, the projected population for Williamson County is slightly below the county's population control total adopted by CAMPO's Transportation Policy Board in April 2007.

Population and employment data was developed for each of the 45 census tracts in Williamson County. This information was then distributed to the Traffic Analysis Zones (TAZ) using the disaggregation ratios in the approved CAMPO model subject to reasonableness checks of population and employment density.

The model has 304 TAZs in Williamson County. The population and employment estimates were input into the standard CAMPO model trip-generation step to allocate person trips per TAZ.

The Williamson County Population and Employment Comparison Table below summarizes the comparison of population and employment forecasts between the last CAMPO plan for 2030 and the Williamson County information developed for this project.

The timing of the demographic work for this project was after the impacts of the national recession were being felt in Central Texas. The forecasted values for population are very close for 2015, but are less than CAMPO's population control total for 2035.

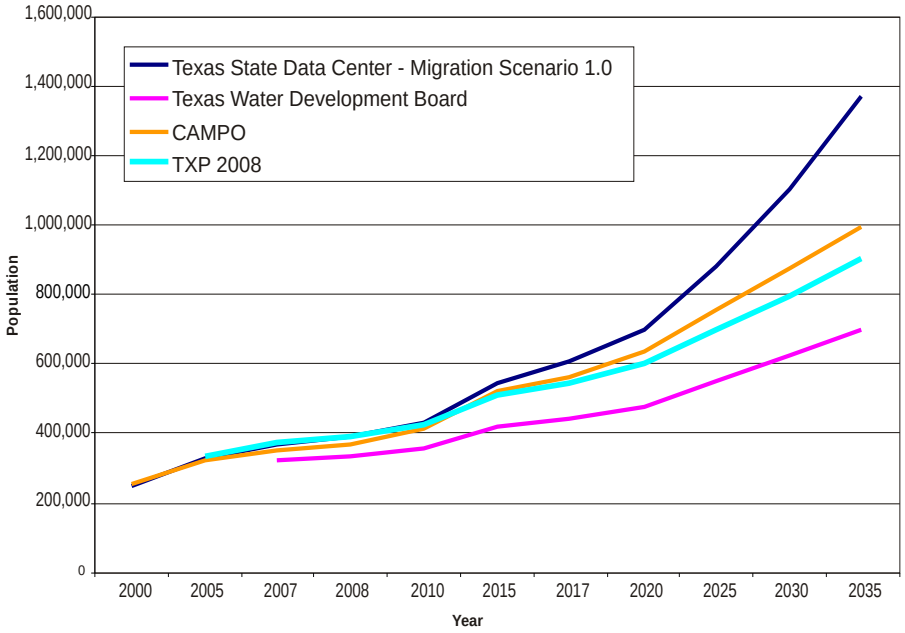
Williamson County Population and Employment Comparison

Williamson County	Population		Employment	
	CAMPO Forecast*	Adjusted Forecast	CAMPO Forecast*	Adjusted Forecast
2008	364,298	389,777	121,427	120,789
2015	511,534	513,603	173,692	1 4 7,882
2035	1,039,958	914,269	402,839	263,876

* Interpolated for 2008 and 2015 based on CAMPO 2007-2017 estimated compounded annual growth rate.
Extrapolated for 2035 based on CAMPO 2017-2030 estimated compounded annual growth rate.

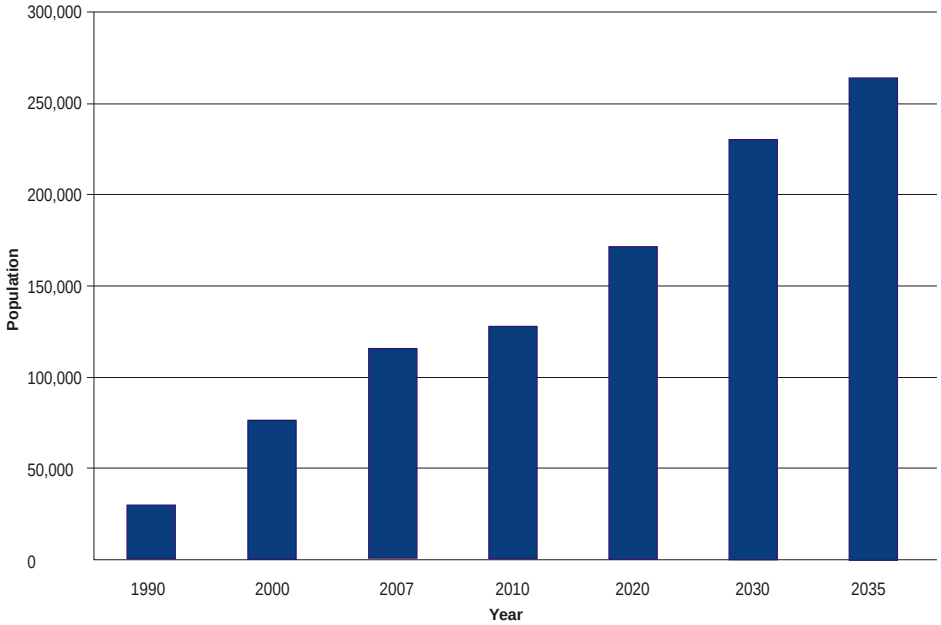
Eastbound US 79 at Red Bud Lane

Williamson County Population Projections



For the purposes of this plan, Williamson County took a very conservative approach in making population projections through the year 2035. The county is using lower estimates compared to several other organizations, including CAMPO.

Williamson County Employment



Despite the current recession, Williamson County employment is still expected to double by 2035.

Apartment complex located near Texas State University and Seton Medical Center.

Major employment centers continue to expand in Williamson County.

ROADWAY AND TRANSIT NETWORK UPDATE

The assumptions of the transportation network are important aspects of the model. In order to gain a current understanding of existing and future road and transit service, proposed projects included in the 2030 MTP were evaluated against the current trends and commitments of the various jurisdictions to see if projects were still viable. In several instances, projects were removed from the plan due to recent agreements between the Texas Department of Transportation (TxDOT) and local jurisdictions or due to anticipated financial limitations for participating costs, such as right-of-way and utility adjustments. Austin Avenue, between Williams Drive and RM 2243, in Georgetown is a recent example of TxDOT turning over a portion of a state-maintained roadway to a city.

The public transportation element of the new plan reflects the Capital Metropolitan Transit Authority's (CMTA) All Systems Go Plan that was included in CAMPO's 2030 MTP. Additionally, the Round Rock Rail Link project was added to the transit network to reflect current understanding of future transit elements.

The cities within Williamson County were contacted to obtain the latest information on capital improvements for streets within each jurisdiction. To establish the existing-plus-committed (E+C) network, the year 2015 was established as the year in which all projects currently under development and funded through local bonds would be completed and open to traffic. The future year of 2035 was selected as the planning horizon to be compatible with the current CAMPO MTP effort. Figure ES-1 indicates projects currently in development that will be open to traffic by 2015.

Gattis School Road under construction

Intersection at Austin Avenue and Williams Drive

Public transportation is part of the new plan.

BUS 79/2nd Street and SH 95, Downtown Taylor, Texas

OVERALL APPROACH

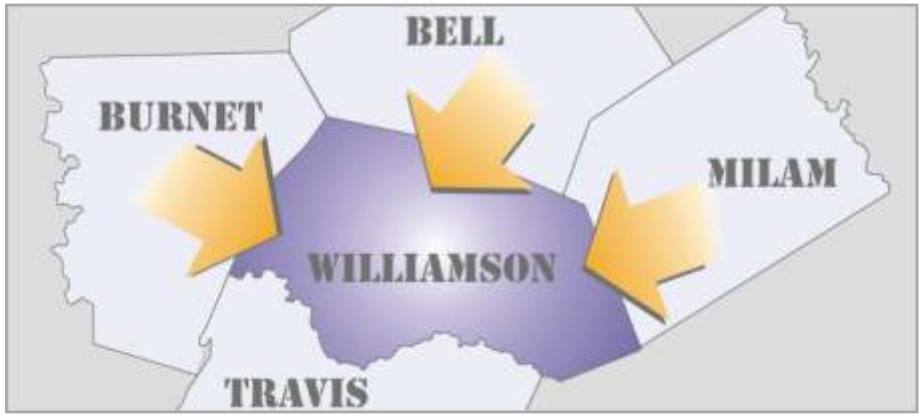
The CAMPO 2030 model and its methodologies were used as the foundation for the analysis. Updates of demographics (population and employment), as well as roadway and transit networks, were conducted to provide the most current regional data. Traffic volumes coming into Williamson County from Milam, Bell and Burnet counties were also reviewed to confirm reasonableness of the trips compared to projected growth in these adjacent counties not included in the CAMPO 2030 model. A validation test was conducted to assure that the updated model achieved the same or better results than the approved CAMPO model. Inputs used in the CAMPO model were not adjusted to further improve model-calibration results.

To compare the CAMPO model to the updated model for Williamson County (WILCO model), vehicle miles traveled (VMT) were determined for each by facility type and area type and then compared to actual 2007 VMTs, which include the most current published TxDOT traffic counts at the time of this study. The WILCO model was then run for the following scenarios to develop the proposed transportation plan:

1. Current Condition – 2008
2. Existing + Committed* (E+C) Network -– 2015
3. No Build – 2035 demand on 2015 Network (E+C)
4. Phase 1 Build – 2035 demand on 2035 Estimated Network
5. Proposed 2035 Network

   * "Committed" indicates that money has already been approved for a project – County, City or TxDOT funds.

With the information from the Phase 1 Build scenario, additional capacity needs were assessed and additional coordination with the cities was done to finalize the recommended roadway projects. The final model was run with the 2035 demand on the recommended network.



Traffic volumes coming into the county and projected growth were reviewed.

Vehicle Miles Traveled (VMT) were developed for each model by facility type.

Pond Springs Road is a current road bond project under construction.

RECOMMENDATIONS

Transit:
Several cities in Williamson County, including Round Rock, Cedar Park and Georgetown, are currently exploring transit options with entities such as Capital Metro and the Austin-San Antonio Commuter Rail District. As the county continues to grow and explore multimodal transit opportunities in the future, it may consider contributing funds to these efforts. Figure ES-78 illustrates the current transit network in Williamson County, as well as possible future opportunities as funding becomes available.

Bicycle/Pedestrian/Trails:
The county adopted a comprehensive park master plan in November 2008. The goal is to complete the master plan and continue implementation of the Brushy Creek Regional Trail and the Heritage Trail System. With regard to bicycle and pedestrian possible improvements, as future roads are built, cities within the county will have opportunities to install sidewalks and bike lanes.

Roadway Projects:
Figure ES-1 shows the location of the proposed projects in the 2015 Network. Figure E-2 lists the proposed projects in the 2015 Network. Figure ES-3 shows the location of the proposed projects in the 2035 Plan. Figures ES-4 through ES-7 provide the list of projects in each precinct. Figure ES-8 shows the transit possibilities.

Bottleneck Projects:
In addition to these long-range improvement projects, the county also wants to be responsive in addressing localized operational issues. With that in mind, a list of potential bottleneck/construction-relief projects has been identified for consideration in Figure ES-9. These projects are designed to improve safety and mobility at highly congested intersections both today and in the future. These projects can range from low-intensity operational improvements to full construction of grade-separated intersections and direct connectors at major state highways. These bottleneck projects are intended to complement the long-term arterial/capacity projects in the long-range plan.

Please see the appendix for all exhibits, ES-1 and ES-3 are in the back pocket.

Capital Metro Rail Station - Leander, Texas

Brushy Creek Regional Trail

Intersection at US 79 and A.W. Grimes Blvd.

SYSTEM PERFORMANCE

To evaluate the effectiveness of the proposed improvements to the transportation network, performance measures were selected to compare the performance of each scenario. The following table provides a summary that shows how the Williamson County transportation system performs for each analysis year. It illustrates the tremendous demand that will be placed on the transportation system due to the anticipated growth in population and employment forecasted for 2035.

It is important to note that even if all the proposed projects in the 2035 Plan are built, congestion will still increase as compared to today's levels due to population and employment growth. However, it will not increase to the same level that would result if none of the projects were built.

Williamson County Transportation System Performance Summary

Performance Measures	2008	2015	Proposed 2035	2035 No Build
Total Miles	1,378	1,453	1,604	1,453
Total Lane Miles	3,345	3,637	4,549	3,635
Total Daily Vehicle-Miles Traveled (VMT)	10,102,292	12,457,601	20,368,220	20,431,825
Total Daily Vehicle-Hours Traveled (VHT)	274,140	348,215	597,901	725,514
Daily Average Network Speed	**36.3**	**39.2**	**33.7**	**30.2**

Note: Mileage only reflects roadways included in the model and does not include all of the roads in Williamson County. It Does not include roads added to the plan after the public hearing.

Intersection of Shell Rd./D.B. Wood Rd./RM 2338

Parmer Lane/FM 734/Ronald W. Reagan Blvd. is a major north-south roadway.

1.1 STUDY APPROACH

The Capital Area Metropolitan Planning Organization (CAMPO) planning model developed for the 2030 Metropolitan Transportation Plan (MTP) served as the basis for the Williamson County Long-Range Plan study. CAMPO's four-step travel-demand model for the 2030 MTP encompasses Travis, Williamson and Hays counties. It accounts for roadway and transit (both bus and rail) networks for the system that was in place for the base planning year of 2000, as well as proposed projects that would be developed by 2030. The 2030 MTP was adopted by CAMPO's Transportation Policy Board on June 5, 2005.

The Williamson County portion of the 2030 model was updated to provide a base year of 2008 for this study. Improvements to the transportation network in Williamson County, as well as to corridors in the adjacent counties were also included in the model. Demographic data sets used as input for the trip-generation component were also updated using a combination of historical data, previous studies and forecasts and independent research. Coordination with cities in and adjacent to Williamson County established the transportation projects currently in development and funded for construction, as well as long-range projects that were included in transportation plans of the various cities.

Based on the anticipated completion dates of the Williamson County projects funded by the 2006 Road Bond Program, the roadway network in 2015 was determined to be the year in which all currently funded projects would be open to traffic. This 2015 network represents the current (2008) network, plus all funded or committed projects and represents what the transportation system would look like if no further investment is made in additional road construction. Referred to as the existing-plus-committed (E+C) network, it serves as the benchmark against which proposed improvements will be compared.

FM 3406/BUS 35, Round Rock, Texas

US 183, Cedar Park, Texas

Leander, Texas

1.2 DEMOGRAPHICS

Because Williamson County is growing faster than the overall Austin–Round Rock Metropolitan Statistical Area (MSA), the approach for demographic forecasting considered both regional and county-specific supply-and-demand forces. A number of major regional infrastructure projects (including SH 130, SH 45 and 183A) and large-scale commercial and residential development plans influence the magnitude, location and land-use patterns in Williamson County.

Assuming no significant changes in land-use planning policies and development guidelines, future growth is expected to be similar to past expansion. A number of communities in Williamson County, however, are implementing new-urbanist policies (typically defined as mixed-use with greater density than traditional development) to encourage greater density in limited geographic areas. The two Capital Metro rail stops in Williamson County will also result in transit-oriented development (TOD) land-use patterns.

Considerable interest exists from elected leaders, residents and other stakeholders to explore a more extensive public transit system that could include additional commuter rail service to supplement Capital Metro's Red Line and the proposed regional rail between Georgetown and San Antonio. The exact location of future rail systems and potential funding sources remain to be determined.

The demographic forecast for both population and employment assumes no additional transit service will be implemented beyond Capital Metro's current plans as identified in the CAMPO 2030 MTP.

The procedures incorporated in the demographic analysis are outlined on the next page.

Proposed regional rail between Georgetown and San Antonio

Mixed-use has greater density than traditional development.

Step 1 – Conduct Williamson County Economic and Demographic Baseline Assessment

As a starting point, county and city-specific data were collected and analyzed. The collected data sets included population, employment, labor force, personal income, wages, tax base (sales and property), building permits and new home unit values. Because Williamson County is part of the Austin MSA, similar data sets were collected for the MSA. Williamson County's growth has been, and will continue to be, influenced by economic forces in Austin and Travis County.

Step 2 – Perform Williamson County Real Estate Analysis

The primary activity of Step 2 was to collect historical residential real estate data by year and by city within Williamson County. This information was needed to assess annual absorption trends and the character of new housing units. Current and future large-scale developments such as master-planned communities were identified, as well as any other factors (such as existing or planned infrastructure) that could influence the location of future populations. Land-use and zoning data were collected directly from Williamson County communities and the Williamson Central Appraisal District.

The Cottages at Lake Creek

Step 3 – Create Williamson County Population and Employment Forecast

Building upon Step 1, third-party forecasts of relevant economic and demographic variables (e.g., population, economic activity and employment by major sector, and personal income) were reviewed at the aggregate county level. Examples of this information include forecasts provided by the Texas State Data Center and Texas Water Development Board. In addition, population forecasts from individual cities from sources such as comprehensive plans, economic development documents and other planning resources were incorporated. The result was a 30-year population and employment forecast using the most recent population and employment data, as well as overall regional economic trends, including a slowing housing sector and potential for a national recession.

Step 4 – Update Williamson County Special Generators

Attention was given to new special generators in Williamson County that did not exist the last time the County's transportation plan was updated. These generators include hospitals and universities, for example, which have impacts on traffic patterns, population and land-use.

The City of Round Rock's Rail Link project was included in the planning process after the development of the demographic data.

Texas State University campus with Nursing School under construction.

Demographic Results

Population

The Austin-Round Rock Metropolitan Statistical Area (MSA) includes Travis, Hays, Williamson, Bastrop and Caldwell counties in Central Texas. The population in this MSA is projected to double between 2000 and 2030. Williamson County will continue to grow at a faster rate than the region as a whole. Its population will reach 900,000 by the year 2035; that is the equivalent of adding five new cities equal to the current size of Round Rock.

New Round Rock subdivision north of US 79 and west of FM 1431

Figure 1.2.1. Austin - Round Rock MSA Population Projection

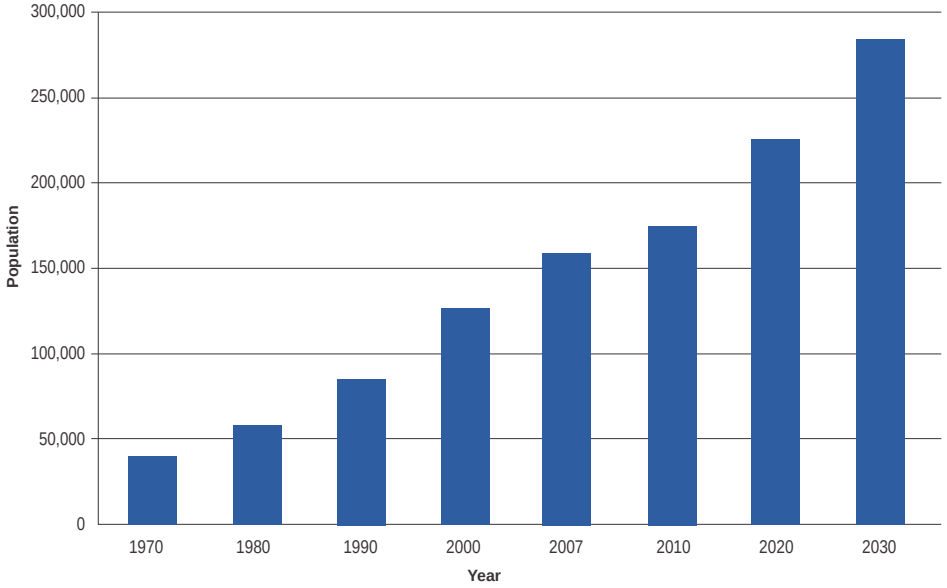
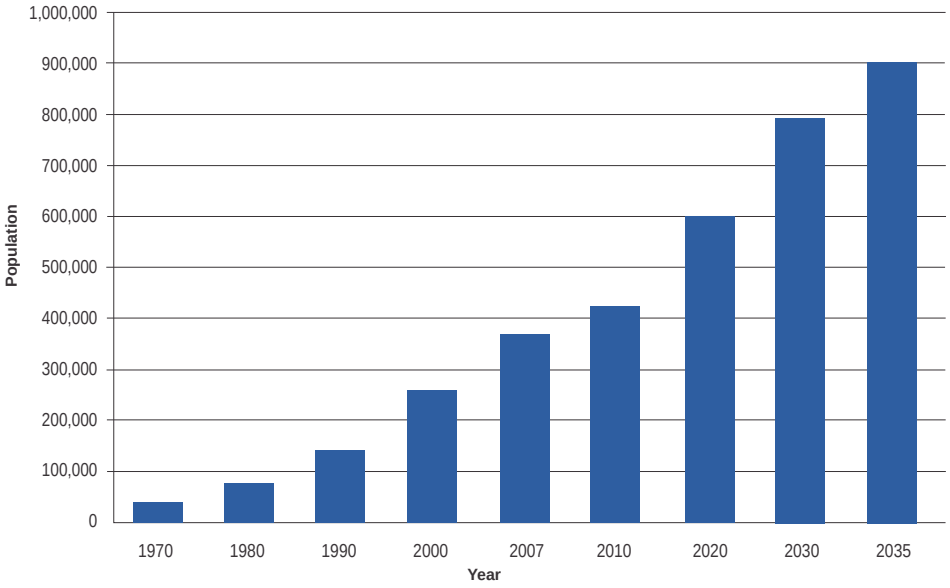


Figure 1.2.2. Williamson County Population Projection



Employment

The Austin – Round Rock MSA experienced steady job growth between 1990 and 2000 fueled by the emerging technology market. Employment within the region slipped slightly during the economic downturn between 2001 and 2003, but recovered and grew significantly by 2007. By comparison, Williamson County's employment held steady during that same period.

Figures 1.2.3 and 1.2.4 present the employment history of the Austin – Round Rock MSA and Williamson County, respectively.

Round Rock Outlets provide employment and create a destination site.

Figure 1.2.3. Austin – Round Rock MSA Annual Employment

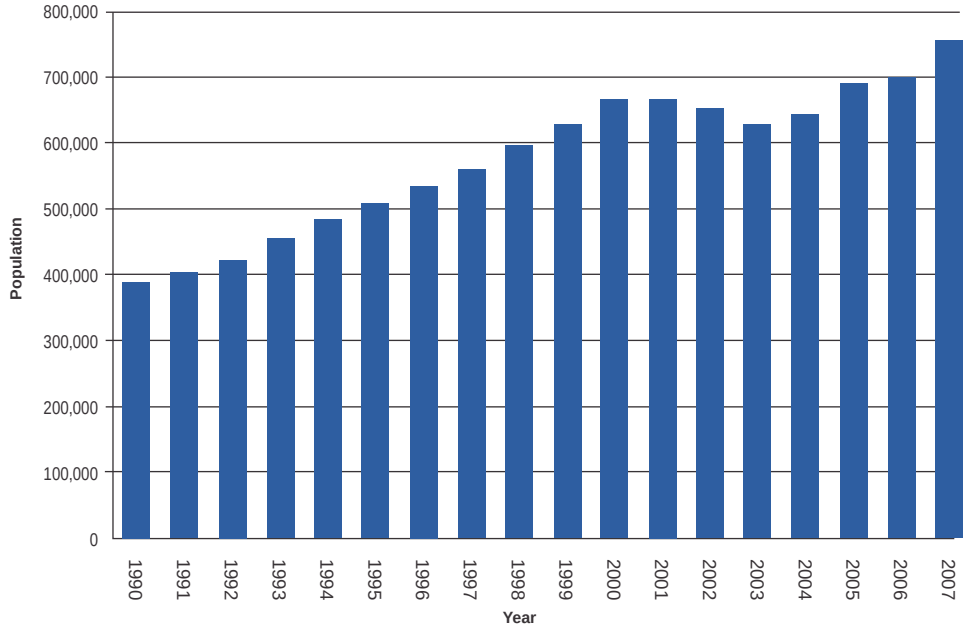
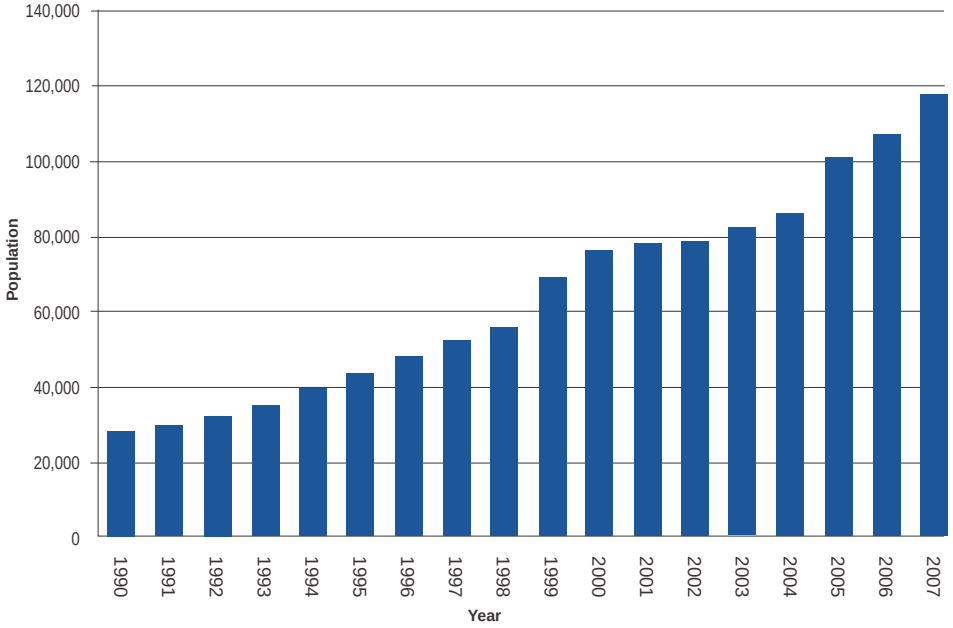
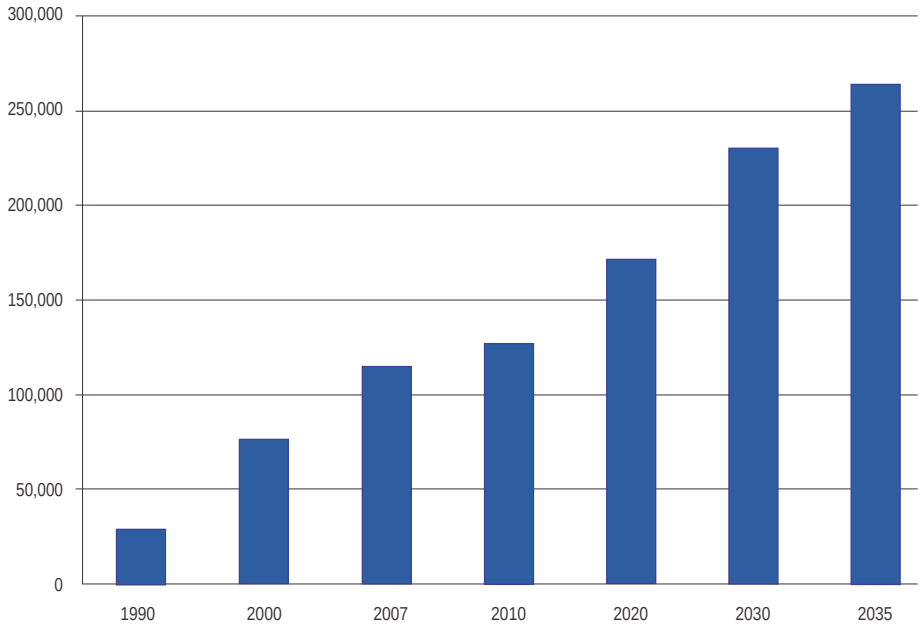


Figure 1.2.4. Williamson County Annual Employment



The demographic work was completed in late 2008 and includes the employment data for the first quarter of 2008. The employment forecast shown in Figure 1.2.5 predicts the impacts of the current national economic downturn will last throughout 2009.

Figure 1.2.5.Williamson County Employment Outlook



Intersection of RM 1431 and 183A

Businesses respond to growing population demands.

In April 2007, the Transportation Policy Board adopted population and employment projections for each county to be used in the development of the 2035 MTP. The following table summarizes the comparison of CAMPO demographic control with the demographic data developed by Texas Perspectives, Inc. (TXP) for Williamson County. The adjustments for demographic data accounted for the current economic downturn caused by the housing and credit crisis (2008-2009) and resulted in a more conservative growth rate, particularly for employment.

Comparison to CAMPO 2035 Control Totals

	Williamson County Population		Williamson County Employment	
Year	CAMPO Forecast*	TXP Adjusted Forecast	CAMPO Forecast*	TXP Adjusted Forecast
2008	364,298	389,777	121,427	120,789
2015	511,593	513,603	173,692	147,882
2035	1,039,958	914,269	402,839	263,876

* 2008 and 2015 forecasts estimated by interpolating between CAMPO 2007 and 2017 forecasts using the compounded annual growth rate between 2007-2017. 2035 forecast estimated by extrapolating from CAMPO 2030 forecast using the compounded annual growth rate between 2017 and 2030.

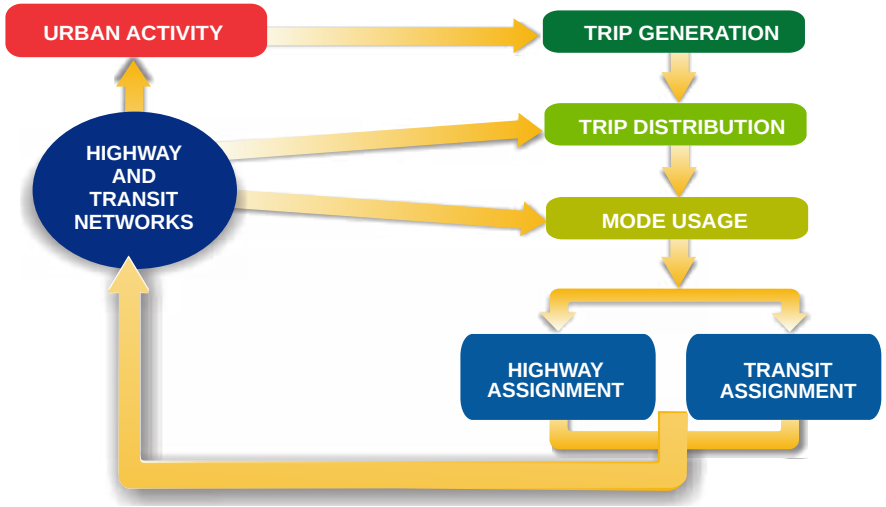
1.3 TRAVEL-DEMAND MODEL

A travel-demand model is divided into four distinct components; this section describes in general terms how demographic data and information about the transportation network are used to calculate trips within an urban area.

The four components of a travel-demand model are trip generation, trip distribution, mode choice and trip assignment. Each is described below and shown in a travel-demand modeling process flow chart in Figure 1.3.1

- Trip Generation
  - Forecasts the number of trips made
- Trip Distribution
  - Determines where the trips will go
- Mode Choice
  - Divides the trips among the available modes of travel (roadway, bus transit, rail transit and toll roads)
- Trip Assignment
  - Predicts the routes that trips will take, providing traffic forecasts for the highway system and ridership forecasts for the transit system

Figure 1.3.1 Travel-Demand Modeling Flow Chart



Trip Generation

The data set used to analyze trip generation is the demographic information. Population and employment were distributed across the county into 304 traffic analysis zones (TAZ). Census data sets were also studied to determine median household income levels for each TAZ.

Trip Distribution

Information about the roadway and transit network, as well as the location and density of trip destinations, factors into the distribution of the trips to serve the various trip types, including work-related, recreational and schools.

Mode Choice

Trips are allocated to the different modes based on availability and location of transportation options in the study area to serve the travel demand. Transit information includes route locations, operating schedules and fares.

Trip Generation

Trip Distribution

Mode Choice

Trip Assignment

This step predicts the routes by which various trips will occur based on a combination of travel time and cost.

Model Validation

The model incorporated current Williamson County demographic data, updated the roadway network to 2008 and added the proposed City of Round Rock rail project to the transit network in order to provide an accurate representation of the current conditions for the prediction of trip-making activities. Traffic volumes coming into Williamson County from Milam, Bell and Burnet counties were also reviewed to confirm reasonableness of the trips compared to projected growth in these adjacent counties not included in the CAMPO 2030 model.

To compare the CAMPO model to the updated model for Williamson County (WILCO model), vehicle miles traveled (VMT) were developed for each model by facility type and area type and then compared to 2007 observed VMTs. The year 2007 was most current information for TxDOT traffic counts. TAZs and area type are assigned to provide an indication of the type of land development within the zone, as well as the density of development. In Williamson County, the area types include:

- Rural
- Suburban
- Urban
- Central Business District (CBD) Fringe

The updates included in the WILCO model improved the correlation between the 2007 observed VMTs and the forecasted 2008 VMTs from the mathematical model.

SH 29

Brushy Creek Trail next to Cedar Park Subdivision

Urban mixed-use development

Central Business District - Georgetown, Texas

The proposed Williamson County Long-Range Transportation Plan includes a variety of projects anticipated to be developed during the 20-year period from 2016 to 2035. Extensive coordination with the cities took place to confirm the compatibility of the identified projects with transportation plans developed by each city and submitted for CAMPO's 2035 MTP.

Transit:
Several cities in Williamson County, including Round Rock, Cedar Park and Georgetown, are currently exploring transit options with entities such as Capital Metro and the Austin-San Antonio Commuter Rail District. As the county continues to grow and explore multimodal transit opportunities in the future, it may consider contributing funds to these efforts. Figure ES-7 (see appendix) illustrates the current transit network in Williamson County, as well as possible future opportunities as funding becomes available.

Bicycle/Pedestrian/Trails:
The county adopted a comprehensive park master plan in November 2008. The goal is to complete the master plan and continue implementation of the Brushy Creek Regional Trail and the Heritage Trail System. With regard to bicycle and pedestrian possible improvements, as future roads are built, cities within the county will have opportunities to install sidewalks and bike lanes.

Bottleneck Projects:
In addition to these long-range improvement projects, the county also wants to be responsive in addressing localized operational issues. With that in mind, a list of potential bottleneck/construction-relief projects has been identified for consideration. These projects are designed to improve safety and mobility at highly congested intersections both today and in the future. These projects can range from low-intensity operational improvements to full construction of grade-separated intersections and direct connectors at major state highways. These bottleneck projects are intended to complement the long-term arterial/capacity projects in the long-range plan.

RM 620 and O'Connor Blvd.

SH 45 East, SH 45 West, Toll 45 East, Toll 45 West, RM 620, FM 734

Intersection of University Boulevard and FM 1431

A wide range of projects are subject for consideration and have been classified into three categories.
Those are:

- Operational Improvements
  - Access control
  - Signal timing
  - Turn lanes

- Major Operational Improvements/Minor Construction Improvements
  - Reversible flow
  - Super Streets
  - Roundabouts

- Major Construction Improvements
  - Direct connectors
  - Overpasses
  - Interchanges

Reversing the flow of heavy traffic at peak travel times shortens travel delays.

Super Streets are designed to ease congestion.

New left turn lanes at the entrance to the Regional Park at CR 175.

Traffic may be eased with adjustments signal timing.

Round-abouts keep traffic moving with elimination of stop signs.

Direct Connectors at local major state highways

APPENDIX

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ES-2 Williamson County Projects Open to Traffic by 2015

Precinct 1

Roadway Name	Project Limit	Description	Jurisdiction	Precinct (c)	First Expansion Year
Bowman Rd.	IH 35 - N. Mays St./BR IH 35	Widen 2 lane road to add median	ROUND ROCK	1	2015
Chisholm Trail Rd.	FM 3406 - Sam Bass Rd.	Widen 2 lane road to 4 lane divided	ROUND ROCK	1	2010
CR 111/Westinghouse Rd.	IH 35 - FM 1460	Widen 2 lane road to 4 lane divided	GEORGETOWN / WILLIAMSON	1	2010
Creek Bend Blvd.	Creek Bend Circle - Wyoming Springs Dr.	Construct 4 lane road with median on a new location	ROUND ROCK	1	2010
Great Oaks Dr.	RM 620 - O'Connor Blvd.	Construct 4 lane road with median on a new location	WILLIAMSON	1	2012
Howard Ln.	O'Connor Blvd. - SH 45	Construct 4 lane road with median on new location	WILLIAMSON	1	2015
O'Connor Blvd.	RM 620 - SH 45	Construct 4 lane road with median on a new location	WILLIAMSON/TXDOT	1	2011
RM 620	Great Oaks Dr. - Wyoming Springs Dr.	Construct 4 lane road with median	WILLIAMSON/TXDOT	1	2012
Old Settlers Blvd./FM 3406	Creek Bend Blvd. - IH 35	Widen 4 lane road to add a median	ROUND ROCK / TXDOT	1	2015
W. Pflugerville Pkwy.	Greenlawn Blvd. - Round Rock ETJ	Construct 4 lane road with median on a new location	ROUND ROCK	1	2010
Pond Springs Rd.	McNeil Rd. - US 183	Widen 2 lane road to add center turn lane	WILLIAMSON/AUSTIN	1	2010
Wyoming Springs Dr.	Brightwater Blvd./Creek Bend Blvd. - RM 620	Widen 2 lane road to 4 lane divided	ROUND ROCK / WILLIAMSON	1	2011

Precinct 2

Roadway Name	Project Limit	Description	Jurisdiction	Precinct (c)	First Expansion Year
Anderson Mill Rd. (RM 2769)	FM 2769 - RM 620	Widen 2 lane road to 4 lane divided	TXDOT	2	2010
Brushy Creek Rd.	183A - Parmer Ln.	Widen 2 lane road to 4 lane divided	CEDAR PARK / WILLIAMSON	2	2010
CR 202	CR 207 - US 183	Construct 2 lane road on a new location	WILLIAMSON	2	2015
CR 214	Rolling Hills Rd. - US 183	Construct 2 lane road on a new location	WILLIAMSON	2	2015
CR 273/Mel Mathis Ave.	FM 2243 - CR 274/San Gabriel Pkwy.	Construct 4 lane road on a new location	LEANDER	2	2010
Crystal Falls Pkwy.	US 183 (N) - 183A	Widen 2 lane road to 4 lane divided	WILLIAMSON	2	2015
Lakeline Blvd.	FM 2243 - Crystal Falls Pkwy.	Construct 4 lane road with median on a new location	LEANDER / WILLIAMSON	2	2015
Proposed Collector	CR 200 - CR 214	Construct 2 lane road on a new location	WILLIAMSON	2	2015
Hero Way	US 183 N - CR 270	Construct 4 lane road with median on a new location	LEANDER / WILLIAMSON	2	2010
RM 1431 (Whitestone Blvd.)	183A - Cottonwood Creek Trail	Widen 4 lane road to 6-lane divided	TXDOT / CEDAR PARK	2	2010
San Gabriel Pkwy.	1000' W. of Bagdad Rd. to Nameless Rd.	Construct 4 lane road with median on a new location	LEANDER	2	2015
San Gabriel Pkwy.	Halsey Dr. - 1000' W. of Bagdad Rd.	Construct 2 lane road on a new location	LEANDER	2	2009
San Gabriel Pkwy.	Lakeline Blvd. - Nameless Rd.	Construct 4 lane road with median on a new location	LEANDER	2	2015
San Gabriel Pkwy.	Ronald Reagan Blvd. - US 183 N	Construct 2 lane road on a new location	LEANDER	2	2015
San Gabriel Pkwy.	US 183 N - Halsey Dr.	Construct 2 lane road on a new location	LEANDER	2	2015
Seward Junction Loop	Seward Junction Loop - SH 29	Construct 2 lane road on a new location	WILLIAMSON	2	2015
US 183 N	SH 29 - 183A	Widen 4 lane road to 6 lane divided	WILLIAMSON/TXDOT	2	2011

Precinct 3

Roadway Name	Project Limit	Description	Jurisdiction	Precinct (c)	First Expansion Year
CR 175/Sam Bass Rd.	Parkside Pkwy. -N.of Perry Mayfield Dr.	Widen 2 lane road to 4 lane divided	WILLIAMSON	3	2010
CR 190/Airport Rd.	IH 35 - SH 195	Widen 2 lanes to 4 lanes	GEORGETOWN	3	2015
FM 971	Austin Ave. - GEORGETOWN Inner Loop	Widen 2 lane road to add median	TXDOT	3	2015
FM 971	GEORGETOWN Inner Loop - SH 130	Widen 2 lane road to add median	TXDOT	3	2015
DB Wood Rd.	SH 29 - Southwest GTN Bypass	Construct 2 lanes on a new location	GEORGETOWN	3	2015
Georgetown Inner Loop/Southwest GTN Bypass	SH 29 W - RM 2243	Construct 2 lane road with median on a new location	GEORGETOWN	3	2015
Georgetown Inner Loop/Southwest GTN Bypass	RM 2243 - IH 35	Construct 2 lane road with median on a new location	GEORGETOWN / WILLIAMSON	3	2015
Kauffman Loop	SH 29 - CR 268 (East side)	Construct 2 lane road on a new location	WILLIAMSON	3	2012
RM 2338	Ronald W. Reagan Blvd. - FM 3405	Widen 2 lane road to 4 lane divided	TxDOT/WILLIAMSON	3	2012
Ronald W. Reagan Blvd.	IH 35 - SH 195	Construct 2 lane road on a new location	WILLIAMSON	3	2013
Ronald W. Reagan Blvd.	SH 195 - FM 2338	Construct 2 lane road on a new location	WILLIAMSON	3	2012
SE Inner Loop (SE 1)	Georgetown Inner Loop - SH 130	Construct 4 lane road with median on a new location	GEORGETOWN / WILLIAMSON	3	2015
SH 195	Bell County Line - SH 138	Widen 2 lane road to 4 lane divided	TXDOT	3	2011
SH 195	Curry St. - FM 970	Widen 2 lane road to 4 lane divided	TXDOT	3	2011
SH 195	FM 970 - GEORGETOWN Loop/Shell Rd.	Widen 2 lane road to 4 lane divided	TXDOT	3	2011
SH 195	GEORGETOWN Loop/Shell Rd. - IH 35	Widen 2 lane road to 4 lane divided	TXDOT	3	2011
SH 195	SH 138 - Curry St.	Widen 2 lane road to 4 lane divided	TXDOT	3	2011
Williams Dr.	Shell Rd. to FM 3405	Widen 2 lane road to 4 lane divided	WILLIAMSON / GEORGETOWN	3	2010

Precinct 4

Roadway Name	Project Limit	Description	Jurisdiction	Precinct (c)	First Expansion Year
Arterial A (Kenny Fort Blvd.)	1000' S. of US 79 - Forest Creek Dr.	Construct 2 lane divided road on a new location	ROUND ROCK / WILLIAMSON	4	2010
Arterial A (Kenny Fort Blvd.)	Joe DiMaggio to 1000' S. of US 79	Construct 2 lane divided road on a new location	ROUND ROCK	4	2010
A.W. Grimes Blvd./CR 170	Louis Henna Blvd./SH 45 (N) - ETJ	Widen 2 lane road to 4 lane divided	WILLIAMSON	4	2015
Carl Stern Blvd.	FM 1660 - CR 134	Construct 2 lane divided road on a new location	HUTTO	4	2010
Carl Stern Blvd.	US 79 - FM 685	Construct 2 lane divided road on a new location	HUTTO	4	2010
Chandler Rd.	FM 1660 - SH 95	Construct 2 lane divided road on a new location	WILLIAMSON	4	2015
CR 111/Westinghouse Rd.	FM 1460 - CR 110	Widen 2 lane road to add a median	GEORGETOWN / WILLIAMSON	4	2015
CR 138	CR 137 - SH 130	Reconstruct 2 lane road	WILLIAMSON	4	2010

ES-4 Williamson County Long Range Projects by Precinct

Precinct 1 Long Range Plan Projects				
Roadway Name	**Project Limits**	**Project Description**	**Jurisdiction**	**Length (mile)**
Anderson Mill Rd.	West of Howard Ln. - Loop 1	Construct 6 lane roadway with median on new location	AUSTIN / WILLIAMSON / TRAVIS	2.7
Arterial C/Deepwood Dr.	RM 620 to Sam Bass Rd.	Construct 4 lane roadway - Currently under study by City	ROUND ROCK	0.3
Arterial C/Deepwood Dr.	1/2 mile S. of RM 620 - Wyoming Springs Dr.	Construct 4 lane roadway with median on new location	ROUND ROCK	0.5
Arterial C/Deepwood Dr.	Wyoming Springs Dr. - O'Connor Blvd.	Construct 4 lane roadway with median on new location	ROUND ROCK	0.7
Arterial L	IH 35 Frontage Rd. - Sunrise Rd.	Construct 4 lane roadway with median on new location	ROUND ROCK	1.1
Arterial M	Arterial L - Old Settlers Blvd.	Construct 4 lane roadway with median on new location	ROUND ROCK	0.8
FM 1460*	Quail Valley Dr. - SE Inner Loop	Widen from 2 lanes to 4 lanes with median	TXDOT / GEORGETOWN	1.0
FM 1460*	SE Inner Loop - CR 111	Widen from 2 lanes to 4 lanes with median	TXDOT / GEORGETOWN	1.4
Georgetown Inner Loop (SE)	IH 35 - CR 110	Convert from 2 lanes to 4 lane expressway	TXDOT / GEORGETOWN	3.0
Howard Ln.	RM 620 - Anderson Mill Rd.	Construct 6 lane roadway with median on new location	WILLIAMSON	1.1
Howard Ln.	Anderson Mill Rd. - McNeil Rd.	Construct 4 lane roadway with median on new location	WILLIAMSON	1.2
Lakeline Blvd.	East of Lake Creek Parkway - Parmer Ln.	Construct 2 additional travel lanes	AUSTIN	1.4
Lakeline Mall Dr. (Spectrum Dr.)	4000' W of Parmer Ln. - Parmer Ln.	Widen 4 lane roadway to add median	AUSTIN	0.8
McNeil Rd.	Travis County Line – 0.2 mi. N. of SH 45	Widen from 4 lanes to 6 lanes	WILLIAMSON	1.9
McNeil Rd.	0.2 mi. N. of SH 45 – IH 35	Widen from 4 lanes to 6 lanes	ROUND ROCK	2.0
Old Settlers Blvd./FM 3406	Sam Bass Rd. - Creek Bend Blvd.	Convert from 4 lanes to 4 lanes with median	TXDOT/ ROUND ROCK	0.8
Old Settlers Blvd.	IH 35 – Greenhill Dr. East	Widen from 4 lanes with a median to 6 lanes with a median	ROUND ROCK	0.6
Palm Valley Blvd. / US 79	N. Mays St./BR IH 35 - FM 1460	Widen from 4 lanes with a median to 6 lanes with a median	TXDOT / ROUND ROCK	1.6
Parmer Ln./FM 734	Brushy Creek – Spectrum Dr.	Widen from 4 lanes with a median to 6 lanes with a median	TXDOT	0.9
Parmer Ln./FM 734	Spectrum Dr. – Amberglen Blvd.	Construct 3-level diamond interchange	TXDOT/AUSTIN	0.8
RM 620	SH 45 (N) - O'Connor Dr.	Reconstruct from 4 lanes with turn lane to 6 lanes with median	TXDOT/WILLIAMSON	2.0
RM 620	O'Connor Dr. - Wyoming Springs Dr.	Reconstruct from 4 lanes with turn lane to 6 lanes with median	TXDOT/WILLIAMSON	0.7
RM 620	Wyoming Springs Dr. - Deepwood Dr.	Reconstruct from 4 lanes with turn lane to 6 lanes with median	TXDOT/WILLIAMSON	0.9
Round Rock Ave. / RM 620	Deerwood Dr. - Deepwood Dr.	Convert from 4 lanes with turn lane to 4-lane expressway	TXDOT/ ROUND ROCK	0.2
Round Rock Ave. / RM 620	IH 35 (N) - Deerwood Dr.	Convert from 4 lanes with turn lane to 4-lane expressway	TXDOT/ ROUND ROCK	0.8
Sam Bass Rd.	FM 3406 – Meadows Drive East	Widen from 2 lanes to 6 lanes with median	ROUND ROCK	1.6
University Blvd.	IH 35 (N) - Sunrise Rd.	Widen from 4 lanes with median to 6 lanes with median	ROUND ROCK	0.9
US 79 Connector	RM 620 at Deepwood Dr. to IH 35 at US 79	Construct 4 lane roadway with median on new location	TXDOT	0.8
Wyoming Springs Dr.	RM 620 - Arterial C/Deepwood Dr.	Construct 4 lane roadway with median on new location	ROUND ROCK	0.5
			Precinct Total - Centerline Miles	**32.8**

*Pass-through finance agreement with TxDOT is in progress by City of Georgetown for FM 1460

ES-5 Williamson County Long Range Projects by Precinct

Precinct 2 Long Range Plan Projects				
Roadway Name	**Project Limits**	**Project Description**	**Jurisdiction**	**Length (mile)**
Anderson Mill Rd.	Spicewood Pkwy. – US 183	Widen from 4 lanes to 4 lanes with median	AUSTIN	1.0
Anderson Mill Rd. (Lime Creek Rd.)	RM 1431 - Lime Creek Rd.	Widen from 2 lanes to 6 lanes with median	CEDAR PARK	1.3
Anderson Mill Rd. (RM 2769)	Volente Rd. - RM 620	Widen from 4 lanes (by 2015) to 6 lanes with median	TXDOT	0.9
Arterial A1	US 183 - Ronald W. Reagan Blvd.	Construct 4 lane roadway on new location	LEANDER	2.4
Bagdad Rd.	Old 2243 W - San Gabriel Pkwy.	Widen from 2 lanes to 4 lanes with median	LEANDER	4.0
Bagdad Rd.	San Gabriel Pkwy. - RM 1869	Widen from 2 lanes to 4 lanes with median	LEANDER/ WILLIAMSON	3.1
Brown Bridge Rd.	SH 29 - RM 1869	Widen from 2 lanes to 4 lanes	WILLIAMSON	0.2
Brushy Creek Rd.	Parmer Ln. - Ranch Trails	Widen from 2 lanes to 4 lanes with median	CEDAR PARK	1.1
CR 177	Ronald W. Reagan Blvd. - CR 175	Widen from 2 lanes to 4 lanes	WILLIAMSON	1.2
CR 200	CR 202 - SH 29	Widen from 2 lanes to 4 lanes	WILLIAMSON	4.6
CR 202	CR 200 - CR 207	Widen from 2 lanes to 4 lanes	WILLIAMSON	2.7
CR 202	CR 207 - US 183	Widen from 2 lanes to 4 lanes	WILLIAMSON	1.4
CR 214	Rolling Hills Rd. - US 183	Widen from 2 lanes to 4 lanes	WILLIAMSON	1.8
CR 214	SH 29 - Rolling Hills Rd.	Widen from 2 lanes to 4 lanes	WILLIAMSON	2.6
CR 236	US 183 - CR 207	Widen from 2 lanes to 4 lanes	WILLIAMSON	6.5
CR 273/Mel Mathis Ave.	CR 272 - RM 2243	Widen from 2 lanes to 4 lanes	LEANDER	1.5
Cross Creek Ln.	SW1 - Ronald W. Reagan Blvd.	Construct 2 lanes at a new location	WILLIAMSON	1.9
Crystal Falls Pkwy.	US 183 A - Ronald W. Reagan Blvd.	Widen from 2 lanes to 4 lanes with median	LEANDER	1.5
Gupton Way	Park St. - Brushy Creek Rd.	Construct 4 lane roadway with median on new location	CEDAR PARK	0.7
Lakeline Blvd.	CR 281 - San Gabriel Pkwy.	Extend Lakeline Blvd. on new location (2 lanes)	LEANDER	2.3
Lakeline Blvd.	San Gabriel Pkwy. - RM 2243	Extend Lakeline Blvd. on new location (2 lanes)	LEANDER/ WILLIAMSON	1.5
Lakeline Mall Dr.	Lake Creek Parkway - 4000' W of Parmer Ln.	Construct 4 lane roadway with median on new location	AUSTIN	0.8
Little Elm Trail.	Lakeline Blvd. - Bell Blvd.	Construct 4 lane roadway with median on new location	CEDAR PARK	1.5
Loop 332	RM 1869 - SH 29	Widen from 2 lanes to 4 lanes with median	TXDOT	1.0
Lyndhurst St.	0.2 mi S of Avery Ranch Blvd. (Staked Plain Dr.) - Lakeline Blvd.	Construct 4 lane roadway with median on new location	AUSTIN	0.7
Lyndhurst St.	0.2 mi S of Lakeline Blvd. - SH 45	Construct 4 lane roadway with median on new location	AUSTIN	0.5
New Hope Dr.	RM 1431 - Lakeline Blvd.	Widen from 2 lanes with median to 4 lanes with median	CEDAR PARK	1.3
New Hope Dr.	Lakeline Blvd. - Bagdad Rd.	Widen from 2 lanes with median to 4 lanes with median	CEDAR PARK	0.6
New Hope Dr.	183 A - Cottonwood Creek Trail	Widen from 4 lanes with median to 6 lanes with median	CEDAR PARK	0.6
New Hope Dr.	Cottonwood Creek Trail - Ronald W. Reagan Blvd.	Widen from 2 lanes to 4 lanes with median	CEDAR PARK	1.0
New Hope Dr.	Ronald W. Reagan Blvd. - CR 175 (Sam Bass Rd.)	Extend New Hope Dr. as 4 lanes with median	CEDAR PARK	1.7
Park St.	Lakeline Blvd. - Bell Blvd.	Widen from 2 lanes to 2 lanes with a median	CEDAR PARK	1.5
Park St.	Bell Blvd. - 183A	Widen from 2 lanes to 2 lanes with a median	CEDAR PARK	0.7
Parmer Ln./FM 734	RM 1431 - Brushy Creek	Widen from 4 lanes with median to 6 lanes with median	TXDOT	2.0
Pecan Creek Pkwy.	Lake Creek Pkwy. - Anderson Mill Rd.	Widen from 4 lanes to 4 lanes with median	WILLIAMSON/AUSTIN	0.7

ES-5 Williamson County Long-Range Projects by Precinct

Precinct 2 Long-Range Plan Projects				
Roadway Name	**Project Limits**	**Project Description**	**Jurisdiction**	**Length (mile)**
Ranch Trails	Riley Trail - Brushy Creek Rd.	Extend 2 lanes with a median to Brushy Creek Rd.	CEDAR PARK	0.8
Hero Way	183A - Ronald W. Reagan Blvd.	Widen 2 lanes to 4 lanes with median	LEANDER	1.8
RM 1431	Anderson Mill Rd. - Bagdad Rd.	Widen from 4 lanes to 6 lanes with median	TXDOT / CEDAR PARK	1.1
RM 1431	Cottonwood Creek Trail - Parmer Ln./ Ronald W. Reagan Blvd.	Widen from four lanes with median to 6 lanes with median	TXDOT / CEDAR PARK	1.6
RM 1869	Burnet County Line - Loop 332	Widen from 2 lanes to 2 lanes with median	TXDOT	6.8
RM 1869	Loop 332 - US 183 N	Widen from 2 lanes to 4 lanes	TXDOT	3.3
Ronald W. Reagan Blvd.	FM 3405 - SH 29	Convert from 2 lanes to 6 lane divided highway	WILLIAMSON	7.9
San Gabriel Pkwy.	Ronald W. Reagan Blvd. - US 183 N	Widen from 2 lanes to 6 lanes with median	LEANDER	2.7
San Gabriel Pkwy.	US 183 N - Halsey Dr.	Widen from 2 lanes to 6 lanes with median	LEANDER	0.8
San Gabriel Pkwy.	Halsey Dr. - 1000' W. of Bagdad Rd.	Widen from 2 lanes to 6 lanes with median	LEANDER	0.7
SH 29	Burnet County Line- SH 29 LH Bypass, west of Liberty Hill	Build frontage roads	TXDOT	3.4
SH 29	Burnet County Line - SH 29 LH Bypass, west of Liberty Hill	Construct mainlanes	TXDOT	3.4
SH 29	LH Bypass intersection with SH 29, east of Liberty Hill - US 183	Build frontage roads	TXDOT	1.0
SH 29	LH Bypass Intersection with SH 29, east of Liberty Hill - US 183	Construct mainlanes	TXDOT	1.0
SH 29	US 183 - Ronald W. Reagan Blvd.	Build frontage roads	TXDOT	3.0
SH 29	US 183 - Ronald W. Reagan Blvd.	Construct mainlanes	TXDOT	3.0
SH 29 Business	SH 29 LH Bypass, west of Liberty Hill - E of Loop 332W	Widen from 4 lanes to 4 lanes with median	TXDOT	3.1
SH 29 LH Bypass	SH 29 W of Liberty Hill to SH 29, 1 mi. W of US 183	Build frontage roads	TXDOT	4.2
SH 29 LH Bypass	SH 29 W of Liberty Hill to SH 29, 1 mi. W of US 183	Construct mainlanes	TXDOT	4.2
SW 1 (Cross Creek Rd.)	Cross Creek Ln. - SH 29	Reconstruct to 4 lanes with a median	WILLIAMSON	1.7
US 183	FM 3405 - SH 29	Widen from 4 lanes to 4 lanes with a median (future frontage roads)	TXDOT	3.7
			Precinct Total - Centerline Miles*	**99.7**

*Does not include length of SH 29 frontage roads.

ES-6 Williamson County Long Range Projects by Precinct

Precinct 3 Long Range Plan Projects				
Roadway Name	**Project Limits**	**Project Description**	**Jurisdiction**	**Length (mile)**
Arterial A (Kenny Fort Blvd.)	Round Rock ETJ - University Blvd.	Construct 4 lanes with a median on a new location	ROUND ROCK	1.6
Arterial A (Kenny Fort Blvd.)	University Blvd. - CR 112/CR 117	Construct 4 lanes with a median on a new location	ROUND ROCK	1.0
Arterial H	Arterial J - IH 35	Construct 4 lanes with a median on a new location	ROUND ROCK	0.8
Arterial J	Arterial H - Arterial L	Construct 4 lanes with a median on a new location	ROUND ROCK	1.3
Chisholm Trail Rd. Extension	Arterial J - Existing Chisholm Trail Rd.	Construct 4 lanes with a median on new location	ROUND ROCK	1.3
Chisholm Trail Rd.	Existing Chisholm Trail Rd. - FM 3406	Widen 2 lanes to 4 lanes with a median	ROUND ROCK	0.7
CR 104	SH 130 - CR 105	Widen from 2 lanes to 2 lanes with a median	WILLIAMSON	1.7
CR 120	FM 971 - SH 29	Reconstruct road to upgrade to 2 lane minor roadway standards	WILLIAMSON	2.3
CR 143	SH 195 - IH 35	Reconstruct to 2 lane undivided arterial	GEORGETOWN	2.1
CR 152	FM 971 - SH 130	Widen from 2 lanes to 4 lanes	WILLIAMSON	1.0
CR 175/Sam Bass Rd.	RM 2243 - Parkside Pkwy.	Widen from 2 lanes to 4 lanes with a median	WILLIAMSON	2.3
CR 176	Sam Bass Rd. - RM 2243	Widen from 2 lanes to 2 lanes with a median	WILLIAMSON	1.9
CR 237	Ronald W. Reagan Blvd. - CR 216	Reconstruct 2 lanes to 4 lanes with a median	JARRELL/WILLIAMSON	1.6
CR 237 Extension	CR 216 - FM 487 at CR 305	Construct 4 lanes with a median on a new location	JARRELL/WILLIAMSON	1.3
CR 254	US 183 - RM 2338	Widen from 2 lanes to 4 lanes	WILLIAMSON	2.1
CR 303 Extension	FM 1100 - Ronald W. Reagan Blvd.	Construct 2 lanes with a median on a new location	JARRELL/WILLIAMSON	0.6
CR 303	FM 1100 - 0.75 mi. N. of FM487 (East Loop)	Widen from 2 lanes to 2 lanes with a median	JARRELL/WILLIAMSON	3.1
CR 304	CR 305 at IH 35 - 0.8 mi. E. of IH 35	Reconstruct from 2 lanes to 4 lanes with a median	JARRELL/WILLIAMSON	1.0
CR 305	FM 487 - CR 313	Reconstruct from 2 lanes to 4 lanes with a median	JARRELL/WILLIAMSON	2.7
CR 313	Geode Ln. - CR 332	Reconstruct from 2 lanes to 4 lanes with a median	JARRELL/WILLIAMSON	1.0
CR 332	FM 487 - CR 313	Reconstruct from 2 lanes to 4 lanes with a median	JARRELL/WILLIAMSON	1.1
CR 332	CR 313 - CR 3001	Reconstruct from 2 lanes to 4 lanes with a median	JARRELL/WILLIAMSON	0.5
CR 332 Extension	CR 3001 - CR 303	Construct 2 lanes with a median on a new location	JARRELL/WILLIAMSON	1.1
CR 370 Extension	IH 35 - FM 487	Reconstruct to 4 lanes and extend CR 370 to FM 487 at CR 305	JARRELL/WILLIAMSON	1.5
Creek Bend Blvd.	Wyoming Springs Dr. - Hidden Glen Dr.	Construct 2 lanes with a median on a new location	ROUND ROCK	0.6
DB Wood Rd.	Williams Dr. - Cedar Breaks Rd.	Widen from 2 lanes to 4 lanes with a median	GEORGETOWN	2.0
FM 971	Austin Ave. - Georgetown Inner Loop	Widen from 2 lanes with a median to 4 lanes with a median	TXDOT/GEORGETOWN	1.4
FM 971	Georgetown Inner Loop - SH 130	Widen from 2 lanes with a median (by 2015) to 4 lanes with a median	TXDOT/GEORGETOWN	0.6
FM 971	SH 130 - FM 1105	Widen from 2 lanes to 2 lanes with a median	TXDOT	3.6
FM 3405	US 183 - RM 2338	Widen from 2 lanes to 4 lanes	TXDOT	7.5
Georgetown Inner Loop (NE)	SH 29 to FM 971	Widen from 2 lanes to 4 lanes with a median	GEORGETOWN	1.8
Georgetown Inner Loop (NE)	FM 971 to IH 35	Widen from 2 lanes to 4 lanes with a median	GEORGETOWN	1.0
Georgetown Inner Loop (SE)	CR 110 - SH 29	Widen from 2 lanes to 4 lanes with a median	GEORGETOWN	1.3
Georgetown Inner Loop/Southwest GTN Bypass	SH 29 W - RM 2243	Widen from 4 lanes with a median (future frontage roads) to 4 lane expressway with frontage roads	GEORGETOWN/ WILLIAMSON/ TXDOT	1.9

ES-6 Williamson County Long Range Projects by Precinct

Precinct 3 Long Range Plan Projects				
Roadway Name	**Project Limits**	**Project Description**	**Jurisdiction**	**Length (mile)**
Georgetown Inner Loop/Southwest GTN Bypass	RM 2243 - IH 35	Widen from 4 lanes with a median (future frontage roads) to 4 lane expressway with frontage roads	GEORGETOWN/ WILLIAMSON/ TXDOT	1.4
Jarrell Northeast Loop	CR 303, 0.75 mi. N. of FM 487- Yankee Rd. Overpass	Construct 2 lanes with a median on a new location	JARRELL/WILLIAMSON	1.7
Jarrell: S. 6th St. Extension	FM 487 – Sonterra Blvd.	Construct 2 lanes with a median on a new location	JARRELL/WILLIAMSON	0.8
Jarrell High School Rd.	N. 1st St. – FM 487	Construct 4 lanes with a median on a new location	JARRELL/WILLIAMSON	1.4
Neenah Ave.	4000' E. of Parmer Ln. - approx. 1500' W. of Great Oaks Dr.	Completion of Neenah Ave.	AUSTIN/WILLIAMSON	1.4
Northwest Blvd.	IH 35 - Austin Ave. at FM 971	Construct new overpass at IH 35	GEORGETOWN	0.3
Hero Way	Ronald W. Reagan Blvd. - RM 2243	Widen from 2 lanes to 4 lanes with a median	LEANDER	0.9
RM 1431	Parmer Ln./Ronald W. Reagan Blvd. - Wyoming Springs Dr.	Widen from 4 lanes with a median to 6 lanes with a median	TXDOT	4.0
RM 1431	Wyoming Springs Dr. - IH 35	Widen from 4 lanes with a median to 6 lanes with a median	TXDOT	1.6
RM 2243	Hero Way - Norwood Dr.	Widen from 2 lanes to 6 lanes with a median	TXDOT	6.5
RM 2243	Norwood Dr. - Spur 26/Austin Ave.	Widen from 4 lanes with a median to 6 lanes with a median	TXDOT	1.1
RM 2338	FM 970 - Ronald W. Reagan Blvd.	Widen from 2 lanes to 4 lanes with a median	TXDOT	5.5
Ronald W. Reagan Blvd.	CR 302 - IH 35	Construct 2 lane undivided extension of Ronald W. Reagan Blvd. on new location	WILLIAMSON	4.0
Ronald W. Reagan Blvd.	CR 237 - SH 195	Widen from 2 lanes to 4 lanes with a median	WILLIAMSON	5.8
Ronald W. Reagan Blvd.	SH 195 - RM 2338	Widen from 2/4 lanes to 6 lanes with a median	WILLIAMSON	4.9
Ronald W. Reagan Blvd.	RM 2338 - FM 3405	Widen from 2/4 lanes to 6 lanes with a median	WILLIAMSON	4.1
Sam Bass Rd.	RM 1431 - FM 3406	Widen from 2 lanes to 6 lanes with a median	ROUND ROCK	2.8
SE 1	SE Georgetown Inner Loop - CR 104	Widen from 4 lanes with a median (future frontage roads) to 4 lane expressway with frontage roads	GEORGETOWN/ WILLIAMSON/ TXDOT	2.2
SE 1	CR 104 - CR 100	Construct 4 lane expressway with frontage roads on a new location	GEORGETOWN/ WILLIAMSON/ TXDOT	2.6
SH 195	Shell Rd. - IH 35	Widen from 4 lanes with a median to 6 lanes with a median	TXDOT	2.2
SH 29	Ronald W. Reagan Blvd. - DB Wood Rd.	Build frontage roads	TXDOT	6.7
SH 29	Ronald W. Reagan Blvd. - DB Wood Rd.	Construct mainlanes	TXDOT	6.7
SH 29	DB Wood Rd. - IH 35	Widen from 4 lanes with a median to 6 lanes with a median	TXDOT	1.2
SH 29	Haven Ln. - FM 1660	Widen from 2 lanes to 4 lanes with a median	TXDOT	7.4
Shell Rd.	SH 195 - Williams Dr.	Widen from 2 lanes to 4 lanes with a median	WILLIAMSON/ GEORGETOWN	4.2
Southwestern Blvd.	SH 29 - Raintree Dr.	Widen from 2 lanes to 4 lanes with a median	GEORGETOWN	0.4
Southwestern Blvd.	Raintree Dr. - Inner Loop/Carlson Cove	Widen from 2 lanes to 4 lanes with a median	GEORGETOWN	0.9
Southwestern Blvd.	Inner Loop/Carlson Cove - CR 111/Westinghouse	Widen from 2 lanes to 4 lanes with a median	GEORGETOWN	1.6

ES-6 Williamson County Long Range Projects by Precinct

Precinct 3 Long Range Plan Projects				
Roadway Name	**Project Limits**	**Project Description**	**Jurisdiction**	**Length (mile)**
Southwest GTN Bypass	DB Wood Rd. – SH 29 W	Construct 4 lane divided road on a new location	GEORGETOWN	1.6
US 183	FM 970 - FM 3405	Widen from 4 lanes to 4 lanes with a median (future frontage roads)	TXDOT	4.7
Wyoming Springs Dr. Extension	RM 1431 - FM 3406	Construct 4 lanes with a median on new location	ROUND ROCK/ WILLIAMSON	1.7
Wyoming Springs Dr. Extension	FM 3406 - Brightwater Blvd./Creek Bend Blvd.	Construct 4 lanes with a median on a new location	ROUND ROCK/ WILLIAMSON	0.9
			Precinct Total - Centerline Miles	**150.2**

ES-7 Williamson County Long Range Projects by Precinct

Precinct 4 Long Range Plan Projects				
Roadway Name	**Project Limits**	**Project Description**	**Jurisdiction**	**Length (mile)**
Arterial A (Kenney Fort Blvd.)	CR 112/CR 117 - Joe DiMaggio Blvd.	Construct new 4 lanes with median roadway	ROUND ROCK	2.1
Arterial A (Kenney Fort Blvd.)	Joe DiMaggio Blvd. - 1000' S. of US 79	Widen from 2 lanes with a median to 6 lanes with a median	ROUND ROCK	0.6
Arterial A (Kenney Fort Blvd.)	1000' South of US 79 - Gattis School Rd.	Widen from 2 lanes with a median to 6 lanes with a median	ROUND ROCK/ WILLIAMSON	1.9
Arterial A (Kenney Fort Blvd.)	Gattis School Rd. - Louis Henna Blvd. (SH 45 N)	Construct new 6 lanes with median roadway	ROUND ROCK/ WILLIAMSON	0.6
Carl Stern Blvd.	US 79 - FM 685	Widen from 2 lanes to 4 lanes with a median	HUTTO	2.4
Carl Stern Blvd.	FM 685 - FM 1660	Widen from 2 lanes to 4 lanes with a median	HUTTO	1.3
Carl Stern Blvd.	FM 1660 - CR 134	Widen from 2 lanes to 4 lanes with a median	HUTTO	1.7
Chandler Rd.	FM 1460 - CR 110	Widen from 2 lanes to 4 lanes with a median	ROUND ROCK	2.3
Chandler Rd.	CR 110 - SH 130	Widen from 2 lanes to 4 lanes with a median	ROUND ROCK	1.4
Chandler Rd.	SH 130 - FM 1660	Widen from 2 lanes to 4 lanes with a median	WILLIAMSON	3.5
Chandler Rd.	FM 1660 - SH 95	Widen from 2 lanes to 4 lanes with a median	WILLIAMSON	7.1
Chandler Rd. Ext.	SH 95 - FM 619	Construct new 2 lane roadway	WILLIAMSON	1.8
Chandler Rd. Ext./ FM 619	On FM 619, at Chandler Rd. Ext. – US 79	Reconstruct 2 lane roadway	WILLIAMSON	3.5
Collector 4-1	SH 130 - CR 110	Construct 4 lane undivided roadway on new location	WILLIAMSON	1.5
Collector 4-2	Limmer Loop - US 79	Construct 4 lane undivided roadway along Haybarn Ln. and Tradesman Park Dr.	WILLIAMSON	2.0
CR 100 Intersection	CR 119 Ext. - Chandler Rd.	Widen from 2 lanes to 4 lanes with a median	WILLIAMSON	0.5
CR 101	US 79 - Chandler Rd.	Reconstruct 2 lane road to 4 lanes with a median	WILLIAMSON	3.9
CR 108	US 79 - CR 118	Widen from 2 lanes to 4 lanes with a median	HUTTO	2.8
CR 110/Southwestern Blvd.	CR 111/Westinghouse Rd. - US 79	Widen from 2 lanes to 4 lanes with a median	WILLIAMSON	5.7
CR 112	University Blvd. - FM 1460	Widen from 2 lanes to 4 lanes with a median	WILLIAMSON	2.1
CR 112	FM 1460 - CR 110/Southwestern Blvd.	Widen from 2 lanes to 4 lanes with a median	WILLIAMSON	1.6
CR 119/Ed Schmidt Rd.	US 79 – Limmer Loop	Widen from 2 lanes with a median to 4 lanes with a median	HUTTO/WILLIAMSON	1.2
CR 119 Ext.	Limmer Loop – CR 100	Construct 4 lanes with a median on new location	WILLIAMSON	1.8
CR 137	FM 1660 - Rowe Ln.	Widen from 2 lanes to 4 lanes with a median	PFLUGERVILLE	2.8
CR 138	SH 130 - CR 137	Widen from 2 lanes to 4 lanes with a median	WILLIAMSON	2.2
CR 366/Old Georgetown Rd.	FM 397 - Chandler Rd	Reconstruct and widen to 4 lanes	TAYLOR	2.0
Double Creek Dr.	US 79 - Forest Creek Dr.	Construct new 4 lanes with median roadway	ROUND ROCK	0.7
FM 1460*	CR 111/Westinghouse Rd. - Chandler Rd.	Widen from 2 lanes to 4 lanes with a median	TXDOT / WILLIAMSON	1.2
FM 1660 (Existing Alignment)	US 79 - CR 134	Widen from 2 lanes to 2 lanes with a median at a new location	TXDOT	3.3
FM 1660 (New Alignment)	SH 29 to Chandler Rd.	Widen from 2 lanes to 4 lanes with a median	TXDOT	3.0
FM 1660 (New Alignment)	Chandler Rd. - FM 3349	Widen from 2 lanes to 4 lanes with a median	TXDOT/WILLIAMSON	7.4
FM 1660 (New Alignment)	FM 3349 to FM 973	Extend 4 lane roadway with median on new location	TXDOT	2.2
FM 1660 (New Alignment)	FM 973 to SH 95	Extend 2 lane roadway on a new location	TXDOT	2.1
FM 397/Taylor Loop	SH 95 - CR 411	Construct new 4 lanes with median roadway	TXDOT	0.9

ES-7 Williamson County Long Range Projects by Precinct

Precinct 4 Long Range Plan Projects				
Roadway Name	**Project Limits**	**Project Description**	**Jurisdiction**	**Length (mile)**
FM 685	US 79 - SH 130	Widen from 4 lanes to 4 lanes with a median	HUTTO	2.2
FM 973	FM 1660 - Travis County Line	Widen from 2 lanes to 4 lanes with a median	TXDOT	1.7
FM 973	US 79 - FM 1660	Widen from 2 lanes to 4 lanes with a median	TXDOT	5.7
Gattis School Rd.	BR IH 35/Mays St. - Greenlawn Blvd.	Widen from 4 lanes to 6 lanes with a median	ROUND ROCK	0.7
Gattis School Rd.	Greenlawn Blvd. – A.W. Grimes Blvd.	Widen from 4 lanes with a median to 6 lanes with a median	ROUND ROCK	0.5
Gattis School Rd.	A.W. Grimes Blvd.- Red Bud Ln.	Widen from 4 lanes to 6 lanes with a median	ROUND ROCK	2.6
Gattis School Rd.	Red Bud Ln. - Priem Ln.	Widen from 2-4 lanes to 4 lanes with a median	WILLIAMSON	1.2
Gattis School Rd.	Priem Ln. - SH 130	Widen from 2-4 lanes to 4 lanes with a median	WILLIAMSON	0.7
Greenlawn Blvd.	SH 45 – W. Pflugerville Pkwy.	Widen from 4 lanes with a median to 6 lanes with a median	ROUND ROCK	0.2
Greenlawn Blvd.	W. Pflugerville Pkwy. - IH 35	Widen from 4 lanes with a median to 6 lanes with a median	ROUND ROCK	0.8
Limmer Loop	CR 108- US 79	Widen from 2 lanes with a median to 4 lanes with a median	WILLIAMSON	4.6
Limmer Loop	CR 110 - CR 108	Widen from 2 lanes with a median to 4 lanes with a median	WILLIAMSON	1.8
W. Pflugerville Pkwy.	Greenlawn Blvd. - Round Rock ETJ	Convert 2 lanes to 2 lanes with a median	ROUND ROCK	0.7
Red Bud Ln.	CR 110 - Old Settlers Blvd.	Widen from 2 lanes to 4 lanes with a median	ROUND ROCK	1.4
Red Bud Ln.	Old Settlers Blvd. - US 79	Widen from 2 lanes with a median to 4 lanes with a median	ROUND ROCK	1.0
Red Bud Ln.	US 79 – Forest Creek Dr.	Widen from 2 lanes with a median to 4 lanes with a median	ROUND ROCK	1.6
Red Bud Ln.	Forest Creek Dr. - Gattis School Rd.	Widen from 2 lanes with a median to 4 lanes with a median	ROUND ROCK	0.7
Ronald W. Reagan Blvd.	CR 302 - SH 95	Construct 2 lane undivided extension of Ronald W. Reagan Blvd. along CR 311 and CR 302	WILLIAMSON	7.8
SE Inner Loop	CR 100 - SH 29	Convert 4 lane divided to 4 lane expressway with frontage roads	WILLIAMSON	1.3
SH 29	FM 1660 - SH 95	Widen from 2 lanes to 4 lanes with a median	TXDOT	6.7
SH 95	SH 29 - FM 397	Widen from 4 lanes to 4 lanes with a median	TXDOT	3.4
SH 95	Walnut Ave. - US 79	Widen from 4 lanes to 4 lanes with a median	TXDOT	0.7
SH 95	US 79 - FM 1660	Widen from 2 lanes to 4 lanes with a median	TXDOT	5.7
SH 95	FM 1660 - Bastrop County Line	Widen from 2 lanes to 4 lanes with a median	TXDOT	4.9
University Blvd.	Sunrise Rd. – A.W. Grimes	Widen from 4 lanes to 6 lanes with a median	ROUND ROCK	2.0
US 79	FM 1460 - Red Bud Ln.	Widen from 4 lanes with a median to 6 lanes with a median (urban design)	TXDOT / ROUND ROCK	2.7
US 79	Red Bud Ln. - FM 685	Widen from 4 lanes with a median to 6 lanes with a median (suburban design)	TXDOT / ROUND ROCK	3.1
			Precinct Total - Centerline Miles	**139.9**
* Pass-through finance application in progress by City of Georgetown for FM 1460.				

Figure ES-8 Williamson County Transit Possibilities

Several cities in Williamson County, including Round Rock, Cedar Park and Georgetown, are currently exploring transit options with entities such as Capital Metro and the Austin San Antonio Commuter Rail District. As the county continues to grow and explore multimodal transit opportunities in the future, it may consider contributing funds to these efforts.

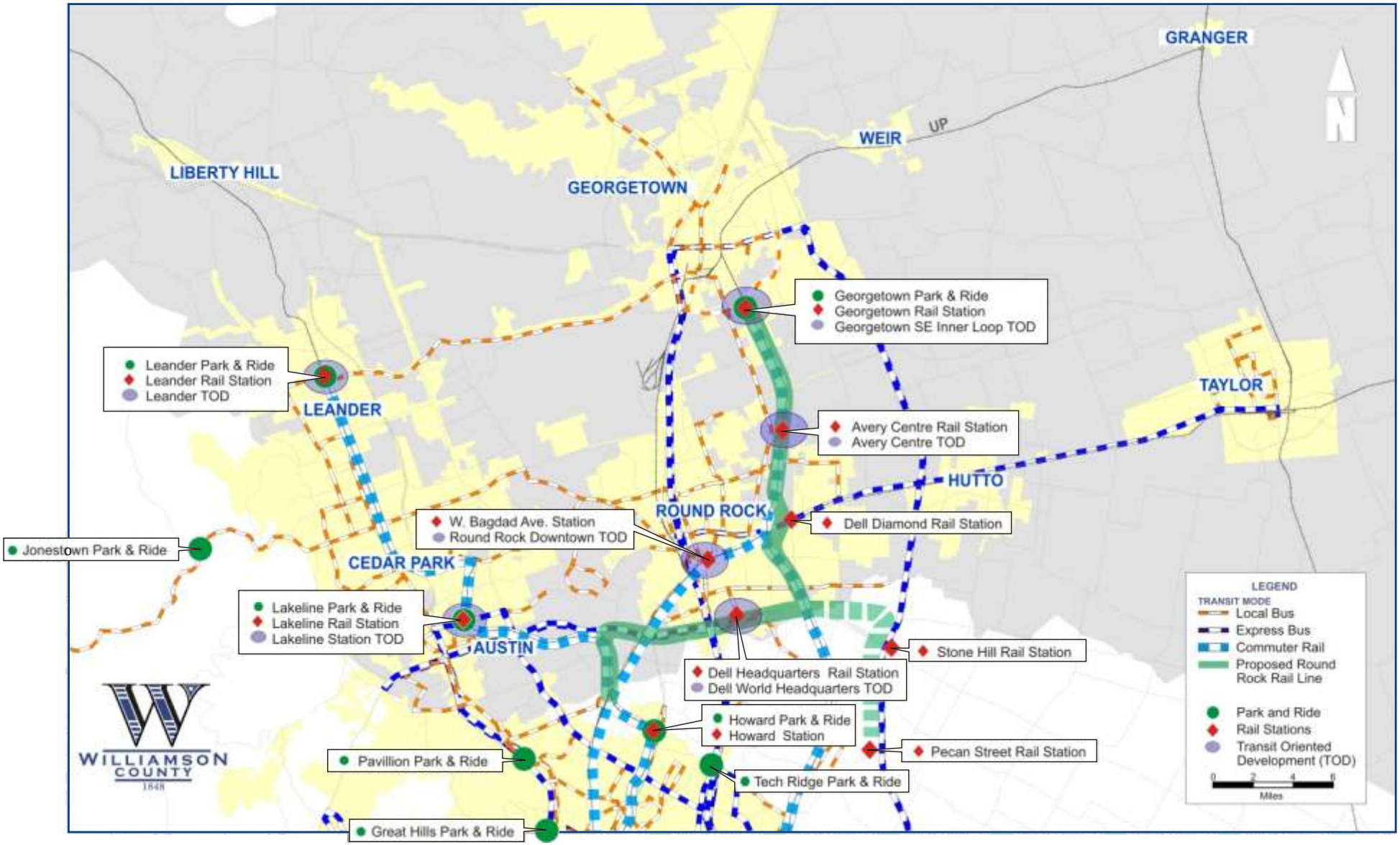
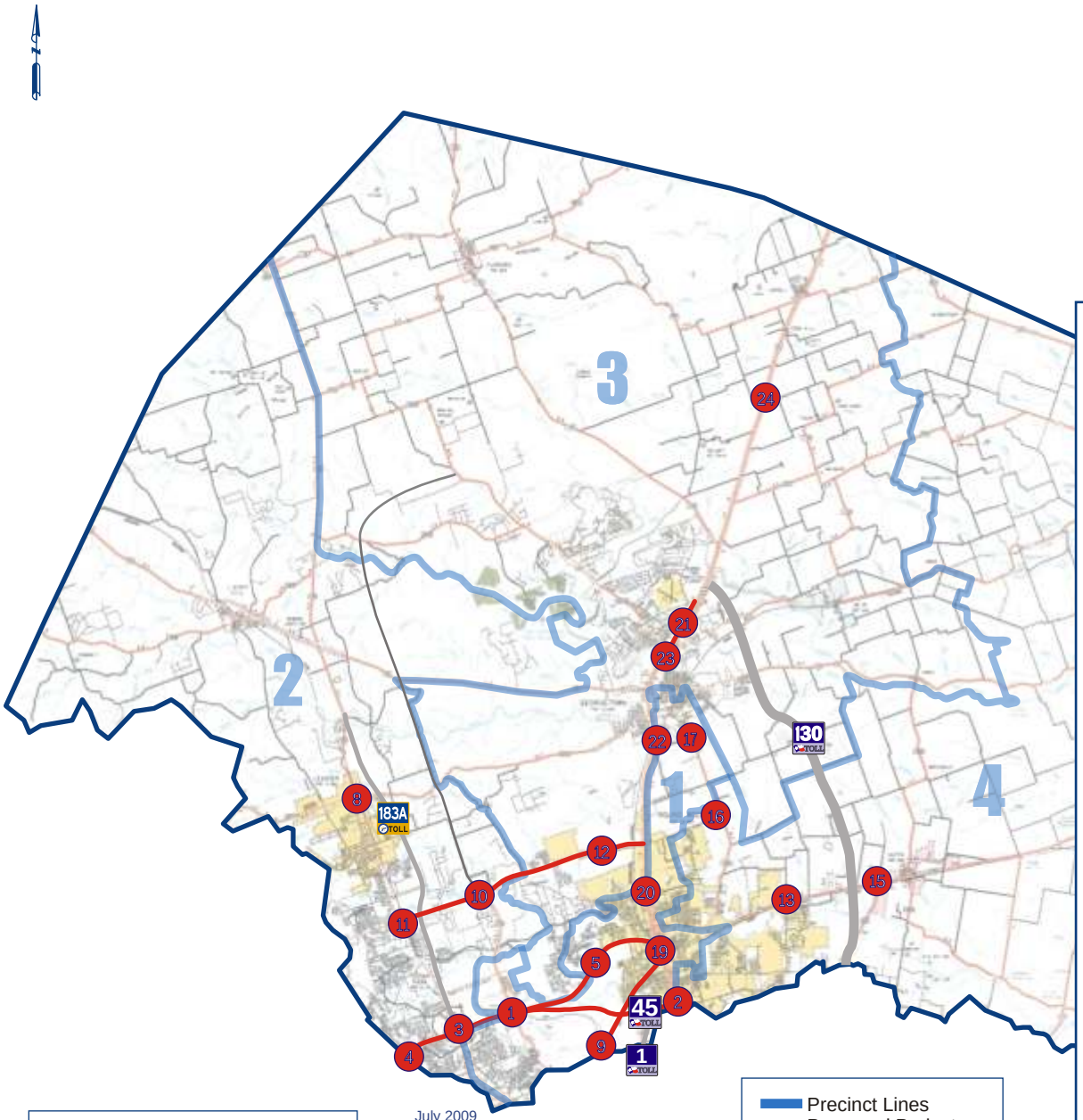
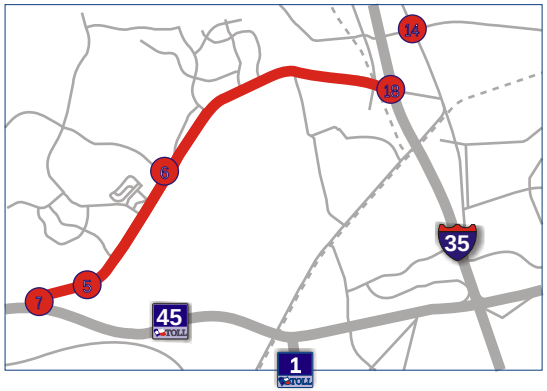


Figure ES-9 Williamson County Proposed Bottleneck Projects

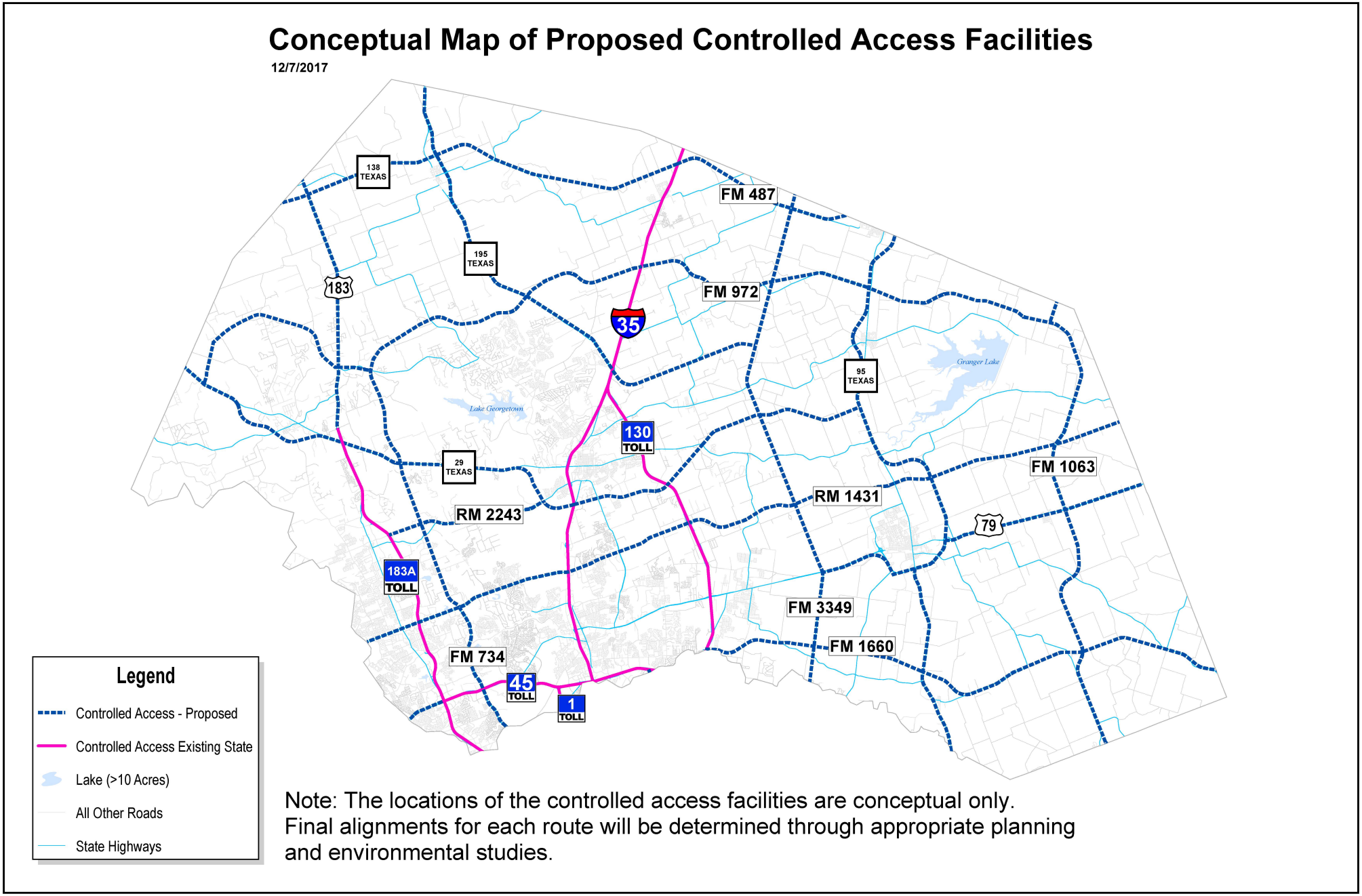




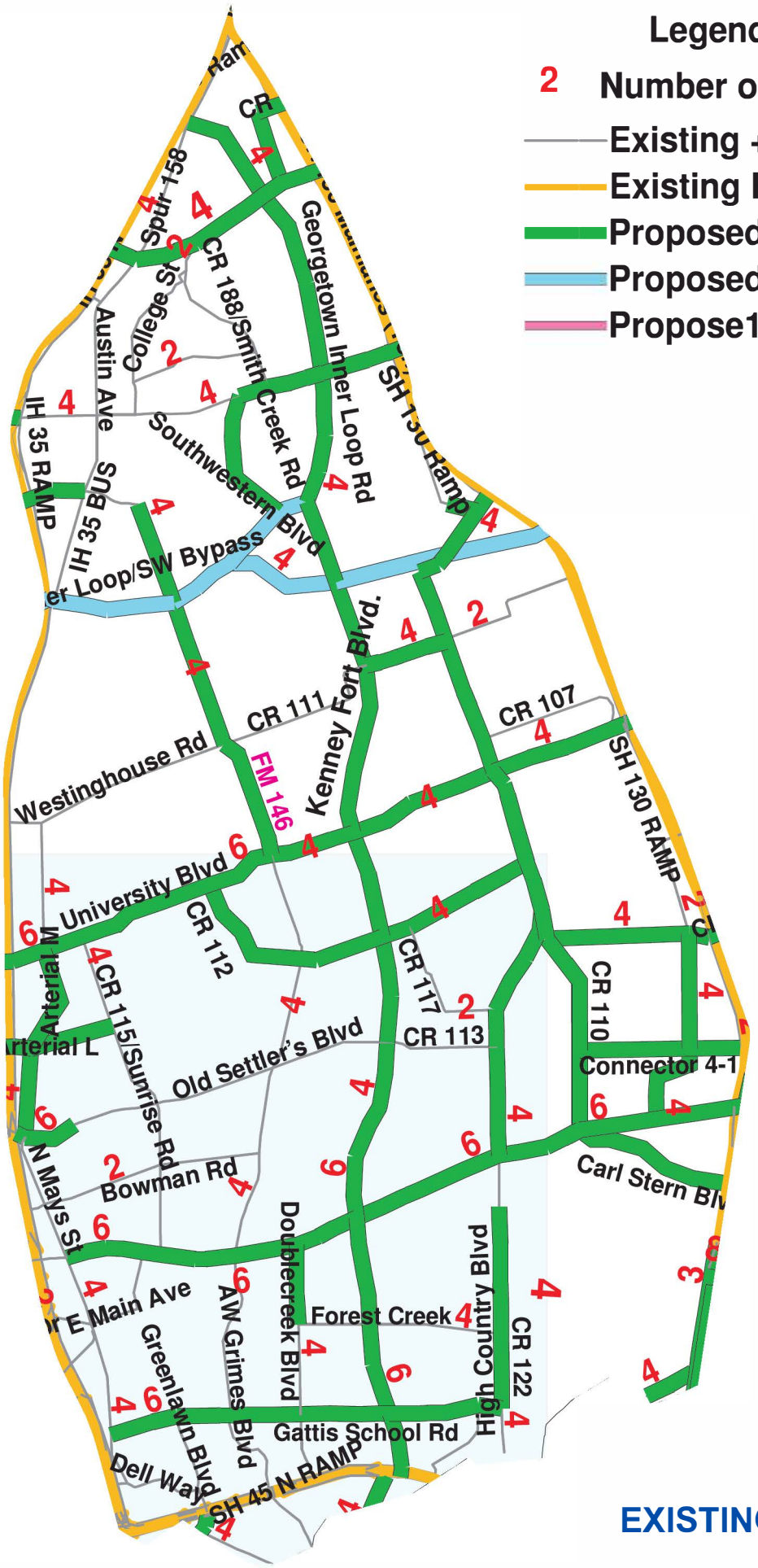
1. Parmer Ln. at RM 620/SH 45 (3-level diamond)
2. SH 45 at IH 35 (complete direct connectors)
3. RM 620 – US 183 to Anderson Mill Rd. (operational improvements)
4. RM 620 at Anderson Mill Rd. (underpass)
5. RM 620 – SH 45 to IH 35 (operational improvements)
6. RM 620 at O'Connor Dr. (grade separation)
7. RM 620 at Howard Ln. (grade separation)
8. US 183 at RM 2243 (operational improvements)
9. McNeil Rd. – IH 35 to Williamson County Line (operational improvements)
10. Parmer Ln. – SH 45 to Anderson Mill Rd.
11. RM 1431 at US 183 and CapMetro RR
12. RM 1431 – US 183 to IH 35
13. US 79 at Redbud Ln.
14. US 79 at Mays St.
15. US 79 at FM 685
16. FM 1460 at University Blvd.
17. FM 1460 at Georgetown Inner Loop IH 35 Corridor
18. IH 35 at RM 620
19. IH 35 at US 79
20. IH 35 at FM 3406
21. IH 35 NBFR – Williams Dr. to Lakeway Dr.
22. IH 35 at Georgetown Inner Loop
23. IH 35 at Williams Dr.
24. IH 35 at CR 237/CR 311

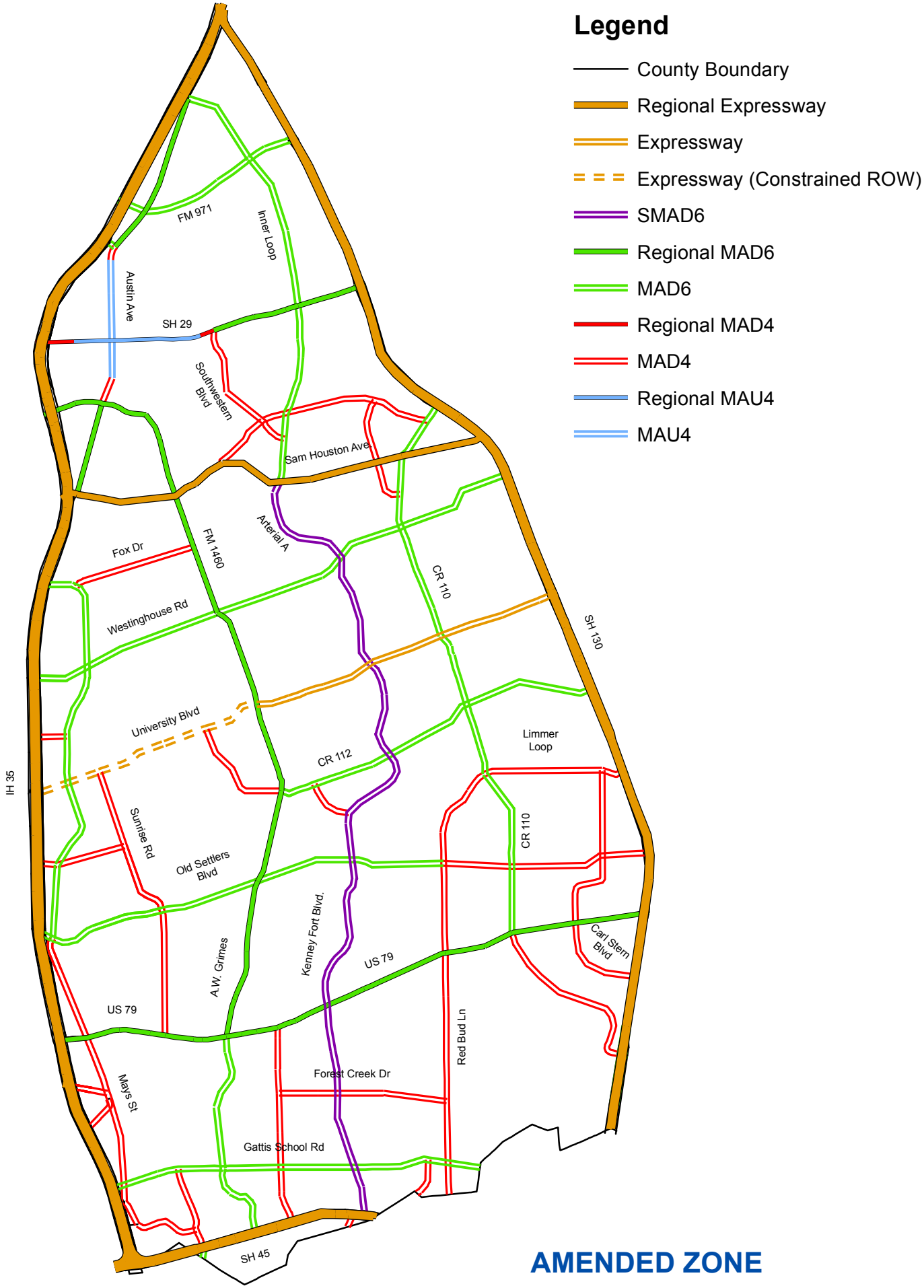
Figure ES-10 Proposed Controlled Access Facilities

Each controlled access facility will fit within a 350-foot right-of-way, but given economic constraints, some controlled access facilities may be less than 200 feet.

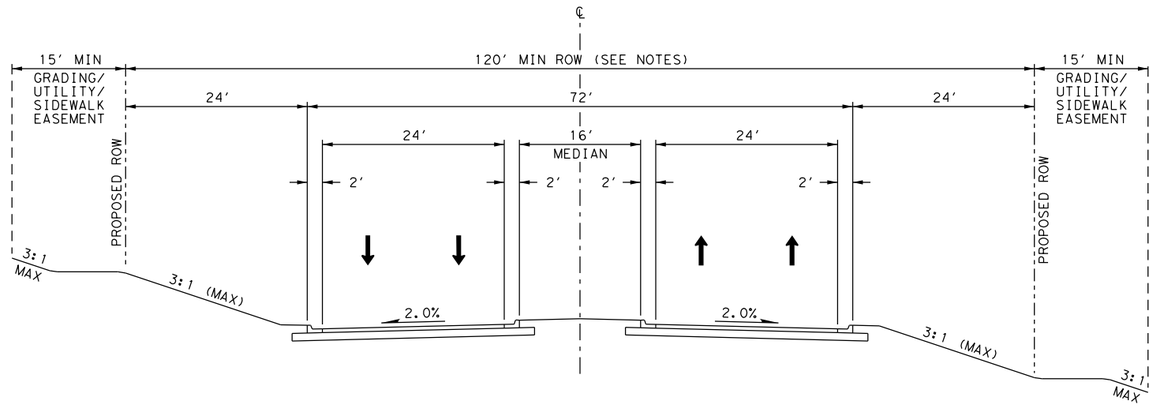


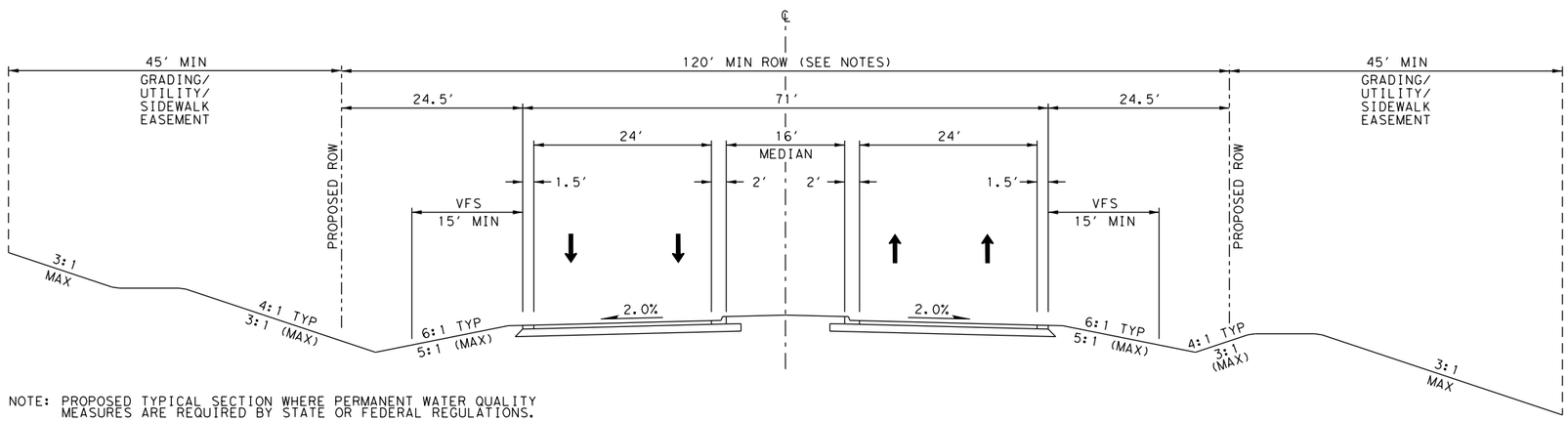
Note: The locations of the controlled access facilities are conceptual only. Final alignments for each route will be determined through appropriate planning and environmental studies.


Legend
2 Number of Lanes
Existing + Committed Roads
Existing Freeway/Toll Roads
Proposed Arterial Projects
Proposed Highway Projects
Propose183A (By Others)
Spur 158
CR 188/Smith Creek Rd
Georgetown Inner Loop Rd
College St
Austin Ave
IH 35 RAMP
IH 35 BUS
Southwestern Blvd
SH 130 Ramp
er Loop/SW Bypass
Kenney Fort Blvd.
CR 111
CR 107
Westinghouse Rd
FM 146
SH 130 RAMP
University Blvd
CR 112
CR 117
CR 110
CR 115/Sunrise Rd
Old Settler's Blvd
CR 113
Connector 4-1
Carl Stern Blv
Bowman Rd
N Mays St
Doublecreek Blvd
High Country Blvd
CR 122
E Main Ave
AW Grimes Blvd
Forest Creek
Greenlawn Blvd
Gattis School Rd
Dell Way
SH 45 N RAMP
EXISTING ZONE


Legend
County Boundary
Regional Expressway
Expressway
Expressway (Constrained ROW)
SMAD6
Regional MAD6
MAD6
Regional MAD4
MAD4
Regional MAU4
MAU4
FM 971
Inner Loop
Austin Ave
SH 29
Southwestern Blvd
Sam Houston Ave
Arterial A
FM 1460
Fox Dr
Westinghouse Rd
CR 110
SH 130
University Blvd
CR 112
Limmer Loop
IH 35
Sunrise Rd
Old Settlers Blvd
CR 110
Kenney Fort Blvd.
A.W. Grimes
US 79
Carl Stern Blvd
US 79
Red Bud Ln
Forest Creek Dr
Mays St
Gattis School Rd
SH 45
AMENDED ZONE

TYPICAL SECTIONS





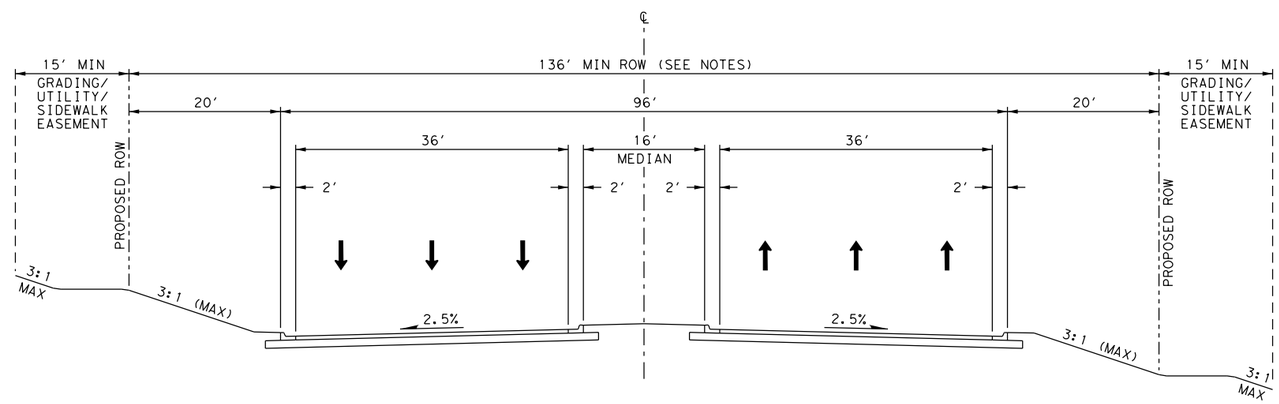
NOTE: PROPOSED TYPICAL SECTION WHERE PERMANENT WATER QUALITY MEASURES ARE REQUIRED BY STATE OR FEDERAL REGULATIONS.

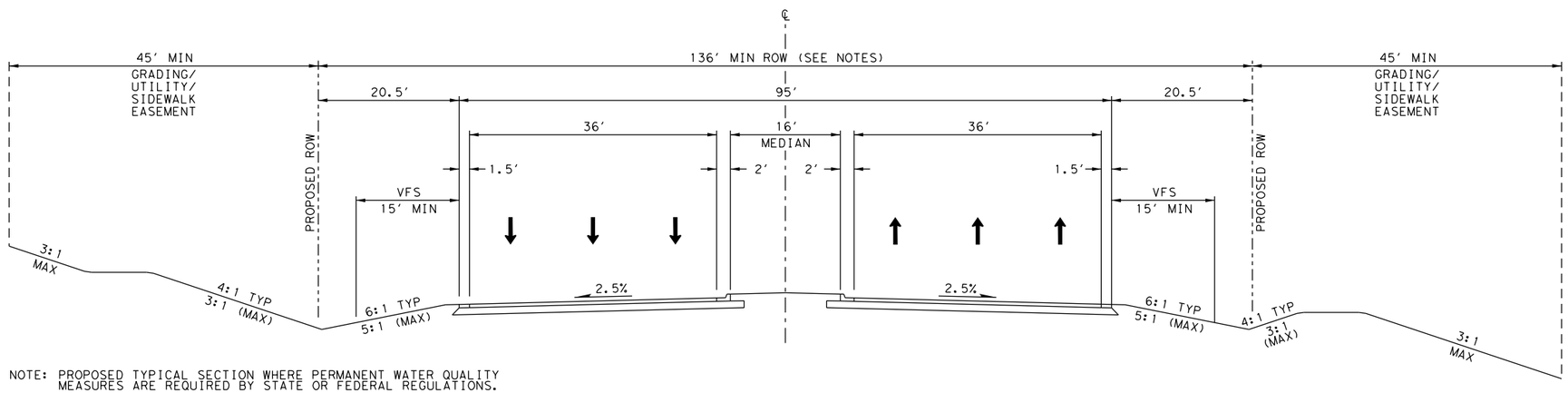
NOTES:

1. ADDITIONAL RIGHT-OF-WAY MAY BE NECESSARY ON MORE ROLLING TERRAIN AS REQUIRED BY THE COUNTY ENGINEER.
2. LESSER RIGHT-OF-WAY MAY BE ACCEPTED BASED ON PRELIMINARY DESIGN PROVIDED TO THE COUNTY ENGINEER.
3. ADDITIONAL RIGHT-OF-WAY MAY BE NECESSARY IN AREAS WITHIN THE EDWARDS AQUIFER RECHARGE AND CONTRIBUTING ZONES FOR WATER QUALITY TREATMENT.
4. VEGETATIVE FILTER STRIP DIMENSIONS ARE APPROXIMATE. ACTUAL DESIGN SHALL BE IN ACCORDANCE WITH CURRENT TCEQ REQUIREMENTS.
5. ALTERNATE TCEQ APPROVED WATER QUALITY BMPS MAY BE UTILIZED IN LIEU OF VEGETATIVE FILTER STRIPS. PROPOSED RIGHT-OF-WAY AND EASEMENTS FOR ALTERNATE BMPS TO BE DETERMINED THROUGH PRELIMINARY DESIGNS PROVIDED TO THE COUNTY ENGINEER.
6. PERMANENT BMP MAINTENANCE SHALL BE THE RESPONSIBILITY OF THE DEVELOPER FOR A DURATION AGREED TO BY THE COUNTY ENGINEER.
7. PUBLIC UTILITY EASEMENTS ARE REQUIRED ALONG ALL PUBLIC RIGHT-OF-WAYS.
8. PRELIMINARY ENGINEERING MAY BE REQUIRED TO ESTABLISH RIGHT-OF-WAY NEEDS AT INTERSECTIONS.
9. PROPOSED TYPICAL SECTIONS SHOW MINIMUM DIMENSIONS FOR NEW ROADWAYS AND DO NOT APPLY TO EXISTING ROADWAYS THAT MEET OR EXCEED THESE PROPOSED DIMENSIONS.
10. REFER TO TYPICAL UTILITY ASSIGNMENT SHEET FOR UTILITY PLACEMENT INFORMATION.

FIGURE ES-3D: MAD4 TYPICAL SECTIONS

TYPICAL SECTIONS





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NOTES:

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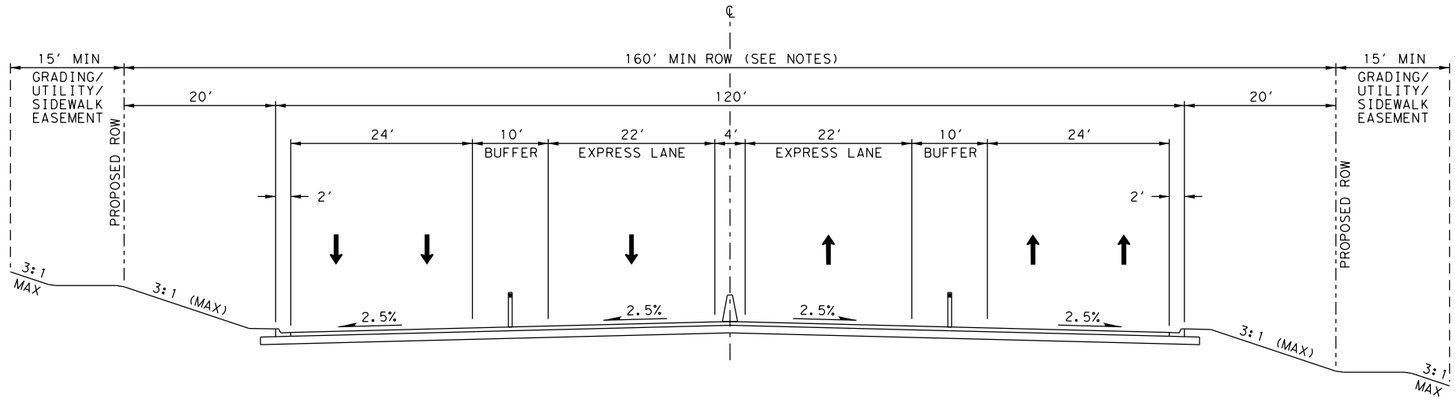
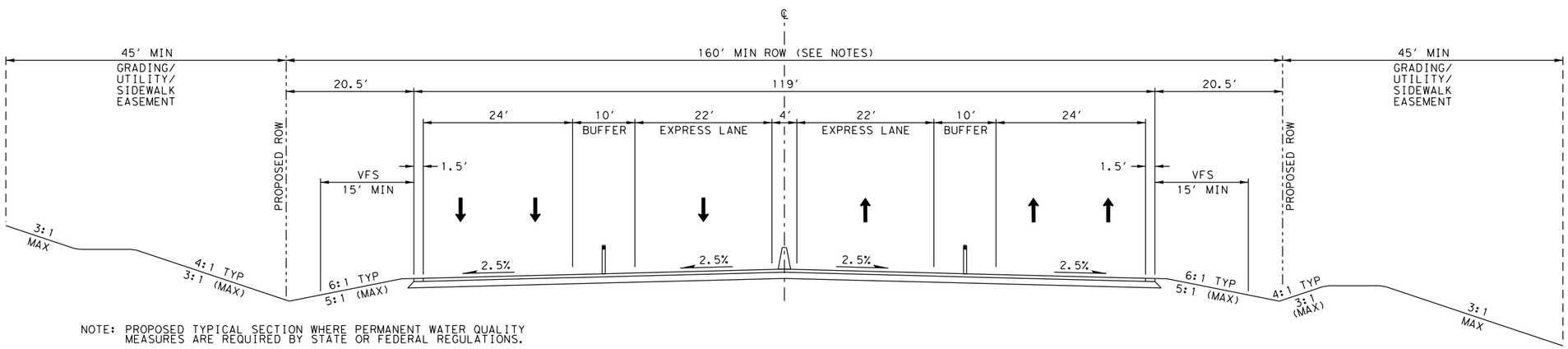
10. REFER TO TYPICAL UTILITY ASSIGNMENT SHEET FOR UTILITY PLACEMENT INFORMATION.

FIGURE ES-3E: MAD6 TYPICAL SECTIONS

TYPICAL SECTIONS





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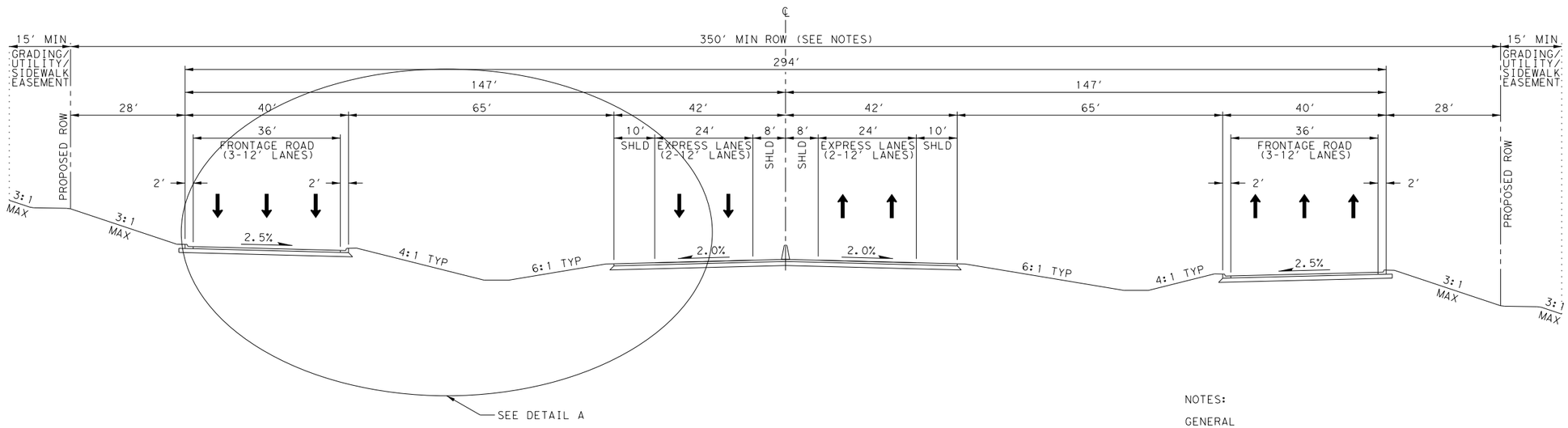
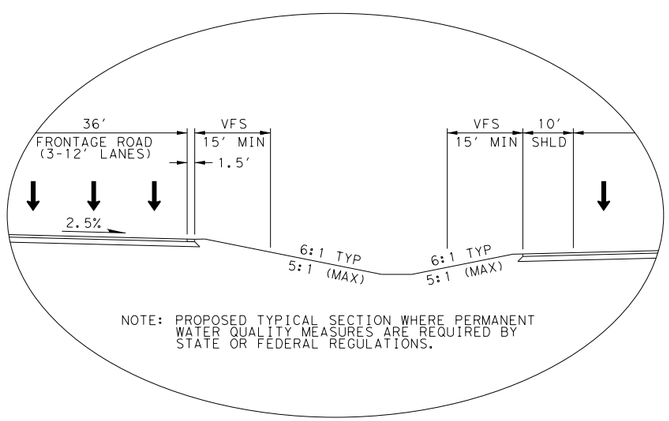
10. REFER TO TYPICAL UTILITY ASSIGNMENT SHEET FOR UTILITY PLACEMENT INFORMATION.

FIGURE ES-3F: SMAD6 TYPICAL SECTIONS

TYPICAL SECTIONS





DETAIL A

NOTES:

GENERAL

1. ADDITIONAL RIGHT-OF-WAY MAY BE NECESSARY ON MORE ROLLING TERRAIN AS REQUIRED BY THE COUNTY ENGINEER.
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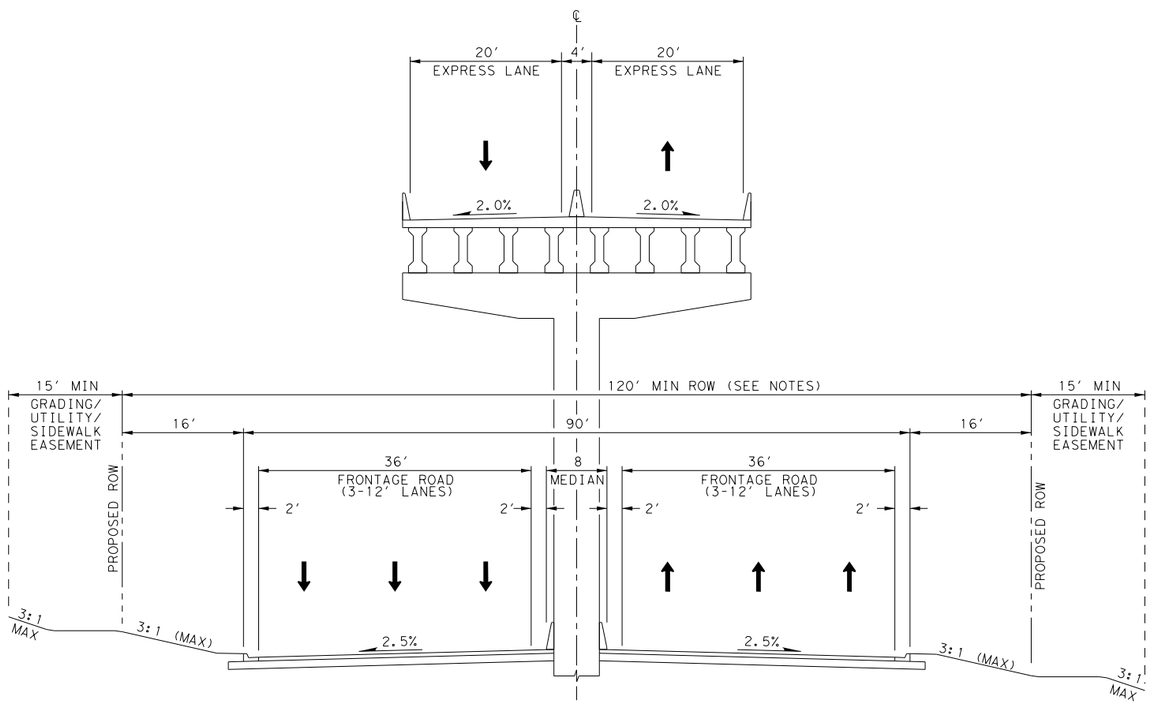
10. REFER TO TYPICAL UTILITY ASSIGNMENT SHEET FOR UTILITY PLACEMENT INFORMATION.

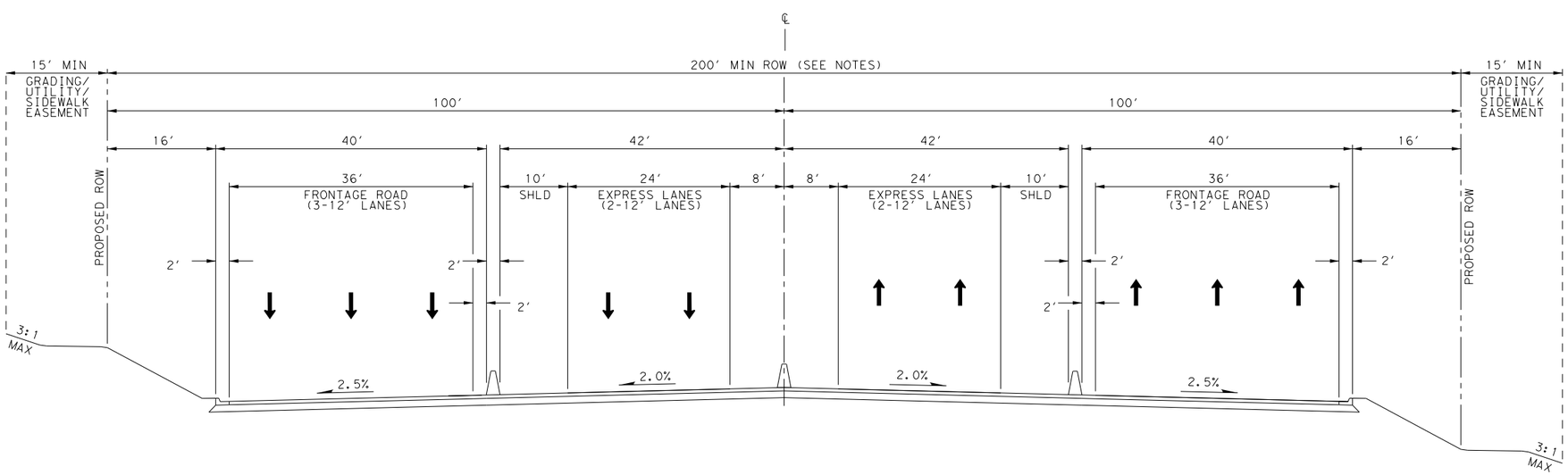
350′ ROW SECTION

1. ROW FOOTPRINT = 43 ACRES / MILE
2. CONSTRUCTION COSTS WOULD BE HIGHLY VARIABLE BASED ON ACTUAL CONDITIONS ASSOCIATED WITH A SPECIFIC PROJECT LOCATION. FOR COMPARISON PURPOSES, A COST OF BETWEEN $20M AND $30M COULD BE EXPECTED.
3. PROVIDES TWO MANAGED LANES IN EACH DIRECTION WITH "FREEWAY STYLE" ENTRANCE AND EXIT RAMPS (ASSUMED INTERCHANGE SPACING OF 1 MILE). RAMPS IMPROVE TRAFFIC OPERATIONS.
4. VFS ARE VIABLE OPTION FOR WATER QUALITY TREATMENT (IF LOCATED WITHIN CONTRIBUTING OR RECHARGE AREAS).
5. POTENTIALLY REDUCES STORM SEWER NEEDS.
6. DECREASES NEED FOR RETAINING WALLS AND BRIDGES.
7. PROVIDES INCREASED SIGHT DISTANCES.
8. ACCOMMODATES FUTURE ROADWAY EXPANSION.
9. PROVIDES BETTER CONNECTIVITY TO OTHER FACILITIES.
10. REDUCES CONSTRUCTABILITY CHALLENGES.

FIGURE ES-3G: EXPRESSWAY TYPICAL SECTIONS

TYPICAL SECTIONS





NOTES:

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1. ADDITIONAL RIGHT-OF-WAY MAY BE NECESSARY ON MORE ROLLING TERRAIN AS REQUIRED BY THE COUNTY ENGINEER.
2. LESSER RIGHT-OF-WAY MAY BE ACCEPTED BASED ON PRELIMINARY DESIGN PROVIDED TO THE COUNTY ENGINEER.
3. ADDITIONAL RIGHT-OF-WAY MAY BE NECESSARY IN AREAS WITHIN THE EDWARDS AQUIFER RECHARGE AND CONTRIBUTING ZONES FOR WATER QUALITY TREATMENT.
4. PERMANENT BMP MAINTENANCE SHALL BE THE RESPONSIBILITY OF THE DEVELOPER FOR A DURATION AGREED TO BY THE COUNTY ENGINEER.
5. PUBLIC UTILITY EASEMENTS ARE REQUIRED ALONG ALL PUBLIC RIGHT-OF-WAYS.
6. ADDITIONAL ROW NEEDED AT INTERSECTIONS. PRELIMINARY ENGINEERING REQUIRED TO ESTABLISH RIGHT-OF-WAY NEEDS.
7. PROPOSED TYPICAL SECTIONS SHOW MINIMUM DIMENSIONS FOR NEW ROADWAYS AND DO NOT APPLY TO EXISTING ROADWAYS THAT MEET OR EXCEED THESE PROPOSED DIMENSIONS.
8. REFER TO TYPICAL UTILITY ASSIGNMENT SHEET FOR UTILITY PLACEMENT INFORMATION.

120′ ROW SECTION

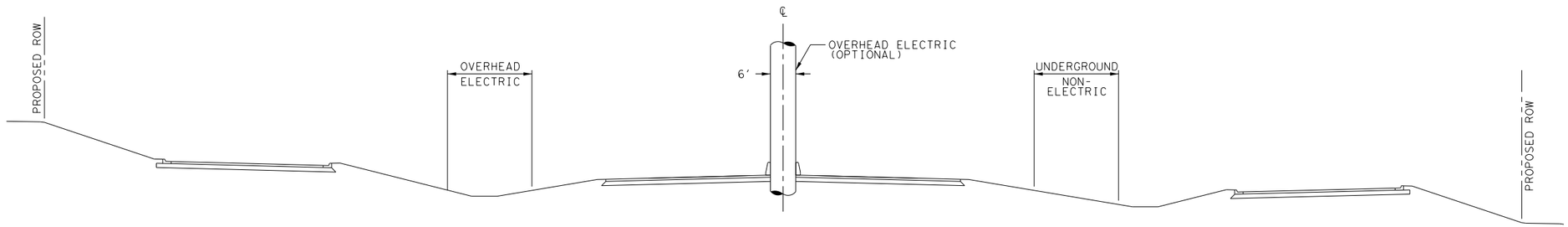
1. ROW FOOTPRINT = 15 ACRES / MILE
2. CONSTRUCTION COSTS WOULD BE HIGHLY VARIABLE BASED ON ACTUAL CONDITIONS ASSOCIATED WITH A SPECIFIC PROJECT LOCATION. FOR COMPARISON PURPOSES, A COST OF BETWEEN $40M AND $70M COULD BE EXPECTED.
3. PROVIDES ONE MANAGED LANE IN EACH DIRECTION.
4. LONG BRIDGE SPANS LIKELY REQUIRED TO SPAN INTERSECTIONS.
5. ADDITIONAL ROW WILL BE NEEDED TO PROVIDE EGRESS AND INGRESS TO THE EXPRESS LANES.
6. VFS WILL LIKELY NOT BE VIABLE FOR WATER QUALITY TREATMENT (IF LOCATED WITHIN CONTRIBUTING OR RECHARGE AREAS) DUE TO LIMITED ROW.
7. INCREASES NEED FOR STORM SEWER.
8. INCREASES NEED FOR RETAINING WALLS AND BRIDGES.
9. DOES NOT ACCOMMODATE FUTURE ROADWAY EXPANSION.
10. INCREASES CONSTRUCTABILITY CHALLENGES.
11. "CONVENTIONAL" BRIDGE SHOWN. SEGMENTAL BRIDGE COULD PROVIDE A THINNER STRUCTURE.
12. COLUMN/MEDIAN WIDTH IS APPROXIMATE. STRUCTURAL DESIGN REQUIRED TO DETERMINE ACTUAL WIDTH.

200′ ROW SECTION

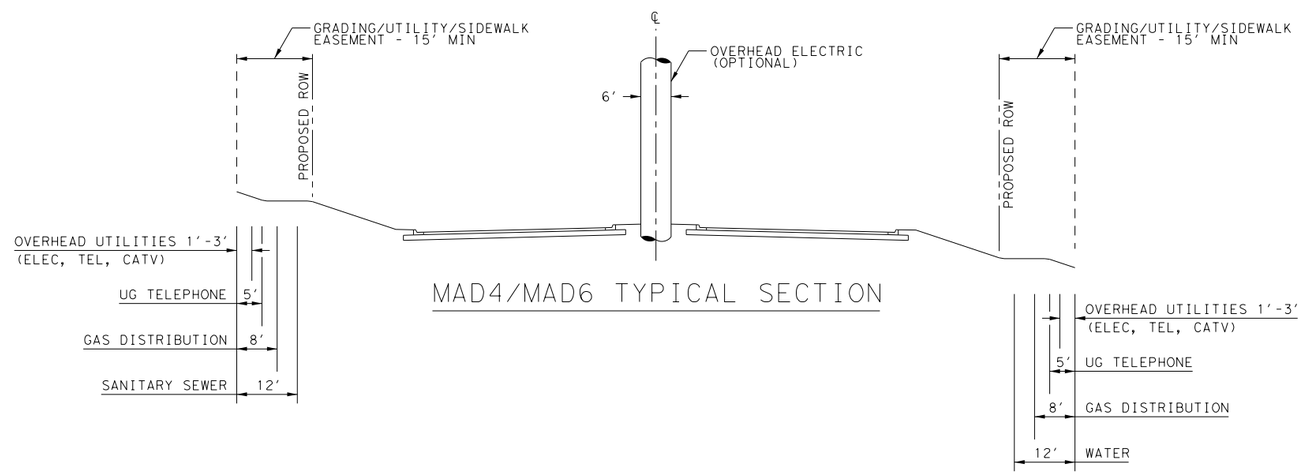
1. ROW FOOTPRINT = 25 ACRES / MILE
2. CONSTRUCTION COSTS WOULD BE HIGHLY VARIABLE BASED ON ACTUAL CONDITIONS ASSOCIATED WITH A SPECIFIC PROJECT LOCATION. FOR COMPARISON PURPOSES, A COST OF BETWEEN $20M AND $30M COULD BE EXPECTED.
3. PROVIDES TWO MANAGED LANES IN EACH DIRECTION.
4. ASSUMES ROADWAY WILL HAVE A BARRIER OPENING TO ALLOW WEAVING IN AND OUT OF EXPRESS LANES (I.E. NO "FREEWAY STYLE" ENTRANCE OR EXIT RAMPS).
5. VFS WILL LIKELY NOT BE VIABLE FOR WATER QUALITY TREATMENT (IF LOCATED WITHIN CONTRIBUTING OR RECHARGE AREAS) DUE TO LIMITED ROW.
6. INCREASES NEED FOR STORM SEWER.
7. INCREASES NEED FOR RETAINING WALLS AND BRIDGES.
8. DOES NOT ACCOMMODATE FUTURE ROADWAY EXPANSION.
9. INCREASES CONSTRUCTABILITY CHALLENGES.

FIGURE ES-3H: EXPRESSWAY TYPICAL SECTIONS (CONSTRAINED ROW)

UTILITY ASSIGNMENTS



EXPRESSWAY TYPICAL SECTION



MAD4/MAD6 TYPICAL SECTION

NOTES:

1. WILLIAMSON COUNTY INTENDS TO PROVIDE UTILITY TRANSMISSION LINE ACCOMMODATIONS WITHIN COUNTY ROW WHERE REASONABLE AND FEASIBLE, BASED ON PRELIMINARY ENGINEERING LAYOUTS. ACTUAL UTILITY PLACEMENT WILL VARY AND WILL BE APPROVED ON A CASE BY CASE BASIS.
2. ABOVEGROUND UTILITY PLACEMENT MUST MEET CURRENT WILLIAMSON COUNTY DESIGN CRITERIA (CLEAR ZONE, VERTICAL CLEARANCE, ETC.).

FIGURE ES-31: TYPICAL UTILITY ASSIGNMENTS

CONVENTIONAL INTERSECTION

LEGEND

PROPOSED ROW

GRADING/UTILITY/SIDEWALK EASEMENT

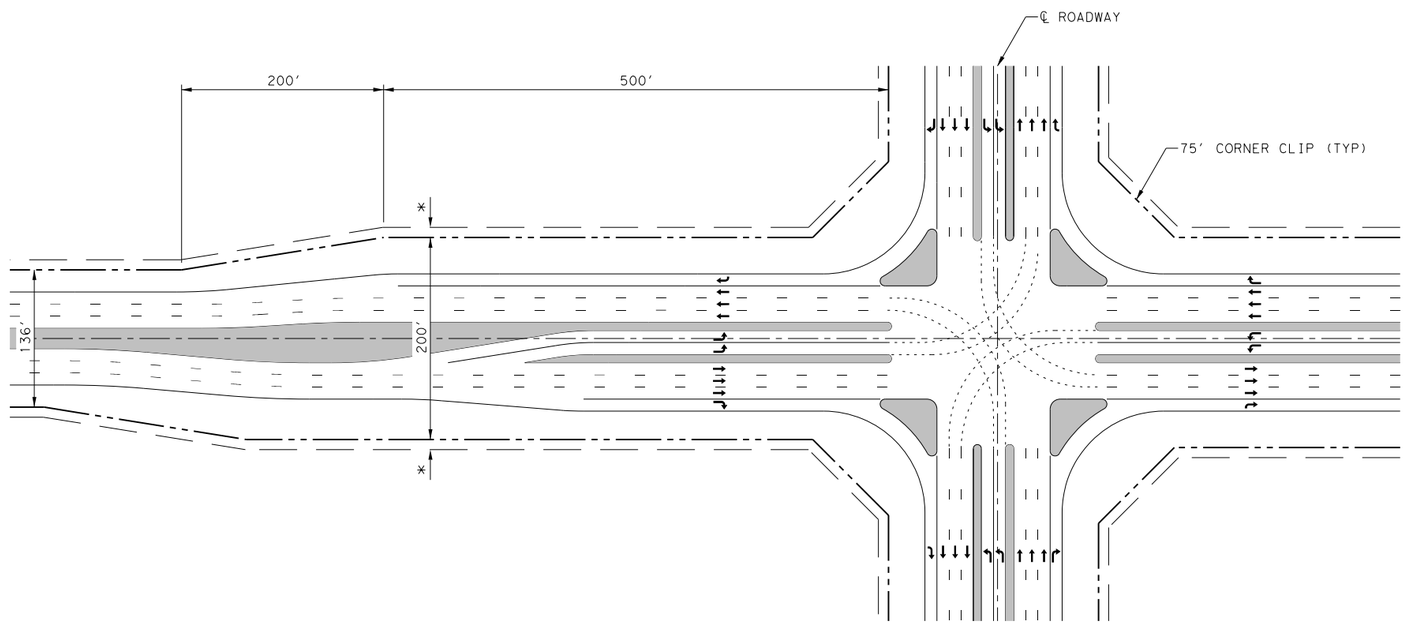


FIGURE ES-3J: TYPICAL CONVENTIONAL INTERSECTION

* SEE TYPICAL SECTIONS FOR EASEMENT REQUIREMENTS

2035 LONG-RANGE TRANSPORTATION PLAN (LRTP) Update (2015)
Roadway List - Precinct 1

PCT	Roadway Details			Roadway Configuration				
				Existing		LRTP 2035 (2009)	LRTP 2035 Update (2015)	
	Roadway Name	Roadway Segment Limits	Segment Length (mi)	Typical Section	Approximate ROW♦	Typical Section	Typical Section	Proposed Min. ROW [1]
1	A.W. Grimes Blvd.	Railroad S of Palm Valley Blvd./US 79 - Palm Valley Blvd./US 79	0.24	MAD 6	136 ft	No proposed improvements		
1	A.W. Grimes Blvd.	Chandler Creek - 0.5 mi N of Old Settlers Blvd.	1.08	MAD 4	120 ft	MAD 4	MAD 6	136 ft
1	Eagles Nest St. (Arterial L)	IH 35 Frontage Rd. - Sunrise Rd.	0.99	- -	- -	MAD 4	No proposed update	
1	Mays St.	Mays Crossing Dr. - Logan St.	0.16	MAD 4	100 ft	No proposed improvements		
1	Mays St.	Logan St. - 0.04 mi N of Nash St.	0.11	MAD 4	100 ft	No proposed improvements		
1	Mays St.	0.04 mi N of Nash St. - 0.11 mi N of Fannin Ave.	0.73	MAU 4	80 ft	No Improvement	MAD 4	120 ft
1	Mays St.	0.11 mi N of Fannin Ave. - Palm Valley Blvd./US 79	0.29	MAD 4	120 ft	No proposed improvements		
1	Mays St.	Palm Valley Blvd./US 79 - Bowman Rd.	0.52	MAD 4	100 ft	No proposed improvements		
1	Mays St.	Bowman Rd. - Old Settlers Blvd.	0.68	MAD 4	100 ft	No proposed improvements		
1	Mays St.	Old Settlers Blvd. - 0.17 mi N of Greenhill Dr.	0.31	MAD 4	100 ft	MAD 4	MAD 6	136 ft
1	Mays St.	0.17 mi N of Greenhill Dr. - Paloma Dr.	0.29	3 Lane	60 ft	MAD 4	MAD 6	136 ft
1	Mays St. (Arterial M)	Paloma Dr. - Oakmont Dr.	0.96	- -	- -	MAD 4	MAD 6	136 ft
1	McNeil Rd.	IH 35 Frontage Rd. - 0.25 mi E of IH 35 Frontage Rd.	0.25	MAU 4	75 ft	MAD 4	No proposed update	
1	McNeil Rd.	0.25 mi E of IH 35 Frontage Rd. - Florence St.	0.11	2 Lane	40 ft	MAD 4	No proposed update	
1	McNeil Rd.	Florence St. - Bagdad Ave.	0.07	2 Lane	55 ft	MAD 4	No proposed update	
1	Oakmont Dr.	Mays St. (Arterial M) - University Blvd.	0.34	2 Lane	60 ft	MAD 4	MAD 6	136 ft
1	Old Settlers Blvd.	IH 35 Frontage Rd. - Greenhill Dr.	0.65	MAD 4	120 ft	MAD 6	No proposed update	
1	Old Settlers Blvd.	Greenhill Dr. - Sunrise Rd.	0.82	MAD 4	120 ft	No Improvement	MAD 6	136 ft
1	Old Settlers Blvd.	Sunrise Rd. - A.W. Grimes Blvd.	1.13	MAD 4	110 ft	No Improvement	MAD 6	136 ft
1	Palm Valley Blvd./US 79	IH 35 Frontage Rd - Mays St.	0.26	MAD 6	150 ft	No Improvement	MAD 6	N/A
1	Palm Valley Blvd./US 79	Mays St. - A.W. Grimes Blvd.	1.65	MAD 4	120 ft	MAD 6	No proposed update	
1	RM 620	IH 35 Frontage Rd. - W. Austin Ave.	0.13	MAD 4	80 ft	No proposed improvements		
1	RM 620	W. Austin Ave. - Mays St.	0.27	MAU 4	80 ft	MAD 4	No proposed update	
1	Sunrise Rd.	Bowman Rd. - Country Aire Dr.	0.31	MAU 4	70 ft	No Improvement	MAD 4	120 ft
1	Sunrise Rd.	Country Aire Dr. - 0.1 miles N of Bradley Ln.	0.14	MAD 4	70 ft	No proposed improvements		
1	Sunrise Rd.	0.1 miles N of Bradley Ln. - Eagles Nest St. (Arterial L)	1.20	MAD 4	70 ft	No proposed improvements		
1	Sunrise Rd.	Eagles Nest St. - University Blvd.	0.71	MAD 4	80 ft	No proposed improvements		
1	University Blvd.	IH 35 Frontage Rd. - Sunrise Rd.	0.72	MAD 4	105 ft	MAD 6	Expressway	120 ft

Notes:

♦ROW measurements are approximate based on desk top investigations.

[1]Williamson County Design Criteria

Key to Typical Sections:

FWY - Freeway

SMAD - Super Major Arterial Divided

MAD - Major Arterial Divided

MAU - Major Arterial Undivided

- - Does not exist

- - - Roadway Segment not in LRTP

Number of lanes follows the roadway classification

A "MAD" roadway segment is divided by a raised median or center left turn lane.

2035 LONG-RANGE TRANSPORTATION PLAN (LRTP) Update (2015)
Roadway List - Precinct 3

PCT	Roadway Details			Roadway Configuration				
				Existing		LRTP 2035 (2009)	LRTP 2035 Update (2015)	
	Roadway Name	Roadway Segment Limits	Segment Length (mi)	Typical Section	Approximate ROW[4]	Typical Section	Typical Section	Proposed Min. ROW [1]
3	A.W. Grimes Blvd.	University Blvd. - Asbury Park Dr.	0.29	MAD 4	200 ft	MAD 4	MAD 6	N/A
3	A.W. Grimes Blvd.	Asbury Park Dr. - CR 186	0.26	2 Lane	70 ft	MAD 4	MAD 6	136 ft
3	Arterial A	RR/GTN ETJ - Sam Houston Ave.	1.79	- -	- -	MAD 4	SMAD 6	160 ft
3	Arterial A	Sam Houston Ave. - SE Inner Loop	0.79	- -	- -	MAD 4	MAD 6	136 ft
3	Austin Ave.	SE Inner Loop - Leander Rd. (RM 2243)/FM 1460	1.07	MAU 4	120 ft	MAD 4	MAD 6	136 ft
3	Austin Ave.	Leander Rd. (RM 2243)/FM 1460 - 18th St.	0.20	MAU 4	65 ft	No Improvement	MAD 4	120 ft
3	Austin Ave.	18th St. - SH 29 (University Ave.)	0.55	MAU 4	65 ft	No proposed improvements		
3	Austin Ave.	SH 29 (University Ave.) - 0.09 mi N of San Gabriel Village Blvd.	0.76	MAU 4	75 ft	No proposed improvements		
3	Austin Ave.	0.09 mi N of San Gabriel Village Blvd. - Williams Dr.	0.23	MAD 4	85 ft	No proposed improvements		
3	Austin Ave.	Williams Dr. - NE Inner Loop	1.92	MAD 4	100 ft	No Improvement	MAD 6	136 ft
3	Bell Gin Rd.	Patriot Way - Bell Gin Rd. (Existing)	0.08	- -	- -	- - -	MAD 4	120 ft
3	Bell Gin Rd.	Bell Gin Rd. (Proposed) - Marvin Lewis Ln.	0.40	2 Lane	45 ft	2 Lane	MAD 4	120 ft
3	Bell Gin Rd.	Marvin Lewis Ln. - Sam Houston Ave.	0.23	2 Lane	85 ft	2 Lane	MAD 4	120 ft
3	Bell Gin Rd.	Sam Houston Ave. - Carlson Cove (Proposed)	0.65	- -	- -	- - -	MAD 4	120 ft
3	Carlson Cove (Proposed)	CR 110 - Patriot Way	1.82	- -	- -	- - -	MAD 4	120 ft
3	CR 110	University Blvd. - CR 105	1.10	2 Lane	50 ft	MAD 4	MAD 6	136 ft
3	FM 971	IH 35 Frontage Rd. - Austin Ave.	0.27	- -	- -	MAD 4	MAD 6	136 ft
3	FM 971	Austin Ave. - 0.14 mi W of Prairie Springs Ln.	1.09	2 Lane	100 ft	MAD 4	MAD 6	136 ft
3	FM 971	0.14 mi W of Prairie Springs Ln. - Prairie Springs Ln.	0.14	2 Lane	150 ft	MAD 4	MAD 6	N/A
3	FM 971	Prairie Springs Ln. - 0.04 mi W of CR 152	0.29	2 Lane	150 ft	MAD 4	MAD 6	N/A
3	FM 971	0.04 mi W of CR 152 - CR 152	0.04	2 Lane	130 ft	MAD 4	MAD 6	136 ft
3	FM 971	CR 152 - SH 130	0.29	2 Lane	150 ft	MAD 4	MAD 6	N/A
3	FM 1460	CR 186 - SE Inner Loop	2.20	2 Lane	90 ft	MAD 4	MAD 6	136 ft
3	FM 1460	SE Inner Loop - Quail Valley Dr.	0.95	- -	- -	MAD 4	MAD 6	136 ft
3	FM 1460	Quail Valley Dr. - Austin Ave.	0.53	MAD 4	120 ft	No Improvement	MAD 6	136 ft
3	Fox Dr.	Oakmont Dr. - FM 1460	1.37	- -	- -	- - -	MAD 4	120 ft
3	Kenney Fort Blvd.	University Blvd. - RR/GTN ETJ	0.85	- -	- -	MAD 4	SMAD 6	160 ft
3	Leander Rd. (RM 2243)	IH 35 Frontage Rd. - Austin Ave.	0.51	MAD 4	100 ft	MAD 6	No proposed update	
3	NE Inner Loop	SH 29 (University Ave.) - 0.41 mi N of SH 29 (University Ave.)	0.41	2 Lane	135 ft	MAD 4	MAD 6	136 ft
3	NE Inner Loop	0.41 mi N of SH 29 (University Ave.) - Railroad	1.12	2 Lane	220 ft	MAD 4	MAD 6	N/A
3	NE Inner Loop	Railroad - 0.25 mi N of Railroad	0.25	2 Lane	180 ft	MAD 4	MAD 6	N/A
3	NE Inner Loop	0.25 mi N of Railroad - Katy Crossing Dr.	0.10	2 Lane	120 ft	MAD 4	MAD 6	136 ft
3	NE Inner Loop	Katy Crossing Dr. - 0.11 mi N of FM 971	0.20	2 Lane	140 ft	MAD 4	MAD 6	N/A
3	NE Inner Loop	0.11 mi N of FM 971 - CR 151	0.52	2 Lane	100 ft	MAD 4	MAD 6	136 ft
3	NE Inner Loop	CR 151 - IH 35 Frontage Rd.	0.44	2 Lane	120 ft	MAD 4	MAD 6	136 ft

2035 LONG-RANGE TRANSPORTATION PLAN (LRTP) Update (2015)
Roadway List - Precinct 3

PCT	Roadway Details			Roadway Configuration				
				Existing		LRTP 2035 (2009)	LRTP 2035 Update (2015)	
	Roadway Name	Roadway Segment Limits	Segment Length (mi)	Typical Section	Approximate ROW[4]	Typical Section	Typical Section	Proposed Min. ROW [1]
3	Oakmont Dr.	University Blvd. - Teravista Pkwy.	0.62	MAD 4	100 ft	MAD 4	MAD 6	136 ft
3	Oakmont Dr.	Teravista Pkwy. - Westinghouse Rd.	1.00	- -	- -	MAD 4	MAD 6	136 ft
3	Oakmont Dr. (Rabbit Hill Rd.)	Westinghouse Rd. - Lookout Rd.	0.81	2 Lane	50 ft	- - -	MAD 6	136 ft
3	Oakmont Dr.	Lookout Rd. - Fox Dr.	0.28	- -	- -	- - -	MAD 6	136 ft
3	Oakmont Dr. (Fox Dr.)	Rabbit Hill Rd. - IH 35 Frontage Rd.	0.19	2 Lane	70 ft	- - -	MAD 6	136 ft
3	Patriot Way	CR 110/CR 105 - Sam Houston Ave.	0.87	- -	- -	2 Lane	MAD 6	136 ft
3	Patriot Way	Sam Houston Ave. - SH 130	0.46	2 Lane	70 ft	No Improvement	MAD 6	136 ft
3	SE Inner Loop	IH 35 Frontage Rd. - Sam Houston Ave.	1.60	2 Lane	150 ft	FWY	Expressway	350 ft
3	SE Inner Loop	Maple St. - SE Inner Loop	0.14	- -	- -	FWY	MAD 4	120 ft
3	SE Inner Loop	SE Inner Loop - Southwestern Blvd.	0.59	2 Lane	80 ft	FWY	MAD 4	120 ft
3	SE Inner Loop	Southwestern Blvd. - CR 110	0.29	2 Lane	80 ft	FWY	MAD 4	120 ft
3	SE Inner Loop	CR 110 - Belmont Dr.	0.64	2 Lane	135 ft	MAD 4	MAD 6	136 ft
3	SE Inner Loop	Belmont Dr. - SH 29 (University Ave.)	0.55	2 Lane	135 ft	MAD 4	MAD 6	136 ft
3	Sam Houston Ave.	SE Inner Loop - CR 110	1.22	2 Lane	100 ft	FWY	Expressway	350 ft
3	Sam Houston Ave.	CR 110 - Patriot Way	1.34	2 Lane	220 ft	FWY	Expressway	350 ft
3	Sam Houston Ave.	Patriot Way - SH 130	0.64	- -	- -	FWY	Expressway	350 ft
3	SH 29 (University Ave.)	IH 35 Frontage Rd. - Scenic Dr.	0.39	MAD 4	100 ft	No proposed improvements		
3	SH 29 (University Ave.)	Scenic Dr. - Haven Ln.	1.42	MAU 4	80 ft	No proposed improvements		
3	SH 29 (University Ave.)	Haven Ln. - Southwestern Blvd.	0.14	2 Lane	80 ft	MAD 4	No proposed update	
3	SH 29 (University Ave.)	Southwestern Blvd. - Summercrest Blvd.	0.36	2 Lane	80 ft	MAD 4	MAD 6	136 ft
3	SH 29 (University Ave.)	Summercrest Blvd. - Smith Creek Rd.	0.12	2 Lane	90 ft	MAD 4	MAD 6	136 ft
3	SH 29 (University Ave.)	Smith Creek Rd. - Raindance Dr.	0.96	2 Lane	80 ft	MAD 4	MAD 6	136 ft
3	SH 29 (University Ave.)	Raindance Dr. - Owen Circle	0.11	2 Lane	varies	MAD 4	MAD 6	136 ft
3	SH 29 (University Ave.)	Owen Circle - SH 130	0.23	MAD 4	varies	MAD 4	MAD 6	136 ft
3	Southwestern Blvd.	Arterial A - SE Inner Loop	0.24	- -	- -	- - -	MAD 4	120 ft
3	Southwestern Blvd.	SE Inner Loop - SH 29 (University Ave.)	1.23	2 Lane	70 ft	MAD 4	No proposed update	
3	Sunrise Rd.	Eagles Nest St. - University Blvd.	0.71	MAD 4	80 ft	No proposed improvements		
3	Teravista Pkwy.	IH 35 Frontage Rd - Oakmont Dr.	0.34	MAD 4	100 ft	- - -	No proposed update	
3	University Blvd.	IH 35 Frontage Rd. - Sunrise Rd.	0.72	MAD 4	105 ft	MAD 6	Expressway	120 ft
3	University Blvd.	Sunrise Rd. - Sandy Brook Dr.	1.01	MAD 4	115 ft	MAD 6	Expressway	120 ft
3	University Blvd.	Sandy Brook Dr. - A.W. Grimes Blvd.	0.94	MAD 4	100 ft	MAD 6	Expressway	120 ft
3	University Blvd.	A.W. Grimes Blvd. - SH 130	3.66	2 Lane	180 ft	MAD 4	Expressway	350 ft
3	Westinghouse Rd./CR 111	IH 35 Frontage Rd. - FM 1460	2.15	MAD 4	100 ft	MAD 4	MAD 6	136 ft
3	Westinghouse Rd./CR 111	FM 1460 - CR 111 (Exist.)	1.27	2 Lane	60 ft	2 Lane	MAD 6	136 ft
3	Westinghouse Rd./CR 111	CR 111 (Exist.) - CR 110	0.48	- -	- -	- - -	MAD 6	136 ft

2035 LONG-RANGE TRANSPORTATION PLAN (LRTP) Update (2015)
Roadway List - Precinct 3

PCT	Roadway Details			Roadway Configuration				
				Existing		LRTP 2035 (2009)	LRTP 2035 Update (2015)	
	Roadway Name	Roadway Segment Limits	Segment Length (mi)	Typical Section	Approximate ROW♦	Typical Section	Typical Section	Proposed Min. ROW [1]
3	Westinghouse Rd./CR 105	CR 110 - SH 130	2.00	2 Lane	60 ft	No Improvement	MAD 6	136 ft
3	Williams Dr.	IH 35 Frontage Rd. - Austin Ave.	0.10	MAD 4	75 ft	No Improvement	MAD 6	136 ft

Notes:

♦ROW measurements are approximate based on desk top investigations.

[1]Williamson County Design Criteria

Key to Typical Sections:

FWY - Freeway

SMAD - Super Major Arterial Divided

MAD - Major Arterial Divided

MAU - Major Arterial Undivided

- - Does not exist

- - - Roadway Segment not in LRTP

Number of lanes follows the roadway classification

A "MAD" roadway segment is divided by a raised median or center left turn lane.

2035 LONG-RANGE TRANSPORTATION PLAN (LRTP) Update (2015)
Roadway List - Precinct 4

PCT	Roadway Details			Roadway Configuration				
				Existing		LRTP 2035 (2009)	LRTP 2035 Update (2015)	
	Roadway Name	Roadway Segment Limits	Segment Length (mi)	Typical Section	Approximate ROW[4]	Typical Section	Typical Section	Proposed Min. ROW [1]
4	Avery Nelson Pkwy.	College Park Dr. - A.W. Grimes Blvd.	0.38	MAD 4	120 ft	MAD 4	MAD 6	136 ft
4	A.W. Grimes Blvd.	Louis Henna Blvd. - Railroad S of Palm Valley Blvd./US 79	2.23	MAD 6	136 ft	No proposed improvements		
4	A.W. Grimes Blvd.	Railroad S of Palm Valley Blvd./US 79 - Palm Valley Blvd./US 79	0.24	MAD 6	136 ft	No proposed improvements		
4	A.W. Grimes Blvd.	Palm Valley Blvd./US 79 - Chandler Creek	1.22	MAD 4	120 ft	MAD 4	MAD 6	136 ft
4	A.W. Grimes Blvd.	Chandler Creek - 0.5 mi N of Old Settlers Blvd.	1.08	MAD 4	120 ft	MAD 4	MAD 6	136 ft
4	A.W. Grimes Blvd.	0.5 mi N of Old Settlers Blvd. - University Blvd	1.58	MAD 4	200 ft	MAD 4	MAD 6	N/A
4	Carl Stern Blvd.	SH 130 - Palm Valley Blvd./US 79	1.90	- -	- -	MAD 4	No proposed update	
4	College Park Dr.	Avery Nelson Pkwy. - 0.3 mi S of University Blvd.	0.62	2 Lane	120 ft	MAD 4	No proposed update	
4	College Park Dr.	0.3 mi S of University Blvd. - University Blvd.	0.27	MAD 4	120 ft	MAD 4	No proposed update	
4	Connector 4-2	Palm Valley Blvd./US 79 - Limmer Loop	1.93	- -	- -	MAD 4	No proposed update	
4	CR 110 (Star Ranch Blvd.)	SH 130 - CR 110 Extension (Proposed)	0.28	MAD 4	100 ft	- - -	MAD 4	120 ft
4	CR 110 Extension (Proposed)	Star Ranch Blvd. - Palm Valley Blvd./US 79	2.13	- -	- -	- - -	MAD 4	120 ft
4	CR 110	Palm Valley Blvd./US 79 - University Blvd.	3.63	2 Lane	50 ft	MAD 4	MAD 6	136 ft
4	CR 112	A.W. Grimes Blvd. - Approx. 0.5 mi SW of CR 110	1.74	2 Lane	70 ft	MAD 4	MAD 6	136 ft
4	CR 112 Extension (Proposed)	Approx. 0.5 mi SW of CR 110 - CR 118	2.08	- -	- -	- - -	MAD 6	136 ft
4	CR 112 Extension	CR 112 Extension (Proposed) - SH 130	0.15	2 Lane	150 ft	- - -	MAD 6	N/A
4	Dell Way	Greenlawn Blvd. - Mays St.	0.75	MAD 4	90 ft	No proposed improvements		
4	Doublecreek Blvd.	Louis Henna Blvd. - Forest Creek Dr.	1.27	MAD 4	100 ft	No proposed improvements		
4	Doublecreek Blvd.	Forest Creek Dr. - Palm Valley Blvd./US 79	0.88	- -	- -	MAD 4	No proposed update	
4	Forest Creek Dr.	Doublecreek Dr. - Via Sonoma Trail	1.10	MAD 4	100 ft	No proposed improvements		
4	Forest Creek Dr.	Via Sonoma Trail - 0.09 mi E of Forest Ridge Blvd.	0.55	MAD 4	120 ft	No proposed improvements		
4	Forest Creek Dr.	0.09 mi E of Forest Ridge Blvd. - Laurel Oak Loop	0.02	MAD 4	90 ft	No proposed improvements		
4	Forest Creek Dr.	Laurel Oak Loop - Red Bud Ln.	0.10	MAD 4	120 ft	No proposed improvements		
4	Gattis School Rd	IH 35 Frontage Rd. - Mays St.	0.11	2 Lane	60 ft	- - -	MAD 6	136 ft
4	Gattis School Rd	Mays St. - Dixie Ln.	0.12	MAU 4	60 ft	MAD 6	No proposed update	
4	Gattis School Rd	Dixie Ln. - Windy Park Dr.	0.81	MAD 4	70 ft	MAD 6	No proposed update	
4	Gattis School Rd	Windy Park Dr. - Crossing Dr.	0.51	MAD 4	130 ft	MAD 6	No proposed update	

2035 LONG-RANGE TRANSPORTATION PLAN (LRTP) Update (2015)
Roadway List - Precinct 4

PCT	Roadway Details			Roadway Configuration				
				Existing		LRTP 2035 (2009)	LRTP 2035 Update (2015)	
	Roadway Name	Roadway Segment Limits	Segment Length (mi)	Typical Section	Approximate ROW[♦]	Typical Section	Typical Section	Proposed Min. ROW [1]
4	Gattis School Rd	Crossing Dr. - Meister Ln.	1.33	MAU 4	85 ft	MAD 6	No proposed update	
4	Gattis School Rd	Meister Ln. - Bradford Park Dr.	0.45	MAD 4	90 ft	MAD 6	No proposed update	
4	Gattis School Rd	Bradford Park Dr. - High Country Blvd.	0.32	MAU 4	90 ft	MAD 6	No proposed update	
4	Gattis School Rd	High Country Blvd. - 0.15 mi E of Red Bud Ln.	0.36	MAD 4	90 ft	MAD 6	No proposed update	
4	Gattis School Rd	0.15 mi E of Red Bud Ln. - 0.25 mi E of Red Bud Ln.	0.26	MAU 4	100 ft	MAD 6	No proposed update	
4	Gattis School Rd	0.25 mi E of Red Bud Ln. - Wilco County Boundary	0.26	MAD 4	100 ft	MAD 6	No proposed update	
4	Greenlawn Blvd	Wilco County Boundary - Louis Henna Blvd.	0.10	MAD 6	120 ft	No proposed improvements		
4	Greenlawn Blvd	Louis Henna Blvd. - Gattis School Rd.	0.94	MAD 4	85 ft	No proposed improvements		
4	High Country Blvd.	Gattis School Rd. - Donnell Dr.	0.78	2 Lane	85 ft	No Improvement	MAD 4	120 ft
4	Kenney Fort Blvd.	Louis Henna Blvd. - Forest Creek Dr.	1.73	- -	- -	MAD 6	SMAD 6	160 ft
4	Kenney Fort Blvd.	Forest Creek Dr. - Palm Valley Blvd./US 79	0.92	MAD 6	140 ft	MAD 6	SMAD 6	160 ft
4	Kenney Fort Blvd.	Palm Valley Blvd./US 79 - Joe DiMaggio Blvd.	0.19	MAD 6	120 ft	MAD 6	SMAD 6	160 ft
4	Kenney Fort Blvd.	Joe DiMaggio Blvd. - Chandler Creek Blvd.	0.30	2 Lane	100 ft	MAD 4	SMAD 6	160 ft
4	Kenney Fort Blvd.	Chandler Creek Blvd. - University Blvd.	3.98	- -	- -	MAD 4	SMAD 6	160 ft
4	Kenney Fort Blvd. (Spur)	Kenney Fort Blvd. - CR 112	0.39	- -	- -	- - -	MAD 4	120 ft
4	Limmer Loop	CR 110 - Veterans' Hill Elementary School (Driveway)	0.66	2 Lane	100 ft	MAD 4	No proposed update	
4	Limmer Loop	Veterans' Hill Elementary School (Driveway) - SH 130	0.91	2 Lane	100 ft	MAD 4	No proposed update	
4	Mays St.	Dell Way - Mays Crossing Dr.	0.95	MAD 4	100 ft	No proposed improvements		
4	Mays St.	Mays Crossing Dr. - Logan St.	0.16	MAD 4	100 ft	No proposed improvements		
4	Mays St.	Palm Valley Blvd./US 79 - Bowman Rd.	0.52	MAD 4	100 ft	No proposed improvements		
4	Old Settlers Blvd.	A.W. Grimes Blvd. - Red Bud Ln.	2.23	MAD 4	110 ft	No Improvement	MAD 6	136 ft
4	Old Settlers Blvd.	Red Bud Ln. - CR 110	0.70	- -	- -	- - -	MAD 4	120 ft
4	Old Settlers Blvd.	CR 110 - SH 130	1.46	- -	- -	MAD 4	No proposed update	
4	Palm Valley Blvd./US 79	Mays St. - A.W. Grimes Blvd.	1.65	MAD 4	120 ft	MAD 6	No proposed update	
4	Palm Valley Blvd./US 79	A.W. Grimes Blvd. - SH 130	4.89	MAD 4	200 ft	MAD 6	No proposed update	
4	Red Bud Ln.	Wilco County Boundary - Gattis School Rd.	0.40	2 Lane	80 ft	MAD 4	No proposed update	
4	Red Bud Ln.	Gattis School Rd. - Woodland Ln.	1.90	2 Lane	90 ft	MAD 4	No proposed update	
4	Red Bud Ln.	Woodland Ln. - Palm Valley Blvd./US 79	0.48	MAD 4	100 ft	No proposed improvements		
4	Red Bud Ln.	Palm Valley Blvd./US 79 - Old Settlers Blvd.	1.03	2 Lane	100 ft	MAD 4	No proposed update	

2035 LONG-RANGE TRANSPORTATION PLAN (LRTP) Update (2015)
Roadway List - Precinct 4

PCT	Roadway Details			Roadway Configuration				
				Existing		LRTP 2035 (2009)	LRTP 2035 Update (2015)	
	Roadway Name	Roadway Segment Limits	Segment Length (mi)	Typical Section	Approximate ROW♦	Typical Section	Typical Section	Proposed Min. ROW [1]
4	Red Bud Ln.	Old Settlers Blvd. - Guadalajara St.	1.05	2 Lane	70 ft	MAD 4	No proposed update	
4	Red Bud Ln.	Guadalajara St. - CR 110	0.25	- -	- -	MAD 4	No proposed update	
4	Schultz Ln.	Louis Henna Blvd. - Wilco County Boundary	0.13	2 Lane	60 ft	MAD 4	No proposed update	
4	Sunrise Rd.	Palm Valley Blvd./US 79 - Bowman Rd.	0.85	MAU 4	70 ft	No Improvement	MAD 4	120 ft
4	Sunrise Rd.	Bowman Rd. - Country Aire Dr.	0.31	MAU 4	70 ft	No Improvement	MAD 4	120 ft
4	Sunrise Rd.	Country Aire Dr. - 0.1 miles N of Bradley Ln.	0.14	MAD 4	70 ft	No proposed improvements		
4	University Blvd.	Sandy Brook Dr. - A.W. Grimes Blvd.	0.94	MAD 4	100 ft	MAD 6	Expressway	120 ft
4	University Blvd.	A.W. Grimes Blvd. - SH 130	3.66	2 Lane	180 ft	MAD 4	Expressway	350 ft

Notes:

♦ROW measurements are approximate based on desk top investigations.

[1]Williamson County Design Criteria

Key to Typical Sections:

FWY - Freeway

SMAD - Super Major Arterial Divided

MAD - Major Arterial Divided

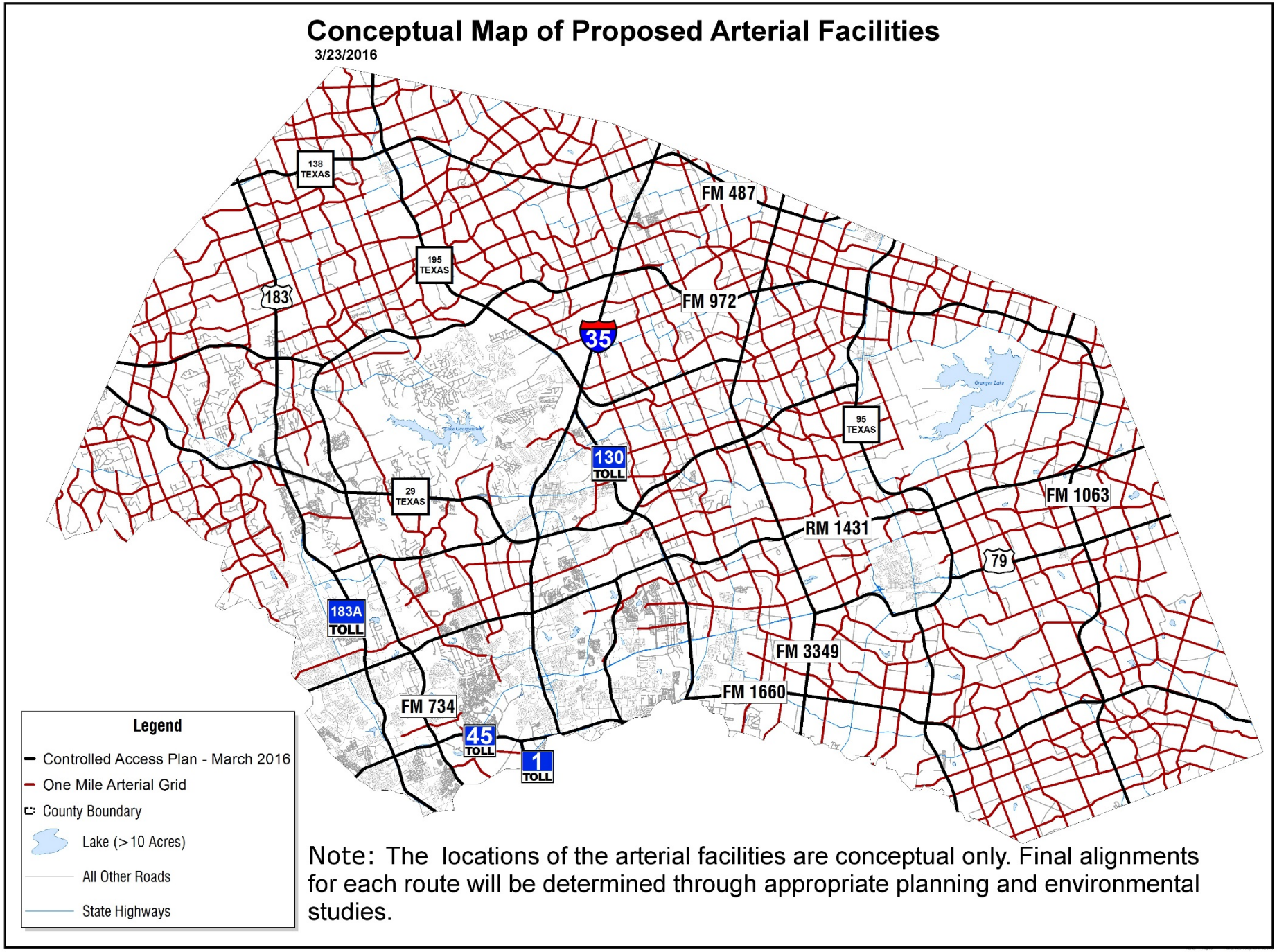
MAU - Major Arterial Undivided

- - Does not exist

- - - Roadway Segment not in LRTP

Number of lanes follows the roadway classification

A "MAD" roadway segment is divided by a raised median or center left turn lane.

Figure ES-12 Proposed Arterial Network

Each arterial road will fit within a 120-foot right-of-way.