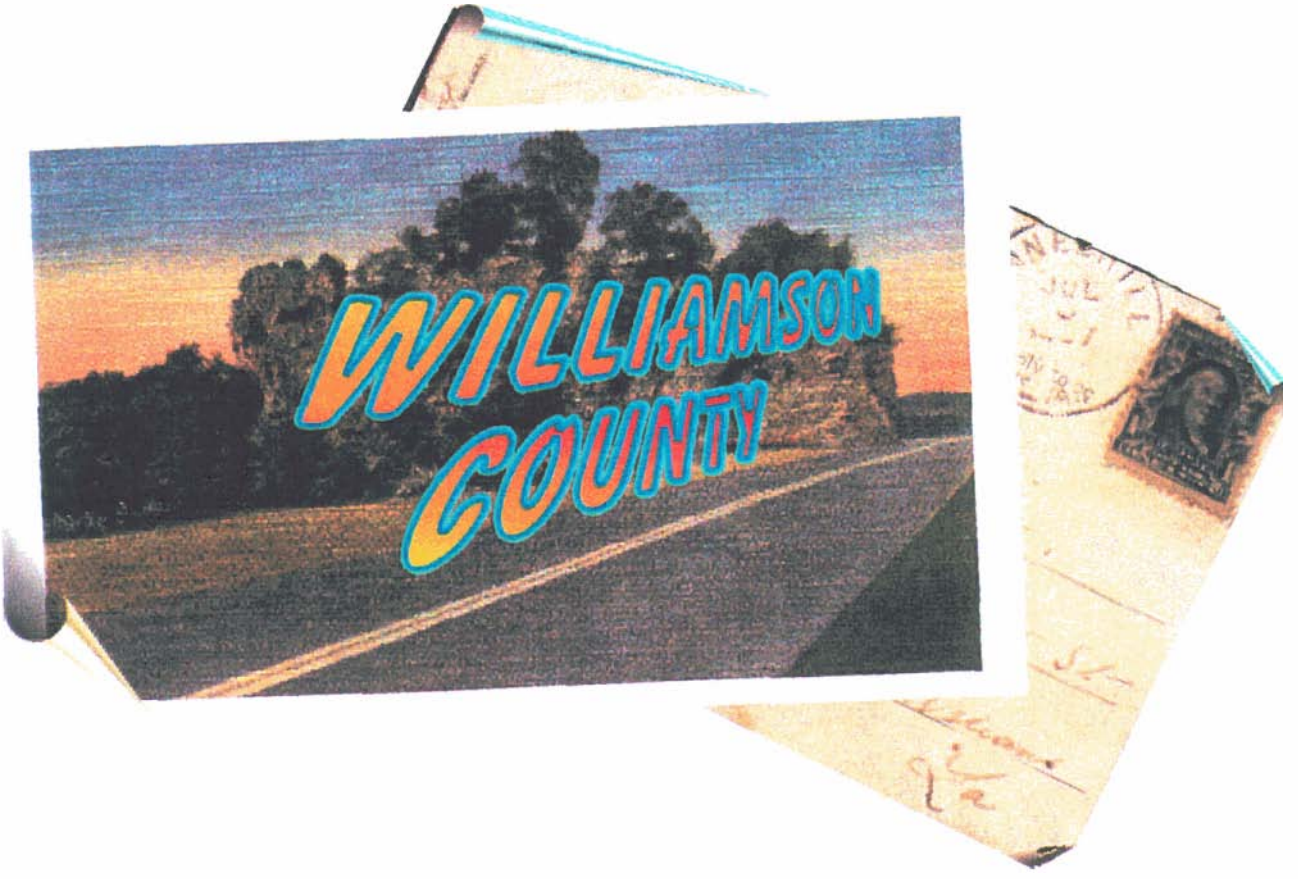
WILLIAMSON COUNTY
MULTI-CORRIDOR TRANSPORTATION PLAN
EXECUTIVE SUMMARY



WILLIAMSON COUNTY COMMISSIONERS COURT

PREPARED BY
PRIME STRATEGIES, INC.
DPD
ALLIANCE-TEXAS ENGINEERING COMPANY
HDR ENGINEERING, INC.
PEGGY SMITH CROSLIN

ADOPTED SEPTEMBER 21, 1999

EXECUTIVE SUMMARY

FOR THE

WILLIAMSON COUNTY

MULTI-CORRIDOR TRANSPORTATION PLAN

ADOPTED BY THE WILLIAMSON COUNTY COMMISSIONERS' COURT
SEPTEMBER 21,1999

Hon. John C. Doerfler, County Judge

COMMISSIONERS

Mike Heiligenstein, Precinct 1
Greg Boatright, Pricinct 2
David Hays, Precinct 3
Frankie Limmer, Precinct 4

EXECUTIVE SUMMARY

The Multi-Corridor Transportation Plan

Williamson County, faced with a growth rate that ranks it as one of the five fastest growing counties in the United States, has initiated a transportation planning process to assure that all available transportation funds and reserves are spent where there is the most priority to address short-range and long-range needs. Through discussions with stakeholders, cities, community leaders and State and Federal agencies over the last year, a Multi-Corridor Transportation Plan has been developed. The Williamson County Multi-Corridor Transportation Plan identifies existing conditions and ascertains future needs. It is based on recent trends, extensive research and discussions with elected and non-elected community leadership. It is a tool for planning and a response to growth. The recommendations contained are but a starting point for ongoing discussion and analyses. The consultant team has furnished information, data and a dynamic analysis model with a capability that can grow and change with Williamson County. By updating and adding detail to the planning parameters utilized by the State and Federal transportation agencies to identify funding needs, Williamson County can now begin to influence the basis on which these agencies allocate transportation dollars.

Federal and State agencies typically utilize the following planning tools to determine the most cost-effective application of funding:

- demographics - population and employment statistics and their projections;
- traffic serial zones - TSZ's - the distribution of demographics within the study area; and
- traffic modeling - the computer simulation of traffic routes and timing for a given period.

The consultant team utilized the latest travel characteristics derived from a 1997 extensive household survey and interview process conducted by the Texas Department of Transportation (TxDOT) and the Capital Area Metropolitan Planning Organization (CAMPO). The traffic serial zone (TSZ) mapping for Williamson County was modified to reflect the transportation thoroughfare plans for Cedar Park, Round Rock, Georgetown and Leander, with further refmements based on discussions with Taylor, other communities and community and business leaders. This modification resulted in an increase from the original CAMPO plan of 83 TSZ's to the adopted total of 327 TSZ's. The additional TSZ's make possible a much more detailed input for computer simulation of traffic patterns within the County. The traffic modeling was conducted using the same software and methodology as is utilized by CAMPO and TxDOT. The new TSZ's adopted by the Commissioners' Court on November 10,1998 have been incorporated by CAMPO in the update of the regional model.

The following table (*Exhibit 1*) outlines the growth in population and employment from 1997 to **2025** in Williamson County, as adopted by CAMPO for inclusion in their Long-Range Plan Update.

EXHIBIT 1
Williamson County Population and Employment Growth

	1990 Census	1997 CAMPO Estimate	2007 Forecast	2015 Forecast	2025 Forecast	*Population Growth 1997-2025*
Population	139,551	209,318	344,017(1)	516,00362)	825,716(2)	616,398
Employment (3)		52,400	121,500	187,500	319,900	267,500

Notes:

(1)Interpolated from State Data Canter Forecasts for 2005 and 2015 (based on 1990-1996 net-migration ate)

(2)1998 State Data Center Forecasts (based on 1990-1996 net-migration rate)

(3)Employment numbers are rounded

Source CAMPO Adopted May 10, 1999

As part of the development of this plan, a number of future (year **2025)** traffic scenarios were analyzed, each based on demographic projections to the year **2025:**

- A projected traffic condition with no roadway improvements - the "no-build scenario"
- A projected traffic condition utilizing the currently adopted year **2020** CAMPO Long Range Plan roadway improvements (adopted December 1994), approved local jurisdiction roadway plans, and other public input - the "CAMPO/City scenario"
- A projected traffic condition utilizing the currently adopted year **2020** CAMPO Long Range Plan roadway improvements (adopted December 1994), approved local jurisdiction roadway plans, other public input, and consultant team recommendations to the Commissioner's Court - the "needs assessment scenario"

The model simulation also allowed iterations between and among the different scenarios to allow the highest degree in adjusting the future roadway network to the most current input and demographic information available. The recommendations, based on the above process and final model simulation, were segregated into short term and long term transportation improvements. The resulting impacts to year **2025** traffic conditions resulting from the recommended transportation improvements are reflected in *Exhibit* 2. The Williamson County Multi-Comdor Transportation Plan Roadway Table outlining the recommended transportation improvements is included in the Appendix

Exhibit 2 illustrates:

- The relative number of "lane miles" or actual lanes of road that existed in 1997 and are being proposed as part of this plan for year **2025;**

- The vehicle miles traveled (VMT), again, as existed in 1997 and as proposed; and

- A comparison of miles traveled at less than 20 miles per hour for 1997 and year 2025.

The comparison to the "No Build" scenario is used as a basis to illustrate the most extreme congestion. Roadway improvements would, naturally, continue to be made in the absence of any county-wide planning; however, the table indicates how critical the appropriate improvements would be.

The most significant indication here is the carrying capacity of the lane-miles proposed as compared to existing lane-miles. A 50% increase in lane miles for the life of the plan carries over four times the population at the same relative travel time. The percent of lane-miles traveled at less than 20 miles per hour remains, basically, the same (from 2% in 1997 to 3% in the year 2025) with only 50% more lane-miles (30% more centerline miles) of roadway

EXHIBIT 2

Williamson County Travel Model Forecast Statistics

	Existing	Forecast		Change From 1997		% Change From 1997	
	1997	2025 No Build	2025 Build Plan	2025 No Build	2025 Build Plan	2025 No Build	2025 Build Plan
Miles of Roadway	975	975	1,267	-	292	0%	30%
Roadway Plan Lane Miles	2,375	2,375	3,562	-	1,187	0%	50%
Vehicle Miles of Travel (VMT)	6,056,140	24,571,374	16,706,464	18,515,234	10,650,324	306%	176%
VMT Traveling Less than 20 mph	337,352	18,912,942	1,743,715	18,575,590	1,406,363	5506%	417%
Lane Miles Traveling Less than 20 mph	42	1,142	177	1,100	135	2619%	321%
% of VMT Traveling Less than 20 mph	6%	77%	10%	71%	5%		
% of Lane Miles Traveling Less than 20 mph	2%	48%	5%	46%	3%		
Population	217,391	825,717	825,717	608,326	608,326	280%	280%
Daily VMT per Capita	27.86	29.76	20.23	2	(8)	7%	-27%

Notes

1 Mileage is number of miles of roadway as tested in the Williamson County Travel Model, and does not include all roads in Williamson County

2. Lane miles are the miles of roadways multiplied by the number of lanes, and measures the total system capacity

3. Vehicle Miles of Travel is the number of miles traveled each day by all vehicles within, entering, or exiting Williamson County, which represents travel demand

4. Speed is based on an average daily speed measure based on the resulting traffic forecasted in the Williamson County Travel Model

Roadway Recommendations

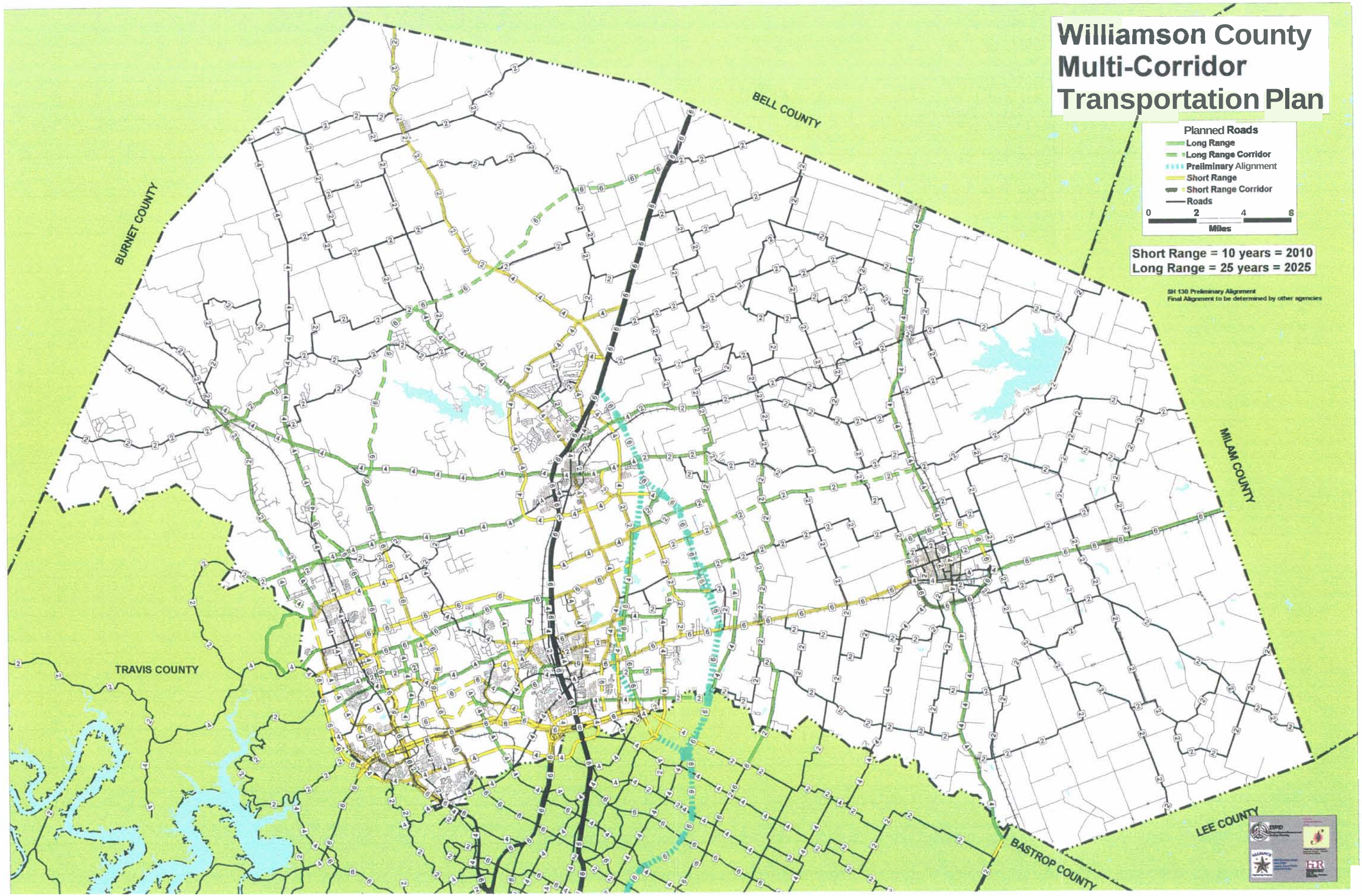
The recommendations of individual roadways (Williamson County Multi-Corridor Transportation Plan, Exhibit 3 following) strengthen the County's existing north-south and east-west travel network corridors. These major travel corridors define the transportation grid model utilizing all the State, county and municipal infrastructure. New corridors proposed in this plan follow an alignment based on only the most cursory review of existing physical and economical restraints or conditions. Preliminary engineering studies would need to be initiated prior to any process that includes right-of-way preservation or acquisition. The planning process did consider traffic loads resulting from lengthy construction projects on major State Highways, and alternative routes or detours. The Williamson Countv Multi-Corridor Transportation Plan Roadway Table, delineating the plan roadway segments (limits, existing and planned lane configuration, type and timeframe,) follows the Executive Summary.

The recommended plan is based on a mathematical model built on the existing transportation system in Williamson County. The model reflects lane widths and intersections, takes into account delay times resulting from commercial or residential driveways for sections in more urban areas, and also incorporates speed considerations for roadways that are more circuitous and rural. It is the framework for an ongoing effort to maintain a Williamson County transportation plan that can respond to the needs of the ever-changing social and economic condition. "What if' scenarios may be plugged into the model for analysis of impact on the existing transportation network when a school is planned or a major employer considers locating in Williamson County. The resultant traffic indicators become points of coordination among cooperating municipalities, the county, and State government. The ongoing updates of the Williamson County model would allow for quick impact analyses and a starting point for dialogue between jurisdictions. The model could also be available to municipalities and other jurisdictions, making it possible to better coordinate and cooperate on "regional" transportation issues to the benefit of all the citizens of Williamson County.

Cost of Plan

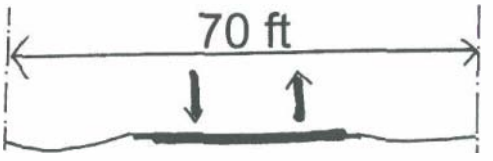
The cost of the Plan (roadway construction and right-of-way acquisition) was developed for the future, named and numbered County roads. The costs were also allocated for the short term (1-10 year) and long term (10-25 year) components of the plan (Exhibit 4, following.) Roadway construction cost estimates were determined using typical unit construction costs currently in use by the Texas Department of Transportation and available roadway inventory information (existing right-of-way width, substandard sections.) The costs for the expansion and new alignments were based on the typical cross-sections recommended in the plan *Exhibit* 5, following. Right-of-way costs were determined using a property value topography developed by the Plan team, in conjunction with information provided by the Commissioners' Court and local jurisdictions. The following exhibit illustrates the construction and right-of-way cost estimates developed. These costs would be refined once more detailed information becomes available through additional preliminary engineering and the determination of an exact alignment.

Williamson County Multi-Corridor Transportation Plan

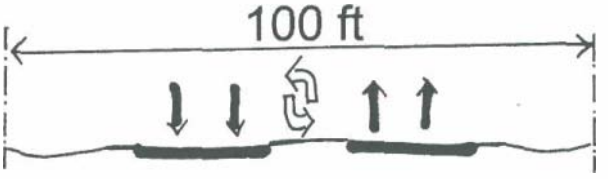


TYPICAL ROADWAY CROSS SECTIONS

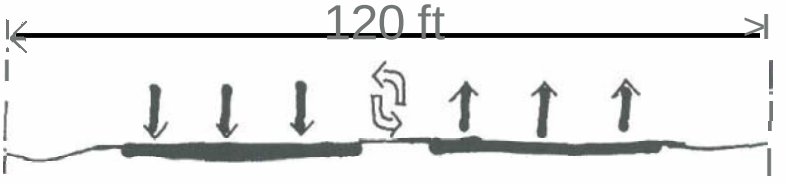
URBAN ROADWAY



2 Lane Undivided with parking
$1,290,000/typical per mile cost

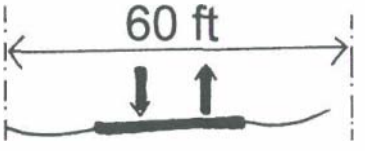


4 Lane Divided with center turning lane
$1,708,000/typical per mile cost

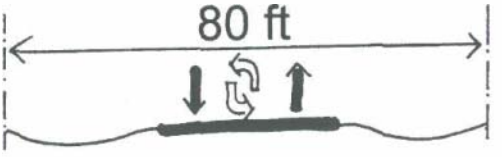


6Lane Divided with center turning lane
$2,228,000/typical per mile cost

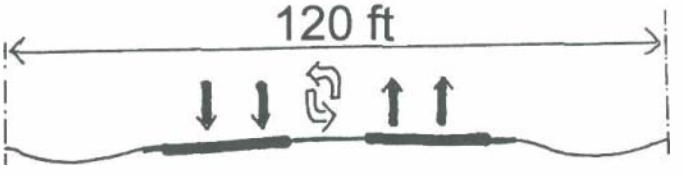
RURAL ROADWAY



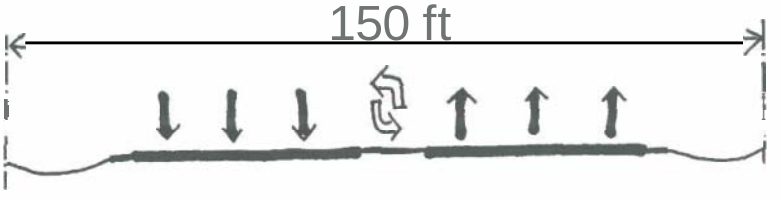
2 Lane Undivided
$705,000/typical per mile cost



2 Lane Divided with center turning lane
$959,000/typical per mile cost

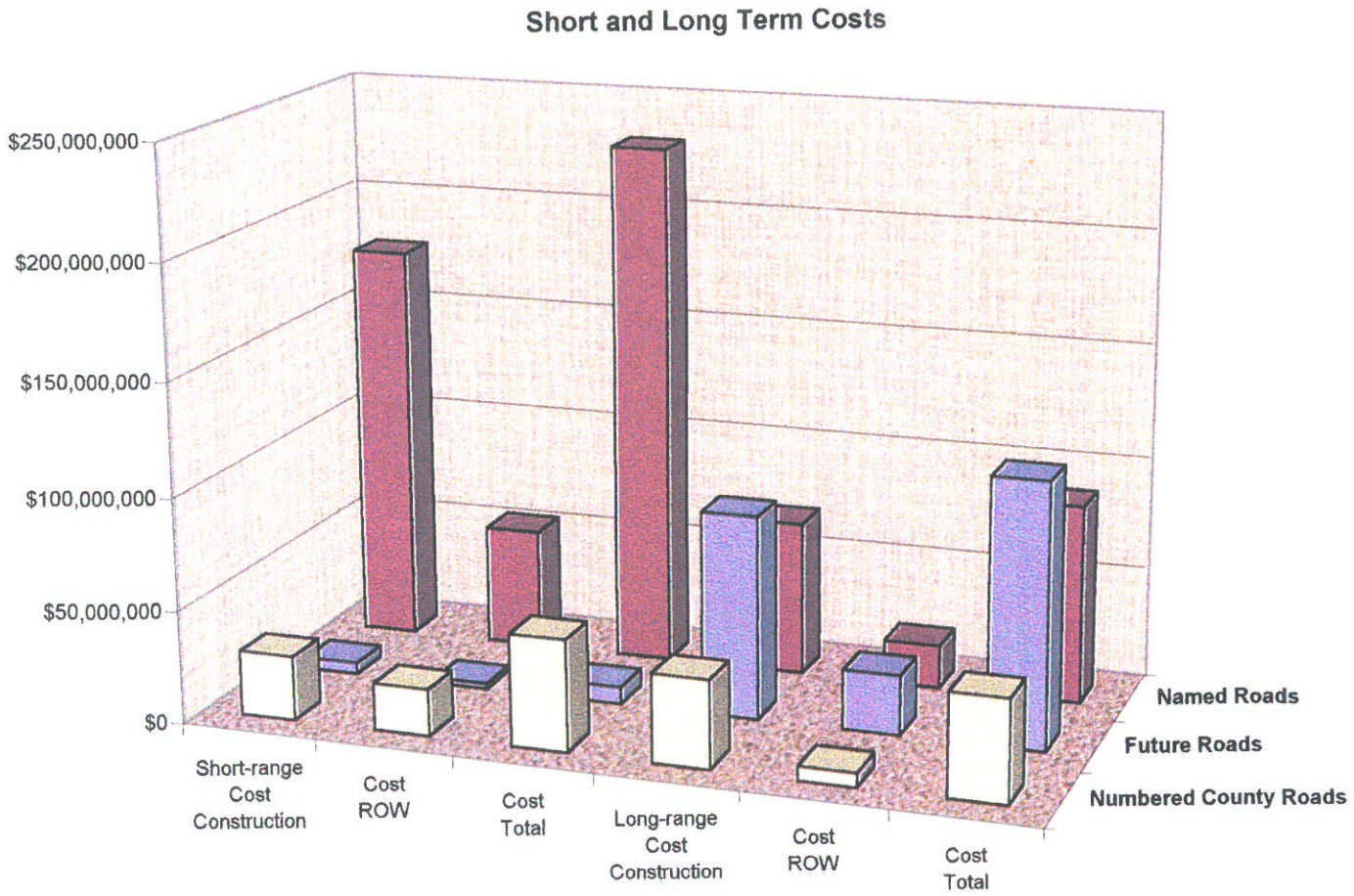


4 Lane Divided with center turning lane
$1,305,000/typical per mile **cost**



6 Lane Divided with center turning lane
$2,023,000/typical per mile cost

Exhibit *5*



	Short Range			Long Range		
	Construction Cost	ROW Cost	Total Cost	Construction Cost	ROW Cost	Total Cost
Numbered County Roads	$28,715,420	$20,757,842	$49,473,262	$38,851,680	$6,193,436	$45,045,116
Future Roads	$5,258,080	$2,231,273	$7,489,353	$90,149,750	$26,504,764	$116,654,514
Named Roads	$177,049,700	$53,519,345	$230,569,045	$68,850,300	$19,215,939	$88,066,239
GRAND TOTAL	$211,023,200	$76,508,460	$287,531,660	$197,851,730	$51,914,139	$249,765,869

Exhibit 4

Upon adoption of the prionty corridor plan, the County should begin to explore both short term and long term funding options. Typically, capital improvements can be partially funded by general obligation bonds. A bonding strategy should be developed to implement necessary improvements in sync with expansion of the ad valorem tax base in partnership with land municipalities, the private sector, and TxDOT.

Policy Recommendations

Rapid growth creates the need for policy that anticipates and makes provision for minimal impact on existing citizenry. Costs of implementation plans and development programs need to reflect the desires of the citizens and protect their quality of life.

Policy issues that need to be clearly defined and incorporated into the County's planning and development process include:

1. Determination of optimum alignments for priority condors through preliminary engineering analysis.

2. Determination of cost effective routing and timely acquisition of right-of-way to assure the most beneficial use of funding capabilities.

3. Determination of acceptable parameters for partnerships with other public or private entities to implement improvement programs in a timely manner.

4. Determination of acceptable parameters for the creation of special districts to clarify benefits and impacts to both landowners and the public when such funding vehicles are under consideration.

5. Determination of impacts of impending regulations by State and Federal agencies and exploration of policies and plans on the infrastructure needs of the county to maintain the County's capability to proceed with necessary public improvements.

6. Maintenance of the transportation model and sharing model with other jurisdictions.

7. Development and maintenance of a pavement management system to supply up-to-date data on the impacts and conditions of existing and proposed transportation systems.

8. Participation in traffic impact analysis (TIA) for development within the county and where development impacts nearby municipal jurisdictions to identify impacts on local traffic patterns and nearby intersections.

9. Development of policy/dialogue with not only the freight rail carriers but surrounding jurisdictions for the strategy, influence and possible funding to upgrade critical rail crossings.

10. Consideration of toll revenue-based development for implementation of major stream crossings, bridges, drainage improvements (regional detention,) major right-of-way acquisitions and retrofits of undersized or unsafe transportation systems.

11. Adoption of minimum design standards for major roadways within the County that would consider future development and jurisdiction.

WILLIAMSON COUNTY MULTI-CORRIDOR TRANSPORTATION PLAN ROADWAY TABLE ROADWAY	LIMITS	EXISTING 1997 1	PLANNED 2025 2	Remarks 3	Rural/ Urban 4	Short - Range, Long - Range, Other 5
CR 100	Arterial "G" to FM 1660	2	2		R	O
CR 101	US 79 to CR 394	2	2		R	O
	CR 394 to Arterial 1 (CR 101+B389)	2	2		R	O
CR 104	CR 110 to CR 102	2	2		U	L
CR 105	CR 110 to SH 130 A	2	2		U	L
	SH 130 A to Arterial "G"	2	2		U	L
CR 106	Arterial "G" to SH 29	2	2		R	O
CR 107	CR 110 to SH 130 A	2	2		U	S
	SH 130 A to Arterial 2	2	2		U	S
CR 108	US 79 to CR 109	2	2		U	O
CR 109	CR 108 to SH 130 A	2	2		U	O
	SH 130 A to CR 110	2	2		U	L
CR 110 (Southwestern Blvd.)	SH 29 to Inner loop	2	2		U	S
	Inner Loop to CR 111	2	2		U	L
	CR 111 to CR 104 / 105	2	2		U	L
	CR 104 / 105 to CR 107	2	2		U	L
	CR 107 to CR 112	2	2		U	L
	CR 112 to CR 109	2	2		U	L

WILLIAMSON COUNTY MULTI-CORRIDOR TRANSPORTATION PLAN ROADWAY TABLE		EXISTING 1997	PLANNED 2025	Remarks	Rural/ Urban	Short - Range, Long - Range, Other
ROADWAY	LIMITS	1	2	3	4	5
	CR 109 to US 79	2	2		U	L
CR 111 (Westinghouse Rd.)	FM 1460 to Arterial "A "/ CR 110	2	4		U	L
CR 112	FM 1460 to SH 130 B	MNR 2	4		U	O
	SH 130 B to Arterial "A"	MNR 2	4		U	O
	Arterial "A" to CR 117	MNR 2	4		U	O
	CR 117 to CR 110	MNR 2	4		U	O
CR 112 Extension (new road)	CR 110 to SH 130 A	-	4		U	L
(exist. CR 118)	SH 130 A to Arterial "G"	2	4		U	L
CR 113 (Kiphen Rd.)	FM 1460 to Arterial "A"	MNR 2/4	4		U	S
	Arterial "A" to CR 122	MNR 2/4	4		U	L
CR 114 (Chandler Rd)	IH 35 to CR 115 (Sunrise Rd.)	MAD 4	6		U	S
	CR 115 (Sunrise Rd.) to FM 1460	MAD 4	6		U	S
	FM 1460 to SH 130 B	-	6	New	U	S
	SH 130 B to Arterial "A"	-	6	New	U	S
	Arterial "A" to CR 110	-	6	New	U	S
CR 115 (Sunrise Rd.)	CR 114 (Chandler Rd.) to FM 3406	MAD 4	4		U	S
	FM 3406 to Bowman Rd. (CR 125)	MAU 4	4		U	S
	Bowman Rd. (CR 125) to US 79	MAU 4	4		U	S
CR 117	CR 112 to CR 122	2	2		U	O
CR 120	SH 29 *to* FM 971	2	2		R	L

WILLIAMSON COUNTY MULTI-CORRIDOR TRANSPORTATION PLAN ROADWAY TABLE						Short - Range, Long - Range, Other
ROADWAY	LIMITS	EXISTING 1997 1	PLANNED 2025 2	Remarks 3	Rural/ Urban 4	5
CR 122	Southwestern Blvd. (CR110) to CR 117	2	4		U	L
	CR 117 to CR 113 (Kiphen)	2	4		U	L
	CR 113 (Kiphen) to US 79	2	4	New ROW	U	O
CR 124	SH 95 to CR 341	2	2		R	O
	CR 341 to CR 339	2	2		R	O
	CR 339 to CR 192	2	2		R	O
	CR 192 to CR 156	2	2		R	O
CR 126	SH 29 to CR 191	2	2		R	O
CR 127	CR 124 to CR 191	2	2		R	O
CR 129	Travis Co. Line to FM 1660	2	4		R	O
CR 132	FM 3349 to CR 134	2	2		R	O
	CR 134 to US 79	2	2		R	O
CR 134	FM 1660 to CR 132	2	2		R	O
CR 137	FM 1660 to CR 138	2	2		U	O
CR 138	CR 137 to FM 685	2	2		U	O
CR 139 (Cameron Rd.)	Travis Co. Line to 1.4 mi. north of Travis Co. Line	2	2		R	L
	1.4 mi. north of Travis Co. Line to FM 1660	0	2	new ROW	R	L
CR 140	CR 194 to CR 149	2	2		R	O

WILLIAMSON COUNTY MULTI-CORRIDOR TRANSPORTATION PLAN ROADWAY TABLE ROADWAY	LIMITS	EXISTING 1997 1	PLANNED 2025 2	Remarks 3	Rural/ Urban 4	Short - Range, Long - Range, Other 5
	CR 149 to CR 150	2	2		R	O
CR 141	CR 150 to FM 972	2	2		R	O
CR 143	CR 234 to IH 35	2	4		U	S
CR 146	IH 35 to CR 234	2	2		R	O
CR 149	CR 140 to FM 1105	2	2		R	O
CR 150	CR 140 to IH 35	2	2		R	O
CR 153	FM 1105 to CR 156	2	2		R	O
	CR 156 to FM 1105	2	2		R	O
CR 156	CR 124 to FM 971	2	2		R	O
	FM 971 to CR 327	2	2		R	O
	CR 327 to CR 153	2	2		R	O
CR 175	South St. (FM 2243) to CR 176 / CR 177	2	4		U	O
	CR 176 / CR 177 to New Hope Dr.	2	4		U	O
CR 176	FM 2243 to CR 175	2	4		U	O
CR 177	CR 272 (Parmer Ln.) to CR 175	2	4		U	O
CR 191	CR 126 to CR 127	2	2		R	O

WILLIAMSON COUNTY MULTI-CORRIDOR TRANSPORTATION PLAN ROADWAY TABLE ROADWAY	LIMITS	EXISTING 1997 1	PLANNED 2025 2	Remarks 3	Rural/ Urban 4	Short - Range, Long - Range, Other 5
CR 192	SH 29 to CR 124	2	2		R	O
CR 200	CR 201 to CR 202	2	2		R	O
CR 201	CR 200 to CR 206	2	2		R	O
CR 202	CR 200 to CR 207	2	2		R	O
CR 207	CR 202 to US 183 N	2	2		R	O
CR 223	SH 138 to FM 970	2	2		R	O
CR 233	FM 487 to SH 195	2	2		R	O
CR 234	CR 143 to CR 146	2	2		U	O
	CR 146 to CR 239	2	2		R	O
	CR 239 to FM 487	2	2		R	O
CR 239	CR 234 to SH 195	2	2		R	O
CR 241	FM 2338 to CR 245	2	2		R	O
	CR 245 to SH 195	2	2		R	O
CR 245	FM 2338 to CR 241	2	2		R	O
	CR 241 to FM 970	2	2		R	O
CR 255	FM 3405 to CR 289	2	2		R	O

WILLIAMSON COUNTY MULTI-CORRIDOR TRANSPORTATION PLAN ROADWAY TABLE		EXISTING 1997	PLANNED 2025	Remarks	Rural/ Urban	Short - Range, Long - Range, Other
ROADWAY	LIMITS	1	2	3	4	5
CR 258	US 183 N to FM 3405	2	2		R	O
CR 268	SH 29 to Arterial "D"	2	2		R	O
CR 279	FM 1869 to FM 2243	2	2		R	L
CR 289	CR 255 to CR 820 (Indian Sprgs. Rd.)	2	2		R	O
CR 300	CR 301 to CR 325	2	2		R	O
	CR 325 to CR 326	2	2		R	O
CR 301	CR 335 to CR 300	2	2		R	O
	CR 300 to CR 342	2	2		R	O
CR 302	FM 972 to CR 322	2	2		R	O
	CR 322 to CR 382	2	2		R	O
CR 311	CR 375 to FM 1105	2	2		R	O
CR 314	CR 375 to IH 35	2	2		R	O
CR 319	CR 382 to FM 972	2	2		R	O
CR 320	FM 971 to CR 327	2	2	New ROW	R	O
	CR 327 to CR 329	2	2		R	O
	CR 329 to CR 342	2	2		R	O
	CR 342 to FM 972	2	2		R	O

WILLIAMSON COUNTY MULTI-CORRIDOR TRANSPORTATION PLAN ROADWAY TABLE ROADWAY	LIMITS	EXISTING 1997 1	PLANNED 2025 2	Remarks 3	Rural/ Urban 4	Short - Range, Long - Range, Other 5
CR 322	CR 302 to FM 1105	2	2		R	O
CR 324	CR 342 to CR 301	2	2		R	O
CR 325	SH 95 to CR 300	2	2		R	O
CR 326	CR 300 to CR 335	2	2		R	O
CR 327	CR 156 to CR 328	2	2		R	O
CR 328	CR 327 TO CR 329	2	2		R	O
CR 329	CR 331 to CR 328	2	2		R	O
	CR 328 to CR 320	2	2		R	O
CR 331	CR 329 to FM 972	2	2		R	O
CR 335	FM 971 to CR 326	2	2		R	O
CR 339	CR 124 to FM 971	2	2		R	O
CR 341	SH 29 to CR 124	2	2		R	O
CR 342	CR 320 to CR 324	2	2		R	O
CR 346	SH 95 to CR 348	2	2		R	O
CR 348	CR 346 to FM 971	2	2		R	O

WILLIAMSON COUNTY MULTI-CORRIDOR TRANSPORTATION PLAN ROADWAY TABLE ROADWAY	LIMITS	EXISTING 1997 1	PLANNED 2025 2	Remarks 3	Rural/ Urban 4	Short - Range, Long - Range, Other 5
CR 355	SH 95 to S. of CR 354	2	2		R	O
	S. of CR 354 to FM 971	-	2	re-aligned on new ROW to east of exist	R	O
CR 360	Milam Co. Line to FM 971	2	2		R	O
CR 366	SH 29 to Arterial 1	2	2		R	O
	Arterial 1 to CR 369	2	2		R	O
	CR 369 to Taylor Loop (FM 397)	2	2		R	O
CR 368	CR 101 to CR 369	2	2		R	O
CR 369	CR 366 to CR 394	2	2		R	O
CR 375	CR 311 to CR 314	2	2		R	O
CR 382	CR 302 to CR 319	2	2		R	O
CR 394	CR 101 to FM 1660	2	2		R	O
CR 404	US 79 (at Rio Grande) to CR 406	2	2		R	O
	CR 406 to FM 973	2	2		R	O
	FM 973 to FM 3349	2	2		R	O
CR 406	FM 1660 to CR 407	2	2		R	O
	CR 407 to CR 404	2	2		R	O
CR 407	SH 95 to CR 406	2	2		R	O

WILLIAMSON COUNTY MULTI-CORRIDOR TRANSPORTATION PLAN ROADWAY TABLE ROADWAY	LIMITS	EXISTING 1997 1	PLANNED 2025 2	Remarks 3	Rural/ Urban 4	Short - Range, Long - Range, Other 5
CR 408	SH 95 to CR 409	2	2		R	O
CR 409	CR 408 to CR 411	2	2		R	O
CR 411	CR 409 to FM 619	2	2		R	O
CR 412	FM 619 to CR 421	2	2		R	O
CR 414	FM 619 to CR 419	2	2		R	O
CR 419	CR 414 to CR 422	2	2		R	O
	CR 422 to FM 1331	2	2		R	O
CR 420	CR 421 to FM 1063	2	2		R	O
CR 421	US 79 to CR 412	2	2		R	O
	CR 412 to CR 414	2	2		R	O
CR 422	CR 419 to CR 695	2	2		R	O
CR 425	CR 695 to FM 1063	2	2		R	O
CR 432	FM 112 to US 79	2	2		R	O
CR 448	FM 112 to FM 619	2	2		R	O
	FM 619 to CR 455	2	2		R	O

WILLIAMSON COUNTY MULTI-CORRIDOR TRANSPORTATION PLAN ROADWAY TABLE ROADWAY	LIMITS	EXISTING 1997 1	PLANNED 2025 2	Remarks 3	Rural/ Urban 4	Short - Range, Long - Range, Other 5
CR 450	FM 112 ro CR 472	2	2		R	O
CR 453	CR 455 to CR 156	2	2		R	O
	CR 156 to SH 95	2	2		R	O
CR 456	FM 1466 to CR 453	2	2		R	O
CR 472	CR 473 to CR 450	2	2		R	O
	CR 450 to FM 619	2	2		R	O
CR 473	CR 474 to CR 479	2	2		R	O
CR 474	CR 476 to CR 473	2	2		R	O
CR 475	CR 481 to CR 476	2	2		R	O
CR 476	CR 475 to CR 474	2	2		R	O
CR 479	CR 492 to CR 473	2	2		R	O
CR 481	FM 112 to CR 475	2	2		R	O
CR 492	CR 479 to FM 112	2	2		R	O
CR 640	US 79 to Forest Creek	MNR 2	4		U	S
	Forest Creek to Gattis Sch Rd (CR 168)	MNR 2	4		U	S
	Gattis Sch Rd (CR 168) to Travis Co Line	-	4	new ROW	U	S

WILLIAMSON COUNTY MULTI-CORRIDOR TRANSPORTATION PLAN ROADWAY TABLE ROADWAY	LIMITS	EXISTING 1997 1	PLANNED 2025 2	Remarks 3	Rural/ Urban 4	Short - Range, Long - Range, Other 5
CR 695	CR 422 to 425	2	2		R	O
CR 998	Airport Rd. to SH 195	2	4		U	S
Airport Rd.	IH 35 to Toledo Trail	2	4		U	S
(CR 190)	Toledo Trail to CR 998	2	4		U	S
Anderson Mill Rd.	Loop 1 to McNeil Dr.	-	4	new ROW	U	S
	McNeil Dr. to Howard Lane	-	4	new ROW	U	S
	Howard Lane to Parmer Lane	-	4	new ROW	U	S
	Parmer Lane to Saddlebrook Tr.	-	6	new ROW	U	S
	Saddlebrook Tr. to Broadmeade Ave.	MAU 2	6		U	S
	Broadmeade Ave. to Pond Springs Rd.	MAU 2	6		U	S
	Pond Springs Rd. to US 183 N	MAU 2	6		U	S
	US 183 N (along county line) to SH 45	MAU 4	6		U	S
	Cypress Cr. Rd. to Buttercup Cr. Blvd.	-	6		U	S
	Buttercup Cr. Blvd. to Park St.	-	6		U	S
Bagdad Rd.	FM 1431 to New Hope Dr.	MAU 4	4		U	O
	New Hope Dr. to Crystal Falls Parkway	MAU 4	4		U	O
	Crystal Falls Parkway to South St.	2	2		U	L
	South St. to FM 2243	2	2		U	L
Bowman Rd.	I-35 Bus to CR 115 (Sunrise Rd.)	2	2		U	S
	CR 115 to FM 1460	-	2	new ROW	U	S
Broadmeade Ave.	SH 45 to Anderson Mill Rd.	2	2		U	O

WILLIAMSON COUNTY MULTI-CORRIDOR TRANSPORTATION PLAN ROADWAY TABLE		EXISTING 1997	PLANNED 2025	Remarks	Rural/ Urban	Short - Range, Long - Range, Other
ROADWAY	LIMITS	1	2	3	4	5
Brushy Creek Rd. (CR 174)	US 183 A to Arterial "F"	2	4		U	S
	Arterial "F" to Arterial "E"	2	4		U	S
	Arterial "E" to Parmer Lane	2	4		U	S
	Parmer Lane to Great Oaks Dr.	2	4		U	L
	Great Oaks Dr. to Wyoming Springs	2	4		U	L
Buttercup Creek Blvd.	Anderson Mill Rd. to Lakeline Blvd.	-	4		U	L
	Lakeline Blvd. To US 183 N.	MAD 4	4		U	L
	US 183 N to US 183 A	4	4		U	L
Cedar Breaks Rd.	SH 29 to FM 2338	2	4	exist. D B Wood (CR 1020)	U	S
	1.7 mi. north of SH 29 to 0.9 mi. south of FM 2338	-	4	new ROW	U	S
College St.	SH 29 to FM 971	2	2		U	O
Creek Bend	Great Oaks Dr. to Wyoming Springs	MAU 4	4		U	S
	Wyoming Springs to Sam Bass Rd.	-	4	new ROW	U	S
	Sam Bass Rd. to FM 3406	-	4	new ROW	U	S
	FM 3406 to FM 1431	-	4	new ROW	U	L
Crystal Falls Parkway	Travis Co. Line to Lakeline Blvd.	-	4		U	L
	Lakeline Blvd. To Bagdad Rd.	2	4		U	S
	Bagdad Rd. to US 183 N	2	4		U	S
(CR 272)	US 183 N to US 183 A	2	4		U	S
(CR 272)	US 183 A to Parmer Ln.	2	4		U	S
Cypress Creek Rd.	Anderson Mill Rd. to Lakeline Blvd.	MNR 2	4		U	O
	Lakeline Blvd. To US 183 N.	MNR 2	4		U	O

WILLIAMSON COUNTY MULTI-CORRIDOR TRANSPORTATION PLAN ROADWAY TABLE ROADWAY	LIMITS	EXISTING 1997 1	PLANNED 2025 2	Remarks 3	Rural/ Urban 4	Short - Range, Long - Range, Other 5
	US 183 N to US 183 A	MNR 2	4		U	L
D.B. Wood Rd.	SH 29 to FM 2243	-	4		U	S
	FM 2243 to IH 35	-	4		U	S
Davis Springs Rd.	US 183 N to US 183 A	-	6		U	S
	US 183 A to Arterial "F"	-	6		U	S
	Arterial "F" to Parmer Lane	-	6		U	S
	Parmer Lane to Howard Lane	-	6		U	S
	Howard Lane to Great Oaks Dr.	-	4		U	S
	Great Oaks Dr. to RM 620 N	-	4		U	L
	RM 620 N to Arterial C	-	4		U	L
Davis St.	Mallard Ln. to W. Lake Dr.	2	2		U	O
	W. Lake Dr. to 7th	2	2		U	O
	7th to W. 2nd St.	2	2		U	O
Discovery Blvd.	New Hope Dr. to FM 1431	-	4		U	S
	FM 1431 to US 183 N	4	4		U	S
Double Creek Blvd.	SH 45 to Gattis School Rd. (CR 168)	MNR 2	4		U	S
* (SEE NOTE)	Gattis School Rd. to Forest Creek	MNR 2	4		U	S
	Forest Creek to to US 79	MNR 2	4		U	S
	US 79 to FM 1460	-	4		U	S
E. Lake Dr.	SH 95 to Taylor Loop	2	2		U	L
	Taylor Loop to FM 619	2	2		U	L

WILLIAMSON COUNTY MULTI-CORRIDOR TRANSPORTATION PLAN ROADWAY TABLE ROADWAY	LIMITS	EXISTING 1997 1	PLANNED 2025 2	Remarks 3	Rural/ Urban 4	Short - Range, Long - Range, Other 5
El Salido Pkwy. (CR 5008)	Cypress Creek Rd. to SH 45	2	2		U	S
Forest Creek	Double Creek Blvd to Arterial "A"	-	2		U	L
	Arterial "A" to CR 122	-	2		U	L
Gattis School Rd. (CR 168)	IH 35 to IH 35 BUS (S. Mays St.)	4	4		U	L
	IH 35 BUS (S. Mays St.) to Greenlawn Blvd.	MAU4	4		U	L
	Greenlawn Blvd. To Arterial"B"	MAU4	4		U	L
	Arterial "B" to Double Creek Rd.	MAU4	4		U	L
	Double Creek Rd. to SH 130 B	MAU4	4		U	L
	SH 130 B to Arterial "A"	MAU4	4		U	L
	Arterial "A" to High Country Rd.	MAU4	4		U	L
	High Country Rd. to CR 640	MAU4	4		U	L
	CR 640 to Travis Co. Line	MNR 2	4		U	L
Great Oaks Dr. (CR 1240)	Brushy Creek Rd. to Creek Bend	MAD 4	4		U	O
	Creek Bend to Davis Springs Rd.	MAD 4	4		U	O
	Davis Springs Rd. to Lakeline Blvd.	MAD 4	4		U	S
	Lakeline Blvd. To RM 620 N	MAD 4	4		U	S
	RM 620 N to Arterial "C"	2	4		U	S
Greenlawn Blvd.	SH 45 to Gattis School Rd.	MAD 4	4		U	O
Hester's Crossing	SH 45 to South Mays St.	-	4		U	S
Howard Lane	McNeil Dr. (Travis Co. Line) to Anderson Mill Rd.	-	6	new ROW	U	L
	Anderson Mill Rd. to SH 45	-	6	new ROW	U	L
	SH 45 to Lakeline Blvd.	-	6	new ROW	U	L

WILLIAMSON COUNTY MULTI-CORRIDOR TRANSPORTATION PLAN ROADWAY TABLE ROADWAY	LIMITS	EXISTING 1997 1	PLANNED 2025 2	Remarks 3	Rural/ Urban 4	Short - Range, Long - Range, Other 5
	Lakeline Blvd. To Davis Springs Rd.	-	6	new ROW	U	L
Howard St.	W. 2nd St. to W. Lake Dr.	2	2		U	O
Indian Springs Rd. (CR 820)	FM 2338 to CR 289	2	2		R	O
Inner Loop Rd. (CR 789)	IH 35 Bus to FM 1460	2	4		U	S
	FM 1460 to Arterial "A" (CR 110)	-	4	new ROW	U	S
	Arterial "A" (CR 110) to SH 29	2	4	pt. built	U	S
	SH 29 to FM 971	-	4	new ROW	U	S
	FM 971 to IH 35	-	4	new ROW	U	S
Lake Creek Parkway	SH 45 to Pecan Creek Parkway	4	4		U	S
	Pecan Creek Parkway to US 183 N	4	4		U	S
Lakeline Blvd.	FM 2243 to Crystal Falls Parkway	-	4		U	S
	Crystal Falls Parkway to W. New Hope Dr.	-	4		U	S
	W. New Hope Dr. to FM 1431	MAD 4	4		U	S
	FM 1431 to Park St.	-	4		U	S
	Park St. to Buttercup Creek Blvd.	-	4		U	S
	Buttercup Creek Blvd. To Cypress Creek Rd.	MAD 4	4		U	S
	Cypress Creek Rd. to Little Elm Trail	MAD 4	6		U	S
	Little Elm Trail to US 183 N	MAD 4	6		U	S
	US 183 N to Arterial "F"	6	6		U	S
	Arterial "F" to Parmer Lane	-	6		U	S
	Parmer Lane to Howard Lane	-	6		U	S
(CR 3755)	Howard Lane to Great Oaks Dr.	2	6		U	L

WILLIAMSON COUNTY MULTI-CORRIDOR TRANSPORTATION PLAN ROADWAY TABLE ROADWAY	LIMITS	EXISTING 1997 1	PLANNED 2025 2	Remarks 3	Rural/ Urban 4	Short - Range, Long - Range, Other 5
Lime Creek Rd.	FM 1431 to Park St.	MNR 2	6		U	S
Little Elm Trail	US 183 A to US 183 N	-	4		U	S
	US 183 N to Lakeline Blvd	-	4		U	S
	Lakeline Blvd. to SH 45	-	4		U	S
Logan Ranch Rd.	Toledo Trail to Shell Rd.	2	2		U	O
Mallard Lane	Taylor Loop to North Dr.	2	2		U	O
	North Dr. to Davis St.	2	2		U	O
	Davis St. to SH 95	2	2		U	O
McNeil Dr.	Travis Co. Line (W) to US 183 N	MAD 4	4		U	O
	US 183 N to Travis Co. Line (E)	MAD 4	6		U	O
	Howard Lane (Co. Line) to Anderson Mill Rd.	MAD 4	6		U	O
	Anderson Mill Rd. to SH 45	MAU 2	6		U	O
	SH 45 to IH 35	MAU 4	6		U	O
	IH 35 to IH 35 Bus (N. Mays St.)	MAU 4/2	6		U	O
Meadow Lane	W. 2nd St. to W. Lake Dr.	2	2		U	O
North Dr.	W. Lake Dr. to Mallard Lane	2	2		U	O
	Mallard Lane to Taylor Loop	2	2		U	O
Northwest Blvd.	IH 35 to Serenada Dr.	2	2		U	L
Old Settlers Blvd.	Arterial "A" to SH 130 B	4	4		U	S
	SH 130 B to FM 1460	4	4		U	S

WILLIAMSON COUNTY MULTI-CORRIDOR TRANSPORTATION PLAN ROADWAY TABLE ROADWAY	LIMITS	EXISTING 1997 1	PLANNED 2025 2	Remarks 3	Rural/ Urban 4	Short - Range, Long - Range, Other 5
	FM 1460 to CR 115 (Sunrise Rd.)	MAD 4	4		U	S
	CR 115 (Sunrise Rd.) to IH 35 Bus (N. Mays St.)	MAD 4	4		U	S
Old Thorndale	SH 95 to Taylor Loop	2	2		U	O
	Taylor Loop to FM 619	2	2		U	O
Park St.	Lime Creek Rd. to Lakeline Blvd.	-	4		U	O
	Lakeline Blvd. To US 183 N	MNR 2	4		U	L
	US 183 N to US 183 A	2	4		U	L
	US 183 A to Arterial "F"	-	2		U	L
	Arterial "F" to Arterial "E"	-	2		U	L
Pecan Creek Parkway	Anderson Mill Rd. to Lake Creek Parkway	4	4		U	O
Pond Springs Rd.	US 183 N to Anderson Mill Rd.	2	2		U	O
	Anderson Mill Rd. to McNeil Dr.	2	2		U	O
Sam Bass Rd. (CR 175)	New Hope Rd. to FM 1431	2	4		U	O
(FM 3406/CR 1231)	FM 1431 to Wyoming Springs Rd.	MAU 2	6		U	S
	Wyoming Springs Rd. to Creek Bend Blvd.	MNR 4	6		U	S
	Creek Bend Blvd. To Arterial "C"	MNR 2	4		U	S
	Arterial "C" to IH 35	MNR 2	6		U	S
Serenada Dr.	FM 2338 to Northwest Blvd.	2	2		U	O
	Northwest Blvd. To Logan Ranch Rd.	2	2		U	O
Shell Rd. (CR 939)	FM 2338 to Logan Ranch Rd.	2	2		U	S
	Logan Ranch Rd. to SH 195	2	2		U	S

WILLIAMSON COUNTY MULTI-CORRIDOR TRANSPORTATION PLAN ROADWAY TABLE ROADWAY	LIMITS	EXISTING 1997 1	PLANNED 2025 2	Remarks 3	Rural/ Urban 4	Short - Range, Long - Range, Other 5
South St. (FM 2243)	CR 279 to US 183 N	2	2		U	L
(FM 2243)	US 183 N to US 183 A	2	2		U	L
(FM 2243)	US 183 A to Parmer Ln. (CR 268)	2	2		U	O
(FM 2243)	Parmer Ln. (CR 268) to CR 175	2	2		U	O
(FM 2243)	CR 175 to FM 2243 (New alignment)	2	2		U	O
Taylor Loop (US 79)	US 79 to FM 973	2	6		U	L
(US 79)	FM 973 to W. Rio Grande St.	2	6		U	L
(US 79)	W. Rio Grande St. to SH 95	2	6		U	L
(US 79)	SH 95 to FM 112 (US 79 Ramp)	2	6		U	L
(US 79)	FM 112 to US 79 (FM 427 Ramp)	2	6		U	L
(FM 427)	US 79 to Old Thorndale	-	6		U	S
	Old Thorndale to CR 412	-	6		U	S
	CR 412 to to Arterial 2	-	6		U	S
	Arterial 2 to SH 95	-	6		U	S
Toledo Trail	Logan Rd. to Airport Rd.	2	2		U	O
W. Lake Dr.	Taylor Loop to Meadow Lane	2	2		U	O
	Meadow Lane to Howard St.	2	2		U	O
	Howard St. to Davis St.	2	2		U	O
	Davis St. to SH 95	2	2		U	O
W. New Hope Dr.	Travis Co. Line to Lakeline Blvd.	-	4		U	L
	Lakeline Blvd. To Bagdad Rd.	2	4		U	O
	Bagdad Rd. to US 183 N	2	4		U	O
(CR 181)	US 183 N to Discovery Blvd.	2	6		U	O

WILLIAMSON COUNTY MULTI-CORRIDOR TRANSPORTATION PLAN ROADWAY TABLE ROADWAY	LIMITS	EXISTING 1997 1	PLANNED 2025 2	Remarks 3	Rural/ Urban 4	Short - Range, Long - Range, Other 5
(CR 181)	Discovery Blvd. To US 183 A	2	6		U	S
	US 183 A to Parmer Lane (FM 734)	-	6		U	S
	Parmer Lane (FM 734) to CR 176	-	6		U	S
	CR 176 to FM 1431	-	6		U	S
West Rio Grande St.	Taylor Loop to SH 95	2	2		U	O
W. 7th St.	Davis St. to SH 95	2	2		U	O
Wyoming Springs	FM 1431 to Sam Bass Rd.	-	4		U	L
	Sam Bass Rd. to Brushy Creek Rd.	MAU 2	4		U	S
	Brushy Creek Rd. to Creek Bend	MAU 2	4		U	S
(CR 3644 pt.)	Creek Bend to RM 620 N	MAU 2	4		U	S
	RM 620 N to Arterial "C"	-	4		U	S
Arterial "A"	Travis Co. Line to SH 45	-	6		U	L
* (SEE NOTE)	SH 45 to Gattis School Rd.	-	6		U	L
	Gattis School Rd. to Forest Creek	-	6		U	L
	Forest Creek to US 79		6		U	L
	US 79 to CR 113	-	6		U	L
	CR 113 to CR 112	-	6		U	L
	CR 112 to CR 114	-	4		U	L
	CR 114 to CR 111	-	4		U	L
Arterial "B"	US 79 to Gattis School Rd. (CR 168)	-	6		U	S
	Gattis School Rd. (CR 168) to SH 45	-	6		U	S
Arterial "C"	SH 45 to Great Oaks Dr.	-	4		U	L

WILLIAMSON COUNTY MULTI-CORRIDOR TRANSPORTATION PLAN ROADWAY TABLE ROADWAY	LIMITS	EXISTING 1997 1	PLANNED 2025 2	Remarks 3	Rural/ Urban 4	Short - Range, Long - Range, Other 5
	Great Oaks Dr. to Davis Springs Rd.	-	4		U	L
	Davis Springs Rd. to Wyoming Springs	-	4		U	L
	Wyoming Springs to RM 620 N	-	6		U	L
	RM 620 N to Sam Bass Rd.	-	6		U	L
Arterial "D"	IH 35 to FM 487	2	6	Exist. FM 487 align.	R	L
	FM 487 to SH 195	-	6		R	L
	SH 195 to CR 245	-	6		R	L
	CR 245 to FM 2338	-	6		R	L
	FM 2338 to FM 3405	-	6		R	L
	FM 3405 to SH 29	-	6		R	L
	SH 29 to CR 268	-	6		R	L
Arterial "E"	FM 1431 to Future Roadway #13	-	4		U	L
	Future Roadway #13 to Park St.	-	4		U	L
	Park St. to Brushy Creek Rd.	-	4		U	L
Arterial "F"	FM 1431 to Park St.	-	4		U	L
	Park St. to Brushy Creek Blvd.	-	4		U	L
	Brushy Creek Blvd. To Davis Springs Rd.	-	4		U	L
	Davis Springs Rd. to Lakeline Blvd.	-	4		U	L
Arterial "G" (CR 119)	US 79 to CR 100	2	4		U	L
(CR 100)	CR 100 to CR 107	2	2		U	L
(CR 100)	CR 107 to CR 105	2	2		U	L
(CR 100)	CR 105 to CR 106	2	2		U	L
	CR 106 to SH 29	-	2	new ROW	U	L

WILLIAMSON COUNTY MULTI-CORRIDOR TRANSPORTATION PLAN ROADWAY TABLE		EXISTING 1997	PLANNED 2025	Remarks	Rural/ Urban	Short - Range, Long - Range, Other
ROADWAY	LIMITS	1	2	3	4	5
Arterial 1	SH 95 to CR 366	-	2		R	L
	CR 366 to CR 101	-	2		R	L
(CR 101)	CR 101 to FM 1660	2	2		R	L
	FM 1660 to CR 100	-	2		R	L
Arterial 2 (CR 409)	SH 95 to Taylor Loop	2	2		U	L
	Taylor Loop to FM 619	2	2		U	L
Future Roadway #13	Arterial "E" to Parmer Lane	-	2		U	L

• **NOTE:** Based on the alternative approved throught the environmental process, the West Round Rock/West Lake (TxDOT Technically Preferred) Alignment would replace, at a minimum, portions of Arterial "A" and Double Creek Blvd.

KEY TO ROADWAY CLASSIFICATIONS

FWY	Freeway
PKWY	Parkway
EXPY	Expressway
MAD	Major Arterial Divided
MAU	Major Arterial Undivided

The number after the roadway classification indicates the number of lanes. A "MAD" designates a roadway divided either by a raised median, flush center left turn lane. or a central drainage ditch. The choice of one or the other is to be made in the roadway design and construction process.

WILLIAMSON COUNTY MULTI-CORRIDOR TRANSPORTATION PLAN ROADWAY TABLE ROADWAY	LIMITS	EXISTING *1997* 1	PLANNED 2025 2	Remarks 3	Rural/ Urban 4	Short - Range, Long - Range. Other 5
MNR	Minor Arterial					
COL	Primary Collector					

Under the Existing 1997 column. "---" indicates the roadway has not been built as of 1997

(NHS) National Highway System - Roadway is included in the National Highway System

IH / BR IH Interstate Highway / Business Route Interstate Highway

SH State Highway

FM Farm to Market Road

RM Ranch to Market Road

CR County Road