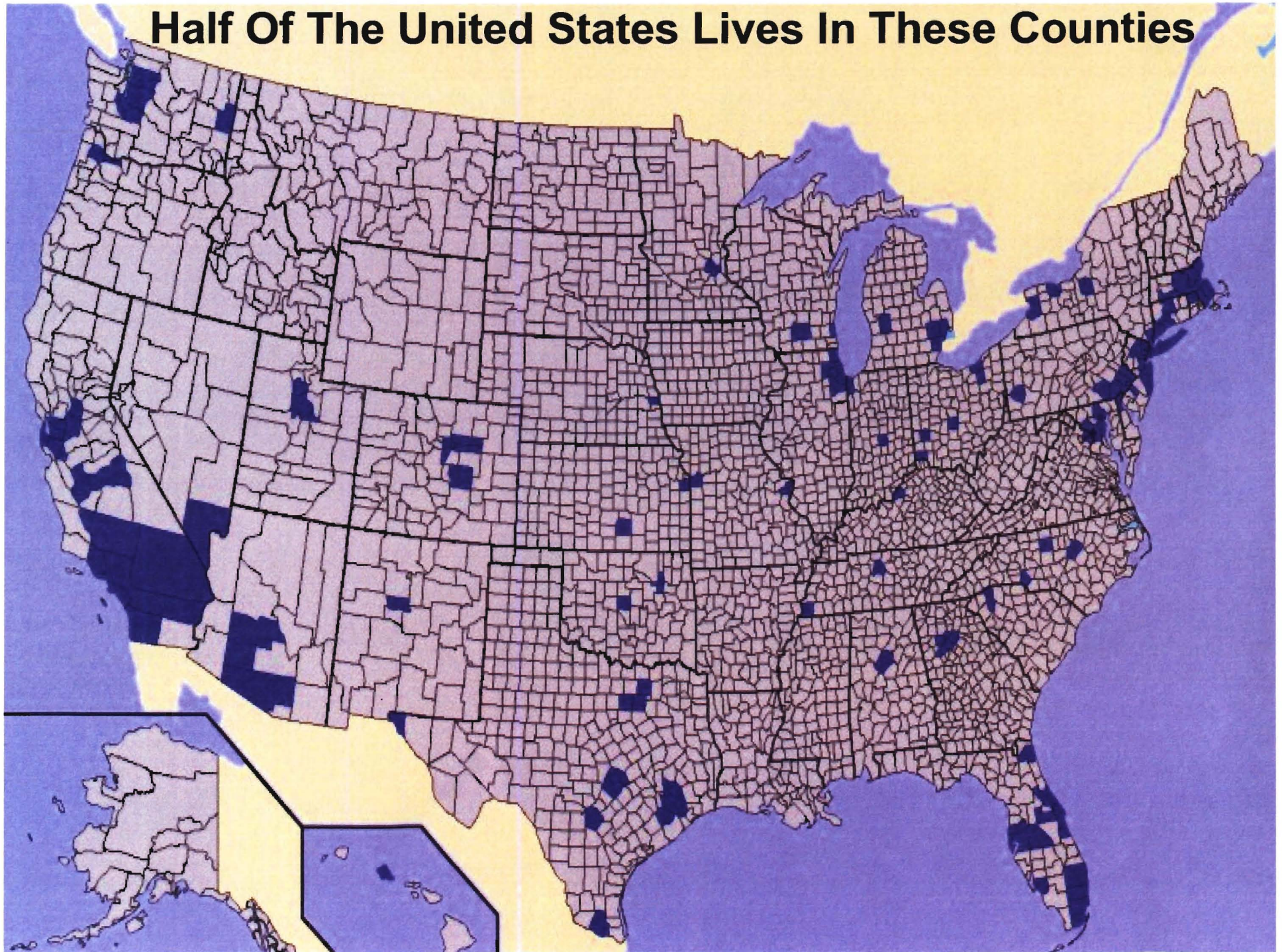


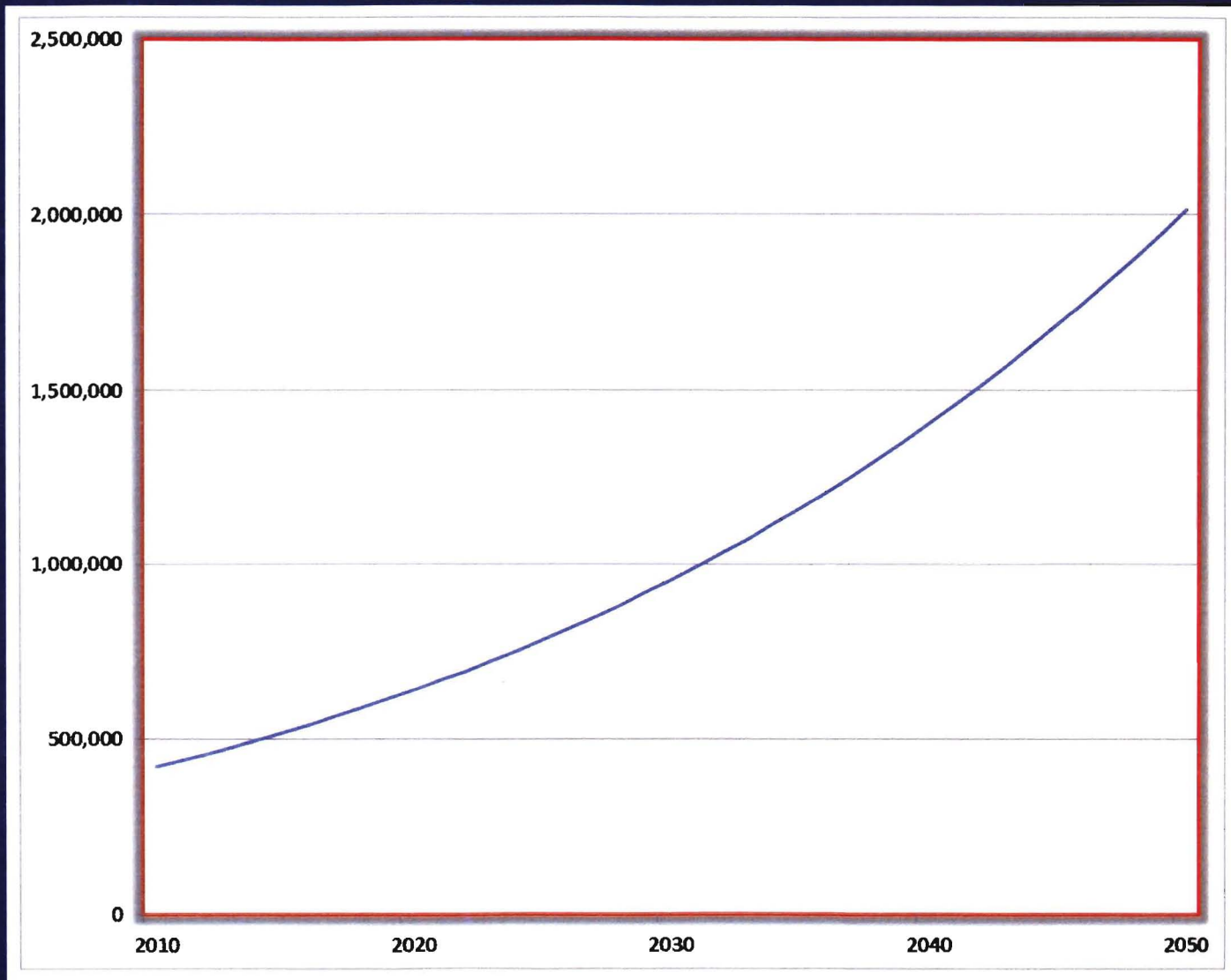
Amendments to the Williamson County Long-Range Transportation Plan

September 15, 2015



Half Of The United States Lives In These Counties

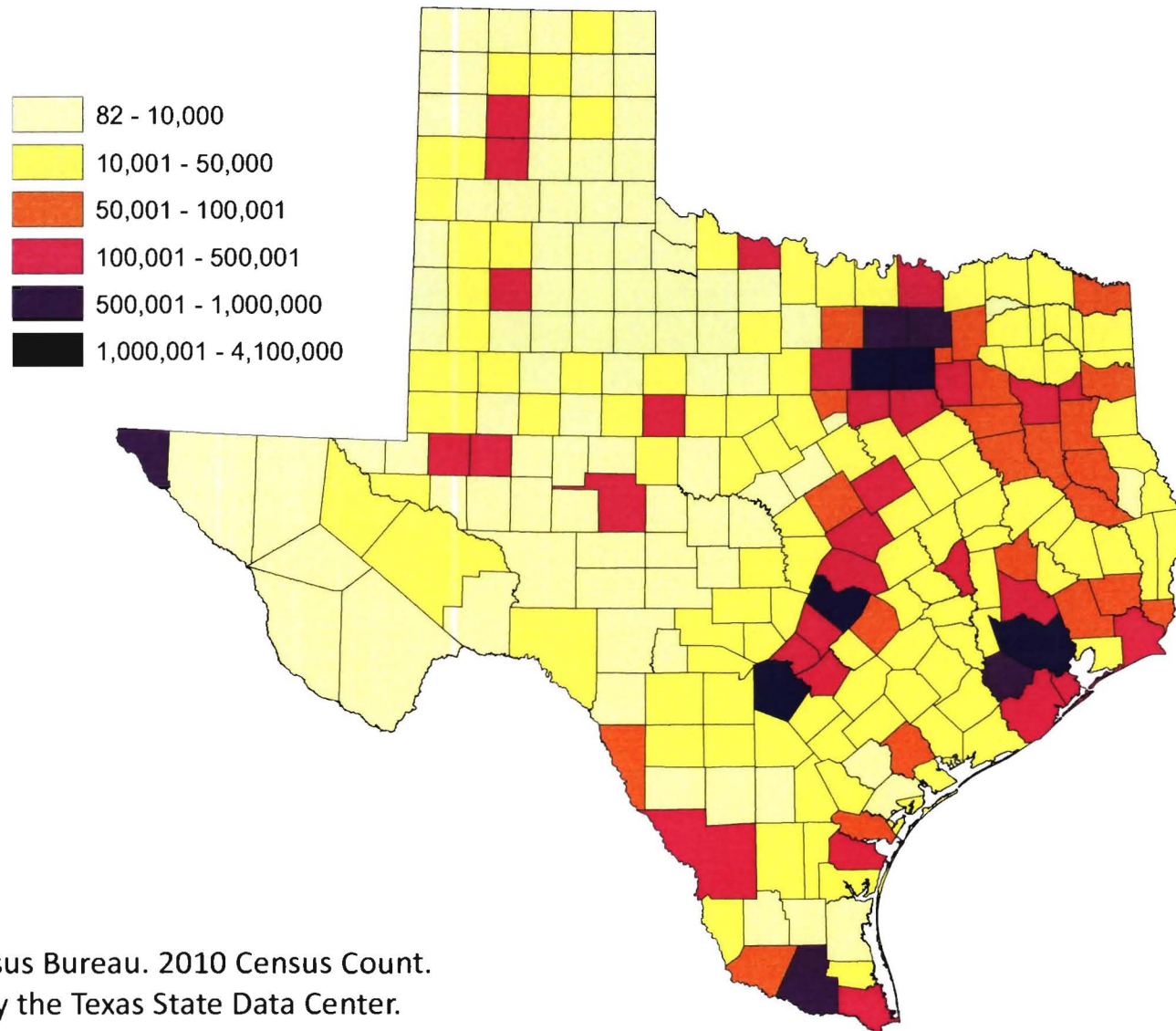




Projected Population Growth: Williamson County

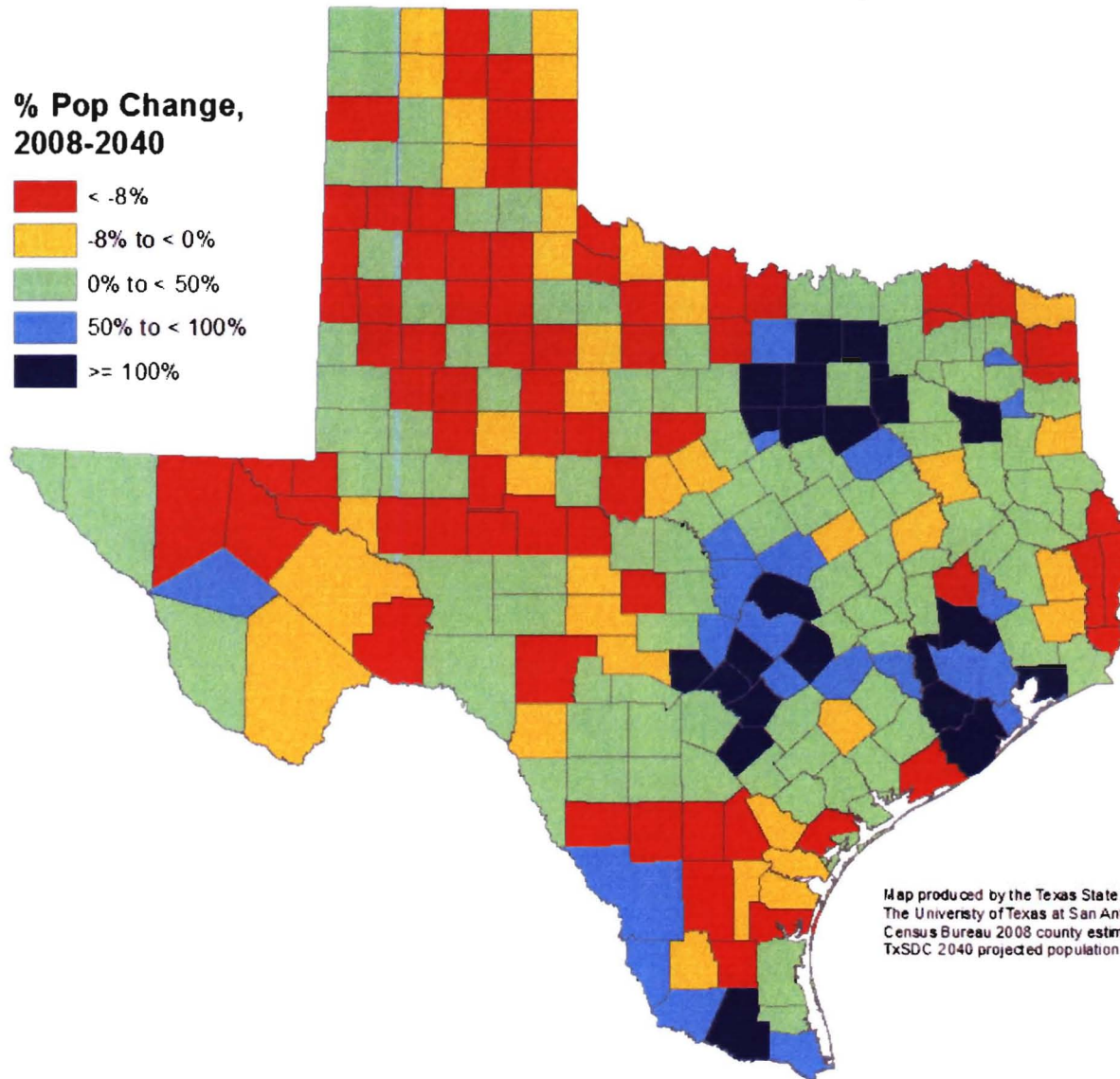
Source: Texas Data Center

Total Population by County, 2010

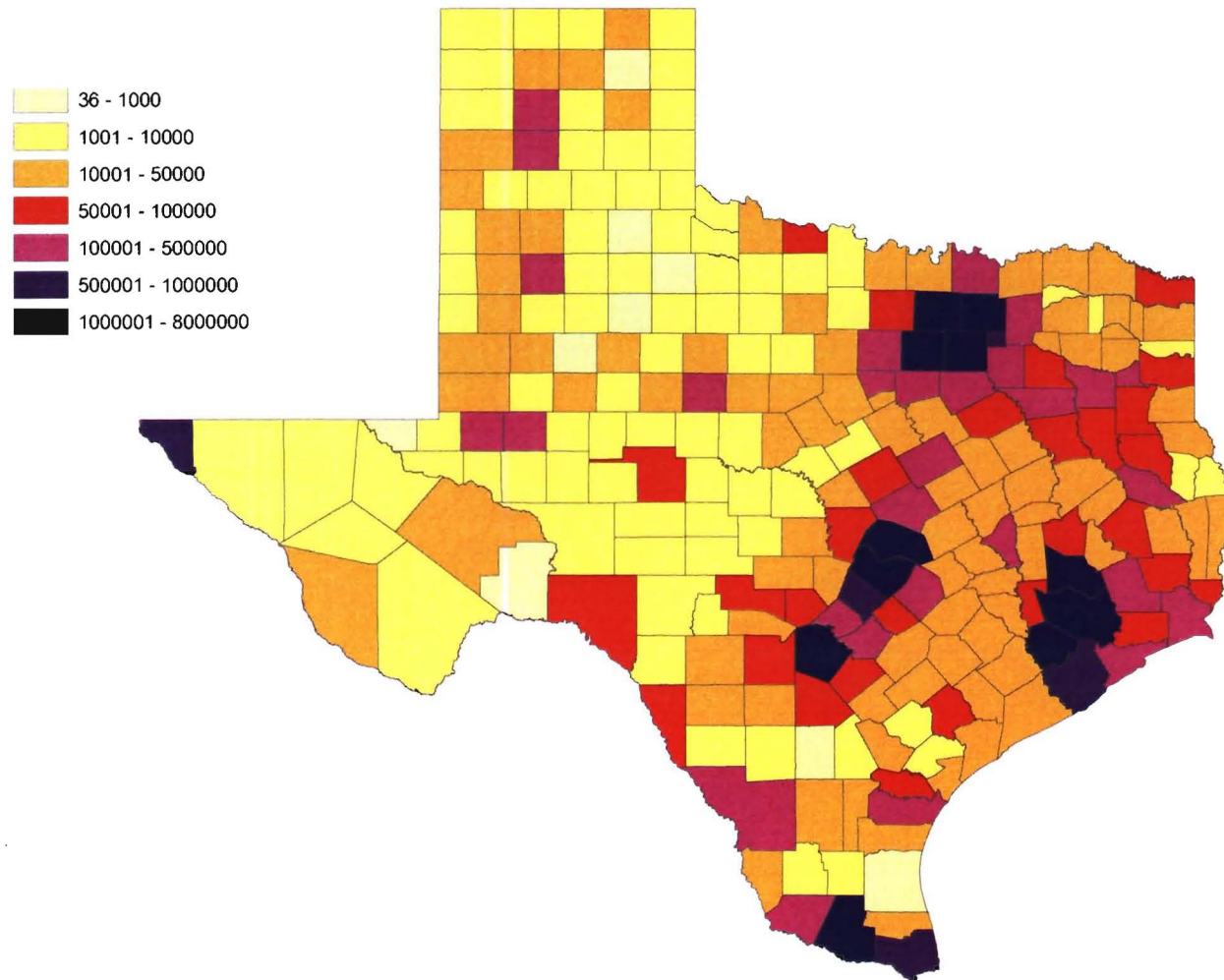


Source: U.S. Census Bureau. 2010 Census Count.
Map produced by the Texas State Data Center.

Percent Projected Change of Total Population in Texas Counties, 2008-2040

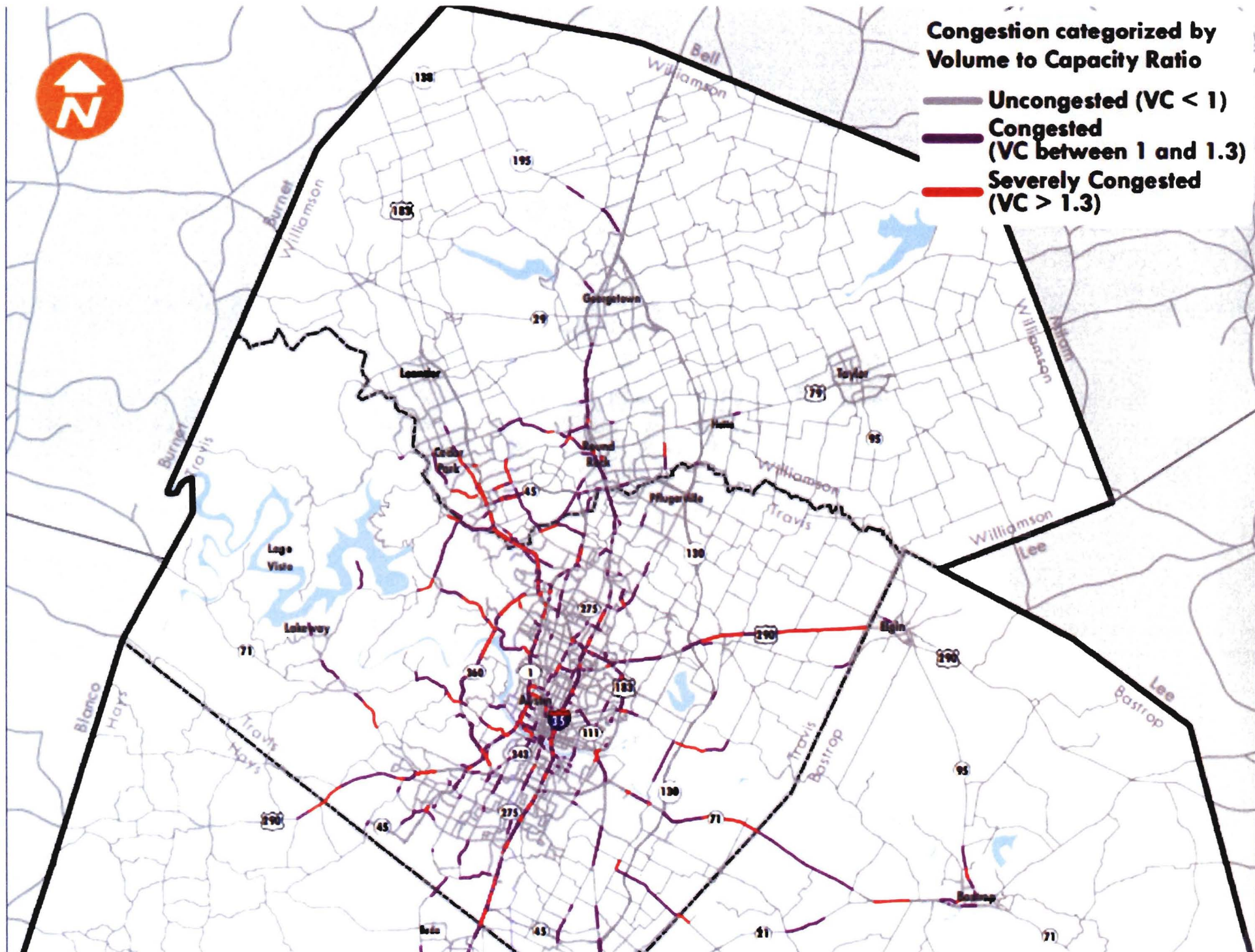


Projected Population by Texas Counties, 2040



Source: Texas State Data Center. Vintage 2008 Population Projections,
2000-2007 Migration Scenario.

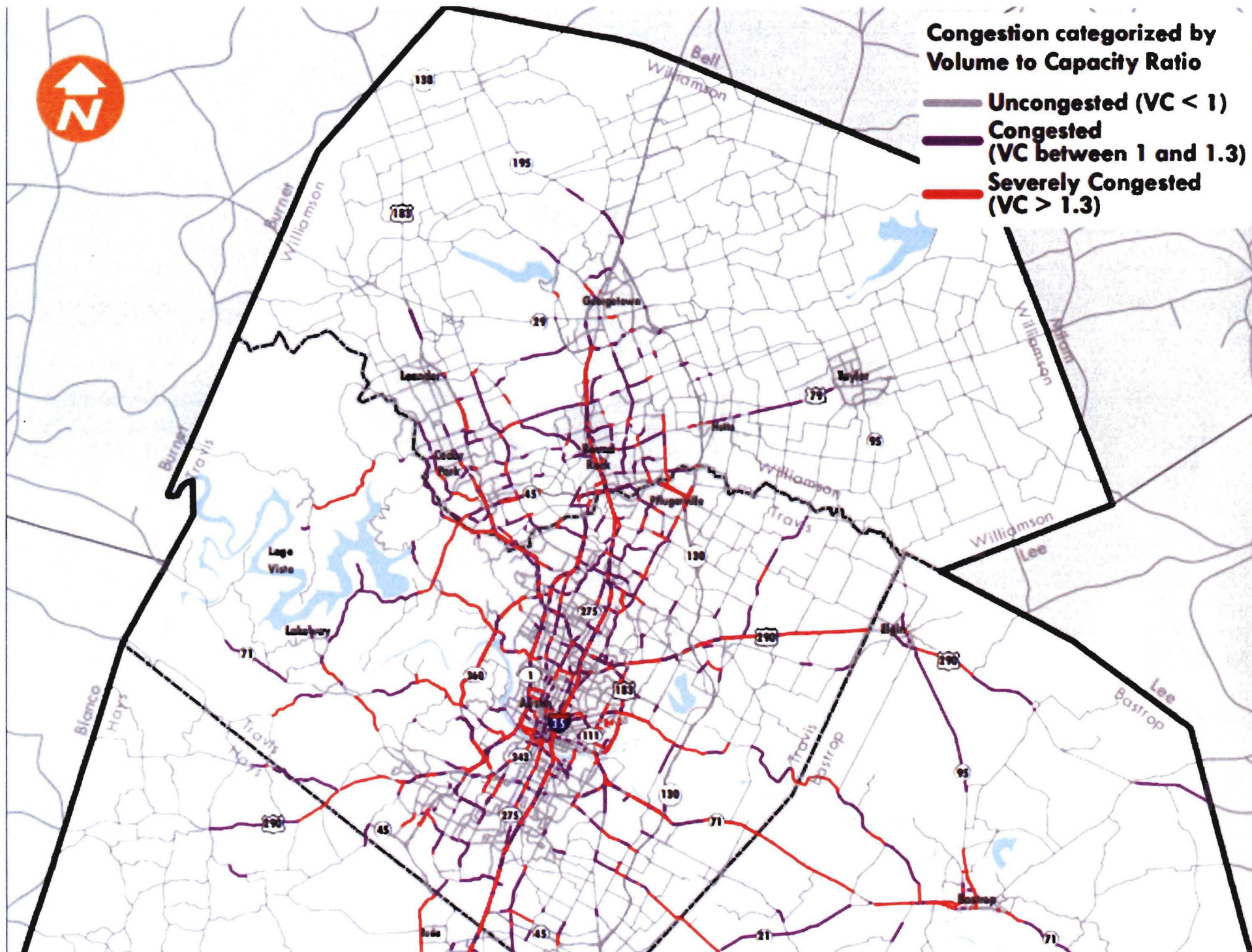
Map produced by the Texas State Data Center.





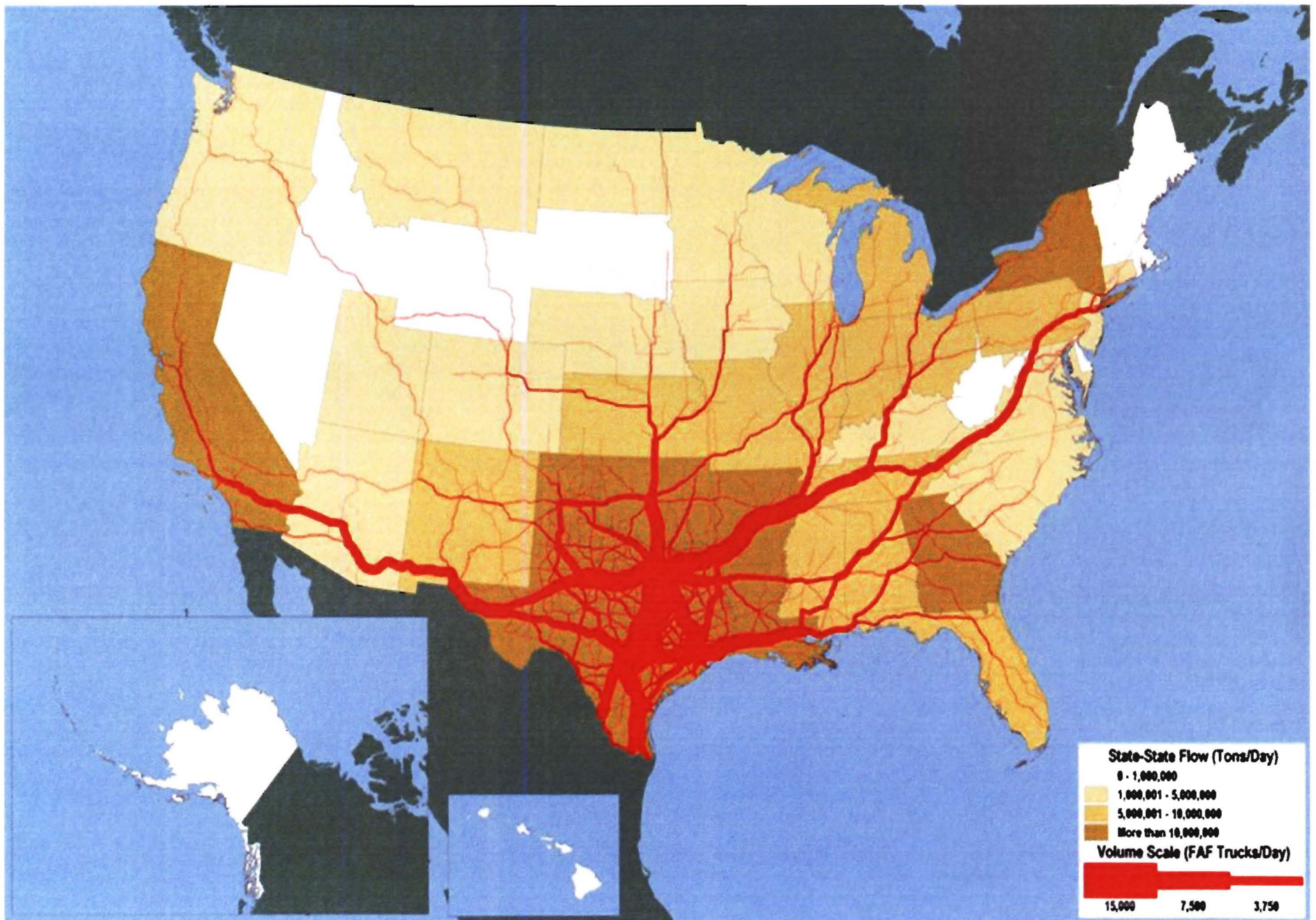
**Congestion categorized by
Volume to Capacity Ratio**

- Uncongested ($VC < 1$)
- Congested (VC between 1 and 1.3)
- Severely Congested ($VC > 1.3$)

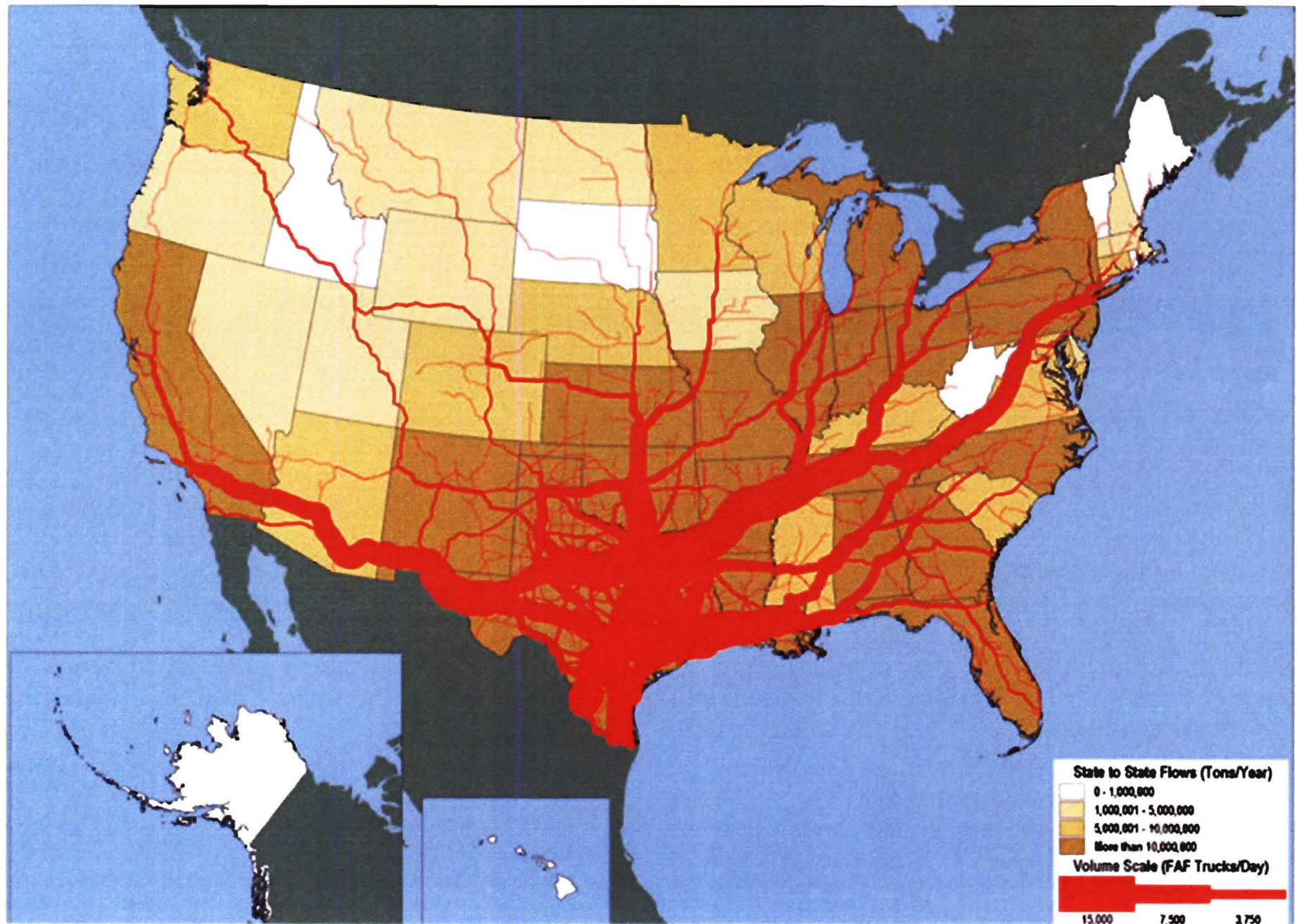




Major Truck Flows Within Texas: 2010



Major Flows by Truck To, From, and Within Texas: 2040



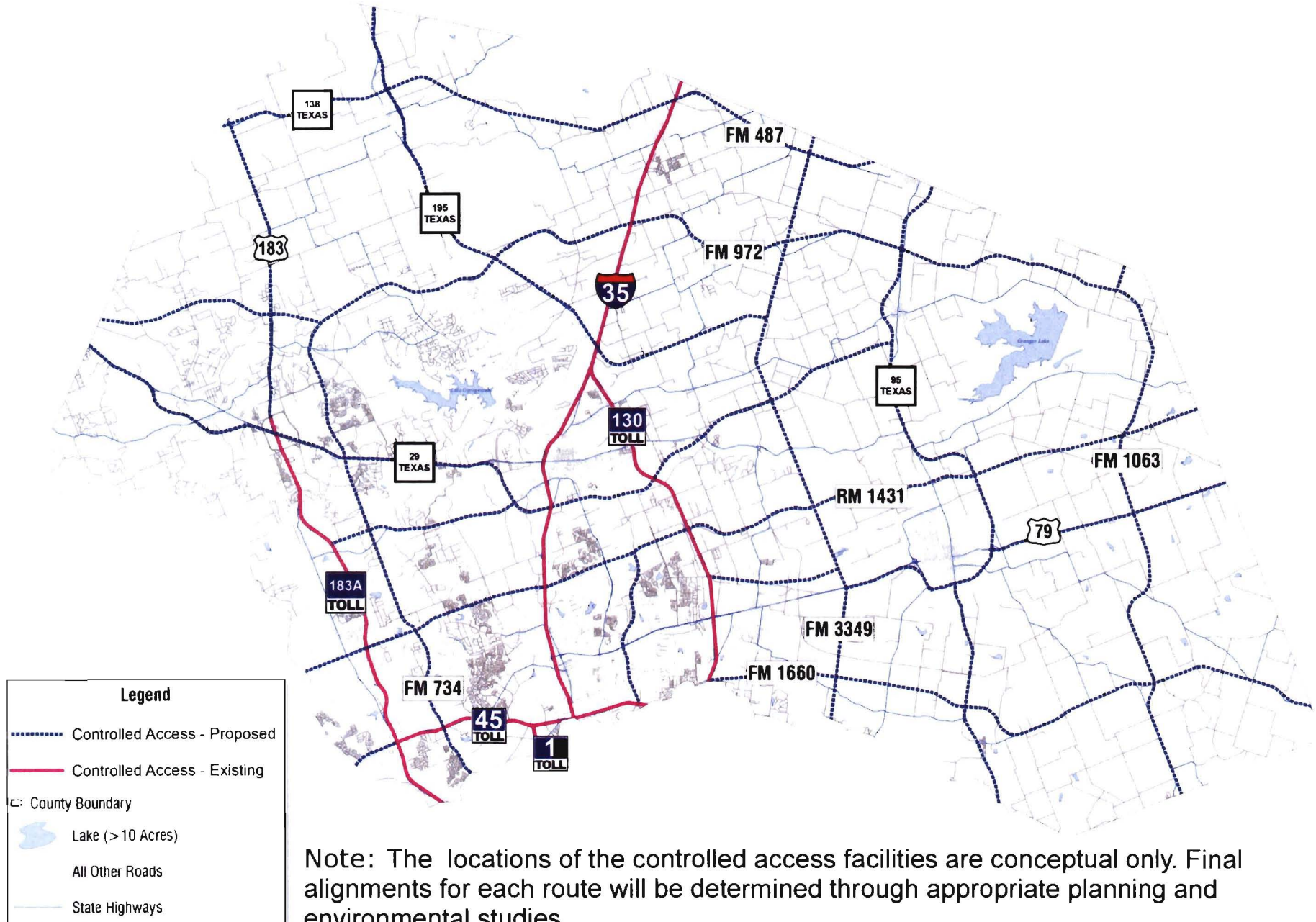




Amendments to the Plan

- Amendment 1
 - Figure ES-10: Proposed Controlled Access Facilities Map (pg. 32)

Conceptual Map of Proposed Controlled Access Facilities



Amendments to the Plan

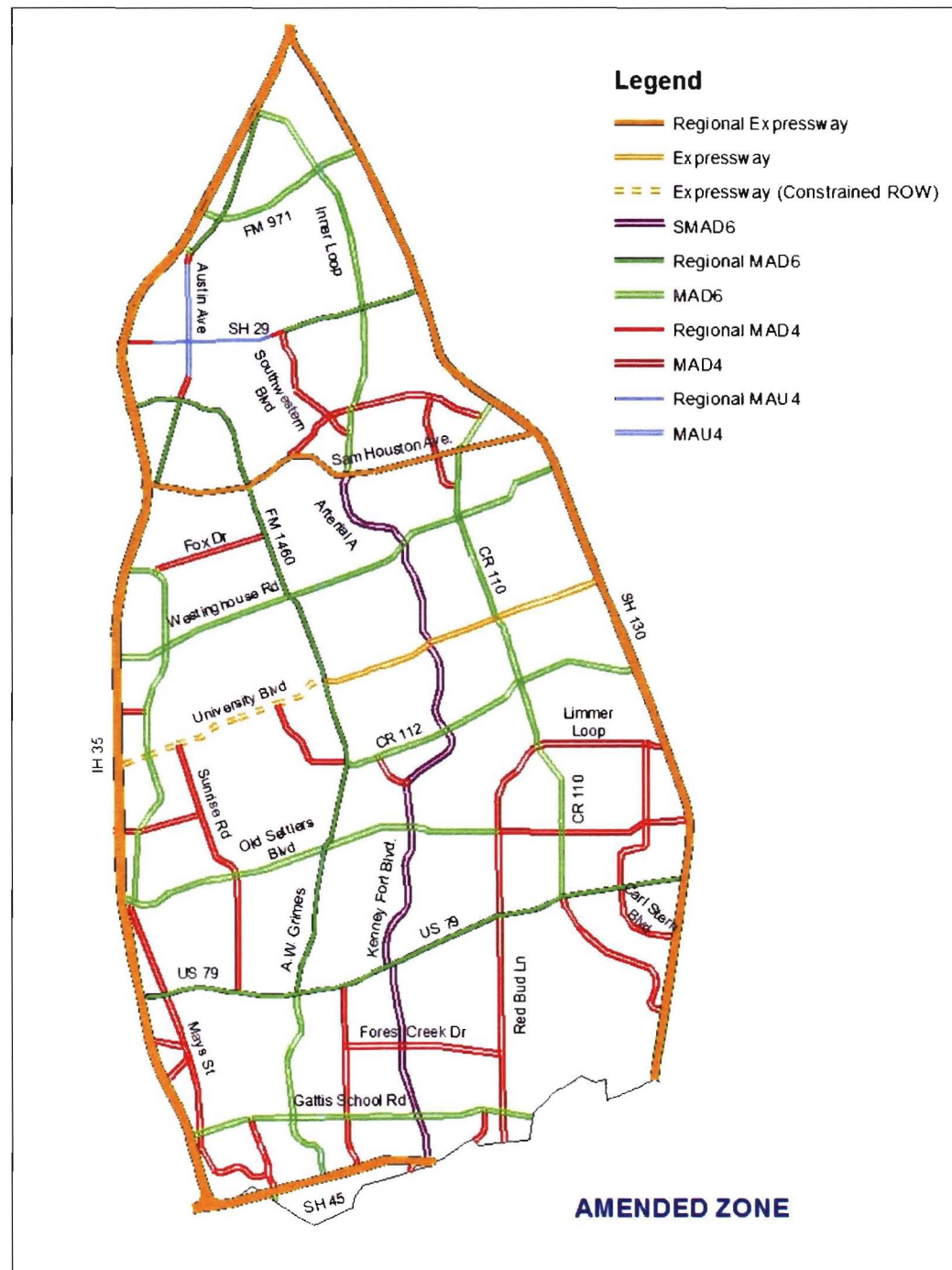
- Amendment 2
 - Figure ES-11: Proposed Projects for Central Williamson County (pg. 33)
 - Existing Zone
 - Amended Zone
 - Comparison of Existing and Amended Zones
 - Typical Sections
 - Project List

Legend

- 2 Number of Lanes
- Existing + Committed Roads
- Existing Freeway/Toll Roads
- Proposed Arterial Projects
- Proposed Highway Projects
- Propose 183A (By Others)

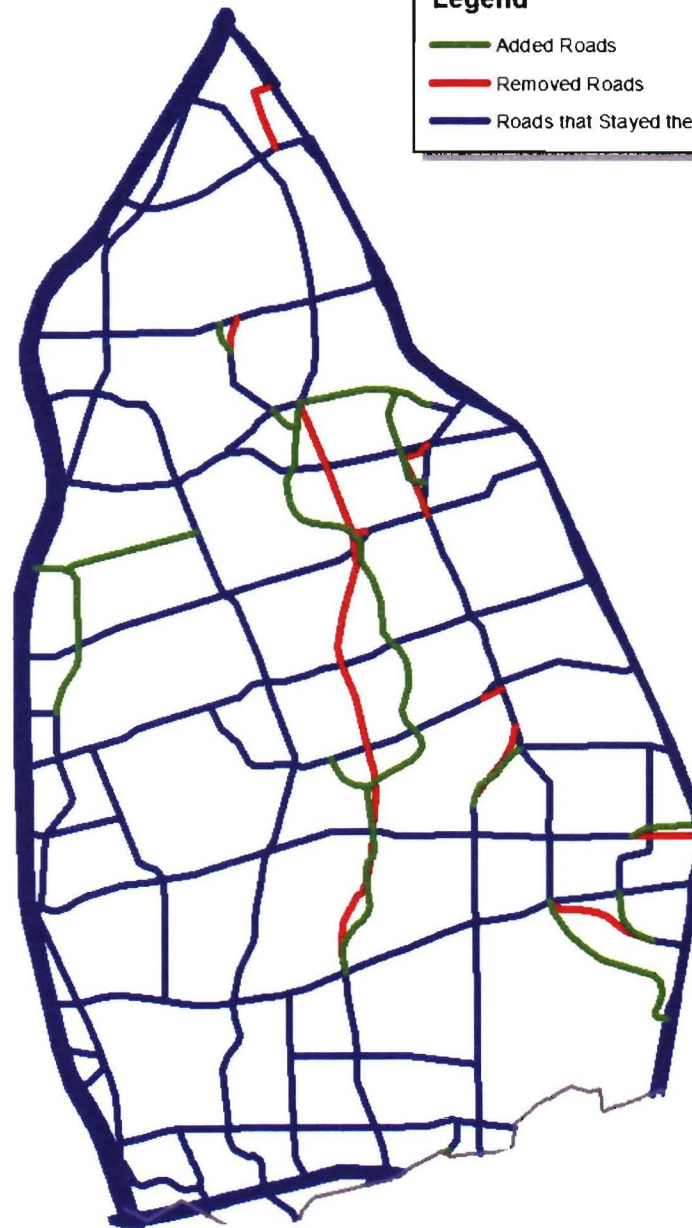


EXISTING ZONE



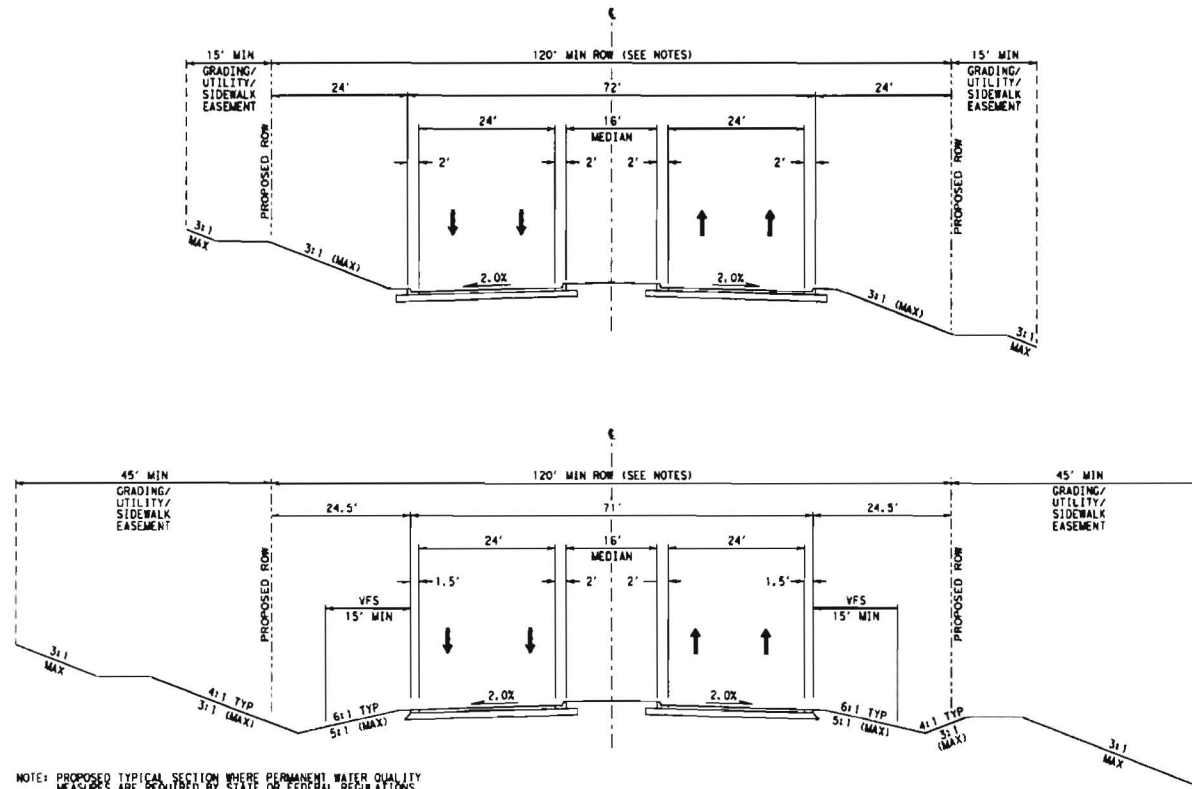
Legend

- Added Roads
- Removed Roads
- Roads that Stayed the Same



PROPOSED MODIFICATIONS

TYPICAL SECTIONS



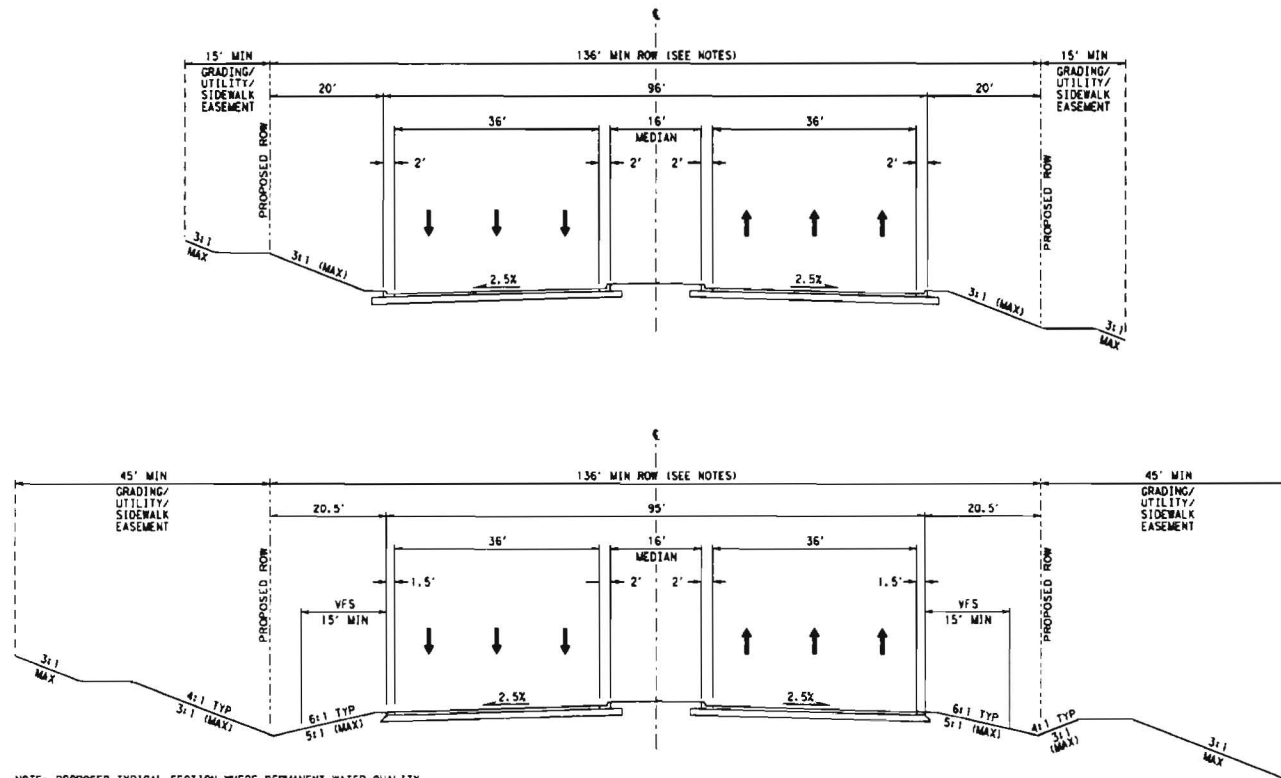
NOTE: PROPOSED TYPICAL SECTION WHERE PERMANENT WATER QUALITY MEASURES ARE REQUIRED BY STATE OR FEDERAL REGULATIONS.

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



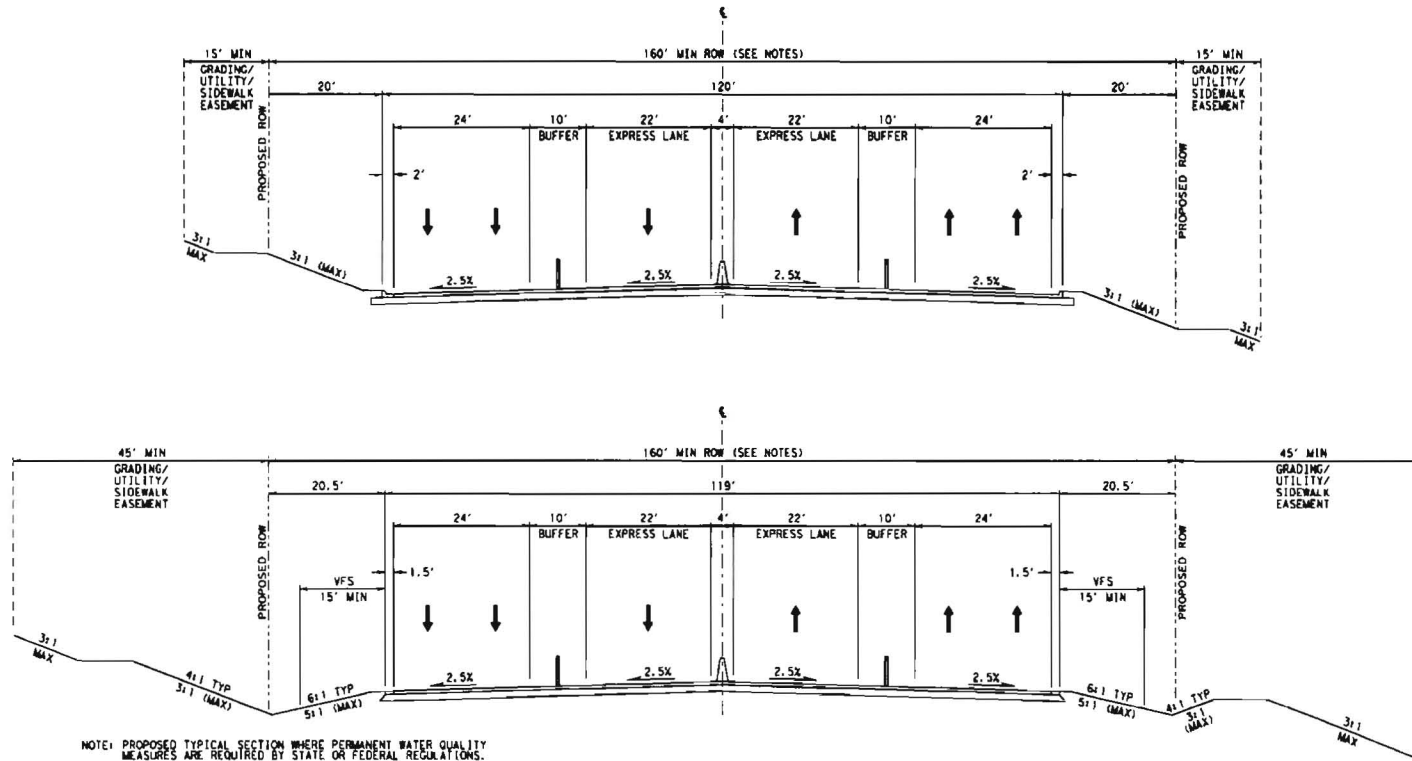
NOTE: PROPOSED TYPICAL SECTION WHERE PERMANENT WATER QUALITY MEASURES ARE REQUIRED BY STATE OR FEDERAL REGULATIONS.

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

FIGURE ES-3E: MAD6 TYPICAL SECTIONS

TYPICAL SECTIONS



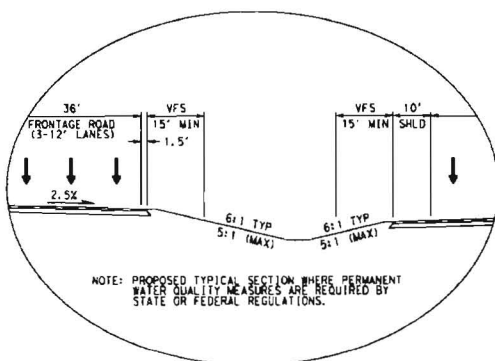
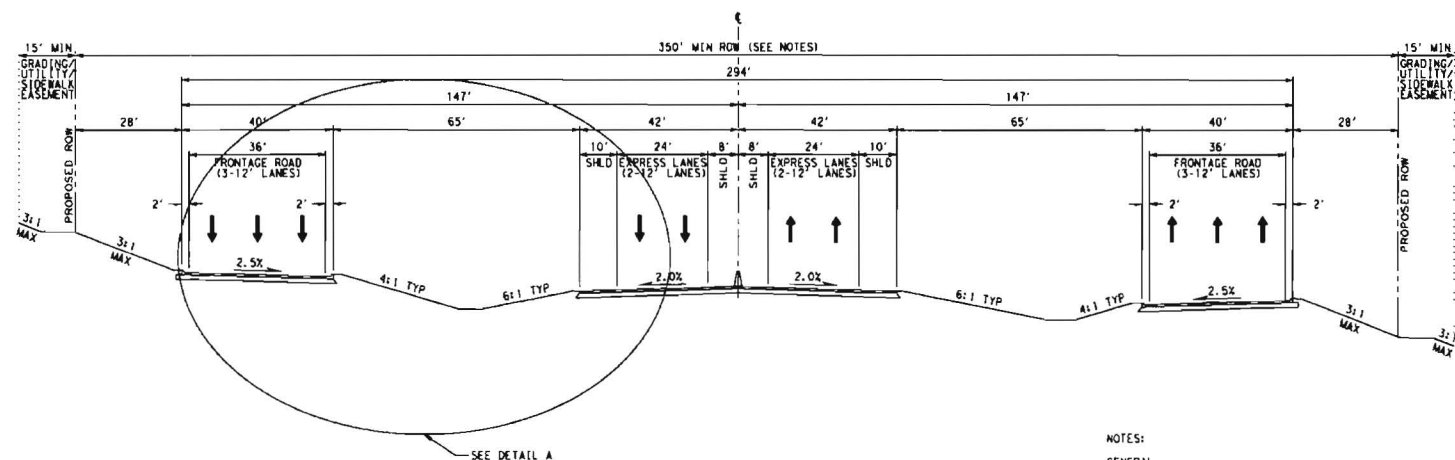
NOTE: PROPOSED TYPICAL SECTION WHERE PERMANENT WATER QUALITY MEASURES ARE REQUIRED BY STATE OR FEDERAL REGULATIONS.

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-3F: SMAD6 TYPICAL SECTIONS

TYPICAL SECTIONS



DETAIL A

FIGURE ES-3G: EXPRESSWAY TYPICAL SECTIONS

NOTES:

GENERAL

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.

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 RAMP 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.

TYPICAL SECTIONS

NOTES:

GENERAL

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 RAMP).
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.

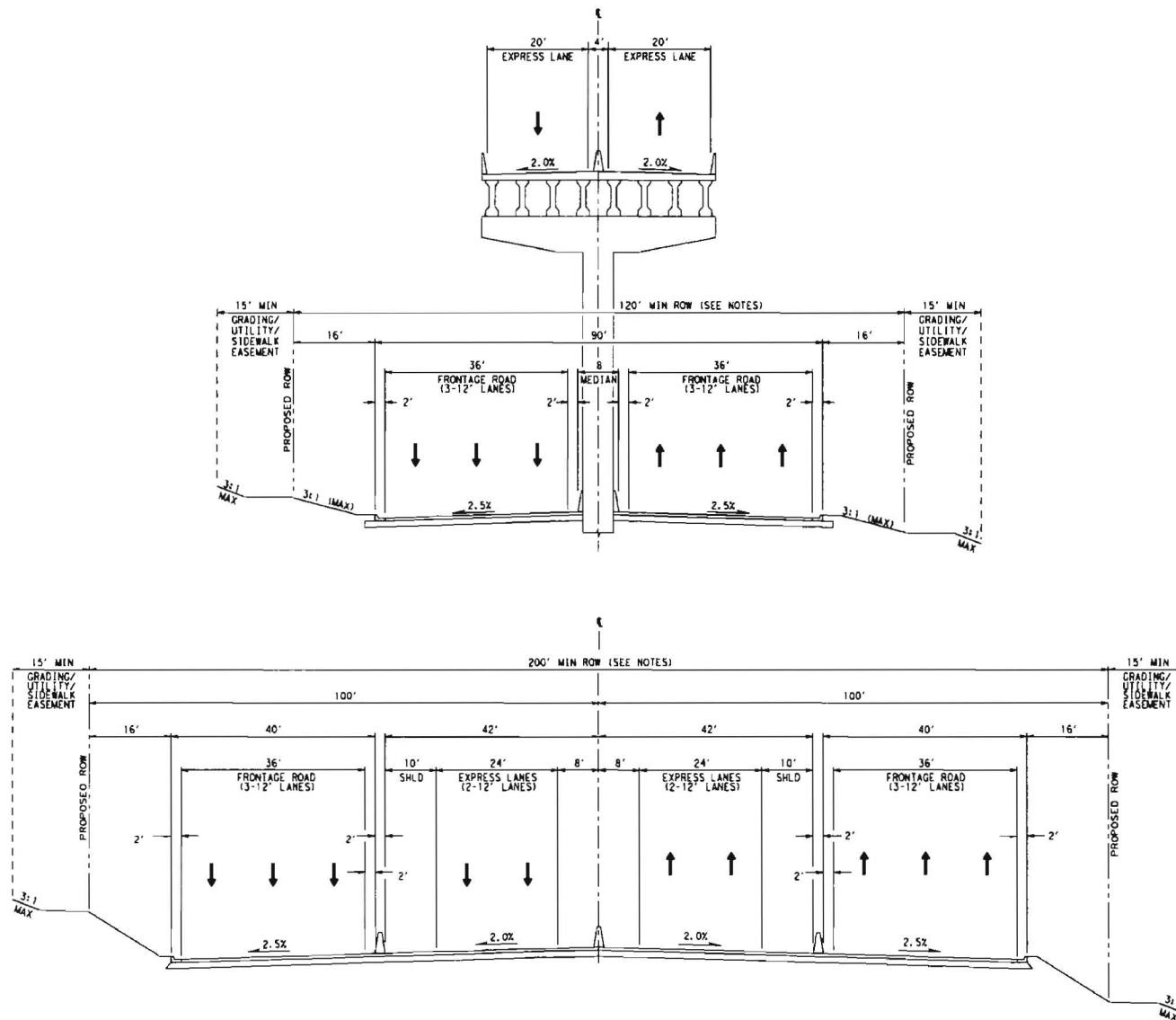


FIGURE ES-3H: EXPRESSWAY TYPICAL SECTIONS (CONSTRAINED ROW)

UTILITY ASSIGNMENTS

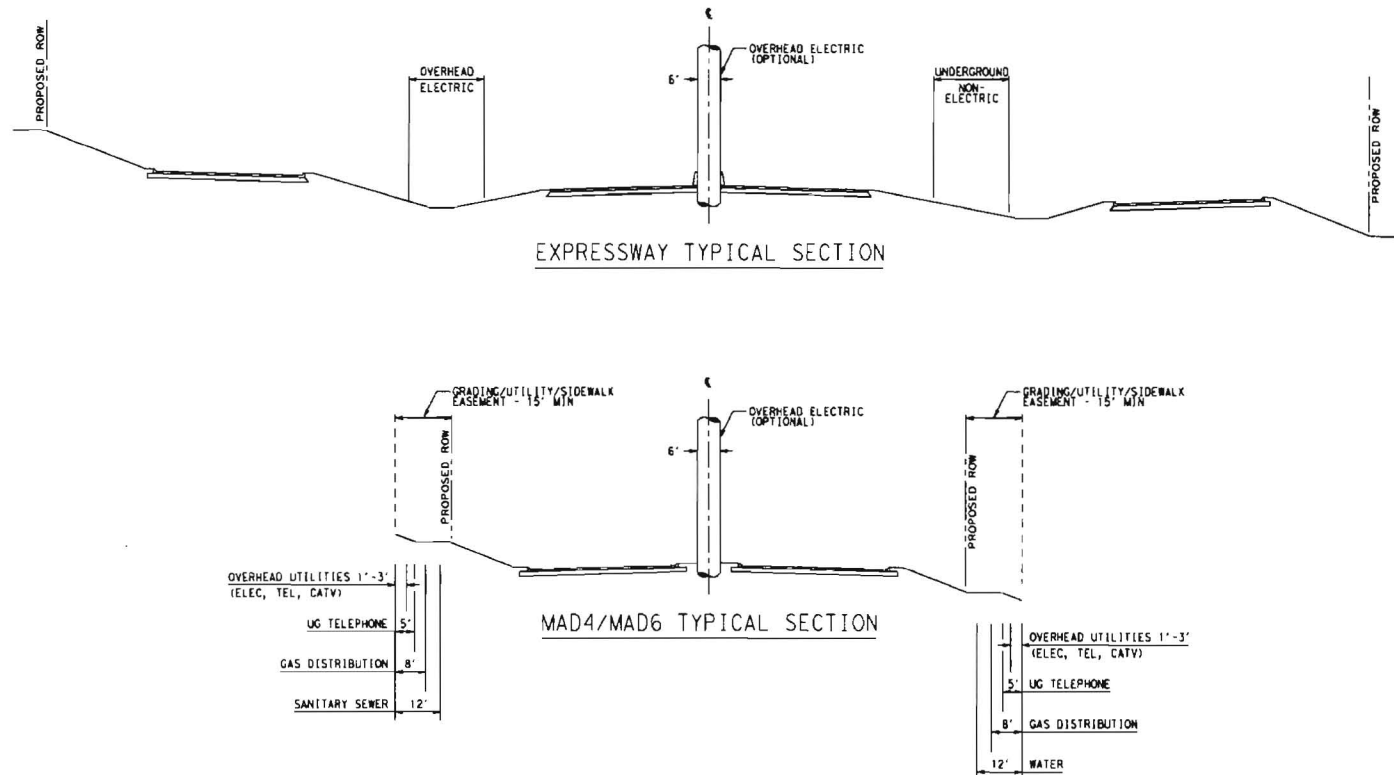


FIGURE ES-31: TYPICAL UTILITY ASSIGNMENTS

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.).

CONVENTIONAL INTERSECTION

LEGEND

- PROPOSED ROW
- GRADING/UTILITY/SIDEWALK EASEMENT

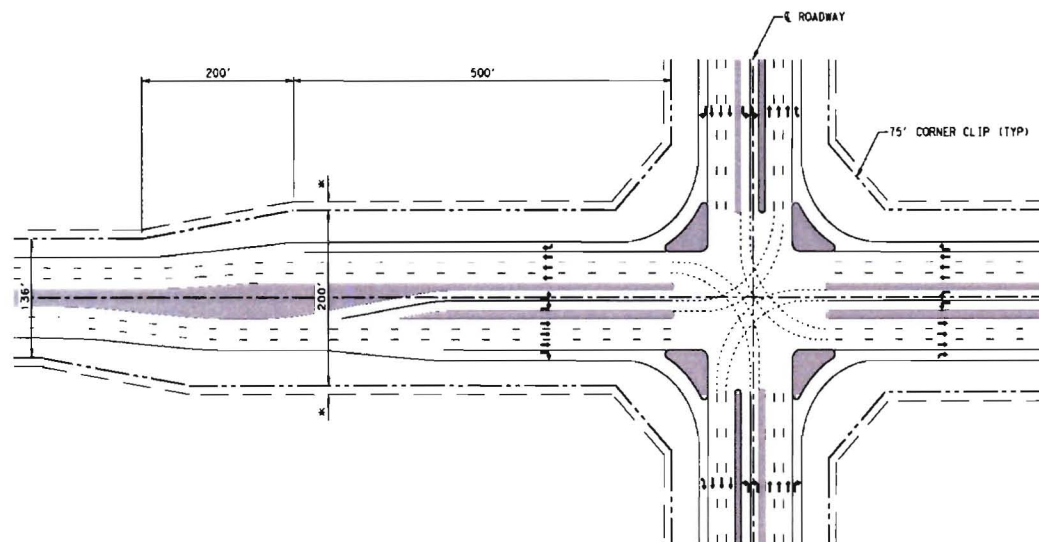


FIGURE ES-3J: TYPICAL CONVENTIONAL INTERSECTION

■ SEE TYPICAL SECTIONS FOR EASEMENT REQUIREMENTS



2035 LONG-RANGE TRANSPORTATION PLAN (LRTP) Update (2015)

Roadway List - Precinct 1

PCT	Roadway Details			Roadway Configuration					
	Roadway Name	Roadway Segment Limits	Segment Length (mi)	Existing		LRTP 2035 (2009)		LRTP 2035 Update (2015)	
				Typical Section	Approximate ROW ¹	Typical Section	Typical Section	Proposed Min. ROW ¹	
1	A W Grimes Blvd.	Railroad St. 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. - Sunnise 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. - Sunnise Rd.	0.82	MAD 4	120 ft	No Improvement	MAD 6	136 ft	
1	Old Settlers Blvd.	Sunnise 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	Sunnise Rd.	Bowman Rd. - Country Aire Dr.	0.31	MAU 4	70 ft	No Improvement	MAD 4	120 ft	
1	Sunnise Rd.	Country Aire Dr. - 0.1 miles N of Bradley Ln.	0.14	MAD 4	70 ft	No proposed improvements			
1	Sunnise Rd.	0.1 miles N of Bradley Ln. - Eagles Nest St. (Arterial L)	1.20	MAD 4	70 ft	No proposed improvements			
1	Sunnise Rd.	Eagles Nest St. - University Blvd.	0.71	MAD 4	80 ft	No proposed improvements			
1	University Blvd.	IH 35 Frontage Rd. - Sunnise Rd.	0.72	MAD 4	105 ft	MAD 6	Expressway	120 ft	

Notes:

¹ROW measurements are approximate based on desk top investigations.

¹Williamson 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				
	Roadway Name	Roadway Segment Limits	Segment Length (mi)	Existing Typical Section	Approximate ROW'	LRTP 2035 (2009) Typical Section	LRTP 2035 Update (2015) Typical Section	Proposed Min. ROW'
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				
	Roadway Name	Roadway Segment Limits	Segment Length (mi)	Existing		L RTP 2035 (2009)	L RTP 2035 Update (2015)	
				Typical Section	Approximate ROW ¹	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. - Raintance Dr	0.96	2 Lane	80 ft	MAD 4	MAD 6	136 ft
3	SH 29 (University Ave.)	Raintance 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				
	Roadway Name	Roadway Segment Limits	Segment Length (mi)	Existing Typical Section	Approximate ROW ¹	LRTP 2035 (2009) Typical Section	LRTP 2035 Update (2015) 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:

¹ROW measurements are approximate based on desk top investigations.

¹Williamson County Design Criteria

Key to Typical Sections:

FWY - Freeway

SMAD - Super Major Arterial Divided

MAD - Major Arterial Divided

MAUJ - 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				
	Roadway Name	Roadway Segment Limits	Segment Length (mi)	Existing Typical Section	Approximate ROW'	LRTP 2035 (2009) Typical Section	LRTP 2035 Update (2015) Typical Section	Proposed Min. ROW'
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				
	Roadway Name	Roadway Segment Limits	Segment Length (mi)	Existing		LRTP 2035 (2009)	LRTP 2035 Update (2015)	
				Typical Section	Approximate ROW'	Typical Section	Typical Section	Proposed Min. ROW'
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				
	Roadway Name	Roadway Segment Limits	Segment Length (mi)	Existing Typical Section	Approximate ROW ¹	LRTP 2035 (2009) Typical Section	LRTP 2035 Update (2015) 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.	0.65	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:

¹ROW measurements are approximate based on desk top investigations

¹Williamson 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

Public Involvement

- Plan and the amendments will be available on www.wilco.org with a comment box for collecting online feedback beginning Sept. 18th
- Hard copies of the plan and flyers advertising the public meetings and online survey will be available at the courthouse, commissioners offices and public libraries throughout the county
- Newspaper ads for the public meetings and online survey in the Williamson County Sun and local papers throughout the county

Public Involvement

- Public Comment Period: Sept. 18th – Oct. 2nd
- Public Meeting Dates:
Wednesday, Sept. 30th and Thursday, Oct. 1st
5 pm – 8 pm at Williamson County Courthouse