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AUSTIN METROPOLITAN AREA ROADWAY PLAN

URBAN TRANSPORTATION DEPARTMENT

THIRD PRINTING JULY, 1983

AUSTIN METROPOLITAN AREA

ROADWAY PLAN

City of Austin

Adopted
October, 1980

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FOREWORD

The roadway element of the Transportation Plan is an integral part of the City Comprehensive Plan. It is the necessary element to guide roadway network decisions for planning and management and to assure that these facilities are consistent with community goals, transportation interrelationships, construction financing, and land use trends.

This plan contains information concerning specific goals and objectives which are considered in the planning and construction of transportation facilities and services, as well as roadway functional characteristics and design features, a physical inventory of existing roadway facilities and projected roadway needs.

An important feature of the plan is the policy directions and transportation relationships identified for varying developmental areas. The basis for these directions are the goals, objectives, and policies outlined in the Austin Tomorrow Program. Recommended facilities, improvements, and the design characteristics are, in turn, based on these policy directions.

It should be noted that roadway facilities are suggested for the entire metropolitan area. Facilities identified in low priority areas (Growth Management and Development Areas IV and V) are included to be able to respond to private development and would not be used to initiate projects through the Capital Improvement Program.

Special recognition is also given to facilities in environmentally sensitive areas. In some cases, the specific design of a facility may need to be altered because of terrain or other topographical features. These areas are appropriately noted (+) and should be carefully reviewed by the Planning Commision through the Subdivision and Capital Improvement Project processes.

The use of medians, in lieu of two-way left turn lanes, are strongly encouraged in residential or environmentally sensitive areas. This design, along with a closer review of subdivisions and zoning cases along these thoroughfares will discourage or eliminate "strip development" in these developing areas.

The City of Austin also believes that every effort should be made to ensure that, in the development of major roadway projects, adequate rights-of-way are obtained to provide for future transit needs. The proper time to prepare for future transportation needs is when major projects are planned and/or constructed.

In addition, adequate building setbacks should ensure noise and visual buffering along major facilities. This buffering can be obtained through setback lines or purchase of additional rights-of-way.

This advance planning will decrease the cost and the disruption caused by major transportation facilities (highway or transit) being developed through

new corridors and developed areas.

Because of the costs and disruption of roadway improvements, particularly in the central area, more emphasis should be placed on low cost operational improvements. These transportation system management (TSM) measures can often improve traffic flow and safety with minimum expense.

In order to ensure the effectiveness of roadway facilities and improve the long term quality development desired by Austinites, new policies, closer coordination and better understanding of design and operations are needed. New techniques, such as the Highway Impact Zones, special design features along high speed facilities and in heavy pedestrian areas, can ensure that streets not only function in the manner intended but also improve the safety, environment and neighborhoods of Austin.

There are many issues and trends that have significant impact on the future of roadway systems development. The most significant of these issues are:

1) Availability of fuels and related energy resources;
2) The uncertainity and difficulty in defining future travel demands;
3) The increasing fiscal demands for operations, maintenance, and rehabilitation of existing facilities and services;
4) Environmental and topographical constraints; and,
5) Changes in public attitudes.

Because of the inability to address these issues in finite detail, the plan does not define a specific roadway system for a specific year. Instead, the plan establishes the basic fabric for a roadway network that can be anticipated in the near future. As part of the City's Master Plan, the roadway element can be amended by the City Council as these issues alter Austin's transportation needs.

CHAPTER I

ROADWAY GOALS & OBJECTIVES

General

In order to provide an overview of the development of the transportation system and associated land use that would impact or be impacted by the system, the Austin/Travis County metropolitan area has been divided into the general developmental areas (Exhibit 1). The general land use/transportation characteristics of each developmental area are designed to implement specific goals and policies. A brief description of the characteristics in each area is presented below:

1. Area "A": Core Area

   a. Roadway General Characteristics:

      (1) No development of freeways or expressways;
      (2) Limited development of new major arterials primarily for increasing access across Town Lake and for continuity of the existing arterial network;
      (3) Limited development of minor arterials except to provide for needed additional circulation capabilities and additional operational efficiencies of these roadways;
      (4) Primary emphasis on improvements to minor arterials, particularly at intersections, to maximize operational efficiency and minimize diversion of through traffic into residential neighborhoods;
      (5) Application of strong transportation system management techniques to maximize vehicle occupancy of vehicles with core destinations and to realize more efficient use from the existing roadway network.

   b. Transit General Characteristics:

      (1) Development of exclusive transit service through the urban core on a north-south axis that would connect the central business district, the Capitol Complex, and the University of Texas campus;

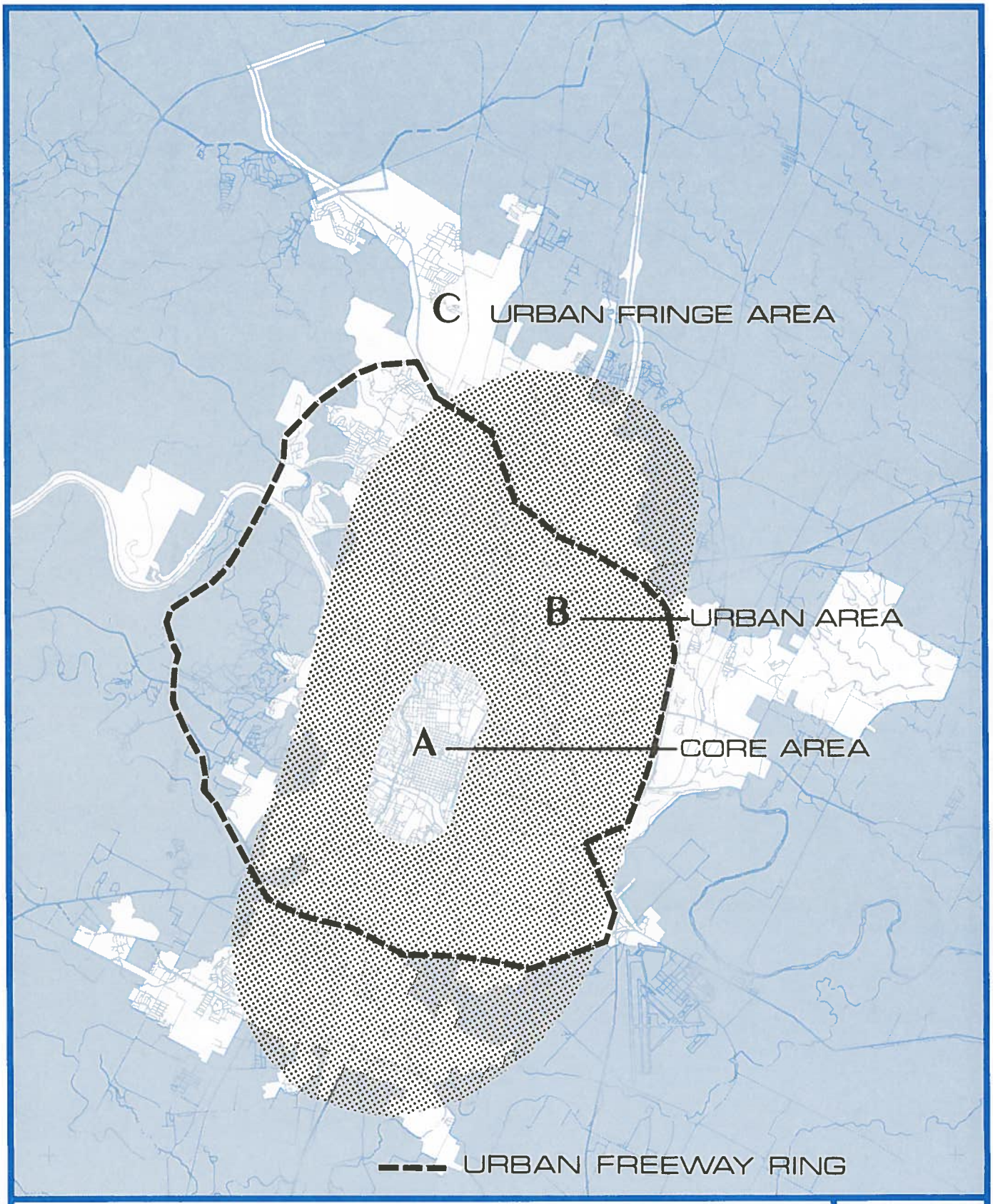

EXHIBIT 1: DEVELOPMENTAL AREAS

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Source: Data compiled by City of Austin, Planning Department.

May, 1980

(2) Development of a system of reserved transit lanes on roadways to facilitate movement of priority transit service within and through the urban core;
(3) Development of intermediate transit service to connect "near in" residential areas with the core area;
(4) Development of an internal circulation system within the urban core to facilitate circulation within the urban core and to provide connections with exclusive transit service.

c. Associated Land Use Implications:

(1) Encourage intense use of land within four blocks of transit stations/terminals except where existing land uses (parks, historical zoning, etc.) would not justify.
(2) Encourage major drive-in facilities, such as drive-in banks, to have access from collector streets.
(3) Encourage "high rise" buildings along mass transit corridors.

2. Area "B": Urban Area

a. Roadway General Characteristics:

(1) No development of additional freeways or expressways;
(2) Limited development of major arterial streets except for the purpose of aiding east-west movements between freeways or major arterials located to the north and south of the urban core;
(3) Limited development of minor arterial streets, except where existing roadways are substandard;
(4) Primary emphasis on improvements to minor arterials, particularly at intersections, to maximize operational efficiency and minimize diversion of through traffic into residential neighborhoods;
(5) Application of strong transportation system management techniques to maximize vehicle occupancy during peak hours especially within freeway and major arterial corridors.

b. Transit General Characteristics:

(1) Development of exclusive transit service to connect major activity centers with the urban core;
(2) Development of priority transit service to connect other activity centers and the suburbs with the urban core;

(3) Development of intermediate transit service to facilitate movements in secondary travel corridors, east-west and north-south crosstown movements and an internal circulation system within major activity centers.

c. Associated Land Use Implications:

(1) Application of special land use/development controls within impact zones along higher type (freeway, expressway) roadways and around transit stations and/or transit terminals;
(2) Encourage new commercial (office, retail) and apartment development to occur in multi-use activity centers located where major roadway facilities and transit service are available to service the multi-use activity center;
(3) Encourage only land uses which can be supported by the existing transportation system or by transit system improvements.
(4) Encourage innovative transportation improvements to respond to distinct and unique land characteristics in the urban area.

3. Area "C": Urban Fringe Area

a. Roadway General Characteristics:

(1) Development of an urban ring freeway to provide through traffic bypass of the area within the urban ring;
(2) Development of a major radial freeway for short segments outside the urban ring to facilitate the transition from lower to higher type roadway design;
(3) Development of major radial urban expressways from outside of the urban ring roadway to the fringe of the urbanizing area;
(4) Development of major arterials to provide access to freeways or expressways and to provide for through movement in the urban fringe area;
(5) Development of minor arterials for movements between residential areas and access to larger roadways.

b. Transit General Characteristics:

(1) Development of park-and-ride terminals and exclusive transitways along major roadways served by priority transit to the urban core;
(2) Development of intermediate transit service in selected areas to provide access to exclusive transit and provide for movement in the urban fringe area.

c. Associated Land Use Implications:

(1) Application of special land use/development controls within impact zones along freeways and expressways and around transit terminals;
(2) Encourage new commercial (office, retail) and apartment development to occur in multi-use clusters located near the intersection of major roadways and/or transit terminals;
(3) Application of land use/development controls within a corridor to prevent overloading of the corridor's roadway and transit facilities.

In addition to the development of the major transportation modes, it is necessary to encourage the development of non-vehicular transportation systems. Some of the major characteristics of the other modes within the system are described below:

1. Development of a pedestrianway system along all streets within the urban and urbanizing areas;

2. Development of a bikeway system along all principal and minor arterials and collector streets within urban or urbanizing areas;

3. Development of bikeways and of pedestrianways across freeways, expressways, railroad tracks, and other physical barriers to travel;

4. Provide facilities for bicycle and pedestrian access to and between schools, transit stations/terminals, activity centers, neighborhoods, and parks.

Chapter II

FUNCTIONAL CHARACTERISTICS

Functional classification is the process by which roadways are grouped into classes, or systems, according to the character of service they provide. This process recognizes that individual roads and streets do not serve travel independently of other major travel ways, but that most travel involves movement via a network of roads. It becomes necessary then to determine how this travel is channelized within the network in a logical and efficient manner. Functional classification defines the nature of this channelization process by determining the roles that specific streets play in serving the flow of trips through the entire network.

The four functional systems for urbanized areas are principal arterials, minor arterials, collector, and local streets. The differences in the nature and intensity of development between rural and urban areas cause these systems to have characteristics that are somewhat different.

In every urban environment, there exists a system of streets and highways which can be identified as unusually significant to the area in which it lies in terms of the nature and composition of travel it serves. In smaller urban areas, these facilities may be very limited in number and extent and their importance may be primarily derived from the service provided to travel passing through the area. In larger urban areas, their importance is also derived from service to rural oriented traffic, but equally or even more important, from service for major movements within the urbanized areas.

The categories of these street systems are described as follows:

1. Principal Arterial Streets - The principal arterial system is a system of streets and highways which can be identified as unusually significant to the area in which it lies in terms of the nature and composition of travel it serves.

   The system serves the major centers of activity of a metropolitan area, the traffic volume corridors, and the longest trip desires. It carries a high proportion of the total urban area travel on a minimum of mileage. The system is also integrated both internally and between major rural connections.

   The principal arterial system generally carries the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central city. In addition, significant intra-area travel, such as between central business districts and outlying residential areas, between inner city communities, or between major suburban activity centers should be served by this class of facilities. Frequently the principal arterial system will carry important intra-urban as well as inter-city bus routes. Finally, this system in urbanized areas provides continuity for all rural arterials which intercept the urban boundary.

   Because of the nature of the travel served by the principal arterial system, all fully and partially controlled access facilities are part of this functional class. However, this system is not restricted to controlled access routes. In order to preserve the identification of controlled access facilities in subsequent tabulations, the principal arterial system is stratified as follows: 1) freeways, 2) expressways, and 3) major arterials.

The spacing of principal arterials is closely related to the trip-end density characteristics of particular portions of the urban areas. The spacing of principal arterials vary from less than one mile in the highly developed central business areas to five miles or more in the sparsely developed urban fringes.

For principal arterials, the concept of service to abutting land is subordinate to the provision of travel service to major traffic movements. Facilities within the major arterial subclass are the primary roadways that provide direct access to abutting properties, and these services are generally incidental to its primary functional responsibility.

2. Minor Arterial Streets - This group of streets interconnects with and augments the principal arterial system and provides for trips of moderate length at a somewhat lower level of service than principal arterials. This system also distributes travel to geographic areas smaller than those identified in the higher classification.

The minor arterial street system includes all arterials not classified as "principals" and contains facilities that place more emphasis on land access than the higher system, and offers a lower level of traffic mobility. Such facilities carry local bus routes and provide intracommunity continuity, but ideally should not penetrate identifiable neighborhoods. This system also includes urban connections to rural collector roads where such connections have not been classified for internal reasons as urban principal arterials.

The spacing of minor arterial streets may vary from two to ten blocks in the central business district to two to three miles in the suburban fringes. Normally, they are spaced more than one mile apart in fully developed areas.

This Roadway Plan will only identify principal and minor arterial streets. The arterial system generally serves travel of abutting properties, communities, neighborhood and other major traffic movements. The characteristics of each type of street in this classification system are presented in Exhibit II. Collector and local streets will be defined by city and county governments through their development processes.

EXHIBIT II
ROADWAY CLASSIFICATION SYSTEM

Class		Description	Design Characteristics			Functional Characteristics		Other Features
			ROW	Roadway Cross Section	Spacing	Speed	Volume (Vehicles/Day)	
Principal Arterials	Freeway	Multiple-lane roadways which are separated by a continuous median strip or barrier. A high speed, high capacity facility with no at-grade crossings. The access is fully controlled to the main lanes by: 1) providing grade-separation access connections with selected public roadways. 2) Prohibiting crossings at grade and driveway connections to main lanes. Provide regional and metropolitan continuity and unity.	200-400 (excluding interchanges)	varies 12' per lane 8-10' shoulders both sides each roadway; 8'-60' or greater median strip.	varies by urban area	45-55 mph	50,000 and greater	Depressed, at grade or elevated, preferably depressed, through urban areas. Building set back line (75') where service roads are not provided. Access is controlled a) through purchase of existing access rights or abutting properties or b) through provision of frontage roads to collect and provide access to abutting properties. Sidewalks and bikeways are generally off-street. Desirable for express transit use.
Principal Arterials	Expressway	Multiple-lane roadways which are separated by a median strip or barrier. A moderately high capacity facility. Access is partially controlled through grade separations at major intersecting roadways, signing or signalization at minor street crossings, and limiting direct private driveway connections. Provides for primary or secondary movement of inter-urban or intraurban vehicle trips.	120-150	varies 12' per lane; 8-10' shoulders.	varies by urban area	45-55 mph	30,000 to 50,000	Generally at grade. Requires landscaping and adequate rear lot building set back lines (75') where service roads are not provided. Sidewalks and bikeways are generally off-street. Desirable for express transit use.
Principal Arterials	Major Arterial	Multiple lane roadways, moderate capacity/speed, often separated with median strip. Provides unity throughout contiguous urban areas. Usually form boundaries for neighborhoods. Minor access control; channelized, signalized intersections, parking generally prohibited. Secondary route for intra-urban through movement of people and goods and primary route for collection and distribution of traffic between higher and lower level facilities	Urban fringe 90-150' Developed areas 80-90'	2 @ 24 to 2 @ 36 where divided, 60' where roadway is undivided.	2 miles	35-45 mph	20,000 to 30,000	Sidewalks provided on both sides of roadway, building set back lines (25'). Desirable for feeder and/or regular line transit use. Bikeways and bikelanes are generally off-street.
Minor Arterials	Minor Arterial	Multiple lane roadways which may be separated by a median strip along some of the facility or a single undivided roadway. Both types may contain main separate or designated turning lanes at major intersections. Signals where needed; stop signs on side streets. Occassionally form boundaries to neighborhoods.	Urban fringe 70-100' Developed areas 64-70'	2 @ 24, where divided 44-60' where roadway is undivided	1 mile	25-36 mph	10,000 - 20,000	Requires 5' wide detached sidewalks, and adequate building set back lines (25'). Desirable for regular feeder transit use. Bikeways and bikelanes are generally off-street; where appropriate bikelanes and sidewalks are provided.

CHAPTER III

Design Features

In developing an urban street system, many design features must be considered. The most obvious feature is the roadway design. The width and geometric features of roadways are based on the type and amount of vehicular traffic anticipated to use the facilities. Automobile, truck, bus, and bicycle volumes are considered in the roadway design. In many locations, left/right turn lanes, bus turnouts, and separated bike paths are necessary design considerations. These items are not specifically identified in the plan but are included as an intergal part of the roadway network and would be constructed with the roadway. In locations where other facilities are needed, beyond that of the roadway, additional right-of-way and/or roadway width (in excess of that noted in the plan) may be needed and should be determined at the time of project planning and design.

Another factor which must be considered is the space requirement for utilities. Depending on roadway width and adjacent development, different needs are present for water, wastewater, electric, gas, telephone, and other facilities. In most cases, ten (10) to twenty (20) feet between the curb and property line is needed to provide for the location of utilities, sidewalks, and other required amenities.

Adequate transit, pedestrian and bicyclist facilities also must be provided. The design and location of these facilities depends upon the anticipated amount of "people activity," development and terrain. The specific needs can be determined at the time the facility is planned or constructed based on adopted transportation plans and adequate rights-of-way acquired to meet these anticipated needs.

Consistant with previous city street standards and future traffic needs, specific street cross sections are presented in Exhibit III. These standards identify usual roadway widths for specific right-of-way widths. Freeway standards are not included because they are based on prevailing state and federal design standards. The roadway widths indicated are necessary for vehicular traffic lanes. Parking may be allowed along some streets until such time as the full facility is needed for vehicular movement.

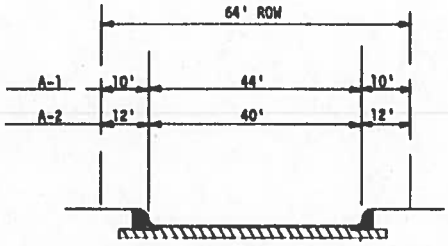
There are several occasions when adjustments to these design standards may be necessary. As an interim measure, the pavement may be constructed or retained on the existing right-of-way. However, as land use changes occur and new improvements are developed, provisions should be made to secure additional street right-of-way.

In instances where an existing street width is to be increased slightly (e.g. 40' to a 44' street width), the improvement would normally be undertaken only when it is necessary to rehabilitate the existing street.

Specific roadway and/or right-of-way widths also may be varied because of environmental considerations or unusual traffic characteristics. For example, roadway width and location may be altered due to topography or alternative designs selected to save large trees. Channelization at major street intersections and terrain features may necessitate land acquisition and/or additional pavement width construction. In considering street variances, such as these, the public's safety must be paramount.

EXHIBIT III

URBAN STREET STANDARDS



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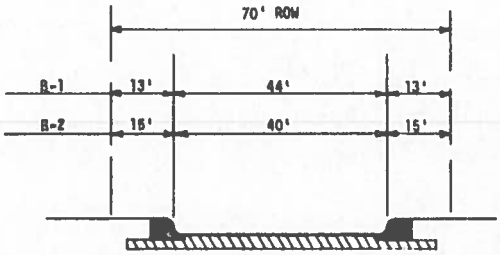

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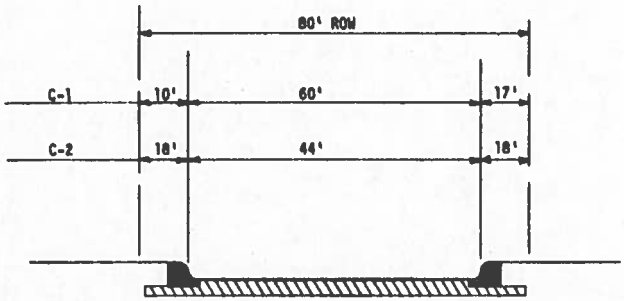

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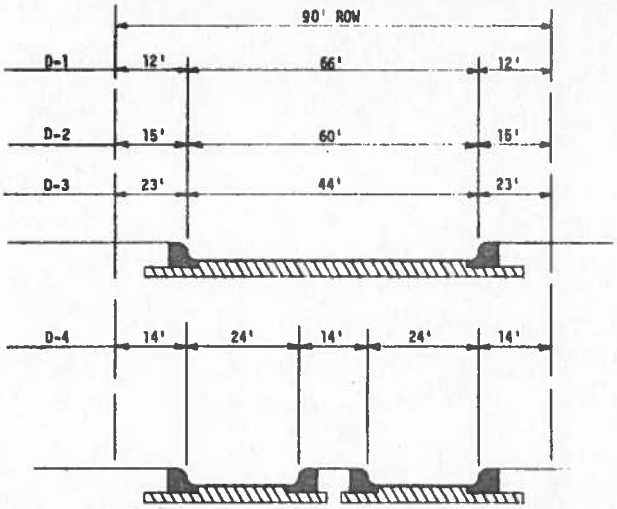

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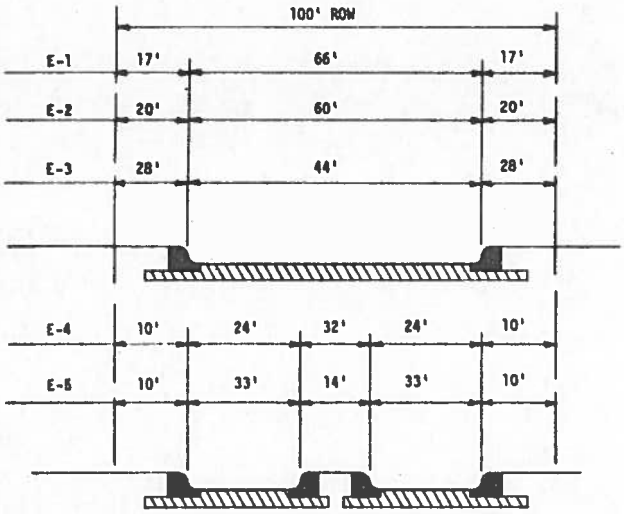

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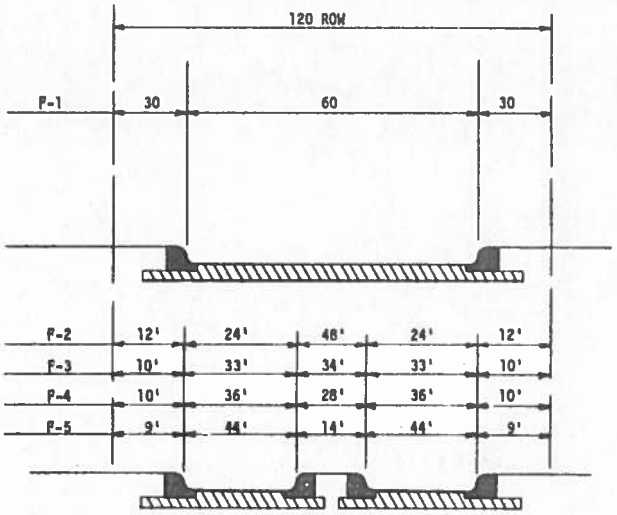

Type F

In addition to the Urban Street Standards, this plan identifies the roadway plan inventory including existing and proposed right-of-way and roadway widths (Exhibit IV), maps for the core area (Exhibit V), the urbanized area (Exhibit VI) and the fringe area (Exhibit VII). The alignment and classification of these facilities are presented in Exhibits V, VI, and VII.

CORE AREA MAP

EXHIBIT V


LEGEND
FREEWAY
MAJOR ARTERIAL
MINOR ARTERIAL
STATE CAPITOL
HOUSE PARK
AUSTIN HIGH SCHOOL
PEASE SCHOOL
COUNTY COURT HOUSE
GOVERNOR'S MANSION
STOFFER BLDG
FEDERAL BLDG
FEDERAL COURT HOUSE
MUNICIPAL BLDG
CITY OF AUSTIN SEAHOLM POWER PLANT
WATER PURIFICATION PLANT NO 1
CITY COLISEUM
SHOAL CREEK
M.L.K.
W 21ST
W 20TH
W 18TH
18TH
17TH
16TH
15TH
14TH
W 13TH
13TH
12TH
11TH
10TH
9TH
8TH
7TH
6TH
5TH
4TH
3RD
2ND
1ST
GABRIEL
NUECES
SAN ANTONIO
WHITIS
UNIV
PEARL
COLORADO
CONGRESS
JACINTO
TRINITY
RIO GRANDE
GUADALUPE
LAVACA
HENDERSON ST
WOOD ST
BOWIE ST
WEST
RED RIVER
DRISKILL ST
DAVIS
RIVER ST
WILLOW ST
RIVERSIDE DR
SCHOAL

URBAN AREA MAP

EXHIBIT VI

URBAN FRINGE AREA MAP

EXHIBIT VII

ROADWAY PLAN INVENTORY

EXHIBIT IV

NOTES:

"**" Roadway cross-sections and/or rights-of-way followed by double asteriks (**) denotes a tentative design which is subject to further study.

"+" Roadway cross-sections and/or rights-of-way followed by a plus (+) denotes an environmentally sensitive area requiring careful review of pavement and right-of-way design.

ROADWAY PLAN INVENTORY

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Roadway	Classification	Limits	EXISTING ROW (Width)	EXISTING Pavement (Width)	PROPOSED ROW (Width)	PROPOSED Pavement (Width)	Remarks
Airport Boulevard	Major	Lamar - Koenig Lane	120-160	60	OK	2 @ 33	
		Koenig Lane-IH 35	160	66	OK	2 @ 33	
		IH 35 - E. 38½	160	2 @ 33	OK	OK	
		E. 38½ - Manor	160	2 @33	OK	OK	
		Manor - MLK	120	55	OK	OK	Intersection improvements at M.L. King
		MLK - E. 12th	120	55	OK	OK	
		E. 12th - Oak Springs	120	55	OK	OK	
		Oak Springs - Springdale Rd.	150	2 @ 24	OK	OK	
		Springdale Rd. - US 183 (existing)	120-150	2 @ 24	OK	OK	
		US 183 (exist) - US 183/SH 71	120	2 @ 36	OK	OK	
Allandale Road (See Koenig Lane)							
Amherst Drive	Minor	Duval Road - Adelphi Ln.	80	30	80	44	
		Adelphi Ln. - Parmer Rd.	0	0	90	2 @ 24	
Anderson Lane (See Spicewood Springs Road)	Major	MoPac Blvd. - Shoal Creek	90	2 @ 24	100	2 @ 36	
		Shoal Creek - Bridge	90	2 @ 24	100	2 @ 36	
		Bridge - Burnet Road	90	2 @ 24	100	2 @ 36	
		Burnet Road - Woodrow	75-90	60	100	2 @ 36	
		Woodrow - N. Lamar	75-90	55-60	90	60	
Anderson Mill Road	Minor	RM 1431 - RM 620	0-100	20	100	44 +	
Lime Creek Road/ RM 2769	Major	RM 620 - Parmer Lane	0	0	100	2 @ 24 +	
Barton Skyway	Minor	Manchaca - Lamar Blvd.	70	44	90	OK	
		Spyglass Dr. - Loop Road	90	60	OK	OK	

ROADWAY PLAN INVENTORY

Roadway	Classification	Limits	EXISTING ROW (Width)	EXISTING Pavement (Width)	PROPOSED ROW (Width)	PROPOSED Pavement (Width)	Remarks
Barton Skyway cont'd.	Major	Loop Road - West of MoPac Blvd.	120	0	OK	2 @ 36**	
		MoPac Blvd. - Bee Caves Rd.	0-90	0	120	2 @ 36+	
Barton Springs Road (See Riverside Drive)	Minor	MoPac Blvd. -Robert E. Lee	90-100	44-60	OK	72	Construct alignment to connect with Riverside Drive
	Major	Robert E. Lee - Lamar	80-100	44-60	90	60	
		Lamar - Riverside	80-100	44-60	90	60	
	Minor	Riverside - Congress Avenue	100	60	OK	OK	
Bee Caves Road/RM 2244	Major	SH 71 - Loop 360	80	24-48	90	2 @ 24 +	
		Loop 360 - Barton Skyway	90-100	44-60	100	60	
	Minor	Barton Skyway - MoPac Blvd.	90-100	44-60	100	48 +	Provision for left turn lanes at intersection
Ben White Boulevard/ State Highway 71/ US 290	Freeway	Lamar Blvd. - Manchaca	200	2 @ 36	300**	OK**	Provide additional interchanges as necessary, and access control facility with frontage roads and main lanes as necessary, i.e., Montopolis, Pleasant Valley, Congress, So. First, Manchaca
		Manchaca - Vinson Dr.	200	2 @ 36	300**	OK**	
		Vinson Dr. - South First	180-200	2 @ 33	300**	OK**	
		South First - Congress	180-200	2 @ 36	300**	OK**	
		Congress - IH 35	200-300	2 @ 36	300**	OK**	
		IH 35 - Pleasant Valley	200	2 @ 24	300**	2 @ 36**	
		Pleasant Valley - Montopolis	200	2 @ 24	300**	2 @ 36**	
		Montopolis - E. Riverside Dr.	200	2 @ 24	300**	2 @ 36**	
Berkman Drive	Minor	E. 51st Street - US 290	60-90	40	70	44	
		US 290 - St. Johns	60	44	70	OK	
Bluff Springs Road/Old Lockhart Highway	Minor	William Cannon - FM 1625	50	20	70	44	
Braker Lane	Major	US 183 - FM 1325	0	0	120	2 @ 36	Grade separation/ interchanges at US 183, Loop 360, FM 1325, and IH 35
		FM 1325 - Lamar Blvd.	90	0-2 @ 24	120	2 @ 36	
		Lamar Blvd. - Cameron Rd.	60	24	100	2 @ 30	
		Cameron Rd. - Bridge	60	24-44	90	2 @ 24	
		Bridge - Sprinkle Cutoff	50	44	90	2 @ 24	

ROADWAY PLAN INVENTORY

Roadway	Classification	Limits	EXISTING ROW (Width)	EXISTING Pavement (Width)	PROPOSED ROW (Width)	PROPOSED Pavement (Width)	Remarks
Brazos Street	Minor	11th Street - 9th Street	80	48	OK	OK	
		9th Street - 6th Street	80	48	OK	OK	
		6th Street - 4th Street	80	60	OK	OK	
		4th Street - E. 1st Street	80	48	OK	OK	
Brodie Lane	Major	US 290 - Bridge	50-80	20	100	2 @ 30	
		Bridge - Slaughter Lane	80	20	100	2 @ 30	
		Slaughter Lane - Bridge	50	20	90	2 @ 24	
		Bridge - Frate Barker Rd.	50	20	90	2 @ 24	
		Frate Barker Rd. - RM 1626	50	0	90	2 @ 24	
Burleson Road	Major	Stassney Ln. - U.S. 183	60	24	90	2 @ 24	
Burnet Road/FM 1325	Major	45th Street - Koenig Lane	60-70	40-42	90	60	
		Koenig Lane - Burnet Lane	120	50	OK	60	
		Burnet Lane - Anderson Lane	120	60	OK	60	
		Anderson Lane - Steck Avenue	120	60	OK	60	
		Steck Avenue - US 183	120-160	60	OK	66	
	Expressway	US 183 - Kramer Lane	120	60	OK	2 @ 36	Additional right-of-way for interchanges with Loop 360, Parmer Lane, IH 35 and overpasses at Rundberg and Braker Lane
		Kramer Lane - Braker Lane	120	50	OK	2 @ 36	
		Braker Lane - Bridge	120	50	OK	2 @ 36	
		Bridge - Parmer Lane	120	50	Ok	2 @ 36	
		Parmer Lane - IH 35	120	50	OK	2 @ 36	
Cameron Road/Dessau Road	Major	51st Street - Broadmore	60-80	40-44	80	60	
		Broadmore - US 290	60-80	44	OK	44	
		US 290 - US 183	115-120	2 @ 33	OK	OK	
		US 183 - Rutherford Lane	50	20-55	100	2 @ 30	
		Rutherford Ln. - Bridge	50	24	100	2 @ 30	
		Bridge - Parmer Lane	50	24	100	2 @ 30	
	Minor	Parmer Lane - Howard Lane	50	18	70	44	

ROADWAY PLAN INVENTORY

Roadway	Classification	Limits	EXISTING ROW (Width)	EXISTING Pavement (Width)	PROPOSED ROW (Width)	PROPOSED Pavement (Width)	Remarks
Camp Ben McCullough Road/ FM 1826	Major	US 290 - County Line (South Travis-Hays)	80	20	100	44 +	
Chicon St./Lafayette Ave	Minor	E. 26th - 12th Street	60	30-36	OK	44	
		12th Street - E. 11th Street	60	40	OK	OK	
City Park Road	Minor	RM 2222 - Lake Austin	50	24	70	44 +	
Colorado Street	Minor	11th Street -10th Street	80	48	OK	OK	
		10th Street - 6th Street	80	60	OK	OK	
		6th Street - 3rd Street	80	60	OK	OK	
		3rd Street - E. 1st Street	80	60	OK	OK	
Congress Avenue	Major	2nd Street - Barton Springs	120	60-72	OK	OK	
		Barton Springs - Long Bow	100-120	90	OK	OK	
		Long Bow - Ben White	100-120	60	OK	72	
		Ben White - St. Elmo	100	48	120	78	
		St. Elmo - IH 35 (S)	100-120	48	120	78	
Decker Lane (FM 3177)/ Blue Goose Road	Major	FM 969 - US 290	80	48	90	60	Provide for left turn lanes
		US 290 - Springdale/Sprinkle Cutoff	50	48	90	60	
Dittmar Road/ Davis Lane	Minor	Arterial #6 - West Gate Blvd.	0	0	80	44	Widen intersection at Manchaca Rd. S. 1st St. and South Congress
		West Gate Blvd. - Manchaca	80	18	OK	44	
		Manchaca - S. 1st Street	80	18	OK	44	
		S. 1st Street - Congress Ave.	80	18	OK	44	
Duval Road (N)	Minor	US 183 - MoPac RR	70	30-44	70	44	Interchange at Loop 1 and F.M. 1325; Interchange at U.S. 183
		MoPac RR - So. Branch, Walnut Creek	0	0	80	44	
		So. Branch, Walnut Creek - F.M. 1325	0	0	90	2 @ 24	
Enfield Road/15th Street	Minor	Exposition - Hartford	50-70	40	OK	OK	5' pedestrian/access easements on both sides
		Hartford - Windsor	70-110	40	OK	OK	
		Windsor - Lamar	50-80	50-2 @24	OK	OK	

ROADWAY PLAN INVENTORY

Roadway	Classification	Limits	EXISTING ROW (Width)	EXISTING Pavement (Width)	PROPOSED ROW (Width)	PROPOSED Pavement (Width)	Remarks
Enfield Road/15th Street cont'd	Major	Lamar - West Avenue	100	2 @ 36	110	OK	
		West Avenue - Rio Grande	100	2 @ 30	110	OK	
		Rio Grande - San Antonio	100	2 @ 28	110	OK	
		San Antonio - Lavaca	100	2 @ 28	110	OK	
		Lavaca - San Jacinto	100	2 @ 30	110	OK	
		San Jacinto - Red River	100	2 @ 32	110	OK	
		Red River - IH 35	100	58-68	110	2 @ 36	
Exposition Boulevard	Minor	35th - Enfield	50-85	40	OK	OK	
		Enfield - Lake Austin	70	48	OK	OK	
Far West Boulevard	Minor	RM 2222 - Mesa Dr.	0-90	0-44	90	44	
		Mesa Dr. - Chimney Corners	90	44	OK	OK	
		Chimney Corners - MoPac Boulevard	90-100	2 @ 36	OK	OK	
		MoPac Blvd. - Shoal Creek Blvd.	90-200	14	OK	OK	Exclusive bike and pedestrian facilities
Great Hills Trail	Major	US 183 - Loop 360	90-100	2 @ 24	OK	OK	
Great Oaks Drive/ Brushy Creek Road	Minor	Arterial #2 - RM 620	60	24	70	44 +	
Grove Boulevard/ Montopolis Drive	Minor	US 183 (exist.) - Fairway	0-90	0-44	90	44	Construct alignment to connect with Montopolis Drive at Riverside
		Fairway - Riverside Drive	0-90	0-44	90	2 @ 24	
	Major	Riverside Dr. - Oltorf	40-70	44	90	2 @ 24	
		Oltorf - Ben White Blvd.	50	22	90	2 @ 24	
		Ben White Blvd. - Burleson Rd.	50-60	22	90	2 @ 24	
Guadalupe Street	Major	Lamar - 45th Street	100	52	OK	60	Widen intersection at 45th Street, 38th, 29th for transit
		45th Street - 29th Street	80	60	OK	OK	
		29th-W. 24th St.	50-80	40	80	60	

ROADWAY PLAN INVENTORY

Roadway	Classification	Limits	EXISTING ROW (Width)	EXISTING Pavement (Width)	PROPOSED ROW (Width)	PROPOSED Pavement (Width)	Remarks
Guadalupe Street cont'd.		W. 24th St. - M.L. King Blvd.	120	80	OK	OK	improvements, relocate Guadalupe from MLK to 18th
		M.L. King Blvd. - 13th Street	80	40	OK	60	
		13th Street - 11th Street	80	60	OK	OK	
		11th Street - 5th Street	80	60	OK	OK	
		5th Street - 1st Street	80	60	OK	OK	
Howard Lane	Major	RM 620 - F.M. 1325	0-60	0-24	120	2 @ 24	
	Minor	IH 35 - Cameron Road	50-60	22	80	44	
Jester Estates Boulevard	Minor	RM 620 - Bridge +	0	0	90-100	2 @ 24 +	
		Bridge - R M 2222 +	0	0	90-100	2 @ 24 +	
Johnny Morris Road/ Patterson Road	Minor	US 290 - Daffin Gin Road	50	22	90	44	
		Daffin Gin Rd. - Decker Lake Rd.	60	30	90	44	
		Decker Lake Road - FM 969	40	22	90	44	
Justin Lane	Minor	Burnet Road - Woodrow Avenue	60-75	30-40	70	44	
		Woodrow Ave. - Lamar Blvd.	60-75	40	70	44	
		Lamar Blvd. - Airport Blvd.	0	0	70	44	
Koenig Lane/Allandale Road/Northland Road/ RM 2222	Minor	Airport Boulevard - Guadalupe	60-80	40	80	55	
		Guadalupe - Grover	60-90	40	90	60/2 @ 24	
		Grover - Burnet	60-90	40	80	55	
		Burnet - White Rock	100	40	OK	OK	
		White Rock - Bull Creek	60	40	OK	OK	
		Bull Creek - Shoal Creek	80	40	OK	OK	
		Shoal Creek - MoPac Blvd.	100	40	OK	OK	
	Major	MoPac Blvd. - Bridge	100	48	120	60	
		Bridge - Loop 360	100	48	120	60	
		Loop 360 - Bridge	100	48	OK	60	
		Bridge - RM 620	100	48	OK	60	

ROADWAY PLAN INVENTORY

Roadway	Classification	Limits	EXISTING ROW (Width)	EXISTING Pavement (Width)	PROPOSED ROW (Width)	PROPOSED Pavement (Width)	Remarks
Lake Austin Boulevard	Minor	Enfield - Red Bud Trail	100	44-52	OK	OK	
		Red Bud Trail - Exposition	100	57	OK	OK	
		Exposition - MoPac Blvd.	100	57	OK	OK	
Lakeshore Boulevard	Minor	Riverside Dr. - Pleasant Valley Rd.	70-120	44	120	2 @ 24	
		Pleasant Valley Rd. - Grove Drive	0-70	0	90	2 @ 24	
Lakewood Drive	Minor	Turn-Around - Loop 360	64	40	70	44	
Lamar Boulevard	Major	Ben White Blvd. - Oltorf	80	48-60	120	2 @ 36	Widen intersection
		Oltorf - Barton Springs	80-90	60	120	2 @ 36	at Manchaca/Barton
		Barton Springs - Bridge	120	2 @ 24	OK	2 @ 36	Skyway, Oltorf, Barton
		Bridge - B.R. Reynolds	120	2 @ 24	OK	2 @ 36	Springs; interchange
		B.R. Reynolds - W. 5th Street	100-200	48-66	OK	2 @ 24	improvements at
		5th Street - 15th Street	70-100	54-60	OK	OK	Ben White Blvd.
		15th Street - 45th Street	70-100	54-60	OK	OK	
		45th Street - Guadalupe Street	80-100	60-2 @ 32	OK	OK	
		Guadalupe - Airport Blvd.	80-90	60	OK	2 @ 33	
		Airport Blvd. - US 183	100	60	OK	2 @ 33	
		US 183 - Parmer Lane	100-200	48-66	OK	2 @ 33	
Lavaca Street	Major	M.L. King, Jr. Blvd. - 10th Street	80	52-60	OK	60	
		10th Street - 1st Street	80	58-60	OK	60	
Loyola Lane	Minor	Springdale Rd. - US 183	60-70	44	OK	OK	
		US 183 - Decker Lane	100	20-44	OK	2 @ 24	
		Decker Lane - FM 973	50	24	90	44	
Manchaca Road/FM 2304	Major	Lamar - Ben White	60-80	44	90	OK	
		Ben White - Stassney Lane	60-80	44	90	OK	
		Stassney Lane - William Cannon Dr.	80-90	44	90	OK	
		William Cannon Dr. - RM 1626	80	24-44	100	2 @ 30	

ROADWAY PLAN INVENTORY

Roadway	Classification	Limits	EXISTING ROW (Width)	EXISTING Pavement (Width)	PROPOSED ROW (Width)	PROPOSED Pavement (Width)	Remarks
Manor Road	Major	26th Street - Airport Blvd.	60-70	44	80	OK	
		Airport Blvd. - Springdale	80	44	OK	OK	
Martin Luther King Jr. Boulevard/FM 969	Major	Lamar - David	80	54	OK	OK +	
		David - Vance Circle	80	40	OK	44 +	
		Vance Circle - West Avenue	80	30	OK	44	
		West Avenue - Trinity	80	55-60	OK	OK	
		Trinity - IH 35	80-90	60-72	OK	OK	
		IH 35 - Airport Blvd.	60-90	44	90	60	
		Airport Blvd. - Tannehill	95-110	44-60	OK	2 @ 24	
		Tannehill - Decker Lane	95-110	44-60	100	2 @ 30	
		Decker Lane - R.M. 973	95-110	44-60	OK	2 @ 24	
McNeil Road	Major	IH 35 (N) - Bridge	0-90	0-40	90	2 @ 24**	Construct alignment using Old Spicewood Springs Road (north) to RM 2222
		Bridge - US 183	0-90	0-40	90	2 @ 24**	
	Minor	US 183 - RM 2222	0-90	0-40	90	2 @ 24** +	
Mesa Drive	Minor	Jollyville Road - Far West	90	44	OK	OK	
		Far West - Ledge Mountain	60	44	OK	OK	
		Ledge Mountain - RM 2222	0	0	80	60	
Metric Boulevard	Minor	Parmer Ln. - Bridge	0	0	100	2 @ 30	
		Bridge - Braker Lane	0-90	0	100	2 @ 30	
		Braker Lane - Kramer Lane	0-90	0	100	2 @ 30	
		Kramer Lane - Rutland Drive	90	2 @ 24	OK	OK	
		Rutland Drive - Rundberg	0	0	100	2 @ 30	
MoPac Boulevard (Loop 1)	Freeway	Loop 360 (S) - RM 2244	500 +	2 @ 24	OK	OK	Interchange at Loop 360, and US 183. Amendment to complete MoPac Blvd. beyond U.S. 183 and Loop 360 is pending before City Council.
		FM 2244 - RM 2222	300-500	2 @ 36	OK	OK	
		RM 2222 - US 183	300-500	2 @ 36	OK	OK	

ROADWAY PLAN INVENTORY

Roadway	Classification	Limits	EXISTING ROW (Width)	EXISTING Pavement (Width)	PROPOSED ROW (Width)	PROPOSED Pavement (Width)	Remarks
North Loop Boulevard	Minor	Hancock - Burnet Road	80	44	80	OK	Intersection improvements at Burnet Rd. and Lamar Blvd.
		Burnet Rd. - Woodrow	50-80	40-44	80	OK	
		Woodrow - N. Lamar	80	44	80	OK	
		N. Lamar - Airport Blvd.	80	44	80	OK	
Northeast Drive	Minor	US 290 - Springdale	80	44	OK	OK	
Northland Drive (See Koenig Lane)							
Oak Springs Drive/ Rosewood Avenue	Minor	Navasota - Pleasant Valley	60-70	40	70	OK	
		Pleasant Valley - Webberville	60-70	40	80	56	
		Webberville - Tillery Lane	60	44	80	56	
		Tillery Lane - Airport	60	44	80	56	
		Airport - Springdale	60	44	80	56	
Oltorf Street	Major	Lamar (S) - Congress	60-80	40-44	90	60	
		Congress - IH 35	60-80	40-44	90	60	
		IH 35 - Pleasant Valley	85-90	60	90	OK	
		Pleasant Valley - Montopolis	0-90	0	90	60	
Parkfield Drive	Minor	Braker Ln. - Kramer Ln.	60-70	44-50	70	OK	
		Kramer Ln. - Rutland	70	44-50	OK	OK	
		Rutland - Peyton Gin	70	44-50	OK	OK	
Parmer Lane/FM 973 Loop	Major	RM 1431 - RM 620	0	0-20	120	2 @ 36	Grade separation/ interchange at Burnet Road (FM 1325), RM 620
		RM 620 - McNeil Dr.	0	0	120	2 @ 42	
		McNeil Dr. - Burnet Road	0-200	0	120	2 @ 42	
		Burnet Road - IH 35	80-200	24	120	2 @ 42	
		IH 35 - Cameron Road	0-100	0	120	2 @ 42	
		Cameron Road - US 290 (E)	0-100	20	120	2 @ 36	
		US 290 (E) -FM 969	0-100	20	120	2 @ 36	
		FM 969 - SH 71	0-100	20	120	2 @ 36	
		SH 71 - US 183 (S)	0-100	20	120	2 @ 36	

ROADWAY PLAN INVENTORY

Roadway	Classification	Limits	EXISTING ROW (Width)	EXISTING Pavement (Width)	PROPOSED ROW (Width)	PROPOSED Pavement (Width)	Remarks
Peyton Gin Road	Minor	US 183 - Parkfield	70-80	44	80	OK	
		Parkfield - Lamar	70-80	44	80	OK	
Pleasant Valley Road/ Todd Lane	Major	FM 1327 - Bridge	0	0	90	2 @ 24	
		Bridge - Slaughter	0	0	90	2 @ 24	
		Slaughter - Bridge	0-90	0-2 @ 24	90	2 @ 24	
		Bridge - Nuckles Crossing	0-90	0-2 @ 24	90	2 @ 24	
		Nuckles Crossing - St. Elmo	0-90	0-2 @ 24	90	2 @ 24	
		St. Elmo - Ben White	90	2 @ 24	120	2 @ 24	
		Ben White - Bridge	0-120	0-44	120	2 @ 24	
		Bridge - Riverside	0-120	0-44	120	2 @ 24	
		Riverside - Dam	120	48	OK	2 @ 36	
	Minor	Dam - E. 1st	90	30	OK	44	
		E. 1st - 7th Street	60-90	44	90	OK	
Quinlan Park Road	Minor	RM 620 - Lakeland Park	40	18	70	44 +	
Red Bud Trail	Minor	Lake Austin Blvd. - Bridge	98-100	26	OK	OK+	
		Bridge - Stratford	98-100	26-40	OK	OK+	
		Stratford - West Lake	98-100	26-40	Within West Lake City Limits		
Red River Street	Major	1st Street - 11th Street	80	44	OK	OK	
		11th Street - M.L. King, Jr. Blvd.	80	60	OK	OK	
		M.L. King, Jr. Blvd. - 26th St.	80	35	OK	60	
		26th Street - 32nd Street (Keith Ln.)	60-70	35	80	60	
		32nd Street - 38½ Street	80	35	OK	48	
		38½ Street - 41st Street	60-70	40	80	48	
		41st Street - 43rd Street	80	60	OK	OK	
		43rd Street - 45th Street	50-60	40	80	60	
Research Boulevard US 183/Ed Bluestein Boulevard/Lockhart Highway	Freeway	RM 620 - FM 1325	200-250	2 @ 24	300	**	Roadway design being evaluated in consultant study
		FM 1325 - IH 35	160-200	2 @ 24	300	**	
		IH 35 - Springdale	200-500	2 @ 24-36	300	OK**	

ROADWAY PLAN INVENTORY

Roadway	Classification	Limits	EXISTING ROW (Width)	EXISTING Pavement (Width)	PROPOSED ROW (Width)	PROPOSED Pavement (Width)	Remarks
Research Boulevard US 183/Ed Bluestein Boulevard/Lockhart Highway cont'd.		Springdale -FM 969	200-500	2 @ 36	300	**	
		FM 969 - Airport Blvd.	200	2 @ 36	300	**	
		Airport Blvd. - SH 71	200	2 @ 36	300	**	Realignment of US 183
		SH 71 - Onion Creek	200	2 @ 36	300	**	
	Expressway	Onion Creek - FM 1327	200	2 @ 36	OK	OK	
Riverside Drive (See Barton Springs Road)	Minor	Lamar - South 1st Street	120	2 @ 24	OK	OK	Realignment of Barton Springs and Riverside Drive
		South 1st Street - Barton Springs	80	60	OK	OK	
	Major	Barton Springs - Congress	80-100	60-70	90	OK	
		Congress - IH 35	60-175	40-60	OK	2 @ 24**	Delayed pending study of right-of-way and alignment. Adequate ROW to insure noise buffering
		IH 35 - Lakeshore	60	40-60	120	2 @ 48	
		Lakeshore - Pleasant Valley	90	50	120	2 @ 36	
		Pleasant Valley - Ben White	80	44	120	2 @ 36	
Rundberg Lane	Major	FM 1325 - Metric Blvd.	0	0	90	2 @ 24	
		Metric Blvd. - Northgate	0-90	0 2 @ 24	90	2 @ 24	
		Northgate - Parkfield	90	2 @ 24	OK	OK	
		Parkfield - Lamar	90	2 @ 24	OK	OK	
		Lamar - IH 35	90	2 @ 24	90	OK	
		IH 35 - Cameron	90	2 @ 24	OK	OK	
		Cameron - Springdale	0	0	90**	2 @ 24**	
San Jacinto Street	Major	M.L. King, Jr. Blvd. - 7th Street	80	56	OK	OK	
		7th Street - 1st Street	80	60	OK	OK	
Shoal Creek Boulevard	Minor	US 183 - Foster	80	40-60	90	OK	
Slaughter Lane	Major	FM 1826 - Brodie Lane	0	0	100	2 @ 24	
		Brodie Lane - Manchaca	60	24	120	2 @ 30	
		Manchaca - IH 35	50	30	120	2 @ 30	
		IH 35 - Pleasant Valley	0	0	120	2 @ 30	
		Pleasant Valley - US 183	0	0	120	2 @ 30	

ROADWAY PLAN INVENTORY

Roadway	Classification	Limits	EXISTING ROW (Width)	EXISTING Pavement (Width)	PROPOSED ROW (Width)	PROPOSED Pavement (Width)	Remarks
Spicewood Springs Road/ Anderson Lane	Minor	Arterial 8 - Bridge	50	20	90	2 @ 24+	East/west connection at Loop 360
		Bridge - Loop 360	50	20	90	2 @ 24	
	Major	Loop 360 - Mesa Drive	90	28	120	2 @ 36	
		Mesa Drive - Hart Lane	90	24	100	2 @ 24	
		Hart Lane - MoPac Blvd.	120-140	44-48	OK	2 @ 36	
Springdale Road/ Sprinkle Cutoff Road/ Pflugerville Loop	Major	1st Street - 4th Street	50	40	80	OK	MLK - Manor Road 4 lanes; Manor-US 183 intersection improvement 4 lanes; US 183 and Springdale Rd., construct grade separation and frontage road
		4th Street - 5th Street	55	40	80	OK	
		5th Street - 7th Street	60	30-44	80	OK	
		7th Street - 12th Street	50-80	44	80	OK	
		12th Street - MLK	80	44	OK	OK	
		MLK - Manor	80	44	OK	OK	
		Manor - US 183	80	44	100	2 @ 30	
		US 183 - US 290	80	24	100	2 @ 30	
		US 290 - Braker Lane	50	0-24	100	2 @ 30	
		Braker Lane - Parmer Lane	0	0	100	2 @ 30	
		Parmer Lane - Arterial 3	0-50	0	100	2 @ 30	
St. Johns Avenue	Minor	Lamar - IH 35	50-90	40	90	OK	
		IH 35 - Berkman Drive	70-80	44	80	OK	
Stassney Lane	Major	Westgate Blvd. - Manchaca	90	2 @ 24	OK	OK	Interchange/grade separation at IH 35
		Manchaca - Congress	60-100	2 @ 30	100	OK	
		Congress - IH 35	0-100	0	100	2 @ 36	
		IH 35 - Burleson Rd.	0-100	0-2 @ 24	100	2 @ 24	
Steck Avenue	Minor	Burnet Road- West of Mesa	60-80	44-60	80	OK	
Trinity Street	Major	MLK - 15th Street	60	48-60	OK	60	
		15th Street - 11th Street	80	40-50	OK	60	
		11th Street - 7th	90	60	OK	OK	
		7th Street - 3rd Street	90	50-60	OK	60	
		3rd Street - 1st Street	90	40	OK	60	

ROADWAY PLAN INVENTORY

Roadway	Classification	Limits	EXISTING ROW (Width)	EXISTING Pavement (Width)	PROPOSED ROW (Width)	PROPOSED Pavement (Width)	Remarks
Vinson Drive/Emerald Forest Drive	Minor	William Cannon - Oltorf	0-70	0-44	80	56	
Walsh Tarlton Lane	Minor	RM 2244 - south for 2000' to Stoneridge	0-80	22	80	44	
		Stoneridge - Loop 360	40	26	80	44	
Webberville Road/ Tannehill Road	Minor	Springdale - Tannehill Ln.	60-70	30	80	56	
		Tannehill Ln. - M.L. King, Jr., Blvd.	60	40	80	56	
Wells Branch Parkway	Major	F.M. 1325 to I.H. 35	0	0	120	2 @ 24	Connects to FM 1825 at I.H 35
West Gate Boulevard	Minor	US 290 - Jones Road	80	44	OK	2 @ 24	
		Jones Road - Blarwood	80	48	OK	2 @ 24	
		Blarwood - Wm. Cannon Drive	90	2 @ 24	OK	OK	
		William Cannon Drive - Harley Hill	90	2 @ 24	OK	OK	
		Harley Hill - Slaughter Lane	0	0	90	2 @ 24	
West Lake Drive/ Toro Canyon Road	Minor	Loop 360 - Toro Canyon (intersection)	0-50	0-20	90	2 @ 24**+	
		Toro Canyon (intersection) - West Lake Hills City Limits	30-70	24-44	70	44**+	
		West Lake Hills City Limits - RM 2244	50	26	Within City Limits of West Lake Hills		
West Lake High Drive	Minor	RM 2244 - Bridge	80	40	80	44	
		Bridge - Loop 360	80	40	80	44	
William Cannon Drive/ North Bluff Drive	Major	US 290 - Brodie	0-120	0	120	2 @ 36	
		Brodie - West Gate	120	2 @ 24	OK	2 @ 36	
		West Gate - Manchaca	120	2 @ 24	OK	2 @ 36	
		Manchaca - S. 1st Street	120	2 @ 36	OK	OK	
		S. 1st Street - S. Congress	120	2 @ 36	OK	OK	
		S. Congress - IH 35	110-120	2 @ 33	120	OK	
		IH 35 - Pleasant Valley	90	24-30	120	2 @ 36	
		Pleasant Valley - Bridge	0	0	120	2 @ 36	
		Bridge - US 183	0	0	120	2 @ 36	

ROADWAY PLAN INVENTORY

Roadway	Classification	Limits	EXISTING ROW (Width)	EXISTING Pavement (Width)	PROPOSED ROW (Width)	PROPOSED Pavement (Width)	Remarks
Windsor Road/W. 24th Street	Minor	Exposition Blvd. - Lamar Blvd.	60-70	40-60	OK	OK	5' pedestrian/access easements on both sides
		Lamar Blvd. - Guadalupe St.	60-65	36-40	80	44	
Woodrow Avenue	Minor	Burnet Road - Houston Street	50-65	40	80	44	
		Houston Street - Koenig Lane	65	44	OK	OK	
		Koenig Lane - Anderson Ln.	80	44	OK	OK	
Woodward Street/ Lightsey Road	Minor	S. 1st Street - IH 35	65-90	44	90	OK	
		IH 35 - Ben White	90	44	OK	OK	
1st Street	Minor	7th Street - Pleasant Valley	100	66	OK	OK	Recommend additional building set-back when high intensity zoning occurs.
		Pleasant Valley - Chicon	60-100	40	OK	OK	
		Chicon - IH 35	60	40	OK	OK	
	Major	IH 35 - San Antonio	80	60	OK	OK	
		San Antonio - Lamar Blvd.	60-80	60	120	2 @ 36	Includes a pedestrian overpass west of Lamar
		Lamar Blvd. - MoPac Blvd.	60	48	120	2 @ 36	
South 1st Street	Major	W. 1st - Barton Springs	60	44-60	OK	OK	Intersection improvements at Barton Springs and Riverside with sidewalks on both sides of street.
	Minor	Barton Springs - Oltorf	60-102	44	80	OK	
		Oltorf - Lightsey Road	80	44	OK	OK	
		Lightsey Rd. - Ben White	80	44	OK	OK	
		Ben White - Stassney Lane	80	44	OK	OK	
		Stassney Ln. - Dittmar	80	33-36	OK	44	
		Dittmar - Slaughter Ln.	80	33	OK	44	
2nd Street	Minor	E. 1st Street - IH 35	60	44	70	OK	
	Major	Red River - Brazos	80	54	OK	OK	Contingent upon downtown redevelopment plans
		Brazos - Colorado	80	60	OK	OK	
		Colorado - San Antonio	80	54-60	OK	OK	
		San Antonio - W. 1st Street	80	60	OK	OK	

ROADWAY PLAN INVENTORY

Roadway	Classification	Limits	EXISTING ROW (Width)	EXISTING Pavement (Width)	PROPOSED ROW (Width)	PROPOSED Pavement (Width)	Remarks
5th Street	Major	Trinity St. - Congress Avenue	80	60	OK	OK	
		Congress Ave. - Lamar Blvd.	80	60	OK	OK	
		Lamar Blvd. - MoPac Blvd.	60-80	44	OK	OK	
6th Street	Major	Colorado - Lamar Blvd.	80	60	OK	OK	
		Lamar Blvd. - MoPac Blvd.	60-80	44	OK	OK	
7th Street	Minor	Guadalupe - IH 35	80	60	OK	OK	
	Major	IH 35 - Chicon	80	60	120	2 @ 42	
		Chicon - Webberville	80-90	52	120	2 @ 42	
		Webberville - Airport Blvd.	80-160	52	120	2 @ 42	
8th Street	Minor	I.H. 35 - Guadalupe	80	55-60	OK	OK	Widen one-way east of Guadalupe
11th Street	Minor	Guadalupe - Lavaca	80	48	OK	OK	
		Lavaca - Colorado	80	42	OK	OK	
		Colorado - Congress	80	70	OK	OK	
		Congress - Brazos	80	54	OK	OK	
		Brazos - San Jacinto	80	50	OK	OK	
		San Jacinto - IH 35	80	40	OK	60	
		IH 35 - Waller	60	30	80	44	
		Waller - Navasota	60	35	80	44	
12th Street	Minor	Springdale - Airport Blvd.	60	44	90	OK	
		Airport Blvd. - Chicon St.	60	44	90	OK	
		Chicon St. - IH 35	60	40	90	44	
		IH 35 - San Jacinto	120	2 @ 28	OK	OK	
		Lavaca - West Avenue	120	2 @ 28	OK	OK	
		West Ave. - Shoal Creek	80	55	90	OK	
		Shoal Creek - Lamar Blvd.	60	40	70	44	

ROADWAY PLAN INVENTORY

Roadway	Classification	Limits	EXISTING ROW (Width)	EXISTING Pavement (Width)	PROPOSED ROW (Width)	PROPOSED Pavement (Width)	Remarks
26th Street	Major	Guadalupe - Speedway	80-100	66	OK	OK	
		Speedway - San Jacinto	80-100	66	OK	OK	
		San Jacinto - Harris Park Ave.	120	2 @ 44	OK	OK	
		Harris Park Ave. - Red River	120	2 @ 44	OK	OK	
		Red River - IH 35	120	2 @ 36	OK	OK	
		IH 35 - Lafayette	100	2 @ 33	OK	OK	
		Lafayette - Manor Road	100	2 @ 24	OK	OK	
35th Street	Minor	Exposition - MoPac Blvd.	60-80	44	90	OK	
	Major	MoPac Blvd. - Jefferson	80	44	90	60	
		Jefferson - Shoal Creek	80	44	90	60	
38th/38½ Street Anchor Lane	Minor	IH 35 - Red River	60	24-30	OK	OK	
		Red River - Duval Street	60	30-40	OK	OK	
		Duval Street - Guadalupe	60-80	40	OK	OK	
	Major	Guadalupe - Lamar Blvd.	80	60	OK	OK	
		Lamar Blvd. - Shoal Creek	80	60	OK	OK	
45th Street	Minor	Airport Blvd. -Red River	54-80	40	60-80	OK	
		Red River - Avenue A	50-60	40	60	OK	
		Avenue A - Guadalupe	60	40	OK	OK	
		Guadalupe - Lamar	80	60	OK	OK	
		Lamar- Burnet Rd.	80	60	OK	OK	
		Burnet Rd. - Shoal Creek Blvd.	60	40	OK	OK	
		Shoal Creek Blvd. - MoPac Blvd.	60	40	OK	OK	
51st Street	Minor	Lamar - Airport	50-60	24-30	OK	44	
		Airport - IH 35	50-60	40	90	60	
		IH 35 - Cameron Road	100	66	OK	OK	
		Cameron Rd. - Berkman	100	66	OK	OK	
		Berkman - Old Manor Road	90-100	44	OK	OK	

ROADWAY PLAN INVENTORY

Roadway	Classification	Limits	EXISTING ROW (Width)	EXISTING Pavement (Width)	PROPOSED ROW (Width)	PROPOSED Pavement (Width)	Remarks
51st Street cont'd		Old Manor Road - New Manor Road	0	0	80	44	
		New Manor Road - Springdale	0-100	0-44	80	44	
		Springdale - Ed Bluestein (US 183)	0-70	0	70	44**	
FM 969 (See Martin Luther King, Jr. Boulevard)							
FM 973 (See Parmer Lane)							
FM 1325 (See Burnet Road)							
FM 1327	Major	US 183 (S) - IH 35 (S)	80	20	100	2 @ 24	
FM 1625 (Creedmore Road)	Major	US 183 (S) - FM 1327	80	20	100	44	
FM 1626	Major	IH 35 (S) - Little Bear Creek	80	20	100	44	
FM 1825 (Pflugerville Road)	Major	IH 35 (N) - East of the City of Pflugerville	60-120	24-44	120	2 @ 24	
FM 1826 (See Camp Ben McCullough Road)							
FM 3177 (See Decker Lane)							
IH 35	Freeway	FM 620 - FM 1327	Variable	Variable	OK	**	Frontage road bridges over Town Lake, ramp improvements between 1st Street and 12th Street, crossover at Stassney Lane
Loop 1 (See MoPac Boulevard)							
Loop 360 (Capital of Texas Highway, West Loop)	Freeway	US 290 - RM 2244	200	2 @ 24	300	OK**	
		RM 2244 - US 183	200	2 @ 24	300	OK	
		US 183 - Burnet Road (FM 1325)	0	0	300	2 @ 36**	Subject to change pending MoPac Blvd. amendment before City Council.

ROADWAY PLAN INVENTORY

Roadway	Classification	Limits	EXISTING ROW (Width)	EXISTING Pavement (Width)	PROPOSED ROW (Width)	PROPOSED Pavement (Width)	Remarks
RM 620	Major	IH 35 (N) - US 183	100	48	120	2 @ 36	
		US 183 - RM 2222	100-150	48	OK	2 @ 24	
		RM 2222 - SH 71	100	24	OK	2 @ 24	
RM 1431	Major	Lime Creek Rd. - US 183 (N)	80-100	20-24	100	48	
		US 183 (N) - IH 35 (N)	80-100	20-24	200	48	
RM 2222 (See Koenig Lane)							
RM 2244 (See Bee Caves Road)							
RM 2769 (See Anderson Mill Road)							
State Highway 71 (E) (See Ben White Boulevard)	Freeway	E. Riverside Dr. - FM 973	200	2 @ 24	300	2 @ 36	
	Major	FM 973 - Norwood Ln.	200	2 @ 24	OK	2 @ 36	
State Highway 71 (W)	Major	US 290 (W) intersection - RM 620	100-200	44-48	OK	48	Grade separation/ interchange at US 290 west.
US 183 (See Research Blvd.)							
US 290 (E)	Freeway	IH 35 - US 183	200-300	2 @ 24	300	OK	
		US 183 - Springdale Rd.	200	2 @ 24	300	OK	
	Expressway	Springdale Rd. - FM 973	200-350	2 @ 24	OK	OK	
US 290 (W) (See Ben White Boulevard)	Freeway	Ben White Blvd. - Brodie Lane	100-200	58	300	2 @ 36	
	Expressway	Brodie Lane - Camp Ben McCullough (FM 1826)	120-300	44-48	OK**	48**	Grade separation/ interchange at SH 71 west. Future design to be determined by additional study
	Major	Camp Ben McCullough (FM 1826)- Rock Trail Road	120-300	44-48	OK**	48**	

ROADWAY PLAN INVENTORY

Roadway	Classification	Limits	EXISTING ROW (Width)	EXISTING Pavement (Width)	PROPOSED ROW (Width)	PROPOSED Pavement (Width)	Remarks
Arterial #1/Sam Bass Rd.	Major	RM 1431 - IH 35 (N)	120	48	OK	2 @ 24	
Arterial #2	Major	Arterial #1 - FM 1325	0	0	120	60	
Arterial #3/Pflugerville-Round Rock Rd.	Major	IH 35 (N) - SH 79	50	18	100	2 @ 24	
Arterial #4/Sassman Rd., Rodriguez Rd.	Minor	Arterial #5 - US 183 (S)	0	0	80	44	
Arterial #5/Scenic Loop Rd., Thaxton Rd.	Major	Burleson Rd. - William Cannon	0	0	100	60	
		William Cannon - Slaughter Ln.	0	0	100	60	
		Slaughter Ln. - FM 1327	0	0	100	60	
Arterial #6/Latta Dr., Brush Country Rd.	Minor	US 290 - William Cannon	0	0	80	44	
		William Cannon - Slaughter	0	0	70	44	
Arterial #7	Minor	Loop 360 - Davenport Ranch	0	0	90	2 @ 24**	
		Davenport Ranch - Toro Canyon Road	0	0	70	**	
Arterial #8/Forsythia Dr.	Minor	Jester Estates Blvd. - Spicewood Springs	0	0	70	44+	

Note: **Tentative design subject to further study.

+ Environmentally sensitive area requiring careful review of pavement and right-of-way design.