



CRS SIRRINE

# Transportation Plan for the Austin Metropolitan Area

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Prepared for the  
Austin Transportation Study

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April 1986

CRS Sirrine, Inc.  
Cambridge Systematics, Inc.

#### PREAMBLE AND STATEMENT OF INTENT

Whereas the Austin Transportation Study and participating agencies agreed to cooperatively develop a regional transportation plan for the Austin metropolitan area in order to solve our medium and long range transportation crisis; and

Whereas this TRANSPORTATION PLAN FOR THE AUSTIN METROPOLITAN AREA will serve as a planning tool and not an action plan for a future transportation system by providing a long-term guide for a right-of-way reservation and a mid-term guide for public investment in transportation improvements; and

Whereas implementation of the proposed elements of this plan will require approval from local jurisdictions and participating agencies over the next two decades, followed by review and possible endorsement by the Austin Transportation Study Policy Advisory Committee of the use of Federal funds for priority projects in its five-year Transportation Improvement Program; and

Whereas the short and long term goal of the Austin Transportation Study is to maintain the quality of life by providing efficient and cost effective transportation while preserving the natural environment and integrity of neighborhoods;

NOW, THEREFORE, BE IT RESOLVED:

A. That the ATS Policy Advisory Committee, this plan not withstanding, reiterates its July, 1985 endorsement of the 1985-1990 Transportation Improvement Program as the top priority for short term solutions to its current traffic problems, which includes the following improvements:

1. US 183 between FM 2243 and SH 71;
2. Ben White Boulevard (US 290/SH 71) between RM 1826 and FM 973;
3. Loop 1 between US 183 and Parmer Lane;
4. Loop 1 between RM 2244 and Loop 360;
5. RM 620 between SH 71 and RM 2222;
6. Parmer Lane between RM 620 and North Lamar Blvd.;
7. RM 2222 between RM 620 and Loop 1;
8. Bee Caves Road between SH 71 and St. Stevens School Rd.;
9. Bee Caves Road between Loop 360 and Loop 1;
10. Manchaca Road between Mathews Lane and RM 1626;
11. US 290 East between FM 973 and Elgin;
12. IH 35 between Loop 418 and Yager Lane;
13. IH 35 between the Colorado River and San Marcos;
14. Study on MLK between IH 35 and US 183

B. The ATS Policy Advisory Committee shall require a complete Environmental Impact Statement for any and all proposed transportation improvements located over the Edwards Aquifer recharge zone or within one of its contributing watersheds before authorizing use of Federal funds for right-of-way acquisition and request State, local governments and private corporations to require the same before implementing similar major improvements that do not use Federal funds. It is recommended that any potentially adverse impacts identified in the environmental impact statement be mitigated to the satisfaction of the Commissioners Courts in the respective counties through whose jurisdiction the roadway is proposed to pass; and

C. The ATS Policy Advisory Committee shall use the following criteria in its review and endorsement of any transportation projects, whether contained in this plan or proposed in the future:

- Consistency with land use and master plans of local jurisdictions
- Cost effectiveness and fiscal impact
- Traffic demand
- Pedestrian, cyclist, and motorist safety
- Recommendations of implementing agencies and jurisdictions
- Neighborhood impact
- Environmental impact
- Consistency with overall transportation plans and mass transit plans

#### ACKNOWLEDGEMENTS

The development of the Transportation Plan for the Austin Metropolitan Area is being accomplished through the combined efforts of the Austin Transportation Study (ATS), Policy Advisory Committee and Technical Review Committee; study consultants CRS Sirmine, Inc. and Cambridge Systematics, Inc.; and many Austin residents who provided input throughout the process. The time and effort expended by the following individuals in conducting this study is greatly appreciated.

##### ATS Policy Committee

The following individuals served on the Policy Advisory Committee for the Austin Transportation Study.

Gonzalo Barrientos* State Senator	Bob Honts** Travis County Commissioner
Robert A. Brown District Engineer, State Department of Highways and Public Transportation	Richard Moya Travis County Commissioner
Miguel "Mike" Guerrero Chairman, Capital Metropolitan Transportation Authority	Mike Renfro Travis County Judge
Frank Cooksey Mayor, City of Austin	Bob Richardson State Representative
Ann Cooper State Representative	Randall Riley State Representative
Wilhelmina R. Delco State Representative	John Sharp State Senator
Wesley Foust Williamson County Commissioner	Sally Shipman Austin City Councilmember
Lena Guerrero State Representative	Terral R. Smith State Representative
	Charles Urdy Austin City Councilmember

\*Chairman  
\*\*Vice-Chairman

##### Technical Review Committee

The following individuals served on the Technical Review Committee for the Austin Transportation Study.

Gonzalo Barrientos State Senator	Bob Honts Travis County Commissioner
Allen Brecher, P.E. Director, Urban Transportation Department, Austin	Norman Standerfer, AICP Director, Planning and Growth Management, Austin
R.A. Brown, P.E. District Engineer, State Depart- ment of Highways and Public Transportation	Joseph L. Vining, AICP Director of Planning, Round Rock
Roland Gamble, P.E. District Design Engineer, State Department of Highways and Public Transportation	Henry Whittington, P.E. Travis County Engineer
Joseph Gieselmann, AICP Study Coordinator, Austin Transportation Study	Alan Wulkan Executive Director, Capital Metropolitan Transpor- tation Authority

##### Consultants

CRS Sirmine, Inc.  
Cambridge Systematics, Inc.

TABLE OF CONTENTSLIST OF FIGURES

<u>Section</u>	<u>Page</u>
Introduction	1
Need for Long Range Planning	1
The Role of the Plan	1
Overall Goals and Objectives	3
Plan Development	3
Long-Term Roadway System	3
Long-Term Transit System	4
Corridor Location	11
Funding and Implementation	11
Plan Update and Amendment	13

<u>Figure</u>	<u>Title</u>	<u>Page</u>
1	Austin Transportation Plan Study Area	2
2	Roadway Plan - Regionwide	5
3	Roadway Plan - Inner Loop Area	6
4	Transit Plan - Regionwide	9
5	Transit Plan - Inner Loop Area	10

LIST OF TABLES

<u>Table</u>	<u>Title</u>	<u>Page</u>
1	Criteria for the Functional Classification of Roadways	7
2	Recommended Service and Design Standards for Roadways	8
3	Recommended Service and Design Standards for Transit	12
4	Roadway Inventory and Mid- and Long-Term Plan Improvements	14

## INTRODUCTION

This document describes the long-range roadway and transit systems of the Transportation Plan for the Austin Metropolitan Area. The Plan identifies capital-intensive roadway and transit facilities needed to serve expected growth over the long term, perhaps to the year 2020. The focus of the Transportation Plan is the planning area shown in Figure 1. This area encompasses Travis County and portions of Hays, Williamson and Bastrop Counties. This planning area includes those portions of the region that are currently urbanized or are likely to be urbanized by the Year 2020, as well as non-urban areas that are logical extensions based on inter-community travel patterns.

## NEED FOR LONG-RANGE PLANNING

The basis for long-range transportation facilities planning is the current level and location of population and employment in the planning area and the amount and location of anticipated growth over about a 35-year period. The Austin area has experienced very rapid growth in the past 15 years, and projections indicate a continuation of this trend. From 1970 to 1985, the Austin metropolitan area population increased by 60 percent from 360,000 in 1970 to 577,000 in 1985. In the year 2000, the population is forecasted to be approximately 927,000 (60 percent increase over 1985), and through the year 2020 population forecasts range from 1.3 to 1.7 million (36 percent to 84 percent increase over 2000). Corresponding employment growth is also expected through the year 2020.

Over the past 15 years, the rate of regional growth in population and employment has placed severe demands on the existing roadway system. Many roadways, such as US 183, IH-35, and Ben White Boulevard are serving volumes far in excess of their design capacity. This is evidenced by the stop-and-go congestion that occurs during the peak hours. In addition, numerous driveways and minor intersections along major roadways such as US 183 reduce the traffic capacity of these roads and cause serious safety problems. The freeway network in the Austin area is not extensive, and east-west through routes are inadequate. The transit system, while undergoing dramatic improvements, does not yet provide sufficient capacity to attract a high proportion of the overall travel demand in the region.

Travel demand is projected to increase significantly. In the AM peak hour, vehicle miles of travel are projected to increase to 1.3 million in 1990, to 1.8 million in 2000 and to 4.0 million by 2020. Peak hour transit ridership is also projected to increase significantly from 4 percent of work trips in 1990 to over 12 percent by 2020. Consequently, the need for long-range transportation planning for the Austin Metropolitan Area is very great.

## THE ROLE OF THE PLAN

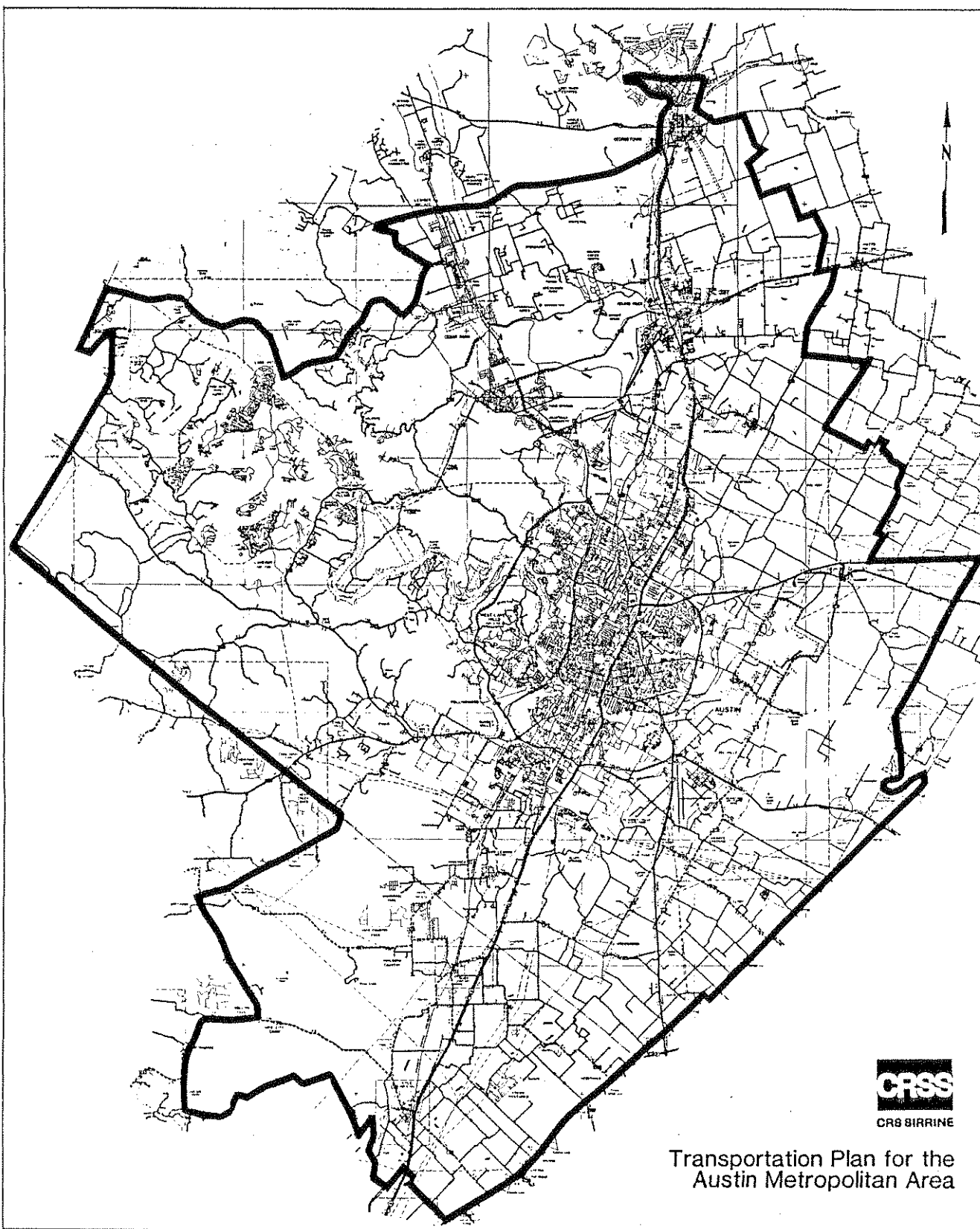
The Transportation Plan should serve as the "blueprint" for planning and implementation of highway and transit projects within the greater Austin region. Within the framework of the plan, proposed transportation projects can and should be evaluated to determine if they conform to this framework.

Since the Transportation Plan is interrelated with growth and development patterns and with planning and land use policies, the Transportation Plan itself should be evaluated and updated on a regular basis to ensure it remains consistent with areawide planning and land use policies and with actual growth rates and patterns. This evaluation and updating process should include a growth monitoring program which can identify any significant deviations from the population and employment projections used in the development of the Transportation Plan.

The Transportation Plan should be general enough to permit flexibility in the final selection of highway and transit alignments, so local, regional, and state officials can be responsive to community concerns and environmentally sensitive areas when making these alignment decisions. However, the plan should be specific enough to ensure that such alignment and detailed design decisions are made within the context of an overall transportation network of highways and transit lines designed to ensure an adequate level of mobility for the region's residents. In this manner, major deviations from the Plan's framework will be easily identified and then analyzed to determine if the functional integrity of the overall transportation system can be maintained if such a deviation were to be permitted.

The Plan should serve as a guide to local, regional, and state decision makers for the reservation of highway and transit rights-of-way. This most critical function of the Transportation Plan, if adhered to, can avoid future acquisition and relocation of homes and businesses. In fast-growing areas where transportation facilities have not kept pace with residential and business growth and development, such displacement continues to occur. It is a key policy of the Transportation Plan to ensure this problem can be avoided in the future.

The Transportation Plan should be implemented on a logical, staged basis. Individual roadway segments should not necessarily need to be built out immediately to the ultimate number of lanes and to the ultimate functional classification contained in the Plan. This is shown specifically in Table 4, which indicates the projected lane and functional classification requirements not only for the long-term roadway system, but also for the mid-term time frame (approximately the Year 2000). Thus, if actual growth lags behind the growth projections used in preparing the Plan, only those



## Austin Transportation Plan Study Area

Key:

Study Area Boundaries

roadways which are truly needed will have been implemented. To the extent possible, implementation of the transit component of the Plan should be staged in a similar manner. For example, phased improvements in the recommended corridors for fixed guideway transit service can be made by progressing the level of service from local, then to express, and finally to exclusive right-of-way service.

#### OVERALL GOALS AND OBJECTIVES

Transportation goals consistent with regional land use goals can guide transportation system implementation. Within the framework of regional land use goals, the principal transportation goal is to provide an acceptable level of mobility and accessibility for the region's residents. Within this overall goal, specific transportation system objectives are listed below.

##### Transportation Objectives

- Transportation planning shall be undertaken within the framework of comprehensive regional planning and shall support regional growth and development goals.
- The transportation system shall be balanced and complimentary to integrate and coordinate the provision of facilities across all major modes of travel.
- The transportation system shall be compatible with the unique and sensitive environment in the greater Austin region.
- Implementation of the transportation system shall not place an undue financial burden upon the region.

#### PLAN DEVELOPMENT

The Transportation Plan for the Austin Metropolitan Area was prepared under the direction of the Austin Transportation Study (ATS) Policy Advisory Committee, the entity which is officially responsible for transportation planning in the area. The Policy Advisory Committee provided policy direction and is responsible for final Plan adoption. Other participants providing technical input have included local, state, and federal agency representatives, Capital Metropolitan Transportation Authority (CMTA), neighborhood and advocacy groups, private businesses, and the general public.

The Plan is based upon population and employment projections developed for ATS through local agency input. These projections are documented in Technical Report 1<sup>1</sup>. These growth projections were used as the basis to predict future travel demand for transit and

roadway facilities, and to test the viability of alternatives. The Plan was developed by testing alternatives and considering overall system performance, and engineering, cost and neighborhood impacts. The process of testing alternatives is documented in Technical Report 2<sup>2</sup>.

#### ROADWAY SYSTEM

The roadway system of the Transportation Plan was developed with the objective of providing adequate capacity for projected long-term travel demand while recognizing the limitations which right-of-way availability, community impacts and costs will place on the achievement of ideal traffic conditions in the future.

The roadway portion of the Transportation Plan identifies facilities that are regionally significant from the standpoint of moving traffic within and through the urban area. The facilities identified in the Plan consist of:

- Freeways
- Parkways
- Expressways
- Major Arterials
- Minor Arterials

Characteristics of these facilities are described below:

- Freeways - Limited access roadways with full grade separation at interchanges. Ramping movements on and off the facility are accomplished by slip ramps connecting to frontage roads. Access points are limited to major facility crossings.
- Parkway - Through travel lanes are similar in characteristics to Freeways, but continuous parallel frontage roads are not normally provided. Access is normally provided via grade separated interchanges and ramps at major crossings. Whenever possible, landscape treatments and scenic easements are provided.
- Expressway - High volume, high capacity roadway with widely spaced at-grade signalized intersections. Little or no direct access from frontage development or local roads along the facility with right turns in and out when access is available. Crossings between intersections are by grade separated over- and underpasses.
- Major Divided Arterials - High volume surface roadway with high priority at intersections with all lower level facilities. Typically, signalization provided at significant crossings. Center median with separate left turn lanes.

<sup>1</sup> Technical Report 1, Population and Employment Forecasts: Methodology and Preliminary Results, January, 1985.

<sup>2</sup> Technical Report 2, Travel Demand Forecasts: Long-Term and Mid-Term Transportation Alternatives, November, 1985.

- Major Undivided Arterials - Similar to Major Divided Arterial, but with no center median (normally due to right-of-way limitations). Limited left turn channelization at key crossings is provided wherever possible.
- Minor Arterial - Secondary facility to meet local access and circulation requirements. Typically, full movement (left and right turns) access is permitted along the route. Low priority at significant intersections.

The roadway system contains a complete radial (i.e., downtown-oriented) and loop freeway and parkway system. Specifically, the roadway system includes the following major elements:

- State Highway 45, an outer loop which encircles the city and generally follows RM 620 to the north, Quinlan Park Road to the west, FM 1327 to the south, and FM 973 to the east. Portions of State Highway 45 will have frontage roads to provide access to adjacent development.
- A system of radial freeways which intersects State Highway 45 and provides direct access to the central area. The system includes the following roadways designated as four to eight lane freeways, with frontage roads:
  - US 183
  - US 290
  - IH-35
  - Loop 1 (sections are parkway)
  - FM 2222 (sections are parkway and expressway)
- An Inner Loop freeway/parkway ranging from six to eight lanes which circles the central Austin area, and is composed of Loop 360, US 183 and Ben White Boulevard.
- A new MOKAN freeway, State Highway 130, which parallels IH-35 to the east. The MOKAN freeway would connect to US 183 south of US 290 and join IH-35 near Georgetown.
- An upgraded grid system of major arterial streets throughout the area. Extensions to existing arterials and new roadways are proposed in the northern and southern parts of the study area to improve connectivity and to provide a comprehensive roadway network designed to operate as an integrated system.

The roadway system is shown graphically in Figures 2 and 3. Detailed information on the number of lanes recommended for each roadway segment is shown in Table 4.

The function and service performed by these roadway classifications are summarized in Table 1.

Recommended service and design characteristics for each of the facility types are shown in Table 2.

## TRANSIT SYSTEM

The long-term transit system consists of the long-term service plan developed by the Capital Metropolitan Transportation Authority with several modifications, including extensions of high speed fixed-guideway transit corridors to outlying areas, rerouting of local buses to serve transit corridors, and service frequency improvements.

The recommended transit network consists of three major elements:

- local bus service
- express bus service
- high speed fixed-guideway or busway transit

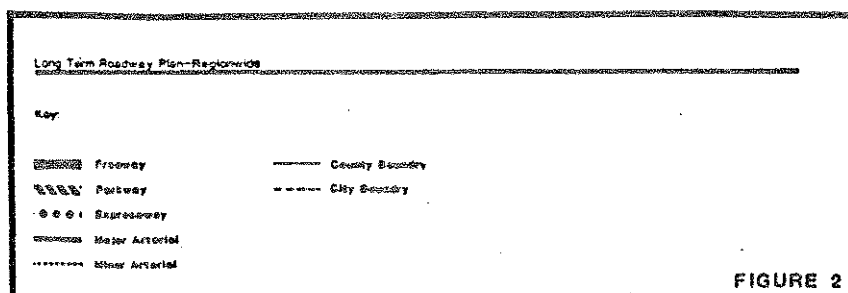
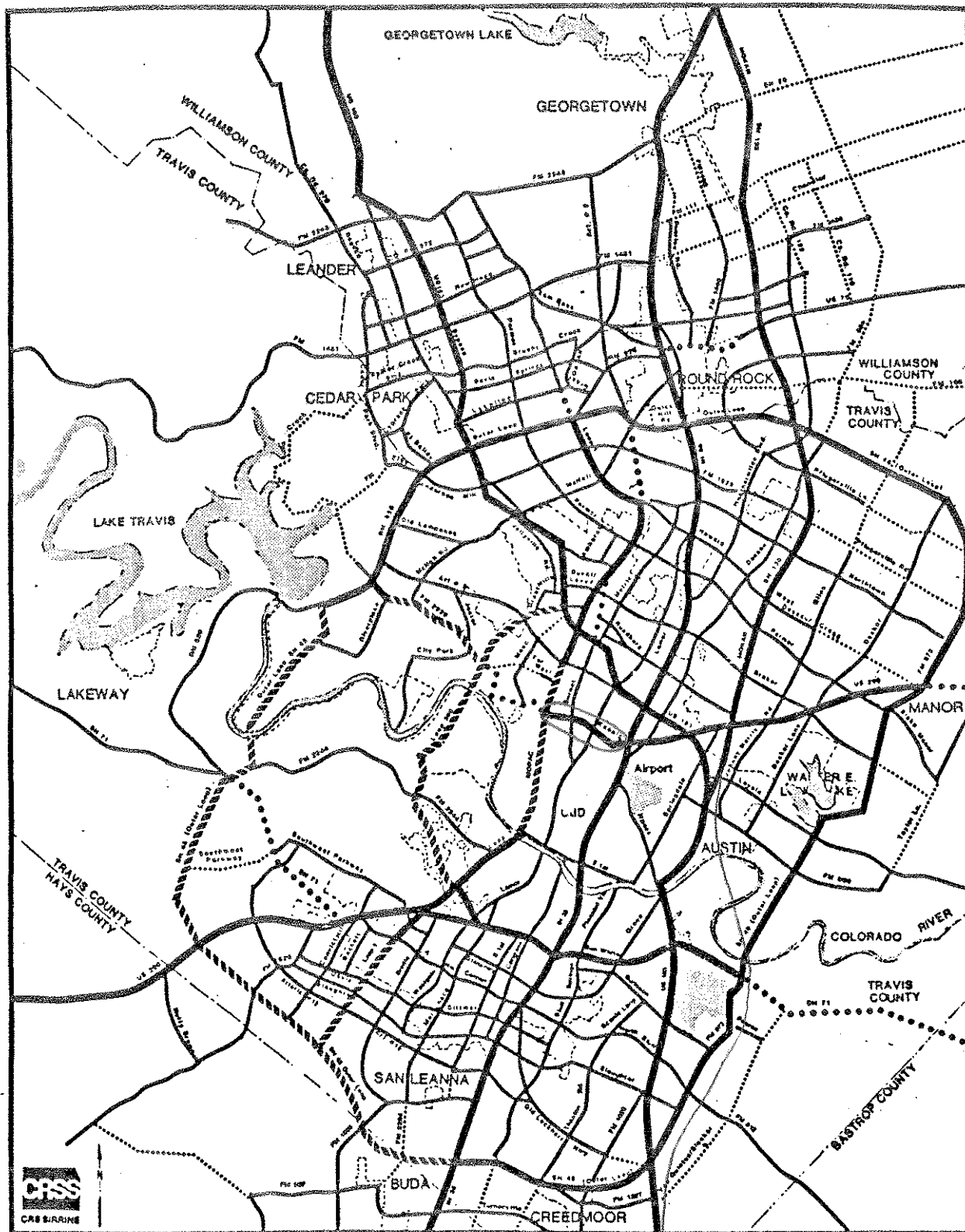
Characteristics of each of these services are described below:

- 94 miles of high-speed radial fixed guideway or busway transit which connects major outlying commercial and residential areas with downtown Austin. These transit corridors generally parallel the major proposed highway corridors: N. Lamar/Guadalupe/US 183 to the northwest, Lamar/US 290 to the southwest, State Highway 130 (MOKAN) to the east, Riverside to the southeast, and South Congress/IH-35 to the south.
- 75 miles of express bus service from outlying residential areas which provide access to the central Austin area. These express corridors include FM 2222 FM 2244, and Rm 620 to the west, and IH-35 and US 290 to the east.
- a system of local bus service which not only serves as a feeder system to the major transit corridors (collects passengers in residential areas and distributes them to transit corridor stations) but also provides local bus service to new communities and existing residential areas. The proposed local bus system will connect area shopping and activity centers with high frequency service to facilitate local travel and transfers among routes.

Figures 4 and 5 illustrate the recommended transit system.

The Transportation Plan details only the fixed guideway or busway network, but recognizes that the transit system also contains local and feeder bus service which serves as the foundation of the system. As planned, the fixed guideway system consists of high-quality, high capacity transit operating primarily in reserved right-of-way. Capital Metro is undertaking a study to determine the relative priorities of the various corridors and the candidate technologies for the system. The specific alignment within each corridor will be identified through a process which incorporates extensive public participation. Access to the system is an extremely important consideration. Selection of the location of the access points (stations) has not been made. However, the travel forecasting upon which the Plan is based assumed provision of a comprehensive station system, with stations spaced closer in more densely-populated areas, such as downtown Austin.





TRANSPORTATION PLAN FOR THE  
AUSTIN METROPOLITAN AREA



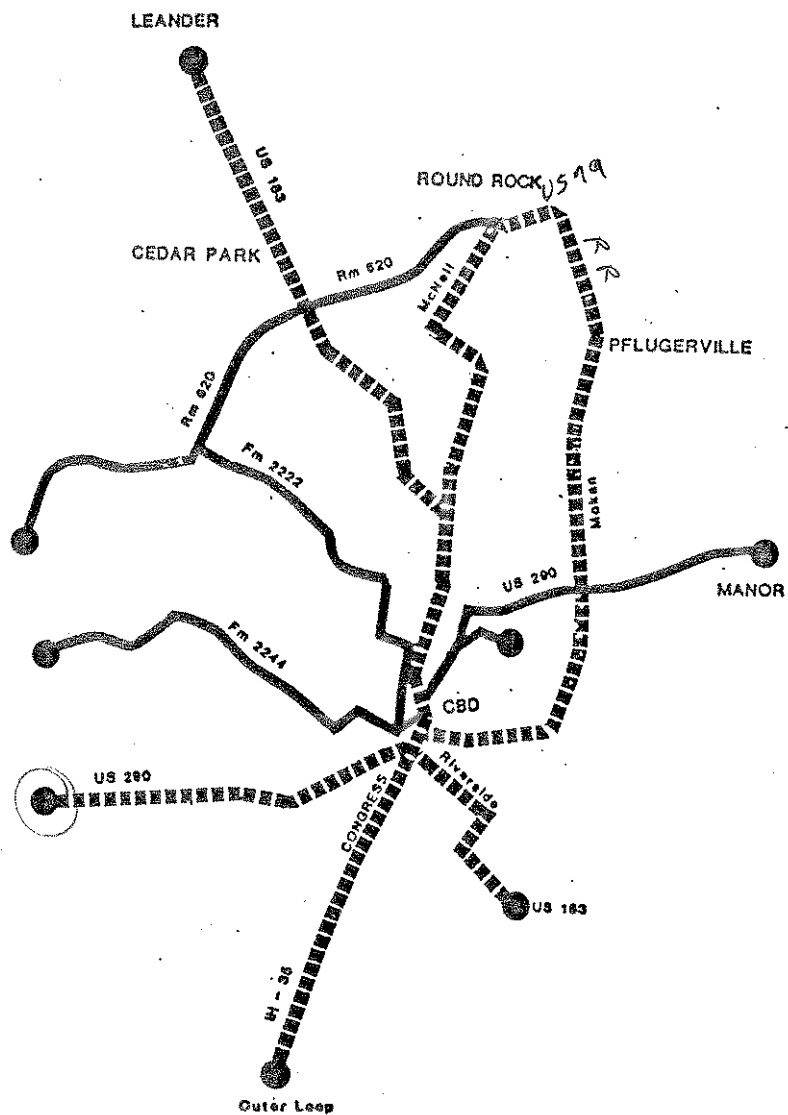
Table 1.  
CRITERIA FOR THE FUNCTIONAL CLASSIFICATION OF ROADWAYS

<u>Functional Classification</u>	<u>Primary Function</u>	<u>Service Performed</u>	<u>Trips Served</u>	<u>Preferred Spacing</u>	<u>Location</u>
Freeway/Parkway/ Expressway	Through traf- fic movement	Line-haul, longer distance trips	Interstate, inter- regional inter- city/community	1 to 3 miles	In natural com- munity separa- tions, defining development
Major Arterial	Primarily through traf- fic movement, secondarily access to abutting property	Line-haul func- tion for inter- regional, inter- city trips, some collection and distribution of traffic between local streets and freeways/ expressways	Intra-city/com- munity trips	2 miles	Form residential neighborhood and industrial bound- aries
Minor Arterial	Both through traffic move- ment and abutting pro- perty access	Moderate length line-haul func- tion for intra- city/community trips. Collec- tion and distri- bution to higher and lower level facilities	Intra-city/com- munity	1 mile	Occasionally form boundaries to neighborhoods

ATS

Table 2.  
RECOMMENDED SERVICE AND DESIGN STANDARDS FOR ROADWAYS

<u>Functional Class</u>	<u>Volume (Vehicles/Lane/Hour)</u>	<u>Typical Design Speeds (MPH)</u>	<u>Typical Through Lanes</u>	<u>Minimum Preferred R.O.W.</u>	<u>Roadway Cross Section</u>	<u>Minimum Interchange/ Intersection Spacing (miles)</u>	<u>Access Control</u>
Freeway	1,800	50 - 60	4 - 10	300' - 400'	12' per lane 8'-10' shoulders both sides, 8'-60' or greater median strip	1	Interchanges at major cross streets, no at-grade crossings
Parkway	1,800	50 - 60	4 - 6	300' - 400'	same as freeway	1	Same as Freeway but without Frontage roads
Expressway	1,200 - 1,500	40 - 50	4 - 6	120' - 150'	12' per lane 8'-10' shoulder	1/2 to 1	Interchanges or at-grade intersections at major cross streets. Few private access points allowed.
Major Arterial	800 - 900	40 - 50	4 - 6	90' - 150'	12' lanes with curbs, typically with 10' left turn lanes in raised or painted medians	1/4 to 1	At-grade intersections signalization at major cross streets, private access limited
Minor Arterial	600 - 700	30 - 40	2 - 4	80' - 120'	12' lanes with curbs, typically with no turning lanes	1/8 to 1/4	At-grade intersections; some restrictions on private access



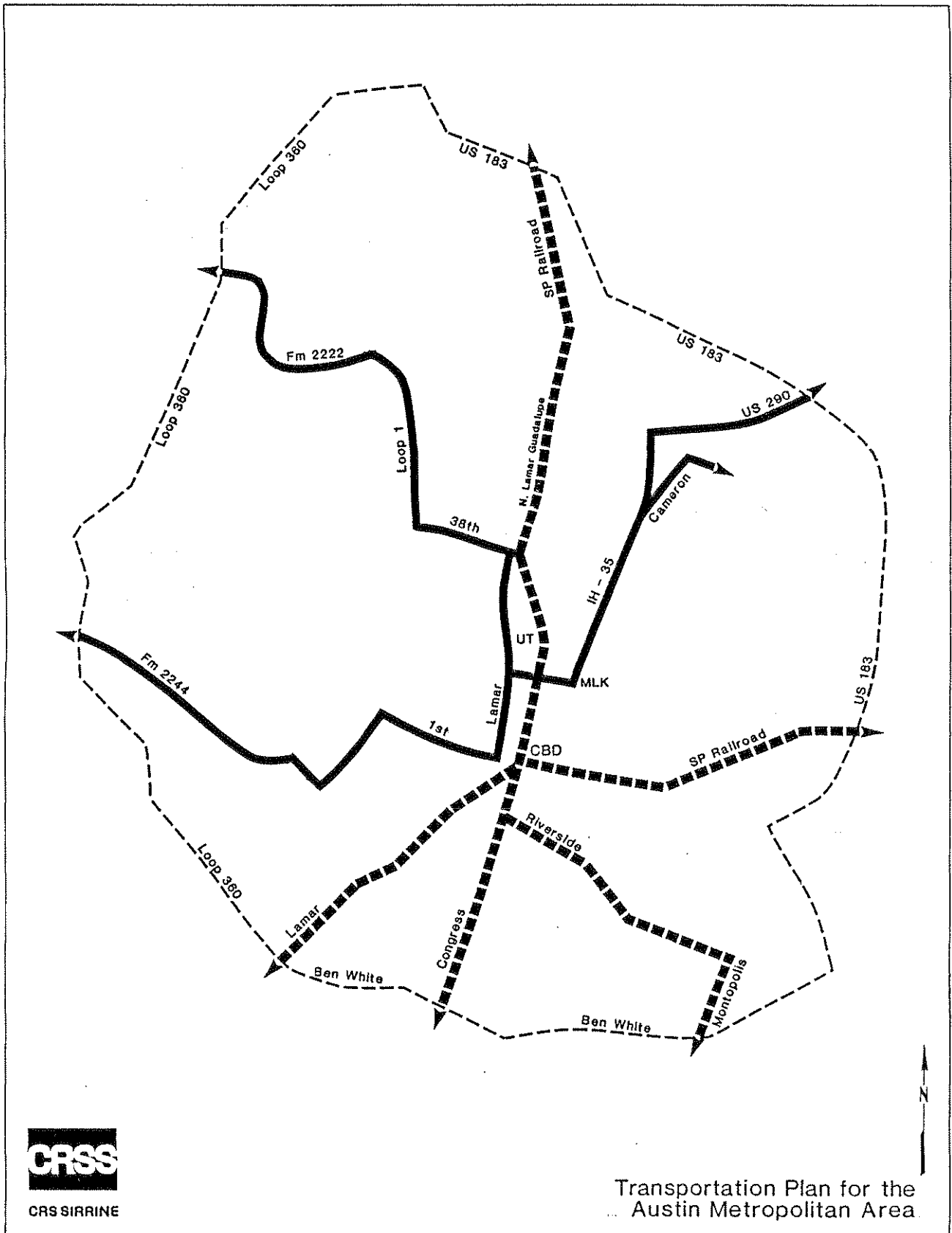
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Transportation Plan for the  
Austin Metropolitan Area

### Transit Network - Overview

Key

- Transit Corridor
- Express Bus



### Transit Network - Inner Loop

Key

- ■ ■ ■ Transit Corridor
- Express Bus

CMTA currently has a study underway to determine right-of-way requirements in the top priority corridors. Requirements will be based on the technology to be used in each corridor. Until then, the following right-of-way reservation guidelines are recommended:

- 50 feet wide (minimum) between stations.
- Additional right of way will be needed at station locations.

The proposed rapid transit system will operate in reserved right-of-way in the most heavily traveled corridors with peak-period headways of five minutes or less. As planning proceeds at CMTA, the most cost-effective and appropriate technology will be selected. As currently identified in CMTA's Service Plan, Phase I improvements, which include fixed-guideway in two major corridors, will be implemented by the Year 2000.

The express bus system will operate at five to ten minute headways during the peak hours and will incorporate a system of park-n-ride lots and local bus feeder service. The express bus system will operate on existing higher-speed roadways such as freeways, with few or limited stops.

The proposed local bus system will serve shorter distance trips and provide access to both the Austin CBD and major activity centers. Local bus routes also will serve as feeders to both the fixed-guideway and express bus system. Frequencies on local buses will be increased during the peak hours to 15 minute headways. To encourage transfers to other routes, a timed-transfer system is planned. This system will consist of multiple bus routes arriving at a key activity center at the same time to facilitate transfers. An expanded 'Dillo service, similar to the one currently operated in Austin, is also proposed to address downtown circulation and parking needs.

Table 3 summarizes recommended service and design standards for the proposed transit system.

#### CORRIDOR LOCATION

The Transportation Plan details roadway and transit facility requirements only at the corridor level. The responsibility for determining specific alignments and design treatments lies with the appropriate local government or agency. This permits the transportation system to be responsive to local concerns and constraints and still serve overall regional mobility needs.

For example, the roadway portion of the Plan includes a recommendation for a new east-west freeway generally along the FM 2222 corridor, because substantial demand for inter-regional and intra-city travel in this area has been identified, and because options for other direct routing in this sensitive area are not

evident. However, the need for additional study to identify the most appropriate roadway design within this corridor is recognized. Before any plans for construction are developed, local governmental agencies, in cooperation with surrounding neighborhoods, should investigate design alternatives which will minimize neighborhood impacts and provide the required capacity. If any Federal funds are to be used, such an investigation would include an environmental impact assessment to more fully examine community and environmental concerns.

#### FUNDING AND IMPLEMENTATION

The Transportation Plan identifies three levels of transportation facility needs: short-term (5 to 10 years), mid-term (15 to 25 years), and long-term (25 to 40 years). The short term element consists of projects identified by local agencies as currently approved for funding, or in some cases, projects already under construction, (such as improvements to US 183 and Ben White). The mid term element of the Transportation Plan consists of transportation facility needs for a regional population of 927,000 and should be used as a guide by local agencies for selecting transportation projects for implementation in the next 8 to 10 years (to allow for project completion in the next 15 to 25 years).

The long term element of the plan represents the projected transportation facility needs of a population of 1.7 million. This phase of the plan should be used as a guide for a right-of-way reservation and acquisition by local agencies.

The goal of providing more and better transportation facilities to improve mobility will be constrained by the availability of financial resources. The Plan itself does not imply any commitment of funds to transportation projects. Local implementing agencies, such as the State Department of Highways and Public Transportation, Capital Metropolitan Transportation Authority and the various cities and counties in the region are responsible for setting priorities and selecting transportation projects. This process takes place through agency specific capital improvement programs and through the Transportation Improvement Program (TIP) for Federally funded projects. Transportation improvement projects, consistent with Plan recommendations, will be initiated by the implementing agencies as funds are available and as demand is demonstrated. Funding for transportation projects is expected to come from a variety of sources. For Interstate, United States and State highways and Farm-to-Market Roads, the Federal and State gasoline taxes are available. Roadways which are not part of the State system may be funded with city and county general obligation funds, County Road Districts, Road Utility Districts, non-profit transportation corporations and private land developers. For the transit system, potential funding sources include Federal, State and local (sales tax) funding as well as private developer participation.

Table 3.  
RECOMMENDED SERVICE AND DESIGN STANDARDS FOR TRANSIT

<u>Mode</u>	<u>Function</u>	<u>Peak-Hour Frequency</u>	<u>Operation</u>	<u>Right-of-Way Requirements</u>	<u>Notes</u>
Express Transit	Line-haul trips in heavily traveled corridors	5 minutes	Exclusive ROW - integrated into major roadways or separate alignment	50 feet minimum	Where appropriate, new high-speed roadway facilities should incorporate transit designs, such as station location and access. This should be closely coordinated between SDHPT and CMTA. Land use patterns which support transit (i.e., nodal vs. strip) should be encouraged.
Express Bus	Line-haul trips from more sparsely settled outlying areas	5-10 minutes	On major roadways in mixed traffic or high-occupancy vehicle (HOV) lanes	HOV lanes = 12 - 14 feet.	New roadway facilities should incorporate HOV lane designs.
Local Bus	Shorter distance intra-city trips, collection and distribution of passengers to other modes	15 minutes	Local streets in mixed traffic	N/A	Local roadway improvement designs should consider provision of bus pullouts, adequate turning radii for buses.



The phasing of the capital construction program presented in the long range transportation plan focuses the primary construction burden through the mid-term which is not an accurate reflection of the financial capabilities of Capital Metropolitan Transportation Authority to complete such a construction program within the next ten to fifteen years. A thirty to thirty-five year time period appears to be more realistic to fund a capital improvement program of the magnitude called for in the transportation plan for the Metropolitan area.

The proposed CMTA plans represent an opportunity for generating or encouraging an efficient and environmentally positive land use pattern in the Austin Metropolitan area. The extent to which this effect is realized will depend on the extent to which the positive actions of CMTA are supported by the land use and roadway development policies of the local municipal governments and the development community.

#### PLAN UPDATE AND AMENDMENT

To be an effective planning tool, the Transportation Plan must be updated to reflect changing growth patterns in the Austin region. At a minimum, the Plan should be reviewed every five years. This review should incorporate the most current regional growth and development forecasts and transportation model specification assumptions. ATS should be responsible for obtaining local agency projections and incorporating them into the travel demand forecasts. The long- and mid-term plans (roadway and transit) should be evaluated to determine if plan changes are necessary to meet the capacity requirements of the revised forecasts.

Another component of the plan update process is growth monitoring. The responsible implementing agencies, such as the City of Austin and Round Rock should compare actual development with plan forecasts. If development levels are exceeding projections in certain areas of the region, the model should be updated with the revised data and the plan reviewed to determine if roadways and transit service will adequately serve the shift in development, or if changes are required in terms of right-of-way reservation and phased facility design.

The Plan may be amended as required to reflect changes in development patterns or changes in long term forecasts. The process for amending the Plan consists of three main elements, as described below.

1. A revision to the Plan may be requested at any time by the Austin Transportation Study Policy Advisory Committee or by the governing body of any transportation implementing agency within the Austin metropolitan area.
2. A revision to the Plan will be reviewed and evaluated by the ATS Technical Review Committee and discussed at the work session of the ATS Policy Advisory Committee.
3. The ATS Policy Advisory Committee will conduct at least one public hearing prior to considering the adoption of Plan revision at a regular business meeting of the Committee.

Table 4  
Roadway Inventory and  
Mid-and Long-Term Plan  
Improvements

Key:

Fwy: Freeway  
Expwy: Expressway  
Pkwy: Parkway  
Mad: Major Arterial-Divided  
Mau: Major Arterial-Undivided  
Mnr: Minor Arterial

ROADWAY INVENTORY AND RECOMMENDED MID AND LONG TERM PLAN IMPROVEMENTS

ROADWAY	LIMITS	EXISTING PLUS COMMITTED			MID-TERM PLAN		LONG TERM PLAN		REMARKS
		CLASSI- FICATION	NO. OF LANES	R.O.W. WIDTH	CLASSI- FICATION	NO. OF LANES	CLASSI- FICATION	NO. OF LANES	
IH 35	Georgetown to US 79	Fwy	6		Fwy	6	Fwy	6	
	US 79 to Rundberg	Fwy	6		Fwy	6	Fwy	8	
	Rundberg to 51st	Fwy	6		Fwy	8	Fwy	8	
	51st to 1st	Fwy	8		Fwy	8	Fwy	8	
	1st to Dittmar	Fwy	6		Fwy	8	Fwy	8	
	Dittmar to FM 1626	Fwy	6		Fwy	6	Fwy	8	
	FM 1626 to S of Buda	Fwy	6		Fwy	6	Fwy	6	
	S of Buda to Study Boundary	Fwy	4		Fwy	6	Fwy	6	
US Highway 79	IH-35 to FM 1460	Mau	4		Mau	4	Expwy	4	
	FM 1460 to SH 130	Mau	4		Mau	4	Mau	4	
	SH 130 to Study Boundary	Mau	4		Mau	4	Mau	4	
US Highway 183 Bypass	US 183 to FM 2243				Mad	6	Fwy	6	
	FM 2243 to New Hope				Mad	6	Fwy	6	
	New Hope to FM 1431				Fwy	4	Fwy	6	
	FM 1431 to Brushy Creek				Fwy	4	Fwy	8	
	Brushy Creek to Lakeline				Fwy	6	Fwy	8	
US Highway 183	SH 29 to US 183 Bypass	Mad	4		Mad	6	Fwy	6	
	US 183 Bypass to FM 2243	Mad	4		Mad	6	Mad	6	
	FM 2243 to New Hope	Mad	4		Mad	4	Mad	4	
	New Hope to FM 1431	Mad	4		Mad	4	Mad	4	
	FM 1431 to Brushy Creek	Mad	6		Mad	6	Mad	6	
	Brushy Creek to Lakeline	Mad	6		Mad	6	Mad	6	
	Lakeline to FM 620	Mad	6		Fwy	6	Fwy	8	
	FM 620 to Anderson Mill	Fwy	6	200-250	Fwy	6	Fwy	8	
	Anderson Mill to Braker	Fwy	6	200-250	Fwy	8	Fwy	8	
	Braker to Loop 1	Fwy	6	200-250	Fwy	8	Fwy	8	
	Loop 1 to US 290	Fwy	6	160-500	Fwy	6	Fwy	6	
	US 290 to E 7th	Fwy	6	200-500	Fwy	6	Fwy	6	

## ROADWAY INVENTORY AND RECOMMENDED MID AND LONG TERM PLAN IMPROVEMENTS

ROADWAY	LIMITS	EXISTING PLUS COMMITTED			MID-TERM PLAN		LONG TERM PLAN		REMARKS
		CLASSI- FICATION	NO. OF LANES	R.D.W. WIDTH	CLASSI- FICATION	NO. OF LANES	CLASSI- FICATION	NO. OF LANES	
US Highway 183	E 7th to SH 71	Fwy	6	200	Fwy	6	Fwy	8	SDHPT to reevaluate route for bridge crossing of Colorado River.
	SH 71 to North Bluff	Mad	4	200	Mad	4	Fwy	6	
	North Bluff to SH 45	Mau	4	200	Mad	4	Fwy	6	
	SH 45 to SH 21	Mau	4	200	Mad	4	Fwy	6	
US 290 East	IH 35 to Cameron	Fwy	4	200-300	Fwy	4	Fwy	8	
	Cameron to US 183	Fwy	6	200-300	Fwy	6	Fwy	8	
	US 183 to E of SH 130	Mad	4	200	Fwy	6	Fwy	8	
	E of SH 130 to Giles	Mad	4	200-350	Fwy	4	Fwy	6	
	Giles to FM 973	Mad	4	200-350	Mad	4	Fwy	6	
	FM 973 to Elgin	Mad	4	200-350	Mad	4	Expwy	4	
US 290 West (Ben White Blvd)	Study Boundary to Nutty Brown	Mau	4		Mau	4	Fwy	4	
	Nutty Brown to SH 45	Mau	4		Mau	4	Fwy	6	
	SH 45 to FM 1826	Expwy	4	120-300	Fwy	4	Fwy	6	
	FM 1826 to SH 71	Fwy	6	120-300	Fwy	6	Fwy	6	
	SH 71 to Loop 1	Fwy	6	120-300	Fwy	6	Fwy	8	
	Loop 1 to West Gate	Fwy	6	100-200	Fwy	6	Fwy	8	
	West Gate to Loop 360	Fwy	6	100-200	Fwy	8	Fwy	8	
	Loop 360 to Manchaca	Fwy	6	180-200	Fwy	6	Fwy	8	
	Manchaca to Congress	Fwy	6	180-200	Fwy	8	Fwy	8	
	Congress to IH 35	Fwy	6	200	Fwy	6	Fwy	8	
State Highway 45 (Outer Loop)	IH 35 to Greenlawn	Mnr	2		Mau	4	Fwy	6	
	Greenlawn to W Pfluger Ln	Mnr	2		Mau	4	Fwy	6	
	W Pfluger Ln to SH 130				Mau	4	Fwy	4	
	SH 130 to E Pfluger Ln				Mnr	2	Fwy	4	
	(FM 973) E Pfluger Ln to US 290	Mnr	2		Mnr	2	Fwy	4	
	(FM 973) US 290 to FM 969	Mnr	2	0-100	Mnr	2	Fwy	4	
	(FM 973) FM 969 to SH 71	Mnr	2	0-100	Mnr	4	Fwy	4	
	(FM 973) SH 71 to Burleson	Mnr	2	0-100	Mnr	4	Fwy	4	

# ROADWAY INVENTORY AND RECOMMENDED MID AND LONG TERM PLAN IMPROVEMENTS

		EXISTING PLUS COMMITTED			MID-TERM PLAN		LONG TERM PLAN		REMARKS
ROADWAY	LIMITS	CLASSI- FICATION	NO. OF LANES	R.O.W. WIDTH	CLASSI- FICATION	NO. OF LANES	CLASSI- FICATION	NO. OF LANES	
State Highway 45 (Outer Loop)									
(FM 973)	Burleson to US 183	Mnr	2	0-100	Mnr	4	Fwy	4	
	US 183 to FM 1625				Mnr	2	Fwy	4	
(FM 1327)	FM 1625 to Thaxton Rd	Mnr	2	80	Mnr	2	Fwy	4	
(FM 1327)	Thaxton Rd to IH 35	Mnr	2	80	Mnr	2	Fwy	6	
	IH 35 to Loop 1				Mad	4	Pkwy	6	Environmental Impact Statement
	Loop 1 to US 290 W				Mnr	2	Pkwy	4	Environmental Impact Statement
	US 290 W to SH 71				Mnr	2	Pkwy	4	Environmental Impact Statement
(Quinlan)	SH 71 to FM 620	Mnr	2		Mnr	4	Pkwy	4	Environmental Impact Statement
(FM 620)	Quinlan to FM 2222	Mau	4	100	Mad	4	Fwy	6	
(FM 620)	FM 2222 to Anderson Mill	Mau	4	100-150	Mad	6	Fwy	6	
(FM 620)	Anderson Mill to US 183	Mau	4	100-150	Mad	4	Fwy	6	
(FM 620)	US 183 to Howard	Mau	4	100	Mad	4	Fwy	8	
	Howard to IH 35				Mad	4	Fwy	8	
State Highway 71 East									
	IH 35 to Pleasant Valley	Fwy	6		Fwy	6	Fwy	8	
	Pleasant Valley to US 183	Fwy	6		Fwy	6	Fwy	6	
	US 183 to SH 45	Fwy	6	200	Fwy	4	Fwy	4	
	SH 45 to Study Boundary	Mad	4	200	Expwy	4	Expwy	4	
State Highway 71 West									
	Study Boundary to RM 620	Mau	4	100-200	Mau	4	Mau	4	
	RM 620 to US 290	Mau	4	100-200	Expwy	4	Expwy	6	
State Highway 130 (MOKAN)									
	Georgetown to Gattis School Rd				Mnr	2	Fwy	6	
	Gattis School Rd to SH 45				Fwy	4	Fwy	6	
	SH 45 to Pflugerville Rd				Fwy	4	Fwy	6	
	Pflugerville Rd to Gregg				Fwy	4	Fwy	6	
	Gregg to US 290				Fwy	6	Fwy	6	
	US 290 to US 183				Fwy	6	Fwy	6	

# ROADWAY INVENTORY AND RECOMMENDED MID AND LONG TERM PLAN IMPROVEMENTS

ROADWAY	LIMITS	EXISTING PLUS COMMITTED			MID-TERM PLAN		LONG TERM PLAN		REMARKS
		CLASSI- FICATION	NO. OF LANES	R.O.W. WIDTH	CLASSI- FICATION	NO. OF LANES	CLASSI- FICATION	NO. OF LANES	
Loop 1 (MOPAC Blvd)	SH 45 to Arterial #12				Pkwy	4	Pkwy	4	
	Arterial #12 to Wm Cannon				Pkwy	4	Pkwy	6	
	Wm Cannon to US 290				Fwy	6	Fwy	8	
	US 290 to Loop 360	Fwy	4	500	Fwy	6	Fwy	8	Limited access parkway across Barton C
Loop 1 (MOPAC Blvd)	Loop 360 to Town Lake	Fwy	6	300-500	Fwy	8	Fwy	8	
	Town Lake to Spicewood Springs	Pkwy	6	300-500	Pkwy	6	Pkwy	6	
	Spicewood Springs to Steck	Fwy	6	300-500	Fwy	6	Fwy	6	
	Steck to Braker	Fwy	6		Fwy	6	Fwy	8	
	Braker to Burnet	Fwy	6		Fwy	8	Fwy	8	
	Burnet to Parmer	Fwy	6		Fwy	10	Fwy	10	
Loop 4	Buda to IH 35	Mnr	2		Mnr	2	Mnr	2	
Loop 360	US 290 to Walsh Tarlton	Mad	4	200	Pkwy	4	Pkwy	8	Limited access without purchase of acc if possible
	Walsh Tarlton to Westlake	Mad	4	200	Pkwy	4	Pkwy	6	
	Westlake to FM 2244	Mad	4	200	Pkwy	4	Pkwy	6	
	FM 2244 to Lake Austin	Mad	4	200	Pkwy	6	Pkwy	6	
	Lake Austin to FM 2222	Mad	4	200	Pkwy	6	Pkwy	6	
	FM 2222 to US 183	Mad	4	200	Pkwy	6	Pkwy	8	
	US 183 to Loop 1				Mad	6	Mad	6	
FM 620	SH 71 to SH 45 (Quinlan)	Mad	4	100	Mad	4	Mad	4	
	SH 45 to IH 35	Mad	4	100	Mad	4	Mad	4	
FM 685	Pflugerville Rd to SH 45	Mau	4	100	Mau	4	Mad	4	
	SH 45 to US 79	Mau	4	100	Mau	4	Mau	4	
	US 79 to IH 35				Mnr	2	Mnr	2	

# ROADWAY INVENTORY AND RECOMMENDED MID AND LONG TERM PLAN IMPROVEMENTS

ROADWAY	LIMITS	EXISTING PLUS COMMITTED			MID-TERM PLAN		LONG TERM PLAN		REMARKS
		CLASSI- FICATION	NO. OF LANES	R.O.W. WIDTH	CLASSI- FICATION	NO. OF LANES	CLASSI- FICATION	NO. OF LANES	
FM 734 (Parmer)	FM 2243 to FM 1431				Mnr	2	Mad	4	
	FM 1431 to Brushy Creek				Mnr	2	Mad	6	
	Brushy Creek to FM 620				Mnr	2	Mad	8	
	FM 620 to IH 35	Mad	6	120	Mad	6	Mad	8	
FM 812	US 183 to SH 45	Mau	2		Mau	2	Mad	4	
	SH 45 to Study Boundary	Mau	2		Mau	2	Mau	4	
FM 967	FM 1826 to Ruby Ranch Road	Mnr	2		Mnr	2	Mau	4	
	Ruby Ranch Road to FM 1626	Mnr	2		Mnr	2	Mau	4	
	FM 1626 to Loop 4	Mnr	2		Mnr	2	Mau	4	
FM 969 (MLK Blvd)	IH 35 to Chicon	Mau	4	60-90	Mad	4	Mad	6	
	Chicon to Springdale	Mau	4	60-110	Mad	4	Mad	4	
	Springdale to Weberville Rd	Mau	4	95-110	Mad	4	Mad	4	
	Weberville Rd to US 183	Mau	4	95-110	Mad	6	Mad	6	
	US 183 to Johnny Morris Rd	Mau	4	95-110	Mad	6	Mad	8	
	Johnny Morris to Decker Ln	Mau	4	95-110	Mad	4	Mad	6	
	Decker Ln to SH 45	Mau	2	95-110	Mad	4	Mad	6	
	SH 45 to Taylor Ln	Mau	2		Mau	2	Mad	4	
	Taylor Ln to Study Boundary	Mau	2		Mnr	2	Mad	4	
FM 1325 (Burnet Rd)	US 183 to Loop 1	Mau	4	120	Expwy	8	Expwy	8	
	Parmer to Howard	Mnr	4	120	Fwy	10	Fwy	10	
	Howard to SH 45	Mnr	4	120	Mnr	4	Mad	6	
FM 1327	Thaxton to US 183	Mnr	2		Mnr	2	Mau	4	
FM 1431	NW Study Boundary to US 183	Mnr	4	200	Mad	4	Mad	6	
	US 183 to IH 35	Mau	4	200	Mau	4	Mau	4	

# ROADWAY INVENTORY AND RECOMMENDED MID AND LONG TERM PLAN IMPROVEMENTS

ROADWAY	LIMITS	EXISTING PLUS COMMITTED			MID-TERM PLAN		LONG TERM PLAN		REMARKS
		CLASSI- FICATION	NO. OF LANES	R.O.W. WIDTH	CLASSI- FICATION	NO. OF LANES	CLASSI- FICATION	NO. OF LANES	
FM 1460	US 79 to FM 3406	Mau	2		Mau	2	Mau	4	
	FM 3406 to FM 111	Mau	2		Mau	2	Mau	4	
	FM 111 to SH 29	Col	2		Col	2	Mnr	4	
FM 1625	Study Boundary to FM 967				Mau	2	Mau	2	
	FM 967 to FM 1327	Mau	2	80	Mau	2	Mau	4	
	FM 1327 to US 183	Mau	2	80	Mau	2	Mad	4	
FM 1626	IH 35 to FM 2770				Mnr	2	Mau	4	
	FM 2770 to FM 967	Mnr	2	120	Mnr	2	Mau	4	
	FM 967 to SH 45	Mau	2	80	Mau	4	Mad	4	
	SH 45 to IH 35	Mau	2	80	Mau	4	Mau	4	
FM 1825	IH 35 to Heatherwilde Blvd.	Mau	4	60-120	Mau	4	Mad	8	
	Heatherwilde Blvd. to 10th St.	Mau	4	60-120	Mau	4	Mau	4	
	10th Street to FM 685	Mau	2	60-120	Mau	2	Mnr	2	
FM 1826	FM 967 to Nutty Brown	Mau	2	80	Mau	2	Mau	2	
	Nutty Brown to SH 45	Mau	2	80	Mau	2	Mau	4	
	SH 45 to Slaughter	Mau	2	80	Mau	2	Mau	6	
	Slaughter to US 290	Mau	2	80	Mau	4	Mau	6	
RM 2222 (Koenig Lane, Allandale Rd)	SH 45 to Riverplace Blvd	Mau	4	100	Fwy	4	Fwy	8	
	Riverplace Blvd to Loop 360	Mau	4	100	Pkwy	6	Pkwy	8	
	Loop 360 to Loop 1	Mau	4	100	Expwy	6	Expwy	6	
	Loop 1 to Lamar	Mnr	4	60-100	<del>Fwy</del> Mad	4	<del>Fwy</del> Mad	6	Mad 4
	Lamar to Airport	Mau	4	60-100	<del>Fwy</del> Mad	4	<del>Fwy</del> Mad	6	Mad 4
	Airport to IH 35	Fwy	4		Fwy	4	Fwy	6	
RM 2243	Study Boundary to US 183	Mau	2		Mau	2	Mau	2	
	US 183 to IH 35	Mau	2		Mau	2	Mau	4	
	IH 35 to Study Boundary				Mnr	2	Mnr	2	



# ROADWAY INVENTORY AND RECOMMENDED MID AND LONG TERM PLAN IMPROVEMENTS

ROADWAY	LIMITS	EXISTING PLUS COMMITTED			MID-TERM PLAN		LONG TERM PLAN		REMARKS
		CLASSI- FICATION	NO. OF LANES	R.O.W. WIDTH	CLASSI- FICATION	NO. OF LANES	CLASSI- FICATION	NO. OF LANES	
RM 2244 (Bee Cave Rd)	SH 45 to Crystal Creek Dr	Mad	4	80	Mad	4	Mad	6	
	Crystal Creek Dr to Loop 360	Mad	4	80	Mad	4	Mad	6	
	Loop 360 to Westlake Dr	Mau	4	90-100	Mau	4	Mad	6	
	Westlake Dr to Loop 1	Mnr	4	90-100	Mau	4	Mad	6	
FM 2304 (Manchaca Rd)	FM 967 to SH 45				Mnr	2	Mnr	2	
	SH 45 to FM 1626				Mnr	2	Mnr	2	
FM 2304 (Manchaca Rd)	FM 1626 to Arterial #12	Mau	4	80	Mau	4	Mau	4	
	Arterial #12 to Wm Cannon	Mau	4	80	Mau	4	Mad	6	
	Wm Cannon to Stassney	Mau	4	80-90	Mad	4	Mad	6	
	Stassney to Ben White	Mau	4	60-80	Mad	6	Mad	6	
	Ben White to Lamar	Mau	4	60-80	Mad	4	Mad	6	
FM 2769	Gun Hollow to Long Hollow	Mnr	2		Mnr	2	Mnr	2	
	Long Hollow to Cedar Park Blvd	Mnr	2		Mnr	2	Mnr	2	
	Cedar Park Blvd to RM 620	Mnr	2		Mad	4	Mad	8	
FM 3177 (Decker Ln)	FM 969 to US 290	Mau	4	80	Mau	4	Mau	4	
FM 3406	Sam Bass Rd to IH 35	Mau	2		Mad	4	Mad	8	
Co. Rd. 110	FM 111 to US 79	Mnr	2		Mnr	2	Mnr	2	
Co. Rd. 122	Chandler to US 79	Mnr	2		Mnr	2	Mnr	2	
Co. Rd. 279/Bagdad	FM 1431 to FM 2243	Mau	4		Mau	4	Mau	4	
	FM 2243 to N/W Study Boundary	Mnr	2		Mnr	2	Mnr	2	

# ROADWAY INVENTORY AND RECOMMENDED MID AND LONG TERM PLAN IMPROVEMENTS

ROADWAY	LIMITS	EXISTING PLUS COMMITTED			MID-TERM PLAN		LONG TERM PLAN		REMARKS
		CLASSI- FICATION	NO. OF LANES	R.O.W. WIDTH	CLASSI- FICATION	NO. OF LANES	CLASSI- FICATION	NO. OF LANES	
Airport Blvd (SH 111)	Lamar to RM 2222	Mau	4	120-160	Mad	4	Mad	6	
	RM 2222 to 51st	Mau	4	160	Mad	6	Mad	8	
	51st to IH 35	Mau	4	160	Mad	6	Mad	8	
	IH 35 to Manor	Mad	6	160	Mad	6	Mad	6	
	Manor to E 12th	Mad	4	120	Mad	6	Mad	6	
	E 12th to US 183	Mad	4	120	Mad	4	Mad	6	
Allandale Rd. (See FM 2222)									
Amherst Drive	Duval Rd. to FM 734	Mnr	2		Mnr	2	Mad	4	
Anderson Ln	Loop 1 to Lamar	Mad	4	90-100	Mad	4	Mad	8	
Anderson Mill Rd/Long Hollow	SH 45 to RM 2769	Mau	2	90	Mau	2	Mau	2	
	RM 2769 - Lime Creek								
Anderson Mill Rd/ Jollyville Cut-Off	SH 45 to US 183	Mau	2		Mad	4	Mad	6	
	US 183 to FM 734	Mau	4		Mau	4	Mad	4	
	FM 734 to Howard/Loop 1				Mau	4	Mad	4	
	Howard to FM 1325				Mnr	2	Mad	4	
	FM 1325 to IH 35				Mnr	2	Mad	6	
Barton Springs	Loop 1 to Robert E Lee	Mnr	4	80-100	Mau	4	Mau	4	
	Robert E Lee to Congress	Mnr	4	80-100	Mau	4	Mau	6	
Beckett Rd	Slaughter to Dittmar	Mau	4		Mau	4	Mau	4	
	Dittmar to Wm Cannon	Mau	4		Mau	4	Mau	6	
Bee Cave Rd. (See FM 2244)									
Berkman Dr	St Johns Ave to 51st	Mnr	4	60-90	Mnr	4	Mau	4	

# ROADWAY INVENTORY AND RECOMMENDED MID AND LONG TERM PLAN IMPROVEMENTS

ROADWAY	LIMITS	EXISTING PLUS COMMITTED			MID-TERM PLAN		LONG TERM PLAN		REMARKS
		CLASSI- FICATION	NO. OF LANES	R.O.W. WIDTH	CLASSI- FICATION	NO. OF LANES	CLASSI- FICATION	NO. OF LANES	
Blake Manor Rd	FM 973 to Taylor Ln	Mnr	2	80	Mnr	2	Mau	4	
Blue Goose Rd (See Braker Ln/Blue Goose)									
Bluff Springs Rd/Old Lockhart Hwy	Wm Cannon to Slaughter	Mnr	2	50	Mau	4	Mau	6	
	Slaughter to Pleasant Valley	Mnr	2	50	Mau	4	Mau	4	
	Pleasant Valley to FM 1625	Mnr	2	50	Mnr	2	Mau	4	
	FM 1625 to SH 45	Mnr	2	50	Mnr	2	Mnr	2	
Braker Ln/Blue Goose	Jollyville Rd to US 183				Mad	4	Mad	6	
	US 183 to FM 1325	Mad	6	120	Mad	6	Mad	8	
	FM 1325 to Parkfield	Mad	6	90	Mad	6	Mad	8	
	Parkfield to Lamar	Mad	6	60	Mad	6	Mad	8	
	Lamar to IH 35	Mad	4	60	Mad	4	Mad	8	
	IH 35 to Dessau	Mad	4	60	Mad	4	Mad	6	
	Dessau to SH 130	Mad	4		Mad	4	Mad	4	
Braker Ln/Blue Goose	SH 130 to US 290				Mnr	2	Mad	4	
	US 290 to SH 45				Mau	2	Mau	2	
	SH 45 to Taylor Ln.				Mnr	2	Mnr	2	
Brodie Ln	US 290 to Davis	Mad	4	50-80	Mad	4	Mad	6	
	Davis to Arterial #12	Mad	4	50-80	Mad	4	Mad	4	
	Arterial #12 to FM 1626	Mad	4	50-80	Mad	4	Mad	4	
	Frate Barker to FM 967								Further study
Brushy Creek Rd	US 183 to Arterial #2	Mnr	2		Mnr	2	Mau	4	
Burleson Rd	Pleasant Valley to Montopolis	Mad	4	60	Mad	4	Mad	6	
	Montopolis to Arterial 5	Mad	4	60	Mad	4	Mad	6	
	Arterial 5 to US 183	Mad	4	60	Mad	4	Mad	4	
	US 183 to SH 45	Mnr	2	60	Mnr	2	Mad	4	

# ROADWAY INVENTORY AND RECOMMENDED MID AND LONG TERM PLAN IMPROVEMENTS

ROADWAY	LIMITS	EXISTING PLUS COMMITTED			MID-TERM PLAN		LONG TERM PLAN		REMARKS
		CLASSI- FICATION	NO. OF LANES	R.O.W. WIDTH	CLASSI- FICATION	NO. OF LANES	CLASSI- FICATION	NO. OF LANES	
Burnet Rd	45th to FM 2222	Mau	4	60-70	Mau	4	Mad	6	
	FM 2222 to US 183	Mad	4	120	Mad	4	Mad	6	
Butter Creek Blvd.	Cedar Park Blvd to US 183				Mnr	2	Mau	4	
Cameron/Dessau Rd	51st to US 290	Mau	4	60-80	Mau	4	Mau	6	
	US 290 to US 183	Mau	4	120	Mad	6	Mad	8	
	US 183 to FM 734	Mad	4	50	Mad	4	Mad	8	
	FM 734 to Howard	Mad	4	50	Mad	4	Mad	6	
	Howard to Pflugerville Rd	Mad	4	50	Mad	4	Mad	4	
Cedar Park Blvd.	FM 2769 to Butter Creek Blvd				Mad	4	Mad	8	
	Butter Creek Blvd to FM 1431				Mad	4	Mad	8	
	FM 1431 to Co. Rd. 279						Mad	6	
Chicon	E 26th St to Rosewood	Mnr	4	60	Mnr	4	Mau	4	
City Park Rd	Lake Austin to FM 2222	Mnr	2	50	Mnr	2	Mau	4	
Congress Ave	11th to E 1st	Mau	4	100-120	Mau	4	Mau	4	
	E 1st to Oltorf	Mad	4	100-120	Mad	4	Mad	6	
	Oltorf to Slaughter Ln.	Mad	4	100-120	Mad	4	Mad	6	
Cypress Creek Rd.	US 183 to Cedar Park Blvd	Mau	4		Mau	4	Mau	4	
Davis/Dittmar Ln	FM 1826 to Beckett				Mnr	2	Mau	4	
	Beckett to Brodie Ln.				Mnr	2	Mau	4	
	Brodie Ln. to Congress	Mnr	2	80	Mnr	2	Mau	4	
	Congress to Pleasant Valley				Mau	4	Mau	4	
Davis Springs	US 183 to RM 620				Mnr	2	Mau	4	

# ROADWAY INVENTORY AND RECOMMENDED MID AND LONG TERM PLAN IMPROVEMENTS

ROADWAY	LIMITS	EXISTING PLUS COMMITTED			MID-TERM PLAN		LONG TERM PLAN		REMARKS
		CLASSI- FICATION	NO. OF LANES	R.O.W. WIDTH	CLASSI- FICATION	NO. OF LANES	CLASSI- FICATION	NO. OF LANES	
Decker Ln	US 290 to Northtown				Mnr	2	Mau	6	
	Northtown to Pflugerville Rd	Mnr	2		Mnr	2	Mau	6	
	Pflugerville to SH 45	Mnr	2		Mnr	2	Mau	6	
Duval Rd/Lavud	US 183 to MoPac Railroad	Mau	4	70	Mau	4	Mad	4	
	MoPac Railroad to Loop 1	Mau	4	70	Mau	4	Mad	4	
Duval Street	San Jacinto to 51st Street	Mau	4		Mau	4	Mau	4	
El Salido Pkwy	RM 620 to Cypress Creek Rd				Mau	4	Mau	4	
Enfield Rd	Lake Austin Blvd to Loop 1	Mnr	4	50-110	Mnr	4	Mau	4	
	Loop 1 to W of Lamar (15th)	Mnr	4	50-110	Mnr	4	Mnr	4	
Exposition	Lake Austin Blvd to Westover	Mnr	2	70	Mnr	2	Mnr	2	
	Westover to W. 35th	Mnr	4	50-85	Mnr	4	Mau	4	
Far West Blvd	FM 2222 to W of Loop 1	Mnr	2	90-100	Mnr	2	Mnr	2	
	W of Loop 1 to Loop 1	Mnr	4	90-100	Mnr	4	Mnr	4	
Gattis School Rd. (Co. Rd. 168)	Mays St to SH 130	Mau	2		Mau	4	Mau	4	
	SH 130 to FM 685	Mau	2		Mau	4	Mau	4	
	FM 685 to Study Boundary				Mnr	2	Mnr	2	
Giles Ln	US 290 to Northtown	Mnr	2	50	Mnr	2	Mad	6	
	Northtown to Pflugerville Rd				Mnr	2	Mad	4	
	Pflugerville Rd to SH 45				Mnr	2	Mnr	4	
	SH 45 to Gattis School Rd				Mnr	2	Mnr	2	
Great Hills Trail	Loop 360 to US 183	Mad	4	90-100	Mad	4	Mad	8	
Great Oaks Dr	Brushy Creek Rd to FM 620	Mnr	4	60	Mnr	4	Mau	4	

# ROADWAY INVENTORY AND RECOMMENDED MID AND LONG TERM PLAN IMPROVEMENTS

ROADWAY	LIMITS	EXISTING PLUS COMMITTED			MID-TERM PLAN		LONG TERM PLAN		REMARKS
		CLASSI- FICATION	NO. OF LANES	R.O.W. WIDTH	CLASSI- FICATION	NO. OF LANES	CLASSI- FICATION	NO. OF LANES	
Guadalupe	Lamar to 45th	Mau	4	100	Mau	6	Mau	6	
	45th to 38th	Mau	4	80	Mau	6	Mau	6	
	38th to MLK	Mau	4	50-80	Mad	4	Mad	4	
	MLK to 1st	Mau	4	50-80	Mau	4	Mau	4	
Gun Hollow	RM 2769 to Lime Creek								Further Study
Heatherwilde Blvd.	IH 35 to Northtown				Mnr	4	Mau	4	
	Northtown to FM 1825				Mnr	4	Mau	8	
	FM 1825 to Pfluger Ln	Mad	4		Mnr	4	Mau	6	
	Pfluger Ln to SH 130				Mnr	4	Mau	4	
<del>Horizon Blvd</del> Kiphen Rd.	IH 35 to Sunrise Rd				Mnr	2	Mad	6	
	Sunrise Rd to FM 1460				Mnr	2	Mad	4	
	FM 1460 to Co. Rd. 122				Mnr	2	Mnr	2	
Howard	FM 2243 to New Hope				Mau	2	Mad	4	
	New Hope to FM 1431				Mau	4	Mad	6	
	FM 1431 to Davis Springs				Mad	4	Mad	6	
	Davis Springs to SH 45				Expwy	4	Expwy	6	
	SH 45 to FM 1325	Mad	4	60	Fwy	6	Fwy	6	
Jester Blvd.	FM 2222 to Arterial #8	Mau	4	90-100	Mau	4	Mau	4	
Johnny Morris Rd	FM 969 to US 290	Mad	4	40-60	Mad	4	Mad	4	
Jollyville Rd/Pond Springs	US 183 to McNeil Rd	Mad	4		Mad	4	Mad	6	
	McNeil to Great Hills	Mad	4		Mad	4	Mad	8	
	Loop 360 to Loop 1	Mnr	2		Mnr	2	Mnr	2	
Justin	Burnet to Lamar	Mnr	4		Mnr	4	Mnr	4	
	Lamar to Airport Blvd.				Mnr	4	Mnr	4	

## ROADWAY INVENTORY AND RECOMMENDED MID AND LONG TERM PLAN IMPROVEMENTS

ROADWAY	LIMITS	EXISTING PLUS COMMITTED			MID-TERM PLAN		LONG TERM PLAN		REMARKS
		CLASSI- FICATION	NO. OF LANES	R.O.W. WIDTH	CLASSI- FICATION	NO. OF LANES	CLASSI- FICATION	NO. OF LANES	
Lakeshore Blvd	Riverside to Montopolis/Grove	Mnr	2	0-120	Mnr	2	Mnr	2	
Lake Austin Blvd.	Enfield to Red Bud Trail	Mnr	4	100	Mnr	4	Mau	4	
	Red Bud to Exposition	Mnr	4	100	Mnr	4	Mau	4	
	Exposition to Loop 1	Mnr	4	100	Mnr	4	Mau	4	
Lamar	IH 35 to Braker	Mad	6	100-200	Mad	6	Mad	8	
	Braker to Peyton Gin	Mad	4	100-200	Mad	6	Mad	8	
	Peyton Gin to US 183	Mad	4	100-200	Mad	6	Mad	8	
	US 183 to Airport	Mad	4	100	Mad	6	Mad	8	
	Airport to Guadalupe	Mau	4	80-90	Mad	6	Mad	6	
	Guadalupe to Town Lake	Mau	4	80-120	Mad	4	Mad	6	
	Town Lake to Manchaca	Mau	6	80-120	Mad	6	Mad	6	
	Manchaca to US 290 W	Mau	6	80-120	Mad	6	Mad	6	
Lavaca	MLK to 1st	Mau	4	80	Mau	4	Mau	4	
Lime Creek Rd	Gun Hollow to Long Hollow	Mnr	2		Mnr	2	Mnr	2	
Loyola Ln/Decker Lake Rd	Springdale to US 183	Mau	4		Mau	4	Mad	4	
	US 183 to E of Johnny Morris	Mad	6	100	Mad	6	Mad	8	
	E of Johnny Morris to FM 3177	Mad	6	100	Mad	6	Mad	6	
	FM 3177 to SH 45	Mnr	4	50	Mnr	4	Mad	4	
	SH 45 to Taylor Ln				Mnr	2	Mad	4	
Manchaca Rd (See FM 2304)									
Manor Rd	IH 35 to Airport	Mau	4	60-70	Mau	4	Mau	6	
	Airport to 51st	Mau	4	80	Mau	4	Mau	6	
	51st to Springdale	Mau	4	80	Mau	4	Mau	4	

# ROADWAY INVENTORY AND RECOMMENDED MID AND LONG TERM PLAN IMPROVEMENTS

ROADWAY	LIMITS	EXISTING PLUS COMMITTED			MID-TERM PLAN		LONG TERM PLAN		REMARKS
		CLASSI- FICATION	NO. OF LANES	R.D.W. WIDTH	CLASSI- FICATION	NO. OF LANES	CLASSI- FICATION	NO. OF LANES	
MLK Blvd	Lamar to Nueces	Mau	2	80	Mau	4	Mau	4	
	Nueces to IH 35	Mau	4	80	Mau	6	Mau	6	
McNeil Rd/McNeil Cutoff	FM 2222 to Arterial #8				Mau	4	Mad	6	
	Arterial #8 to US 183	Mnr	4	0-90	Mau	4	Mad	6	
	US 183 to Howard	Mau	4	0-90	Mad	4	Mad	8	
	Howard to SH 45	Mad	4	0-90	Mad	4	Mad	4	
	SH 45 to B.R. 81	Mau	4	0-90	Mau	4	Mau	4	
Mesa	FM 2222 to Spicewood Springs	Mnr	2	0-90	Mnr	2	Mau	2	
	Spicewd Spngs to Jollyville Rd	Mnr	2	0-90	Mnr	2	Mnr	2	
Metric Blvd	US 183 to Rutland				Mad	4	Mad	6	
	Rutland to Braker	Mnr	4	90	Mad	4	Mad	6	
	Braker to FM 734	Mad	4	100	Mad	4	Mad	6	
	FM 734 to West Dessau	Mad	4	100	Mad	4	Mad	6	
	West Dessau to Wells Branch				Mad	6	Mad	6	
MOKAN (See SH 130)									
Montopolis Grove	Ben White to Riverside	Mau	4		Mau	4	Mau	6	
	Riverside to US 183	Mnr	4		Mau	4	Mau	6	
MOPAC (See Loop 1)									
North Loop Blvd	Burnet to Lamar	Mnr	4	80	Mnr	4	Mau	4	
	Lamar to Airport Blvd	Mnr	4	80	Mnr	4	Mau	4	
Northeast Drive	US 290 to Manor Rd	Mnr	2		Mnr	2	Mnr	2	



## ROADWAY INVENTORY AND RECOMMENDED MID AND LONG TERM PLAN IMPROVEMENTS

ROADWAY	LIMITS	EXISTING PLUS COMMITTED			MID-TERM PLAN		LONG TERM PLAN		REMARKS
		CLASSI- FICATION	NO. OF LANES	R.O.W. WIDTH	CLASSI- FICATION	NO. OF LANES	CLASSI- FICATION	NO. OF LANES	
Northtown Parkway	IH 35 to Heatherwilde	Mnr	2	60	Mnr	4	Mau	4	
	Heatherwilde to SH 130				Mnr	2	Mau	4	
	SH 130 to Giles				Mnr	4	Mau	6	
	Giles to SH 45				Mnr	2	Mnr	4	
Old Lampasas	FM 2769 to SH 45								Further study
	SH 45 to McNeil	Mnr	2		Mnr	2	Mau	6	
Oltorf	Lamar to IH 35	Mau	4	60-90	Mau	4	Mau	4	
	IH 35 to Montopolis	Mau	4	90	Mau	4	Mau	6	
Parkfield Dr	Peyton Gin to Rundberg	Mnr	4	70	Mnr	4	Mnr	4	
	Rundberg to Braker	Mnr	4	70	Mnr	4	Mnr	4	
Parmer/Boyce Ln	IH 35 to Heatherwilde Blvd	Mad	6	0-100	Mad	6	Mad	6	
	Heatherwilde to Dessau	Mad	6	0-100	Mad	6	Mad	6	
	Dessau to SH 130	Mad	6	0-100	Mad	6	Mad	6	
	SH 130 to Giles	Mad	6	0-100	Mad	6	Mad	6	
	Giles to US 290	Mad	4	0-100	Mad	6	Mad	6	
	US 290 to SH 45				Mad	6	Mad	6	
Peyton Gin Rd	US 183 to Lamar	Mnr	4	80	Mnr	4	Mau	6	
Pflugers Ln	SH 45 to Giles	Mnr	2	60	Mnr	2	Mau	4	
	Giles to SH 45				Mnr	2	Mau	4	
Pflugerville Rd	FM 685 to SH 45	Mnr	2		Mnr	2	Mnr	4	

## ROADWAY INVENTORY AND RECOMMENDED MID AND LONG TERM PLAN IMPROVEMENTS

ROADWAY	LIMITS	EXISTING PLUS COMMITTED			MID-TERM PLAN		LONG TERM PLAN		REMARKS
		CLASSI- FICATION	NO. OF LANES	R.O.W. WIDTH	CLASSI- FICATION	NO. OF LANES	CLASSI- FICATION	NO. OF LANES	
Pleasant Valley Rd/Todd Ln	E 7th Ave to Colorado River	Mau	2	0-120	Mau	2	Mad	6	
	Colorado River to Riverside Dr	Mau	4		Mau	4	Mad	6	
	Riverside Dr to Ben White	Mad	4	0-120	Mad	4	Mad	6	
	Ben White to North Bluff	Mau	4		Mad	4	Mad	6	
	North Bluff to Bluff Springs	Mau	2		Mnr	4	Mad	4	
	Bluff Springs to SH 45	Mau	2		Mnr	4	Mad	4	
Quick Hill Rd	McNeil Rd to SH 45	Mnr	2	0-60	Mnr	2	Mnr	2	
Red Bud Trail	Lake Austin Blvd to West Lake	Mnr	2	98-100	Mnr	4	Mau	4	
	West Lake to FM 2244	Mnr	2	98-100	Mnr	2	Mnr	2	
Red River	E 1st to E 5th	Mau	4	50-80	Mau	4	Mau	4	
	E 5th to 45th	Mau	4	50-80	Mau	4	Mau	4	
	45th to Airport	Mau	2		Mau	4	Mau	4	
Rio Grande/Nueces	W 29th to W 12th	Mau	4		Mau	4	Mau	4	
	W 12th to W 1st	Col	2		Col	2	Col	2	
Riverside Dr	Lamar to S First	Mad	4	120	Mad	4	Mad	4	
	S First to IH 35	Mad	4	60-175	Mad	4	Mad	4	
	IH 35 to Ben White	Mad	6	60-80	Mad	6	Mad	6	
Riverplace Blvd /Leonard E Dr	SH 45 to FM 2222				Mnr	2	Mau	4	
	FM 2222 to Arterial #8	Mad	4		Mad	4	Mad	4	
Rosewood Ave/Oak Springs	IH 35 to Airport	Mnr	4		Mnr	4	Mnr	4	
	Airport to Springdale	Mnr	4		Mnr	4	Mau	4	
Rundberg Ln	FM 1325 to Dessau	Mad	4	0-90	Mad	4	Mad	8	
	Dessau to SH 130				Mnr	2	Mad	6	

# ROADWAY INVENTORY AND RECOMMENDED MID AND LONG TERM PLAN IMPROVEMENTS

ROADWAY	LIMITS	EXISTING PLUS COMMITTED			MID-TERM PLAN		LONG TERM PLAN		REMARKS
		CLASSI- FICATION	NO. OF LANES	R.O.W. WIDTH	CLASSI- FICATION	NO. OF LANES	CLASSI- FICATION	NO. OF LANES	
Sam Bass Rd	FM 1431 to Arterial #2	Mnr	2		Mau	4	Mad	4	
	Arterial 2 to RM 620	Mnr	2		Mau	4	Mad	4	
San Jacinto/Trinity	MLK to 1st	Mau	4	80	Mad	4	Mad	4	
Slaughter/Riddle	FM 1826 to Brodie				Mnr	2	Mad	6	
	Brodie to Manchaca	Mad	4	60	Mad	4	Mad	6	
	Manchaca to Bluff Springs Rd	Mad	6	120	Mad	6	Mad	6	
	Bluff Springs Rd to FM 1625	Mad	6	120	Mad	6	Mad	6	
	FM 1625 to SH 45				Mad	6	Mad	6	
South 1st St	FM 1626 to Arterial #12				Mnr	2	Mad	4	
	Arterial #12 to Slaughter				Mnr	2	Mad	6	
	Slaughter to Stassney	Mnr	4	60-80	Mnr	4	Mad	4	
	Stassney to W 1st	Mnr	4	60-80	Mad	4	Mad	4	
Southwest Parkway (Boston Lane)	SH 45 to SH 71				Mnr	2	Mnr	2	
	SH 71 to Wm. Cannon	Mad	6	120	Mad	6	Mad	6	
	Wm Cannon to US 290	Mad	6	120	Mad	6	Mad	6	
Spicewood Springs Rd/ Arterial #8	FM 2769 to SH 45								Further study
	SH 45 to McNeil				Mad	4	Mad	8	
	McNeil to Jester				Mad	6	Mad	8	
	Jester to Loop 360				Mad	6	Mad	6	
	Loop 360 to Loop 1	Mad	5	90-140	Mad	4	Mad	6	
Springdale Road	US 290 to Manor Rd.	Mau	2	100	Mad	4	Mad	4	
	Manor Rd. to East 1st	Mau	4	80-100	Mau	4	Mau	4	
St Johns Ave	Lamar to IH 35	Mnr	4	50-90	Mnr	4	Mau	6	
	IH 35 to Berkman	Mnr	4	70-80	Mnr	4	Mau	4	

## ROADWAY INVENTORY AND RECOMMENDED MID AND LONG TERM PLAN IMPROVEMENTS

ROADWAY	LIMITS	EXISTING PLUS COMMITTED			MID-TERM PLAN		LONG TERM PLAN		REMARKS
		CLASSI- FICATION	NO. OF LANES	R.O.W. WIDTH	CLASSI- FICATION	NO. OF LANES	CLASSI- FICATION	NO. OF LANES	
Stassney Ln	US 290 to Westgate				Mad	4	Mad	6	
	Westgate to IH 35	Mad	4	60-100	Mad	4	Mad	6	
	IH 35 to Pleasant Valley	Mad	4	0-100	Mad	4	Mad	8	
	Pleasant Valley to Ben White	Mad	4	0-100	Mad	4	Mad	6	
Steck Ave	Mesa to Loop 1	Mnr	4	60-80	Mnr	4	Mau	4	
	Loop 1 to Burnet Rd	Mnr	4	60-80	Mnr	4	Mau	6	
Sunrise Rd (Co. Rd. 115)	IH 35 to FM 111				Mnr	2	Mnr	2	
	FM 111 to FM 114				Mad	4	Mad	4	
	FM 114 to SH 79	Mad	4		Mad	4	Mad	4	
Thaxton/Arterial 5	S Study Boundary to FM 967				Mnr	2	Mnr	2	
	FM 967 to SH 45				Mnr	2	Mnr	2	
	SH 45 to Slaughter				Mnr	2	Mad	4	
	Slaughter to Wm Cannon				Mad	4	Mad	4	
	Wm Cannon to Burleson	Mad	4		Mad	4	Mad	4	
Toro Canyon Dr	Westlake Dr to Westlake Dr	Col	2	30-70	Mnr	2	Mnr	2	
Turnersville/221 Drive	IH 35 to US 183				Mnr	2	Mnr	2	
Van Quintus/Blocker	US 183 to SH 71	Mnr	2		Mnr	2	Mnr	2	
Walsh Tarlton	FM 2244 to Loop 360	Mnr	4	0-80	Mau	4	Mau	6	
Wells Branch Parkway	Burnet to IH 35	Mad	4	120	Mad	6	Mad	6	
West Dessau/Gregg Ln	FM 1325 to IH 35	Mad	6		Mad	6	Mad	6	
	IH 35 to SH 130	Mnr	2		Mnr	4	Mau	4	
	SH 130 to Giles Rd	Mnr	2		Mnr	4	Mau	6	
	Giles Rd to SH 45				Mnr	2	Mnr	4	

# ROADWAY INVENTORY AND RECOMMENDED MID AND LONG TERM PLAN IMPROVEMENTS

ROADWAY	LIMITS	EXISTING PLUS COMMITTED			MID-TERM PLAN		LONG TERM PLAN		REMARKS
		CLASSI- FICATION	NO. OF LANES	R.D.W. WIDTH	CLASSI- FICATION	NO. OF LANES	CLASSI- FICATION	NO. OF LANES	
Westgate Blvd	Slaughter to Davis/Dittmar				Mnr	2	Mad	4	
	Davis/Dittmar to Stassney	Mad	4	80-90	Mau	4	Mad	4	
	Stassney to Ben White	Mad	4	80-90	Mad	4	Mad	4	
Westlake/Westlake High Dr	Loop 360 to FM 2244	Mnr	4	80	Mau	4	Mau	4	
	FM 2244 to Red Bud Tr	Mnr	2	50	Mau	2	Mau	2	
	Red Bud Tr to Toro Canyon	Mnr	2	50	Mau	2	Mau	2	
	Toro Canyon To Loop 360	Mnr	2	0-50	Mau	2	Mau	2	
Windsor Rd	Exposition Blvd to Loop 1	Mnr	4	60-70	Mnr	4	Mnr	4	
	Loop 1 to Lamar	Mnr	4	60-70	Mnr	4	Mnr	4	
	Lamar to Guadalupe	Mnr	4	60-65	Mnr	4	Mnr	4	
Wm Cannon/North Bluff	Loop 360 to Southwest Pkwy								Pending further study
	Southwest Pkwy to US 290	Mad	6	120	Mad	6	Mad	8	
	US 290 to S 1st	Mad	6	120	Mad	6	Mad	6	
	S 1st to IH 35	Mad	6	120	Mad	6	Mad	6	
	IH 35 to Pleasant Valley	Mad	6	120	Mad	6	Mad	6	
	Pleasant Valley to Scenic Loop				Mnr	4	Mad	6	
	Scenic Loop to SH 45				Mnr	2	Mad	4	
Woodrow	Burnet Rd to FM 2222	Mnr	4	50-65	Mnr	4	Mnr	4	
	FM 2222 to Anderson Ln	Mnr	2	80	Mnr	2	Mnr	2	
Woodward Dr	S 1st to Congress	Mnr	2	65-90	Mnr	2	Mnr	2	
	Congress to IH 35	Mnr	2	65-90	Mnr	2	Mau	4	
	IH 35 to Ben White	Mnr	2	90	Mau	6	Mau	6	
Arterial #2	FM 2243 to Sam Bass Rd				Mau	4	Mad	6	
	Sam Bass Rd to Brushy Creek				Mau	4	Mad	6	
	Brushy Creek to SH 45				Mau	4	Mad	6	

# ROADWAY INVENTORY AND RECOMMENDED MID AND LONG TERM PLAN IMPROVEMENTS

ROADWAY	LIMITS	EXISTING PLUS COMMITTED			MID-TERM PLAN		LONG TERM PLAN		REMARKS
		CLASSI- FICATION	NO. OF LANES	R.O.W. WIDTH	CLASSI- FICATION	NO. OF LANES	CLASSI- FICATION	NO. OF LANES	
Arterial #10/Escarpment Blvd	FM 967 to SH 45 SH 45 to Wm Cannon				Mnr	2	Mad	6	Further study
Arterial #12	Southwest Pkwy to US 290	Mnr	2		Mnr	2	Mau	4	
	US 290 to Loop 1				Mnr	2	Mau	4	
	<del>Loop 1 to Brodie</del>				<del>Mau</del>	<del>4</del>	<del>Mau</del>	<del>6</del>	
	Brodie to Manchaca				Mau	4	Mau	6	
	Manchaca to IH 35				Mnr	2	Mau	6	
	IH 35 to Bluff Springs/Old Lockhart Hwy				Mnr	2	Mau	4	
Arterial #15	FM 1826 to FM 1626								Further study
First/Second/Third Streets Corridor	Loop 1 to San Antonio	Mau	4						
	San Antonio to Red River	Mad	6						
	Red River to IH 35	Mau	4						
	IH 35 to Tillery	Mad	4						
	Tillery to US 183	Mnr	4						
Fifth St	Loop 1 to Lamar	Mad	4	60-80	Mad	4	Mad	4	
	Lamar to IH 35	Mad	4	80	Mad	4	Mad	4	
Sixth St	Loop 1 to Lamar	Mad	4	60-80	Mad	4	Mad	4	
	Lamar to IH 35	Mad	4	80	Mad	4	Mad	4	
Seventh St	Guadalupe to IH 35	Mad	4	80	Mad	4	Mad	4	
	IH 35 to Airport Blvd	Mau	4	80-160	Mau	4	Mau	4	
Eighth St	Guadalupe to IH 35	Mad	4	80	Mad	4	Mad	4	
Eleventh St	Guadalupe to IH 35	Mau	4	80	Mau	4	Mau	4	

# ROADWAY INVENTORY AND RECOMMENDED MID AND LONG TERM PLAN IMPROVEMENTS

ROADWAY	LIMITS	EXISTING PLUS COMMITTED			MID-TERM PLAN		LONG TERM PLAN		REMARKS
		CLASSI- FICATION	NO. OF LANES	R.O.W. WIDTH	CLASSI- FICATION	NO. OF LANES	CLASSI- FICATION	NO. OF LANES	
Twelfth St	Lamar to Rio Grande	Mnr	4	60-120	Mau	4	Mad	4	
	Rio Grande to Guadalupe	Mnr	4	60-120	Mau	4	Mau	4	
	Trinity to IH 35	Mnr	4	60-120	Mau	4	Mau	4	
	IH 35 to Springdale	Mnr	4	60	Mnr	4	Mnr	4	
Fifteenth St	Lamar to IH 35	Mad	4	100	Mad	4	Mad	4	
Twenty-fourth St	Lamar to Guadalupe	Mnr	4		Mau	4	Mau	4	
Twenty-sixth St East	Manor Rd to San Jacinto Blvd	Mau	4		Mad	6	Mad	6	
Twenty-ninth St	Lamar to Guadalupe	Mnr	4		Mnr	4	Mnr	4	
Thirtieth St	E 26th to Speedway	Mnr	4	120					Pending further study
	Speedway to University	Mnr	2						Pending further study
	University to Whittis	Mnr	4	60					Pending further study
	Whittis to Guadalupe	Mad	2						Pending further study
Thirty-fifth St	Balcones Dr to Loop 1	Mau	4	60-80	Mau	4	Mau	4	
	Loop 1 to 38th	Mau	4	80	Mau	6	Mau	6	
Thirty-eighth St/ Thirty-eighth 1/2	W of Shoal Creek to Guadalupe	Mau	4	80	Mau	4	Mau	4	
	Guadalupe to IH 35	Mnr	2	60-80	Mnr	2	Mnr	2	
	IH 35 to Manor Rd	Mnr	4	60-80	Mnr	4	Mnr	4	
Forty-fifth St	Loop 1 to Burnet	Mnr	4	50-80	Mnr	4	Mnr	4	
	Burnet to Lamar	Mnr	4	50-80	Mnr	4	Mnr	4	
	Lamar to Guadalupe	Mnr	4	50-80	Mnr	4	Mnr	4	
	Guadalupe to Airport	Mnr	4	50-80	Mnr	4	Mau	4	
Fifty-first St	Lamar to Manor Rd	Mnr	4	50-100	Mnr	4	Mau	4	
	Manor Rd to US 183				Mnr	4	Mau	4	