

CITY OF AUSTIN, TEXAS STREET IMPACT FEE STUDY (LAND USE ASSUMPTIONS AND ROADWAY CAPACITY PLAN DRAFT)



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Prepared for the City of Austin

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EXECUTIVE SUMMARY

Introduction to Street Impact Fees

Impact Fees are a mechanism for funding the public infrastructure necessitated by new development. Across the country, they are used to fund police and fire facilities, parks, schools, roads and utilities. In Texas, the legislature has allowed their use for water, wastewater, roadway and drainage facilities. Since 1990, they have been used to fund public water and wastewater improvements in the City of Austin.

In the most basic terms, impact fees are meant to recover the incremental cost of the impact of each new unit of development creating new infrastructure needs. In the case of Street Impact Fees, the infrastructure need is the increased capacity on arterial and collector roadways that serve the overall transportation network. The purpose of the 2019 Street Impact Fee Study is to identify the fee per unit of new development necessary to fund these improvements in accordance with the enabling legislation, Chapter 395 of the Texas Local Government Code. This draft of the Study Assumptions enumerates the 10-year projected growth and Roadway Capacity Plan assumptions used in the development of the fee.

Street Impact Fee Study Assumptions

Street Impact Fees are determined by several key variables, each described below in greater detail. The study looks at a period of 10 years to project new growth and corresponding capacity needs, as required by state law.

Service Areas and Land Use Assumptions

A Service Area is a geographic area within which a unique maximum impact fee is determined. All fees collected within the Service Area must be spent on eligible improvements within the same Service Area. For Street Impact Fees, the Service Area may not exceed 6 miles. In Austin, this restriction necessitated the creation of 17 separate Service Areas. A map of the Service Areas can be found on Page 15.



In defining the Service Area boundaries, the project team considered the corporate boundary (including full and limited purpose jurisdiction), required size limit, adjacent land uses, and topography. Since each Service Area has a unique maximum impact fee, the per-unit maximum fee for an identical land use will vary from one Service Area to the next. For this reason, the team avoided drawing a Service Area boundary through uniform land uses where possible.

The Impact Fee determination is required to be based on the projected growth and corresponding capacity needs in a 10-year window. This study considers the years 2017-2027. Acknowledging that the parameters of the study (the corporate boundaries, Transportation Plan, Comprehensive Plan, zoning maps, platting history, etc.) are dynamic, this study is based on conditions as they were on April 11, 2019.

One of the key elements in the determination of the impact fee is the amount of new development anticipated over 10 years. In order to arrive at a reasonable projection of growth, staff worked with the City Demographer and Austin Water staff working on the Water and Wastewater Impact Fee update study, which was finalized in 2018. The residential and non-residential growth projections were performed using the Future Land Use Map, the Imagine Austin Growth Concept Map, current growth trends, emerging projects, location of vacant land, physical restrictions, and carrying capacity of the City of Austin.

Finally, tables were created to compare existing residential and employment data to the ultimate residential and employment figures developed in alignment with Imagine Austin and in alignment with the City Demographer's forecasts. The effort described above generated a percentage of the ultimate residential and employment figures anticipated within each service area by the year 2027. These projections can be found in the Residential and Employment Projections tables beginning on Page 16.

Street Impact Fee Roadway Capacity Plan (RCP)

The Roadway Capacity Plan is the required capital improvement plan for the study. The RCP is the list of projects eligible for funding through street impact fees. Capacity improvements included in the

City's Street Network Map and Table, a component of the ASMP, are included in the RCP. Capacity improvements may include the addition of lanes, some substandard street reconstruction, two-way street conversions, access management median installation, or the extension of a new road.

Resurfacing or other maintenance activities do not qualify as capacity improvements under impact fee law in Texas. Intersection improvements were also identified and are included in the RCP, but not included in maps in the ASMP Street Network Map and Table. These improvements were developed based on signal requests made to the City, staff-identified improvements, and some newly identified capacity improvements as part of the Street Impact Fee study. Intersection improvements were presented to the public and comments were taken during the ASMP Phase 3 engagement.

Only those projects listed in the RCP are eligible to utilize impact fee funds. To optimize future flexibility, all capacity improvements included in the Street Network Map and Table are included in the RCP, including TxDOT improvements that the City estimates contributing funds toward, and will be eligible to utilize impact fee funds. As costing for specific projects is finalized, TxDOT projects that have a 0% anticipated City contribution may be removed.

Section III of this report provides a listing of the 10-Year Roadway Capacity Plan by service area in Tables 3.A – 3.P and maps of the RCP by service area in Exhibits 4.A – 4.P.

RCP Costing Methodology

The cost of the RCP is one of the fundamental factors in the calculation of the per-unit maximum impact fee. Only the costs associated with providing the additional capacity necessitated by 10 years of growth can be used to calculate the maximum impact fee.

The RCP's cost will be calculated through systematic evaluation of each eligible project. The project team visited each project site to determine the project scope, the presence of any special conditions (such as the need for significant drainage improvements or railroad crossings) and whether various additional construction costs would be applicable (such as costing for significant grades). In determining project limits, the team identified roadway segments with uniform need. For example, Anderson Mill Rd is separated into several projects in the RCP. From Research Blvd to 420' west of

Research Blvd, Anderson Mill Rd is an access management project from a 5-lane undivided facility to a 4-lane divided facility, and from 420' west of Research Blvd to 100' east of Spicewood Pkwy, Anderson Mill Rd is a widening project from a 4-lane undivided facility to a 4-lane divided facility. The team has developed a standard methodology for estimating construction costs. Referencing cost estimating standards from the Public Works Department, uniform costs are determined for the major items of work, additional construction items, and project delivery costs.

In order to calculate the maximum impact fee, the total cost of the RCP at build-out will be reduced to account for (1) the portion of new capacity that will address existing needs, and (2) the portion of new capacity that will not be necessitated until beyond the 10-year growth window. A ratio that compares 10 years' demand for capacity to the net supply of capacity (total new capacity in the RCP minus existing needs) can be calculated. That ratio, which may not exceed 100%, is then applied to the cost of the net capacity supplied. The result is a determination of the costs attributable to the next 10 years' growth, which is then used to calculate the maximum impact fee in accordance with state law. The result is known as the recoverable cost of the RCP.

The maximum impact fee per Service Area will be calculated and presented after the adoption of the Study Assumptions.

I. INTRODUCTION

Chapter 395 of the Texas Local Government Code describes the procedure political subdivisions must follow in order to create and implement impact fees. Senate Bill 243 (SB 243) amended Chapter 395 in 2001 to define an Impact Fee as “a charge or assessment imposed by a political subdivision against new development in order to generate revenue for funding or recouping the costs of capital improvements or facility expansions necessitated by and attributable to the new development.”

Chapter 395 mandates that impact fees be studied at least every five (5) years. Accordingly, the City of Austin has developed its Land Use Assumptions and RCP with which to implement Street Impact Fees. The City has retained Kimley-Horn and Associates, Inc. to provide professional transportation engineering services for the 2019 Street Impact Fee Study. This report includes the applicable Land Use Assumptions and development of the Street Impact Fee RCP.

II. LAND USE ASSUMPTIONS

A. Introduction and Purpose

Impact Fees are a mechanism for funding the public infrastructure necessitated by growth. In the most basic terms, impact fees are meant to recover the incremental cost of the impact of each new unit of development growth creating new infrastructure needs. In the case of Street Impact Fees, the infrastructure need is increased capacity on the street network. The purpose of the Street Impact Fee Study is to identify the fee per unit of new development necessary to fund these improvements in accordance with the enabling legislation, Chapter 395 of the Texas Local Government Code.

In order to assess an impact fee, Land Use Assumptions must be developed to provide the basis for residential and employment (non-residential) growth projections within a municipality. As defined by Chapter 395 of the Texas Local Government Code, these assumptions include a description of changes in land uses, densities, and development in the service area. The growth projections are then used in determining the need and timing of transportation improvements to serve future development.

This section of the report documents the process used to develop the Land Use Assumptions (Growth Projections) for the City of Austin's Street Impact Fee (SIF) study. In accordance with Chapter 395 of the Texas Local Government Code, street impact fees must be calculated based on reasonable expectations for residential and employment growth within a ten-year period.

B. Overview

This Land Use Assumptions Summary includes the following components:

- Land Use Assumptions Methodology – An overview of the general methodology used to generate the land use assumptions (growth projections).
- Street Impact Fee Service Areas – Explanation of the division of Austin into service areas.
- Residential and Employment Growth – Data on residential and non-residential (employment growth) within the service area over ten years (2017 – 2027).
- Land Use Assumptions Summary Table – A synopsis of the projected 10-year growth.

Information from the following sources was compiled to complete the Land Use Assumptions:

- Imagine Austin Comprehensive Plan Growth Concept Map (Center and Corridors)
- City of Austin Development Services Department's Emerging Projects dataset
- City of Austin's Future Land Use Map (FLUM)
- Travis and Williamson County Appraisal Districts
- City of Austin 2014 Land Use Inventory; Multi-Family Inventory; and Affordable Housing Inventory
- 2009 – 2016 City of Austin Building Permit Data
- City of Austin staff including City Demographer
- City of Austin Water and Wastewater Impact Fee 2015-2025 Land Use Assumptions
- CAMPO 2040 Plan
- Longitudinal Employer Household Dynamics Employment Data
- State of Texas Master Facilities Plan Report

C. Land Use Assumptions Methodology

The residential and non-residential growth projections formulated in this report were performed using reasonable and generally accepted planning principles. The following factors were considered in developing these projections:

- Character, type, density, and quantity of existing development;
- Emerging Projects;
- Future Land Use Map and Imagine Austin Growth Concept Map;
- Growth trends;
- Location of vacant land;
- Physical constraints (i.e. flood plains, railroads); and
- Carrying Capacity (Growth Potential) of the City of Austin.

The residential and employment estimates and projections were compiled in accordance with the following categories:

Residential Units: Number of dwelling units, both single and multi-family.

Non-Residential Units: Square feet of building area based on three (3) different classifications. Each classification has unique trip making characteristics.

Retail: Land use activities which provide for the retail sale of goods which primarily serve households and whose location choice is oriented toward the household sector, such as grocery stores and restaurants (higher traffic generators).

Service: Land use activities which provide personal and professional services, such as government and other professional offices (medium traffic generators).

Basic: Land use activities that produce goods and services such as those which are exported outside of the local economy, such as manufacturing, construction, transportation, wholesale, trade, warehousing, and other industrial uses (lower traffic generators).

The above categories in the Land Use Assumptions match those used to develop travel demand modeling and are the broader land use categories that are used in the development of the assumptions for impact fees. In the calculation of the specific Street Impact Fee for an individual development, a more specific and expanded classification based on the Institute of Transportation Engineers (ITE) Trip Generation Manual will be utilized.

Determination of the ten-year growth within the Street Impact Fee study area was accomplished through three general steps:

- Step 1: Determine Base Year (2017)
- Step 2: Determine Carrying Capacity (Growth Potential)
- Step 3: Determine 10-Year Growth Projections

Step 1: Determine Base Year (2017)

Property data obtained from Travis and Williamson County Appraisal Districts (CADs) was used to determine the 2015 residential units and employment square footage. This data contained detailed information on the following property attributes:

- Built year
- Land area
- Livable building square footage
- Property land use
- Improvement type (Travis CAD only)

For single-family residential units, the number of units were simply counted. For multi-family, the number of units was derived from the multi-family inventory provided by the City Demographer. However, if data was not available through the inventory, a density calculation was performed based on the Appraisal District's livable building square footage. A conversion of square footage per unit was utilized to determine the number of units.

To estimate employment square footage, the livable building square footage data was utilized. Building footprint data and aerials were utilized to supplement the building square footage if the CAD data lacked square footage information. Finally, for state facilities, building square footage came from the State's Master Facilities Plan Report. These estimates for 2015 were scaled up to 2017 and validated through 2019 using building permit data, adding units/square footage for new construction and subtracting demolished units/square footage for parcels as needed.

Step 2: Determine Carrying Capacity (Growth Potential)

For undeveloped areas and potential redevelopment areas, assumptions based upon the City's Future Land Use Map (Exhibit 1), Emerging Projects (Exhibit 2), or Imagine Austin Growth Concept Map were used to estimate the carrying capacity or growth potential of land within the Street Impact Fee study area for both residential and employment land uses. The carrying capacity was calculated in three basic steps.

- 1) Determine the future land use for study area parcels based on previous planning efforts completed by the City.
- 2) Determine the amount of dwelling units and employment building space that could occupy every parcel – i.e. the parcel's "Carrying Capacity" – based on the future land use development types.
- 3) Identify parcels that are either vacant or candidates for redevelopment based on emerging projects, market value and age of property. These parcels were aggregated with the existing dwelling units and employment space on the remaining parcels to generate an estimated growth potential to compare to the 10-year growth forecast.

Exhibit 1 – Future Land Use Map

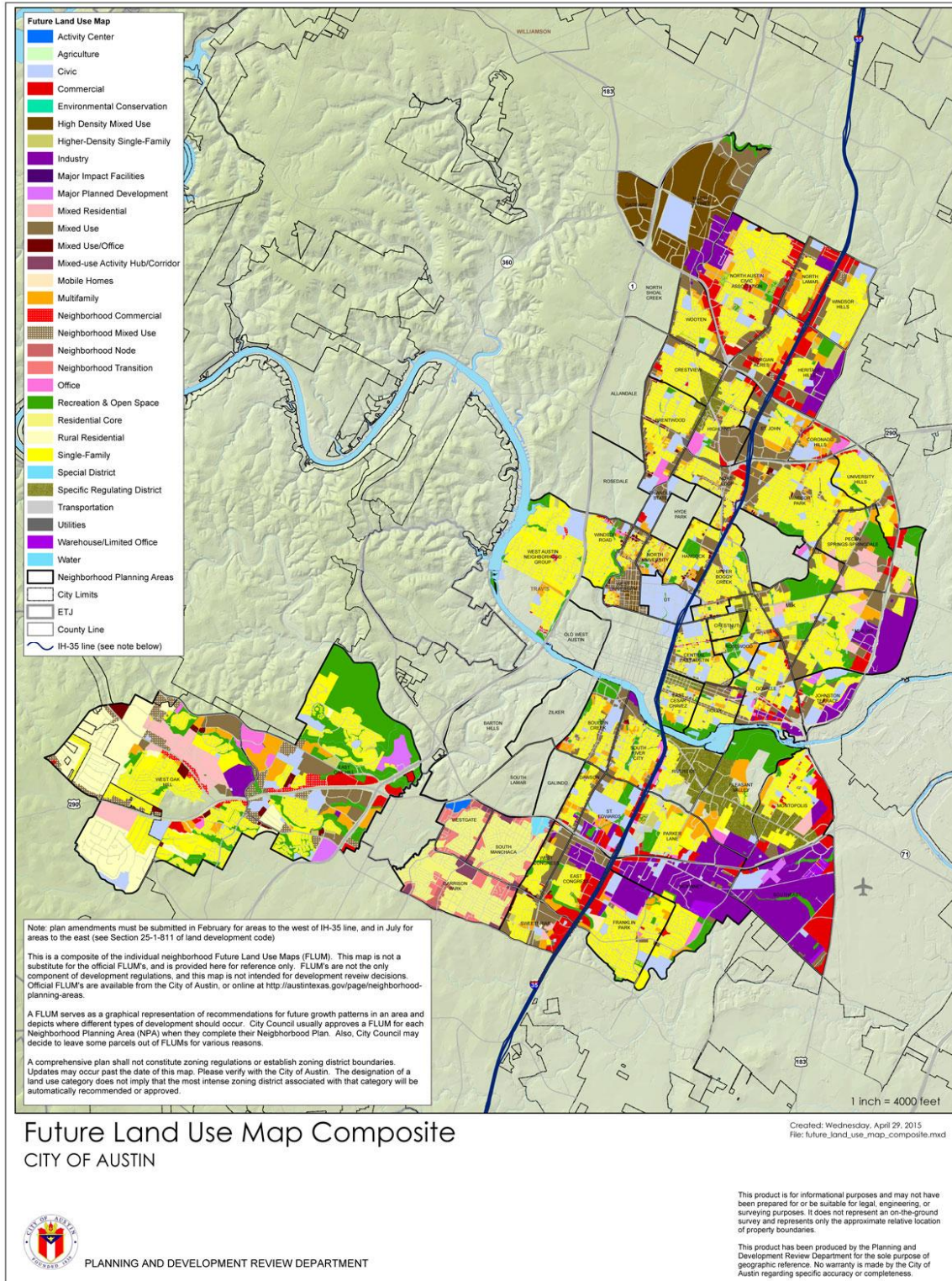
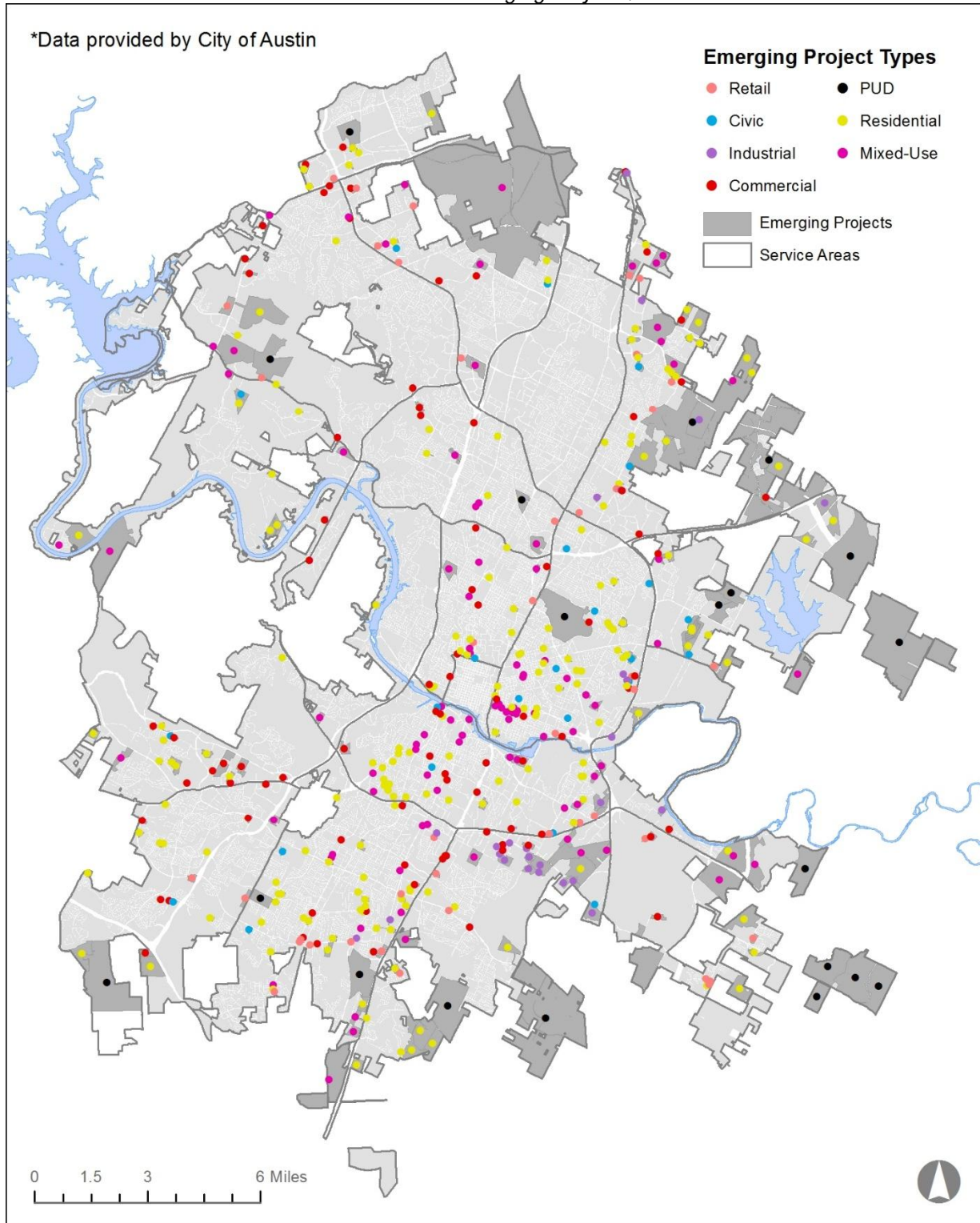


Exhibit 2 – Emerging Projects, 2017



Step 3: Determine 10-Year Growth Projections

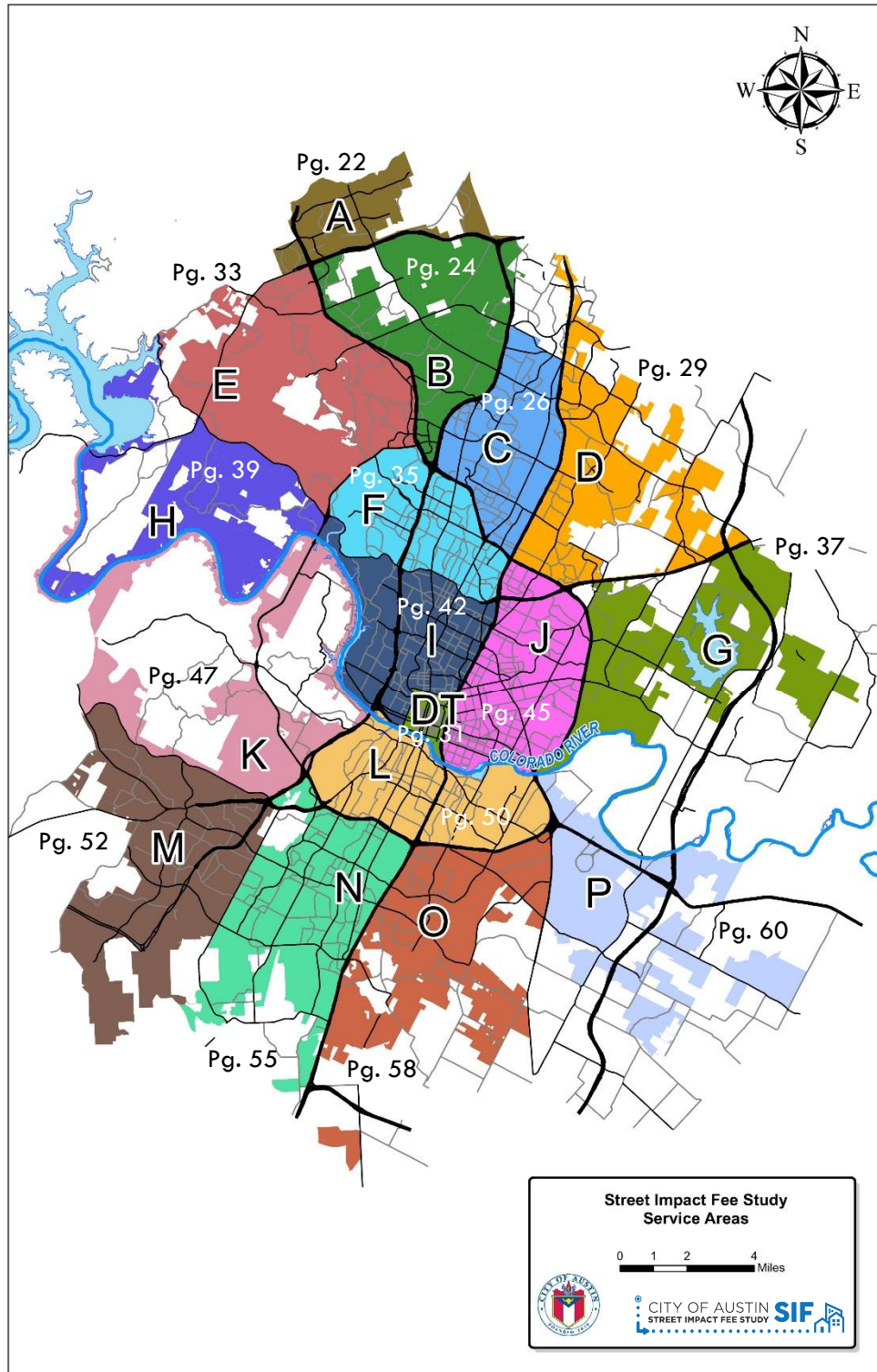
The City of Austin Demographer utilizes small areas called DTI-polygons to allocate growth. The DTI (Delphi, Trends, and Imagine Austin) polygons are roughly analogous to census tracts. Austin Water provided 2025 employment (job) and dwelling unit projections that were generated for the Water/Wastewater Impact Fee land use study for DTI polygons within the city. Dwelling unit and employment growth rates were calculated based on the DTI polygon dwelling unit and employment projections. Growth rates for employment were converted to square footage using typical figures for employees per 1,000 square feet for each employment type. The growth rates were then applied to the 2017 base year estimates and projected 10 years into the future to 2027. Finally, the 2027 projections were compared to the carrying capacity growth potential to validate the 10-year growth assumptions. This methodology to determine 10-year growth projections meets reasonable expectations for growth as required by Chapter 395 of the Local Government Code.

D. Street Impact Fee Service Areas

The geographic boundary of the proposed impact fee service areas for transportation facilities is shown in Exhibit 3. The City of Austin is divided into seventeen (17) service areas, each based upon the six (6) mile limit, as required in Chapter 395. For transportation facilities, the service areas as required by state law are limited to areas within the current corporate City limits. In defining the Service Area boundaries, the project team considered the corporate boundary, required six (6) mile size limit, adjacent land uses, and topography. In addition, the strategy for defining Service Areas included creating a Downtown area and creating distinctive inner loop and outer loop Service Areas based on highway boundaries. Areas were defined for inner loop and outer loop due to differences in travel lengths reported in these different parts of the city. Trip length is an important determinant of service units for each land use defined later in the study, and was thus considered for Service Area boundaries. Since each Service Area will have a unique maximum impact fee, the per-unit maximum fee for an identical land use will vary from one Service Area to the next. For this reason, the team kept areas of uniform land use within the same Service Area where possible.

It should be noted that at locations where Service Area boundaries align with a City roadway, the proposed boundary is intended to follow the centerline of the street, unless otherwise noted. This allows two or more Service Areas to contribute to a capacity improvement for that roadway. In cases where a Service Area boundary follows the City Limits, only those portions of the transportation facility within the City Limits are included in the Service Area.

Exhibit 3 – Proposed Service Areas



E. Land Use Assumptions Summary

Table 1 summarizes the residential and employment 10-year growth projections.

Table 1. Residential and Employment 10-Year Projections

| Service Area | | Dwelling Units | | | Employment (SqFt) | | | |
|--------------|----------------|----------------|--------------|---------|-------------------|-------------|-------------|-------------|
| | | Single Family | Multi-Family | Total | Basic | Service | Retail | Total |
| City | 2017 | 179,259 | 224,030 | 403,289 | 72,017,000 | 125,112,000 | 79,359,000 | 276,488,000 |
| | 2027 | 212,913 | 315,313 | 528,226 | 84,503,000 | 158,956,000 | 109,182,000 | 352,641,000 |
| | 10-Year Growth | 33,654 | 91,283 | 124,937 | 12,486,000 | 33,844,000 | 29,823,000 | 76,153,000 |
| A | 2017 | 4,876 | 5,380 | 10,256 | 52,000 | 1,358,000 | 3,220,000 | 4,630,000 |
| | 2027 | 5,645 | 10,211 | 15,856 | 79,000 | 2,814,000 | 4,669,000 | 7,562,000 |
| | 10-Year Growth | 769 | 4,831 | 5,600 | 27,000 | 1,456,000 | 1,449,000 | 2,932,000 |
| B | 2017 | 7,556 | 15,272 | 22,828 | 5,365,000 | 7,829,000 | 4,852,000 | 18,046,000 |
| | 2027 | 9,743 | 23,294 | 33,037 | 6,141,000 | 9,011,000 | 7,208,000 | 22,360,000 |
| | 10-Year Growth | 2,187 | 8,022 | 10,209 | 776,000 | 1,182,000 | 2,356,000 | 4,314,000 |
| C | 2017 | 10,743 | 23,932 | 34,675 | 13,556,000 | 8,192,000 | 11,651,000 | 33,399,000 |
| | 2027 | 11,384 | 29,245 | 40,629 | 13,745,000 | 10,442,000 | 13,212,000 | 37,399,000 |
| | 10-Year Growth | 641 | 5,313 | 5,954 | 189,000 | 2,250,000 | 1,561,000 | 4,000,000 |
| D | 2017 | 9,909 | 10,930 | 20,839 | 16,863,000 | 8,339,000 | 3,925,000 | 29,127,000 |
| | 2027 | 15,456 | 16,013 | 31,469 | 22,140,000 | 11,633,000 | 6,899,000 | 40,672,000 |
| | 10-Year Growth | 5,547 | 5,083 | 10,630 | 5,277,000 | 3,294,000 | 2,974,000 | 11,545,000 |
| E | 2017 | 14,944 | 13,744 | 28,688 | 3,046,000 | 6,283,000 | 4,523,000 | 13,852,000 |
| | 2027 | 16,753 | 18,234 | 34,987 | 3,135,000 | 7,243,000 | 5,444,000 | 15,822,000 |
| | 10-Year Growth | 1,809 | 4,490 | 6,299 | 89,000 | 960,000 | 921,000 | 1,970,000 |
| F | 2017 | 14,467 | 13,954 | 28,421 | 1,514,000 | 10,986,000 | 8,725,000 | 21,225,000 |
| | 2027 | 14,803 | 19,534 | 34,336 | 1,751,000 | 12,518,000 | 10,121,000 | 24,390,000 |
| | 10-Year Growth | 336 | 5,580 | 5,915 | 237,000 | 1,532,000 | 1,396,000 | 3,165,000 |
| G | 2017 | 3,516 | 1,222 | 4,738 | 4,042,000 | 848,000 | 144,000 | 5,034,000 |
| | 2027 | 9,147 | 5,971 | 15,118 | 5,702,000 | 4,357,000 | 2,110,000 | 12,169,000 |
| | 10-Year Growth | 5,631 | 4,749 | 10,380 | 1,660,000 | 3,509,000 | 1,966,000 | 7,135,000 |
| H | 2017 | 2,937 | 1,520 | 4,457 | 27,000 | 2,266,000 | 129,000 | 2,422,000 |
| | 2027 | 3,603 | 2,204 | 5,807 | 16,000 | 3,721,000 | 133,000 | 3,870,000 |
| | 10-Year Growth | 666 | 684 | 1,350 | (11,000) | 1,455,000 | 4,000 | 1,448,000 |

| Service Area | | Dwelling Units | | | Employment (SqFt) | | | |
|--------------|----------------|----------------|--------------|--------|-------------------|------------|------------|------------|
| | | Single Family | Multi-Family | Total | Basic | Service | Retail | Total |
| I | 2017 | 13,769 | 27,721 | 41,490 | 348,000 | 14,213,000 | 5,855,000 | 20,416,000 |
| | 2027 | 14,481 | 35,710 | 50,191 | 395,000 | 15,550,000 | 7,260,000 | 23,205,000 |
| | 10-Year Growth | 712 | 7,989 | 8,701 | 47,000 | 1,337,000 | 1,405,000 | 2,789,000 |
| J | 2017 | 18,145 | 19,619 | 37,764 | 5,065,000 | 9,174,000 | 6,174,000 | 20,413,000 |
| | 2027 | 20,861 | 29,539 | 50,399 | 5,182,000 | 10,171,000 | 7,333,000 | 22,686,000 |
| | 10-Year Growth | 2,716 | 9,920 | 12,635 | 117,000 | 997,000 | 1,159,000 | 2,273,000 |
| K | 2017 | 6,091 | 3,191 | 9,282 | 28,000 | 4,973,000 | 2,130,000 | 7,131,000 |
| | 2027 | 6,711 | 3,925 | 10,636 | 47,000 | 5,299,000 | 2,405,000 | 7,751,000 |
| | 10-Year Growth | 620 | 734 | 1,354 | 19,000 | 326,000 | 275,000 | 620,000 |
| L | 2017 | 10,644 | 39,842 | 50,486 | 4,551,000 | 11,539,000 | 6,109,000 | 22,199,000 |
| | 2027 | 11,619 | 50,564 | 62,183 | 4,933,000 | 13,391,000 | 7,650,000 | 25,974,000 |
| | 10-Year Growth | 975 | 10,722 | 11,697 | 382,000 | 1,852,000 | 1,541,000 | 3,775,000 |
| M | 2017 | 18,359 | 9,573 | 27,932 | 2,086,000 | 5,133,000 | 2,940,000 | 10,159,000 |
| | 2027 | 20,981 | 14,216 | 35,197 | 2,634,000 | 7,029,000 | 4,990,000 | 14,653,000 |
| | 10-Year Growth | 2,622 | 4,643 | 7,265 | 548,000 | 1,896,000 | 2,050,000 | 4,494,000 |
| N | 2017 | 27,160 | 19,860 | 47,020 | 3,172,000 | 3,799,000 | 8,412,000 | 15,383,000 |
| | 2027 | 28,806 | 26,926 | 55,732 | 3,413,000 | 7,390,000 | 11,202,000 | 22,005,000 |
| | 10-Year Growth | 1,646 | 7,066 | 8,712 | 241,000 | 3,591,000 | 2,790,000 | 6,622,000 |
| O | 2017 | 12,347 | 8,655 | 21,002 | 11,772,000 | 3,679,000 | 3,065,000 | 18,516,000 |
| | 2027 | 16,239 | 13,918 | 30,157 | 13,296,000 | 3,879,000 | 7,068,000 | 24,243,000 |
| | 10-Year Growth | 3,892 | 5,263 | 9,155 | 1,524,000 | 200,000 | 4,003,000 | 5,727,000 |
| P | 2017 | 3,686 | 224 | 3,910 | 252,000 | 788,000 | 316,000 | 1,356,000 |
| | 2027 | 6,587 | 2,623 | 9,210 | 1,642,000 | 1,794,000 | 3,043,000 | 6,479,000 |
| | 10-Year Growth | 2,901 | 2,399 | 5,300 | 1,390,000 | 1,006,000 | 2,727,000 | 5,123,000 |
| DT | 2017 | 110 | 9,391 | 9,501 | 278,000 | 25,713,000 | 7,189,000 | 33,180,000 |
| | 2027 | 95 | 13,188 | 13,283 | 252,000 | 32,714,000 | 8,435,000 | 41,401,000 |
| | 10-Year Growth | (15) | 3,797 | 3,782 | (26,000) | 7,001,000 | 1,246,000 | 8,221,000 |

III. ROADWAY CAPACITY PLAN

Through the development of the ASMP, the City has identified the transportation projects needed to accommodate the projected growth within the City. All roadway facilities identified are included in the Street Network Map and Table in the ASMP. The Roadway Capacity Plan (RCP) consists of four categories of roadway projects. They are as follows:

- Widening – Existing roadways that need to be expanded according to the cross section identified in the ASMP.
- Access Management – Existing 5 lane or 7 lane undivided roadways identified for median construction in the existing center turn lane for access management purposes.
- New - All new connection projects needed to complete the Street Network Map and Table.
- Two-Way Conversions – Existing one-way streets that are planned for two-way conversion which will require revision of existing traffic signal equipment and other capacity improvements on the street.

Major intersection improvements were also identified at an individual level based on the Street Network Map and Table classification of the intersecting roads, the current traffic control, and the existing traffic volumes. Improvements were categorized as follows:

- Signalize – either a new signal or modification to an existing signal due to construction of a new roadway approach to an existing signalized intersection.
- Roundabout – construction of a roundabout.
- Extend Turn Lane – extension of an existing turn lane to be consistent with ASMP, TxDOT, and NCHRP Report 780 turn lane length recommendations. In many cases, this was recommended where an existing channelized right turn did not have any storage space.
- Intersection Improvements – a catch-all for other improvements, limited to new turn lanes, bond project recommendations not in the other 3 categories, removing split

phasing at intersections, and special intersections (Continuous Flow Intersections (CFI), Diverging Diamond Intersections (DDI), or grade separation improvements).

The sources of major intersection improvements were categorized as follows:

- Bond Project (2010, 2012, 2016, and/or 2018) – Improvements identified in previously approved bond packages. Costs will be taken directly from bond financing information or from cost estimates on completed corridor studies when available. For incomplete studies, assumptions will be made based on engineering judgment for capacity projects.
- City Identified – Improvements identified by Austin Transportation as candidates for removing split phasing from intersections. Costs are available for some of the projects. In cases where costing information is not available, a methodology will be used to approximate improvements consistent with costing of roadway capacity and costs to construct or replace signal poles based on the number of entering approaches to the intersection.
- Intersection Newly Identified – Improvements identified during the Street Impact Fee Study for new signals, modification of existing signals due to new roadway construction, roundabouts (where deemed appropriate), innovative intersections (CFI, DDI, etc.), and turn lane improvements (new or extending existing). Turn lane improvements were based on the desired number of turn lanes associated with each combination of intersecting streets. The desired number of turn lanes for each combination are shown in Table 2. New signals were identified either through 1) city signal requests based on the latest database of requests from the city dated March 29, 2019 or 2) through engineering judgment based on the function and context of entering roadways to an intersection. In some cases, where conditions were favorable, roundabouts were recommended in place of an existing signal or stop-controlled intersection.

Table 2. Desired Turn Lanes at Intersections

| Intersecting Levels | Major Street Turn Lanes | Minor Street Turn Lanes |
|---------------------|---|-------------------------|
| 2 & 3 | 1 Left Turn (LT) (onto Level 2) | 1 Turn Lane |
| 2 & 4 | 1 LT, 1 Right Turn (RT) Lane (if <3 Through Lanes (TL)) | 1 Turn Lane |
| 3 & 3 | 1 LT Lane, 1 RT Lane (if <3 TL) | 1 LT Lane, 1 RT Lane |
| 3 & 4 | 2 LT Lanes, 1 RT Lane (if <3 TL) | 1 LT Lane, 1 RT Lane |
| 4 & 4 | 2 LT Lanes, 1 RT Lane (if <3 TL) | 2 LT Lanes, 1 RT Lane |

All intersection improvement recommendations are recommended to undergo a design level evaluation before implementation to ensure the most appropriate improvements are made. In the case where a design level evaluation determines improvements contrary to the Impact Fee RCP, such as turn lane improvements in place of a roundabout, the impact fee RCP cost allocated to the intersection may still be applied to the alternate improvements.

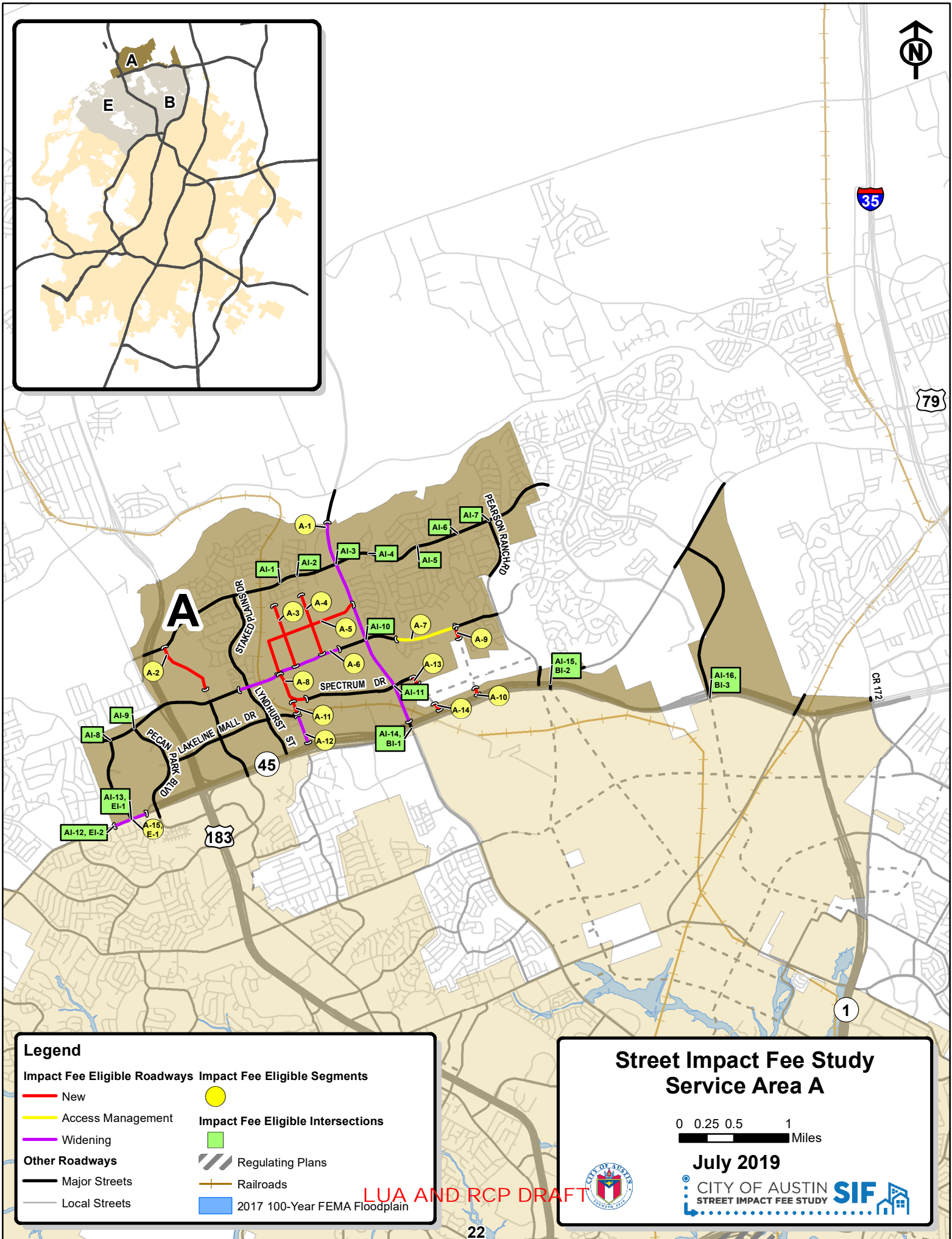
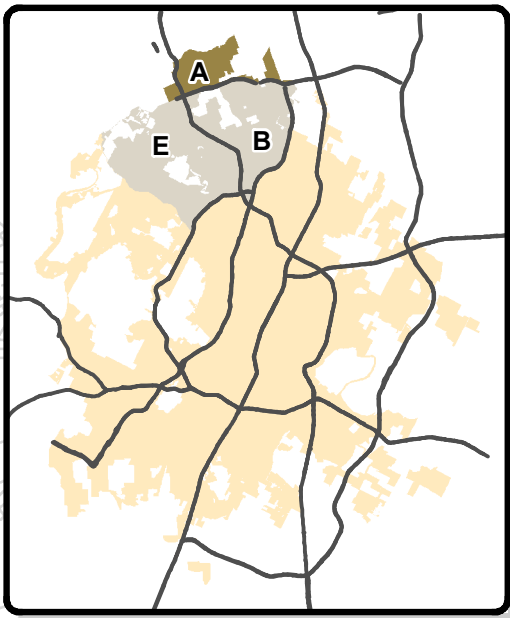
The proposed RCP is listed in Tables 3.A – 3.P and mapped in Exhibits 4.A – 4.P. The tables show the length of each project as well as the facility's typology. The RCP was developed with input from City of Austin staff and the community, and represents projects that will be needed to accommodate the growth projected in the Land Use Assumptions section of this report.

Table 3.A. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area A

| Service Area | Proj. # | IF Class | Street | Limits | Length (mi) | % In Service Area |
|--------------|-------------|---------------------------|---|--|-------------|-------------------|
| SA A | A-1 | L4-6D-154-TxDOT | W PARMER LN | SH 45 WB SVRD TO CITY LIMITS N. | 2.00 | 100% |
| | A-2 | L2-2U-78 | NORTH LAKE CREEK PKWY | AVERY RANCH BLVD TO N OF LAKELINE BLVD | 0.57 | 100% |
| | A-3 | L2-2U-78 | DUNHAM FOREST RD-LAKELINE BLVD CONNECTOR | DUNHAM FOREST RD TO LAKELINE BLVD | 0.60 | 100% |
| | A-4 | L2-2U-78 | S CANOA HILLS TRL-LAKELINE BLVD CONNECTOR | S CANOA HILLS TRL TO LAKELINE BLVD | 0.59 | 100% |
| | A-5 | L2-2U-78 | CASSANDRA DR EXTENSION | LAKELINE BLVD TO PARMER LN | 1.16 | 100% |
| | A-6 | L3-4D-120 | LAKELINE BLVD | 485' W OF LYNDBURST ST TO 1337' W OF PARMER LN | 1.01 | 100% |
| | A-7 | L3-4D-104 | NEENAH AVE | OLIVE HILL DR TO 1450' E OF SOLERA DR | 0.57 | 100% |
| | A-8 | L3-3U-92 | SPECTRUM DR | LAKELINE BLVD TO SPECTRUM DR | 0.39 | 100% |
| | A-9 | L3-4D-120 | NEENAH AVE TO N FM 620 RD SB CONNECTOR | NEENAH AVE TO 580' S OF NEENAH AVE | 0.11 | 100% |
| | A-10 | L3-4D-120 | NEENAH AVE TO N FM 620 RD SB CONNECTOR | 335' N OF N FM 620 RD TO N FM 620 RD | 0.06 | 100% |
| | A-11 | L2-2U-78 | RUTLEDGE SPUR | LAKELINE MALL DR TO SPECTRUM EXTENSION | 0.17 | 100% |
| | A-12 | L2-2U-53 | RUTLEDGE SPUR | LAKELINE MALL RD TO SH 45 WB SVRD | 0.27 | 100% |
| | A-13 | L2-2U-78 | SPECTRUM DR TO N FM 620 RD SB CONNECTOR | SPECTRUM DR TO 375' S OF SPECTRUM DR | 0.07 | 100% |
| | A-14 | L2-2U-78 | SPECTRUM DR TO N FM 620 RD SB CONNECTOR | 370' N OF N FM 620 RD TO N FM 620 RD | 0.07 | 100% |
| | A-15, E-1 | L4-6D-154-TxDOT | N FM 620 RD | DEERBROOK TRL TO 600' E OF RIDGELINE BLVD | 0.32 | 50% |
| | | | Type | Intersection | | % In Service Area |
| | AI-1 | Intersection Improvements | Signalize | AVERY RANCH BLVD AND QUARRY OAKS TRL | | 100% |
| | AI-2 | | Signalize | AVERY RANCH BLVD AND CANOA HILLS TRL | | 100% |
| | AI-3 | | Intersection Improvements | W PARMER LN AND AVERY RANCH BLVD | | 100% |
| | AI-4 | | Signalize | AVERY RANCH BLVD AND AVERY CLUB RD | | 100% |
| | AI-5 | | Signalize | AVERY RANCH BLVD AND LOXLEY LN | | 100% |
| | AI-6 | | Signalize | AVERY RANCH BLVD AND DOUBLE EAGLE PASS | | 100% |
| | AI-7 | | Signalize | AVERY RANCH RD AND PEARSON RANCH RD | | 100% |
| | AI-8 | | Intersection Improvements | S LAKELINE BLVD AND RIDGELINE BLVD | | 100% |
| | AI-9 | | Intersection Improvements | S LAKELINE BLVD AND PECAN PARK BLVD | | 100% |
| | AI-10 | | Intersection Improvements | W PARMER LN AND LAKELINE BLVD | | 100% |
| | AI-11 | | Intersection Improvements | W PARMER LN AND SPECTRUM DR | | 100% |
| | AI-12, EI-2 | | Intersection Improvements | N FM 620 RD AND DEERBROOK TRL | | 25% |
| | AI-13, EI-1 | | Signalize | N FM 620 RD AND RIDGELINE BLVD | | 50% |
| | AI-14, BI-1 | | Intersection Improvements | N FM 620 RD AND W PARMER LN | | 50% |
| | AI-15, BI-2 | | Intersection Improvements | N FM 620 RD AND SH 45 | | 50% |
| | AI-16, BI-3 | | Intersection Improvements | S O'CONNOR DR AND SH 45 | | 50% |

Note: The 10-Year Street Impact Fee RCP is not in a prioritized order.

For projects that have "TxDOT" in IF Class, only the City's contribution will be included.



Legend

| Impact Fee Eligible Roadways | | Impact Fee Eligible Segments | |
|---------------------------------------|-------------------|---------------------------------------|-----------------------------------|
| — | New | ● | Impact Fee Eligible Intersections |
| — | Access Management | ■ | Regulating Plans |
| — | Widening | — | Railroads |
| Other Roadways | | ■ | 2017 100-Year FEMA Floodplain |
| — | Major Streets | | |
| — | Local Streets | | |

Street Impact Fee Study Service Area A

0 0.25 0.5 1
Miles

July 2019



CITY OF AUSTIN
STREET IMPACT FEE STUDY



LUA AND RCP DRAFT

Table 3.B. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area B

| Service Area | Proj. # | IF Class | Street | Limits | Length (mi) | % In Service Area |
|--------------|--------------|---------------------------|--|---|-------------|-------------------|
| SA B | B-1 | L3-4D-120 | ANDERSON MILL RD | US 183 TO TURTLE ROCK RD / BROADMEADE AVE | 0.87 | 100% |
| | B-2 | L3-4D-120 | ANDERSON MILL RD | 150' EAST OF W PARMER LN TO 1405' EAST OF W PARMER LN | 0.24 | 100% |
| | B-3 | L3-4D-120 | ANDERSON MILL RD | 1405' EAST OF W PARMER LN (FM 734) TO MCNEIL RD | 2.48 | 100% |
| | B-4 | L3-4D-120 | ROBINSON RANCH RD | PEARSON RANCH RD TO CITY LIMITS | 2.26 | 100% |
| | B-5 | L3-4D-120 | SH 45 - MCNEIL RD CONNECTOR | SH 45 TO MCNEIL RD | 2.17 | 100% |
| | B-6 | L3-4D-120 | SH 45 - MERRILLTOWN DR CONNECTOR | SH 45 TO MERRILLTOWN DR | 2.56 | 100% |
| | B-7 | L3-4D-120 | GRAND AVENUE PKWY | MCNEIL RD TO MOPAC (SL 1) | 0.58 | 100% |
| | B-8 | L3-4D-120 | GRAND AVENUE PKWY | LOOP 1 TO 480' W OF BURNET RD | 0.38 | 100% |
| | B-9 | L3-4D-120 | DALLAS DR CONNECTOR | W PARMER LN (FM 734) TO SH 45 TO MCNEIL RD CONNECTOR | 1.49 | 100% |
| | B-10 | L2-2U-78 | CORPUS CHRISTI DR | W PARMER LN (FM 734) TO CITY LIMITS | 0.31 | 100% |
| | B-11 | L3-4D-120 | SHORELINE DR | SHORELINE DR TO W HOWARD LN | 1.34 | 100% |
| | B-12 | L2-2U-78 | N MOPAC EXPY SVRD NB-FM 1325 RD CONNECTOR | FM 1325 TO LOOP 1 FRONTAGE RD | 0.14 | 100% |
| | B-13 | L4-4D-104 | MC NEIL DR | US 183 TO AVERY ISLAND AVE | 1.06 | 100% |
| | B-14 | L2-2U-78 | MELROSE TRL | ROBINSON RANCH RD TO PARMER LN | 0.38 | 100% |
| | B-15 | L3-4D-120 | ROBINSON RANCH RD | CITY LIMITS TO MCNEIL DR | 1.94 | 100% |
| | B-16 | L2-2U-78 | MC NEIL DR | W HOWARD LN TO MCNEIL DR | 1.15 | 100% |
| | B-17 | L4-6D-130 | W HOWARD LN | MCNEIL MERRILTOWN RD TO 1270' W OF MCNEIL MERRILTOWN RD | 0.24 | 100% |
| | B-18 | L2-2U-OP-78 | MC NEIL MERRILTOWN RD | MCNEIL MERRILTOWN RD TO SH 45 TO MERRILTOWN RD CONNECTION | 0.17 | 100% |
| | B-19 | L2-2U-OP-78 | MC NEIL MERRILTOWN RD / MC NEIL DR | MCNEIL MERRILTOWN RD TO MOPAC SVRD SB | 1.12 | 100% |
| | B-20 | L3-4D-120 | MC NEIL DR | ROBINSON RANCH RD TO MCNEIL RD EXTENSION | 0.35 | 100% |
| | B-21 | L3-4D-120 | MC NEIL DR | MCNEIL DR TO MOPAC | 0.20 | 100% |
| | B-22 | L2-2U-OP-70 | EUROPA LN | W PARMER LN (FM 734) TO DESTINY GATE DR | 0.14 | 100% |
| | B-23 | L2-2U-78 | DESTINY GATE DR | EUROPA LN TO COUNCIL BLUFF DR | 0.33 | 100% |
| | B-24 | L3-4D-120 | ADELPHI LN | W PARMER LN (FM 734) TO W HOWARD LN | 1.33 | 100% |
| | B-25 | L2-2U-78 | ADELPHI LN | AMHERST DR TO WATERS PARK RD | 0.51 | 100% |
| | B-26 | L2-2U-78 | WATERS PARK RD | ADELPHI LN TO MOPAC SB FRONTAGE RD | 0.48 | 100% |
| | B-27 | L2-2U-OP-92 | MOPAC EXPY SVRD-W BALCONES CENTER DR CONNECTOR | MOPAC EXPY SVRD TO BALCONES CENTER DR | 0.56 | 100% |
| | B-28 | L3-4U-OP-116 | GREAT HILLS TRL-W BALCONES CENTER DR CONNECTOR | GREAT HILLS TRL TO W BALCONES CENTER DR | 0.21 | 100% |
| | B-29 | L3-4U-OP-116 | W BALCONES CENTER DR | W BRAKER LN TO MOPAC SVRD | 0.33 | 100% |
| | B-30, C-25 | L3-4U-OP-116 | YORK BLVD-LONGHORN BLVD CONNECTOR @ MOPAC | YORK BLVD TO LONGHORN BLVD | 0.29 | 50% |
| | B-31 | L2-2U-78 | POND WOODS RD TO POND SPRINGS RD CONNECTOR | POND SPRINGS TO 500' E OF POND SPRINGS | 0.14 | 50% |
| | B-32 | L2-2U-78 | POND WOODS RD TO POND SPRINGS RD CONNECTOR | 500' E OF POND SPRINGS TO POND WOODS | 0.10 | 100% |
| | B-33 | L4-6D-130 | MC NEIL DR | PARMER LN TO CITY LIMITS | 0.51 | 100% |
| | B-34 | L4-6D-130 | MC NEIL DR / HOWARD LN | 735' W OF MCNEIL RD TO 4400' W OF SHORELINE DR EXT | 0.80 | 100% |
| | B-35 | L4-6D-130 | W HOWARD LN | MCNEIL MERRILTOWN RD TO MOPAC | 0.58 | 100% |
| | B-36 | L4-6D-130 | MC NEIL RD | SH 45 TO W HOWARD LN | 2.28 | 100% |
| | B-37 | L3-4D-116 | CR 172 | SH 45 TO FM 1325 | 0.41 | 50% |
| | B-38 | L3-4D-116-TxDOT | FM 1325 RD | CR 172 TO 1300' S OF CR 172 | 0.27 | 50% |
| | B-39 | L3-4D-120-TxDOT | BURNET RD | 800' N OF SHORELINE DR TO 800' N OF MERRILTOWN DR | 0.74 | 50% |
| | B-40 | L3-4D-120 | SHORELINE DR | MOPAC TO FM 1325 | 0.23 | 100% |
| | B-41 | L3-4D-116 | MC NEIL MERRILTOWN RD | 465' W OF MOPAC TO MOPAC | 0.08 | 50% |
| | B-42 | L3-4D-94 | TECHNOLOGY BLVD | US 183 TO MCNEIL DR | 0.56 | 100% |
| | B-43 | L3-4D-116 | POND SPRINGS RD-OAK KNOLL CONNECTOR | MCNEIL DR TO OAK KNOLL DR | 0.62 | 100% |
| | B-44 | L4-4D-0 | HUNTERS CHASE DR TO OCEANAIRE BLVD CONNECTOR | HUNTERS CHASE DR TO OCEANAIRE BLVD | 0.05 | 50% |
| | | | Type | Intersection | | % In Service Area |
| | AI-14, BI-1 | Intersection Improvements | Intersection Improvements | N FM 620 RD AND W PARMER LN | | 50% |
| | AI-15, BI-2 | | Intersection Improvements | N FM 620 RD AND SH 45 | | 50% |
| | AI-16, BI-3 | | Intersection Improvements | S O'CONNOR DR AND SH 45 | | 25% |
| | BI-4, EI-11 | | Extend Turn Lane | ANDERSON MILL RD AND N US 183 HWY | | 50% |
| | BI-5 | | Intersection Improvements | ANDERSON MILL RD AND BROADMEADE AVE | | 100% |
| | BI-6 | | Intersection Improvements | ANDERSON MILL RD AND MORRIS RD | | 100% |
| | BI-7 | | Intersection Improvements | ANDERSON MILL RD AND W PARMER LN | | 50% |
| | BI-8 | | Signalize | ANDERSON MILL RD AND ROBINSON RANCH RD | | 100% |
| | BI-9 | | Signalize | N 620 RD AND ANDERSON MILL RD | | 100% |
| | BI-10 | | Signalize | ANDERSON MILL RD AND SH 45 TO MC NEIL MERRILTOWN CONNECTION | | 100% |
| | BI-11 | | Signalize | MC NEIL RD AND ANDERSON MILL RD | | 100% |
| | BI-12 | | Signalize | GRAND AVENUE PKWY AND MOPAC | | 100% |
| | BI-13 | | Intersection Improvements | W PARMER LN AND TAMAYO DR | | 50% |
| | BI-14 | | Signalize | MC NEIL DR AND SH 45 TO MC NEIL MERRILTOWN CONNECTION | | 100% |
| | BI-15 | | Signalize | SHORELINE DR AND MOPAC | | 100% |
| | BI-16 | | Signalize | W PARMER LN AND DALLAS DR | | 50% |
| | BI-17 | | Signalize | SH 45 TO MCNEIL DR CONNECTOR AND MC NEIL DR | | 100% |
| | BI-18 | | Signalize | SHORELINE DR AND SH 45 TO MC NEIL MERRILTOWN CONNECTION | | 100% |
| | BI-19 | | Signalize | MC NEIL DR AND AVERY ISLAND AVE | | 100% |
| | BI-20 | | Intersection Improvements | MC NEIL DR AND W PARMER LN | | 75% |
| | BI-21 | | Intersection Improvements | MC NEIL RD AND W HOWARD LN | | 100% |
| | BI-22 | | Signalize | SHORELINE DR AND W HOWARD LN | | 100% |
| | BI-23 | | Signalize | W HOWARD LN AND MC NEIL MERRILTOWN RD | | 50% |
| | BI-24 | | Signalize | RIATA TRACE PKWY AND RIATA VISTA CIR | | 100% |
| | BI-25 | | Signalize | W PARMER LN AND ADELPHI LN | | 100% |
| | BI-26, CI-4 | | Intersection Improvements | W PARMER LN AND N MOPAC EXPY | | 50% |
| | BI-27, CI-11 | | Intersection Improvements | N MOPAC EXPY AND PARK BEND DR | | 50% |
| | BI-28 | | Intersection Improvements | W BRAKER LN AND STONELAKE BLVD | | 100% |
| | BI-29 | | Intersection Improvement | GREAT HILLS TRL AND STONELAKE BLVD | | 100% |
| | BI-30 | | Modify Right Turn Lane | N CAPITAL OF TEXAS HWY AND RESEARCH BLVD | | 100% |

Note: The 10-Year Street Impact Fee RCP is not in a prioritized order.

For projects that have "TxDOT" in IF Class, only the City's contribution will be included.

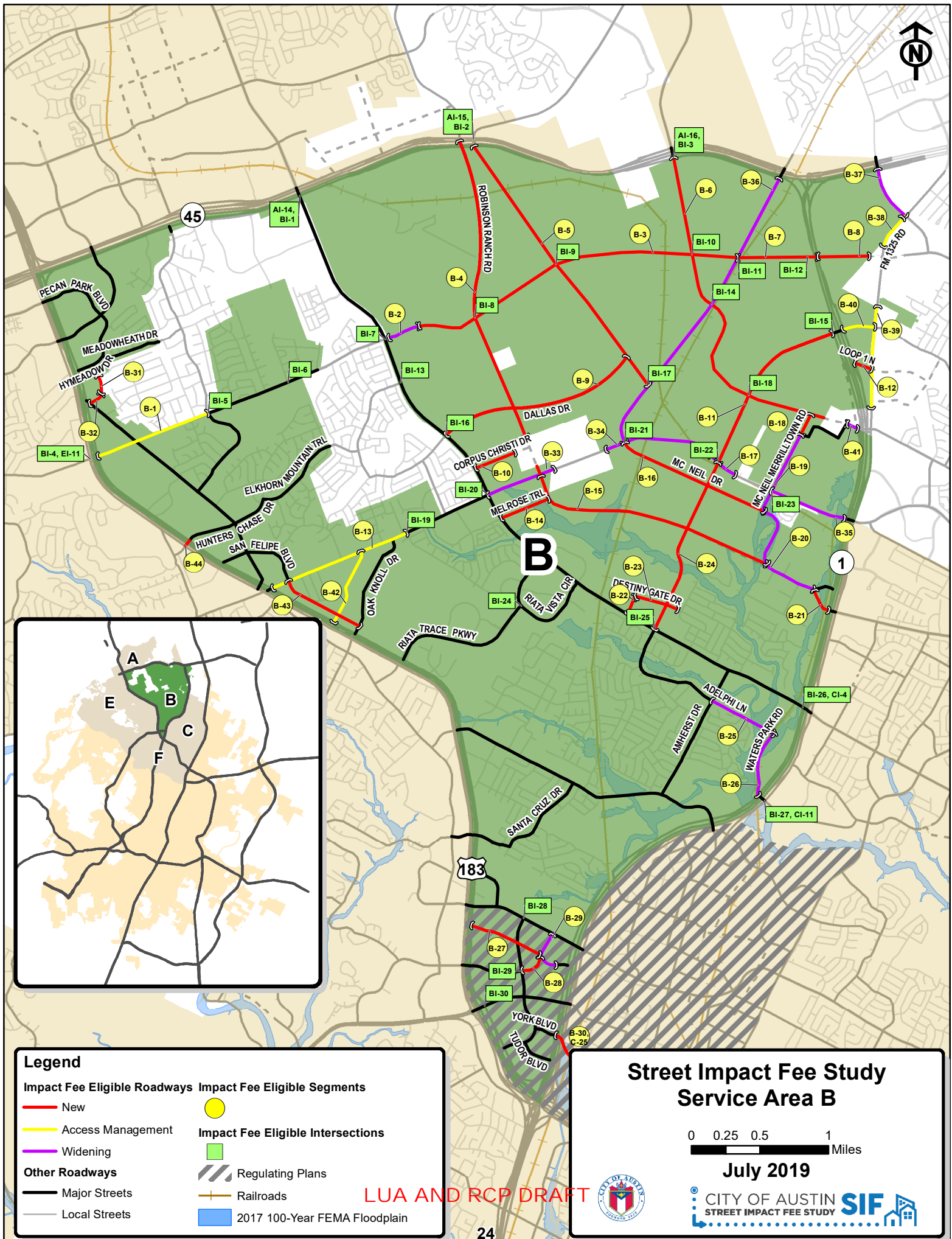


Table 3.C. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area C

| Service Area | Proj. # | IF Class | Street | Limits | Length (mi) | % In Service Area |
|--------------|--------------|---------------------------|---|--|-------------|-------------------|
| SA C | C-1 | L2-2U-78 | W HOWARD LN | IDA RIDGE TO AVENUE K | 0.88 | 50% |
| | C-2 | L2-2U-78 | WINWICK WAY | SINGLETREE AVE TO HARROWDEN DR | 0.12 | 100% |
| | C-3 | L3-4D-130-TxDOT | N LAMAR BLVD | HOWARD LN TO PARKER LN | 1.22 | 100% |
| | C-4 | L2-2U-78 | CEDAR BEND DR | RUNNING BIRD LN TO TANGLEWILD DR | 0.07 | 100% |
| | C-5 | L2-2U-78 | CEDAR BEND DR | CEDAR BEND CV TO SCOFIELD FARMS DR | 0.11 | 100% |
| | C-6 | L2-2U-78 | CEARLEY DR | CEDAR BEND DR TO OLD CEDAR LN | 0.24 | 100% |
| | C-7 | L2-2U-78 | OLD CEDAR LN | END TO N LAMAR BLVD | 0.12 | 100% |
| | C-8 | L3-4D-130-TxDOT | N LAMAR BLVD | ANDERSON LN TO PARKER LN | 4.53 | 100% |
| | C-9 | L2-2U-78 | W YAGER LN | LAMAR BLVD TO IH 35 SVRD | 0.37 | 100% |
| | C-10 | L3-6D-130-TxDOT | BURNET RD | GAULT LN TO RESEARCH BLVD | 2.18 | 100% |
| | C-11 | L2-2U-OP-92 | BURNET RD CONNECTOR | BURNET RD TO GRACY FARMS TO KRAMER LN CONNECTOR | 0.23 | 100% |
| | C-12 | L2-2U-OP-92 | GRACY FARMS LN-KRAMER LN CONNECTOR | GRACY FARMS LN TO KRAMER LN | 0.58 | 100% |
| | C-13 | L2-2U-OP-92 | ESPERANZA XING-STONEHOLLOW DR CONNECTOR | ESPERANZA XING TO STONEHOLLOW DR | 0.43 | 100% |
| | C-14 | L2-2U-OP-92 | METROPOLITAN DR | STONEHOLLOW DR TO METROPOLITAN DR | 0.85 | 100% |
| | C-15 | L2-2U-OP-92 | BROCKTON DR-W BRAKER LN CONNECTOR | BROCKTON DR TO W BRAKER LN | 0.15 | 100% |
| | C-16 | L2-2U-OP-92 | UNITED DR | HARRY RANSOM TR TO EXPLORATION WAY | 0.16 | 100% |
| | C-17 | L2-2U-OP-92 | MC KALLA PL | END TO RUTLAND DR | 0.25 | 100% |
| | C-18 | L3-4U-OP-116 | CAPITAL OF TEXAS HWY-READ GRANBERRY TRL CONNECTOR | CAPITAL OF TEXAS HWY TO READ GRANBERRY TRL | 0.17 | 100% |
| | C-19 | L3-4U-OP-116 | READ GRANBERRY TR | CREATIVITY TR TO HARRY RANSOM TR | 0.31 | 100% |
| | C-20 | L3-4U-OP-116 | READ GRANBERRY TRL-BURNET RD CONNECTOR | READ GRANBERRY TRL TO BURNET RD | 0.29 | 100% |
| | C-21 | L2-2U-OP-92 | HARRY RANSOM TR | READ GRANBERRY TR TO UNITED DR | 0.11 | 100% |
| | C-22 | L2-2U-OP-92 | RUTLAND DR-SAUNDERS LN CONNECTOR | RUTLAND DR TO SAUNDERS LN | 0.09 | 100% |
| | C-23 | L2-2U-OP-92 | UNITED DR | INDUSTRIAL TERRACE TO HARRY RANSOM TRL | 0.40 | 100% |
| | B-30, C-24 | L3-4U-OP-116 | YORK BLVD-LONGHORN BLVD CONNECTOR @ MOPAC | YORK BLVD TO LONGHORN BLVD | 0.29 | 50% |
| | C-25 | L3-4D-116 | W RUNDBERG LN | BURNET RD TO RUNDBERG LN | 0.20 | 100% |
| | C-26 | L3-4D-116 | W RUNDBERG LN | 250' N OF METRIC BLVD TO END | 0.28 | 100% |
| | C-27 | L1-2U-OP-60 | BUSINESS DR | LONGHORN BLVD TO INDUSTRIAL TERR | 0.14 | 100% |
| | C-28 | L2-2U-OP-92 | REID DR | LONGHORN BLVD TO INDUSTRIAL TERR | 0.14 | 100% |
| | C-29 | L2-2U-OP-92 | MC NEIL RD | MCNEIL RD TO W RUNDBERG LN | 0.13 | 100% |
| | C-30 | L2-2U-OP-92 | INDUSTRIAL TERR | NEILS THOMPSON DR TO REID DR | 0.39 | 100% |
| | C-31 | L2-2U-OP-92 | UNITED DR | RESEARCH BLVD TO INDUSTRIAL TERR | 0.28 | 100% |
| | C-32 | L2-2U-OP-92 | REID DR | WATERFORD CENTRE BLVD TO END | 0.09 | 100% |
| | C-33 | L2-2U-OP-92 | MC NEIL RD | WATERFORD CENTRE BLVD TO BURNET RD | 0.16 | 100% |
| | C-34 | L1-2U-OP-60 | GUADALUPE ST | SAN JOSE ST TO BOLLES CIR | 0.06 | 100% |
| | C-35 | L2-4D-90 | ALTERRA PKWY | MOPAC TO DOMAIN DR | 0.08 | 100% |
| | C-36 | L2-4D-90 | GAULT LN | ALTERRA PKWY TO HOBBY HORSE CT | 0.35 | 100% |
| | C-37 | L3-4D-120-TxDOT | DUVAL RD | GRACY FARMS LN TO GAULT LN | 0.18 | 100% |
| | C-38 | L3-4D-116 | GRACY FARMS LN | BURNET RD TO METRIC BLVD | 0.89 | 100% |
| | C-39 | L3-4D-116 | STONEHOLLOW DR | METRIC BLVD TO METRIC BLVD | 0.92 | 100% |
| | C-40 | L2-2U-OP-92 | ESPERANZA LN TO KRAMER LN CONNECTOR | ESPERANZA LN TO KRAMER LN | 0.21 | 100% |
| | C-41 | L2-4D-116 | BROCKTON DR | BURNET RD TO BROCKTON DR | 0.22 | 100% |
| | C-42 | L3-4D-94 | RUTLAND DR | BURNET RD TO 2300' E OF METRIC BLVD | 0.96 | 100% |
| | C-43 | L3-4D-116 | LONGHORN BLVD | NEILS THOMPSON TO REID DR | 0.41 | 100% |
| | C-44 | L3-4D-116 | LONGHORN BLVD | REID DR TO BURNET RD | 0.11 | 100% |
| | C-45 | L2-3U-74 | PARKFIELD DR | MEARNS MEADOW BLVD TO N OF RUTLAND DR | 0.16 | 100% |
| | C-46 | L2-4D-94 | PARKFIELD DR | RUTLAND DR TO W RUNDBERG LN | 0.14 | 100% |
| | C-47 | L3-4D-94 | RUTLAND DR | W OF PARKFIELD TO E OF PARKFIELD | 0.11 | 100% |
| | C-48 | L3-4D-94 | RUTLAND DR | W OF LAMAR BLVD TO LAMAR BLVD | 0.22 | 100% |
| | C-49 | L3-4D-100 | OHLIN RD | RESEARCH BLVD TO PAYTON GIN RD | 0.18 | 100% |
| | C-50 | L4-4D-104 | W BRAKER LN | N LAMAR BLVD TO INTERSTATE 35 | 0.64 | 100% |
| | | | Type | Intersection | | % In Service Area |
| | CI-1 | Intersection Improvements | Signalize | SCOFIELD RIDGE PKWY AND W HOWARD LN | | 100% |
| | CI-2, DI-3 | | Intersection Improvements | W HOWARD LN AND N IH 35 | | 50% |
| | CI-3 | | Signalize | METRIC BLVD AND CUTTING HORSE LN | | 100% |
| | BI-26, CI-4 | | Intersection Improvements | W PARKER LN AND N MOPAC EXPY | | 50% |
| | CI-5 | | Signalize | PARKER LN AND LIMERICK AVE | | 100% |
| | CI-6 | | Intersection Improvements | METRIC BLVD AND W PARKER LN | | 100% |
| | CI-7 | | Signalize | W PARKER LN AND ROLLING HILL DR | | 100% |
| | CI-8 | | Intersection Improvements | W PARKER LN AND N LAMAR BLVD | | 100% |
| | CI-9, DI-11 | | Intersection Improvements | W PARKER LN AND N IH 35 | | 50% |
| | CI-10 | | Signalize | CEDAR BEND DR AND TOMANET TRL | | 100% |
| | BI-27, CI-11 | | Intersection Improvements | N MOPAC EXPY AND PARK BEND DR | | 50% |
| | CI-12 | | Signalize | N LAMAR BLVD AND WALNUT PARK XING | | 100% |
| | CI-13 | | Signalize | METRIC BLVD AND STONEHOLLOW DR | | 100% |
| | CI-14 | | Intersection Improvements | W BRAKER LN AND METRIC BLVD | | 100% |
| | CI-15 | | Signalize | N LAMAR BLVD AND 11850 BLK N LAMAR BLVD (BRENTWOOD CHRISTIAN SCHOOL) | | 100% |
| | CI-16 | | Signalize | N LAMAR BLVD AND 11700 BLK N LAMAR BLVD (RESTAURANT DWY) | | 100% |
| | CI-17 | | Intersection Improvements | W BRAKER LN AND DOMAIN DR | | 100% |
| | CI-18 | | Intersection Improvements | METRIC BLVD AND KRAMER LN | | 100% |
| | CI-19 | | Intersection Improvements | W BRAKER LN AND N LAMAR BLVD | | 100% |
| | CI-20, DI-20 | | Intersection Improvements | E BRAKER LN AND N IH 35 | | 50% |
| | CI-21 | | Intersection Improvements | W BRAKER LN AND BURNET RD | | 100% |
| | CI-22 | | Signalize | BURNET RD AND READ GRANBERRY TRL | | 100% |
| | CI-23 | | Signalize | PARKFIELD DR AND MEARNS MEADOWS BLVD | | 100% |
| | CI-24 | | Intersection Improvements | N LAMAR BLVD AND W LONGSPUR BLVD | | 100% |
| | CI-25 | | Intersection Improvements | METRIC BLVD AND W RUNDBERG LN | | 100% |
| | CI-26 | | Signalize | W RUNDBERG LN AND NORTHGATE BLVD | | 100% |
| | CI-27 | | Intersection Improvements | N LAMAR BLVD AND RUTLAND DR | | 100% |
| | CI-28 | | Signalize | HUNTERS TRCE AND COLONY CREEK DR | | 100% |
| | CI-29 | | Intersection Improvements | N LAMAR BLVD AND PAYTON GIN RD | | 100% |
| | CI-30, FI-10 | | Intersection Improvements | FAIRFIELD DR AND RESEARCH BLVD | | 50% |
| | CI-31 | | Intersection Improvements | N LAMAR BLVD AND THURMOND ST | | 100% |
| | CI-32 | | Signalize | GEORGIAN DR AND W POWELL LN | | 100% |
| | CI-33, FI-25 | | Intersection Improvements | N IH 35 AND E ANDERSON LN | | 50% |
| | CI-34 | | Signalize | N LAMAR BLVD AND POWELL LN | | 100% |
| | CI-35 | | Signalize | N LAMAR BLVD AND FAIRFIELD DR | | 100% |

Note: The 10-Year Street Impact Fee RCP is not in a prioritized order.

For projects that have "TxDOT" in IF Class, only the City's contribution will be included.

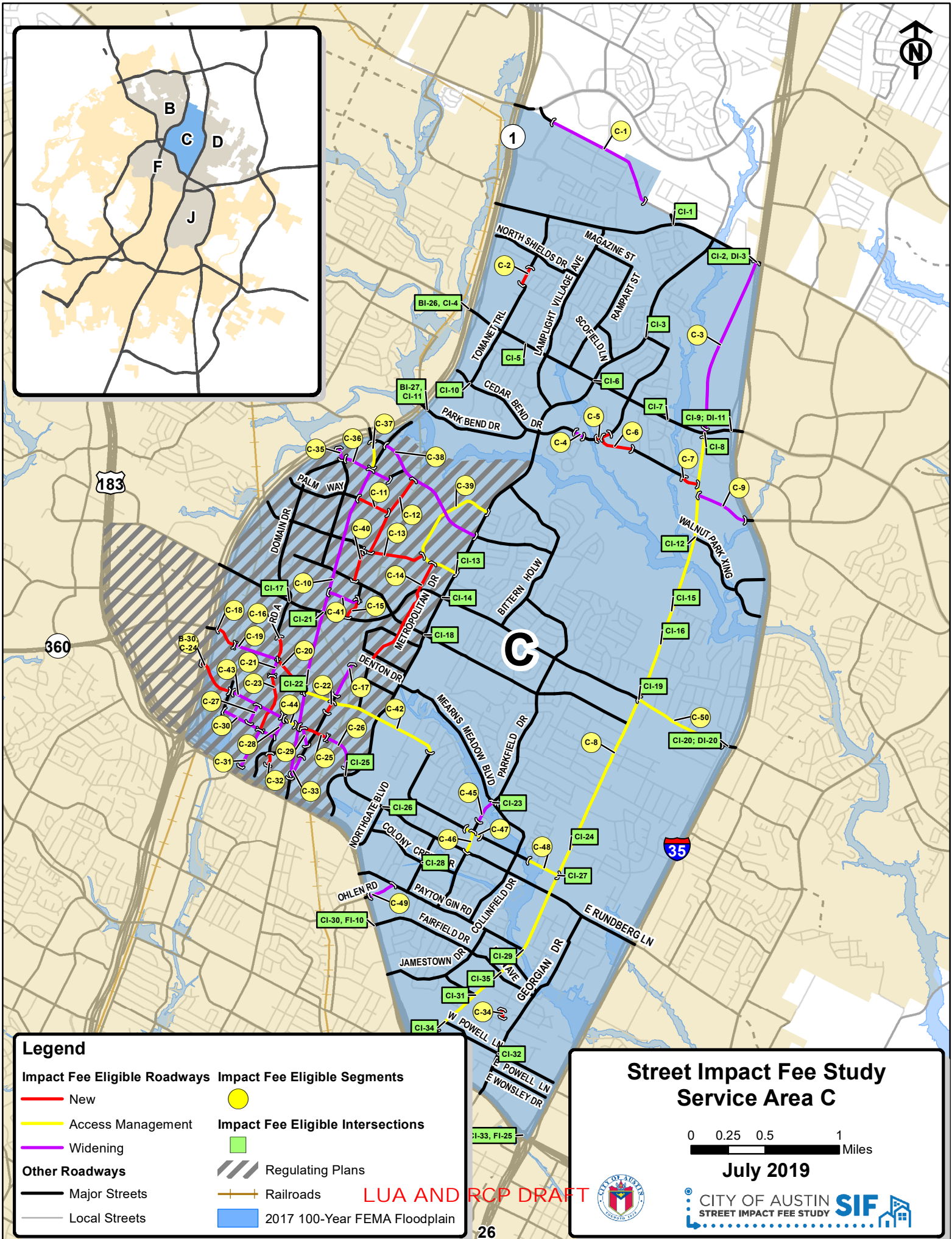
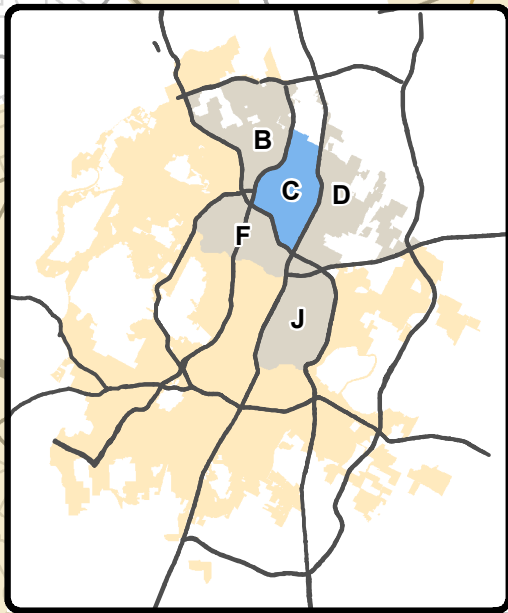


Table 3.D. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area D

| Service Area | Proj. # | IF Class | Street | Limits | Length (mi) | % In Service Area |
|--------------|---------|-----------------|---------------------------------------|--|-------------|-------------------|
| SA D | D-1 | L3-4U-88 | VISION DR | FM 1825 RD TO THREE POINTS RD | 0.22 | 50% |
| | D-2 | L3-4D-120-TxDOT | FM 1825 RD | W WELLS BRANCH TO W PECAN ST | 0.59 | 50% |
| | D-3 | L2-2U-78 | WELLS BRANCH PKWY-SCOBEE ST CONNECTOR | W WELLS BRANCH PKWY TO SCOBEE ST | 0.41 | 100% |
| | D-4 | L4-6D-120 | WELLS BRANCH PKWY | FM 1825 TO 1560' E OF HEATHERWILDE BLVD | 1.32 | 100% |
| | D-5 | L2-2U-78 | CADENCE LN | OBLIQUE DR TO BAUHAUS BND | 0.20 | 100% |
| | D-6 | L2-2U-OP-78 | FISH LN | HARRISGLEN DR TO DESSAU RD | 0.26 | 100% |
| | D-7 | L4-6D-142 | DESSAU RD | HOWARD LN TO CITY LIMITS | 0.68 | 50% |
| | D-8 | L2-2U-78 | JOSH RIDGE BLVD CONNECTOR | HARRIS RIDGE BLVD TO 575' E OF HARRIS RIDGE BLVD | 0.11 | 100% |
| | D-9 | L2-2U-78 | JOSH RIDGE BLVD CONNECTOR | 305' E OF HARRISGLEN DR TO 1035' E OF HARRISGLEN DR | 0.14 | 100% |
| | D-10 | L4-6D-142 | DESSAU RD | 620' N OF DESSAU RIDGE LN TO 338' N OF E HOWARD LN | 0.23 | 100% |
| | D-11 | L4-6D-142 | DESSAU RD | 1250' N OF W PARKER LN TO 620' N OF DESSAU RIDGE LN | 0.89 | 50% |
| | D-12 | L4-6D-142 | DESSAU RD | W PARKER LN TO 1250' N OF W PARKER LN | 0.24 | 100% |
| | D-13 | L3-4D-116 | E HOWARD LN | 445' W OF KEARNS DR TO 1845' E OF CANTARRA DR | 0.61 | 100% |
| | D-14 | L2-2U-78 | SILICON DR | TITANIUM DR TO PARKER LN TO HOWARD LN CONNECTION | 0.69 | 100% |
| | D-15 | L2-2U-78 | E HOWARD LN-E PARKER LN CONNECTOR | E HOWARD LN TO E PARKER LN | 0.54 | 50% |
| | D-16 | L4-6D-154-TxDOT | E PARKER LN | INTERSTATE 35 TO 1160' E OF SAMSUNG BLVD | 3.79 | 100% |
| | D-17 | L4-6D-154-TxDOT | E PARKER LN | 3003' W OF HARRIS BRANCH PKWY TO 2844' E OF HARRIS BRANCH PKWY | 1.07 | 100% |
| | D-18 | L3-3U-80 | E YAGER LN | 350' W OF NATURES BEND TO E PARKER LN | 1.19 | 100% |
| | D-19 | L1-2U-OP-60 | HICKORY GROVE DR CONNECTOR | HICKORY GROVE DR TO PLAZA LN | 0.09 | 100% |
| | D-20 | L3-4D-120 | PARKER LN-SAMSUNG BLVD CONNECTOR | PARKER LN TO SAMSUNG BLVD | 1.59 | 100% |
| | D-21 | L2-2U-78 | CAMERON RD | 420' E OF YAGER LN TO 2925' E OF YAGER LN | 0.47 | 50% |
| | D-22 | L2-2U-78 | CAMERON RD | 2925' E OF YAGER LN TO E PARKER LN | 0.51 | 100% |
| | D-23 | L4-6D-154-TxDOT | E PARKER LN | 1230' E OF SH 130 NB SVRD TO US 290 WB SVRD | 0.62 | 50% |
| | D-24 | L3-4D-120 | E BRAKER LN | 175' W OF DAWES PL TO 950' W OF SAMSUNG BLVD | 0.90 | 100% |
| | D-25 | L3-4D-120 | ARTERIAL A | E PARKER LN TO 820' N OF E BRAKER LN | 0.80 | 50% |
| | D-26 | L2-2U-78 | CAMERON RD | 1561' N OF BLUE GOOSE RD TO 3735' N OF BLUE GOOSE RD | 0.41 | 50% |
| | D-27 | L2-2U-78 | CAMERON RD | BLUE GOOSE RD TO 1128' N OF BLUE GOOSE RD | 0.21 | 50% |
| | D-28 | L3-4D-120 | E BRAKER LN | CAMERON RD TO 2211' E OF CAMERON RD | 0.42 | 100% |
| | D-29 | L2-2U-78 | BLUE GOOSE RD-MACIVER DR CONNECTOR | BLUE GOOSE RD TO MACIVER DR (FUTURE) | 0.65 | 50% |
| | D-30 | L2-2U-78 | BLUE GOOSE RD | CAMERON RD TO BLUE GOOSE RD-MACIVER DR CONNECTOR | 0.53 | 50% |
| | D-31 | L3-4D-116 | BLUE GOOSE RD | GILES LN TO CITY LIMITS | 0.52 | 50% |
| | D-32 | L2-2U-78 | SH 130 SVRD-GILES LN CONNECTOR | SH 130 SVRD TO GILES LN CONNECTION TO CITY LIMITS | 0.40 | 50% |
| | D-33 | L2-2U-78 | BLUE GOOSE RD-PARKER LN CONNECTOR | BLUE GOOSE RD TO PARKER LN | 0.72 | 100% |
| | D-34 | L3-4D-116 | BLUE GOOSE RD | HARRIS BRANCH PKWY TO US 290 | 0.76 | 100% |
| | D-35 | L2-2U-60 | BLUFF BEND DR | COLLINWOOD DR TO E BRAKER LN | 0.31 | 100% |
| | D-36 | L2-2U-78 | RUBY DR | INTERSTATE 35 SVRD TO JOSEPH CLAYTON DR | 0.13 | 100% |
| | D-37 | L2-2U-78 | RUBY DR | JOSEPH CLAYTON DR TO BLUFF BEND DR | 0.10 | 100% |
| | D-38 | L2-2U-78 | E APPLGATE DR | DESSAU RD TO WARRINGTON DR | 0.16 | 100% |
| | D-39 | L2-78 | APPLGATE DR-WHITAKER DR CONNECTOR | APPLGATE DR TO WHITAKER DR | 0.39 | 100% |
| | D-40 | L2-2U-78 | SPRINKLE CUTOFF RD | 160' S OF TRAIL WEARY DR TO 1646' N OF SPRINKLE RD | 1.05 | 100% |
| | D-41 | L2-2U-78 | SPRINKLE CUTOFF RD | SPRINKLE RD TO 1646' N OF SPRINKLE RD | 0.31 | 50% |
| | D-42 | L2-2U-78 | BROWN LN | 379' S OF DUNGAN LN TO 1007' N OF FERGUSON LN | 0.17 | 100% |
| | D-43 | L2-2U-78 | SPRINKLE RD | 1144' N OF CRISWELL RD TO 1970' N OF CRISWELL RD | 0.16 | 50% |
| | D-44 | L2-2U-78 | SPRINKLE RD | SPRINKLE CUTOFF RD TO 1147' W OF SPRINKLE CUTOFF RD | 0.22 | 50% |
| | D-45 | L1-2U-60 | TAEBAEK DR | E BRAKER LN TO TAEBAEK DR | 0.06 | 100% |
| | D-46 | L2-2U-OP-78 | DUNGAN LN | DESSAU RD TO BROWN LN | 0.33 | 100% |
| | D-47 | L2-2U-78 | BROWN LN | FERGUSON LN TO 1007' N OF FERGUSON LN | 0.19 | 100% |
| | D-48 | L2-2U-78 | BROWN LN | DUNGAN LN TO 379' S OF DUNGAN LN | 0.07 | 50% |
| | D-49 | L3-4D-116 | E RUNDBERG LN | CAMERON RD TO FERGUSON LN | 0.55 | 100% |
| | D-50 | L3-4D-116 | E HOWARD LN | DESSAU RD TO HARRIS BRANCH PKWY | 0.50 | 100% |
| | D-51 | L3-4D-120 | FERGUSON LN | E RUNDBERG LN TO SANSOM RD | 1.12 | 50% |
| | D-52 | L2-2U-OP-70 | WALL ST-PROFIT CENTRE DR CONNECTOR | WALL ST TO PROFIT CENTRE DR | 0.62 | 100% |
| | D-53 | L2-2U-78 | SANSOM RD | FERGUSON LN TO 1722' S OF FERGUSON LN | 0.33 | 50% |
| | D-54 | L2-2U-78 | SANSOM RD | SPRINGDALE RD TO 772' W OF SPRINGDALE RD | 0.15 | 50% |
| | D-55 | L3-4D-120 | BRATTON LN | MICHAEL ANGELO WAY TO SCARBROUGH DR | 0.31 | 100% |
| | D-56 | L3-4D-94 | CENTER RIDGE DR | IH 35 SVRD TO 555' E OF IH 35 SVRD | 0.10 | 100% |
| | D-57 | L3-4D-94 | CENTER RIDGE DR | 555' E OF IH 35 SVRD TO MC CALLEN PASS | 0.52 | 100% |
| | D-58 | L3-4D-120 | CENTER LAKE DR | W PARKER LN TO MC CALLEN PASS | 0.50 | 100% |
| | D-59 | L3-4D-96 | HARRIS RIDGE BLVD | E HOWARD LN TO E PARKER LN | 0.76 | 100% |
| | D-60 | L3-4D-116 | E HOWARD LN | DESSAU RD TO HARRIS BRANCH PKWY | 0.24 | 100% |
| | D-61 | L4-4D-120 | E BRAKER LN | IH 35 SVRD TO BLUFF BEND DR | 0.21 | 100% |
| | D-62 | L3-4D-90 | TUSCANY WAY | FERGUSON LN TO EXCHANGE DR | 0.38 | 100% |
| | D-63 | L3-4D-90 | TUSCANY WAY | EXCHANGE DR TO US 290 HWY SVRD | 0.85 | 100% |
| | D-64 | L3-4D-90 | EXCHANGE DR | TUSCANY WAY TO CROSS PARK DR | 0.63 | 100% |
| | D-65 | L3-4D-94 | WALL ST | CROSS PARK DR TO FERGUSON LN | 0.68 | 100% |
| | D-66 | L3-4D-90 | CROSS PARK DR | FUTURE DR TO FORBES DR | 1.05 | 100% |
| | D-67 | L3-4D-90 | SPRINGDALE RD | SANSOM RD TO US 290 HWY SVRD | 0.09 | 100% |
| | D-68 | L3-4D-90 | CROSS PARK DR | CAMERON RD TO FUTURE DR | 0.05 | 100% |
| | D-69 | L3-4D-96 | E YAGER LN | TECH RIDGE BLVD TO NATURES BND | 0.14 | 100% |

Note: The 10-Year Street Impact Fee RCP is not in a prioritized order.

For projects that have "TxDOT" in IF Class, only the City's contribution will be included.

Table 3.D. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area D

| Service Area | Proj. # | Type | Intersection | % In Service Area |
|--------------|--------------|---------------------------|---|-------------------|
| SA D | DI-1 | Signalize | W WELLS BRANCH PKWY AND DRUSILLAS DR | 100% |
| | DI-2 | Intersection Improvements | W WELLS BRANCH PKWY AND S HEATHERWILDE BLVD | 75% |
| | CI-2, DI-3 | Intersection Improvements | W HOWARD LN AND N IH 35 | 50% |
| | DI-4 | Intersection Improvements | W HOWARD LN AND S HEATHERWILDE BLVD/MC CALLEN PASS | 50% |
| | DI-5 | Signalize | E HOWARD LN AND GREINERT DR | 50% |
| | DI-6 | Signalize | OWARD LN AND HOWARD LN TO MC CALLEN PASS CONNECTION/CAPE HO | 50% |
| | DI-7 | Intersection Improvements | E HOWARD LN AND HARRIS RIDGE BLVD | 75% |
| | DI-8 | Signalize | HOWARD LN AND HARRISGLENN DR | 100% |
| | DI-9 | Intersection Improvements | E HOWARD LN AND DESSAU RD | 100% |
| | DI-10 | Signalize | MC CALLEN PASS AND CENTER RIDGE DR | 100% |
| | CI-9, DI-11 | Intersection Improvements | W PARMER LN AND N IH 35 | 50% |
| | DI-12 | Intersection Improvements | E PARMER LN AND MC CALLEN PASS | 100% |
| | DI-13 | Intersection Improvements | E PARMER LN AND HARRIS RIDGE BLVD/TECH RIDGE BLVD | 100% |
| | DI-14 | Intersection Improvements | E PARMER LN AND HARRISGLENN DR | 100% |
| | DI-15 | Signalize | DESSAU RD AND PEARL RETREAT DR | 50% |
| | DI-16 | Signalize | E PARMER LN AND E YAGER LN | 100% |
| | DI-17 | Intersection Improvements | DESSAU RD AND E PARMER LN | 100% |
| | DI-18 | Signalize | E PARMER LN AND SAMSUNG BLVD TO E PARMER LN CONNECTION | 100% |
| | DI-19 | Intersection Improvements | HARRIS BRANCH PKWY AND E PARMER LN | 100% |
| | CI-20, DI-20 | Intersection Improvements | E BRAKER LN AND N IH 35 | 50% |
| | DI-21 | Signalize | E BRAKER LN AND MUSKET VALLEY TRL | 100% |
| | DI-22 | Signalize | E BRAKER LN AND SAMSUNG BLVD TO E PARMER LN CONNECTION | 100% |
| | DI-23 | Signalize | E BRAKER LN AND SAMSUNG BLVD | 100% |
| | DI-24 | Signalize | HARRIS BRANCH PKWY AND FARMHAVEN RD | 100% |
| | DI-25 | Signalize | SAMSUNG BLVD TO E PARMER LN CONNECTION AND SAMSUNG BLVD | 100% |
| | DI-26 | Signalize | GILES LN AND BLUE GOOSE RD | 100% |
| | DI-27 | Signalize | HARRIS BRANCH PKWY AND BLUE GOOSE RD | 100% |
| | DI-28 | Signalize | DESSAU RD AND E APPLGATE DR | 100% |
| | DI-29 | Signalize | DESSAU RD AND MEADOWMEAR DR | 100% |
| | DI-30 | Signalize | DESSAU RD AND CHILDRESS DR | 100% |
| | DI-31 | Intersection Improvements | DESSAU RD AND DUNGAN LN | 100% |
| | DI-32 | Signalize | TUSCANY WAY AND EXCHANGE DR | 100% |
| | DI-33 | Signalize | RUTHERFORD LN AND CENTRE CREEK DR | 100% |
| | DI-34, JI-1 | Intersection Improvements | N IH 35 AND E ANDERSON LN | 50% |

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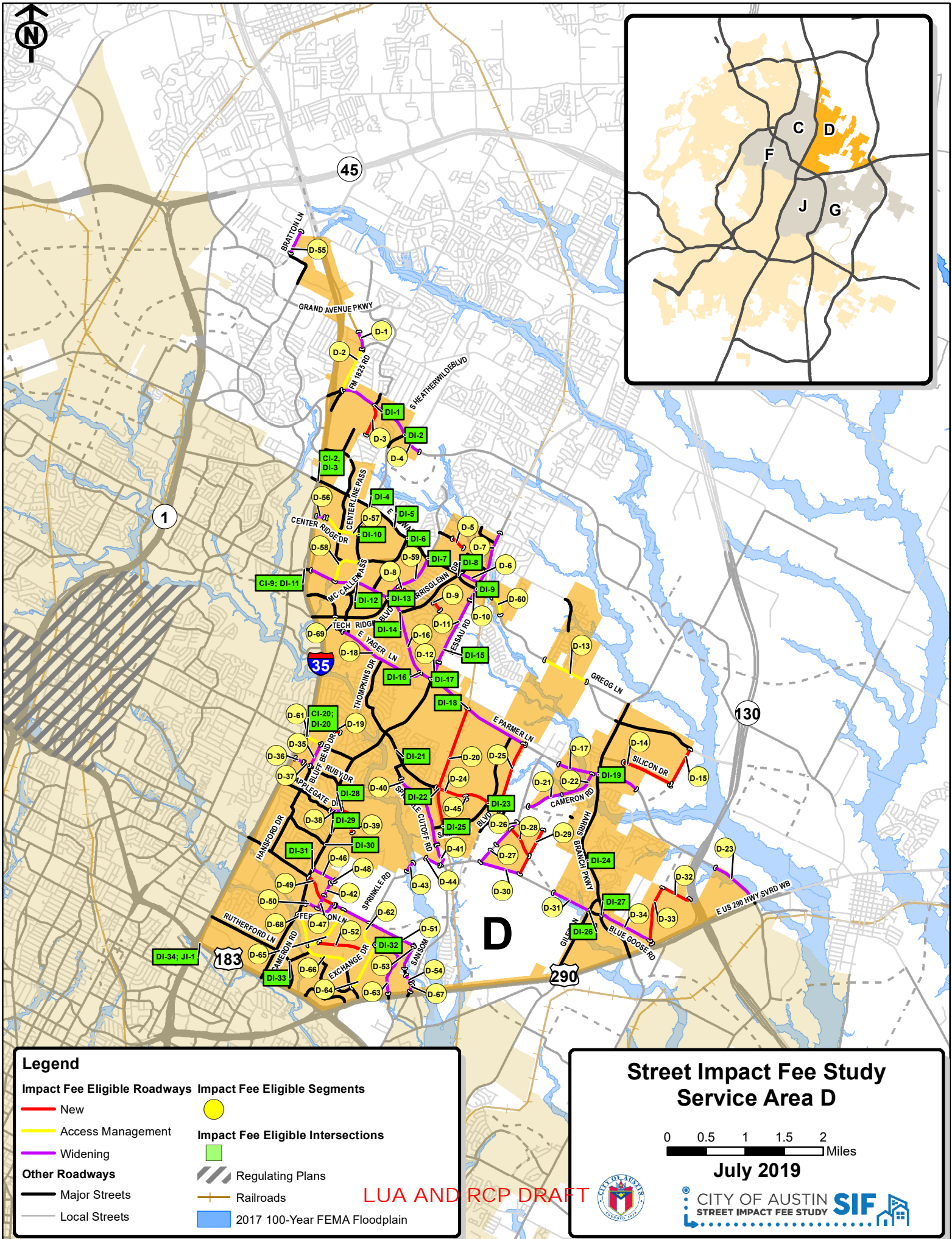
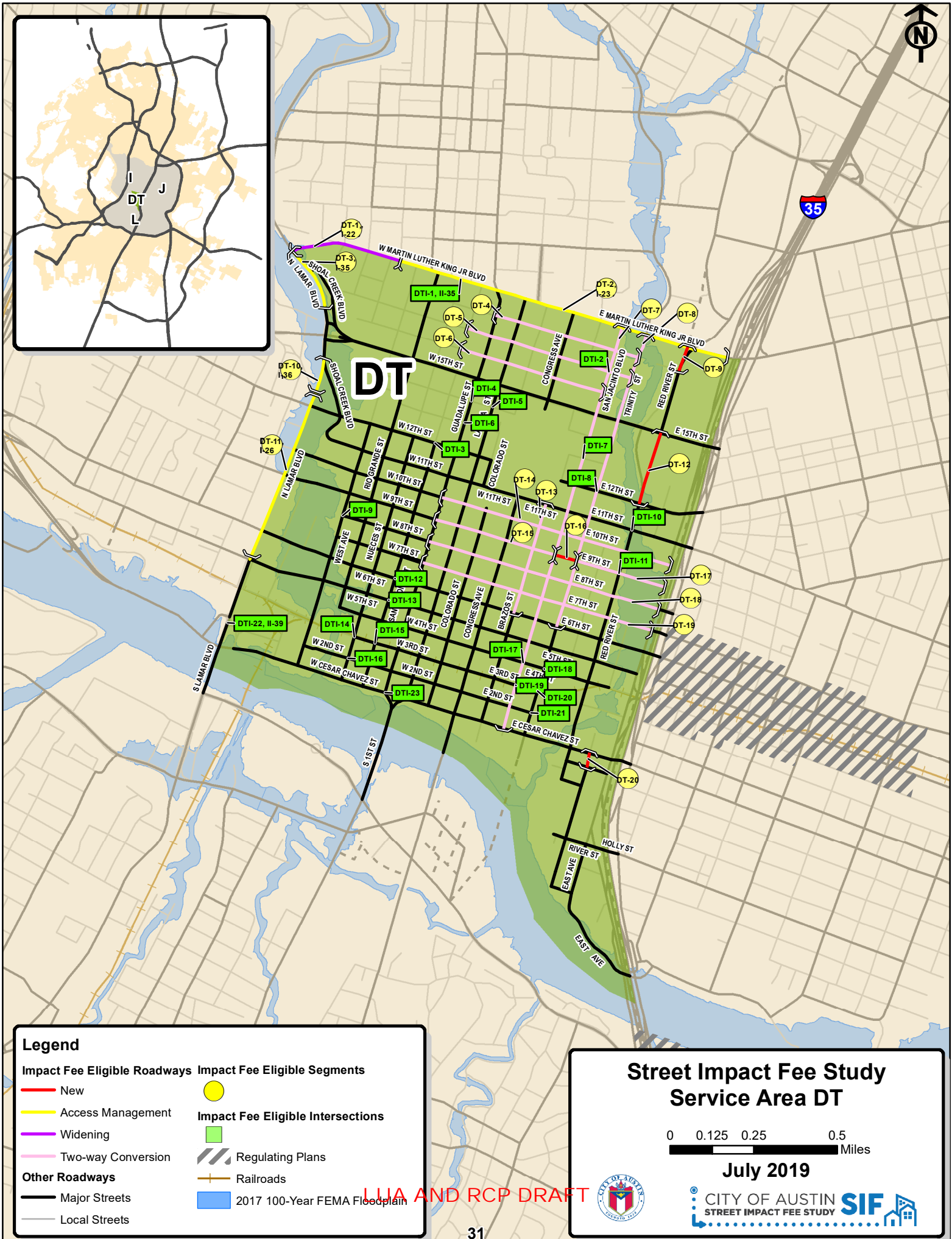
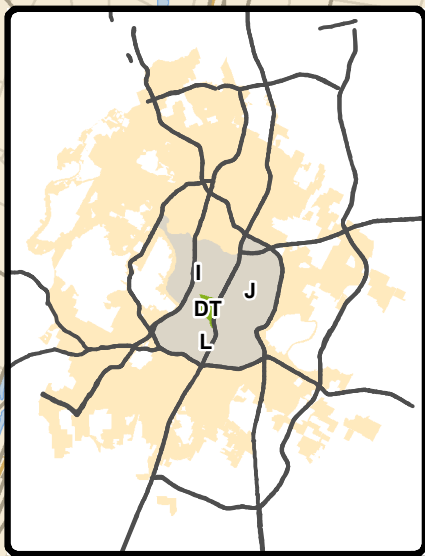


Table 3.DT. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area DT

| Service Area | Proj. # | IF Class | Street | Limits | Length (mi) | % In Service Area |
|--------------|---------------|---------------------------|------------------------------|---|-------------|-------------------|
| SA DT | DT-1, I-21 | L3-2U-74 | W MARTIN LUTHER KING JR BLVD | PEARL ST TO LAMAR BLVD | 0.33 | 50% |
| | DT-2, I-22 | L3-5U-80 | W MARTIN LUTHER KING JR BLVD | IH-35 SVRD SB TO PEARL ST | 1.02 | 50% |
| | DT-3, I-35 | L3-4D-100 | N LAMAR BLVD | MARTIN LUTHER KING JR BLVD TO 15TH ST | 0.19 | 50% |
| | DT-4 | L1-2U-80 | W 18TH ST | GUADALUPE ST TO TRINITY ST | 0.44 | 100% |
| | DT-5 | L1-2U-80 | E 17TH ST | SAN ANTONIO ST TO TRINITY ST | 0.51 | 100% |
| | DT-6 | L1-2U-80 | W 16TH ST | SAN ANTONIO ST TO SAN JACINTO BLVD | 0.44 | 100% |
| | DT-7 | L3-3O-80 | SAN JACINTO BLVD | E MARTIN LUTHER KING JR BLVD TO CESAR CHAVEZ ST | 1.25 | 100% |
| | DT-8 | L3-3O-80 | TRINITY ST | E MARTIN LUTHER KING JR BLVD TO E 6TH ST | 0.91 | 100% |
| | DT-9 | L3-3U-78 | RED RIVER ST | E 18TH ST TO E MARTIN LUTHER KING JR BLVD | 0.07 | 100% |
| | DT-10, I-36 | L3-4D-80 | N LAMAR BLVD | PARKFIELD TO 15TH ST | 0.11 | 50% |
| | DT-11, I-26 | L3-4D-80 | N LAMAR BLVD | 6TH ST TO PARKWAY (184' N OF 12TH ST) | 0.53 | 50% |
| | DT-12 | L3-4D-80 | RED RIVER ST | E 15TH ST TO E 12TH ST | 0.22 | 100% |
| | DT-13 | L2-2U-80 | BRAZOS ST | 11TH ST TO 8TH ST | 0.34 | 100% |
| | DT-14 | L2-2U-80 | E 10TH ST | GUADALUPE ST TO INTERSTATE 35 SBFR | 0.71 | 100% |
| | DT-15 | L2-4U-80 | W 9TH ST | GUADALUPE ST TO SAN JACINTO BLVD | 0.37 | 100% |
| | DT-16 | L2-2U-80 | E 9TH ST | SAN JACINTO TO TRINITY ST | 0.07 | 100% |
| | DT-17 | L2-2U-80 | E 9TH ST | TRINITY ST TO INTERSTATE 35 SBFR | 0.27 | 100% |
| | DT-18 | L2-2U-80 | E 8TH ST | GUADALUPE ST TO INTERSTATE 35 SBFR | 0.71 | 100% |
| | DT-19 | L3-4O-82 | W 7TH ST | GUADALUPE ST TO INTERSTATE 35 SBFR | 0.71 | 100% |
| | DT-20 | L2-2U-OP-92 | RAINEY ST | E CESAR CHAVEZ ST TO DRISKILL ST | 0.04 | 100% |
| | | | Type | Intersection | | % In Service Area |
| | DTI-1, II-35 | Intersection Improvements | Intersection Improvements | W MARTIN LUTHER KING JR BLVD AND NUECES ST | | 50% |
| | DTI-2 | | Signalize | SAN JACINTO BLVD AND E 17TH ST | | 100% |
| | DTI-3 | | Signalize | W 12TH ST AND SAN ANTONIO ST | | 100% |
| | DTI-4 | | Signalize | W 14TH ST AND GUADALUPE ST | | 100% |
| | DTI-5 | | Signalize | W 14TH ST AND LAVACA ST | | 100% |
| | DTI-6 | | Signalize | W 13TH ST AND GUADALUPE ST | | 100% |
| | DTI-7 | | Signalize | SAN JACINTO BLVD AND 13TH ST | | 100% |
| | DTI-8 | | Signalize | E 12TH ST AND TRINITY ST | | 100% |
| | DTI-9 | | Signalize | WEST AVE AND W 8TH ST | | 100% |
| | DTI-10 | | Intersection Improvements | RED RIVER ST AND E 11TH ST | | 100% |
| | DTI-11 | | Signalize | RED RIVER ST AND E 9TH ST | | 100% |
| | DTI-12 | | Signalize | W 6TH ST AND SAN ANTONIO ST | | 100% |
| | DTI-13 | | Signalize | W 5TH ST AND SAN ANTONIO ST | | 100% |
| | DTI-14 | | Signalize | W 3RD ST AND NUECES ST | | 100% |
| | DTI-15 | | Signalize | W 3RD ST AND SAN ANTONIO ST | | 100% |
| | DTI-16 | | Signalize | W 2ND ST AND NUECES ST | | 100% |
| | DTI-17 | | Signalize | SAN JACINTO BLVD AND 4TH ST | | 100% |
| | DTI-18 | | Signalize | TRINITY ST AND 4TH ST | | 100% |
| | DTI-19 | | Signalize | SAN JACINTO BLVD AND 3RD ST | | 100% |
| | DTI-20 | | Signalize | TRINITY ST AND 3RD ST | | 100% |
| | DTI-21 | | Signalize | TRINITY ST AND 2ND ST | | 100% |
| | DTI-22, II-39 | | Signalize | N LAMAR BLVD AND SANDRA MURAIWA WAY | | 50% |
| | DTI-23 | | Signalize | W CESAR CHAVEZ ST AND GUADALUPE ST | | 100% |

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For projects that have "TxDOT" in IF Class, only the City's contribution will be included.



Legend

- | | |
|---|--|
| Impact Fee Eligible Roadways | Impact Fee Eligible Segments |
| — New | ● |
| — Access Management | ■ Impact Fee Eligible Intersections |
| — Widening | Regulating Plans |
| — Two-way Conversion | Railroads |
| Other Roadways | 2017 100-Year FEMA Floodplain |
| Major Streets | |
| Local Streets | |

Street Impact Fee Study Service Area DT

0 0.125 0.25 0.5
Miles

July 2019



Table 3.E. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area E

| Service Area | Proj. # | IF Class | Street | Limits | Length (mi) | % In Service Area |
|--------------|-------------|---------------------------|--|---|-------------|-------------------|
| SA E | A-15, E-1 | L4-6D-154-TxDOT | N RM 620 RD | DEERBROOK TRL TO 600' E OF RIDGELINE BLVD | 0.32 | 50% |
| | E-2 | L5-6D-154-TxDOT | N RM 620 RD | DEERBROOK TRL TO FM 2222 | 5.09 | 100% |
| | E-3 | L3-4D-120 | ANDERSON MILL RD | 420' W OF RESEARCH BLVD TO RESEARCH BLVD | 0.10 | 100% |
| | E-4 | L3-4D-120 | ANDERSON MILL RD | 100' E OF SPICEWOOD PKWY TO 420' W OF RESEARCH BLVD | 0.87 | 100% |
| | E-5 | L3-4D-120 | ANDERSON MILL RD | 100' E OF SPICEWOOD PKWY TO SPICEWOOD PKWY | 0.03 | 100% |
| | E-6 | L3-4D-104 | ANDERSON MILL RD | CROSSTIMBER DR TO CENTENNIAL TRL | 0.23 | 100% |
| | E-7, H-1 | L3-3U-100 | BULLICK HOLLOW RD | FM 620 TO FM 2769 | 3.08 | 50% |
| | E-8 | L4-4D-120 | HUNTERS CHASE DR TO OCEANAIRE BLVD CONNECTOR | HUNTERS CHASE DR TO OCEANAIRE BLVD | 0.05 | 50% |
| | E-9, H-3 | L4-6D-147-TxDOT | RM 2222 RD | FM 620 BYPASS TO RIBELIN RANCH RD | 1.32 | 50% |
| | E-10 | L3-4D-120 | RM 2222 TO FOUR POINTS DR CONNECTOR | RM 2222 TO FOUR POINTS DR | 0.30 | 100% |
| | E-11 | L3-4D-120 | FOUR POINTS TO MCNEIL DR CONNECTOR | FOUR POINTS TO MCNEIL DR | 0.72 | 100% |
| | E-12 | L2-2U-80 | OLD LAMPASAS TRL | TALLEYRAN DR TO SPICEWOOD SPRINGS RD | 0.47 | 100% |
| | E-13 | L2-2U-40 | TEXAS PLUME RD | SPICEWOOD SPRINGS RD TO D K RANCH RD | 0.34 | 100% |
| | E-14 | L2-2U-80 | SPICEWOOD SPRINGS RD | LAMPASAS TRL TO CAPITAL OF TEXAS HWY | 3.49 | 50% |
| | E-17 | L3-4D-104 | JOLLYVILLE RD | BARRINGTON WAY TO GREAT HILLS TRL | 3.24 | 100% |
| | E-18 | L3-4D-104 | OAK KNOLL DR | JOLLYVILLE RD TO RESEARCH BLVD | 0.06 | 100% |
| | E-19 | L3-4D-94 | ARBORETUM BLVD | 200' N OF CAPITAL TEXAS HWY TO CAPITAL TEXAS HWY | 0.06 | 100% |
| | | | Type | Intersection | | % In Service Area |
| | AI-13, EI-1 | Intersection Improvements | Signalize | N FM 620 RD AND RIDGELINE BLVD | | 50% |
| | AI-12, EI-2 | | Intersection Improvements | N FM 620 RD AND DEERBROOK TRL | | 25% |
| | EI-3 | | Intersection Improvements | N FM 620 RD AND LAKE CREEK PKWY | | 50% |
| | EI-4 | | Intersection Improvements | N FM 620 RD AND HATCH RD | | 50% |
| | EI-5 | | Intersection Improvements | N FM 620 RD AND EL SALIDO PKWY | | 50% |
| | EI-6 | | Intersection Improvements | N FM 620 RD AND ANDERSON MILL RD | | 75% |
| | EI-7 | | Signalize | ANDERSON MILL RD AND CENTENNIAL TRL | | 100% |
| | EI-8 | | Signalize | ANDERSON MILL RD AND RANDY RD | | 100% |
| | EI-9 | | Signalize | ANDERSON MILL RD AND TATERWOOD DR | | 100% |
| | EI-10 | | Intersection Improvements | ANDERSON MILL RD AND MILLWRIGHT PKWY | | 100% |
| | BI-4, EI-11 | | Extend Turn Lane | ANDERSON MILL RD AND N US 183 HWY | | 50% |
| | EI-12 | | Intersection Improvements | N FM 620 RD AND HEB DRIVEWAY | | 50% |
| | EI-13 | | Intersection Improvements | N FM 620 RD AND BOULDER LN | | 100% |
| | EI-14 | | Signalize | N FM 620 RD AND 8400 N BLOCK | | 100% |
| | EI-15, HI-1 | | Intersection Improvements | N FM 620 RD AND FM 2222 RD | | 50% |
| | EI-16, HI-2 | | Intersection Improvements | FM 2222 RD AND RIVER PLACE BLVD | | 50% |
| | EI-17 | | Signalize | RAIN CREEK PKWY AND LOST HORIZON DR | | 100% |
| | EI-18 | | Intersection Improvements | DUVAL RD AND JOLLYVILLE RD | | 100% |
| | EI-19 | | Intersection Improvements | JOLLYVILLE RD AND OAK KNOLL DR | | 100% |
| | EI-20, HI-4 | | Intersection Improvements | FM 2222 RD AND JESTER BLVD | | 50% |
| | EI-21, FI-1 | | Intersection Improvements | N CAPITAL OF TEXAS HWY AND LAKEWOOD DR | | 50% |
| | EI-22, FI-2 | | Intersection Improvements | N CAPITAL OF TEXAS HWY AND SPICEWOOD SPRINGS RD | | 50% |
| | EI-23, FI-3 | | Intersection Improvements | N CAPITAL OF TEXAS HWY AND SPICEWOOD SPRINGS RD | | 50% |
| | EI-24, FI-4 | | Intersection Improvements | N CAPITAL OF TEXAS HWY AND GREAT HILLS TRL | | 50% |
| | EI-25 | | Intersection Improvements | GREAT HILLS TRL AND JOLLYVILLE RD | | 100% |
| | EI-26, FI-5 | | Intersection Improvements | N CAPITAL OF TEXAS HWY AND RESEARCH BLVD | | 50% |

Note: The 10-Year Street Impact Fee RCP is not in a prioritized order.

For projects that have "TxDOT" in IF Class, only the City's contribution will be included.

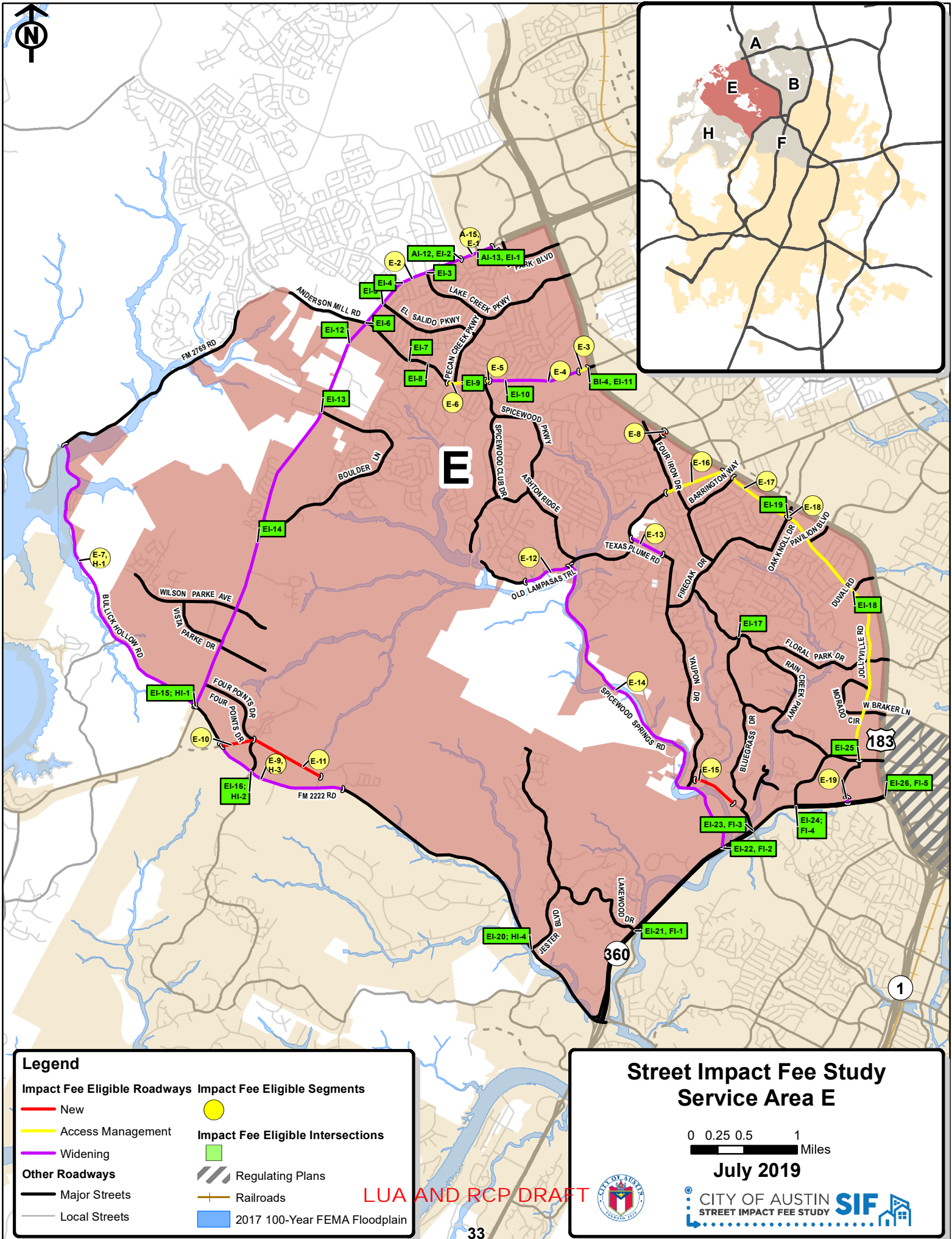
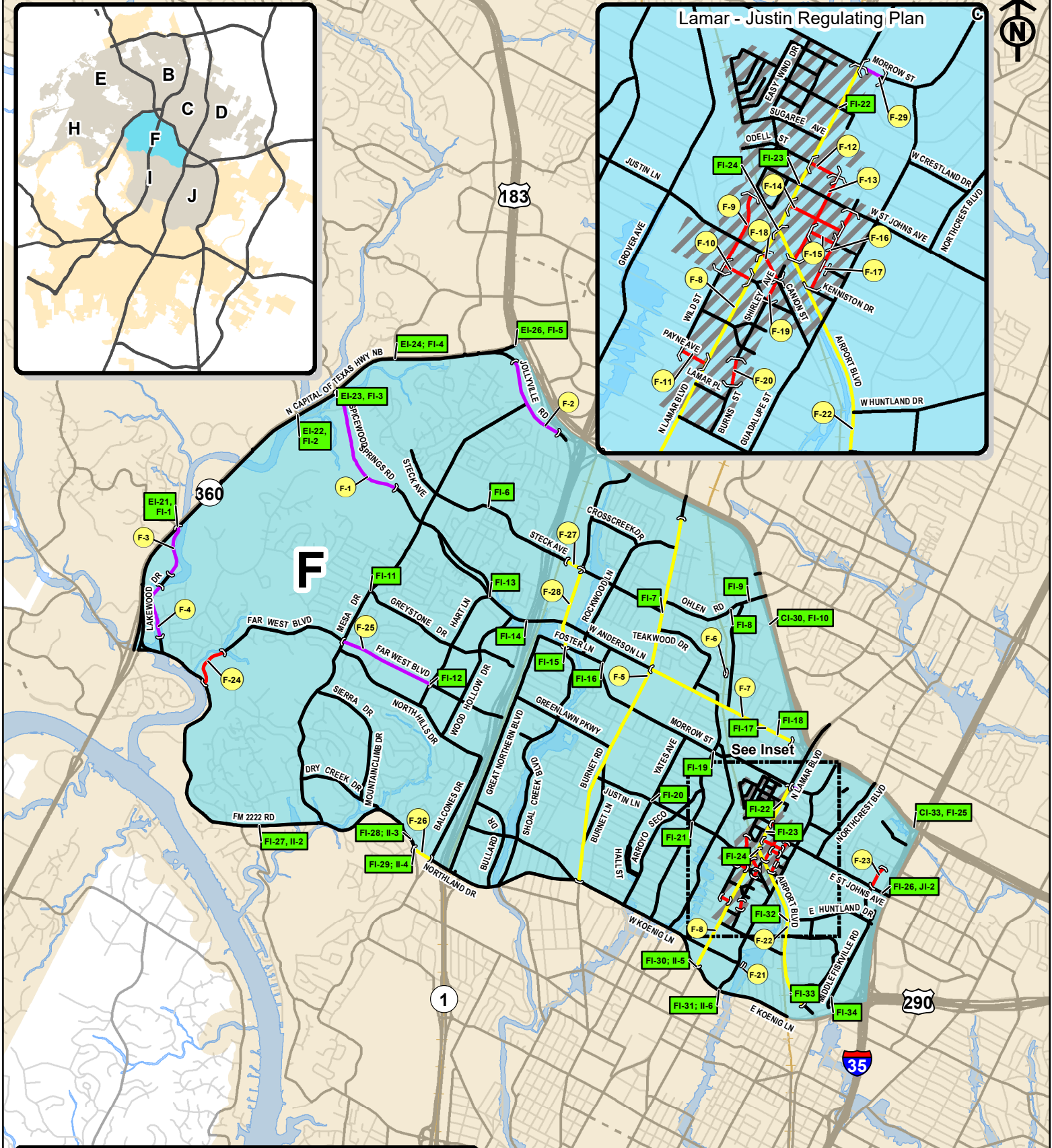
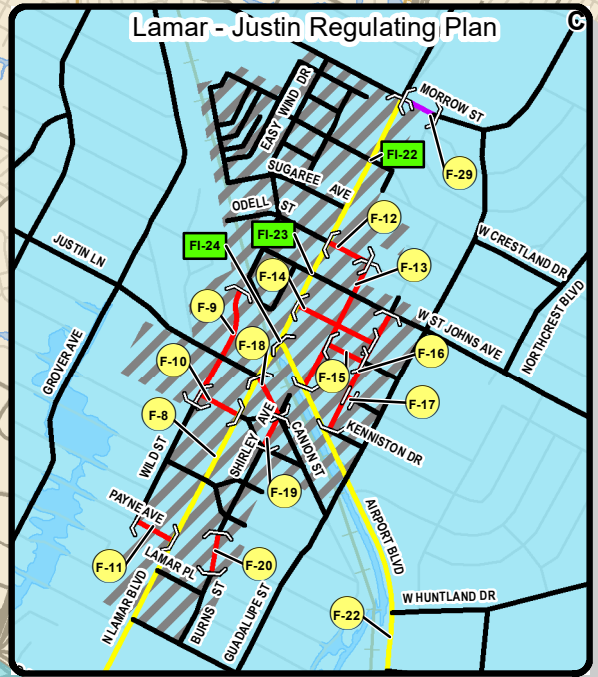
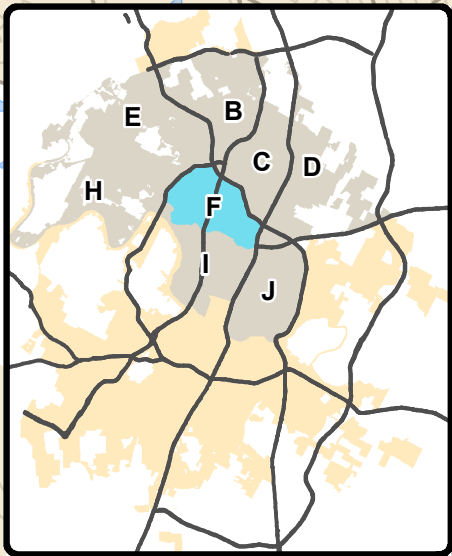


Table 3.F. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area F

| Service Area | Proj. # | IF Class | Street | Limits | Length (mi) | % In Service Area |
|--------------|--------------|---------------------------|-----------------------------------|--|-------------|-------------------|
| SA F | F-1 | L3-4D-120 | SPICEWOOD SPRINGS RD | N CAPITAL OF TEXAS HWY TO 1600' W OF MESA DR | 0.87 | 100% |
| | F-2 | L3-4D-104 | JOLLYVILLE RD | MESA DR TO BUSINESS PARK DR | 0.62 | 100% |
| | F-3 | L2-2U-80 | LAKEWOOD DR | 1000' N OF LAKEMOORE DR TO CAPITAL OF TEXAS HWY NB | 0.37 | 100% |
| | F-4 | L2-2U-80 | LAKEWOOD DR | 500' N OF LAKEMOORE DR TO 630' S OF DRIFTWOOD DR | 0.39 | 100% |
| | F-5 | L3-4D-120 | BURNET RD | W KOENIG LN TO 730' N OF POLARIS AVE | 2.65 | 100% |
| | F-6 | L2-2U-78 | WOOTEN DR | WOOTEN DR TO WOOTEN DR | 0.01 | 100% |
| | F-7 | L3-4D-104 | W ANDERSON LN | BURNET RD TO US 183 | 1.11 | 100% |
| | F-8 | L3-4D-120 | N LAMAR BLVD | W KOENIG LN TO MORROW ST | 1.42 | 100% |
| | F-9 | L2-2U-OP-92 | WILD ST | WILD ST TO END (RAILROAD) | 0.23 | 100% |
| | F-10 | L1-2U-OP-60 | WALLINGFOR BEND DR | WALLINGFORD BEND TO WILD ST | 0.08 | 100% |
| | F-11 | L1-2U-OP-60 | PAYNE AVE | WILD ST TO LAMAR BLVD | 0.08 | 100% |
| | F-12 | L1-2U-OP-60 | ODELL ST | LAMAR BLVD TO ODELL ST | 0.08 | 100% |
| | F-13 | L1-2U-OP-60 | ODELL ST-AIRPORT BLVD CONNECTOR | ODELL ST TO AIRPORT BLVD | 0.26 | 100% |
| | F-14 | L1-2U-OP-60 | LAMAR BLVD-GUADALUPE ST CONNECTOR | LAMAR BLVD TO GUADALUPE ST | 0.16 | 100% |
| | F-15 | L1-2U-OP-60 | KAWNEE DR | MARCELL ST TO ODELL ST TO AIRPORT BLVD CONNECTOR | 0.07 | 100% |
| | F-16 | L1-2U-OP-60 | MARCELL ST | LAMAR BLVD TO GUADALUPE ST | 0.24 | 100% |
| | F-17 | L1-2U-OP-60 | SWANEE DR | MARCELL ST TO SWANEE DR | 0.02 | 100% |
| | F-18 | L2-2U-OP-92 | CANION ST | N LAMAR BLVD TO SHIRLEY AVE | 0.08 | 100% |
| | F-19 | L1-2U-OP-60 | SHIRLEY AVE | CANION ST TO WILLIAMS ST | 0.06 | 100% |
| | F-20 | L1-2U-OP-60 | BURNS ST-SHIRLEY AVE CONNECTOR | BURNS ST TO SHIRLEY AVE | 0.07 | 100% |
| | F-21 | L2-2U-OP-78 | SKYVIEW RD | SKYVIEW RD TO SKYVIEW RD | 0.02 | 100% |
| | F-22 | L3-4D-120 | AIRPORT BLVD | N LAMAR BLVD TO 440' N OF WB FRONTAGE RD US 290 | 1.17 | 100% |
| | F-23 | L2-2U-78 | ROLAND JOHNSON DR | MARTIN AVE TO ST JOHNS AVE | 0.16 | 100% |
| | F-24 | L2-2U-78 | FAR WEST BLVD | FAR WEST BLVD TO FM 2222 RD | 0.30 | 100% |
| | F-25 | L3-3U-96 | FAR WEST BLVD | MESA DR TO HART LN | 0.67 | 100% |
| | F-26 | L4-4D-104-TxDOT | NORTHLAND DR | FM 2222 RD TO BALCONES DR | 0.13 | 50% |
| | F-27 | L3-4D-96 | STECK AVE | MOPAC SVRD NB RAMP TO SHOAL CREEK BLVD | 0.12 | 100% |
| | F-28 | L3-4D-116 | SHOAL CREEK BLVD | STECK AVE TO FOSTER LN | 0.56 | 100% |
| | F-29 | L2-3U-96 | MORROW ST | LAMAR BLVD TO PAXTON ST | 0.06 | 100% |
| | | | Type | Intersection | | % In Service Area |
| | El-21, FI-1 | Intersection Improvements | Intersection Improvements | N CAPITAL OF TEXAS HWY AND LAKEWOOD DR | | 50% |
| | El-22, FI-2 | | Intersection Improvements | N CAPITAL OF TEXAS HWY AND SPICEWOOD SPRINGS RD | | 50% |
| | El-23, FI-3 | | Intersection Improvements | N CAPITAL OF TEXAS HWY AND SPICEWOOD SPRINGS RD | | 50% |
| | El-24, FI-4 | | Intersection Improvements | N CAPITAL OF TEXAS HWY AND GREAT HILLS TRL | | 50% |
| | El-26, FI-5 | | Intersection Improvements | N CAPITAL OF TEXAS HWY AND RESEARCH BLVD | | 50% |
| | FI-6 | | Signalize | STECK AVE AND GREENSLOPE DR | | 100% |
| | FI-7 | | Intersection Improvements | BURNET RD AND STECK AVE | | 100% |
| | FI-8 | | Signalize | OHLEN RD AND PUTNAM DR | | 100% |
| | FI-9 | | Signalize | OHLEN RD AND CONTOUR DR | | 100% |
| | CI-30, FI-10 | | Intersection Improvements | FAIRFIELD DR AND RESEARCH BLVD | | 50% |
| | FI-11 | | Signalize | MESA DR AND GREYSTONE DR | | 100% |
| | FI-12 | | Intersection Improvements | FAR WEST BLVD AND HART LN | | 100% |
| | FI-13 | | Signalize | SPICEWOOD SPRINGS RD AND HART LN | | 100% |
| | FI-14 | | Intersection Improvements | W ANDERSON LN AND N MOPAC EXPY | | 100% |
| | FI-15 | | Signalize | SHOAL CREEK BLVD AND FOSTER LN | | 100% |
| | FI-16 | | Signalize | NORTHCROSS DR AND FOSTER LN | | 100% |
| | FI-17 | | Signalize | W ANDERSON LN AND ANDERSON SQUARE | | 100% |
| | FI-18 | | Signalize | ANDERSON LN AND WATSON ST | | 100% |
| | FI-19 | | Signalize | MORROW ST AND WOODROW AVE | | 100% |
| | FI-20 | | Signalize | YATES AVE AND JUSTIN LN | | 100% |
| | FI-21 | | Signalize | JUSTIN LN AND WOODROW AVE | | 100% |
| | FI-22 | | Signalize | N LAMAR BLVD AND CRESTLAND DR | | 100% |
| | FI-23 | | Intersection Improvements | N LAMAR BLVD AND W ST JOHNS AVE | | 100% |
| | FI-24 | | Intersection Improvements | AIRPORT BLVD AND N LAMAR BLVD | | 100% |
| | CI-33, FI-25 | | Intersection Improvements | N IH 35 AND E ANDERSON LN | | 50% |
| | FI-26, FI-2 | | Add U-turn Lane | E ST JOHNS AVE AND N IH 35 | | 50% |
| | FI-27, II-2 | | Signalize | FM 2222 RD AND MOUNT BONNELL RD | | 50% |
| | FI-28, II-3 | | Signalize | FM 2222 RD AND HIGHLAND HILLS CIR | | 50% |
| | FI-29, II-4 | | Intersection Improvements | FM 2222 RD AND NORTHLAND DR | | 50% |
| | FI-30, II-5 | | Intersection Improvements | W KOENIG LN AND N LAMAR BLVD | | 50% |
| | FI-31, II-6 | | Add Turn Lanes | W KOENIG LN AND GUADALUPE ST | | 50% |
| | FI-32 | | Signalize | AIRPORT BLVD AND HUNTLAND DR | | 100% |
| | FI-33 | | Signalize | AIRPORT BLVD AND CLAYTON LN | | 100% |
| | FI-34 | | Signalize | MIDDLE FISKVILLE RD AND CLAYTON LN | | 100% |

Note: The 10-Year Street Impact Fee RCP is not in a prioritized order.

For projects that have "TxDOT" in IF Class, only the City's contribution will be included.



Legend

Impact Fee Eligible Roadways

- New
- Access Management
- Widening

Other Roadways

- Major Streets
- Local Streets

Impact Fee Eligible Segments

- Impact Fee Eligible Intersections
- Regulating Plans
- Railroads
- 2017 100-Year FEMA Floodplain

**Street Impact Fee Study
Service Area F**

0 0.25 0.5 1 Miles

July 2019

CITY OF AUSTIN
STREET IMPACT FEE STUDY

SIF

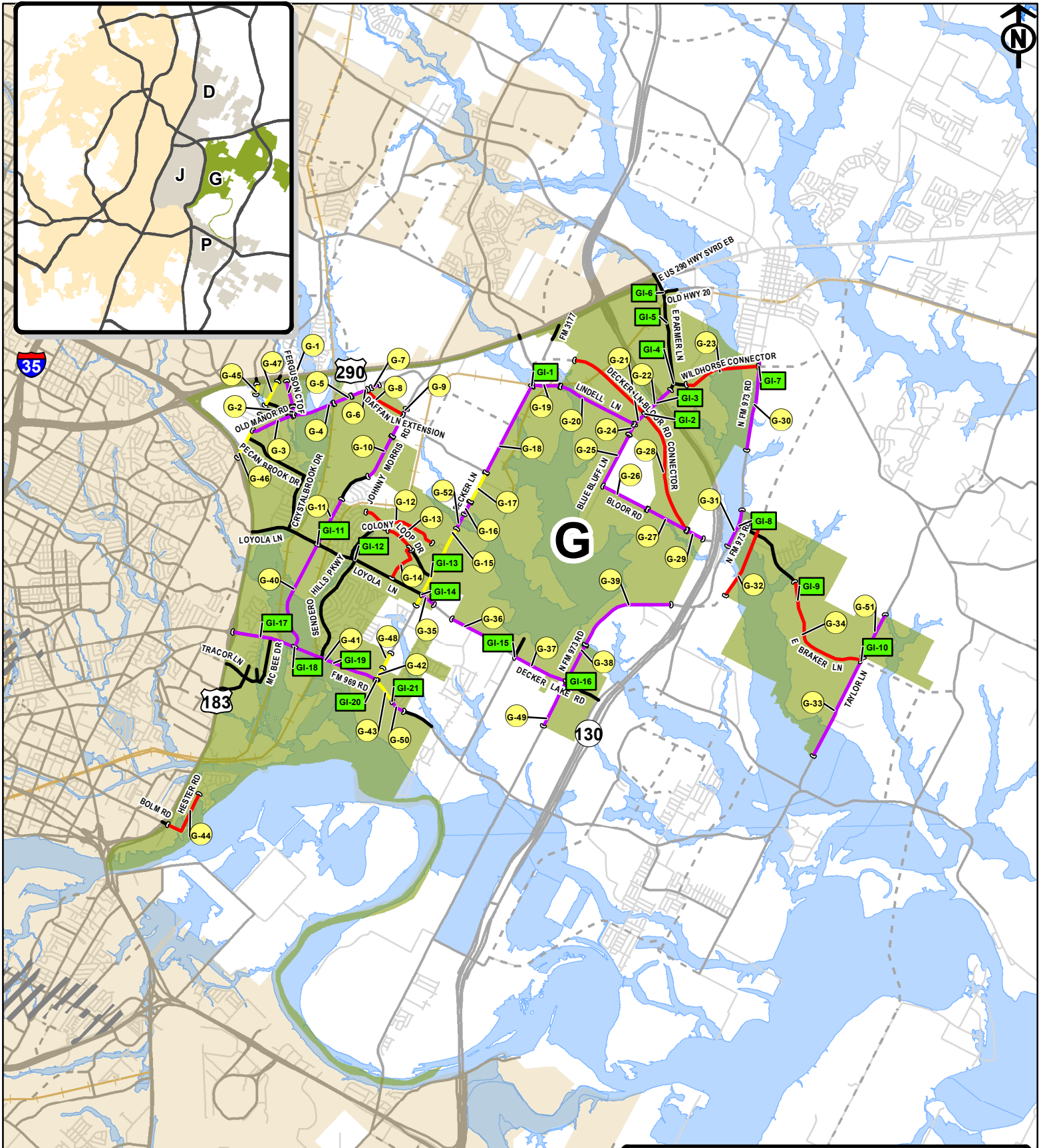
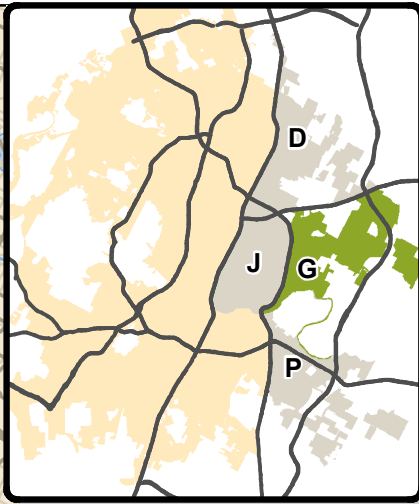
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Table 3.G. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area G

| Service Area | Proj. # | IF Class | Street | Limits | Length (mi) | % In Service Area |
|--------------|---------|---------------------------|---|---|-------------|-------------------|
| SA G | G-1 | L2-2U-78 | FERGUSON CTOF | US 290 TO 565' N OF OLD MANOR RD | 0.31 | 100% |
| | G-2 | L2-2U-78 | FERGUSON CTOF | 565' N OF OLD MANOR RD TO OLD MANOR RD | 0.11 | 50% |
| | G-3 | L2-2U-78 | OLD MANOR RD | SPRINGDALE RD TO FERGUSON CUTOFF | 0.52 | 100% |
| | G-4 | L2-2U-78 | OLD MANOR RD | FERGUSON CUTOFF TO 2595' E OF FERGUSON CUTOFF | 0.49 | 50% |
| | G-5 | L2-2U-78 | OLD MANOR RD | 2595' E OF FERGUSON CUTOFF TO 470' W OF KARLING DR | 0.23 | 100% |
| | G-6 | L2-2U-78 | OLD MANOR RD | 470' E OF KARLING DR TO 725' W OF KARLING DR | 0.22 | 50% |
| | G-7 | L2-2U-78 | OLD MANOR RD | 725' W OF KARLING DR TO 170' W OF DAFFAN LN | 0.11 | 50% |
| | G-8 | L2-2U-78 | DAFFAN LN | OLD MANOR RD TO JOHNNY MORRIS RD | 0.52 | 100% |
| | G-9 | L3-4D-120 | JOHNNY MORRIS RD | 3394' N OF BREEZY HILL DR TO DAFFAN LN | 0.37 | 50% |
| | G-10 | L3-4D-120 | JOHNNY MORRIS RD | 430' N OF BREEZY HILL DR TO 3394' N OF BREEZY HILL DR | 0.56 | 100% |
| | G-11 | L3-4D-120 | JOHNNY MORRIS RD | LOYOLA LN TO POINT NORTH DR | 0.61 | 100% |
| | G-12 | L2-2U-78 | COLONY PARK DR-VALLEYFIELD DR CONNECTOR | COLONY PARK DR TO VALLEYFIELD DR | 0.93 | 100% |
| | G-13 | L2-2U-78 | COLONY LOOP DR | VALLEYFIELD DR TO OVERTON ELEMENTARY SCHOOL DWY | 0.39 | 100% |
| | G-14 | L2-2U-78 | WILMINGTON DR | LOYOLA LN TO COLONY LOOP DR | 0.49 | 100% |
| | G-15 | L3-4D-116-TxDOT | DECKER LN | 1520' S OF LARICAL TRL TO 840' S OF LOYOLA LN | 1.02 | 100% |
| | G-16 | L3-4D-116-TxDOT | DECKER LN | W CREST LN TO 540' S OF LARICAL TRL | 0.17 | 50% |
| | G-17 | L3-4D-116-TxDOT | DECKER LN | DAFFAN LN (N) TO W CREST LN | 0.39 | 50% |
| | G-18 | L3-4D-116-TxDOT | DECKER LN | LINDELL LN TO DAFFAN LN (N) | 1.15 | 50% |
| | G-19 | L2-2U-78 | LINDELL LN | 1710' E OF DECKER LN TO DECKER LN | 0.32 | 50% |
| | G-20 | L2-2U-78 | LINDELL LN | BLUE BLUFF RD TO 1710' E OF DECKER LN | 0.98 | 100% |
| | G-21 | L3-4D-120 | BLUE BLUFF RD | LINDELL LN TO 1015' S OF SH 130 SB SVRD | 0.18 | 100% |
| | G-22 | L3-4D-120 | E PARMER LN | 1015' S OF SH 130 SB SVRD TO 675' N OF SH 130 NB SVRD | 0.42 | 100% |
| | G-23 | L3-4D-120 | WILDHORSE CONNECTOR | BLUE BLUFF TO FM 973 | 0.92 | 100% |
| | G-24 | L2-2U-78 | BLUE BLUFF RD | 711' S OF LINDELL LN TO LINDELL LN | 0.13 | 100% |
| | G-25 | L2-2U-78 | BLUE BLUFF RD | BLOOR RD TO 711' S OF LINDELL LN | 0.68 | 50% |
| | G-26 | L2-2U-78 | BLOOR RD | BLUE BLUFF RD TO 3150' E OF BLUE BLUFF RD | 0.60 | 50% |
| | G-27 | L2-2U-78 | BLOOR RD | 3150' E OF BLUE BLUFF RD TO 1796' W OF SH 130 | 0.51 | 100% |
| | G-28 | L3-4D-116 | BRAKER LN | DECKER LN TO BLOOR RD | 2.57 | 100% |
| | G-29 | L3-4D-120 | BLOOR RD | 1796' W OF SH 130 TO 552' W OF SH 130 SVRD SB | 0.24 | 50% |
| | G-30 | L4-4D-120-TxDOT | N FM 973 RD | MANOR CITY LIMITS TO 5860' S OF MANOR CITY LIMITS | 1.11 | 50% |
| | G-31 | L4-4D-120-TxDOT | N FM 973 RD | 1050' N OF E BRAKER LN TO 1500' S OF E BRAKER LN | 0.48 | 50% |
| | G-32 | L4-4D-200-TxDOT | FM 973 | E BRAKER LN TO 4400' S OF BRAKER LN | 1.00 | 100% |
| | G-33 | L3-4D-120 | TAYLOR LN | 2500' S OF GLASS RD TO E BRAKER LN | 1.30 | 50% |
| | G-34 | L3-4D-116 | E BRAKER LN | PETRICHOR BLVD TO TAYLOR LN | 1.44 | 100% |
| | G-35 | L3-4D-120 | DECKER LAKE RD | DECKER LN TO 1015' E OF DECKER LN | 0.19 | 100% |
| | G-36 | L3-4D-120 | DECKER LAKE RD | 1410' W OF IMPERIAL DR TO HOG EYE RD | 0.58 | 50% |
| | G-37 | L3-4D-120 | DECKER LAKE RD | BLUE BLUFF RD TO FM 973 | 0.68 | 50% |
| | G-38 | L4-4D-120-TxDOT | N FM 973 RD | DECKER LAKE RD TO 2400' N OF DECKER LAKE RD | 0.48 | 100% |
| | G-39 | L4-4D-120-TxDOT | N FM 973 RD | 2400' N OF DECKER LAKE RD TO 770' W OF SH 130 SBFR | 1.24 | 50% |
| | G-40 | L3-4D-120 | JOHNNY MORRIS RD | LOYOLA LN TO FM 969 | 1.33 | 100% |
| | G-41 | L4-6D-154-TxDOT | FM 969 RD | US 183 TO DECKER LN | 1.80 | 100% |
| | G-42 | L3-4D-116 | DECKER LN | FM 969 TO 846' N OF FM 969 | 0.16 | 100% |
| | G-43 | L4-4D-130-TxDOT | FM 969 RD | DECKER LN TO 235' E OF BANTAM WOODS | 0.31 | 100% |
| | G-44 | L2-2U-OP-70 | HESTER RD | BOLM RD TO SMITH RD | 0.66 | 100% |
| | G-45 | L3-4D-120 | TUSCANY WAY | US 290 TO 720' S OF US 290 | 0.13 | 100% |
| | G-46 | L3-4D-120 | MANOR RD | ED BLUESTEIN BLVD TO ANDTREE BLVD | 0.53 | 50% |
| | G-47 | L3-4D-94 | SPRINGDALE RD | COMMERCIAL PARK DR TO US 290 | 0.32 | 100% |
| | G-48 | L3-4D-116 | DECKER LN | 846' N OF FM 969 TO 1850' N OF FM 969 | 0.20 | 50% |
| | G-49 | L4-4D-120-TxDOT | N FM 973 RD | 3170' S OF DECKER LAKE RD TO DECKER LAKE RD | 0.59 | 50% |
| | G-50 | L4-4D-130-TxDOT | FM 969 RD | DECKER LN TO 235' E OF BANTAM WOODS | 0.19 | 100% |
| | G-51 | L3-4D-120 | TAYLOR LN | E BRAKER LN TO 3200' N OF E BRAKER LN | 0.57 | 50% |
| | G-52 | L3-4D-116-TxDOT | DECKER LN | 540' S OF LARICAL TRL TO 1520' S OF LARICAL TRL | 0.19 | 50% |
| | Proj. # | Intersection Improvements | Type | Intersection | | % In Service Area |
| | GI-1 | | Signalize | DECKER LN AND LINDELL LN | | 25% |
| | GI-2 | | Signalize | BLUE BLUFF RD AND DECKER LN-BLOOR RD CONNECTOR | | 100% |
| | GI-3 | | Signalize | E PARMER LN / BLUE BLUFF AND SH 130 | | 100% |
| | GI-4 | | Signalize | E PARMER LN AND WILDHORSE RANCH TRL | | 100% |
| | GI-5 | | Signalize | E PARMER LN AND NEW CONNECTION | | 100% |
| | GI-6 | | Signalize | E PARMER LN AND OLD HWY 20 | | 75% |
| | GI-7 | | Signalize | N FM 973 RD AND WILDHORSE RANCH TRL | | 50% |
| | GI-8 | | Signalize | N FM 973 RD AND E BRAKER LN | | 50% |
| | GI-9 | | Signalize | E BRAKER LN AND FM 973-E BRAKER LN CONNECTOR | | 100% |
| | GI-10 | | Signalize | E BRAKER LN AND TAYLOR LN | | 75% |
| | GI-11 | | Intersection Improvements | JOHNNY MORRIS RD AND LOYOLA LN | | 100% |
| | GI-12 | | Signalize | LOYOLA LN AND SENDERO HILLS PKWY | | 100% |
| | GI-13 | | Signalize | DECKER LN AND COLONY LOOP LN | | 100% |
| | GI-14 | | Intersection Improvements | DECKER LN AND LOYOLA LN | | 100% |
| | GI-15 | | Signalize | DECKER LAKE RD AND BLUE BLUFF RD | | 25% |
| | GI-16 | | Signalize | N FM 973 RD AND DECKER LAKE RD | | 75% |
| | GI-17 | | Intersection Improvements | FM 969 RD AND CRAIGWOOD DR | | 100% |
| | GI-18 | | Intersection Improvements | FM 969 RD AND JOHNNY MORRIS RD | | 100% |
| | GI-19 | | Signalize | FM 969 RD AND NIXON LN | | 100% |
| | GI-20 | | Intersection Improvements | FM 969 RD AND DECKER LN | | 100% |
| | GI-21 | | Signalize | FM 969 RD AND PARK AT WOODLANDS DR | | 100% |

Note: The 10-Year Street Impact Fee RCP is not in a prioritized order.

For projects that have "TxDOT" in IF Class, only the City's contribution will be included.



Legend

Impact Fee Eligible Roadways

- New
- Access Management
- Widening

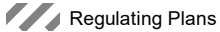
Other Roadways

- Major Streets
- Local Streets

Impact Fee Eligible Segments



Impact Fee Eligible Intersections



Street Impact Fee Study Service Area G

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July 2019



CITY OF AUSTIN
STREET IMPACT FEE STUDY



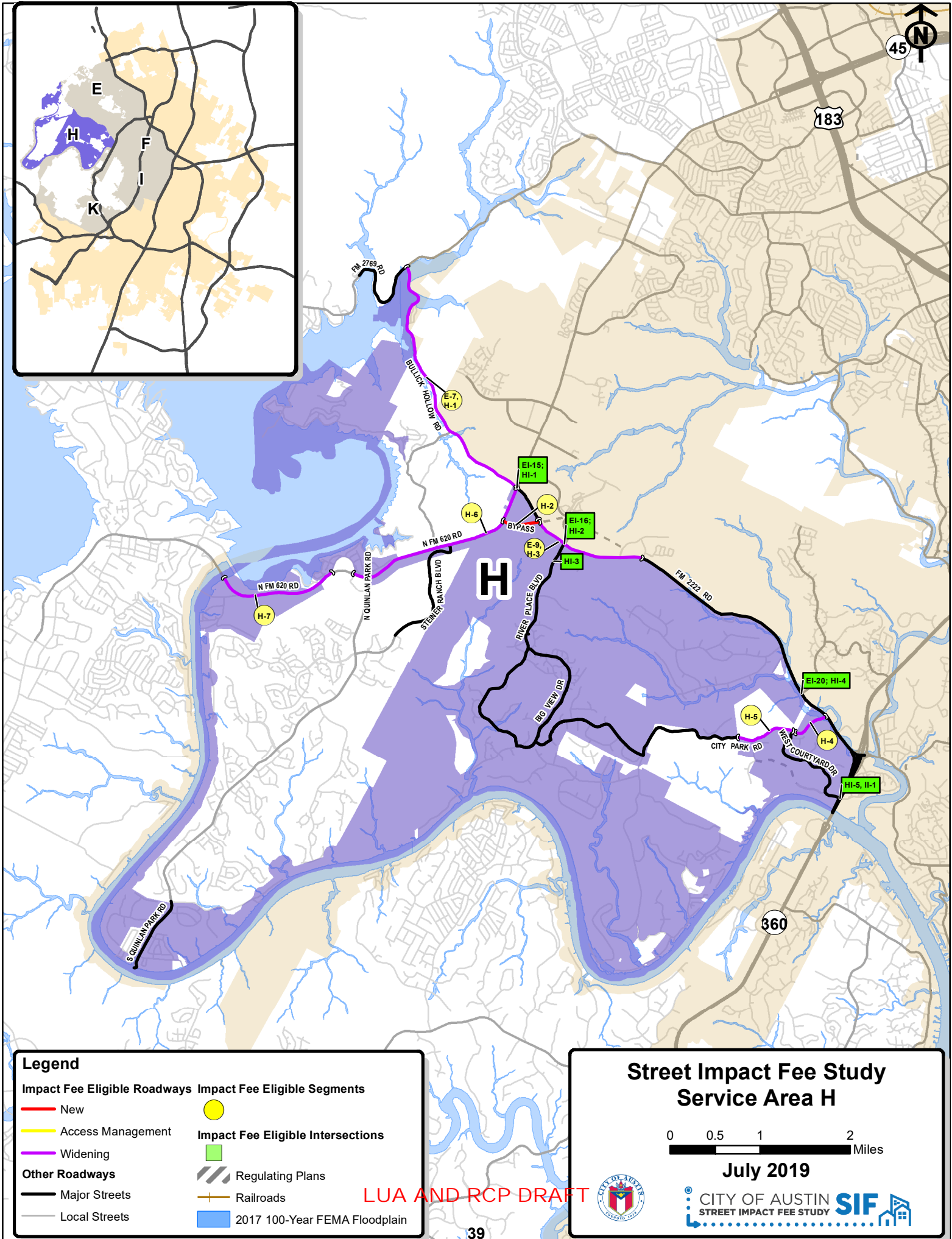
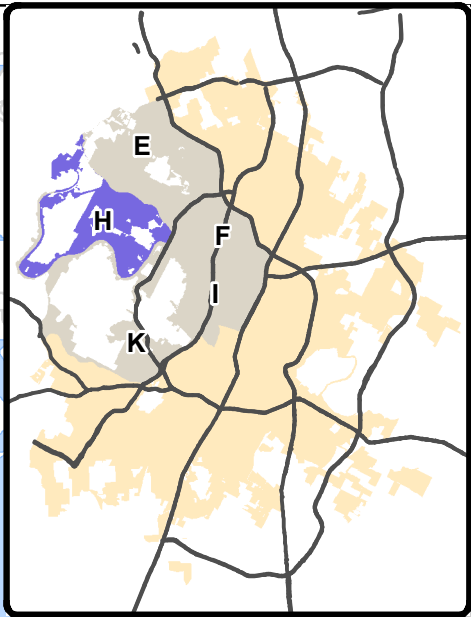
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Table 3.H. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area H

| Service Area | Proj. # | IF Class | Street | Limits | Length (mi) | % In Service Area |
|--------------|-------------|---------------------------|---------------------------|--|-------------|-------------------|
| SA H | E-7, H-1 | L3-3U-100 | BULLICK HOLLOW RD | FM 620 TO FM 2769 | 3.08 | 50% |
| | H-2 | L4-3U-125-TxDOT | RM 2222 TO RM 620 BYPASS | FM 2222 TO FM 620 | 0.42 | 100% |
| | E-9, H-3 | L4-6D-147-TxDOT | RM 2222 RD | FM 620 BYPASS TO RIBELIN RANCH RD | 1.32 | 50% |
| | H-4 | L3-3U-100 | CITY PARK RD | FM 2222 TO 185' E OF WEST COURTYARD DR | 0.41 | 100% |
| | H-5 | L3-3U-100 | CITY PARK RD | 185' E OF WEST COURTYARD DR TO 870' W OF BRIDGE POINT PKWY | 0.69 | 50% |
| | H-6 | L5-6D-125-TxDOT | N RM 620 RD | FM 2222 RD TO MARSHALL FORD RD | 2.23 | 100% |
| | H-7 | L5-6D-125-TxDOT | N RM 620 RD | MARSHALL FORD RD TO LOW WATER CROSSING RD | 1.37 | 100% |
| | | Intersection Improvements | Type | Intersection | | % In Service Area |
| | EI-15; HI-1 | | Intersection Improvements | N FM 620 RD AND FM 2222 RD | | 50% |
| | EI-16; HI-2 | | Intersection Improvements | FM 2222 RD AND RIVER PLACE BLVD | | 50% |
| | HI-3 | | Signalize | RIVER PLACE BLVD AND 6570 BLOCK | | 100% |
| | EI-20; HI-4 | | Intersection Improvements | FM 2222 RD AND JESTER BLVD | | 50% |
| | HI-5, II-1 | | Intersection Improvements | N CAPITAL OF TEXAS HWY AND COURTYARD DR | | 50% |

Note: The 10-Year Street Impact Fee RCP is not in a prioritized order.

For projects that have "TxDOT" in IF Class, only the City's contribution will be included.



Legend

| | |
|---|---|
| Impact Fee Eligible Roadways | Impact Fee Eligible Segments |
| — New | ● |
| — Access Management | Impact Fee Eligible Intersections |
| — Widening | ■ |
| Other Roadways | ▨ Regulating Plans |
| — Major Streets | — Railroads |
| — Local Streets | ■ 2017 100-Year FEMA Floodplain |

**Street Impact Fee Study
Service Area H**

0 0.5 1 2 Miles

July 2019

CITY OF AUSTIN
STREET IMPACT FEE STUDY

SIF

LUA AND RCP DRAFT

Table 3.I. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area I

| Service Area | Proj. # | IF Class | Street | Limits | Length (mi) | % In Service Area |
|--------------|-------------|-----------------|--|---|-------------|-------------------|
| SA I | I-1 | L3-4D-120 | N LAMAR BLVD | KOENIG LN TO 200' S OF CAPITOL CT | 0.60 | 100% |
| | I-2 | L3-4D-120 | AIRPORT BLVD | 450' N OF MIDDLE FISKVILLE RD TO 45TH ST | 1.07 | 100% |
| | I-3 | L2-4D-94 | W 51ST ST | LAMAR BLVD TO GUADALUPE ST | 0.16 | 100% |
| | I-4 | L3-4D-94 | W 45TH ST | ROSEDALE AVE TO MAYBELLE AVE | 0.13 | 100% |
| | I-5 | L3-4D-94 | W 45TH ST | MAYBELLE AVE TO MARATHON BLVD | 0.12 | 100% |
| | I-6 | L3-4D-94 | W 45TH ST | MARATHON BLVD TO AVENUE A | 0.47 | 100% |
| | I-7 | L3-4U-110 | W GUADALUPE ST | GUADALUPE ST TO 47TH ST | 0.25 | 100% |
| | I-8 | L1-2U-OP-60 | SHOALWOOD AVE-SHOAL CREEK BLVD CONNECTOR | SHOALWOOD AVE TO SHOAL CREEK BLVD | 0.04 | 100% |
| | I-9 | L3-4D-96 | N LAMAR BLVD | 30TH ST TO 45TH ST | 1.14 | 100% |
| | I-10 | L2-2U-OP-92 | W 43RD ST | GUADALUPE ST TO N LAMAR BLVD | 0.34 | 100% |
| | I-11 | L3-3U-80 | W 38TH ST | AVENUE B TO SPEEDWAY | 0.19 | 100% |
| | I-12 | L3-4D-100 | GUADALUPE ST | 29TH ST TO W GUADALUPE ST | 1.26 | 100% |
| | I-13 | L2-2U-OP-70 | E 41ST ST | PECK AVE TO INTERSTATE 35 | 0.56 | 100% |
| | I-14 | L3-4D-94 | W 35TH ST | JEFFERSON LN TO 35TH ST CUTOFF | 0.09 | 100% |
| | I-15 | L3-4D-94 | W 35TH ST CTOF | W 35TH ST TO W 38TH ST | 0.11 | 100% |
| | I-16 | L3-4D-104 | W 38TH ST | 35TH ST CUTOFF TO MEDICAL PKWY | 0.29 | 100% |
| | I-17 | L3-4D-94 | W 38TH ST | LAMAR BLVD TO AVENUE B | 0.46 | 100% |
| | I-18 | L3-4D-100 | RED RIVER ST | DEEN KEATON TO MLK JR BLVD | 0.27 | 100% |
| | I-19 | L3-4D-94 | N LAMAR BLVD | MLK JR BLVD TO 24TH ST | 0.36 | 100% |
| | DT-1, I-20 | L3-2U-74 | W MARTIN LUTHER KING JR BLVD | PEARL ST TO LAMAR BLVD | 0.33 | 50% |
| | DT-2, I-21 | L3-5U-80 | W MARTIN LUTHER KING JR BLVD | IH-35 SVRD SB TO PEARL ST | 1.02 | 50% |
| | I-22 | L3-3U-80 | ENFIELD RD | EXPOSITION BLVD TO LAKE AUSTIN BLVD | 0.80 | 100% |
| | I-23 | L3-4D-116 | LAKE AUSTIN BLVD | VETERANS DR TO ENFIELD RD | 1.20 | 100% |
| | I-24, K-2 | L3-3U-100 | REDBUD TRL | LAKE AUSTIN BLVD TO STRATFORD DR | 0.54 | 50% |
| | DT-11, I-25 | L3-4D-80 | N LAMAR BLVD | 6TH ST TO PARKWAY (184' N OF 12TH ST) | 0.53 | 50% |
| | I-26 | L2-2U-OP-92 | PRESSLER ST | PRESSLER ST TO RESERVE RD | 0.06 | 100% |
| | F-26, I-27 | L4-4D-104-TxDOT | NORTHLAND DR | FM 2222 RD TO BALCONES DR | 0.13 | 50% |
| | I-28 | L3-3U-74 | HANCOCK DR | WEST FRANCES PL TO BULL CREEK RD | 0.32 | 100% |
| | I-29 | L2-2U-60 | BRUNING AVE | DUVAL ST TO CLARKSON AVE | 0.26 | 100% |
| | I-30 | L3-3U-74 | EXPOSITION BLVD | W 35TH ST TO ENFIELD RD | 1.53 | 100% |
| | I-31 | L3-4D-94 | N LAMAR BLVD | W 29TH ST TO SHOAL CREEK BLVD | 0.60 | 100% |
| | I-32 | L2-2U-78 | NUECES ST | GUADALUPE ST TO 24TH ST | 0.47 | 100% |
| | I-33 | L3-3U-110 | RED RIVER ST | E 32ND ST TO 31ST ST | 0.07 | 100% |
| | DT-3, I-34 | L3-4D-100 | N LAMAR BLVD | MARTIN LUTHER KING JR BLVD TO 15TH ST | 0.19 | 50% |
| | DT-10, I-35 | L3-4D-80 | N LAMAR BLVD | PARKFIELD TO 15TH ST | 0.11 | 50% |
| | I-36 | L3-3U-78 | RED RIVER ST | ROBERT DEDMAN TO E MARTIN LUTHER KING JR BLVD | 0.26 | 100% |
| | I-37 | L2-2U-92 | PRESSLER ST | 5TH ST TO END | 0.08 | 100% |

Note: The 10-Year Street Impact Fee RCP is not in a prioritized order.

For projects that have "TxDOT" in IF Class, only the City's contribution will be included.

Table 3.I. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area I

| | Proj. # | Type | Intersection | % In Service Area |
|------|---------------|---------------------------|--|-------------------|
| SA I | HI-5, II-1 | Intersection Improvements | N CAPITAL OF TEXAS HWY AND COURTYARD DR | 50% |
| | FI-27, II-2 | Signalize | FM 2222 RD AND MOUNT BONNELL RD | 50% |
| | FI-28, II-3 | Signalize | FM 2222 RD AND HIGHLAND HILLS CIR | 50% |
| | FI-29, II-4 | Intersection Improvements | FM 2222 RD AND NORTHLAND DR | 50% |
| | FI-30, II-5 | Intersection Improvements | W KOENIG LN AND N LAMAR BLVD | 50% |
| | FI-31, II-6 | Add Turn Lanes | W KOENIG LN AND GUADALUPE ST | 50% |
| | II-7 | Intersection Improvements | BULL CREEK RD AND HANCOCK DR | 100% |
| | II-8 | Signalize | BURNET RD AND HOUSTON ST | 100% |
| | II-9 | Signalize | W NORTH LOOP BLVD AND WOODROW AVE | 100% |
| | II-10 | Signalize | W NORTH LOOP BLVD AND GROVER AVE | 100% |
| | II-11 | Intersection Improvements | BURNET RD AND W 49TH ST | 100% |
| | II-12 | Intersection Improvements | N LAMAR BLVD AND W 51ST ST | 100% |
| | II-13 | Intersection Improvements | W 51ST ST AND GUADALUPE ST | 100% |
| | II-14 | Intersection Improvements | E 51ST ST AND BRUNING AVE/DUVAL ST | 100% |
| | II-15 | Intersection Improvements | W 45TH ST AND BULL CREEK RD | 100% |
| | II-16 | Extend Turn Lane | BURNET RD AND W 45TH ST | 100% |
| | II-17 | Intersection Improvements | N LAMAR BLVD AND W 45TH ST | 100% |
| | II-18 | Intersection Improvements | RED RIVER ST AND E 41ST ST | 100% |
| | II-19 | Intersection Improvements | W 35TH ST AND JACKSON AVE | 100% |
| | II-20 | Intersection Improvements | W 38TH ST AND MEDICAL PKWY | 100% |
| | II-21 | Intersection Improvements | W 38TH ST AND SPEEDWAY | 100% |
| | II-22 | Intersection Improvements | RED RIVER ST AND E 38TH HALF ST | 100% |
| | II-23 | Intersection Improvements | GUADALUPE ST AND W 34TH ST | 100% |
| | II-24 | Intersection Improvements | N LAMAR BLVD AND W 29TH ST | 100% |
| | II-25 | Intersection Improvements | GUADALUPE ST AND W 30TH ST | 100% |
| | II-26 | Signalize | ENFIELD RD AND PECOS ST | 100% |
| | II-27 | Intersection Improvements | WINDSOR RD AND HARTFORD RD | 100% |
| | II-28 | Intersection Improvements | 24TH ST AND HARRIS BLVD | 100% |
| | II-29 | Intersection Improvements | 24TH ST AND WINDSOR DR | 100% |
| | II-30 | Intersection Improvements | W 24TH ST AND SAN GABRIEL ST | 100% |
| | II-31 | Intersection Improvements | GUADALUPE ST AND W 24TH ST | 100% |
| | II-32 | Intersection Improvements | RED RIVER ST AND CLYDE LITTLEFIELD DR | 100% |
| | II-33 | Intersection Improvements | ENFIELD RD AND HARTFORD RD | 100% |
| | II-34 | Intersection Improvements | ENFIELD RD AND WEST LYNN ST | 100% |
| | DTI-1, II-35 | Intersection Improvements | W MARTIN LUTHER KING JR BLVD AND NUECES ST | 50% |
| | II-36 | Signalize | RED RIVER ST AND ROBERT DEDMAN DR | 100% |
| | II-37 | Intersection Improvements | EXPOSITION BLVD AND LAKE AUSTIN BLVD | 100% |
| | II-38 | Signalize | 6TH ST AND PATTERSON AVE | 100% |
| | DTI-22, II-39 | Signalize | N LAMAR BLVD AND SANDRA MURAIWA WAY | 50% |
| | II-40 | Intersection Improvements | BALCONES DR AND PARKCREST DR | 100% |

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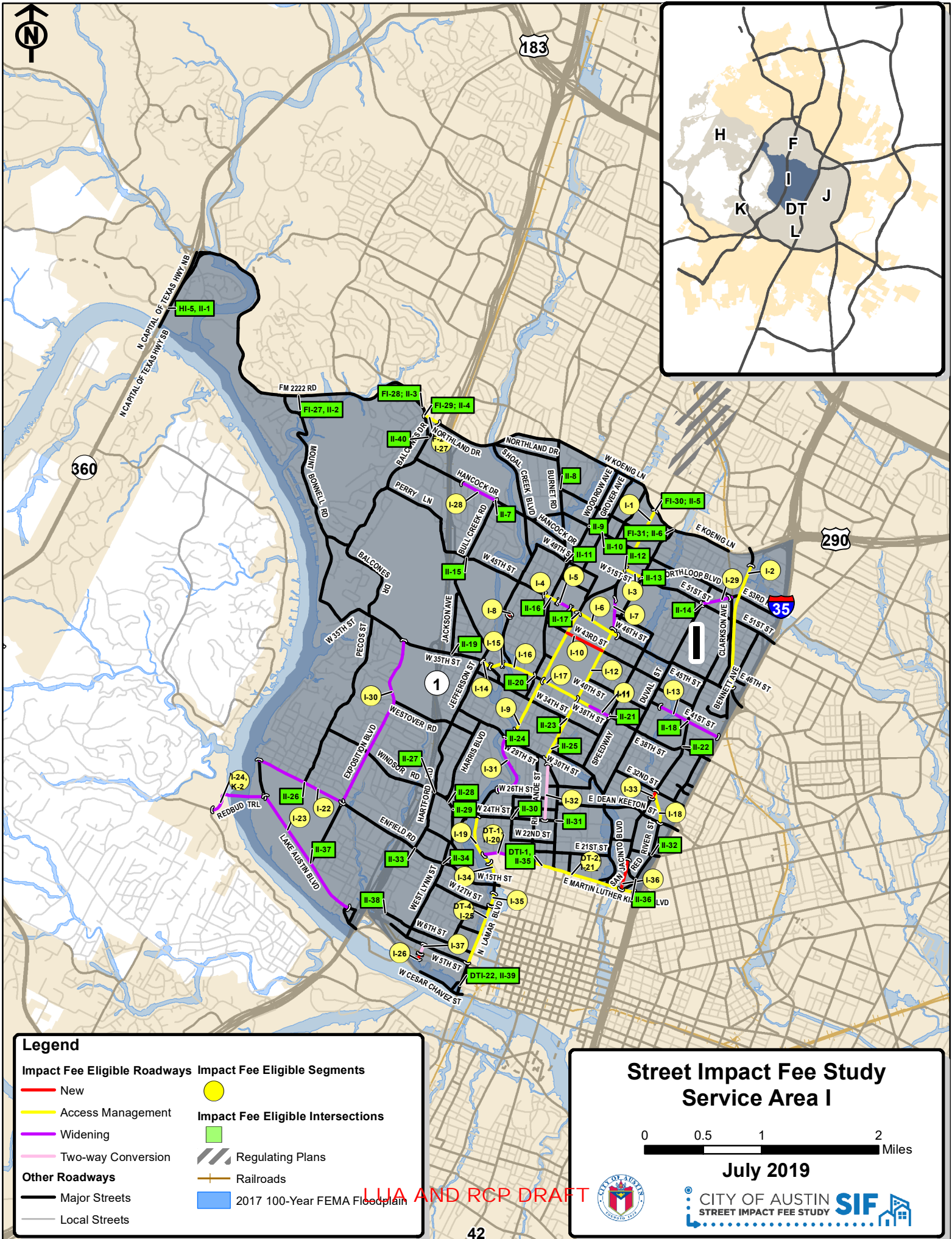


Table 3.J. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area J

| Service Area | Proj. # | IF Class | Street | Limits | Length (mi) | % In Service Area |
|--------------|---------|-----------------|--|--|-------------|-------------------|
| SA J | J-1 | L3-4D-130 | MANOR RD | US 183 TO ROCKHURST LN | 0.28 | 100% |
| | J-2 | L2-2U-78 | RANGOON RD | E 51ST ST TO SPRINGDALE RD | 1.02 | 100% |
| | J-3 | L2-2U-60 | ROGGE LN | 320' W OF CHADWYCK DR TO SPRINGDALE RD | 0.19 | 100% |
| | J-4 | L3-4D-116 | E 51ST ST | INTERSTATE 35 NB SVRD TO MUELLER BLVD | 0.47 | 100% |
| | J-5 | L3-4D-116 | E 51ST ST | ALDRICH ST TO BERKMAN DR | 0.13 | 100% |
| | J-6 | L2-2U-60 | PECAN SPRINGS RD | MANOR RD TO E 51ST ST | 0.46 | 100% |
| | J-7 | L2-2U-78 | NORWOOD HILL RD | SPRINGDALE RD TO 51ST ST | 0.31 | 100% |
| | J-8 | L2-2U-60 | ROGGE LN | MANOR RD TO GLOUCESTER LN | 0.15 | 100% |
| | J-9 | L3-3U-100 | OLD MANOR RD | 51ST ST TO MANOR RD | 0.21 | 100% |
| | J-10 | L1-2U-OP-60 | SPRINGDALE RD-WALDEN CIR CONNECTOR | SPRINGDALE RD TO WALDEN CIR | 0.07 | 100% |
| | J-11 | L2-2U-78 | E 51ST-BUNDYHILL DR CONNECTOR | E 51ST ST TO BUNDYHILL DR | 0.06 | 100% |
| | J-12 | L2-2U-78 | E 51ST ST-NORTHDALE DR CONNECTOR | 51ST ST TO NORTHDALE DR | 0.37 | 100% |
| | J-13 | L1-2U-OP-60 | ALEXANDER AVE TO REAL ST CONNECTION | ALEXANDER AVE TO REAL ST | 0.13 | 100% |
| | J-14 | L1-2U-OP-60 | REAL ST | ALEXANDER AVE TO RAILROAD | 0.07 | 100% |
| | J-15 | L1-2U-OP-60 | REAL ST-E MARTIN LUTHER KING JR BLVD CONNECTOR | REAL ST TO MLK JR BLVD | 0.07 | 100% |
| | J-16 | L1-2U-OP-60 | BEDFORD ST | HARGRAVE ST TO SOL WILSON AVE CONNECTION TO BEDFORD ST | 0.06 | 100% |
| | J-17 | L2-2U-OP-92 | HARGRAVE ST-SOL WILSON AVE COLLECTOR | HARGRAVE ST TO SOL WILSON AVE | 0.09 | 100% |
| | J-18 | L1-2U-OP-60 | SOL WILSON AVE | MCCLAIN ST TO END | 0.05 | 100% |
| | J-19 | L1-2U-OP-60 | MC CLAIN ST | OAK SPRINGS DR TO SOL WILSON AVE | 0.18 | 100% |
| | J-20 | L3-4D-120-TxDOT | AIRPORT BLVD | MANOR RD TO 230' S OF SPRINGDALE RD | 1.63 | 100% |
| | J-21 | L3-4D-120-TxDOT | E MARTIN LUTHER KING JR BLVD | AIRPORT BLVD TO PEREZ ST | 0.66 | 100% |
| | J-22 | L3-4D-120-TxDOT | E MARTIN LUTHER KING JR BLVD | PEREZ ST TO EASTDALE DR | 1.36 | 100% |
| | J-23 | L2-2U-78 | TRACOR LN | TANNEHILL LN TO US 183 SB SVRD | 0.33 | 100% |
| | J-24 | L2-2U-OP-70 | AXEL LN-BLUESTEIN DR CONNECTOR | AXEL LN TO BLUESTEIN DR | 0.23 | 100% |
| | J-25 | L2-2U-60 | HUDSON ST | DELANO ST TO ED BLUESTEIN BLVD (US 183) | 0.57 | 100% |
| | J-26 | L2-2U-60 | HAROLD CT | HAROLD CT TO HAROLD CT | 0.16 | 100% |
| | J-27 | L2-2U-64 | JAIN LN | STUART CIR TO SHADY LN | 0.17 | 100% |
| | J-28 | L3-4D-120-TxDOT | AIRPORT BLVD | 250' N OF BOLM RD TO LEVANDER LOOP | 0.54 | 100% |
| | J-29 | L3-4D-116 | E 7TH ST | ATTAYAC ST TO N PLEASANT VALLEY RD | 1.21 | 100% |
| | J-30 | L1-2U-OP-60 | SAN MARCOS ST | E 5TH ST TO E 4TH ST | 0.07 | 100% |
| | J-31 | L1-2U-OP-60 | ONION ST | E 5TH ST TO ONION ST | 0.03 | 100% |
| | J-32 | L1-2U-OP-60 | CHALMERS AVE | 5TH ST TO 6TH ST | 0.07 | 100% |
| | J-33 | L2-2U-OP-70 | GONZALES ST | RAMOS ST TO TILLERY ST | 0.13 | 100% |
| | J-34 | L3-4D-116 | E 7TH ST | ALLEN ST TO LEVANDER LOOP | 0.64 | 100% |
| | J-35 | L1-2U-OP-60 | MANSELL AVE-E 7TH ST CONNECTOR | MANSELL AVE TO E 7TH ST | 0.04 | 100% |
| | J-36 | L3-4D-104 | E CESAR CHAVEZ ST | PLEASANT VALLEY RD TO E 5TH ST | 0.96 | 100% |
| | J-37 | L3-4D-130 | MANOR RD | ROCKHURST TO KINGS PT | 0.06 | 100% |
| | J-38 | L3-4D-104 | SPRINGDALE RD | NORTHEAST DR TO MANOR RD | 0.15 | 100% |
| | J-39 | L2-3U-74 | BERKMAN DR | GLENVALLEY DR TO CHATHAM AVE | 0.10 | 100% |
| | J-40 | L3-4D-94 | CAMERON RD | US 290 TO 51ST ST | 1.16 | 100% |
| | J-41 | L3-4D-96 | E 51ST ST | SPRINGDALE RD TO RANGOON RD | 0.81 | 100% |
| | J-42 | L3-4D-140-TxDOT | E MARTIN LUTHER KING JR BLVD | EEASTDALE DR TO US 183 | 0.22 | 100% |
| | J-43 | L3-3U-80 | MANOR RD | DEAN KEETON TO CHESTNUT AVE | 0.14 | 100% |
| | J-44 | L3-4D-94 | E 7TH ST | INTERSTATE 35 NB TO ATTAYAC ST | 0.32 | 100% |
| | J-45 | L2-3U-100 | SHADY LN | E 7TH ST TO E 5TH ST | 0.09 | 100% |
| | J-46 | L3-3U-74 | E CESAR CHAVEZ ST | SAN MARCOS ST TO N PLEASANT VALLEY RD | 1.41 | 100% |
| | J-47 | L3-3U-80 | N PLEASANT VALLEY RD | WEBBERVILLE DR TO E 7TH ST | 0.39 | 100% |
| | J-48 | L2-2U-OP-78 | E 5TH ST | ONION ST TO N PLEASANT VALLEY DR | 1.09 | 100% |
| | J-49 | L3-4D-120 | N PLEASANT VALLEY RD | CANTERBURY ST TO LAKE | 0.08 | 100% |

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Table 3.J. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area J

| Proj. # | Type | Intersection | % In Service Area |
|-------------|---------------------------|--|-------------------|
| DI-34; JI-1 | Intersection Improvements | N IH 35 AND E ANDERSON LN | 50% |
| FI-26; JI-2 | Add U-turn Lane | E ST JOHNS AVE AND N IH 35 | 50% |
| JI-3 | Intersection Improvements | CAMERON RD AND E US 290 HWY | 100% |
| JI-4 | Roundabout | GASTON PL DR AND BRIAR CLIFF DR | 100% |
| JI-5 | Roundabout | NORTH HAMPTON DR AND GASTON PLACE DR | 100% |
| JI-6 | Signalize | NORTHEAST DR AND N HAMPTON DR | 100% |
| JI-7 | Roundabout | MANOR RD AND SPRINGDALE RD | 100% |
| JI-8 | Signalize | BARBARA JORDAN BLVD AND MUELLER BLVD | 100% |
| JI-9 | Signalize | E 51ST ST AND VAUGHAN ST | 100% |
| JI-10 | Signalize | 51ST ST AND TILLEY ST | 100% |
| JI-11 | Roundabout | OLD MANOR RD AND WESTMINSTER DR | 100% |
| JI-12 | Signalize | SPRINGDALE RD AND NORWOOD HILL RD | 100% |
| JI-13 | Intersection Improvements | AIRPORT BLVD AND WILSHIRE BLVD | 100% |
| JI-14 | Signalize | MANOR RD AND ZACH SCOTT ST | 100% |
| JI-15 | Intersection Improvements | AIRPORT BLVD AND MANOR RD | 100% |
| JI-16 | Intersection Improvements | MANOR RD AND ANCHOR LN | 100% |
| JI-17 | Intersection Improvements | E MARTIN LUTHER KING JR BLVD AND COMAL ST | 100% |
| JI-18 | Intersection Improvements | E MARTIN LUTHER KING JR BLVD AND CHICON ST | 100% |
| JI-19 | Intersection Improvements | E MARTIN LUTHER KING JR BLVD AND CHESTNUT AVE | 100% |
| JI-20 | Intersection Improvements | E MARTIN LUTHER KING JR BLVD AND CEDAR AVE | 100% |
| JI-21 | Intersection Improvements | E MARTIN LUTHER KING JR BLVD AND ALEXANDER AVE | 100% |
| JI-22 | Intersection Improvements | AIRPORT BLVD AND E MARTIN LUTHER KING JR BLVD | 100% |
| JI-23 | Intersection Improvements | E MARTIN LUTHER KING JR BLVD AND SPRINGDALE RD | 100% |
| JI-24 | Signalize | MARTIN LUTHER KING JR BLVD AND OLDFORT HILL DR | 100% |
| JI-25 | Signalize | WEBBERVILLE RD AND TANNEHILL LN | 100% |
| JI-26 | Roundabout | ROSEWOOD AVE AND HARGRAVE ST | 100% |
| JI-27 | Intersection Improvements | SPRINGDALE RD AND E 12TH ST | 100% |
| JI-28 | Roundabout | HARGRAVE ST AND E 12TH ST | 100% |
| JI-29 | Roundabout | ROSEWOOD DR AND WEBBERVILLE RD | 100% |
| JI-30 | Intersection Improvements | AIRPORT BLVD AND OAK SPRINGS DR | 100% |
| JI-31 | Signalize | 6TH ST AND SAN MARCOS ST | 100% |
| JI-32 | Signalize | 7TH ST AND WALLER ST | 100% |
| JI-33 | Intersection Improvements | E 7TH ST AND ATTAYAC ST | 100% |
| JI-34 | Intersection Improvements | AIRPORT BLVD AND SPRINGDALE RD | 100% |
| JI-35 | Signalize | SPRINGDALE RD AND GOVALLA AVE | 100% |
| JI-36 | Signalize | E CESAR CHAVEZ ST AND SAN MARCOS ST | 100% |
| JI-37 | Signalize | E 6TH ST AND ROBERT T MARTINEZ JR ST | 100% |
| JI-38 | Intersection Improvements | E 7TH ST AND N PLEASANT VALLEY RD | 100% |
| JI-39 | Intersection Improvements | AIRPORT BLVD AND SHADY LN | 100% |
| JI-40 | Signalize | GARDNER RD AND JAIN LN | 100% |
| JI-41 | Signalize | E 5TH ST AND PEDERNALES ST | 100% |
| JI-42 | Intersection Improvements | E 5TH ST AND N PLEASANT VALLEY RD | 100% |
| JI-43 | Intersection Improvements | E 2ND ST AND N PLEASANT VALLEY RD | 100% |
| JI-44 | Intersection Improvements | SPRINGDALE RD AND E CESAR CHAVEZ ST | 100% |
| JI-45 | Intersection Improvements | E CESAR CHAVEZ ST AND N PLEASANT VALLEY RD | 100% |
| JI-46 | Signalize | E CESAR CHAVEZ ST AND LINDEN ST | 100% |
| JI-47 | Intersection Improvements | AIRPORT BLVD AND LEVANDER LOOP | 100% |
| JI-48 | Signalize | BOLM RD AND GARDNER RD | 100% |
| JI-49 | Intersection Improvements | AIRPORT BLVD AND PARKWOOD RD/CRESTWOOD RD | 100% |

Note: The 10-Year Street Impact Fee RCP is not in a prioritized order.

For projects that have "TxDOT" in IF Class, only the City's contribution will be included.

Table 3.K. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area K

| Service Area | Proj. # | IF Class | Street | Limits | Length (mi) | % In Service Area |
|--------------|------------|---------------------------|---------------------------|--|-------------|-------------------|
| SA K | K-1 | L2-2U-80 | WESTLAKE DR | LAKEPLACE LN TO 750' S OF THE HIGH RD | 3.17 | 100% |
| | I-25, K-2 | L3-3U-100 | REDBUD TRL | LAKE AUSTIN BLVD TO STRATFORD DR | 0.54 | 50% |
| | K-3 | L2-2U-0 | STRATFORD DR | MOPAC BRIDGE TO ELGIN AVE | 0.37 | 100% |
| | K-4 | L3-3U-80 | BARTON CREEK BLVD | 1400' N OF SOUTHWEST PKWY TO 1300' N OF HENRY MARX LN | 0.55 | 100% |
| | K-5 | L2-2U-78 | FOSTER RANCH RD | TRAVIS COUNTRY CIR TO 650' N OF SOUTHWEST PKWY | 0.34 | 100% |
| | K-6 | L2-2U-78 | FOSTER RANCH RD | 650' N OF SOUTHWEST PKWY TO SOUTHWEST PKWY | 0.12 | 100% |
| | K-7 | L3-3U-80 | WESTLAKE DR | LONG CAMP DR TO CITY LIMITS | 0.57 | 100% |
| | K-8 | L3-3U-100 | REDBUD TRL | STRATFORD DR TO 280' E OF WESTLAKE DR | 0.45 | 100% |
| | | Intersection Improvements | Type | Intersection | | % In Service Area |
| | KI-1 | | Intersection Improvements | N CAPITAL OF TEXAS HWY AND WESTLAKE DR | | 100% |
| | KI-2 | | Signalize | REDBUD TRL AND STRATFORD DR | | 100% |
| | KI-3 | | Signalize | CAPITAL OF TEXAS HWY AND PARKSTONE HEIGHTS DR | | 100% |
| | KI-4 | | Signalize | WALSH TARLTON LN AND THOUSAND OAKS COVE | | 100% |
| | KI-5, MI-1 | | Dual Left Turn Lane | HWY 71 AND SOUTHWEST PKWY | | 50% |
| | KI-6, MI-2 | | Signalize | SOUTHWEST PKWY AND SOUTHWEST PKWY TO OLD BEE CAVES RD CONNECTION | | 50% |
| | KI-7, MI-3 | | Intersection Improvements | SOUTHWEST PKWY AND TRAVIS COOK RD | | 50% |
| | KI-8, MI-4 | | Signalize | SOUTHWEST PKWY AND BELGRADE DR | | 50% |
| | KI-9, MI-5 | | Intersection Improvements | SOUTHWEST PKWY AND W WILLIAM CANNON DR | | 50% |

Note: The 10-Year Street Impact Fee RCP is not in a prioritized order.

For projects that have "TxDOT" in IF Class, only the City's contribution will be included.

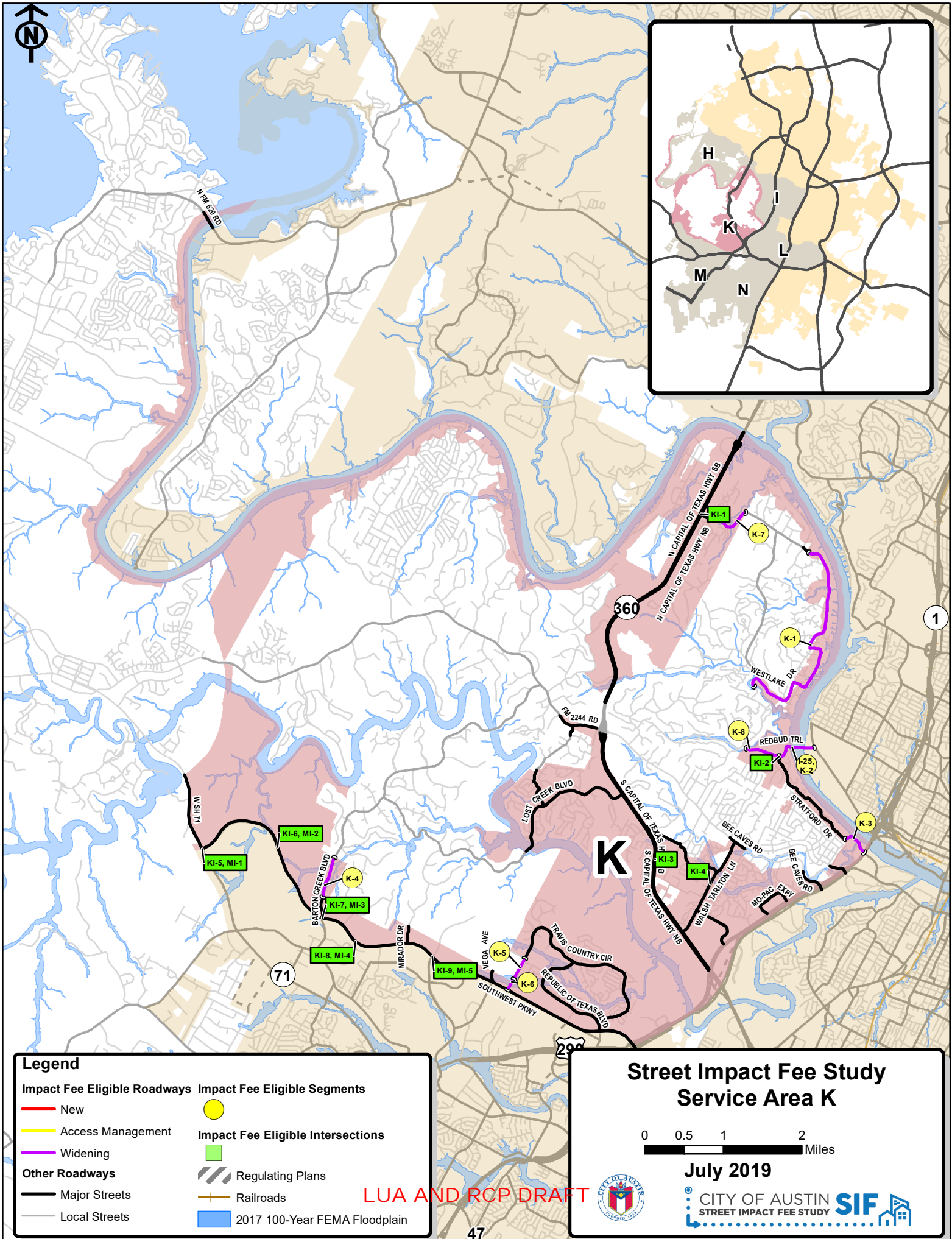


Table 3.L. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area L

| Service Area | Proj. # | IF Class | Street | Limits | Length (mi) | % In Service Area |
|--------------|---------|-----------------|--|--|-------------|-------------------|
| SAL | L-1 | L2-2U-80 | STRATFORD DR | MOPAC TO LOU NEFF RD | 0.25 | 100% |
| | L-2 | L2-2U-80 | AZIE MORTON RD | BARTON SPRINGS RD TO BARTON HILLS DR | 0.46 | 100% |
| | L-3 | L3-4D-120-TxDOT | S LAMAR BLVD | BARTON SPRINGS RD TO S LAMAR SVRD | 2.76 | 100% |
| | L-4 | L2-2U-OP-70 | DEL CURTO RD | BLUEBONNET LN TO LIGHTSEY RD | 0.37 | 100% |
| | L-5 | L2-2U-OP-92 | LIGHTSEY RD | LIGHTSEY RD TO LIGHTSEY RD | 0.06 | 100% |
| | L-6 | L2-2U-OP-92 | LIGHTSEY RD-BARTON SKWY CONNECTOR | LIGHTSEY RD TO BARTON SKWY | 0.04 | 100% |
| | L-7 | L3-4D-116 | BARTON SPRINGS RD | DAWSON DR TO W RIVERSIDE DR | 0.46 | 100% |
| | L-8 | L1-2U-OP-60 | BARTON SPRINGS RD-CONGRESS AVE CONNECTOR | BARTON SPRINGS RD TO CONGRESS AVE | 0.21 | 100% |
| | L-9 | L1-2U-OP-60 | S 1ST ST CONNECTOR | S 1ST ST TO BARTON SPRINGS TO CONGRESS CONNECTION | 0.11 | 100% |
| | L-10 | L1-2U-OP-60 | SOUTH CENTRAL WATERFRONT LOCAL ST 1 | BARTON SPRINGS RD TO END | 0.05 | 100% |
| | L-11 | L1-2U-OP-60 | SOUTH CENTRAL WATERFRONT LOCAL ST 2 | BARTON SPRINGS RD TO END | 0.13 | 100% |
| | L-12 | L1-2U-OP-60 | SOUTH CENTRAL WATERFRONT LOCAL ST 3 | BARTON SPRINGS RD TO END | 0.14 | 100% |
| | L-13 | L2-2U-OP-92 | BARTON SPRINGS RD | CONGRESS AVE TO W RIVERSIDE DR | 0.33 | 100% |
| | L-14 | L1-2U-OP-60 | CONGRESS AVE-BARTON SPRINGS RD CONNECTOR | CONGRESS AVE TO BARTON SPRINGS RD | 0.16 | 100% |
| | L-15 | L1-2U-OP-60 | E RIVERSIDE DR CONNECTOR | E RIVERSIDE TO END | 0.07 | 100% |
| | L-16 | L3-6D-140 | S 1ST ST | RIVERSIDE DR TO BARTON SPRINGS RD | 0.11 | 100% |
| | L-17 | L3-4D-80 | W RIVERSIDE DR | 170' W OF S 1ST ST TO S CONGRESS AVE | 0.26 | 100% |
| | L-18 | L3-4D-94 | E RIVERSIDE DR | S CONGRESS AVE TO 240' W OF NEWNING AVE | 0.26 | 100% |
| | L-19 | L3-4D-120 | S CONGRESS AVE | BARTON SPRINGS RD TO BEN WHITE BLVD SVRD | 2.70 | 100% |
| | L-20 | L2-2U-OP-92 | ST EDWARDS DR | S CONGRESS AVE TO 165' W OF CARNARVON LN | 0.16 | 100% |
| | L-21 | L2-2U-OP-78 | E ALPINE RD | E ALPINE RD TO 200' E OF WAREHOUSE ROW | 0.14 | 100% |
| | L-22 | L2-2U-OP-78 | PAYLOAD PASS-E ALPINE RD CONNECTOR | PAYLOAD PASS TO E ALPINE RD | 0.12 | 100% |
| | L-23 | L2-2U-OP-70 | BLUEBONNET LN | S LAMAR BLVD TO DEL CURTO RD | 0.14 | 100% |
| | L-24 | L2-2U-OP-92 | ELMONT DR | TOWN CREEK TO TINNIN FORD DR | 0.06 | 100% |
| | L-25 | L2-2U-OP-92 | PARKER LN-BURTON DR CONNECTOR | PARKER LN TO BURTON DR | 0.28 | 100% |
| | L-26 | L2-2U-OP-92 | BURTON DR-WILLOW CREEK DR CONNECTOR | BURTON DR TO WILLOW CREEK DR | 0.08 | 100% |
| | L-27 | L2-2U-OP-92 | WILLOW HILL DR | WILLOW CREEK DR TO WILLOW HILL DR | 0.12 | 100% |
| | L-28 | L2-2U-OP-92 | WILLOW HILL DR | PLEASANT VALLEY RD TO WICKERSHAM LN | 0.25 | 100% |
| | L-29 | L3-4D-120 | S PLEASANT VALLEY RD | 440' S OF CANTERBURY RD TO 525' N OF E RIVERSIDE DR | 1.18 | 100% |
| | L-30 | L2-2U-OP-92 | LAKESHORE BLVD-E RIVERSIDE CONNECTOR | LAKESHORE BLVD TO E RIVERSIDE DR | 0.65 | 100% |
| | L-31 | L2-2U-OP-92 | PLEASANT VALLEY DR-ELMONT DR CONNECTOR | PLEASANT VALLEY RD TO ELMONT DR | 0.45 | 100% |
| | L-32 | L2-2U-OP-92 | ELMONT DR | WICKERSHAM LN TO CROSSING PL | 0.20 | 100% |
| | L-33 | L3-4D-116 | E OLTORF ST | INTERSTATE 35 TO MONTOPOLIS DR | 2.28 | 100% |
| | L-34 | L3-4D-120 | S PLEASANT VALLEY RD | 280' S OF OLTORF RD TO 1160' S OF GEORGIA MEADOWS DR | 0.45 | 100% |
| | L-35 | L3-4D-120 | S PLEASANT VALLEY RD | BURLESON RD TO S PLEASANT VALLEY RD | 0.14 | 100% |
| | L-36 | L3-4D-94 | BURLESON RD | SANTA MONICA DR TO BEN WHITE BLVD | 0.33 | 100% |
| | L-37 | L3-4D-104 | WOODWARD ST | INTERSTATE 35 TO BEN WHITE BLVD | 0.51 | 100% |
| | L-38 | L2-2U-78 | S PLEASANT VALLEY RD-SUNRIDGE DR CONNECTOR | S PLEASANT VALLEY RD TO SUNRIDGE DR | 0.44 | 100% |
| | L-39 | L2-2U-78 | SUNRIDGE DR | SUNRIDGE DR TO E BEN WHITE BLVD SVRD | 0.20 | 100% |
| | L-40 | L2-2U-OP-92 | FARO DR | FARO DR TO OLTORF ST | 0.58 | 100% |
| | L-41 | L2-2U-OP-92 | RIVERS EDGE WAY | RIVERS EDGE WAY TO OLTORF ST | 0.68 | 100% |
| | L-42 | L2-2U-78 | FARO DR-MONTOPOLIS DR CONNECTOR | FARO DR TO MONTOPOLIS DR | 0.45 | 100% |
| | L-43 | L2-2U-OP-92 | FARO DR | FARO DR TO FARO DR TO MONTOPOLIS CONNECTION | 0.31 | 100% |
| | L-44 | L2-2U-60 | GROVE BLVD | GROVE BLVD TO MONTOPOLIS DR | 0.47 | 100% |
| | L-45 | L2-2U-OP-92 | FRONTIER VALLEY DR-BASTROP HWY CONNECTOR | FRONTIER VALLEY TO BASTROP HWY | 0.43 | 100% |
| | L-46 | L2-2U-OP-92 | VARGAS RD | RIVERSIDE DR TO CARSON RIDGE DR | 0.30 | 100% |
| | L-47 | L1-2U-OP-60 | CARSON RIDGE | THRASHER LN TO MAXWELL LN | 0.22 | 100% |
| | L-48 | L2-2U-OP-92 | E BEN WHITE BLVD-THRASHER LN CONNECTOR | E BEN WHITE BLVD TO THRASHER LN | 0.43 | 100% |
| | L-49 | L3-4D-120 | BARTON SPRINGS RD | S LAMAR BLVD TO LEE BARTON DR | 0.04 | 100% |
| | L-50 | L3-4D-100 | BARTON SPRINGS RD | LEE BARTON DR TO DAWSON RD | 0.13 | 100% |
| | L-51 | L3-4D-94 | W OLTORF ST | S 2ND ST TO DURWOOD ST | 0.17 | 100% |
| | L-52 | L3-4D-94 | W OLTORF ST | EUCLID AVE TO COLLEGE AVE | 0.12 | 100% |
| | L-53 | L3-4D-94 | W OLTORF ST | COLLEGE AVE TO S CONGRESS AVE | 0.04 | 100% |
| | L-54 | L3-4D-94 | E OLTORF ST | S CONGRESS AVE TO REBEL RD | 0.22 | 100% |
| | L-55 | L2-2U-64 | LIGHTSEY RD | DEL CURTO RD TO CLAWSON RD | 0.16 | 100% |
| | L-56 | L2-2U-64 | CLAWSON RD | BARTON SKYWAY TO FORT VIEW RD | 0.80 | 100% |
| | L-57 | L3-4D-94 | MANCHACA RD | FORT VIEW RD TO BEN WHITE BLVD | 0.05 | 100% |
| | L-58 | L3-4D-94 | S 1ST ST | FORT MCGRUDER LN TO BEN WHITE BLVD | 0.05 | 100% |
| | L-59 | L3-4D-94 | BARTON SPRINGS RD | LEE BARTON DR TO DAWSON RD | 0.14 | 100% |
| | L-60 | L1-2U-60 | COUNTRY CLUB RD | E RIVERSIDE DR TO PENICK DR | 0.07 | 100% |
| | L-61 | L1-2U-60 | GROVE BLVD CONNECTOR | GROVE BLVD TO END | 0.23 | 100% |
| | L-62 | L2-2U-78 | FARO DR-MONTOPOLIS DR CONNECTOR | END TO MONTOPOLIS DR | 0.19 | 100% |

Note: The 10-Year Street Impact Fee RCP is not in a prioritized order.

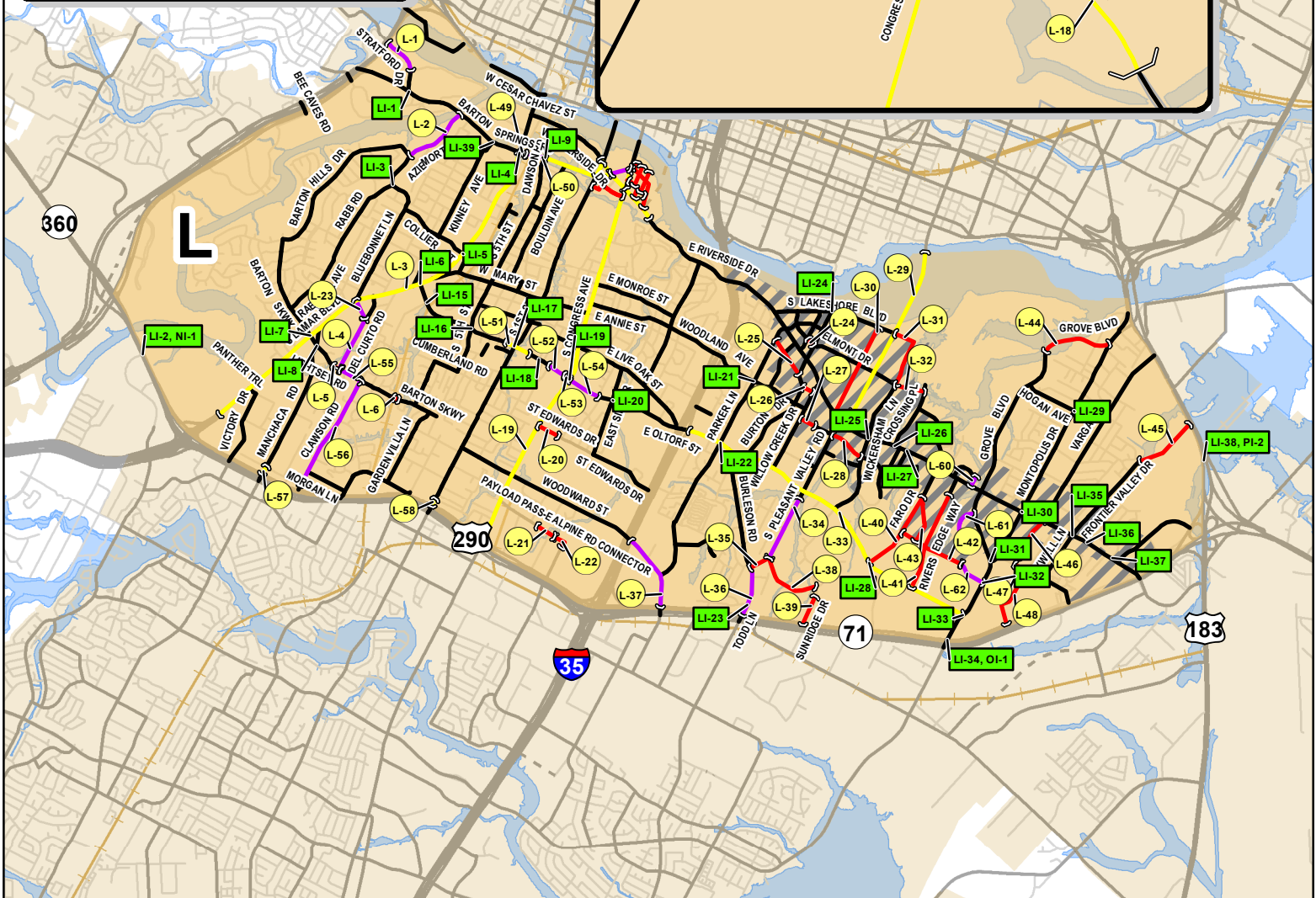
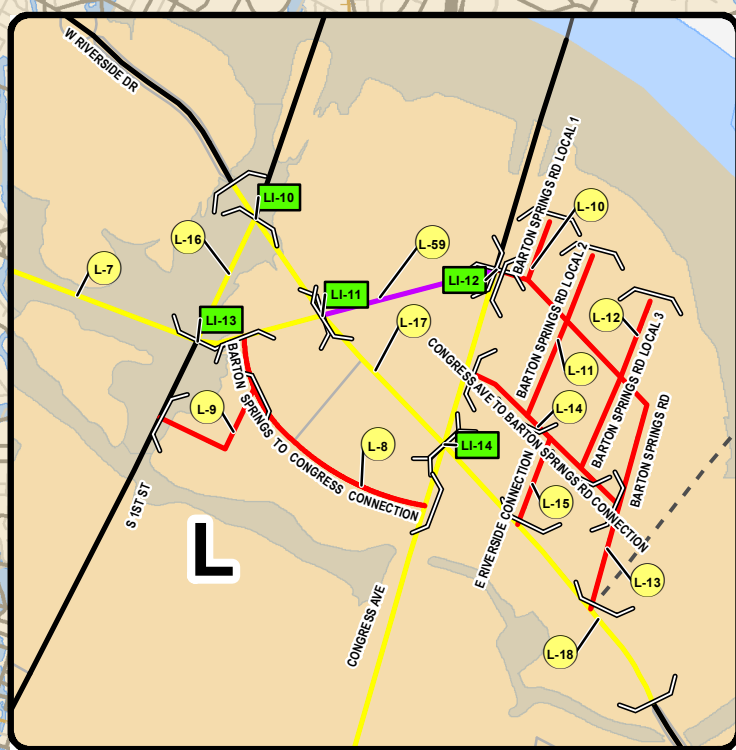
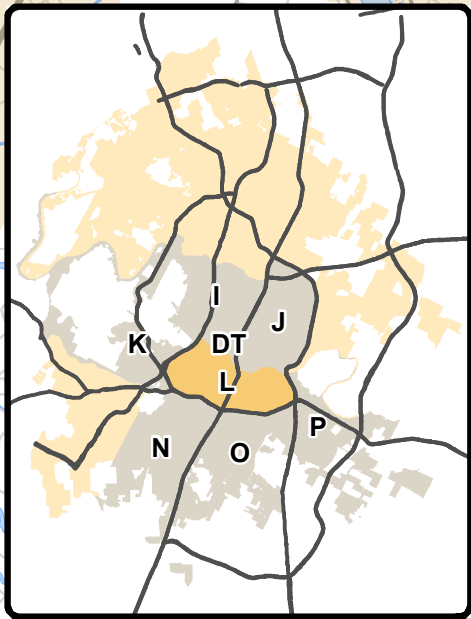
For projects that have "TxDOT" in IF Class, only the City's contribution will be included.

Table 3.L. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area L

| SA L | Proj. # | Type | Intersection | % In Service Area |
|------|-------------|---------------------------|--|-------------------|
| | | | | |
| SA L | LI-1 | Extend Turn Lane | BARTON SPRINGS RD AND STRATFORD DR | 100% |
| | LI-2, NI-1 | Signal Modifications | S CAPITAL OF TEXAS HWY AND WEST GATE BLVD | 50% |
| | LI-3 | Signalize | ROBERT E LEE RD AND RABB RD | 100% |
| | LI-4 | Intersection Improvements | S LAMAR BLVD NB AND BARTON SPRINGS RD | 100% |
| | LI-5 | Signalize | S LAMAR BLVD AND COLLIER ST | 100% |
| | LI-6 | Extend Turn Lane | S LAMAR BLVD AND W OLTORF ST | 100% |
| | LI-7 | Extend Turn Lane | S LAMAR BLVD AND BARTON SKWY | 100% |
| | LI-8 | Intersection Improvements | MANCHACA RD AND BARTON SKWY | 100% |
| | LI-9 | Intersection Improvements | BARTON SPRINGS RD AND DAWSON RD | 100% |
| | LI-10 | Intersection Improvements | S 1ST ST AND W RIVERSIDE DR | 100% |
| | LI-11 | Intersection Improvements | W RIVERSIDE DR AND BARTON SPRINGS RD | 100% |
| | LI-12 | Intersection Improvements | S CONGRESS AVE AND BARTON SPRINGS RD | 100% |
| | LI-13 | Intersection Improvements | S 1ST ST AND BARTON SPRINGS RD | 100% |
| | LI-14 | Intersection Improvements | S CONGRESS AVE AND W RIVERSIDE DR | 100% |
| | LI-15 | Signalize | W OLTORF ST AND THORNTON RD | 100% |
| | LI-16 | Intersection Improvements | W OLTORF ST AND S 5TH ST | 100% |
| | LI-17 | Intersection Improvements | W OLTORF ST AND S 1ST ST | 100% |
| | LI-18 | Signalize | W OLTORF ST AND WILSON ST | 100% |
| | LI-19 | Intersection Improvements | S CONGRESS AVE AND W OLTORF ST | 100% |
| | LI-20 | Intersection Improvements | E OLTORF ST AND EAST SIDE DR | 100% |
| | LI-21 | Signalize | WOODLAND AVE AND PARKER LN | 100% |
| | LI-22 | Intersection Improvements | E OLTORF ST AND PARKER LN | 100% |
| | LI-23 | Signalize | BURLESON RD AND S PLEASANT VALLEY RD EXT | 100% |
| | LI-24 | Signalize | S LAKESHORE BLVD AND TINNIN FORD RD | 100% |
| | LI-25 | Intersection Improvements | E RIVERSIDE DR AND WICKERSHAM LN | 100% |
| | LI-26 | Intersection Improvements | E RIVERSIDE DR AND CROSSING PL | 100% |
| | LI-27 | Signalize | E RIVERSIDE DR AND KENNETH AVE | 100% |
| | LI-28 | Signalize | E OLTORF ST AND FARO ST EXT | 100% |
| | LI-29 | Intersection Improvements | MONTOPOLIS DR AND HOGAN AVE | 100% |
| | LI-30 | Intersection Improvements | E RIVERSIDE DR AND MONTOPOLIS DR | 100% |
| | LI-31 | Signalize | GROVE BLVD AND MONTOPOLIS DR | 100% |
| | LI-32 | Signalize | MONTOPOLIS DR AND FARO DR-MONTOPOLIS DR CONNECTION | 100% |
| | LI-33 | Intersection Improvements | E OLTORF ST AND MONTOPOLIS DR | 100% |
| | LI-34, OI-1 | Extend Turn Lane | E BEN WHITE BLVD AND MONTOPOLIS DR | 50% |
| | LI-35 | Signalize | E RIVERSIDE DR AND FRONTIER VALLEY DR | 100% |
| | LI-36 | Signalize | E RIVERSIDE DR AND ANISE DR | 100% |
| | LI-37 | Signalize | RIVERSIDE DR AND CORIANDER DR | 100% |
| | LI-38, PI-2 | Signalize | BASTROP HWY AND OLD BASTROP HWY SVRD CONNECTION | 50% |

Note: The 10-Year Street Impact Fee RCP is not in a prioritized order.

For projects that have "TxDOT" in IF Class, only the City's contribution will be included.



Legend

| | |
|---|---|
| Impact Fee Eligible Roadways | Impact Fee Eligible Segments |
| — New | ● |
| — Access Management | Impact Fee Eligible Intersections |
| — Widening | ■ |
| Other Roadways | ▨ Regulating Plans |
| — Major Streets | — Railroads |
| — Local Streets | ■ 2017 100-Year FEMA Floodplain |

Street Impact Fee Study Service Area L

0 0.5 1 2 Miles

July 2019

CITY OF AUSTIN
STREET IMPACT FEE STUDY



LUA AND RCP DRAFT

Table 3.M. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area M

| Service Area | Proj. # | IF Class | Street | Limits | Length (mi) | % In Service Area |
|--------------|--------------|---------------------------|--|--|-------------|-------------------|
| SA M | M-1 | L2-2U-60 | WIER HILLS RD | RIALTO BLVD TO OLD BEE CAVES RD | 0.53 | 100% |
| | M-2 | L2-2U-68 | TRAVIS COOK RD | OLD BEE CAVES RD TO SOUTHWEST PKWY | 0.48 | 100% |
| | M-3 | L3-4D-116 | VEGA AVE | SOUTHWEST PKWY TO EIGER RD | 0.62 | 100% |
| | M-4 | L3-4D-120 | INDUSTRIAL OAKS BLVD | SOUTHWEST PARKWAY TO INDUSTRIAL OAKS BLVD | 0.22 | 100% |
| | M-5 | L3-4D-120 | INDUSTRIAL OAKS BLVD | 920' N OF SH 71 SVRD WB TO SH 71 SVRD WB | 0.17 | 100% |
| | M-6 | L2-2U-78 | BOSTON LN | BOSTON LN TO US 290 | 0.10 | 100% |
| | M-7 | L2-2U-78 | BOSTON LN-REPUBLIC OF TEXAS LN CONNECTOR | REPUBLIC OF TEXAS BLVD TO BOSTON LN | 0.13 | 100% |
| | M-8 | L3-3U-80 | OLD BEE CAVES RD | 370' N OF US 290 TO SH 71 | 3.05 | 100% |
| | M-9 | L3-4U-80 | OLD BEE CAVES RD | US 290 TO 370' N OF US 290 | 0.07 | 100% |
| | M-10 | L2-2U-78 | MOUNTAIN SHADOWS DR-W SH 71 CONNECTOR | MOUNTAIN SHADOWS DR TO W SH 71 | 0.18 | 100% |
| | M-11 | L2-2U-78 | FLETCHER LN | OLD BEE CAVES RD TO SH 71 | 0.23 | 100% |
| | M-12 | L2-2U-S-80 | THOMAS SPRINGS RD | SH 71 TO CIRCLE DR | 1.59 | 50% |
| | M-13 | L2-2U-S-80 | W SH 71-MURMURING CREEK DR CONNECTOR | W SH 71 TO MURMURING CREEK DR | 0.66 | 50% |
| | M-14 | L2-2U-S-80 | MURMURING CREEK DR | MURMURING CREEK DR TO MOWINKLE TO SH 71 CONNECTION | 0.23 | 100% |
| | M-15 | L2-2U-S-80 | W SH 71-MOWINKLE DR CONNECTOR | W SH 71 TO MOWINKLE DR | 0.66 | 100% |
| | M-16 | L2-2U-60 | SILVERMINE DR | 160' N OF RED WILLOW DR TO 500' N OF RACCOON RUN | 0.41 | 100% |
| | M-17 | L2-2U-S-80 | CIRCLE DR | THOMAS SPRINGS RD TO WILLIAMSON CREEK DR | 0.65 | 50% |
| | M-18 | L2-2U-60 | SCENIC BROOK DR | US 290 TO 126' S OF FENTON DR | 0.28 | 100% |
| | M-19 | L2-2U-78 | MC CARTY LN | W WILLIAM CANNON DR TO US 290 | 0.93 | 100% |
| | M-20 | L2-2U-78 | BECKETT RD | REYNOLDS RD TO MCCARTY LN | 0.16 | 100% |
| | M-21 | L2-2U-78 | CONVICT HILL RD | WOODCREEK RD TO BRUSH COUNTRY RD | 0.57 | 100% |
| | M-22 | L2-2U-OP-92 | BRUSH COUNTRY RD | CONVICT HILL RD TO 300' S OF WILLIAM CANNON DR | 0.46 | 100% |
| | M-23 | L2-2U-64 | MOUNTAIN SHADOWS DR | OLD BEE CAVES RD TO END | 0.27 | 100% |
| | M-24 | L2-2U-78 | CONVICT HILL RD | 515' W OF VERMILLION DR TO LOCKINVAR ST | 0.53 | 100% |
| | M-25 | L3-4D-120-TxDOT | FM 1826 RD | 526' N OF SUMMERVALE DR TO US 290 | 0.46 | 100% |
| | M-26 | L3-4D-120-TxDOT | FM 1826 RD | 370' N OF BELLA VISTA TRL TO 526' N OF SUMMERVALE DR | 0.72 | 50% |
| | M-27 | L2-2U-60 | WESTCREEK DR | CANA CV TO BRUSH COUNTRY RD | 0.04 | 100% |
| | M-28 | L2-2U-78 | LATTA DR | ISLANDER DR TO NAIRN DR | 0.28 | 100% |
| | M-29 | L2-2U-78 | BRUSH COUNTRY RD | SUMMERSET TRL TO MONTEREY OAKS BLVD | 0.32 | 100% |
| | M-30 | L4-6D-130 | W SLAUGHTER LN | MOPAC EXPWY TO BRODIE LN | 1.55 | 100% |
| | M-31 | L3-4D-120-TxDOT | FM 1826 RD | 4000' S OF APPALOOSA RUN TO 1800' S OF LEWIS MOUNTAIN DR | 2.27 | 50% |
| | M-32 | L3-4D-120 | ESCARPMENT BLVD | SH 45 WB TO LA CROSSE AVE | 1.23 | 100% |
| | M-33 | L2-2U-78 | OLD FREDERICKSBURG RD | US 290 HWY TO 350' E OF SMITH OAK TRL | 0.31 | 100% |
| | M-34, N-17 | L3-3U-96 | BRODIE LN | GRAYBUCK RD TO 350' N OF BRODIE SPRINGS TRL | 0.34 | 50% |
| | M-35 | Right-of-Way | US 290 / SH 71 | RM 1826 / SILVERMINE DR TO MONTEREY OAKS BLVD | 4.49 | 100% |
| | Proj. # | | Type | Intersection | | % In Service Area |
| | KL-5, MI-1 | Intersection Improvements | Dual Left Turn Lane | HWY 71 AND SOUTHWEST PKWY | | 50% |
| | KL-6, MI-2 | | Signalize | SOUTHWEST PKWY AND SOUTHWEST PKWY TO OLD BEE CAVES RD CONNECTION | | 50% |
| | KL-7, MI-3 | | Intersection Improvements | SOUTHWEST PKWY AND TRAVIS COOK RD | | 50% |
| | KL-8, MI-4 | | Signalize | SOUTHWEST PKWY AND BELGRADE DR | | 50% |
| | KL-9, MI-5 | | Intersection Improvements | SOUTHWEST PKWY AND W WILLIAM CANNON DR | | 50% |
| | MI-6 | | Signalize | TERRAVISTA DR AND RIALTO BLVD | | 100% |
| | MI-7 | | Signalize | W WILLIAM CANNON DR AND RIALTO BLVD | | 100% |
| | MI-8 | | Signalize | HWY 71 AND MIDWOOD PKWY | | 100% |
| | MI-9 | | Signalize | SH 71 AND 8660 BLK W SH 71 | | 100% |
| | MI-10 | | Intersection Improvements | W SH 71 AND FLETCHER LN | | 100% |
| | MI-11 | | Signalize | OLD BEE CAVES RD AND FLETCHER LN | | 100% |
| | MI-12 | | Signalize | WILLIAM CANNON DR AND VEGA AVE | | 100% |
| | MI-13 | | Signalize | VEGA AVE AND EIGER RD | | 100% |
| | MI-14 | | Intersection Improvements | W SH 71 AND HEB ACCESS | | 100% |
| | MI-15 | | Signalize | US 290 AND OLD BEE CAVES RD | | 100% |
| | MI-16 | | Intersection Improvements | ESCARPMENT BLVD AND W WILLIAM CANNON DR | | 100% |
| | MI-17 | | Signalize | WILLIAM CANNON DR AND BANNOCKBURN DR | | 100% |
| | MI-18, NI-18 | | Intersection Improvements | BRODIE LN AND W WILLIAM CANNON DR | | 50% |
| | MI-19 | | Signalize | BECKETT RD AND CONVICT HILL RD | | 100% |
| | MI-20 | | Intersection Improvements | ESCARPMENT BLVD AND DAVIS LN | | 100% |
| | MI-21 | | Signalize | DAVIS LN AND S MOPAC | | 100% |
| | MI-22 | | Signalize | DAVIS LN AND COPANO DR | | 100% |
| | MI-23 | | Signalize | DAVIS LN AND CORRAN FERRY DR | | 100% |
| | MI-24, NI-28 | | Signalize | BRODIE LN AND VILLAGES OF BELLA VISTA & RIDGEVIEW APTS | | 50% |
| | MI-25, NI-33 | | Intersection Improvements | BRODIE LN AND DAVIS LN | | 50% |
| | MI-26 | | Intersection Improvements | ESCARPMENT BLVD AND W SLAUGHTER LN | | 100% |
| | MI-27 | | Signalize | SLAUGHTER LN AND ZUNIGA DR | | 100% |
| | MI-28, NI-39 | | Intersection Improvements | BRODIE LN AND W SLAUGHTER LN | | 50% |
| | MI-29 | | Signalize | SPRUCE CANYON DRIVE AND FM 1826 RD | | 50% |
| | MI-30 | | Intersection Improvement | SH 45 AND SPRUCE CANYON DR | | 100% |
| | MI-31 | | Intersection Improvement | SH 45 AND ESCARPMENT BLVD | | 100% |

Note: The 10-Year Street Impact Fee RCP is not in a prioritized order.

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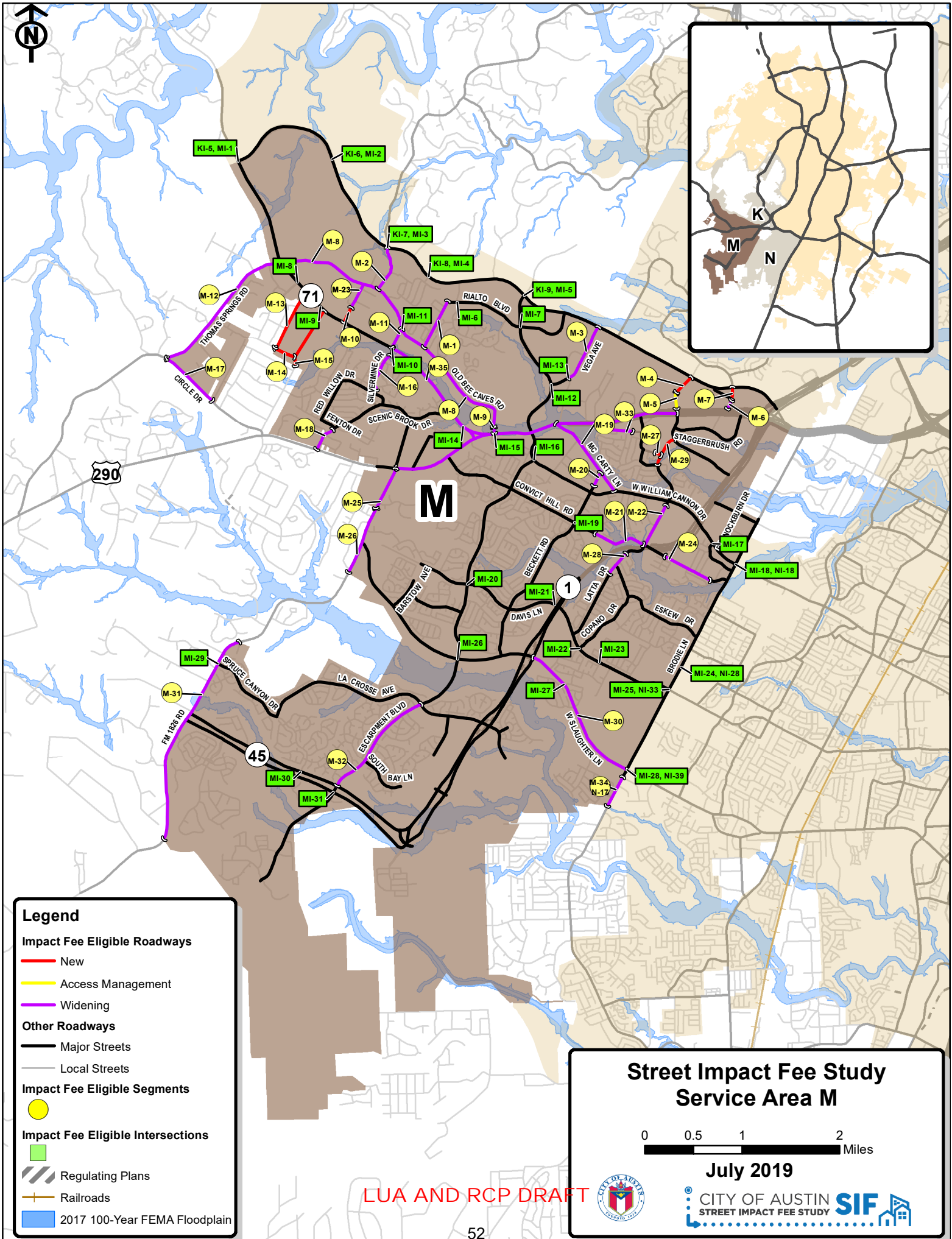


Table 3.N. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area N

| Service Area | Proj. # | IF Class | Street | Limits | Length (mi) | % In Service Area |
|--------------|------------|-----------------|---------------------|--|-------------|-------------------|
| SA N | N-1 | L3-4D-94 | WEST GATE BLVD | WESTERN TRAILS BLVD TO US 290 EB SVRD | 0.21 | 100% |
| | N-2 | L3-4D-100 | MANCHACA RD | STASSNEY LN TO WILLIAM CANNON DR | 1.07 | 100% |
| | N-3 | L3-4D-130 | S CONGRESS AVE | BEN WHITE BLVD TO WASSON DR | 0.91 | 100% |
| | N-4 | L4-6D-120 | W WILLIAM CANNON DR | BRODIE LN TO MANCHACA RD | 1.60 | 100% |
| | N-5 | L3-3U-92 | DAVIS LN | BRODIE LN TO GUIDEPOST TRL | 0.74 | 100% |
| | N-6 | L3-3U-74 | DAVIS LN | LEO ST TO MANCHACA RD | 0.62 | 100% |
| | N-7 | L3-4D-120-TxDOT | MANCHACA RD | WILLIAM CANNON DR TO SLAUGHTER LN | 2.26 | 100% |
| | N-8 | L2-2U-64 | MATTHEWS LN | MOUNT CARRELL DR TO COOPER LN | 0.23 | 100% |
| | N-9 | L2-2U-78 | COOPER LN | DITTMAR RD TO MATTHEWS LN | 0.58 | 100% |
| | N-10 | L3-4D-140-TxDOT | S CONGRESS AVE | WASSON DR TO NORTH BLUFF DR | 0.48 | 100% |
| | N-11 | L3-4D-140-TxDOT | S CONGRESS AVE | NORTH BLUFF DR TO W SLAUGHTER LN | 2.28 | 100% |
| | N-12 | L3-4D-130-TxDOT | S CONGRESS AVE | WASSON DR TO NORTH BLUFF DR | 1.76 | 100% |
| | N-13 | L2-2U-78 | RALPH ABLANEDO DR | SHALLOT WAY TO S 1ST ST | 0.59 | 100% |
| | N-14 | L2-3U-78 | RALPH ABLANEDO DR | CONGRESS AVE TO SHALLOT WAY | 0.24 | 100% |
| | N-15 | L2-2U-64 | PEACEFUL HILL LN | DITTMAR RD TO RALPH ABLANEDO DR | 0.67 | 100% |
| | N-16 | L2-2U-OP-78 | CULLEN LN | RALPH ABLANEDO DR TO W SLAUGHTER LN | 0.50 | 100% |
| | M-34, N-17 | L3-3U-96 | BRODIE LN | GRAYBUCK RD TO 350' N OF BRODIE SPRINGS TRL | 0.34 | 50% |
| | N-18 | L3-3U-96 | BRODIE LN | 350' N OF BRODIE SPRINGS TRL TO SQUIRREL HOLLOW | 0.39 | 50% |
| | N-19 | L2-2U-68 | RIDDLE RD | SLAUGHTER LN (E.) TO SLAUGHTER LN (W.) | 0.64 | 100% |
| | N-20 | L2-2U-68 | OLD MANCHACA RD | RIDDLE RD TO DREW LN | 0.21 | 100% |
| | N-21 | L3-4D-120-TxDOT | MANCHACA RD | 560' S OF SLAUGHTER LN TO 1100' S OF OLD MANCHACA DR | 0.98 | 50% |
| | N-22 | L3-4D-120-TxDOT | MANCHACA RD | 1100' S OF OLD MANCHACA DR TO 280' S OF MARCUS ABRAMS BLVD | 0.52 | 100% |
| | N-23 | L3-4D-120-TxDOT | MANCHACA RD | RAVENS CROFT DR TO 280' S OF MARCUS ABRAMS BLVD | 0.10 | 50% |
| | N-24 | L3-4D-120-TxDOT | MANCHACA RD | 280' S OF MARCUS ABRAMS BLVD TO 350' S OF MORNINGSIDE LN | 0.14 | 50% |
| | N-25 | L3-3U-96 | BRODIE LN | 300' S OF TWILIGHT TRAIL TO SULLY CREEK DR | 1.26 | 100% |
| | N-26 | L3-3U-96 | BRODIE LN | SULLY CREEK DR TO FM 1626 | 0.27 | 50% |
| | N-27 | L2-2U-78 | WAYNE RIDDELL LOOP | LORD DERBY ST TO S 1ST ST | 0.18 | 100% |
| | N-28 | L3-4D-120-TxDOT | W FM 1626 RD | 160' W OF ASHBROOK DR TO SAN LEANNA DR | 0.16 | 50% |
| | N-29 | L3-4D-120-TxDOT | E FM 1626 RD | IH 35 SVRD TO 160' W OF ASHBROOK DR | 0.77 | 100% |
| | N-30 | L2-2U-60 | OLD SAN ANTONIO RD | IH 35 SVRD TO E FM 1626 | 1.13 | 100% |
| | N-31 | L2-2U-78 | OLD SAN ANTONIO RD | IH 35 SVRD TO E FM 1626 | 0.78 | 100% |
| | N-32 | L2-2U-78 | OLD SAN ANTONIO RD | E FM 1626 TO 1700' S OF ONION CREEK PKWY | 0.63 | 50% |
| | N-33 | L3-4D-120 | ONION CREEK PKWY | OLD SAN ANTONIO RD TO 100' W OF FARRAH LN | 0.07 | 100% |
| | N-34 | L3-4D-120 | ONION CREEK PKWY | 100' W OF FARRAH RD TO 700' E OF FARRAH LN | 0.15 | 100% |
| | N-35 | L2-2U-78 | OLD SAN ANTONIO RD | 1400' N OF ESTANCIA PKWY TO 750' S OF PURYEAR RD | 1.59 | 50% |
| | N-36 | L3-4D-94 | MANCHACA RD | BEN WHITE BLVD EB SVRD TO REDD ST | 0.11 | 100% |
| | N-37 | L2-2U-64 | MATTHEWS LN | CHERRY MEADOW DR TO MEADOW RUN | 0.35 | 100% |
| | N-38 | L2-2U-68 | LONGVIEW RD | HARPERS FERRY LN TO CAMERON LOOP | 0.62 | 100% |
| | N-39 | L2-2U-78 | CAMERON LOOP | DAVIS LN TO LEO ST | 0.94 | 100% |
| | N-40 | L2-2U-60 | GUIDEPOST TRL | DAVIS LN TO LEO ST | 0.21 | 100% |
| | N-41 | L2-2U-60 | LEO ST | CAMERON LOOP TO GUIDEPOST TRL | 0.30 | 100% |
| | N-42 | L2-2U-64 | FOREST WOOD RD | MATTHEWS DR TO DITTMAR RD | 0.78 | 100% |
| | N-43 | L3-4D-94 | S 1ST ST | RALPH ABLANEDO DR TO W SLAUGHTER LN | 0.13 | 100% |
| | N-44 | L3-4D-120 | FRATE BARKER RD | BUCKINGHAM GATE RD TO 330' E OF JIM THORPE LN | 0.73 | 100% |

Note: The 10-Year Street Impact Fee RCP is not in a prioritized order.

For projects that have "TxDOT" in IF Class, only the City's contribution will be included.

Table 3.N. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area N

| Proj. # | Type | Intersection | % In Service Area |
|--------------|---------------------------|--|-------------------|
| | | | |
| LI-2, NI-1 | Signal Modifications | S CAPITAL OF TEXAS HWY AND WEST GATE BLVD | 50% |
| NI-2 | Intersection Improvement | MANCHACA RD AND LANSING DR | 100% |
| NI-3 | Intersection Improvement | MANCHACA RD AND JONES RD | 100% |
| NI-4 | Signalize | VINSON DR AND CARDIFF DR | 100% |
| NI-5 | Intersection Improvement | S 1ST ST AND W ST ELMO RD | 100% |
| NI-6 | Signalize | S 1ST ST AND ORLAND BLVD | 100% |
| NI-7 | Intersection Improvement | S CONGRESS AVE AND RADAMLN | 100% |
| NI-8 | Signalize | SHERATON AVE AND SUBURBAN DR | 100% |
| NI-9 | Intersection Improvement | W STASSNEY LN AND CHERRY CREEK DR | 100% |
| NI-10 | Intersection Improvement | MANCHACA RD AND W STASSNEY LN | 100% |
| NI-11 | Intersection Improvement | W STASSNEY LN AND S 1ST ST | 100% |
| NI-12 | Signalize | E STASSNEY LN AND APARTMENT DRIVEWAY | 100% |
| NI-13 | Signalize | STASSNEY LN AND STASSNEY LN (MIRA DR) | 100% |
| NI-14 | Signalize | WEST GATE BLVD AND BLARWOOD DR | 100% |
| NI-15 | Signalize | WEST GATE BLVD AND DEATONHILL DR | 100% |
| NI-16 | Intersection Improvement | MANCHACA RD AND BERKELEY AVE | 100% |
| NI-17 | Intersection Improvement | S CONGRESS AVE AND LITTLE TEXAS LN | 100% |
| MI-18, NI-18 | Intersection Improvements | BRODIE LN AND W WILLIAM CANNON DR | 50% |
| NI-19 | Signalize | WILLIAM CANNON DR AND DEATONHILL DR | 100% |
| NI-20 | Intersection Improvement | WEST GATE BLVD AND W WILLIAM CANNON DR | 100% |
| NI-21 | Signalize | W WILLIAM CANNON DR AND WHISPERING OAKS DR | 100% |
| NI-22 | Intersection Improvement | MANCHACA RD AND W WILLIAM CANNON DR | 100% |
| NI-23 | Intersection Improvement | W WILLIAM CANNON DR AND S 1ST ST | 100% |
| NI-24 | Signalize | W WILLIAM CANNON DR AND LUNAR DR | 100% |
| NI-25 | Intersection Improvement | S CONGRESS AVE AND W WILLIAM CANNON DR | 100% |
| NI-26 | Intersection Improvement | E WILLIAM CANNON DR AND CIRCLE S RD | 100% |
| NI-27, OI-13 | Intersection Improvement | E WILLIAM CANNON DR AND S IH 35 | 50% |
| MI-24, NI-28 | Signalize | BRODIE LN AND VILLAGES OF BELLA VISTA & RIDGEVIEW APTS | 50% |
| NI-29 | Signalize | WEST GATE BLVD AND MANASSAS DR | 100% |
| NI-30 | Signalize | WEST GATE BLVD AND CAMERON LOOP | 100% |
| NI-31 | Signalize | MANCHACA RD AND SHILOH DR | 100% |
| NI-32 | Roundabout | COOPER LN AND MATTHEWS LN | 100% |
| MI-25, NI-33 | Intersection Improvements | BRODIE LN AND DAVIS LN | 50% |
| NI-34 | Signal Modifications | MANCHACA RD AND DAVIS LN | 100% |
| NI-35 | Signalize | MANCHACA RD AND CROWNSPOINT DR | 100% |
| NI-36 | Signalize | S 1ST ST AND GREAT BRITAIN DR | 100% |
| NI-37 | Signalize | S 1ST ST AND HYDE PARK PL | 100% |
| NI-38 | Signalize | S CONGRESS AVE AND DITTMAR RD | 100% |
| MI-28, NI-39 | Intersection Improvements | BRODIE LN AND W SLAUGHTER LN | 50% |
| NI-40 | Intersection Improvement | MANCHACA RD AND W SLAUGHTER LN | 100% |
| NI-41 | Intersection Improvement | W SLAUGHTER LN AND CULLEN LN | 100% |
| NI-42 | Intersection Improvement | S CONGRESS AVE AND W SLAUGHTER LN | 100% |
| NI-43 | Signalize | MANCHACA RD AND REDWATER DR | 50% |
| NI-44 | Signalize | S 1ST ST AND SOUTHPARK MEADOWS DR | 100% |
| NI-45 | Signalize | TAFT LN AND ALICE MAE LN | 100% |
| NI-46 | Signal Modification | BRODIE LN AND FRATE BARKER RD | 100% |
| NI-47 | Signalize | MANCHACA RD AND MARCUS ABRAMS BLVD | 100% |
| NI-48 | Signalize | 1ST ST AND 1ST ST (AKINS HS MAIN ENTRANCE) | 100% |
| NI-49 | Signalize | E FM 1626 RD AND OLD SAN ANTONIO RD | 75% |
| NI-50, OI-35 | Signalize | INTERSTATE 35 AND ONION CREEK PKWY | 50% |

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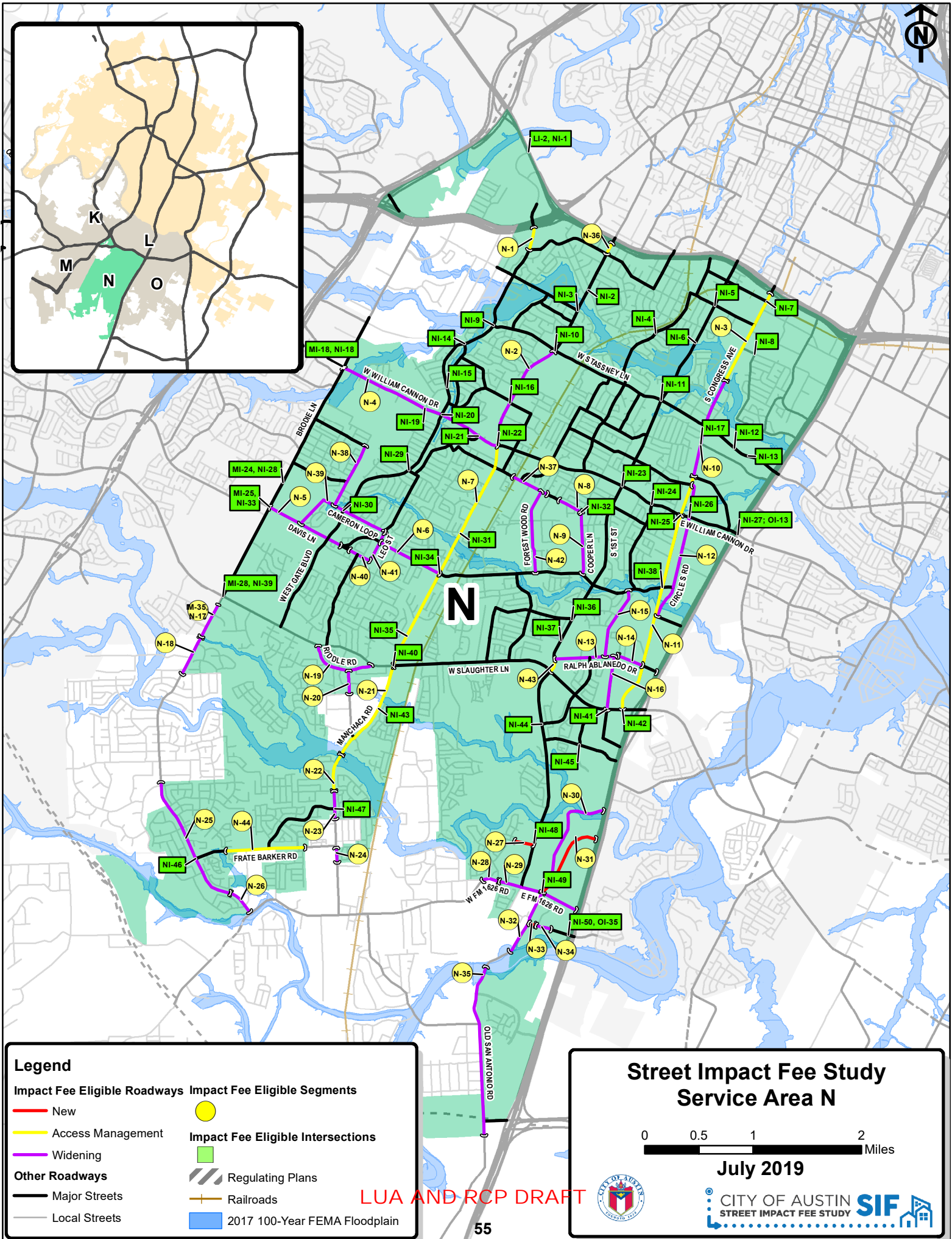


Table 3.O. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area O

| Service Area | Proj. # | IF Class | Street | Limits | Length (mi) | % In Service Area |
|--------------|---------|-----------------|--|--|-------------|-------------------|
| SA O | O-1 | L3-4D-140 | E RIVERSIDE DR | METRO CENTER DR TO US 183 | 0.48 | 100% |
| | O-2 | L3-4U-92 | METRO CENTER DR | METRO CENTER DR TO DIME CIR | 0.82 | 100% |
| | O-3 | L3-4U-88 | DIME CIR | BURLESON RD TO END | 0.26 | 100% |
| | O-4 | L3-4D-90 | METROPOLIS DR | METROPOLIS DR TO BURLESON RD | 1.57 | 100% |
| | O-5 | L3-4D-116 | BURLESON RD | 250' S OF US 290 TO US 183 | 3.53 | 100% |
| | O-6 | L2-2U-OP-92 | E ST ELMO RD | S PLEASANT VALLEY RD TO NUCKOLS CROSSING RD | 0.53 | 100% |
| | O-7 | L2-2U-68 | NUCKOLS CROSSING RD | ST ELMO RD TO E STASSNEY LN | 0.75 | 100% |
| | O-8 | L3-4D-120 | TERI RD | INTERSTATE 35 TO FREIDRICH LN | 0.28 | 100% |
| | O-9 | L2-2U-78 | MEADOW LAKE BLVD | BLUE MEADOW DR TO QUICKSILVER BLVD | 0.23 | 100% |
| | O-10 | L3-4D-120 | S PLEASANT VALLEY RD | ONION CREEK DR TO PEREZ ELEMENTARY SCHOOL DWY | 0.08 | 100% |
| | O-11 | L4-6D-140 | E WILLIAM CANNON DR | RUNNING WATER DR TO MCKINNEY FALLS PKWY | 0.70 | 100% |
| | O-12 | L4-6D-140 | E WILLIAM CANNON DR | MCKINNEY FALLS PKWY TO 5460' E OF MCKINNEY FALLS PKWY | 0.84 | 100% |
| | O-13 | L4-6D-142 | E WILLIAM CANNON DR | 5460' E OF MCKINNEY FALLS PKWY TO US 183 | 1.17 | 50% |
| | O-14 | L2-2U-OP-78 | COLTON BLUFF SPRINGS RD | MCKINNEY FALLS PKWY TO FM 1625 RD | 2.08 | 100% |
| | O-15 | L3-4D-120-TxDOT | FM 1625 RD | MCKENZIE RD TO E SLAUGHTER LN | 0.76 | 100% |
| | O-16 | L3-4D-120-TxDOT | FM 1625 RD | US 183 TO MCKENZIE RD | 0.34 | 50% |
| | O-17 | L2-2U-78 | MC KENZIE RD | FM 1625 RD TO US 183 HWY | 0.20 | 50% |
| | O-18 | L4-6D-154 | E SLAUGHTER LN | 1760' E OF THAXTON RD TO 3775' E OF THAXTON RD | 0.38 | 100% |
| | O-19 | L4-6D-154 | E SLAUGHTER LN | FM 1625 RD TO 4500' W OF FM 1625 RD | 0.85 | 100% |
| | O-20 | L4-6D-154 | E SLAUGHTER LN | FM 1625 RD TO US 183 | 0.64 | 50% |
| | O-21 | L3-4D-120-TxDOT | FM 1625 RD | E SLAUGHTER LN TO 1685' S OF SLAUGHTER LN | 0.31 | 50% |
| | O-22 | L2-2U-78 | SASSMAN RD | 917' W OF THAXTON RD TO 2754' W OF THAXTON RD | 0.35 | 50% |
| | O-23 | L2-2U-78 | SASSMAN RD | FM 1625 RD TO 5445' W OF FM 1625 RD | 1.03 | 100% |
| | O-24 | L3-4D-120-TxDOT | FM 1625 RD | 1685' S OF SLAUGHTER LN TO 655' S OF RODRIGUEZ RD | 0.91 | 50% |
| | O-25 | L3-4D-120 | S PLEASANT VALLEY RD | PEREZ ELEMENTARY SCHOOL DWY TO NUCKOLS CROSSING RD | 0.80 | 100% |
| | O-26 | L2-2U-78 | NUCKOLS CROSSING RD | GRELLE LN TO 850' E OF GRELLE LN | 0.16 | 50% |
| | O-27 | L3-4D-120 | NUCKOLS CROSSING RD | 850' E OF GRELLE LN TO 2560' W OF VERTEX BLVD | 0.24 | 100% |
| | O-28 | L3-4D-120 | S PLEASANT VALLEY RD | NUCKOLS CROSSING RD TO E SLAUGHTER LN | 0.40 | 50% |
| | O-29 | L2-2U-OP-78 | BRANDT RD | INTERSTATE 35 NB SVRD TO 975' W OF BRENTS ELM DR | 0.48 | 100% |
| | O-30 | L2-2U-78 | BRANDT RD | 975' W OF BRENTS ELM DR TO 660' E OF SLAUGHTER LN | 0.55 | 50% |
| | O-31 | L3-4D-120 | OLD LOCKHART RD | E SLAUGHTER LN TO 1615' S OF E SLAUGHTER LN | 0.31 | 50% |
| | O-32 | L2-2U-78 | BRADSHAW RD | 590' W OF OLD LOCKHART HWY TO 430' W OF MATTHEW ST | 0.14 | 50% |
| | O-33 | L2-2U-78 | BRADSHAW RD | 430' W OF MATTHEW ST TO KLEBERG TRL | 0.07 | 50% |
| | O-34 | L3-4D-90 | BRADSHAW RD | KLEBERG TRL TO 1000' S OF RIVER PLANTATION DR | 1.06 | 100% |
| | O-35 | L3-4D-120 | S PLEASANT VALLEY RD | BRADSHAW RD TO TURNERSVILLE RD | 0.05 | 100% |
| | O-36 | L2-2U-78 | NUCKOLS CROSSING RD | 560' N OF TEE DR TO 2560' W OF VERTEX BLVD | 0.70 | 100% |
| | O-37 | L2-2U-78 | THAXTON RD | 560' N OF TEE DR TO SALT SPRINGS RD | 0.32 | 100% |
| | O-38 | L2-2U-78 | SALT SPRINGS DR | THAXTON RD TO RINGSBY RD | 0.15 | 100% |
| | O-39 | L2-2U-64 | ALUM ROCK DR | COLTON BLUFF SPRINGS RD TO 672' S OF COLTON BLUFF SPRINGS RD | 0.13 | 100% |
| | O-40 | L2-2U-78 | COLTON BLUFF SPRINGS RD | SPRINGTIME TRL TO MCKINNEY FALLS PKWY | 0.68 | 100% |
| | O-41 | L2-2U-64 | ALUM ROCK DR | THAXTON DR TO CITY LIMITS | 0.21 | 50% |
| | O-42 | L4-6D-154 | E SLAUGHTER LN | OLD LOCKHART HWY TO 4985' E OF OLD LOCKHART HWY | 0.66 | 100% |
| | O-43 | L4-6D-154 | E SLAUGHTER LN | 4985' E OF OLD LOCKHART HWY TO CITY LIMITS | 0.28 | 100% |
| | O-44 | L4-6D-154 | E SLAUGHTER LN | WINTER HAVEN DR TO 430' E OF DERBY DOWNS DR | 0.27 | 50% |
| | O-45 | L3-4D-120 | BLUFF SPRINGS RD | WILLIAM CANNON DR TO CITY LIMITS | 1.27 | 100% |
| | O-46 | L3-4D-120 | OLD LOCKHART RD | 270' W OF CHERYL LYNN RD TO 1615' S OF E SLAUGHTER LN | 0.14 | 50% |
| | O-47 | L3-4D-120 | OLD LOCKHART RD | 425' W OF GERTRUDIS LOOP TO 2000' E OF RUBY HILLS RD | 0.55 | 100% |
| | O-48 | L3-4D-120 | OLD LOCKHART RD | 2000' E OF RUBY HILLS RD TO 3285' E OF RUBY HILLS RD | 0.24 | 50% |
| | O-49 | L3-4D-120 | E MAIN ST | CITY LIMITS TO 3000' W OF S TURNERSVILLE RD | 0.84 | 50% |
| | O-50 | L3-4D-120 | E MAIN ST | 3000' W OF S TURNERSVILLE RD TO S TURNERSVILLE RD | 0.61 | 100% |
| | O-51 | L3-4D-120 | S TURNERSVILLE RD | TURNERSVILLE RD TO CITY LIMITS | 0.82 | 50% |
| | O-52 | L3-4D-120 | S PLEASANT VALLEY RD | BEN WHITE BLVD EB SVRD TO 970' S OF ST ELMO RD | 0.82 | 100% |
| | O-53 | L1-2U-60 | MAUFRAIS LN | NUCKOLS CROSSING RD TO COPPERBEND BLVD EXT | 0.26 | 100% |
| | O-54 | L1-2U-OP-60 | BUTTON BEND RD | BUTTON BEND RD TO MAUFRAIS RD | 0.01 | 100% |
| | O-55 | L1-2U-OP-60 | COPPERBEND BLVD | COPPERBEND BLVD TO MAUFRAIS RD | 0.05 | 100% |
| | O-56 | L2-2U-78 | S IH 35 SVRD NB-FREIDRICH LN CONNECTOR | INTERSTATE 35 NB SVRD TO FREIDRICH LN | 0.28 | 100% |
| | O-57 | L2-2U-68 | NUCKOLS CROSSING RD | FARELL PATH TO S PLEASANT VALLEY RD | 0.54 | 100% |

Note: The 10-Year Street Impact Fee RCP is not in a prioritized order.

For projects that have "TxDOT" in IF Class, only the City's contribution will be included.

Table 3.O. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area O

| | Proj. # | Type | Intersection | % In Service Area |
|------|--------------|---------------------------|---|-------------------|
| SA O | LI-34, OI-1 | Extend Turn Lane | E BEN WHITE BLVD AND MONTOPOLIS DR | 50% |
| | OI-2 | Signalize | RIVERSIDE DR AND METRO CENTER DR | 100% |
| | OI-3 | Signalize | MONTOPOLIS DR AND TRADE CENTER DR | 100% |
| | OI-4 | Signalize | BURLESON RD AND BRECKENRIDGE DR | 100% |
| | OI-5 | Intersection Improvement | BURLESON RD AND MC KINNEY FALLS PKWY | 50% |
| | OI-6, PI-1 | Intersection Improvement | S US 183 HWY AND BURLESON RD | 50% |
| | OI-7 | Signalize | E STASSNEY LN AND BURLESON RD TO MCKINNEY FALLS PKWY CONNECTION | 100% |
| | OI-8 | Signalize | ST ELMO RD AND SOUTH INDUSTRIAL DR | 100% |
| | OI-9 | Signalize | FREIDRICH LN AND PONCIANA DR | 100% |
| | OI-10 | Signalize | TERI RD AND NUCKOLS CROSSING RD | 100% |
| | OI-11 | Intersection Improvement | S PLEASANT VALLEY RD AND E STASSNEY LN | 100% |
| | OI-12 | Intersection Improvement | E STASSNEY LN AND NUCKOLS CROSSING RD | 100% |
| | NI-27, OI-13 | Intersection Improvement | E WILLIAM CANNON DR AND S IH 35 | 50% |
| | OI-14 | Extend Turn Lane | E WILLIAM CANNON DR AND BLUFF SPRINGS RD | 100% |
| | OI-15 | Intersection Improvement | S PLEASANT VALLEY RD AND E WILLIAM CANNON DR | 100% |
| | OI-16 | Signalize | VOUGEOT DR AND WILLIAM CANNON DRIVE | 100% |
| | OI-17 | Signalize | E WILLIAM CANNON DR AND SPRINGFIELD DR | 100% |
| | OI-18 | Signalize | OLD LOCKHART HWY/BLUFF SPRINGS RD AND QUICKSILVER BLVD | 50% |
| | OI-19 | Signalize | COLTON BLUFF SPRINGS RD AND SALT SPRINGS DR | 100% |
| | OI-20 | Signalize | MCKINNEY FALLS PKWY AND COLTON BLUFF SPRINGS RD | 100% |
| | OI-21 | Signalize | MCKINNEY FALLS PKWY AND COLTON BLUFF SPRINGS RD | 100% |
| | OI-22 | Signalize | COLTON BLUFF SPRINGS RD AND ALUM ROCK DR | 100% |
| | OI-23 | Intersection Improvements | E WILLIAM CANNON DR AND US 183 HWY | 50% |
| | OI-24 | Signalize | COLTON BLUFF SPRINGS RD AND FM 1625 RD | 75% |
| | OI-25 | Signalize | MCKENZIE RD AND US 183 HWY | 25% |
| | OI-26 | Signalize | NUCKOLS CROSSING RD AND S PLEASANT VALLEY RD | 75% |
| | OI-27 | Signalize | NUCKOLS CROSSING RD AND S PLEASANT VALLEY RD | 100% |
| | OI-28 | Signalize | NUCKOLS CROSSING RD AND VERTEX BLVD | 75% |
| | OI-29 | Signalize | THAXTON RD AND PANADERO DR | 100% |
| | OI-30 | Signalize | E SLAUGHTER LN AND OLD LOCKHART RD | 50% |
| | OI-31 | Signalize | E SLAUGHTER LN AND THAXTON RD TO OLD LOCKHART RD CONNECTION | 100% |
| | OI-32 | Signalize | FM 1625 RD AND E SLAUGHTER LN | 75% |
| | OI-33 | Signalize | US 183 HWY AND E SLAUGHTER LN | 50% |
| | OI-34 | Signalize | FM 1625 RD AND SASSMAN RD | 50% |
| | NI-50, OI-35 | Signalize | INTERSTATE 35 AND ONION CREEK PKWY | 50% |

Note: The 10-Year Street Impact Fee RCP is not in a prioritized order.

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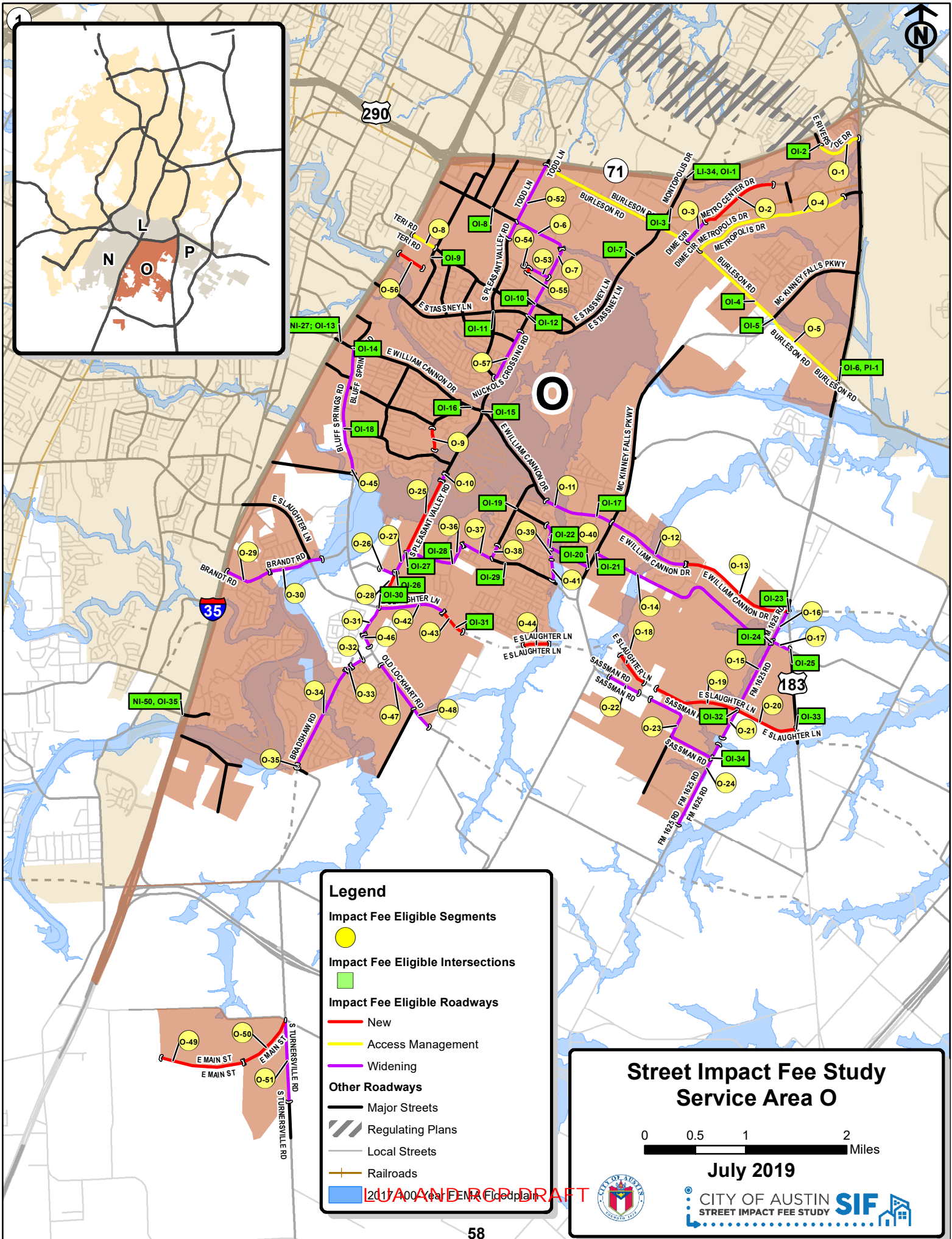
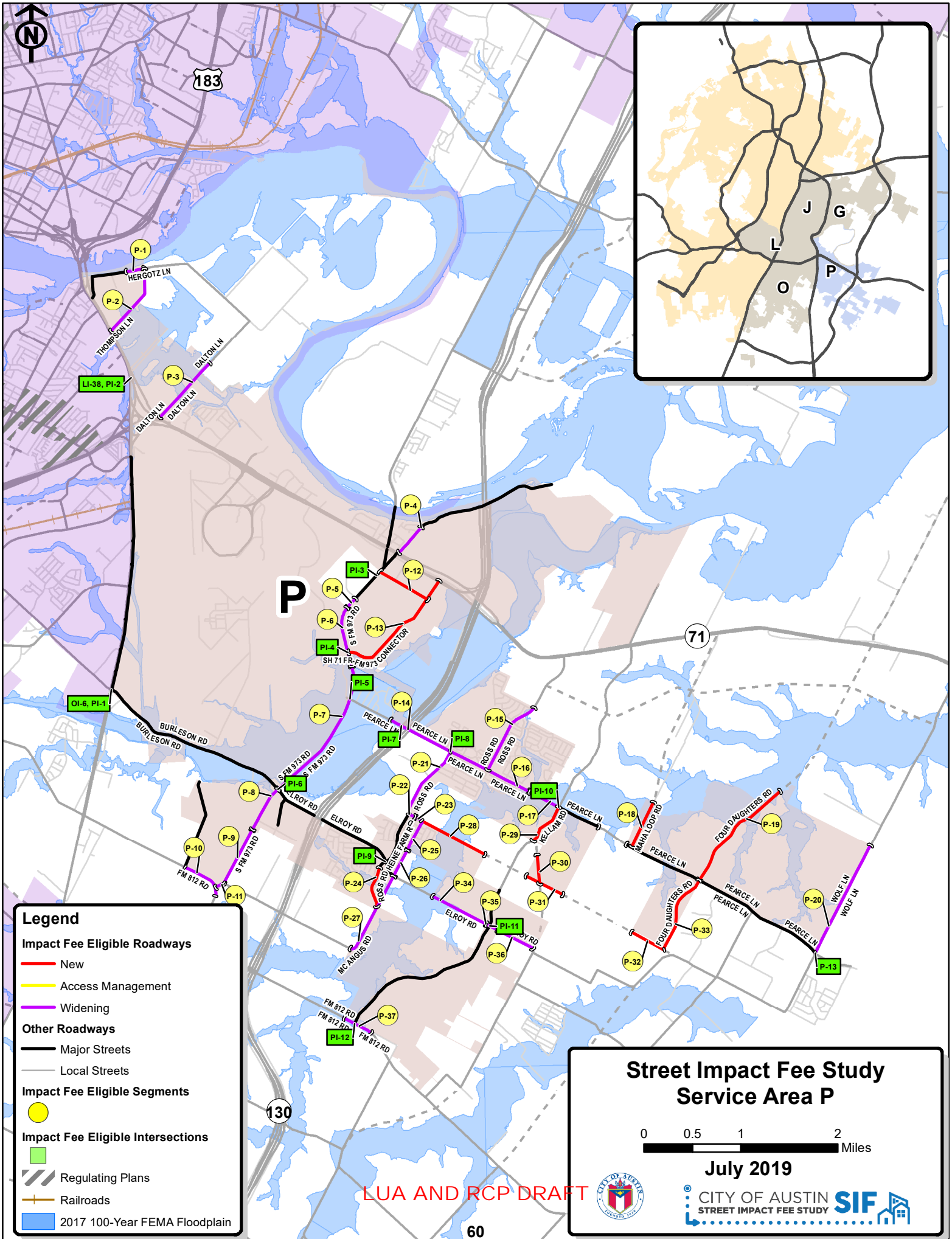


Table 3.P. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area P

| Service Area | Proj. # | IF Class | Street | Limits | Length (mi) | % In Service Area |
|--------------|-------------|---------------------------|--|---|-------------|-------------------|
| SA P | P-1 | L2-2U-OP-78 | HERGOTZ LN | 1050' W OF THOMPSON LN TO THOMPSON LN | 0.20 | 100% |
| | P-2 | L2-2U-OP-78 | THOMPSON LN | BASTROP HWY TO HERGOTZ LN | 0.78 | 100% |
| | P-3 | L2-2U-OP-78 | DALTON LN | BASTROP HWY SVRD TO CITY LIMITS | 0.77 | 100% |
| | P-4 | L2-2U-78 | FALLWELL LN | SH 71 TO GUERRERO DR | 0.35 | 100% |
| | P-5 | L4-4D-120-TxDOT | S FM 973 RD | BILL PRICE RD TO 680' S OF BILL PRICE RD | 0.13 | 50% |
| | P-6 | L4-4D-120-TxDOT | S FM 973 RD | 680' S OF BILL PRICE RD TO 489' S OF FINCHER RD | 0.63 | 100% |
| | P-7 | L4-4D-120-TxDOT | S FM 973 RD | 489' S OF FINCHER RD TO BURLESON RD | 1.56 | 50% |
| | P-8 | L4-4D-120-TxDOT | S FM 973 RD | BURLESON RD TO 614' S OF LINDA VISTA DR | 0.50 | 100% |
| | P-9 | L4-4D-120-TxDOT | S FM 973 RD | 614' S OF LINDA VISTA DR TO FM 812 RD | 0.72 | 50% |
| | P-10 | L4-4D-120-TxDOT | FM 812 RD | CITY LIMITS TO 400' S OF S FM 973 RD | 0.48 | 50% |
| | P-11 | L2-2U-78 | MC ANGUS RD | FM 973 RD TO 89' W OF FM 973 RD | 0.02 | 100% |
| | P-12 | L3-4D-120 | FM 973-SH 71 FR-FM 973 CONNECTOR CONNECTOR | FM 973 TO SH 71 SVRD TO FM 973 | 0.57 | 100% |
| | P-13 | L3-4D-120 | SH 71 FR-FM 973 CONNECTOR | SH 71 SVRD TO FM 973 | 1.33 | 100% |
| | P-14 | L3-4D-116 | PEARCE LN | PIMILCO DR TO ROSS RD (WEST) | 0.70 | 50% |
| | P-15 | L3-4D-120 | ROSS RD | PEARCE LN TO CITY LIMITS | 0.83 | 100% |
| | P-16 | L3-4D-116 | PEARCE LN | ROSS RD (WEST) TO 822' E OF WELSH WAY | 0.91 | 100% |
| | P-17 | L3-4D-120 | PEARCE LN | 2463' E OF KELLAM RD TO 1809' W OF KELLAM RD | 0.34 | 50% |
| | P-18 | L3-3U-92 | SH 71-PEARCE LN CONNECTOR | PEARCE LN TO 2748' N OF PEARCE LN | 0.52 | 100% |
| | P-19 | L4-4D-120 | FOUR DAUGHTERS RD | PEARCE LN TO 9014' S OF SH 71 | 1.27 | 100% |
| | P-20 | L3-4D-120 | WOLF LN | PEARCE LN TO 1215' S OF MEURER LN | 1.25 | 50% |
| | P-21 | L3-4D-120 | ROSS RD | PEARCE LN TO HEINE FARM RD | 0.79 | 50% |
| | P-22 | L2-2U-78 | HEINE FARM RD | ROSS RD TO 409' E OF ROSS RD | 0.08 | 100% |
| | P-23 | L2-2U-78 | HEINE FARM RD | 322' N OF FERRYSTONE GLEN TO 409' E OF ROSS RD | 0.08 | 50% |
| | P-24 | L3-4D-120 | ROSS RD | APPERSON ST TO MCANGUS RD | 0.44 | 50% |
| | P-25 | L2-2U-78 | HEINE FARM RD | 453' S OF STONEY MEADOW DR TO 322' N OF FERRYSTONE GLEN | 0.34 | 50% |
| | P-26 | L2-2U-78 | HEINE FARM RD | MCANGUS RD TO 1585' N OF MCANGUS RD | 0.30 | 50% |
| | P-27 | L2-2U-78 | MC ANGUS RD | ELROY RD TO 2880' S OF ROSS RD | 0.90 | 50% |
| | P-28 | L2-2U-78 | FOUR DAUGHTERS RD-HEINE FARM RD CONNECTOR | HEINE FARM RD TO 3928' E OF HEINE FARM RD | 0.74 | 50% |
| | P-29 | L3-4D-120 | MAHA LOOP RD | PEARCE LN TO 2400' S OF PEARCE LN | 0.45 | 100% |
| | P-30 | L3-4D-120 | MAHA LOOP RD | CITY LIMITS TO FOUR DAUGHTERS RD TO HEINE FARM RD CONNECTOR | 0.30 | 100% |
| | P-31 | L2-2U-78 | FOUR DAUGHTERS RD-HEINE FARM RD CONNECTOR | 1970' W OF MAHA LOOP RD TO 335' E OF MAHA LOOP RD | 0.44 | 50% |
| | P-32 | L2-2U-78 | FOUR DAUGHTERS RD-HEINE FARM RD CONNECTOR | FOUR DAUGHTERS RD TO 2052' W OF FOUR DAUGHTERS RD | 0.39 | 50% |
| | P-33 | L4-4D-120 | FOUR DAUGHTERS RD | PEARCE LN TO 426' N OF FAGERQUIST RD | 0.85 | 50% |
| | P-34 | L3-4D-120 | ELROY RD | 346' W OF KELLAM RD TO 3658' W OF KELLAM RD | 0.63 | 50% |
| | P-35 | L3-4D-120 | ELROY RD | 346' W OF KELLAM RD TO 499' E OF KELLAM RD | 0.14 | 100% |
| | P-36 | L3-4D-120 | ELROY RD | 499' E OF KELLAM RD TO FAGERQUIST RD | 0.42 | 50% |
| | P-37 | L4-4D-120-TxDOT | FM 812 RD | 670' W OF COTA BLVD TO 1057' E OF COTA BLVD | 0.33 | 50% |
| | Proj. # | | Type | Intersection | | % In Service Area |
| | OI-6, PI-1 | Intersection Improvements | Intersection Improvement | S US 183 HWY AND BURLESON RD | | 25% |
| | LI-38, PI-2 | | Signalize | BASTROP HWY AND OLD BASTROP HWY SVRD CONNECTION | | 50% |
| | PI-3 | | Signalize | S FM 973 RD AND SH 71 TO FM 973 CONNECTION TO FM 973 CONNECTION | | 75% |
| | PI-4 | | Signalize | FM 973 RD AND SH 71 TO FM 973 CONNECTION | | 100% |
| | PI-5 | | Intersection Improvement | S FM 973 RD AND PEARCE LN | | 50% |
| | PI-6 | | Intersection Improvement | FM 973 RD AND BURLESON RD/ELROY RD | | 75% |
| | PI-7 | | Signalize | PEARCE LN AND SH 130 | | 50% |
| | PI-8 | | Signalize | PEARCE LN AND ROSS RD | | 75% |
| | PI-9 | | Signalize | ELROY RD AND ROSS RD | | 100% |
| | PI-10 | | Intersection Improvement | PEARCE LN AND KELLAM RD | | 50% |
| | PI-11 | | Signalize | ELROY RD AND KELLAM RD | | 100% |
| | PI-12 | | Signalize | FM 812 RD AND CIRCUIT OF THE AMERICAS BLVD | | 50% |
| | PI-13 | | Signalize | PEARCE LN AND WOLF LN | | 25% |

Note: The 10-Year Street Impact Fee RCP is not in a prioritized order.

For projects that have "TxDOT" in IF Class, only the City's contribution will be included.



Legend

Impact Fee Eligible Roadways

- New
- Access Management
- Widening

Other Roadways

- Major Streets
- Local Streets

Impact Fee Eligible Segments

-

Impact Fee Eligible Intersections

- Regulating Plans
- Railroads

- 2017 100-Year FEMA Floodplain

**Street Impact Fee Study
Service Area P**

0 0.5 1 2 Miles

July 2019



CITY OF AUSTIN
STREET IMPACT FEE STUDY



LUA AND RCP DRAFT

