# CITY OF AUSTIN, TEXAS
# STREET IMPACT FEE STUDY
# FINAL DRAFT

January 2020

## Prepared for the City of Austin

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# FOREWORD

Impact Fees are a mechanism for funding the public infrastructure necessitated by new development. The primary purpose of the 2019 Street Impact Fee Study is to determine the maximum assessable impact fee per unit of new development as allowed by Chapter 395 of the Texas Local Government Code. The maximum assessable fee is a technical calculation that represents the demand that new development places on the street infrastructure and quantifies the cost for growth to pay for growth. This technical document does not consider policy decisions that might be used to further other City goals beyond street infrastructure. Those policy decisions would set the effective Street Impact Fee. These decisions include, but aren't limited to, the following:

Rate Setting: The study calculated the maximum assessable street impact fee per service area. This fee could be discounted by a wide variety of options. These options include:

*Vary by Service Area*: Use a different collection option by Service Area.

*Vary by Land Use*: Use a different rate or percentage for different land uses (e.g. residential and non-residential).

*Phased-In Approach*: Start with one option in year 1 and transition to another option in the future.

Offsets: Fees would be offset by system improvements that are built by development. The implementation of offsets will be outlined in the ordinance.

Discounts: Additional discounts for different development types that further other City objectives, such as affordable housing and transit-oriented development could be included in the rate setting.

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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 17.

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 18. The Residential and Employment Projections were converted to vehicle-miles. The vehicle-mile projections were reduced to account for transit proximity.

*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.

*Impact Fee Calculation*

In simplest terms, the maximum impact fee allowable by law is calculated by dividing the recoverable cost of the RCP by the number of new service units of development. In accordance with state law, both the cost of the RCP and the number of new service units of development used in the equation are based on the growth and corresponding capacity needs projected to occur within a 10-year window. This calculation is performed for each service area individually; each service area has a stand-alone RCP and 10-year growth projection.

In practice, there are many factors that complicate this calculation. The maximum impact fee allowable by law for each service area is calculated in Table 9. A detailed discussion of the calculation precedes Table 8, found on Pages 105-112.

*Collection and Use of Street Impact Fees*

Street Impact fees are assessed when a final plat is recorded. The assessment defines the impact of each unit at the time of platting, according to land use, and may not exceed the maximum impact fee allowed by law. Street Impact Fees are collected when a building permit is issued. Therefore,

funds are not collected until development-impacts are introduced to the transportation system. Funds collected within a service area can be used only within the same service area. Finally, fees must be utilized within 10 years of collection, or must be refunded with interest.

*Adoption Process*

Chapter 395 of the Texas Local Government Code stipulates a specific process for the adoption of Street Impact Fees. An Advisory Committee is required to review the Land Use Assumptions and RCP used in calculating the maximum fee, and to provide the Committee's findings for consideration by the City Council. This Advisory Committee also reviews the Street Impact Fee ordinance and provides its findings to the City Council. The composition of the Advisory Committee is required to adequately represent the building and development communities. The City Council then conducts a public hearing on the Land Use Assumptions, RCP and Impact Fee Ordinance. Two public hearings are required for the 2019 Street Impact Fee study, one for Land Use Assumptions and RCP boundaries, and another for the Impact Fee Calculation and Ordinance. In Austin three public hearings are being held, one for the Service Area and Land Use Assumptions, one for the RCP, and a final one for the Impact Fee Calculation and Ordinance.

Following policy adoption, the Advisory Committee is tasked with advising the City Council of the need to update the Land Use Assumptions or the RCP at any time within five years of adoption. Finally, the Advisory Committee oversees the proper administration of the Impact Fee, once in place, and advises the Council as necessary.

*2019 Street Impact Fee Study Results*

Below is the listing of the 2019 Street Impact Fee Study's Maximum Assessable Impact Fee Per Service Unit (Vehicle-Mile):

| Service Area | Maximum Fee Per Service Unit (per Vehicle-Mile) |
|---|---|
| A | $1,472 |
| B | $4,479 |
| C | $3,642 |
| D | $2,218 |
| DT | $1,361 |
| E | $2,043 |
| F | $1,604 |
| G | $3,071 |
| H | $1,543 |
| I | $1,712 |
| J | $3,724 |
| K | $5,752 |
| L | $2,520 |
| M | $2,415 |
| N | $1,507 |
| O | $3,921 |
| P | $3,011 |

# 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*

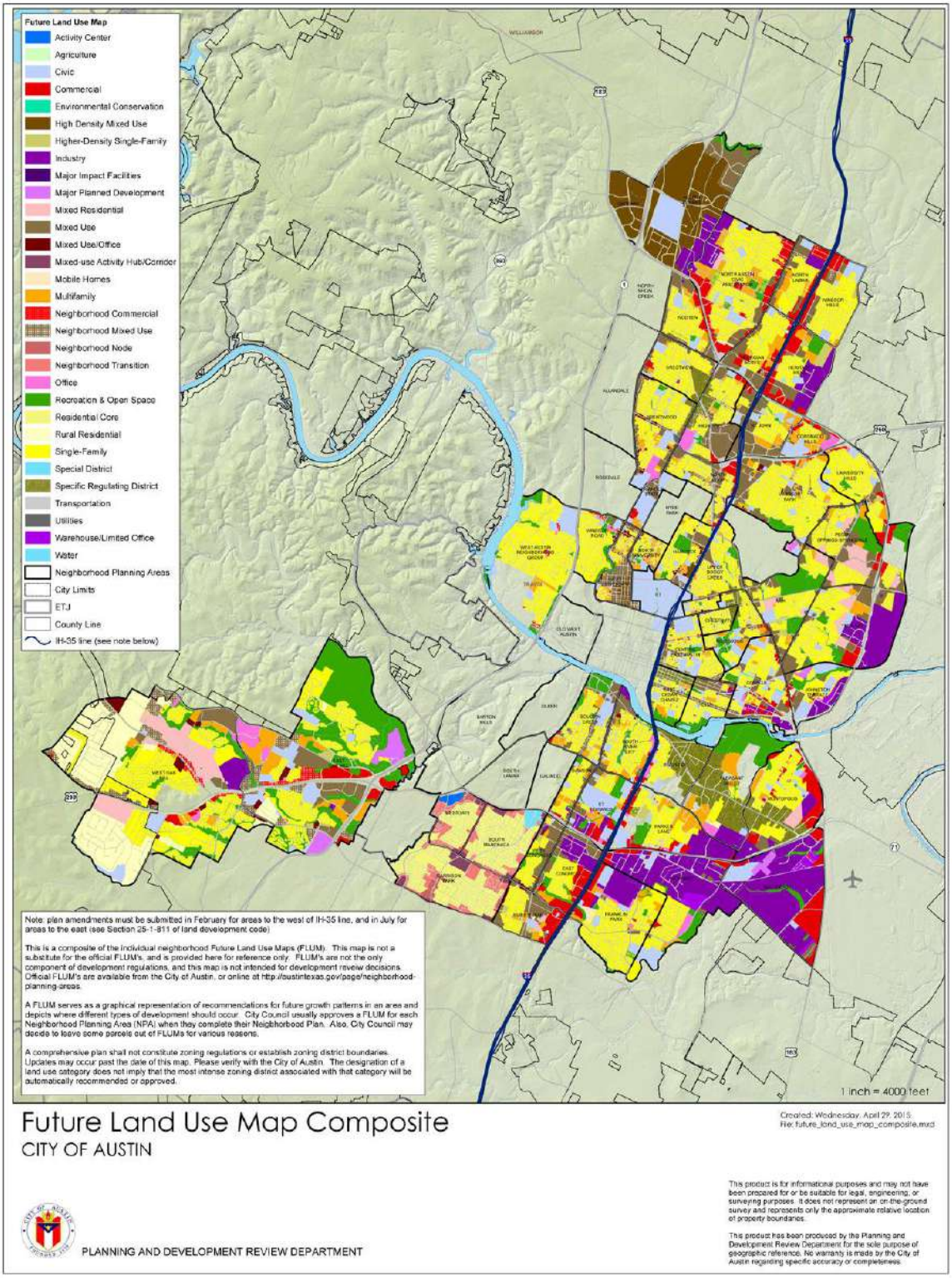
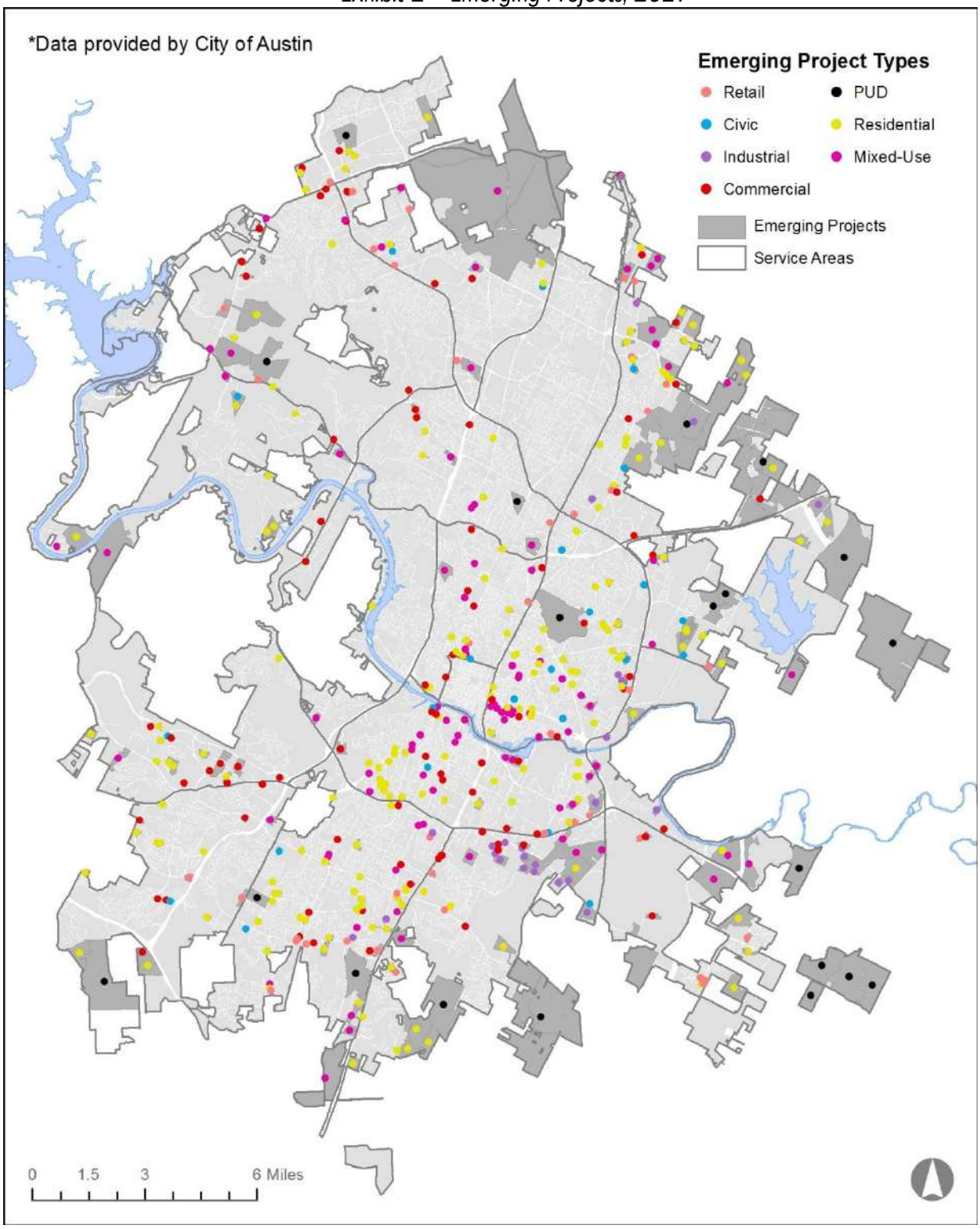


*Exhibit 2 – Emerging Projects, 2017*



### 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.

### Resolution

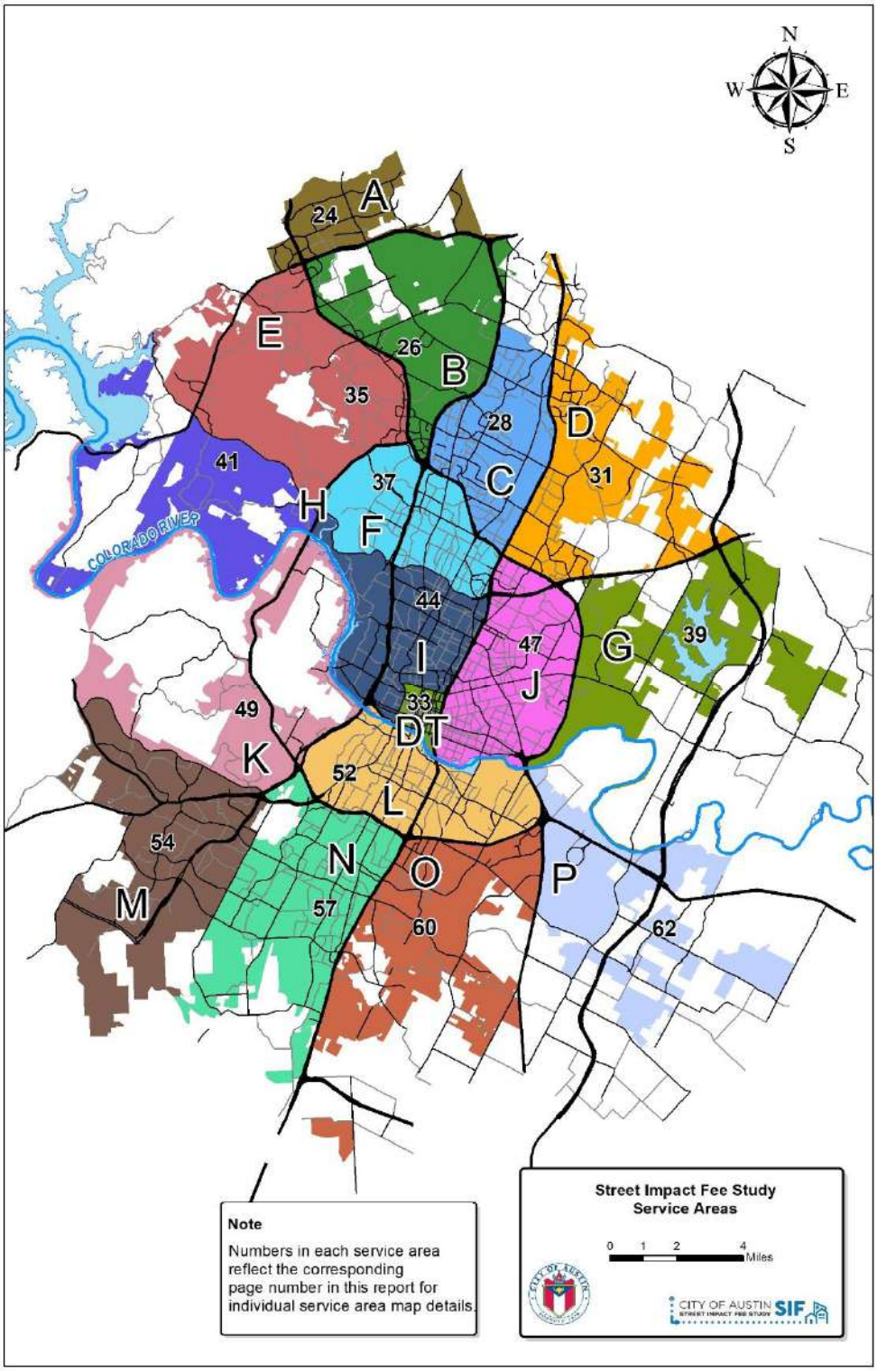
On August 22, 2019 a resolution was passed to accept the Land Use Assumptions. The land use assumptions remain consistent.

## 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.

## Resolution and Revisions

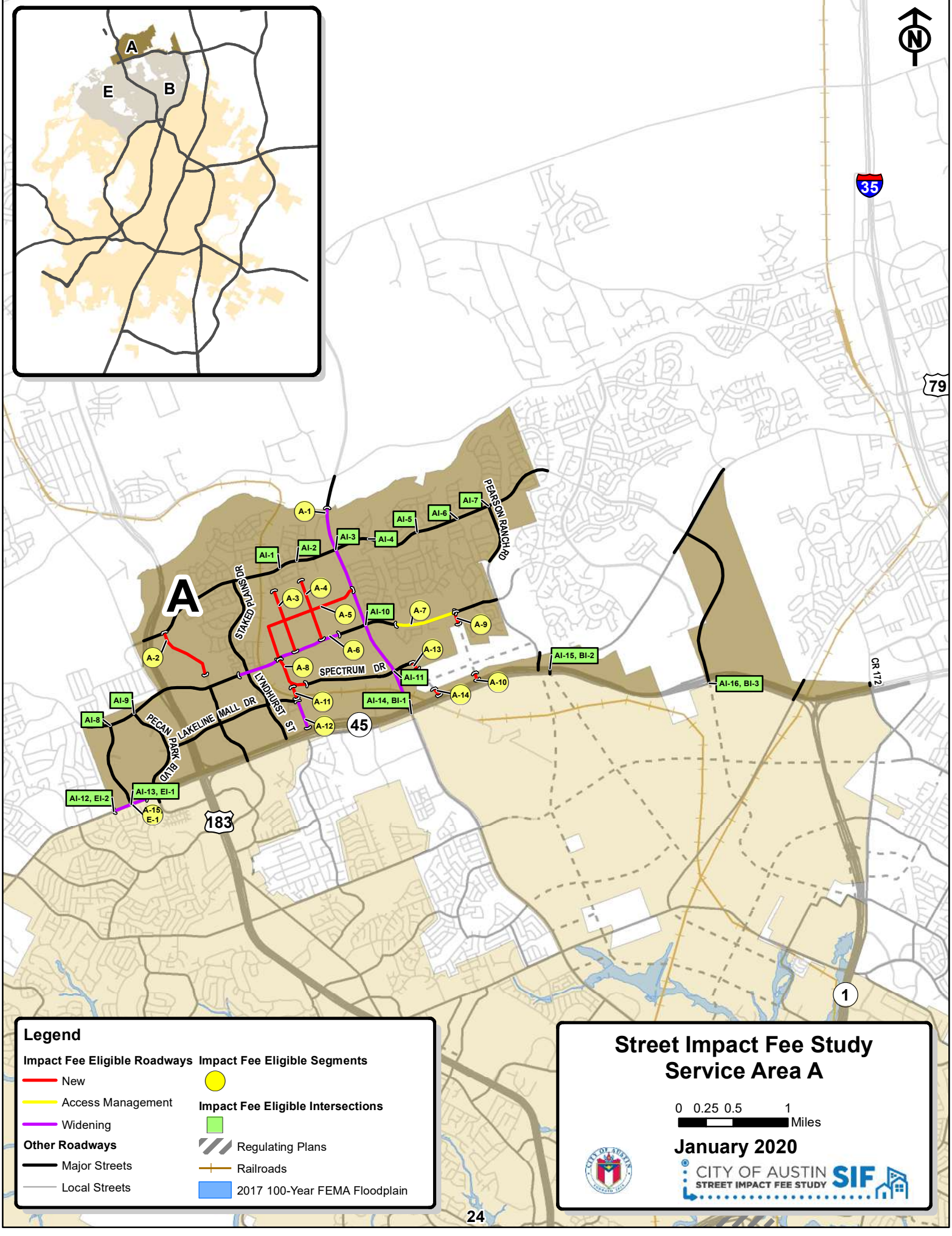
On August 22, 2019 a resolution was passed to accept the Roadway Capacity Plan. The RCP remains consistent with minor modifications based on recent signal/intersection requests and minor comments to Roadway Segments. These modifications include:

- Intersection Projects – 28 intersections were added to 14 of the 17 Service Areas based on signal requests identified for construction after the July version of the report
- Segment Projects – 2 segment projects were identified for inclusion based on some minor comments

## 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 LYNDHURST 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 RM 620 RD | DEERBROOK TRL TO 600' E OF RIDGELINE BLVD | 0.32 | 50% |
| | | Intersection Improvements | **Type** | **Intersection** | | **% In Service Area** |
| | AI-1 | | 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 Improvments | 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.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A
STAKED PLAINS DR
PEARSON RANCH RD
SPECTRUM DR
LYNDHURST ST
LAKELINE MALL DR
PECAN PARK BLVD
AI-1
AI-2
AI-3
AI-4
AI-5
AI-6
AI-7
AI-8
AI-9
AI-10
AI-11
AI-12, EI-2
AI-13, EI-1
AI-14, BI-1
AI-15, BI-2
AI-16, BI-3
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A-10
A-11
A-12
A-13
A-14
A-15, E-1
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 A
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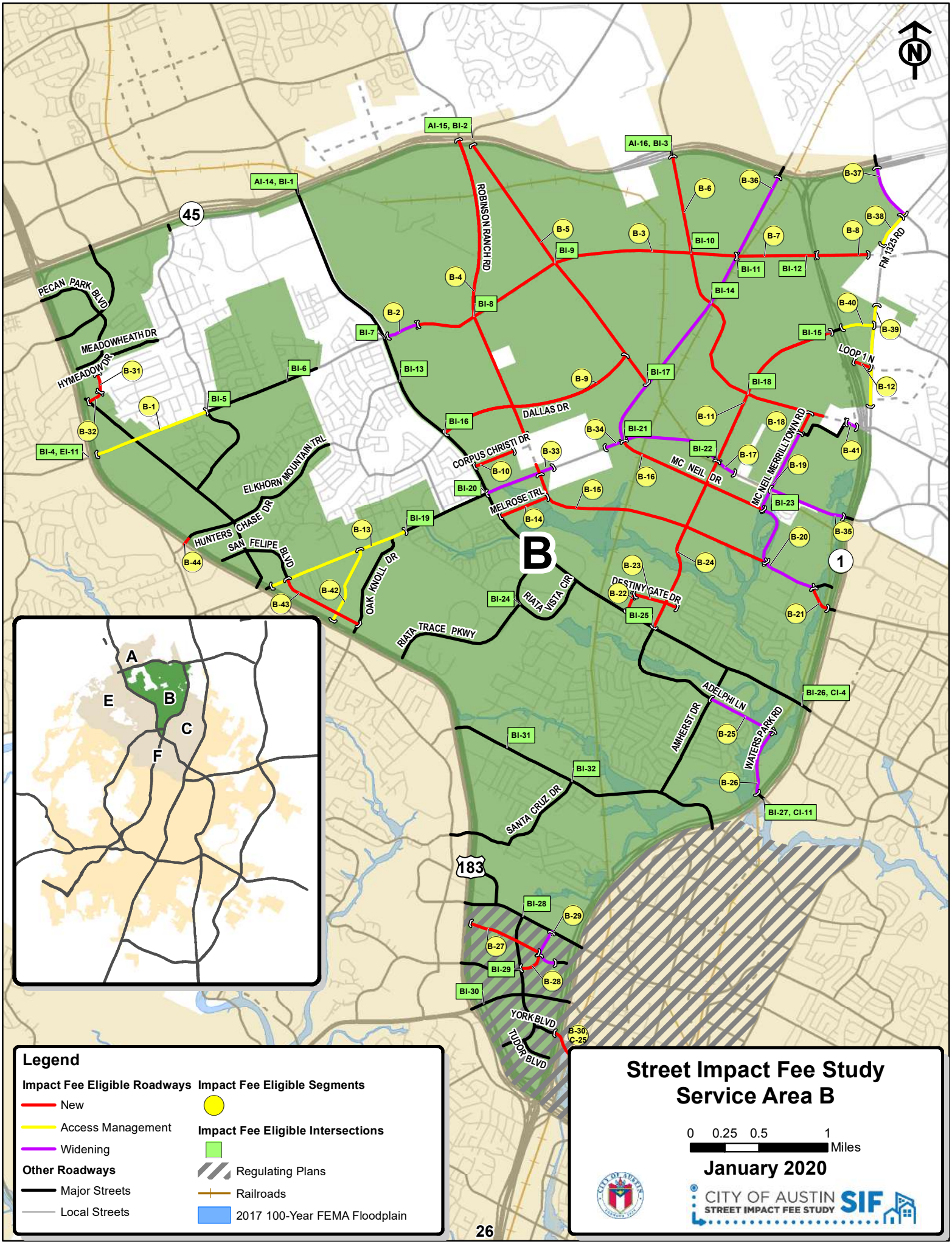
Miles
January 2020
CITY OF AUSTIN
STREET IMPACT FEE STUDY
SIF

## 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 | URTLE ROCK RD / BROADMEADE AVE US 183 TO TURTLE ROCK RD / BROADI | 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 - MERRILTOWN 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 MERRILLTOWN RD | 0.24 | 100% |
| | B-18 | L2-2U-OP-78 | MC NEIL MERRILLTOWN RD | MCNEIL MERRILTOWN RD TO SH 45 TO MERRILTOWN RD CONNECTION | 0.17 | 100% |
| | B-19 | L2-2U-OP-78 | MC NEIL MERRILLTOWN 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 DESITY 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 BLACONES 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-24 | 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 MERRILLTOWN 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 | | Siganlize | 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 MERRILLTOWN 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% |
| | BI-31 | | Signalize | DUVAL RD AND MUSTANG CHASE | | 100% |
| | BI-32 | | Signalize | DUVAL RD AND SANTA CRUZ 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.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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 B
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Miles
January 2020
CITY OF AUSTIN
STREET IMPACT FEE STUDY
SIF
ROBINSON RANCH RD
DALLAS DR
CORPUS CHRISTI DR
MELROSE TRL
MC NEIL DR
MC NEIL MERRILLTOWN RD
LOOP 1 N
FM 1325 RD
PECAN PARK BLVD
MEADOWHEATH DR
HYMEADOW DR
ELKHORN MOUNTAIN TRL
HUNTERS CHASE DR
SAN FELIPE BLVD
OAK KNOLL DR
RIATA TRACE PKWY
RIATA VISTA CIR
DESTINY GATE DR
ADELPHI LN
AMHERST DR
WATERS PARK RD
SANTA CRUZ DR
YORK BLVD
TUDOR BLVD
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AI-15, BI-2
AI-16, BI-3
AI-14, BI-1
BI-4, EI-11
BI-26, CI-4
BI-27, CI-11
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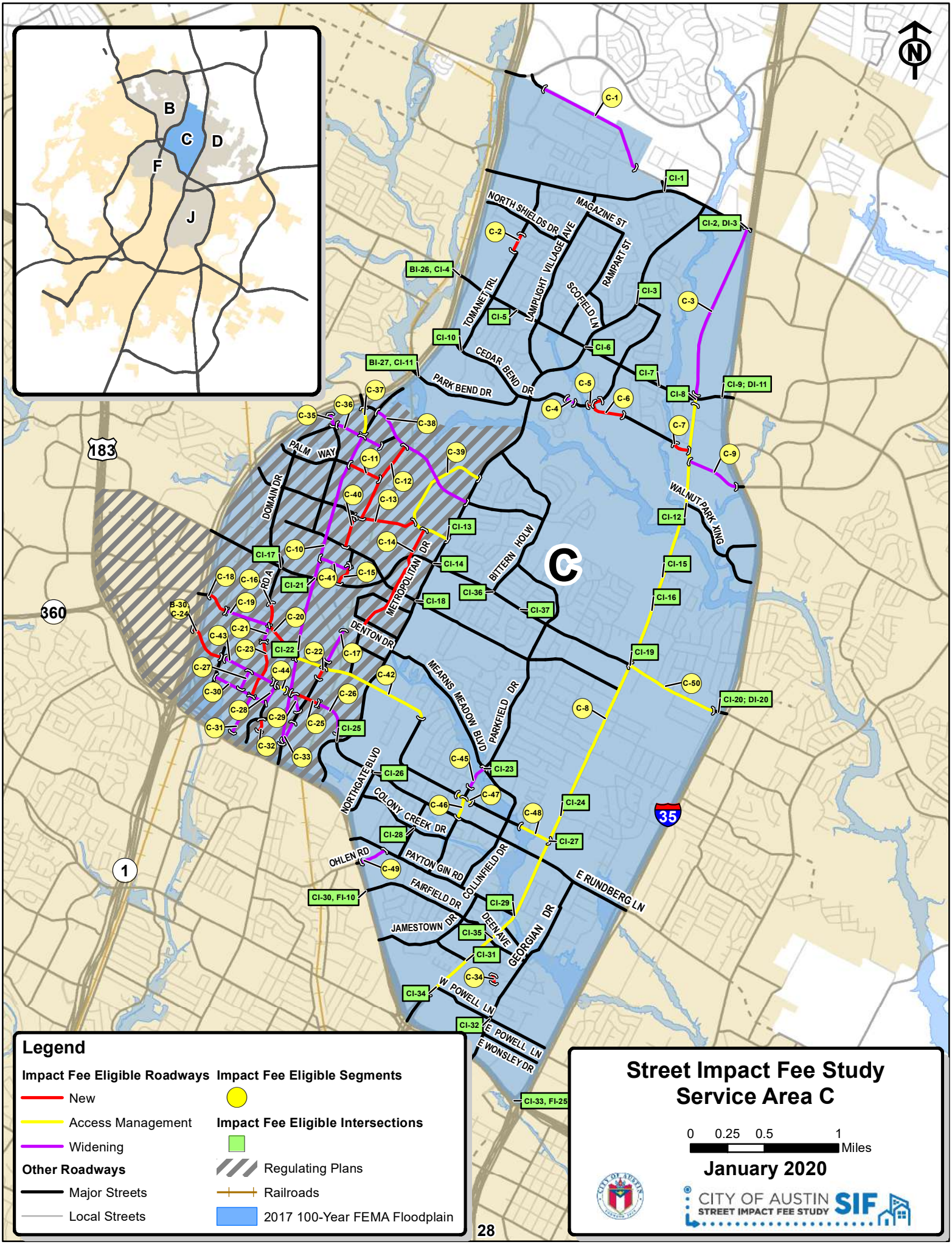
BI-32

## 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 | L3-1O-130 | N LAMAR BLVD | HOWARD LN TO PARMER 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 PARMER 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 TRL 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 FARMSM 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 | OHLEN 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 PARMER LN AND N MOPAC EXPY | | 50% |
| | CI-5 | | Signalize | PARMER LN AND LIMERICK AVE | | 100% |
| | CI-6 | | Intersection Improvements | METRIC BLVD AND W PARMER LN | | 100% |
| | CI-7 | | Signalize | W PARMER LN AND ROLLING HILL DR | | 100% |
| | CI-8 | | Intersection Improvements | W PARMER LN AND N LAMAR BLVD | | 100% |
| | CI-9; DI-11 | | Intersection Improvements | W PARMER 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% |
| | CI-36 | | Signalize | W BRAKER LN AND BITTERN HOLLOW | | 100% |
| | CI-37 | | Signalize | W BRAKER LN AND SWEARINGEN 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.


B
C
D
F
J
C
N
C-1
CI-1
NORTH SHIELDS DR
MAGAZINE ST
CI-2, DI-3
C-2
BI-26, CI-4
TOMANET TRL
LAMPLIGHT VILLAGE AVE
RAMPART ST
SCOFIELD LN
CI-3
C-3
CI-5
CI-10
CEDAR BEND DR
CI-6
BI-27, CI-11
PARK BEND DR
CI-7
C-5
C-4
C-6
CI-8
CI-9; DI-11
C-37
C-36
C-35
C-38
C-7
C-9
183
PALM WAY
C-39
C-11
C-12
DOMAIN DR
C-40
C-13
WALNUT PARK XING
CI-12
CI-13
C-14
BITTERN HOLW
CI-17
C-10
CI-14
C
CI-15
C-18
C-16
RD A
C-41
C-15
CI-21
METROPOLITAN DR
CI-16
360
B-30, C-24
C-19
CI-18
CI-36
CI-37
C-20
C-21
DENTON DR
C-43
C-23
CI-22
C-22
C-17
CI-19
C-27
C-44
C-42
C-50
MEARNS MEADOW BLVD
PARKFIELD DR
C-30
C-26
CI-20; DI-20
C-28
C-29
C-25
C-8
C-31
CI-25
C-32
C-33
C-45
CI-23
NORTHGATE BLVD
CI-26
C-47
C-46
COLONY CREEK DR
C-48
CI-24
35
CI-28
CI-27
OHLEN RD
C-49
PAYTON GIN RD
COLLINFIELD DR
E RUNDBERG LN
1
CI-30, FI-10
FAIRFIELD DR
CI-29
JAMESTOWN DR
CI-35
DEEN AVE
GEORGIAN DR
CI-31
C-34
W POWELL LN
CI-34
CI-32
E POWELL LN
E WONSLEY DR
CI-33, FI-25
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 C
0 0.25 0.5 1
Miles
January 2020
CITY OF AUSTIN
STREET IMPACT FEE STUDY
SIF
28

## 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 PARMER LN TO 620' N OF DESSAU RIDGE LN | 0.89 | 50% |
| | D-12 | L4-6D-142 | DESSAU RD | W PARMER LN TO 1250' N OF W PARMER 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 PARMER LN TO HOWARD LN CONNECTION | 0.69 | 100% |
| | D-15 | L2-2U-78 | E HOWARD LN-E PARMER LN CONNECTOR | E HOWARD LN TO E PARMER LN | 0.54 | 50% |
| | D-16 | L4-6D-154-TxDOT | E PARMER LN | INTERSTATE 35 TO 1160' E OF SAMSUNG BLVD | 3.79 | 100% |
| | D-17 | L4-6D-154-TxDOT | E PARMER 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 PARMER 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 | PARMER LN-SAMSUNG BLVD CONNECTOR | PARMER 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 PARMER LN | 0.51 | 100% |
| | D-23 | L4-6D-154-TxDOT | E PARMER 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 PARMER 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-PARMER LN CONNECTOR | BLUE GOOSE RD TO PARMER 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 APPLEGATE DR | DESSAU RD TO WARRINGTON DR | 0.16 | 100% |
| | D-39 | L2-2U-78 | APPLEGATE DR-WHITAKER DR CONNECTOR | APPLEGATE 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 PARMER LN TO MC CALLEN PASS | 0.50 | 100% |
| | D-59 | L3-4D-96 | HARRIS RIDGE BLVD | E HOWARD LN TO E PARMER 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 | Intersection Improvements | 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 | | Siganlize | 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 APPLEGATE 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% |
| | DI-35 | | Signalize | DESSAU RD AND BRADBURY LN | | 50% |
| | DI-36 | | Signalize | DESSAU RD AND DESSAU RIDGE LN | | 50% |

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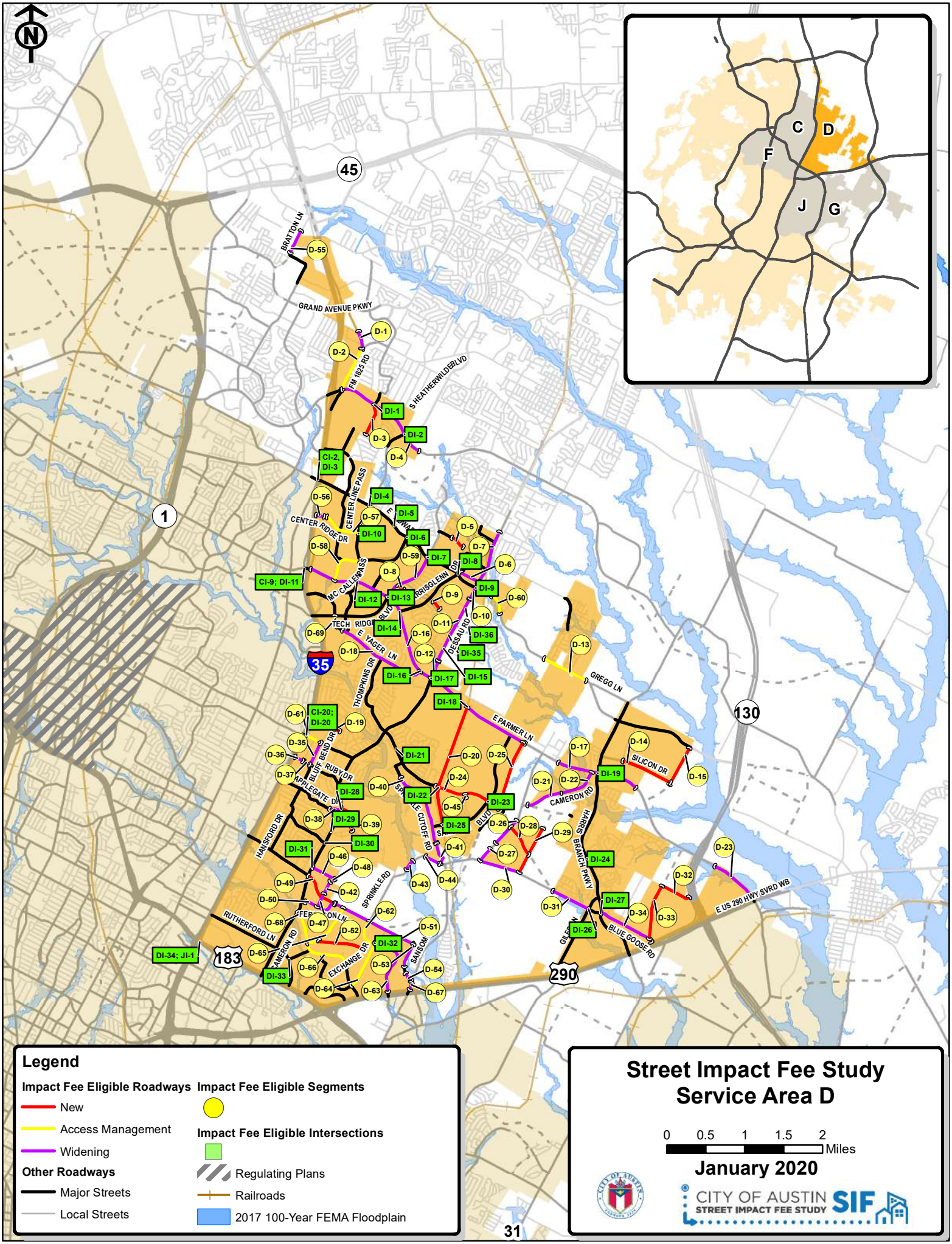
C
D
F
J
G
45
1
35
130
183
290
BRATTON LN
D-55
GRAND AVENUE PKWY
D-1
D-2
FM 1825 RD
S HEATHERWILDE BLVD
DI-1
D-3
DI-2
D-4
CI-2, DI-3
CENTER RIDGE DR
CENTERLINE PASS
DI-4
D-56
D-57
DI-5
DI-10
DI-6
D-58
D-59
DI-7
DI-8
D-5
D-7
D-6
D-8
CI-9; DI-11
MC CALLEN PASS
DI-12
DI-13
HARRISGLENN DR
D-9
DI-9
D-60
D-10
D-11
DESSAU RD
DI-36
DI-35
D-69
TECH RIDGE BLVD
DI-14
D-16
E YAGER LN
D-18
D-12
DI-16
DI-17
DI-15
THOMPKINS DR
DI-18
D-13
GREGG LN
E PARMER LN
D-61
CI-20; DI-20
D-19
D-35
D-36
BLUE BEND DR
RUBY DR
DI-21
D-20
D-25
D-37
APPLEGATE DR
DI-28
D-40
DI-22
D-24
D-45
DI-23
D-38
DI-29
D-39
DI-25
D-26
D-28
D-29
D-17
D-14
SILICON DR
D-15
D-21
D-22
DI-19
CAMERON RD
HANSFORD DR
DI-30
DI-31
D-41
D-27
D-46
D-48
HARRIS BRANCH PKWY
DI-24
D-23
D-49
D-42
SPRINKLE RD
D-43
D-44
D-30
D-32
D-50
D-62
D-31
DI-27
D-34
D-33
RUTHERFORD LN
D-68
D-47
D-52
D-51
DI-32
BLUE GOOSE RD
E US 290 HWY SVRD WB
DI-34; JI-1
D-65
CAMERON RD
EXCHANGE DR
D-53
SANSOM
D-54
D-66
DI-33
D-64
D-63
D-67
DI-26
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 D
0 0.5 1 1.5 2
Miles
January 2020
CITY OF AUSTIN
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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 | L3-2U-80 | RED RIVER ST | DAVIS ST TO END | 0.18 | 100% |
| | DT-2, I-21 | L3-5U-80 | W MARTIN LUTHER KING JR BLVD | IH-35 SVRD SB TO PEARL ST | 1.02 | 50% |
| | DT-3, I-20 | L3-4D-100 | N LAMAR BLVD | MARTIN LUTHER KING JR BLVD TO 15TH ST | 0.19 | 50% |
| | DT-4 | L2-2U-OP-80 | W 18TH ST | GUADALUPE ST TO TRINITY ST | 0.44 | 100% |
| | DT-5 | L2-2U-OP-80 | E 17TH ST | SAN ANTONIO ST TO TRINITY ST | 0.51 | 100% |
| | DT-6 | L2-2U-OP-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-34 | L3-4D-80 | N LAMAR BLVD | PARKFIELD TO 15TH ST | 0.11 | 50% |
| | DT-11, I-25 | L3-4D-80 | N LAMAR BLVD | 6TH ST TO PARKWAY (184' N OF 12TH ST) | 0.53 | 50% |
| | DT-12 | L3-3U-78 | 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 | 0.93 | 100% |
| | DT-20 | L2-2U-OP-92 | RAINEY ST | E CESAR CHAVEZ ST TO DRISKILL ST | 0.08 | 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 | Intersection Improvements | Signalize | SAN JACINTO BLVD AND E 17TH ST | | 100% |
| | DTI-3 | Intersection Improvements | Signalize | W 12TH ST AND SAN ANTONIO ST | | 100% |
| | DTI-4 | Intersection Improvements | Signalize | W 14TH ST AND GUADALUPE ST | | 100% |
| | DTI-5 | Intersection Improvements | Signalize | W 14TH ST AND LAVACA ST | | 100% |
| | DTI-6 | Intersection Improvements | Signalize | W 13TH ST AND GUADALUPE ST | | 100% |
| | DTI-7 | Intersection Improvements | Signalize | SAN JACINTO BLVD AND 13TH ST | | 100% |
| | DTI-8 | Intersection Improvements | Signalize | E 12TH ST AND TRINITY ST | | 100% |
| | DTI-9 | Intersection Improvements | Signalize | WEST AVE AND W 8TH ST | | 100% |
| | DTI-10 | Intersection Improvements | Intersection Improvements | RED RIVER ST AND E 11TH ST | | 100% |
| | DTI-11 | Intersection Improvements | Signalize | RED RIVER ST AND E 9TH ST | | 100% |
| | DTI-12 | Intersection Improvements | Signalize | W 6TH ST AND SAN ANTONIO ST | | 100% |
| | DTI-13 | Intersection Improvements | Signalize | W 5TH ST AND SAN ANTONIO ST | | 100% |
| | DTI-14 | Intersection Improvements | Signalize | W 3RD ST AND NUECES ST | | 100% |
| | DTI-15 | Intersection Improvements | Signalize | W 3RD ST AND SAN ANTONIO ST | | 100% |
| | DTI-16 | Intersection Improvements | Signalize | W 2ND ST AND NUECES ST | | 100% |
| | DTI-17 | Intersection Improvements | Signalize | SAN JACINTO BLVD AND 4TH ST | | 100% |
| | DTI-18 | Intersection Improvements | Signalize | TRINITY ST AND 4TH ST | | 100% |
| | DTI-19 | Intersection Improvements | Signalize | SAN JACINTO BLVD AND 3RD ST | | 100% |
| | DTI-20 | Intersection Improvements | Signalize | TRINITY ST AND 3RD ST | | 100% |
| | DTI-21 | Intersection Improvements | Signalize | TRINITY ST AND 2ND ST | | 100% |
| | DTI-22, II-39 | Intersection Improvements | Signalize | N LAMAR BLVD AND SANDRA MURAIDA WAY | | 50% |
| | DTI-23 | Intersection Improvements | Signalize | W CESAR CHAVEZ ST AND GUADALUPE ST | | 100% |
| | DTI-24 | Intersection Improvements | Signalize | SABINE ST AND E 11TH ST | | 100% |
| | DTI-25 | Intersection Improvements | Signalize | SABINE ST AND E 12TH ST | | 100% |
| | DTI-26 | Intersection Improvements | Signalize | GUADALUPE ST AND W 18TH ST | | 100% |
| | DTI-27 | Intersection Improvements | Signalize | GUADALUPE ST AND W 16TH ST | | 100% |

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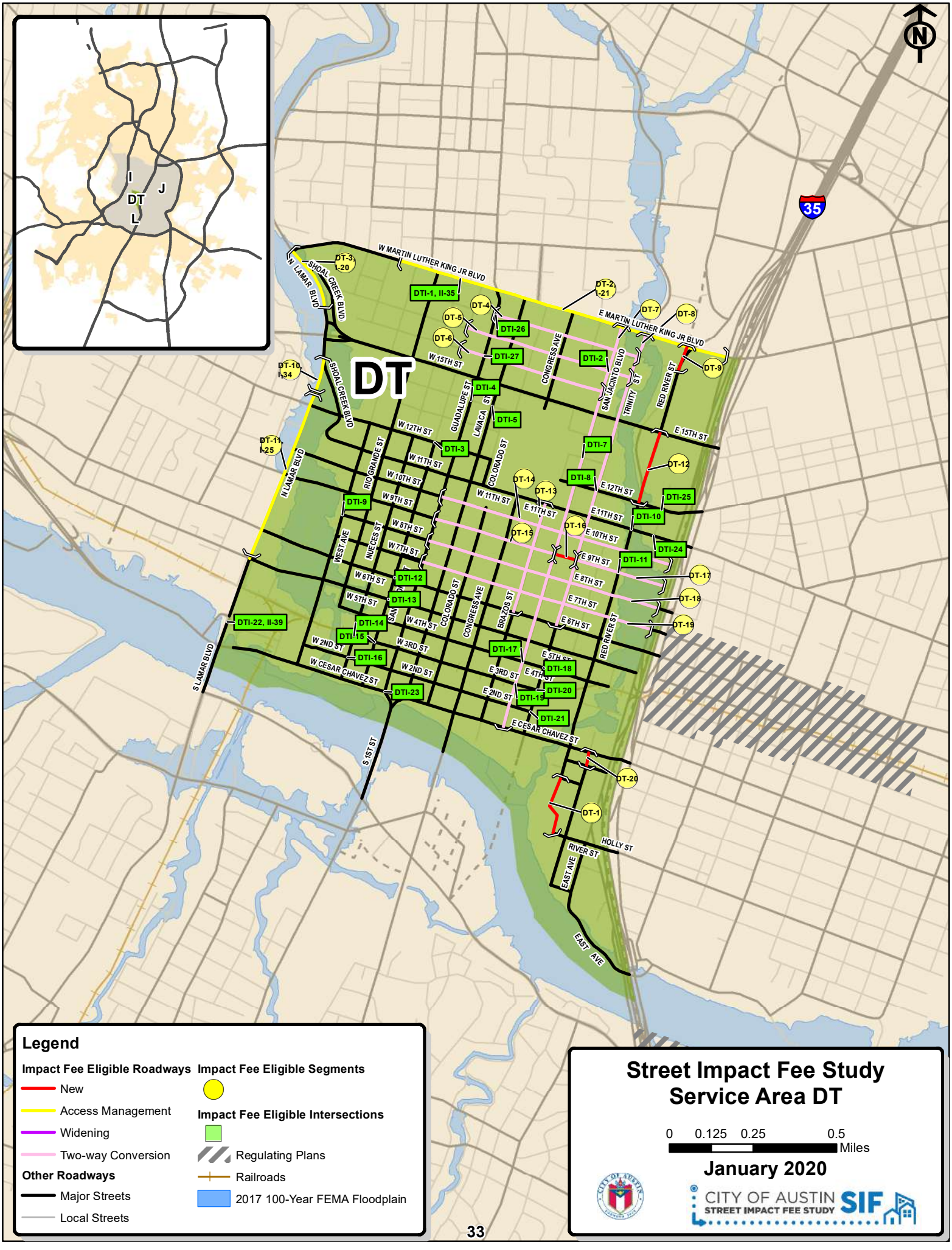
I
J
DT
L
DT
W MARTIN LUTHER KING JR BLVD
E MARTIN LUTHER KING JR BLVD
N LAMAR BLVD
SHOAL CREEK BLVD
W 15TH ST
W 12TH ST
W 11TH ST
W 10TH ST
W 9TH ST
W 8TH ST
W 7TH ST
W 6TH ST
W 5TH ST
W 4TH ST
W 3RD ST
W 2ND ST
W CESAR CHAVEZ ST
E 15TH ST
E 12TH ST
E 11TH ST
E 10TH ST
E 9TH ST
E 8TH ST
E 7TH ST
E 6TH ST
E 5TH ST
E 4TH ST
E 3RD ST
E 2ND ST
E CESAR CHAVEZ ST
GUADALUPE ST
LAVACA ST
COLORADO ST
RIO GRANDE ST
NUECES ST
WEST AVE
CONGRESS AVE
SAN JACINTO BLVD
TRINITY ST
BRAZOS ST
RED RIVER ST
S LAMAR BLVD
S 1ST ST
RIVER ST
HOLLY ST
EAST AVE
EAST AVE
DT-1, II-35
DT-2, I-21
DT-3, I-20
DT-4
DT-5
DT-6
DT-7
DT-8
DT-9
DT-10, I-34
DT-11, I-25
DT-12
DT-13
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DT-16
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DT-18
DT-19
DT-20
DT-1
DT-20
DTI-1, II-35
DTI-2
DTI-3
DTI-4
DTI-5
DTI-7
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DTI-10
DTI-11
DTI-12
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DTI-14
DTI-15
DTI-16
DTI-17
DTI-18
DTI-19
DTI-20
DTI-21
DTI-22, II-39
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DTI-24
DTI-25
DTI-26
DTI-27
35
N
Legend
Impact Fee Eligible Roadways
New
Access Management
Widening
Two-way Conversion
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 DT
0 0.125 0.25 0.5
Miles
January 2020
CITY OF AUSTIN
STREET IMPACT FEE STUDY
SIF

## 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-S-100 | BULLICK HOLLOW RD | FM 620 TO FM 2769 | 3.08 | 50% |
| | E-8 | L4-4D-0 | 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-S-80 | OLD LAMPASAS TRL | TALLEYRAN DR TO SPICEWOOD SPRINGS RD | 0.47 | 100% |
| | E-13 | L2-2U-60 | TEXAS PLUME RD | SPICEWOOD SPRINGS RD TO D K RANCH RD | 0.34 | 100% |
| | E-14 | L2-2U-S-80 | SPICEWOOD SPRINGS RD | LAMPASAS TRL TO CAPITAL OF TEXAS HWY | 3.49 | 50% |
| | E-15 | L2-2U-S-80 | YAUPON DR-BLUFFSTONE DR CONNECTOR | YAUPON DR TO BLUFFSTONE DR | 0.45 | 100% |
| | E-16 | L3-4D-120 | SPICEWOOD SPRINGS RD | CHANCELLROY DR TO RESEARCH BLVD | 0.57 | 100% |
| | 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% |
| | EI-27 | | Signalize | ANDERSON MILL RD AND PECAN CREEK RD | | 100% |
| | EI-28 | | Signalize | JOLLYVILLE RD AND TAYLOR DRAPER LN | | 100% |

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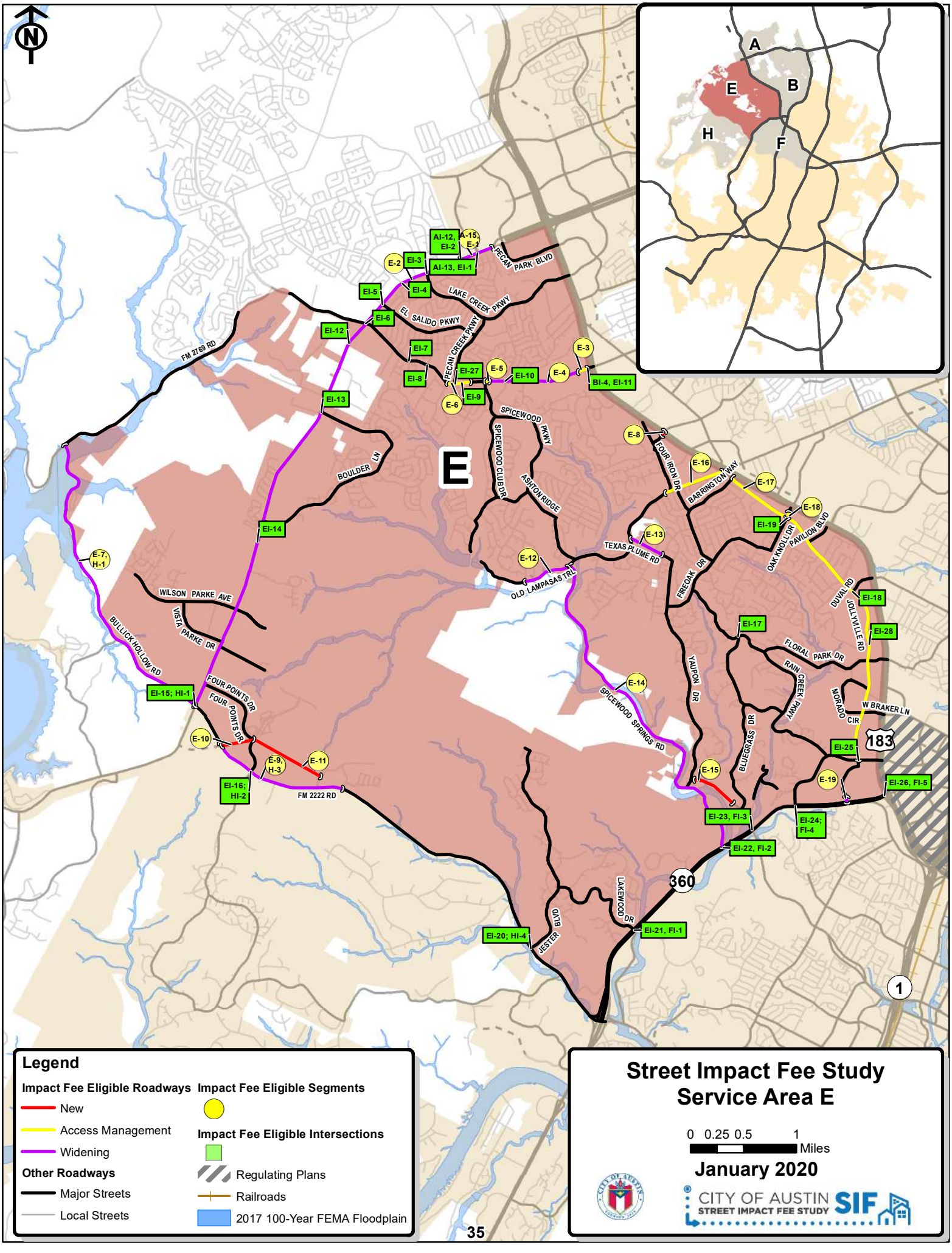
A
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AI-12, EI-2
AI-15, E-1
AI-13, EI-1
E-2
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EI-6
EI-7
EI-8
EI-9
EI-10
EI-12
EI-13
EI-14
EI-27
E-3
E-4
E-5
E-6
BI-4, EI-11
PECAN PARK BLVD
LAKE CREEK PKWY
EL SALIDO PKWY
PECAN CREEK PKWY
FM 2769 RD
BOULDER LN
SPICEWOOD PKWY
SPICEWOOD CLUB DR
ASHTON RIDGE
E-8
E-16
E-17
E-18
EI-19
COUR IRON DR
BARRINGTON WAY
PAVILION BLVD
OAK KNOLL DR
E-13
TEXAS PLUME RD
E-12
OLD LAMPASAS TRL
FIRECOAK DR
DUVAL RD
JOLLYVILLE RD
EI-18
EI-17
EI-28
FLORAL PARK DR
RAIN CREEK PKWY
MORADO CIR
W BRAKER LN
183
EI-25
E-19
EI-26, FI-5
E-14
SPICEWOOD SPRINGS RD
YAUPON DR
BLUEGRASS DR
E-15
EI-23, FI-3
EI-24; FI-4
EI-22, FI-2
360
LAKEWOOD DR
EI-21, FI-1
EI-20; HI-4
LESTER BLVD
1
E-7; H-1
WILSON PARKE AVE
VISTA PARKE DR
BULLICK HOLLOW RD
EI-15; HI-1
FOUR POINTS DR
E-10
E-9, H-3
E-11
EI-16; HI-2
FM 2222 RD
Legend
Impact Fee Eligible Roadways
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Service Area E
0 0.25 0.5 1
Miles
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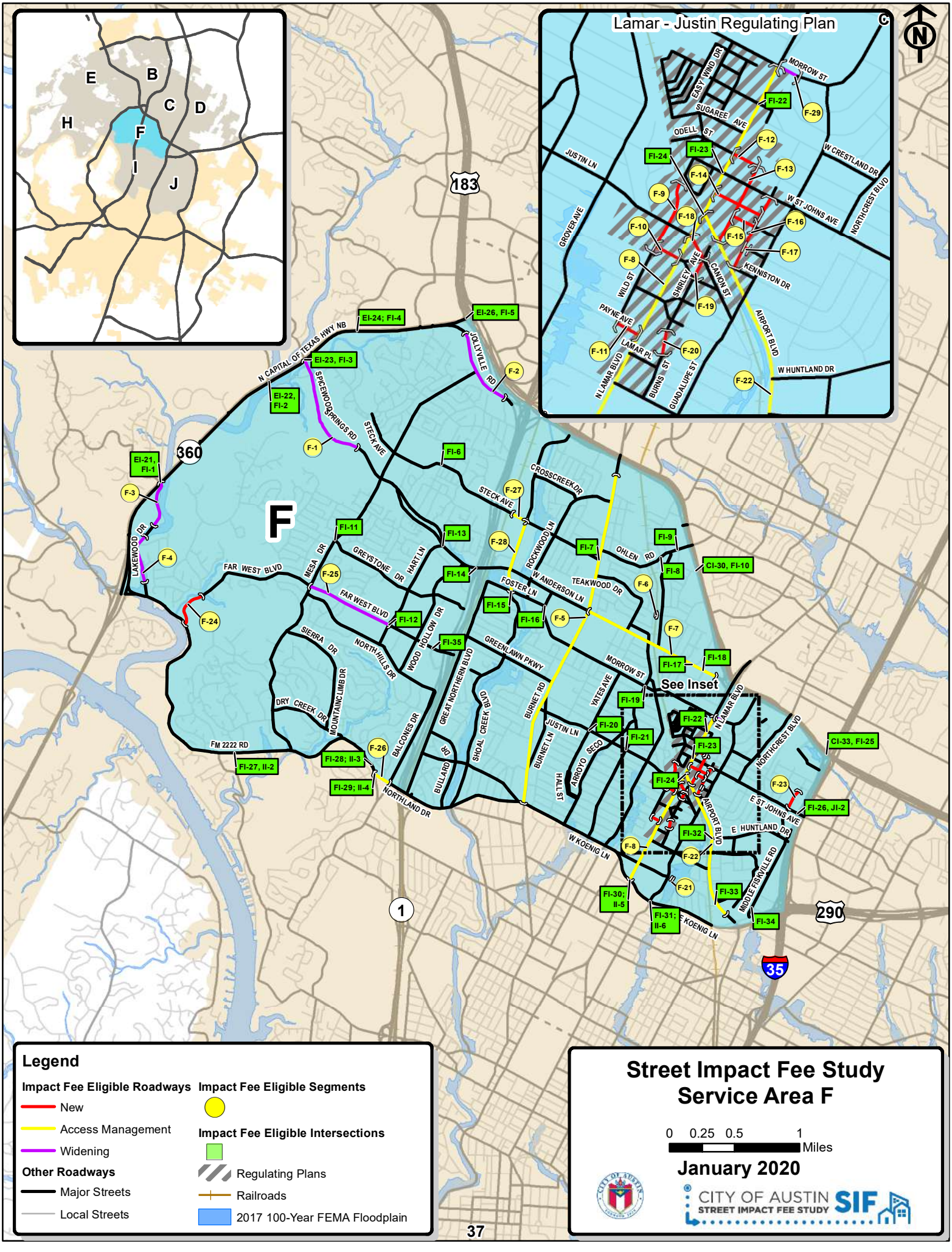
## Table 3.F. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area F

| 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-S-80 | LAKEWOOD DR | 1000' N OF LAKEMOORE DR TO CAPITAL OF TEXAS HWY NB | 0.37 | 100% |
| | F-4 | L2-2U-S-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, I-27 | 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** |
| | EI-21, FI-1 | Intersection Improvements | Intersection Improvements | N CAPITAL OF TEXAS HWY AND LAKEWOOD DR | | 50% |
| | EI-22, FI-2 | Intersection Improvements | Intersection Improvements | N CAPITAL OF TEXAS HWY AND SPICEWOOD SPRINGS RD | | 50% |
| | EI-23, FI-3 | Intersection Improvements | Intersection Improvements | N CAPITAL OF TEXAS HWY AND SPICEWOOD SPRINGS RD | | 50% |
| | EI-24; FI-4 | Intersection Improvements | Intersection Improvements | N CAPITAL OF TEXAS HWY AND GREAT HILLS TRL | | 50% |
| | EI-26, FI-5 | Intersection Improvements | Intersection Improvements | N CAPITAL OF TEXAS HWY AND RESEARCH BLVD | | 50% |
| | FI-6 | Intersection Improvements | Signalize | STECK AVE AND GREENSLOPE DR | | 100% |
| | FI-7 | Intersection Improvements | Intersection Improvements | BURNET RD AND STECK AVE | | 100% |
| | FI-8 | Intersection Improvements | Signalize | OHLEN RD AND PUTNAM DR | | 100% |
| | FI-9 | Intersection Improvements | Signalize | OHLEN RD AND CONTOUR DR | | 100% |
| | CI-30, FI-10 | Intersection Improvements | Intersection Improvements | FAIRFIELD DR AND RESEARCH BLVD | | 50% |
| | FI-11 | Intersection Improvements | Signalize | MESA DR AND GREYSTONE DR | | 100% |
| | FI-12 | Intersection Improvements | Intersection Improvements | FAR WEST BLVD AND HART LN | | 100% |
| | FI-13 | Intersection Improvements | Signalize | SPICEWOOD SPRINGS RD AND HART LN | | 100% |
| | FI-14 | Intersection Improvements | Intersection Improvements | W ANDERSON LN AND N MOPAC EXPY | | 100% |
| | FI-15 | Intersection Improvements | Signalize | SHOAL CREEK BLVD AND FOSTER LN | | 100% |
| | FI-16 | Intersection Improvements | Signalize | NORTHCROSS DR AND FOSTER LN | | 100% |
| | FI-17 | Intersection Improvements | Signalize | W ANDERSON LN AND ANDERSON SQUARE | | 100% |
| | FI-18 | Intersection Improvements | Signalize | ANDERSON LN AND WATSON ST | | 100% |
| | FI-19 | Intersection Improvements | Signalize | MORROW ST AND WOODROW AVE | | 100% |
| | FI-20 | Intersection Improvements | Signalize | YATES AVE AND JUSTIN LN | | 100% |
| | FI-21 | Intersection Improvements | Signalize | JUSTIN LN AND WOODROW AVE | | 100% |
| | FI-22 | Intersection Improvements | Signalize | N LAMAR BLVD AND CRESTLAND DR | | 100% |
| | FI-23 | Intersection Improvements | Intersection Improvements | N LAMAR BLVD AND W ST JOHNS AVE | | 100% |
| | FI-24 | Intersection Improvements | Intersection Improvements | AIRPORT BLVD AND N LAMAR BLVD | | 100% |
| | CI-33, FI-25 | Intersection Improvements | Intersection Improvements | N IH 35 AND E ANDERSON LN | | 50% |
| | FI-26, JI-2 | Intersection Improvements | Add U-turn Lane | E ST JOHNS AVE AND N IH 35 | | 50% |
| | FI-27, II-2 | Intersection Improvements | Signalize | FM 2222 RD AND MOUNT BONNELL RD | | 50% |
| | FI-28; II-3 | Intersection Improvements | Signalize | FM 2222 RD AND HIGHLAND HILLS CIR | | 50% |
| | FI-29; II-4 | Intersection Improvements | Intersection Improvements | FM 2222 RD AND NORTHLAND DR | | 50% |
| | FI-30; II-5 | Intersection Improvements | Intersection Improvements | W KOENIG LN AND N LAMAR BLVD | | 50% |
| | FI-31; II-6 | Intersection Improvements | Add Turn Lanes | W KOENIG LN AND GUADALUPE ST | | 50% |
| | FI-32 | Intersection Improvements | Signalize | AIRPORT BLVD AND HUNTLAND DR | | 100% |
| | FI-33 | Intersection Improvements | Signalize | AIRPORT BLVD AND CLAYTON LN | | 100% |
| | FI-34 | Intersection Improvements | Signalize | MIDDLE FISKVILLE RD AND CLAYTON LN | | 100% |
| | FI-35 | Intersection Improvements | Signalize | FAR WEST BLVD AND AUSTIN CENTER 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.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STECK AVE
JOLLYVILLE RD
CROSSCREEK DR
ROCKWOOD LN
OHLEN RD
TEAKWOOD DR
W ANDERSON LN
FOSTER LN
LAKEWOOD DR
FAR WEST BLVD
MESA DR
GREYSTONE DR
HART LN
WOOD HOLLOW DR
SIERRA DR
NORTH HILLS DR
MOUNTAIN CLIMB DR
DRY CREEK DR
FM 2222 RD
BALCONES DR
GREAT NORTHERN BLVD
SHOAL CREEK BLVD
BULLARD DR
NORTHLAND DR
GREENLAWN PKWY
MORROW ST
BURNET RD
YATES AVE
JUSTIN LN
BURNET LN
ARROYO SECO
HALM ST
N LAMAR BLVD
AIRPORT BLVD
NORTHCREST BLVD
E ST JOHNS AVE
E HUNTLAND DR
W KOENIG LN
E KOENIG LN
MIDDLE FISKVILLE RD
EASY WIND DR
SUGAREE AVE
ODELL ST
MORROW ST
W CRESTLAND DR
JUSTIN LN
GROVER AVE
W ST JOHNS AVE
NORTHCREST BLVD
SHIRLEY AVE
CANYON ST
KENNISTON DR
WILD ST
PAYNE AVE
LAMAR PL
N LAMAR BLVD
BURNS ST
GUADALUPE ST
AIRPORT BLVD
W HUNTLAND DR
EI-24; FI-4
EI-26, FI-5
EI-23, FI-3
EI-22, FI-2
EI-21, FI-1
FI-22
FI-23
FI-24
FI-14
FI-9
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FI-11
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FI-7
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FI-28; II-3
FI-29; II-4
FI-27, II-2
FI-30; II-5
FI-31; II-6
FI-32
FI-33
FI-34
FI-21
FI-26, JI-2
CI-30, FI-10
CI-33, FI-25
F-1
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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
January 2020
CITY OF AUSTIN
STREET IMPACT FEE STUDY
SIF

## 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-0 | 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% |
| | G-53 | L2-2U-78 | SMITH RD | ED BLUESTEIN BLVD TO ALLEYTON DR | 0.31 | 100% |
| | **Proj. #** | | **Type** | **Intersection** | | **% In Service Area** |
| | GI-1 | Intersection Improvements | 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 | | Decker Lake Rd at Blue Bluff Rd | 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% |
| | GI-22 | | Signalize | LOYOLA LN AND COLONY LOOP DR/CIELO VISTA DR | | 100% |

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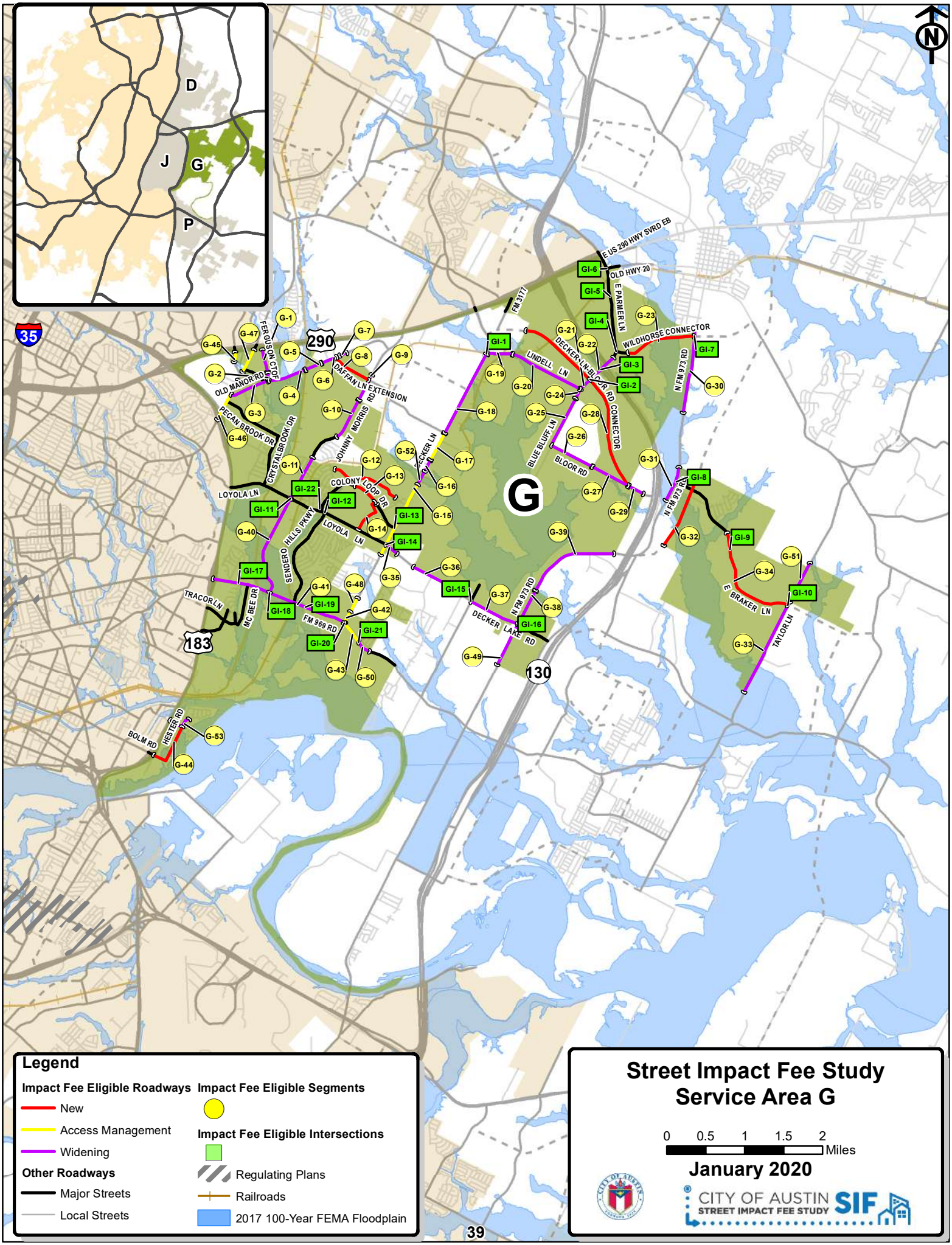
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FERGUSON CTOF
OLD MANOR RD
DAFFAN LN EXTENSION
PECAN BROOK DR
CRYSTALBROOK DR
JOHNNY MORRIS RD
LOYOLA LN
COLONY LOOP DR
SENDERO HILLS PKWY
FECKER LN
TRACOR LN
MC BEE DR
FM 969 RD
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TAYLOR LN
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Other Roadways
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Impact Fee Eligible Intersections
Regulating Plans
Railroads
2017 100-Year FEMA Floodplain
Street Impact Fee Study
Service Area G
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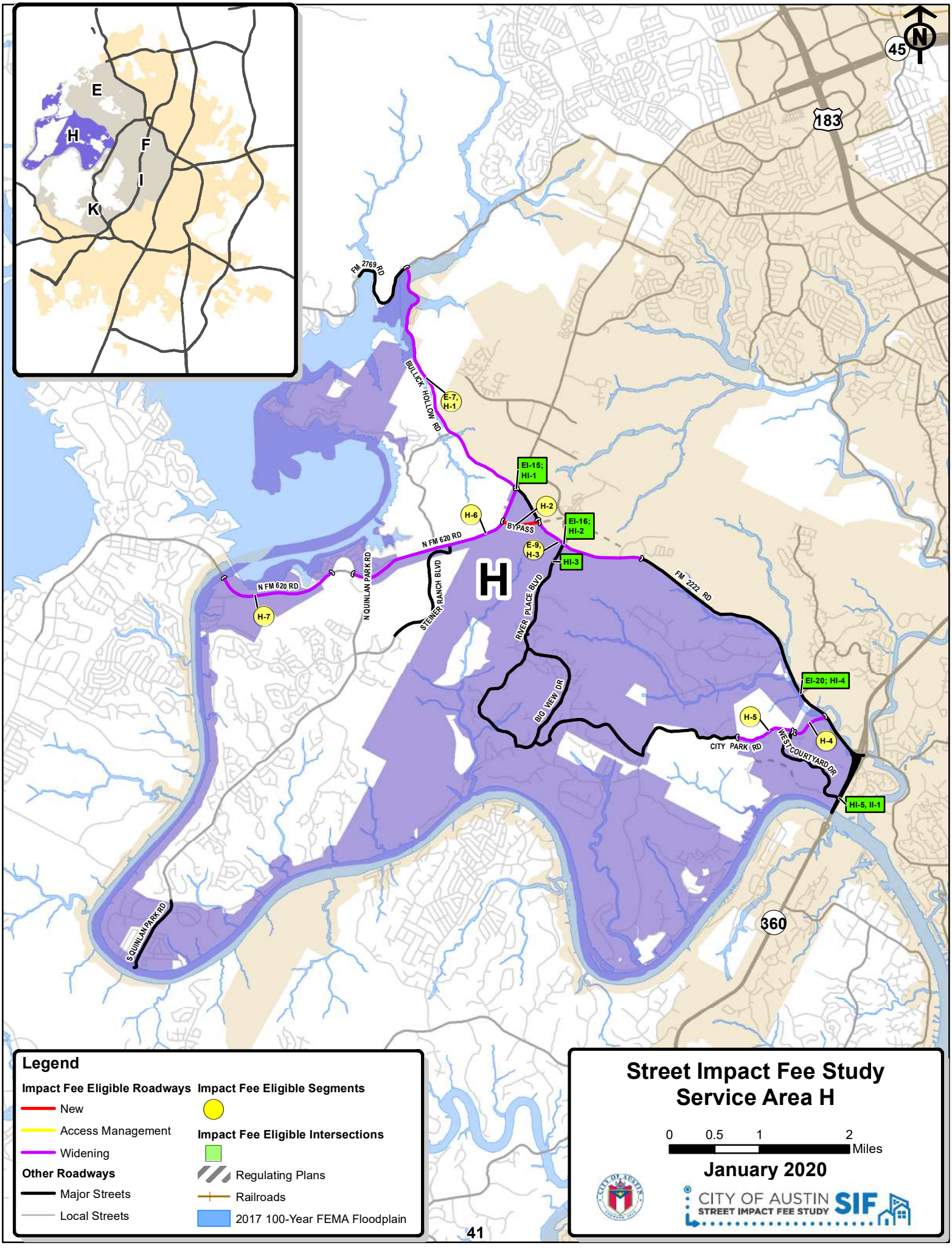
Miles
January 2020
CITY OF AUSTIN
STREET IMPACT FEE STUDY
SIF

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-S-100 | BULLICK HOLLOW RD | FM 620 TO FM 2769 | 3.08 | 50% |
| | H-2 | L4-3U-125-TxDOT | RR 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-S-100 | CITY PARK RD | FM 2222 TO 185' E OF WEST COURTYARD DR | 0.41 | 100% |
| | H-5 | L3-3U-S-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.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H-6
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E-9; H-3
HI-3
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N QUINLAN PARK RD
STEINER RANCH BLVD
H
RIVER PLACE BLVD
FM 2222 RD
H-7
BIG VIEW DR
EI-20; HI-4
H-5
H-4
CITY PARK RD
WEST COURTYARD DR
HI-5, II-1
S QUINLAN PARK RD
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 H
0 0.5 1 2
Miles
January 2020
CITY OF AUSTIN
STREET IMPACT FEE STUDY
SIF

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 RED RIVER ST | 0.27 | 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-3, I-20 | L3-4D-100 | N LAMAR BLVD | MARTIN LUTHER KING JR BLVD TO 15TH ST | 0.19 | 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-10, I-34 | L3-4D-80 | N LAMAR BLVD | PARKFIELD TO 15TH ST | 0.11 | 50% |
| | I-35 | L3-3U-78 | RED RIVER ST | ROBERT DEDMAN TO E MARTIN LUTHER KING JR BLVD | 0.26 | 100% |
| | I-36 | L2-2U-92 | PRESSLER ST | 5TH ST TO END | 0.08 | 100% |
| | I-37 | L2-4D-120 | E 41ST ST | RED RIVER ST TO INTERSTATE 35 | 0.29 | 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 | 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 MURAIDA WAY | | 50% |
| | II-40 | | Intersection Improvements | BALCONES DR AND PARKCREST DR | | 100% |
| | II-41 | | Signalize | W 5TH ST AND WEST LYNN ST | | 100% |

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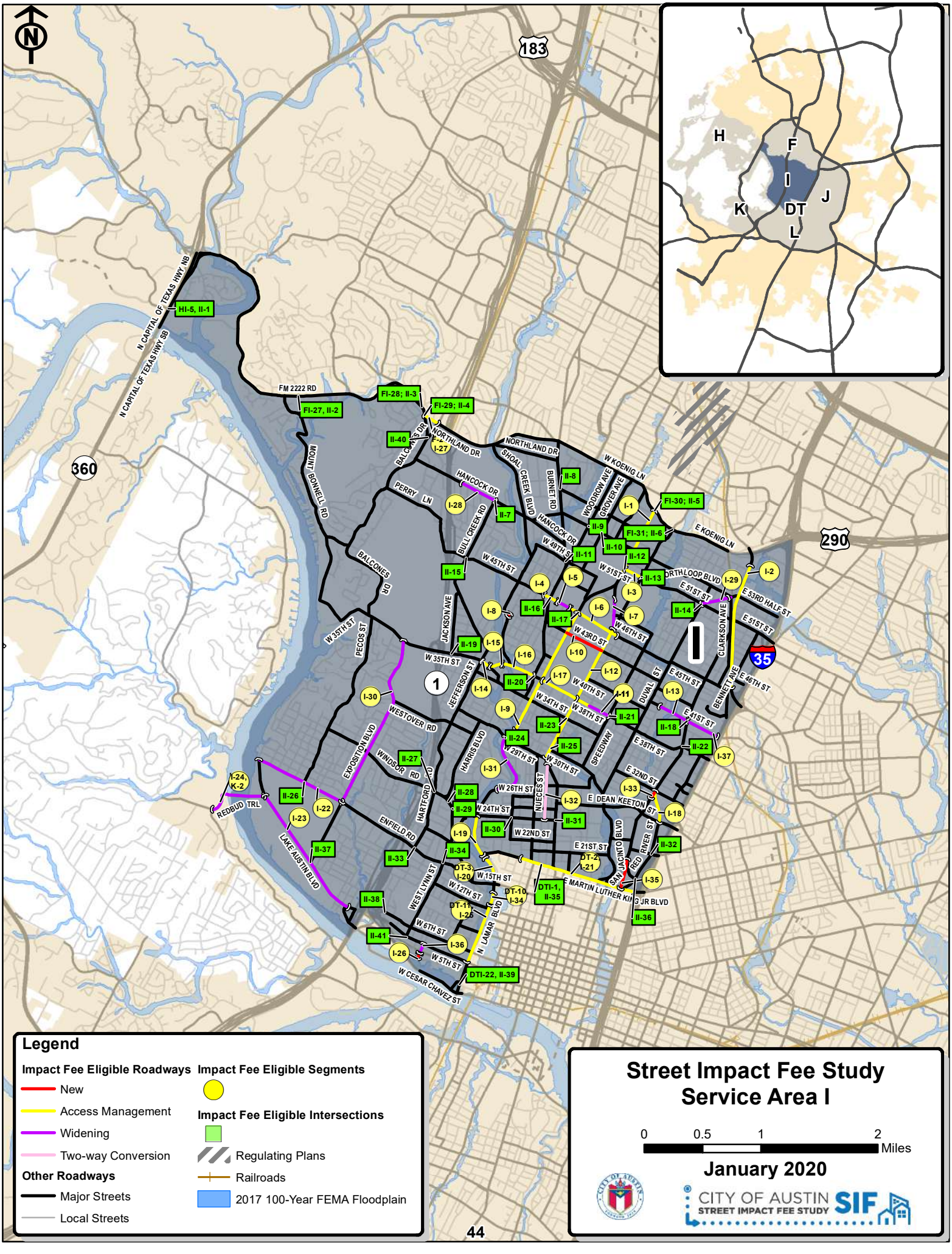


## Legend

**Impact Fee Eligible Roadways**

- New
- Access Management
- Widening
- Two-way Conversion

**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 I

0 0.5 1 2 Miles

**January 2020**

CITY OF AUSTIN STREET IMPACT FEE STUDY SIF

## 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 |
|---|---|---|---|---|---|---|
| SA J | DI-34; JI-1 | Intersection Improvements | 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 GOVALLE 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% |
| | JI-50 | | Signalize | E CESAR CHAVEZ ST AND CHALMERS AVE | | 100% |
| | JI-51 | | Signalize | ROSEWOOD AVE AND ANGELINA ST | | 100% |
| | JI-52 | | Signalize | BERKMAN DR AND PATTON LN | | 100% |
| | JI-53 | | Signalize | MANOR RD AND ALEXANDER AVE | | 100% |

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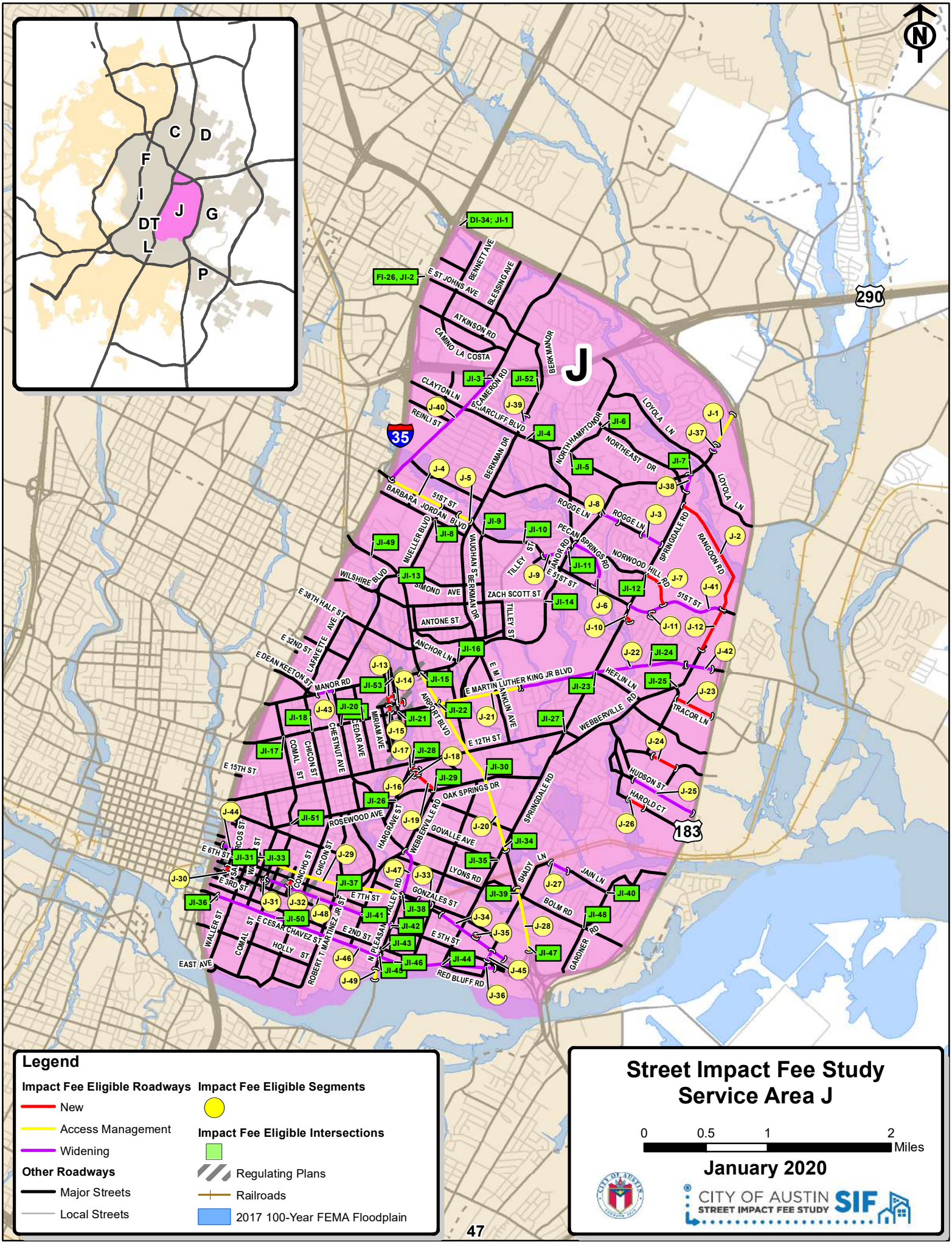


## Legend

**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 J

0 0.5 1 2 Miles

**January 2020**

CITY OF AUSTIN STREET IMPACT FEE STUDY SIF

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-24, K-2 | L3-3U-S-100 | REDBUD TRL | LAKE AUSTIN BLVD TO STRATFORD DR | 0.54 | 50% |
| | K-3 | L2-2U-78 | 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-S-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 | | Intersection Improvements | SOUTHWEST PKWY AND TRAVIS COOK RD | | 50% |
| | KI-7, MI-3 | | Signalize | SOUTHWEST PKWY AND BELGRADE DR | | 50% |
| | KI-8, MI-4 | | Intersection Improvements | SOUTHWEST PKWY AND W WILLIAM CANNON DR | | 50% |
| | KI-9 | | Signalize | WALSH TARLTON LN AND TAMARRON BLVD | | 100% |

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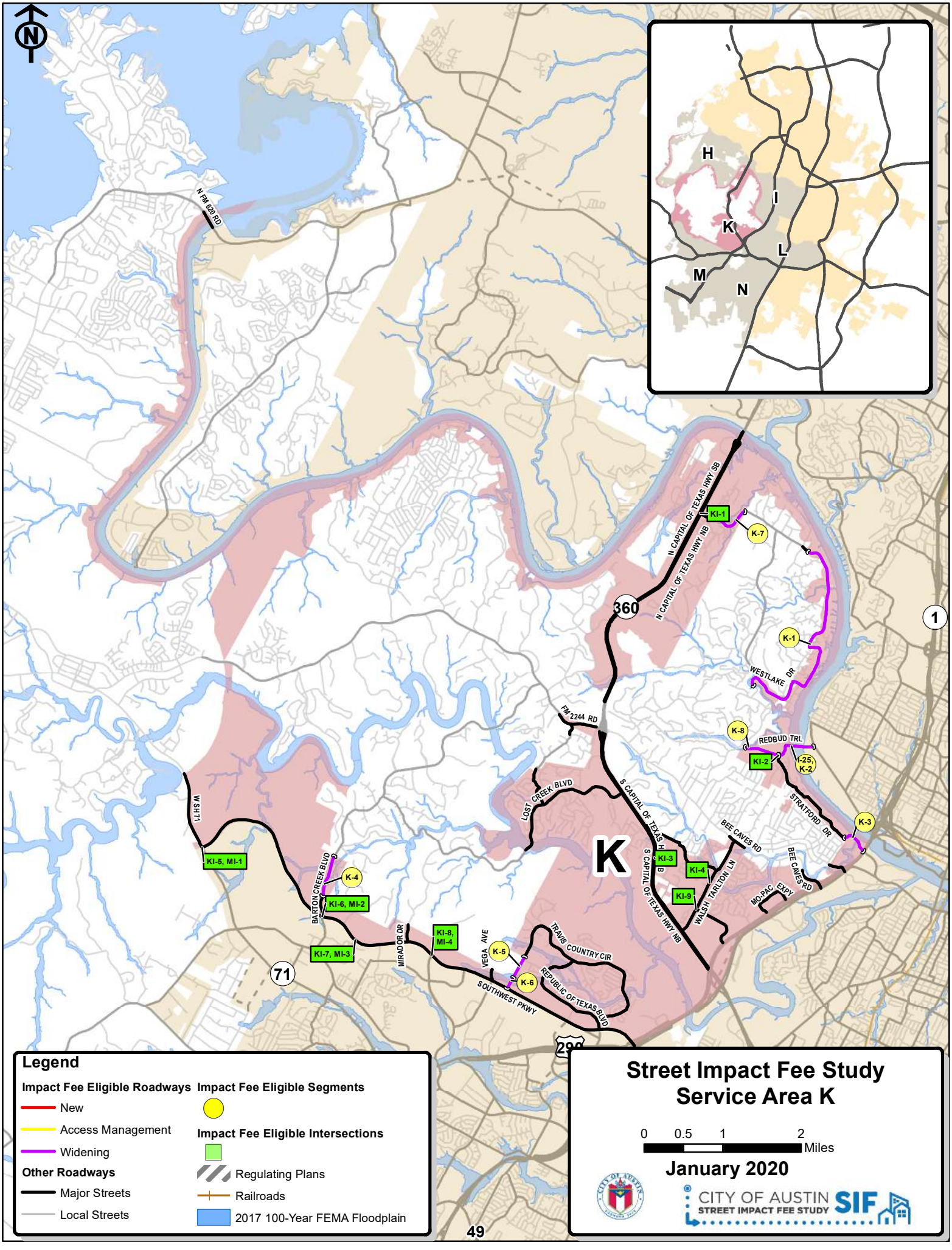
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N CAPITAL OF TEXAS HWY SB
N CAPITAL OF TEXAS HWY NB
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K-7
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K-1
WESTLAKE DR
FM 2244 RD
K-8
REDBUD TRL
KI-2
I-25, K-2
LOST CREEK BLVD
S CAPITAL OF TEXAS HWY
KI-3
K-3
STRATFORD DR
BEE CAVES RD
KI-4
KI-9
WALSH TARLTON LN
MO-PAC EXPY
W SH 71
KI-5, MI-1
BARTON CREEK BLVD
K-4
KI-6, MI-2
KI-7, MI-3
MIRADOR DR
KI-8, MI-4
VEGA AVE
K-5
K-6
TRAVIS COUNTRY CIR
REPUBLIC OF TEXAS BLVD
SOUTHWEST PKWY
71
290
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 K
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Miles
January 2020
CITY OF AUSTIN
STREET IMPACT FEE STUDY
SIF

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

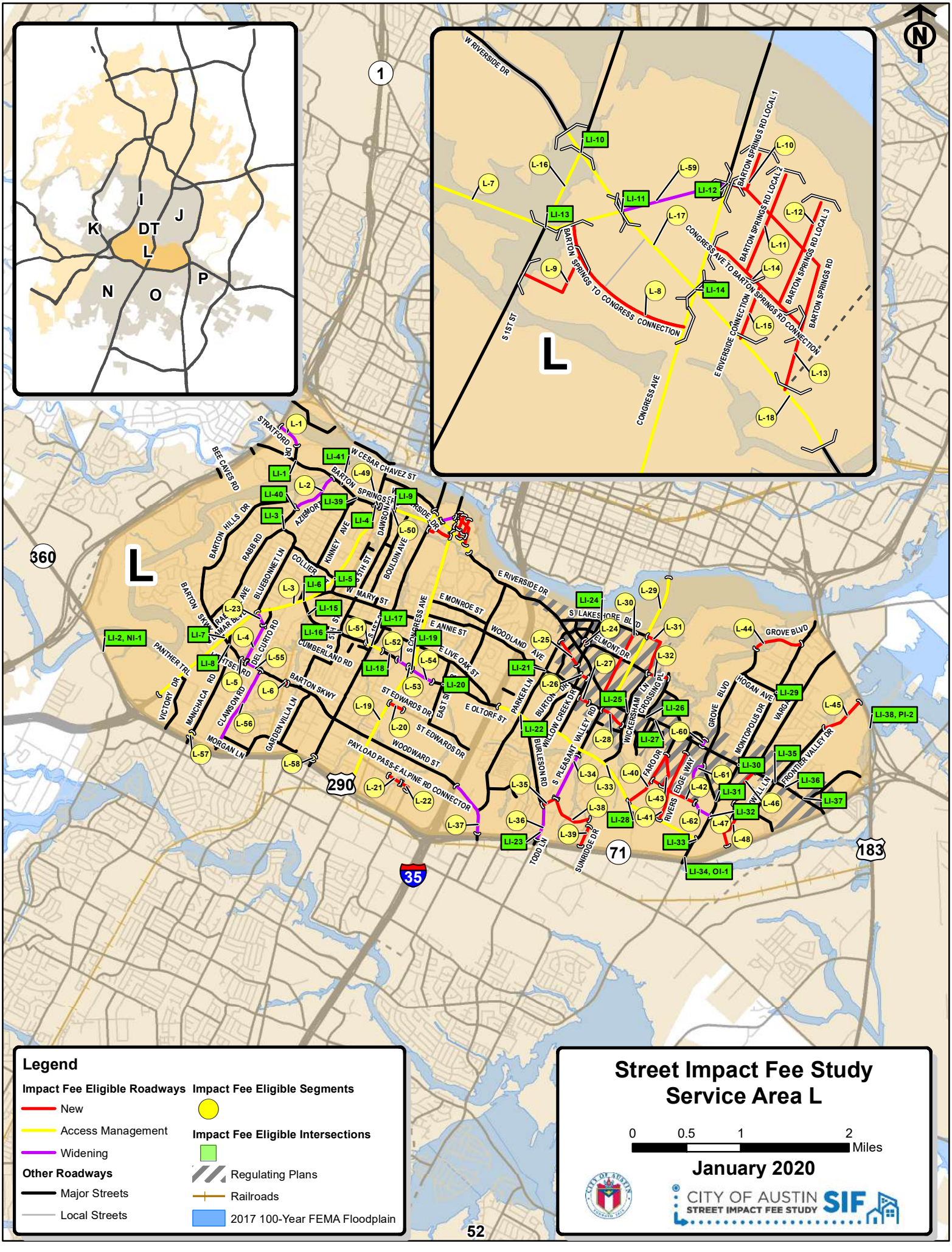
| Service Area | Proj. # | IF Class | Street | Limits | Length (mi) | % In Service Area |
|---|---|---|---|---|---|---|
| SA L | L-1 | L2-2U-80 | STRATFORD DR | MOPAC TO LOU NEFF RD | 0.25 | 100% |
| | L-2 | L2-2U-80 | AZIE MORTON RD | BARTON SPRINGS RD TO BARTON HILLS DR | 0.46 | 100% |
| | L-3 | L3-4D-120-TxDOT | 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 SKYWY 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

| | Proj. # | | Type | Intersection | | % In Service Area |
|---|---|---|---|---|---|---|
| SA L | LI-1 | Intersection Improvements | 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% |
| | LI-39 | | Intersection Improvements | KINNEY ST AND BARTON SPRINGS RD | | 100% |
| | LI-40 | | Signalize | AZI MORTON RD AND BARTON HILLS DR | | 100% |
| | LI-41 | | Signalize | BARTON SPRINGS RD AND STERZING ST | | 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.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BARTON SPRINGS RD LOCAL 2
BARTON SPRINGS RD LOCAL 3
BARTON SPRINGS RD
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BEE CAVES RD
W CESAR CHAVEZ ST
BARTON SPRINGS RD
AZIE MORT
DAWSON
KINNEY AVE
BOULDIN AVE
BARTON HILLS DR
RABB RD
BLUEBONNET LN
COLLIER
W MARY ST
BARTON SKWY
RAE AMAR BLVD
DEL CURTO RD
CUMBERLAND RD
PANTHER TRL
VICTORY DR
MANCHACA RD
CLAWSON RD
GARDEN VILLA LN
MORGAN LN
BARTON SKWY
ST EDWARDS DR
EAST ST
WOODWARD ST
PAYLOAD PASS-E ALPINE RD CONNECTOR
E RIVERSIDE DR
E MONROE ST
E ANNIE ST
E LIVE OAK ST
E OLTORF ST
S CONGRESS AVE
WOODLAND AVE
PARKER LN
BURTON DR
WILLOW CREEK DR
BURLESON RD
S PLEASANT VALLEY RD
TODD LN
SUNRIDGE DR
S LAKESHORE BLVD
ELMONT DR
WICKERSHAM LN
CROSSING PL
FARO DR
EDGE WAY
RIVERS
GROVE BLVD
HOGAN AVE
MONTOPOLIS DR
VARGAS
FRONTIER VALLEY DR
LI-2, NI-1
LI-38, PI-2
LI-34, OI-1
L-1
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Regulating Plans
Railroads
2017 100-Year FEMA Floodplain
Street Impact Fee Study
Service Area L
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0.5
1
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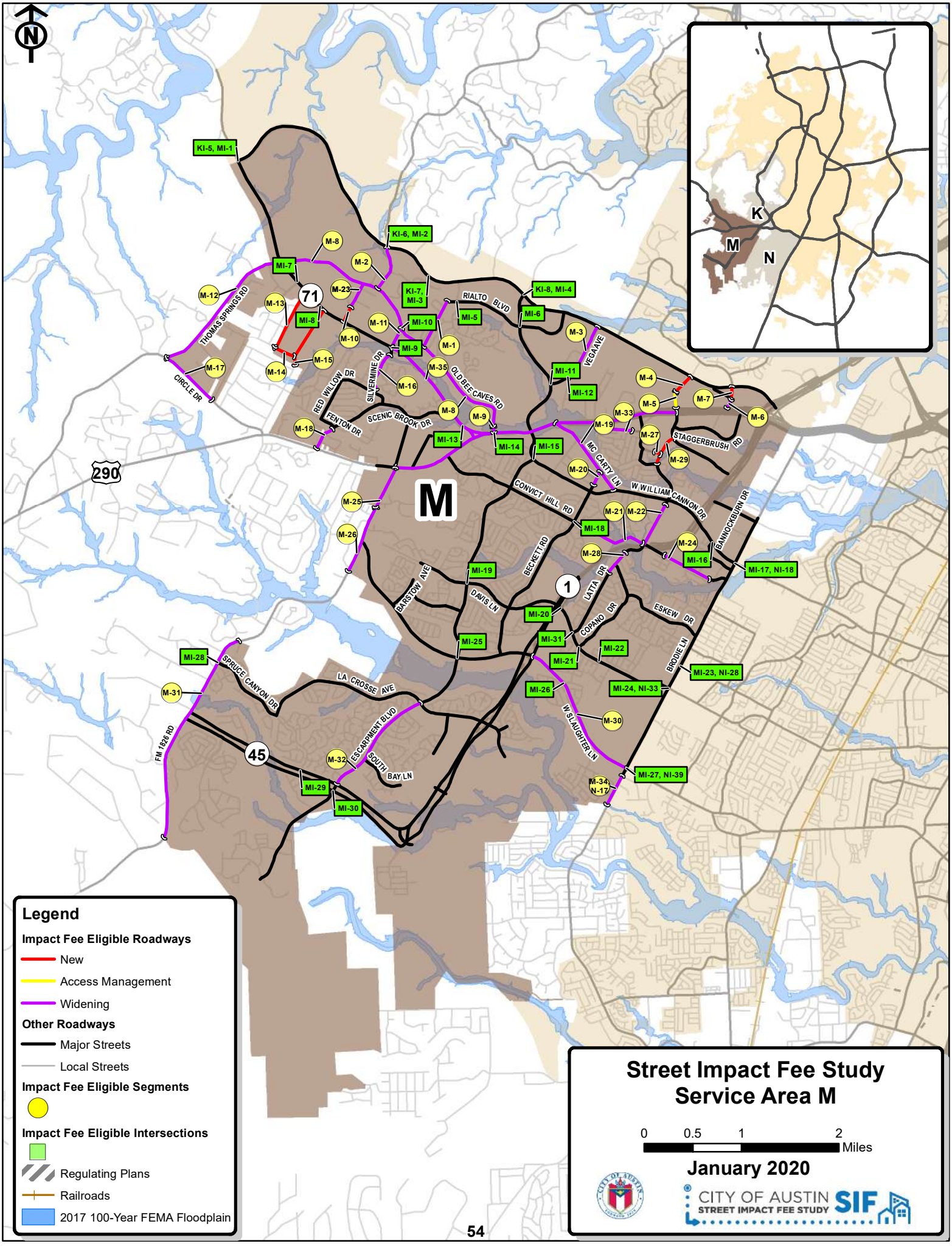
Miles
January 2020
CITY OF AUSTIN
STREET IMPACT FEE STUDY
SIF

## 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 | MOUTAIN 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 | MURMERING 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 |
|---|---|---|---|---|---|---|
| | KI-5, MI-1 | Intersection Improvements | Dual Left Turn Lane | HWY 71 AND SOUTHWEST PKWY | | 50% |
| | KI-6, MI-2 | | Intersection Improvements | SOUTHWEST PKWY AND TRAVIS COOK RD | | 50% |
| | KI-7, MI-3 | | Signalize | SOUTHWEST PKWY AND BELGRADE DR | | 50% |
| | KI-8, MI-4 | | Intersection Improvements | SOUTHWEST PKWY AND W WILLIAM CANNON DR | | 50% |
| | MI-5 | | Signalize | TERRAVISTA DR AND RIALTO BLVD | | 100% |
| | MI-6 | | Signalize | W WILLIAM CANNON DR AND RIALTO BLVD | | 100% |
| | MI-7 | | Signalize | HWY 71 AND MIDWOOD PKWY | | 100% |
| | MI-8 | | Signalize | SH 71 AND 8660 BLK W SH 71 | | 100% |
| | MI-9 | | Intersection Improvements | W SH 71 AND FLETCHER LN | | 100% |
| | MI-10 | | Signalize | OLD BEE CAVES RD AND FLETCHER LN | | 100% |
| | MI-11 | | Signalize | WILLIAM CANNON DR AND VEGA AVE | | 100% |
| | MI-12 | | Signalize | VEGA AVE AND EIGER RD | | 100% |
| | MI-13 | | Intersection Improvements | W SH 71 AND HEB ACCESS | | 100% |
| | MI-14 | | Signalize | US 290 AND OLD BEE CAVES RD | | 100% |
| | MI-15 | | Intersection Improvements | ESCARPMENT BLVD AND W WILLIAM CANNON DR | | 100% |
| | MI-16 | | Signalize | WILLIAM CANNON DR AND BANNOCKBURN DR | | 100% |
| | MI-17, NI-18 | | Intersection Improvements | BRODIE LN AND W WILLIAM CANNON DR | | 50% |
| | MI-18 | | Signalize | BECKETT RD AND CONVICT HILL RD | | 100% |
| | MI-19 | | Intersection Improvements | ESCARPMENT BLVD AND DAVIS LN | | 100% |
| | MI-20 | | Signalize | DAVIS LN AND S MOPAC | | 100% |
| | MI-21 | | Signalize | DAVIS LN AND COPANO DR | | 100% |
| | MI-22 | | Signalize | DAVIS LN AND CORRAN FERRY DR | | 100% |
| | MI-23, NI-28 | | Signalize | BRODIE LN AND VILLAGES OF BELLA VISTA & RIDGEVIEW APTS | | 50% |
| | MI-24, NI-33 | | Intersection Improvements | BRODIE LN AND DAVIS LN | | 50% |
| | MI-25 | | Intersection Improvements | ESCARPMENT BLVD AND W SLAUGHTER LN | | 100% |
| | MI-26 | | Signalize | SLAUGHTER LN AND ZUNIGA DR | | 100% |
| | MI-27, NI-39 | | Intersection Improvements | BRODIE LN AND W SLAUGHTER LN | | 50% |
| | MI-28 | | Signalize | SPRUCE CANYON DRIVE AND FM 1826 RD | | 50% |
| | MI-29 | | Intersection Improvement | SH 45 AND SPRUCE CANYON DR | | 100% |
| | MI-30 | | Intersection Improvement | SH 45 AND ESCARPMENT BLVD | | 100% |
| | MI-31 | | Signalize | DAVIS LN AND LATTA 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**

- Regulating Plans
- Railroads
- 2017 100-Year FEMA Floodplain

# Street Impact Fee Study
# Service Area M

0 0.5 1 2 Miles

**January 2020**

CITY OF AUSTIN STREET IMPACT FEE STUDY SIF

## 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 | CIRCLE S RD | 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 | RAVENSCROFT 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 | 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 ABLANDEDO 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.
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## Table 3.N. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area N

| | Proj. # | | Type | Intersection | | % In Service Area |
|---|---|---|---|---|---|---|
| SA N | LI-2, NI-1 | Intersection Improvements | 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 RADAM LN | | 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-17, 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-23, 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-24, 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-27, 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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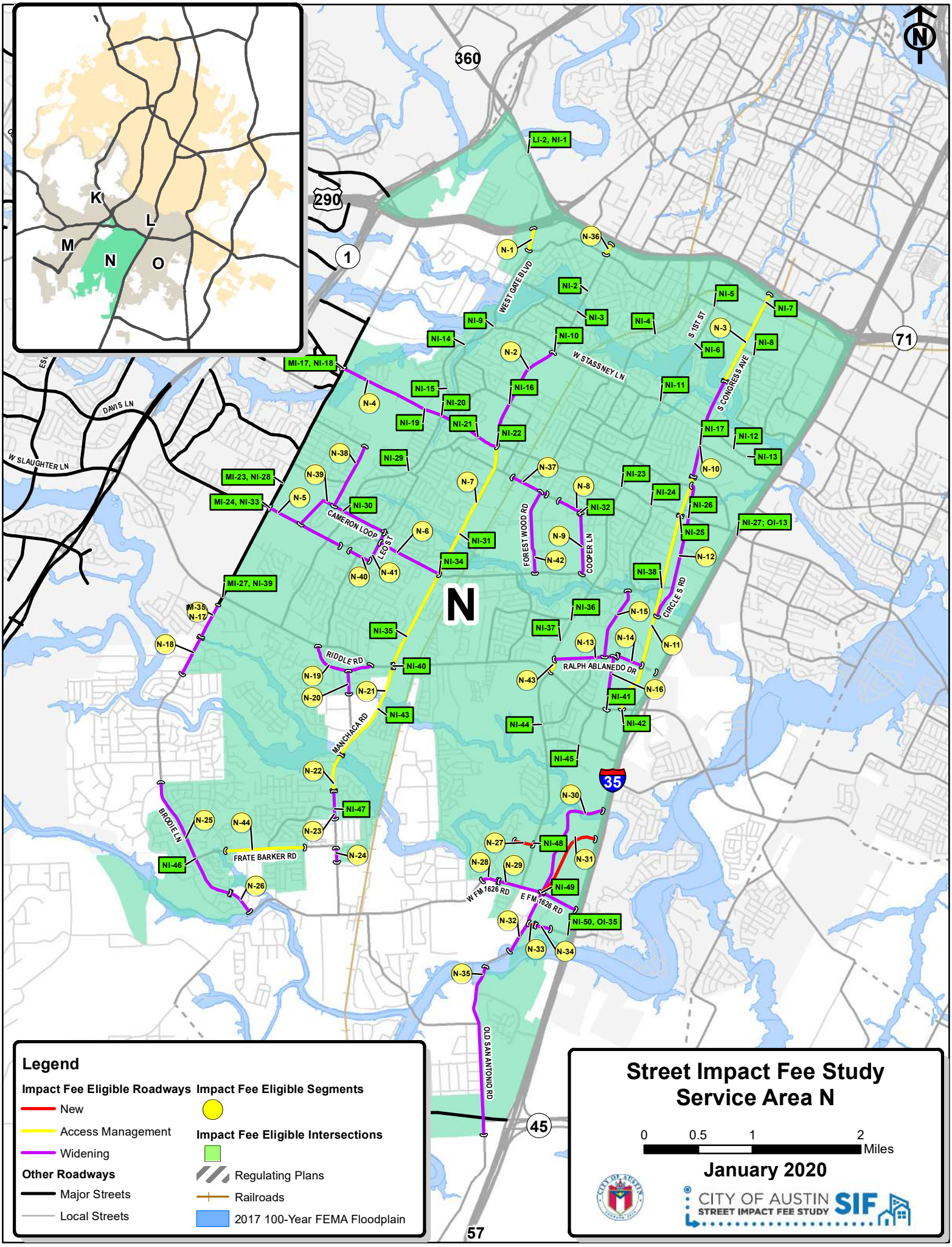
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DAVIS LN
W SLAUGHTER LN
CAMERON LOOP
LEO ST
FOREST WOOD RD
COOPER LN
CIRCLE S RD
RIDDLE RD
RALPH ABLANEDO DR
MANCHACA RD
BRODIE LN
FRATE BARKER RD
W FM 1626 RD
E FM 1626 RD
OLD SAN ANTONIO RD
LI-2, NI-1
MI-17, NI-18
MI-23, NI-28
MI-24, NI-33
MI-27, NI-39
MI-35
N-17
NI-50, OI-35
NI-27; OI-13
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 N
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Miles
January 2020
CITY OF AUSTIN
STREET IMPACT FEE STUDY
SIF

## 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 CROSSSING 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 GRELL 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 | PARELL PATH TO S PLEASANT VALLEY RD | 0.54 | 100% |

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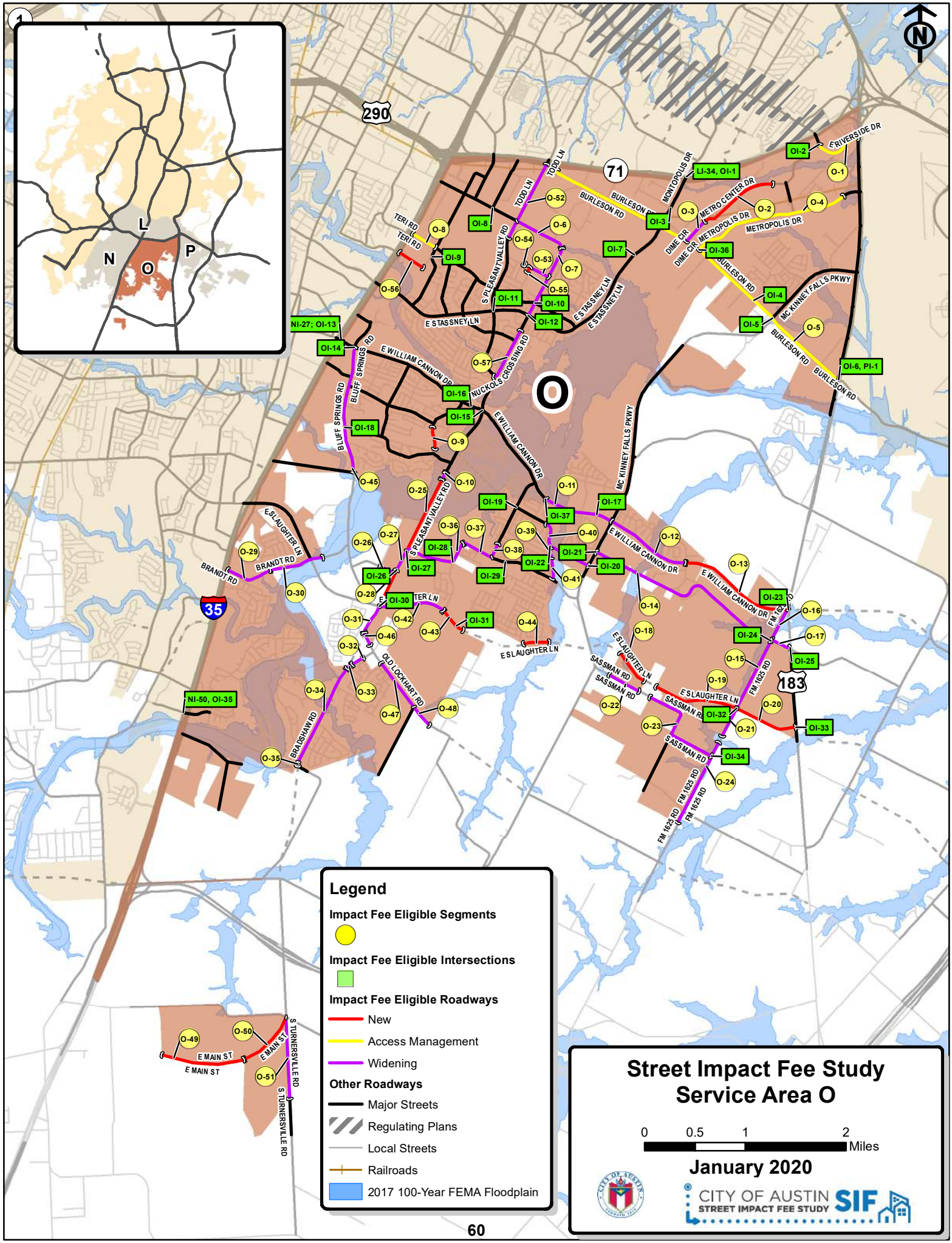
## Table 3.O. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area O

| | Proj. # | | Type | Intersection | | % In Service Area |
|---|---|---|---|---|---|---|
| SA O | LI-34, OI-1 | Intersection Improvements | 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 CORSSING 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 | | Roundabout | 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% |
| | OI-36 | | Signalize | METROPOLIS DR AND BURLESON RD | | 100% |
| | OI-37 | | Signalize | E WILLIAM CANNON DR AND RUNNING WATER 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.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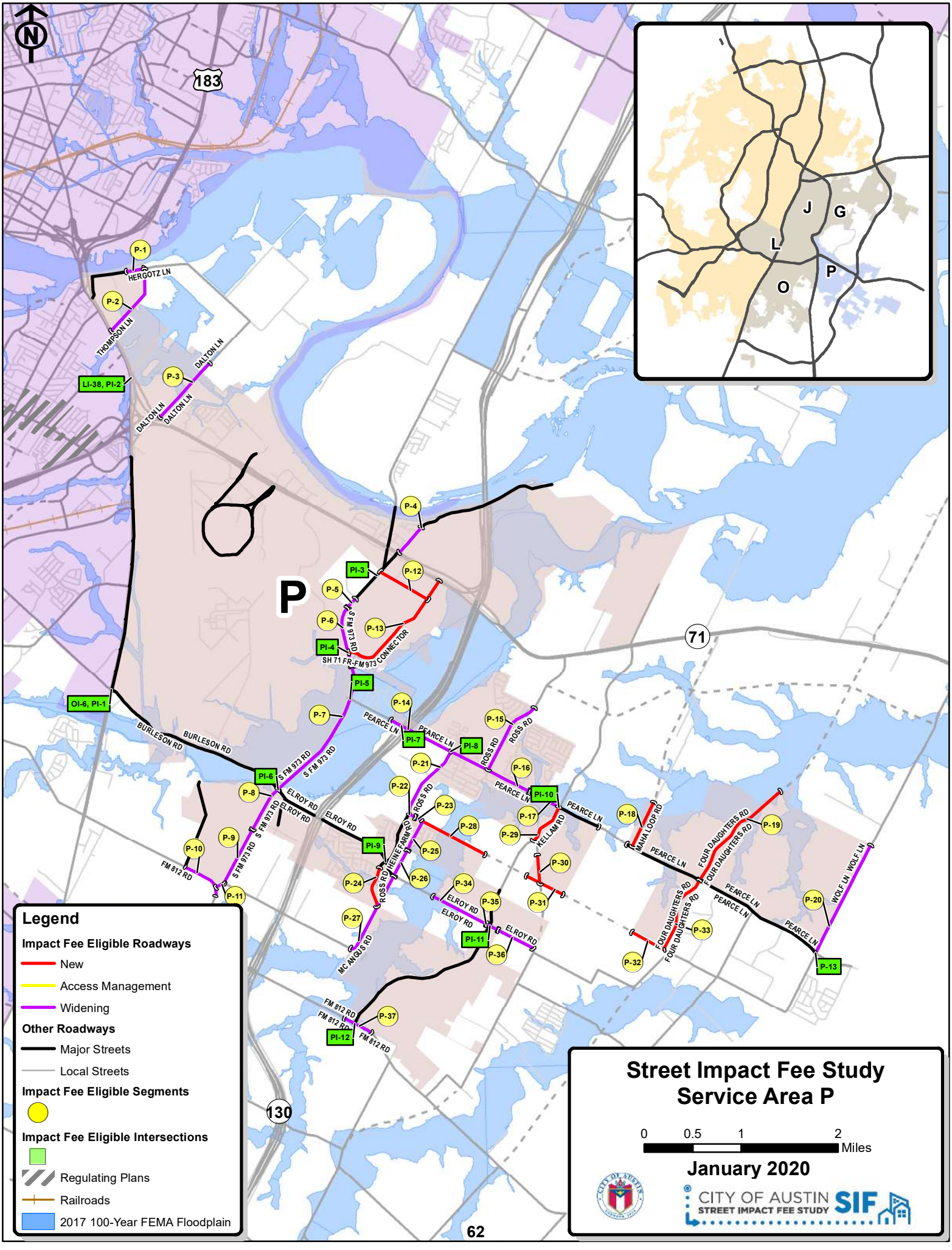
E STASSNEY LN
MC KINNEY FALLS PKWY
BLUFF SPRINGS RD
E WILLIAM CANNON DR
NUCKOLS CROSSING RD
E SLAUGHTER LN
BRANDT RD
OLD LOCKHART RD
BRADSHAW RD
SASSMAN RD
FM 1625 RD
FM 1626 RD
E MAIN ST
S TURNERSVILLE RD

## 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.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PEARCE LN
ROSS RD
ELROY RD
HEINE FARM RD
KELLAM RD
MAHA LOOP RD
FOUR DAUGHTERS RD
WOLF LN
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# IV. METHODOLOGY FOR STREET IMPACT FEES

## A. Service Areas

The seventeen (17) service areas used in the 2019 Street Impact Fee Study are shown in the previously referenced Exhibit 3. These service areas cover the entire corporate area of the City of Austin (both limited and full purpose jurisdictions). Chapter 395 of the Texas Local Government Code specifies that "the service area is limited to an area within the corporate boundaries of the political subdivision and shall not exceed six (6) miles." The service areas in the 2019 Street Impact Fee Study are consistent with the specification of Chapter 395 of the Texas Local Government Code.

## B. Service Units

The "service unit" is a measure of consumption or use of the capital facilities by new development. In other words, it is the unit of measure used in the 2019 Street Impact Fee Study to quantify the supply and demand for roads in the City. For transportation purposes, the service unit is defined as a vehicle-mile. Below is the definition for vehicle-mile.

Vehicle-Mile: The capacity consumed in a single lane in the PM peak hour by a vehicle making a trip one mile in length. The PM Peak is used as the basis for transportation planning and the estimation of trips caused by new development.

Total Vehicle-Miles of Supply: Based on the total length (miles), number of lanes, and capacity (vehicles per hour) provided by the Street Network Plan (see Appendix B).

Total Vehicle-Miles of Demand: Based on the 10-year growth projections (Pg. 103). The demand is equal to PM Trip Rate (trips) * Trip Length (miles).

The capacity values used in the 2019 Street Impact Fee Study are based upon Capacity Criteria published by the Capital Area Metropolitan Planning Organization (CAMPO) and modified to accommodate different contexts within the City of Austin corporate limits. Table 4A and 4B show the service volumes as a function of the facility classification and type.

Corridors with High Capacity Transit (as shown on the Project Connect System Vision Plan and Exhibit 5) include a 10% increase in capacity for anticipated transit priority treatments for outside lanes on several corridors in the City. This 10% increase is based on the hourly capacity of curb bus lanes in Exhibit 6-34 of the *Capacity and Quality of Service Manual, 3rd Edition* published by the Transportation Research Board (TRB).

Table 4A. Service Volumes for Proposed Facilities
(used in Appendix B – Street Impact Fee RCP Service Units of Supply)

| Facility Classification | Lanes | Median Configuration | Hourly Vehicle-Mile Capacity per Lane-Mile of Roadway Facility | High Capacity Transit Hourly Vehicle-Mile Capacity per Lane-Mile of Roadway Facility |
|---|---|---|---|---|
| Level 4 | 6 | Divided | 900 | 990 |
| Level 3 | 4 | Divided | 810 | 890 |
| Level 3 | 3 | Undivided | 510 | N/A |
| Level 2 | 2* | Undivided | 410 | N/A |
| Level 1 | 2 | Undivided | 330 | N/A |

* Indicates that left turn lanes should be provided at intersections with other Level 2, 3 and 4 facilities.

Table 4B. Service Volumes for Existing Facilities

| Roadway Type | Description | Hourly Vehicle-Mile Capacity per Lane-Mile of Roadway Facility | | |
|---|---|---|---|---|
| | | Inside Loop | Outside Loop | No Curbs (Shoulders) |
| 2U-G | Rural Cross-Section (i.e., gravel, dirt, etc.) | 90 | 100 | 80 |
| 2U-H | Two lane undivided – rural setting, high speed | 690 | 770 | 620 |
| 2U-N | Two lane undivided – substandard non-rural | 300 | 330 | 260 |
| 3U-N | Three lane undivided – substandard non-rural | 300 | 330 | 260 |
| 2U | Two lane undivided – built-out | 370 | 410 | 330 |
| 2D | Two lane divided | 480 | 535 | 430 |
| 2U-OP | Two lane undivided with on-street parking | 300 | 330 | 260 |
| 2U-S | Two lane undivided with shoulders | 560 | 620 | 500 |
| 3U | Three lane undivided (two-way, left-turn lane) | 460 | 510 | 410 |
| 3U-H | Three lane undivided – rural setting, high speed | 730 | 810 | 650 |
| 3U-OP | Three lane undivided with on street parking | 370 | 410 | 330 |
| 3U-S | Three lane undivided with shoulders | 590 | 650 | 520 |
| 4U | Four lane undivided | 610 | 680 | 540 |
| 4U-OP | Four lane undivided with on street parking | 500 | 550 | 440 |
| 4D | Four lane divided | 730 | 810 | 650 |
| 4D-OP | Four lane divided with on street parking | 590 | 650 | 520 |
| 5U | Five lane undivided | 690 | 770 | 620 |
| 5U-OP | Five lane undivided with on street parking | 560 | 620 | 500 |
| 5U-S | Five lane undivided with shoulders | 590 | 650 | 520 |
| 6U | Six lane undivided | 690 | 770 | 620 |
| 6D | Six lane divided | 810 | 900 | 720 |
| 6D-OP | Six lane divided with on street parking | 650 | 720 | 580 |
| 7U | Seven lane undivided | 770 | 860 | 690 |
| 8D | Eight lane divided | 810 | 900 | 720 |
| 1O | One lane one-way street | 730 | 810 | 650 |
| 2O | Two lane one-way street | 730 | 810 | 650 |
| 3O | Three lane one-way street | 730 | 810 | 650 |
| 4O | Four lane one-way street | 730 | 810 | 650 |
| 5O | Five lane one-way street | 730 | 810 | 650 |

## C. Cost Per Service Unit

A fundamental step in the impact fee process is to establish the cost for each service unit. In the case of the Street Impact Fee, this is the cost for each vehicle-mile of travel. Thus, it is the cost to construct a roadway (lane-mile) needed to accommodate a vehicle-mile of travel. The cost per service unit is calculated for each service area based on the roadway projects within that service area.

The second component of the cost per service unit is the determination of the number of service units in each service area. This number is the measure of the growth in transportation demand that is projected to occur in the ten-year period.

## D. Cost of the RCP

All of the project costs for an arterial or collector facility which serves the overall transportation system are eligible to be included in the Street Impact Fee Roadway Capacity Plan. Chapter 395 of the Texas Local Government Code specifies that the allowable costs are "…including and limited to the:

1. Construction contract price;
2. Surveying and engineering fees;
3. Land acquisition costs, including land purchases, court awards and costs, attorney's fees, and expert witness fees; and
4. Fees actually paid or contracted to be paid to an independent qualified engineer or financial consultant preparing or updating the capital improvements plan who is not an employee of the political subdivision."

The engineer's opinion of the probable costs of the projects in the Street Impact Fee RCP is based, in part, on the calculation of a unit cost of construction. This means that a cost per linear foot of roadway is calculated based on an average price for the various components of roadway construction. This allows the probable cost to be determined by the type of facility being constructed, the number of lanes, and the length of the project. The cost for location specific items such as bridges, highway ramps, drainage structures, and any other

special components are added to each project, as appropriate. The following is a detailed description of the costing worksheet/methodology for the Street Impact Fee RCP.

## 1. Overview of Street Impact Fee RCP Costing Worksheets

For each project a specific costing worksheet was developed (see Appendix A). Each worksheet contained the following four (4) main components:

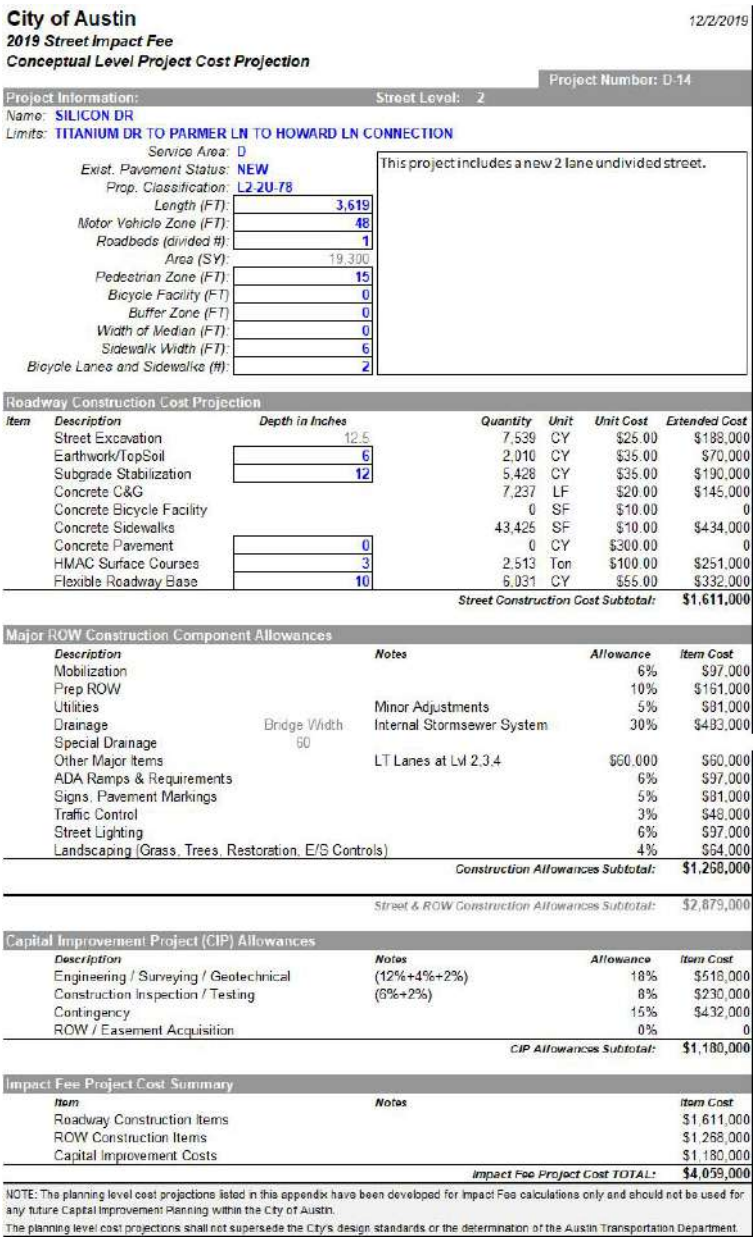
- Project Information,
- Construction Pay Items,
- Construction Component Allowances and
- Summary of Costs and Allowances

Project Information

Construction Pay Items

Construction Component Allowances

Summary of Costs and Allowances



**City of Austin** 12/2/2019

***2019 Street Impact Fee***

***Conceptual Level Project Cost Projection***

Project Number: D-14

**Project Information:** Street Level: 2

*Name:* SILICON DR

*Limits:* TITANIUM DR TO PARMER LN TO HOWARD LN CONNECTION

| | |
|---|---|
| *Service Area:* | D |
| *Exist. Pavement Status:* | NEW |
| *Prop. Classification:* | L2 2U-78 |
| *Length (FT):* | 3,619 |
| *Motor Vehicle Zone (FT):* | 48 |
| *Roadbeds (divided #):* | 1 |
| *Area (SY):* | 19,300 |
| *Pedestrian Zone (FT):* | 15 |
| *Bicycle Facility (FT)* | 0 |
| *Buffer Zone (FT)* | 0 |
| *Width of Median (FT):* | 0 |
| *Sidewalk Width (FT):* | 6 |
| *Bicycle Lanes and Sidewalks (#):* | 2 |

This project includes a new 2 lane undivided street.

**Roadway Construction Cost Projection**

| *Item* | *Description* | *Depth in Inches* | *Quantity* | *Unit* | *Unit Cost* | *Extended Cost* |
|---|---|---|---|---|---|---|
| | Street Excavation | 12.5 | 7,539 | CY | $25.00 | $188,000 |
| | Earthwork/TopSoil | 6 | 2,010 | CY | $35.00 | $70,000 |
| | Subgrade Stabilization | 12 | 5,428 | CY | $35.00 | $190,000 |
| | Concrete C&G | | 7,237 | LF | $20.00 | $145,000 |
| | Concrete Bicycle Facility | | 0 | SF | $10.00 | 0 |
| | Concrete Sidewalks | | 43,425 | SF | $10.00 | $434,000 |
| | Concrete Pavement | 0 | 0 | CY | $300.00 | 0 |
| | HMAC Surface Courses | 3 | 2,513 | Ton | $100.00 | $251,000 |
| | Flexible Roadway Base | 10 | 6,031 | CY | $55.00 | $332,000 |
| | | | | | *Street Construction Cost Subtotal:* | **$1,611,000** |

**Major ROW Construction Component Allowances**

| *Description* | | *Notes* | *Allowance* | *Item Cost* |
|---|---|---|---|---|
| Mobilization | | | 6% | $97,000 |
| Prep ROW | | | 10% | $161,000 |
| Utilities | | Minor Adjustments | 5% | $81,000 |
| Drainage | Bridge Width | Internal Stormsewer System | 30% | $483,000 |
| Special Drainage | 60 | | | |
| Other Major Items | | LT Lanes at Lvl 2,3,4 | $60,000 | $60,000 |
| ADA Ramps & Requirements | | | 6% | $97,000 |
| Signs, Pavement Markings | | | 5% | $81,000 |
| Traffic Control | | | 3% | $48,000 |
| Street Lighting | | | 6% | $97,000 |
| Landscaping (Grass, Trees, Restoration, E/S Controls) | | | 4% | $64,000 |
| | | | *Construction Allowances Subtotal:* | **$1,268,000** |
| | | | *Street & ROW Construction Allowances Subtotal:* | $2,879,000 |

**Capital Improvement Project (CIP) Allowances**

| *Description* | *Notes* | *Allowance* | *Item Cost* |
|---|---|---|---|
| Engineering / Surveying / Geotechnical | (12%+4%+2%) | 18% | $518,000 |
| Construction Inspection / Testing | (6%+2%) | 8% | $230,000 |
| Contingency | | 15% | $432,000 |
| ROW / Easement Acquisition | | 0% | 0 |
| | | *CIP Allowances Subtotal:* | **$1,180,000** |

**Impact Fee Project Cost Summary**

| *Item* | *Notes* | *Item Cost* |
|---|---|---|
| Roadway Construction Items | | $1,611,000 |
| ROW Construction Items | | $1,268,000 |
| Capital Improvement Costs | | $1,180,000 |
| | *Impact Fee Project Cost TOTAL:* | **$4,059,000** |

NOTE: The planning level cost projections listed in this appendix have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Planning within the City of Austin.
The planning level cost projections shall not supersede the City's design standards or the determination of the Austin Transportation Department.

## 2. Project Information

In order to correctly estimate the cost of a roadway project, several attributes are first identified:

- Project Number – Identifies which Service Area the project is in with a corresponding number. The corresponding number does not represent any prioritizations and is used only to identify projects. For example, Project A-9 is in Service Area A and is the 9th project on the list.
- Name – A unique identifier for each project. In some cases, abbreviations are used for the project name.
- Limits – Represents the beginning and ending location for each project.
- Service Area(s) – Represents the service areas where the project is located. Multiple service areas will be listed if the project lies along a service area boundary.
- Exist. Pavement Status – The existing cross section; descriptions of each are in Table 3B.
- Prop. Classification – The costing class to be used in the analysis. The impact fee class provides the width for the various elements in the roadway. The construction costs are variable, based on the Street Network Plan classification of the roadway. The explanation of the Street Network Plan classification codes, representing the road cross section. Modification to street element widths are utilized in cases where a portion of the facility currently exists and the road is only to be widened, or where the road is planned to be widened to an interim configuration. Examples of these are access management projects, median widening projects (widening that occurs in an existing median), and are designated in the summary sheets at the beginning of each service area's Conceptual Level Cost Projections in Appendix A. Other specialized cases are noted in the short description box located in this section
- Length (ft) – The distance measured in feet that is used to cost out the project.
- Roadway Characteristics – each costing sheet has the ability to customize the width of the various street elements (motor vehicle zone, # roadbeds, pedestrian zone, bicycle facility, buffer zone, width of median, sidewalk width, number of bicycle lanes and sidewalks)
- Description – A long form of the shorthand proposed classification, e.g. "3, Suburban"

## 3. Construction Pay Items

A typical roadway project consists of a number of costs, including the following: planning, survey, design engineering, permitting, right-of way acquisition, and construction and inspection. While the construction cost component of a project may actually consist of approximately 100 various pay items, a simplified approach was used for developing the conceptual level project costs. The pay items used in the 2019 Street Impact Fee RCP are as follows:

- Unclassified street excavation;
- Earthwork / Top Soil
- Subgrade stabilization;
- Concrete curb and gutter;
- Concrete bicycle facility;
- Concrete sidewalks;
- Concrete pavement;
- HMAC Surface courses (asphalt, in depth); and
- Flexible roadway base.

### 4. Construction Component Allowances

A percentage of the paving construction cost is allotted for various major construction component allowances, as appropriate. These allowances include mobilization, preparation of right-of-way, water and sewer adjustments, roadway drainage, ADA ramps and modifications, pavement markings and signage, traffic control, illumination, establish turf/erosion control, and basic landscaping. These allowance percentages are also based on historical data.

In addition, lump sum dollar allowances are provided for special drainage structures (bridges and culverts), railroad crossings, and turn lanes on collector facilities. The paving and allowance subtotal is given a fifteen percent (15%) contingency.

### 5. Summary of Cost and Allowances

To determine the total Impact Fee Project Cost, eighteen percent (18%) of the construction cost total is added for engineering, surveying, and geotechnical and an addition six (6%) for construction inspection and testing.

The Impact Fee Project Cost Total is then the Construction Cost Total plus engineering, surveying, and geotechnical; plus construction inspection and testing; and plus contingency, assumed to be fifteen percent (15%) of the Construction Cost Total. In some cases, a study cost from a previous bond was included at the end in addition to all other costs as a recoverable cost for debt service payment.

## E. Summary of Street Impact Fee RCP Costs

Tables 5.A – 5.P are the 10-Year Street Impact Fee RCP project lists for each service area with planning level project costs. Individual project cost worksheets can be seen in Appendix A, Conceptual Level Project Cost Projections. It should be noted that these tables reflect only conceptual-level opinions or assumptions regarding the portions of future project costs that are recoverable through impact fees. Actual project costs are likely to change with time and are dependent on market and economic conditions that cannot be predicted.

The Street Impact Fee RCP establishes the list of projects for which Impact Fees may be utilized. Projects not included in the Street Impact Fee RCP are not eligible to receive impact fee funding. The cost projections utilized in this study should not be utilized for the City's construction CIP.

## Table 5.A – 10-Year Street Impact Fee RCP with Conceptual Level Cost Projections – Service Area A

| Service Area | Proj. # | Class | Street | Limits | Length (mi) | % In Service Area | Total Project Cost | Cost 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% | $ 18,740,000 | $ 18,740,000 |
| | A-2 | L2-2U-78 | NORTH LAKE CREEK PKWY | AVERY RANCH BLVD TO N OF LAKELINE BLVD | 0.57 | 100% | $ 3,224,000 | $ 3,224,000 |
| | A-3 | L2-2U-78 | DUNHAM FOREST RD-LAKELINE BLVD CONNECTOR | DUNHAM FOREST RD TO LAKELINE BLVD | 0.60 | 100% | $ 3,567,000 | $ 3,567,000 |
| | A-4 | L2-2U-78 | S CANOA HILLS TRL-LAKELINE BLVD CONNECTOR | S CANOA HILLS TRL TO LAKELINE BLVD | 0.59 | 100% | $ 3,478,000 | $ 3,478,000 |
| | A-5 | L2-2U-78 | CASSANDRA DR EXTENSION | LAKELINE BLVD TO PARMER LN | 1.16 | 100% | $ 6,833,000 | $ 6,833,000 |
| | A-6 | L3-4D-120 | LAKELINE BLVD | 485' W OF LYNDHURST ST TO 1337' W OF PARMER LN | 1.01 | 100% | $ 11,500,000 | $ 11,500,000 |
| | A-7 | L3-4D-104 | NEENAH AVE | OLIVE HILL DR TO 1450' E OF SOLERA DR | 0.57 | 100% | $ 742,000 | $ 742,000 |
| | A-8 | L3-3U-92 | SPECTRUM DR | LAKELINE BLVD TO SPECTRUM DR | 0.39 | 100% | $ 3,080,000 | $ 3,080,000 |
| | 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% | $ 1,216,000 | $ 1,216,000 |
| | 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% | $ 702,000 | $ 702,000 |
| | A-11 | L2-2U-78 | RUTLEDGE SPUR | LAKELINE MALL DR TO SPECTRUM EXTENSION | 0.17 | 100% | $ 1,442,000 | $ 1,442,000 |
| | A-12 | L2-2U-53 | RUTLEDGE SPUR | LAKELINE MALL RD TO SH 45 WB SVRD | 0.27 | 100% | $ 1,785,000 | $ 1,785,000 |
| | 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% | $ 493,000 | $ 493,000 |
| | 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% | $ 491,000 | $ 491,000 |
| | A-15, E-1 | L4-6D-154-TxDOT | N RM 620 RD | DEERBROOK TRL TO 600' E OF RIDGELINE BLVD | 0.32 | 50% | $ 1,022,000 | $ 511,000 |
| | **Proj. #** | **Intersection Improvements** | **Type** | **Intersection** | | **% In Service Area** | **Total Project Cost** | **Cost in Service Area** |
| | AI-1 | | Signalize | AVERY RANCH BLVD AND QUARRY OAKS TRL | | 100% | $ 359,000 | $ 359,000 |
| | AI-2 | | Signalize | AVERY RANCH BLVD AND CANOA HILLS TRL | | 100% | $ 359,000 | $ 359,000 |
| | AI-3 | | Intersection Improvements | W PARMER LN AND AVERY RANCH BLVD | | 100% | $ 1,161,000 | $ 1,161,000 |
| | AI-4 | | Signalize | AVERY RANCH BLVD AND AVERY CLUB RD | | 100% | $ 359,000 | $ 359,000 |
| | AI-5 | | Signalize | AVERY RANCH BLVD AND LOXLEY LN | | 100% | $ 359,000 | $ 359,000 |
| | AI-6 | | Signalize | AVERY RANCH BLVD AND DOUBLE EAGLE PASS | | 100% | $ 359,000 | $ 359,000 |
| | AI-7 | | Signalize | AVERY RANCH RD AND PEARSON RANCH RD | | 100% | $ 300,000 | $ 300,000 |
| | AI-8 | | Intersection Improvements | S LAKELINE BLVD AND RIDGELINE BLVD | | 100% | $ 25,000 | $ 25,000 |
| | AI-9 | | Intersection Improvements | S LAKELINE BLVD AND PECAN PARK BLVD | | 100% | $ 25,000 | $ 25,000 |
| | AI-10 | | Intersection Improvments | W PARMER LN AND LAKELINE BLVD | | 100% | $ 1,260,000 | $ 1,260,000 |
| | AI-11 | | Intersection Improvements | W PARMER LN AND SPECTRUM DR | | 100% | $ 401,000 | $ 401,000 |
| | AI-12, EI-2 | | Intersection Improvements | N FM 620 RD AND DEERBROOK TRL | | 25% | $ 253,000 | $ 63,250 |
| | AI-13, EI-1 | | Signalize | N FM 620 RD AND RIDGELINE BLVD | | 50% | $ 300,000 | $ 150,000 |
| | AI-14, BI-1 | | Intersection Improvements | N FM 620 RD AND W PARMER LN | | 50% | $ 201,000 | $ 100,500 |
| | AI-15, BI-2 | | Intersection Improvements | N FM 620 RD AND SH 45 | | 50% | $ 401,000 | $ 200,500 |
| | AI-16, BI-3 | | Intersection Improvements | S O'CONNOR DR AND SH 45 | | 50% | $ 602,000 | $ 301,000 |
| | | | | | | | **Service Area Roadway Project Cost Subtotal** | **$ 57,804,000** |
| | | | | | | | **Service Area Intersection Project Cost Subtotal** | **$ 5,782,250** |
| | | | | | | | **2019 Street Impact Fee Study Cost Per Service Area** | **$ 83,109** |

a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Roadway Capacity Projects within the City of Austin.

b. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

## Table 5.B – 10-Year Street Impact RCP with Conceptual Level Cost Projections – Service Area B

| Service Area | Proj. # | Class | Street | Limits | Length (mi) | % In Service Area | Total Project Cost | Cost in Service Area |
|---|---|---|---|---|---|---|---|---|
| SA B | B-1 | L3-4D-120 | ANDERSON MILL RD | TURTLE ROCK RD / BROADMEADE AVE US 183 TO TURTLE ROCK RD / BROADM | 0.87 | 100% | $ 1,207,000 | $ 1,207,000 |
| | B-2 | L3-4D-120 | ANDERSON MILL RD | 150' EAST OF W PARMER LN TO 1405' EAST OF W PARMER LN | 0.24 | 100% | $ 2,627,000 | $ 2,627,000 |
| | B-3 | L3-4D-120 | ANDERSON MILL RD | 1405' EAST OF W PARMER LN (FM 734) TO MCNEIL RD | 2.48 | 100% | $ 28,639,000 | $ 28,639,000 |
| | B-4 | L3-4D-120 | ROBINSON RANCH RD | PEARSON RANCH RD TO CITY LIMITS | 2.26 | 100% | $ 26,637,000 | $ 26,637,000 |
| | B-5 | L3-4D-120 | SH 45 - MCNEIL RD CONNECTOR | SH 45 TO MCNEIL RD | 2.17 | 100% | $ 29,617,000 | $ 29,617,000 |
| | B-6 | L3-4D-120 | SH 45 - MERRILTOWN DR CONNECTOR | SH 45 TO MERRILLTOWN DR | 2.56 | 100% | $ 33,371,000 | $ 33,371,000 |
| | B-7 | L3-4D-120 | GRAND AVENUE PKWY | MCNEIL RD TO MOPAC (SL 1) | 0.58 | 100% | $ 7,144,000 | $ 7,144,000 |
| | B-8 | L3-4D-120 | GRAND AVENUE PKWY | LOOP 1 TO 480' W OF BURNET RD | 0.38 | 100% | $ 4,221,000 | $ 4,221,000 |
| | B-9 | L3-4D-120 | DALLAS DR CONNECTOR | W PARMER LN (FM 734) TO SH 45 TO MCNEIL RD CONNECTOR | 1.49 | 100% | $ 13,820,000 | $ 13,820,000 |
| | B-10 | L2-2U-78 | CORPUS CHRISTI DR | W PARMER LN (FM 734) TO CITY LIMITS | 0.31 | 100% | $ 1,910,000 | $ 1,910,000 |
| | B-11 | L3-4D-120 | SHORELINE DR | SHORELINE DR TO W HOWARD LN | 1.34 | 100% | $ 15,113,000 | $ 15,113,000 |
| | B-12 | L2-2U-78 | N MOPAC EXPY SVRD NB-FM 1325 RD CONNECTOR | FM 1325 TO LOOP 1 FRONTAGE RD | 0.14 | 100% | $ 965,000 | $ 965,000 |
| | B-13 | L4-4D-104 | MC NEIL DR | US 183 TO AVERY ISLAND AVE | 1.06 | 100% | $ 1,267,000 | $ 1,267,000 |
| | B-14 | L2-2U-78 | MELROSE TRL | ROBINSON RANCH RD TO PARMER LN | 0.38 | 100% | $ 2,711,000 | $ 2,711,000 |
| | B-15 | L3-4D-120 | ROBINSON RANCH RD | CITY LIMITS TO MCNEIL DR | 1.94 | 100% | $ 23,089,000 | $ 23,089,000 |
| | B-16 | L2-2U-78 | MC NEIL DR | W HOWARD LN TO MCNEIL DR | 1.15 | 100% | $ 9,323,000 | $ 9,323,000 |
| | B-17 | L4-6D-130 | W HOWARD LN | MCNEIL MERRILTOWN RD TO 1270' W OF MCNEIL MERRILLTOWN RD | 0.24 | 100% | $ 4,007,000 | $ 4,007,000 |
| | B-18 | L2-2U-OP-78 | MC NEIL MERRILLTOWN RD | MCNEIL MERRILTOWN RD TO SH 45 TO MERRILTOWN RD CONNECTION | 0.17 | 100% | $ 892,000 | $ 892,000 |
| | B-19 | L2-2U-OP-78 | MC NEIL MERRILLTOWN RD / MC NEIL DR | MCNEIL MERRILTOWN RD TO MOPAC SVRD SB | 1.12 | 100% | $ 6,412,000 | $ 6,412,000 |
| | B-20 | L3-4D-120 | MC NEIL DR | ROBINSON RANCH RD TO MCNEIL RD EXTENSION | 0.35 | 100% | $ 7,995,000 | $ 7,995,000 |
| | B-21 | L3-4D-120 | MC NEIL DR | MCNEIL DR TO MOPAC | 0.20 | 100% | $ 6,919,000 | $ 6,919,000 |
| | B-22 | L2-2U-OP-70 | EUROPA LN | W PARMER LN (FM 734) TO DESITY GATE DR | 0.14 | 100% | $ 937,000 | $ 937,000 |
| | B-23 | L2-2U-78 | DESTINY GATE DR | EUROPA LN TO COUNCIL BLUFF DR | 0.33 | 100% | $ 2,085,000 | $ 2,085,000 |
| | B-24 | L3-4D-120 | ADELPHI LN | W PARMER LN (FM 734) TO W HOWARD LN | 1.33 | 100% | $ 15,972,000 | $ 15,972,000 |
| | B-25 | L2-2U-78 | ADELPHI LN | AMHERST DR TO WATERS PARK RD | 0.51 | 100% | $ 3,580,000 | $ 3,580,000 |
| | B-26 | L2-2U-78 | WATERS PARK RD | ADELPHI LN TO MOPAC SB FRONTAGE RD | 0.48 | 100% | $ 884,000 | $ 884,000 |
| | B-27 | L2-2U-OP-92 | MOPAC EXPY SVRD-W BALCONES CENTER DR CONNECTOR | MOPAC EXPY SVRD TO BALCONES CENTER DR | 0.56 | 100% | $ 3,443,000 | $ 3,443,000 |
| | B-28 | L3-4U-OP-116 | GREAT HILLS TRL-W BLACONES CENTER DR CONNECTOR | GREAT HILLS TRL TO W BALCONES CENTER DR | 0.21 | 100% | $ 2,565,000 | $ 2,565,000 |
| | B-29 | L3-4U-OP-116 | W BALCONES CENTER DR | W BRAKER LN TO MOPAC SVRD | 0.33 | 100% | $ 3,879,000 | $ 3,879,000 |
| | B-30, C-24 | L3-4U-OP-116 | YORK BLVD-LONGHORN BLVD CONNECTOR @ MOPAC | YORK BLVD TO LONGHORN BLVD | 0.29 | 50% | $ 15,429,000 | $ 7,714,500 |
| | B-31 | L2-2U-78 | POND WOODS RD TO POND SPRINGS RD CONNECTOR | POND SPRINGS TO 500' E OF POND SPRINGS | 0.14 | 50% | $ 974,000 | $ 487,000 |
| | B-32 | L2-2U-78 | POND WOODS RD TO POND SPRINGS RD CONNECTOR | 500' E OF POND SPRINGS TO POND WOODS | 0.10 | 100% | $ 764,000 | $ 764,000 |
| | B-33 | L4-6D-130 | MC NEIL DR | PARMER LN TO CITY LIMITS | 0.51 | 100% | $ 7,030,000 | $ 7,030,000 |
| | 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% | $ 10,930,000 | $ 10,930,000 |
| | B-35 | L4-6D-130 | W HOWARD LN | MCNEIL MERRILTOWN RD TO MOPAC | 0.58 | 100% | $ 7,915,000 | $ 7,915,000 |
| | B-36 | L4-6D-130 | MC NEIL RD | SH 45 TO W HOWARD LN | 2.28 | 100% | $ 31,107,000 | $ 31,107,000 |
| | B-37 | L3-4D-116 | CR 172 | SH 45 TO FM 1325 | 0.41 | 50% | $ 4,227,000 | $ 2,113,500 |
| | B-38 | L3-4D-116-TxDOT | FM 1325 RD | CR 172 TO 1300' S OF CR 172 | 0.27 | 50% | $ 74,000 | $ 37,000 |
| | B-39 | L3-4D-120-TxDOT | BURNET RD | 800' N OF SHORELINE DR TO 800' N OF MERRILTOWN DR | 0.74 | 50% | $ 189,000 | $ 94,500 |
| | B-40 | L3-4D-120 | SHORELINE DR | MOPAC TO FM 1325 | 0.23 | 100% | $ 318,000 | $ 318,000 |
| | B-41 | L3-4D-116 | MC NEIL MERRILLTOWN RD | 465' W OF MOPAC TO MOPAC | 0.08 | 50% | $ 859,000 | $ 429,500 |
| | B-42 | L3-4D-94 | TECHNOLOGY BLVD | US 183 TO MCNEIL DR | 0.56 | 100% | $ 696,000 | $ 696,000 |
| | B-43 | L3-4D-116 | POND SPRINGS RD-OAK KNOLL CONNECTOR | MCNEIL DR TO OAK KNOLL DR | 0.62 | 100% | $ 6,512,000 | $ 6,512,000 |
| | B-44 | L4-4D-0 | HUNTERS CHASE DR TO OCEANAIRE BLVD CONNECTOR | HUNTERS CHASE DR TO OCEANAIRE BLVD | 0.05 | 50% | $ 5,336,000 | $ 2,668,000 |
| | **Proj. #** | | **Type** | **Intersection** | | **% In Service Area** | **Total Project Cost** | **Cost in Service Area** |
| | AI-14, BI-1 | Intersection Improvements | Intersection Improvements | N FM 620 RD AND W PARMER LN | | 50% | $ 201,000 | $ 100,500 |
| | AI-15, BI-2 | | Intersection Improvements | N FM 620 RD AND SH 45 | | 50% | $ 201,000 | $ 100,500 |
| | AI-16, BI-3 | | Intersection Improvements | S O'CONNOR DR AND SH 45 | | 25% | $ 609,000 | $ 152,250 |
| | BI-4, EI-11 | | Extend Turn Lane | ANDERSON MILL RD AND N US 183 HWY | | 50% | $ 802,000 | $ 401,000 |
| | BI-5 | | Intersection Improvements | ANDERSON MILL RD AND BROADMEADE AVE | | 100% | $ 71,000 | $ 71,000 |
| | BI-6 | | Intersection Improvements | ANDERSON MILL RD AND MORRIS RD | | 100% | $ 71,000 | $ 71,000 |
| | BI-7 | | Intersection Improvements | ANDERSON MILL RD AND W PARMER LN | | 50% | $ 743,000 | $ 371,500 |
| | BI-8 | | Signalize | ANDERSON MILL RD AND ROBINSON RANCH RD | | 100% | $ 359,000 | $ 359,000 |
| | BI-9 | | Signalize | N 620 RD AND ANDERSON MILL RD | | 100% | $ 359,000 | $ 359,000 |
| | BI-10 | | Signalize | ANDERSON MILL RD AND SH 45 TO MC NEIL MERRILTOWN CONNECTION | | 100% | $ 359,000 | $ 359,000 |
| | BI-11 | | Signalize | MC NEIL RD AND ANDERSON MILL RD | | 100% | $ 359,000 | $ 359,000 |
| | BI-12 | | Signalize | GRAND AVENUE PKWY AND MOPAC | | 100% | $ 477,000 | $ 477,000 |
| | BI-13 | | Intersection Improvements | W PARMER LN AND TAMAYO DR | | 50% | $ 359,000 | $ 179,500 |
| | BI-14 | | Signalize | MC NEIL DR AND SH 45 TO MC NEIL MERRILTOWN CONNECTION | | 100% | $ 359,000 | $ 359,000 |
| | BI-15 | | Signalize | SHORELINE DR AND MOPAC | | 100% | $ 477,000 | $ 477,000 |
| | BI-16 | | Signalize | W PARMER LN AND DALLAS DR | | 50% | $ 182,000 | $ 91,000 |
| | BI-17 | | Signalize | SH 45 TO MCNEIL DR CONNECTOR AND MC NEIL DR | | 100% | $ 300,000 | $ 300,000 |
| | BI-18 | | Siganlize | SHORELINE DR AND SH 45 TO MC NEIL MERRILTOWN CONNECTION | | 100% | $ 359,000 | $ 359,000 |
| | BI-19 | | Signalize | MC NEIL DR AND AVERY ISLAND AVE | | 100% | $ 359,000 | $ 359,000 |
| | BI-20 | | Intersection Improvements | MC NEIL DR AND W PARMER LN | | 75% | $ 1,067,000 | $ 800,250 |
| | BI-21 | | Intersection Improvements | MC NEIL RD AND W HOWARD LN | | 100% | $ 142,000 | $ 142,000 |
| | BI-22 | | Signalize | SHORELINE DR AND W HOWARD LN | | 100% | $ 359,000 | $ 359,000 |
| | BI-23 | | Signalize | W HOWARD LN AND MC NEIL MERRILLTOWN RD | | 50% | $ 359,000 | $ 179,500 |
| | BI-24 | | Signalize | RIATA TRACE PKWY AND RIATA VISTA CIR | | 100% | $ 300,000 | $ 300,000 |
| | BI-25 | | Signalize | W PARMER LN AND ADELPHI LN | | 100% | $ 359,000 | $ 359,000 |
| | BI-26, CI-4 | | Intersection Improvements | W PARMER LN AND N MOPAC EXPY | | 50% | $ 10,000,000 | $ 5,000,000 |
| | BI-27, CI-11 | | Intersection Improvements | N MOPAC EXPY AND PARK BEND DR | | 50% | $ 201,000 | $ 100,500 |
| | BI-28 | | Intersection Improvements | W BRAKER LN AND STONELAKE BLVD | | 100% | $ 142,000 | $ 142,000 |
| | BI-29 | | Intersection Improvement | GREAT HILLS TRL AND STONELAKE BLVD | | 100% | $ 10,000 | $ 10,000 |
| | BI-30 | | Modify Right Turn Lane | N CAPITAL OF TEXAS HWY AND RESEARCH BLVD | | 100% | $ 201,000 | $ 201,000 |
| | BI-31 | | Signalize | DUVAL RD AND MUSTANG CHASE | | 100% | $ 300,000 | $ 300,000 |
| | BI-32 | | Signalize | DUVAL RD AND SANTA CRUZ DR | | 100% | $ 300,000 | $ 300,000 |
| | | | | | | | **Service Area Roadway Project Cost Subtotal** | **$ 340,047,000** |
| | | | | | | | **Service Area Intersection Project Cost Subtotal** | **$ 13,498,500** |
| | | | | | | | **2019 Street Impact Fee Study Cost Per Service Area** | **$ 83,109** |

a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Roadway Capacity Projects within the City of Austin.

b. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

## Table 5.C – 10-Year Street Impact RCP with Conceptual Level Cost Projections – Service Area C

| Service Area | Proj. # | Class | Street | Limits | Length (mi) | % In Service Area | Total Project Cost | Cost in Service Area |
|---|---|---|---|---|---|---|---|---|
| SA C | C-1 | L2-2U-78 | W HOWARD LN | IDA RIDGE TO AVENUE K | 0.88 | 50% | $ 5,268,000 | $ 2,634,000 |
| | C-2 | L2-2U-78 | WINWICK WAY | SINGLETREE AVE TO HARROWDEN DR | 0.12 | 100% | $ 693,000 | $ 693,000 |
| | C-3 | L3-1O-130 | N LAMAR BLVD | HOWARD LN TO PARMER LN | 1.22 | 100% | $ 15,777,000 | $ 15,777,000 |
| | C-4 | L2-2U-78 | CEDAR BEND DR | RUNNING BIRD LN TO TANGLEWILD DR | 0.07 | 100% | $ 434,000 | $ 434,000 |
| | C-5 | L2-2U-78 | CEDAR BEND DR | CEDAR BEND CV TO SCOFIELD FARMS DR | 0.11 | 100% | $ 797,000 | $ 797,000 |
| | C-6 | L2-2U-78 | CEARLEY DR | CEDAR BEND DR TO OLD CEDAR LN | 0.24 | 100% | $ 1,221,000 | $ 1,221,000 |
| | C-7 | L2-2U-78 | OLD CEDAR LN | END TO N LAMAR BLVD | 0.12 | 100% | $ 855,000 | $ 855,000 |
| | C-8 | L3-4D-130-TxDOT | N LAMAR BLVD | ANDERSON LN TO PARMER LN | 4.53 | 100% | $ 13,552,000 | $ 13,552,000 |
| | C-9 | L2-2U-78 | W YAGER LN | LAMAR BLVD TO IH 35 SVRD | 0.37 | 100% | $ 2,327,000 | $ 2,327,000 |
| | C-10 | L3-6D-130-TxDOT | BURNET RD | GAULT LN TO RESEARCH BLVD | 2.18 | 100% | $ 25,859,000 | $ 25,859,000 |
| | C-11 | L2-2U-OP-92 | BURNET RD CONNECTOR | BURNET RD TO GRACY FARMS TO KRAMER LN CONNECTOR | 0.23 | 100% | $ 1,444,000 | $ 1,444,000 |
| | C-12 | L2-2U-OP-92 | GRACY FARMS LN-KRAMER LN CONNECTOR | GRACY FARMS LN TO KRAMER LN | 0.58 | 100% | $ 3,908,000 | $ 3,908,000 |
| | C-13 | L2-2U-OP-92 | ESPERANZA XING-STONEHOLLOW DR CONNECTOR | ESPERANZA XING TO STONEHOLLOW DR | 0.43 | 100% | $ 3,237,000 | $ 3,237,000 |
| | C-14 | L2-2U-OP-92 | METROPOLITAN DR | STONEHOLLOW DR TO METROPOLITAN DR | 0.85 | 100% | $ 5,760,000 | $ 5,760,000 |
| | C-15 | L2-2U-OP-92 | BROCKTON DR-W BRAKER LN CONNECTOR | BROCKTON DR TO W BRAKER LN | 0.15 | 100% | $ 1,035,000 | $ 1,035,000 |
| | C-16 | L2-2U-OP-92 | UNITED DR | HARRY RANSOM TRL TO EXPLORATION WAY | 0.16 | 100% | $ 1,348,000 | $ 1,348,000 |
| | C-17 | L2-2U-OP-92 | MC KALLA PL | END TO RUTLAND DR | 0.25 | 100% | $ 2,011,000 | $ 2,011,000 |
| | 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% | $ 1,989,000 | $ 1,989,000 |
| | C-19 | L3-4U-OP-116 | READ GRANBERRY TR | CREATIVITY TR TO HARRY RANSOM TR | 0.31 | 100% | $ 3,006,000 | $ 3,006,000 |
| | C-20 | L3-4U-OP-116 | READ GRANBERRY TRL-BURNET RD CONNECTOR | READ GRANBERRY TRL TO BURNET RD | 0.29 | 100% | $ 2,800,000 | $ 2,800,000 |
| | C-21 | L2-2U-OP-92 | HARRY RANSOM TR | READ GRANBERRY TR TO UNITED DR | 0.11 | 100% | $ 778,000 | $ 778,000 |
| | C-22 | L2-2U-OP-92 | RUTLAND DR-SAUNDERS LN CONNECTOR | RUTLAND DR TO SAUNDERS LN | 0.09 | 100% | $ 606,000 | $ 606,000 |
| | C-23 | L2-2U-OP-92 | UNITED DR | INDUSTRIAL TERRACE TO HARRY RANSOM TRL | 0.40 | 100% | $ 2,694,000 | $ 2,694,000 |
| | B-30, C-24 | L3-4U-OP-116 | YORK BLVD-LONGHORN BLVD CONNECTOR @ MOPAC | YORK BLVD TO LONGHORN BLVD | 0.29 | 50% | $ 15,077,000 | $ 7,538,500 |
| | C-25 | L3-4D-116 | W RUNDBERG LN | BURNET RD TO RUNDBERG LN | 0.20 | 100% | $ 2,160,000 | $ 2,160,000 |
| | C-26 | L3-4D-116 | W RUNDBERG LN | 250' N OF METRIC BLVD TO END | 0.28 | 100% | $ 3,313,000 | $ 3,313,000 |
| | C-27 | L1-2U-OP-60 | BUSINESS DR | LONGHORN BLVD TO INDUSTRIAL TERR | 0.14 | 100% | $ 539,000 | $ 539,000 |
| | C-28 | L2-2U-OP-92 | REID DR | LONGHORN BLVD TO INDUSTRIAL TERR | 0.14 | 100% | $ 947,000 | $ 947,000 |
| | C-29 | L2-2U-OP-92 | MC NEIL RD | MCNEIL RD TO W RUNDBERG LN | 0.13 | 100% | $ 1,147,000 | $ 1,147,000 |
| | C-30 | L2-2U-OP-92 | INDUSTRIAL TERR | NEILS THOMPSON DR TO REID DR | 0.39 | 100% | $ 2,648,000 | $ 2,648,000 |
| | C-31 | L2-2U-OP-92 | UNITED DR | RESEARCH BLVD TO INDUSTRIAL TERR | 0.28 | 100% | $ 1,911,000 | $ 1,911,000 |
| | C-32 | L2-2U-OP-92 | REID DR | WATERFORD CENTRE BLVD TO END | 0.09 | 100% | $ 536,000 | $ 536,000 |
| | C-33 | L2-2U-OP-92 | MC NEIL RD | WATERFORD CENTRE BLVD TO BURNET RD | 0.16 | 100% | $ 1,053,000 | $ 1,053,000 |
| | C-34 | L1-2U-OP-60 | GUADALUPE ST | SAN JOSE ST TO BOLLES CIR | 0.06 | 100% | $ 244,000 | $ 244,000 |
| | C-35 | L2-4D-90 | ALTERRA PKWY | MOPAC TO DOMAIN DR | 0.08 | 100% | $ 736,000 | $ 736,000 |
| | C-36 | L2-4D-90 | GAULT LN | ALTERRA PKWY TO HOBBY HORSE CT | 0.35 | 100% | $ 3,272,000 | $ 3,272,000 |
| | C-37 | L3-4D-120-TxDOT | DUVAL RD | GRACY FARMSM LN TO GAULT LN | 0.18 | 100% | $ 112,000 | $ 112,000 |
| | C-38 | L3-4D-116 | GRACY FARMS LN | BURNET RD TO METRIC BLVD | 0.89 | 100% | $ 9,251,000 | $ 9,251,000 |
| | C-39 | L3-4D-116 | STONEHOLLOW DR | METRIC BLVD TO METRIC BLVD | 0.92 | 100% | $ 2,827,000 | $ 2,827,000 |
| | C-40 | L2-2U-OP-92 | ESPERANZA LN TO KRAMER LN CONNECTOR | ESPERANZA LN TO KRAMER LN | 0.21 | 100% | $ 1,175,000 | $ 1,175,000 |
| | C-41 | L2-4D-116 | BROCKTON DR | BURNET RD TO BROCKTON DR | 0.22 | 100% | $ 2,261,000 | $ 2,261,000 |
| | C-42 | L3-4D-94 | RUTLAND DR | BURNET RD TO 2300' E OF METRIC BLVD | 0.96 | 100% | $ 1,238,000 | $ 1,238,000 |
| | C-43 | L3-4D-116 | LONGHORN BLVD | NEILS THOMPSON TO REID DR | 0.41 | 100% | $ 4,312,000 | $ 4,312,000 |
| | C-44 | L3-4D-116 | LONGHORN BLVD | REID DR TO BURNET RD | 0.11 | 100% | $ 358,000 | $ 358,000 |
| | C-45 | L2-3U-74 | PARKFIELD DR | MEARNS MEADOW BLVD TO N OF RUTLAND DR | 0.16 | 100% | $ 837,000 | $ 837,000 |
| | C-46 | L2-4D-94 | PARKFIELD DR | RUTLAND DR TO W RUNDBERG LN | 0.14 | 100% | $ 418,000 | $ 418,000 |
| | C-47 | L3-4D-94 | RUTLAND DR | W OF PARKFIELD TO E OF PARKFIELD | 0.11 | 100% | $ 351,000 | $ 351,000 |
| | C-48 | L3-4D-94 | RUTLAND DR | W OF LAMAR BLVD TO LAMAR BLVD | 0.22 | 100% | $ 674,000 | $ 674,000 |
| | C-49 | L3-4D-100 | OHLEN RD | RESEARCH BLVD TO PAYTON GIN RD | 0.18 | 100% | $ 1,655,000 | $ 1,655,000 |
| | C-50 | L4-4D-104 | W BRAKER LN | N LAMAR BLVD TO INTERSTATE 35 | 0.64 | 100% | $ 1,940,000 | $ 1,940,000 |

a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Roadway Capacity Projects within the City of Austin.

b. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

## Table 5.C – 10-Year Street Impact RCP with Conceptual Level Cost Projections – Service Area C

| | Proj. # | | Type | Intersection | | % In Service Area | Total Project Cost | Cost in Service Area |
|---|---|---|---|---|---|---|---|---|
| SA C | CI-1 | Intersection Improvements | Signalize | SCOFIELD RIDGE PKWY AND W HOWARD LN | | 100% | $ 300,000 | $ 300,000 |
| | CI-2, DI-3 | | Intersection Improvements | W HOWARD LN AND N IH 35 | | 50% | $ 477,000 | $ 238,500 |
| | CI-3 | | Signalize | METRIC BLVD AND CUTTING HORSE LN | | 100% | $ 359,000 | $ 359,000 |
| | BI-26, CI-4 | | Intersection Improvements | W PARMER LN AND N MOPAC EXPY | | 50% | $ 10,000,000 | $ 5,000,000 |
| | CI-5 | | Signalize | PARMER LN AND LIMERICK AVE | | 100% | $ 359,000 | $ 359,000 |
| | CI-6 | | Intersection Improvements | METRIC BLVD AND W PARMER LN | | 100% | $ 401,000 | $ 401,000 |
| | CI-7 | | Signalize | W PARMER LN AND ROLLING HILL DR | | 100% | $ 359,000 | $ 359,000 |
| | CI-8 | | Intersection Improvements | W PARMER LN AND N LAMAR BLVD | | 100% | $ 684,000 | $ 684,000 |
| | CI-9; DI-11 | | Intersection Improvements | W PARMER LN AND N IH 35 | | 50% | $ 25,000,000 | $ 12,500,000 |
| | CI-10 | | Signalize | CEDAR BEND DR AND TOMANET TRL | | 100% | $ 300,000 | $ 300,000 |
| | BI-27, CI-11 | | Intersection Improvements | N MOPAC EXPY AND PARK BEND DR | | 50% | $ 201,000 | $ 100,500 |
| | CI-12 | | Signalize | N LAMAR BLVD AND WALNUT PARK XING | | 100% | $ 300,000 | $ 300,000 |
| | CI-13 | | Signalize | METRIC BLVD AND STONEHOLLOW DR | | 100% | $ 300,000 | $ 300,000 |
| | CI-14 | | Intersection Improvements | W BRAKER LN AND METRIC BLVD | | 100% | $ 465,000 | $ 465,000 |
| | CI-15 | | Signalize | N LAMAR BLVD AND 11850 BLK N LAMAR BLVD (BRENTWOOD CHRISTIAN SCHOOL) | | 100% | $ 300,000 | $ 300,000 |
| | CI-16 | | Signalize | N LAMAR BLVD AND 11700 BLK N LAMAR BLVD (RESTAURANT DWY) | | 100% | $ 300,000 | $ 300,000 |
| | CI-17 | | Intersection Improvements | W BRAKER LN AND DOMAIN DR | | 100% | $ 182,000 | $ 182,000 |
| | CI-18 | | Intersection Improvements | METRIC BLVD AND KRAMER LN | | 100% | $ 142,000 | $ 142,000 |
| | CI-19 | | Intersection Improvements | W BRAKER LN AND N LAMAR BLVD | | 100% | $ 1,120,000 | $ 1,120,000 |
| | CI-20; DI-20 | | Intersection Improvements | E BRAKER LN AND N IH 35 | | 50% | $ 10,000,000 | $ 5,000,000 |
| | CI-21 | | Intersection Improvements | W BRAKER LN AND BURNET RD | | 100% | $ 5,000,000 | $ 5,000,000 |
| | CI-22 | | Signalize | BURNET RD AND READ GRANBERRY TRL | | 100% | $ 300,000 | $ 300,000 |
| | CI-23 | | Signalize | PARKFIELD DR AND MEARNS MEADOWS BLVD | | 100% | $ 359,000 | $ 359,000 |
| | CI-24 | | Intersection Improvements | N LAMAR BLVD AND W LONGSPUR BLVD | | 100% | $ 642,000 | $ 642,000 |
| | CI-25 | | Intersection Improvements | METRIC BLVD AND W RUNDBERG LN | | 100% | $ 465,000 | $ 465,000 |
| | CI-26 | | Signalize | W RUNDBERG LN AND NORTHGATE BLVD | | 100% | $ 359,000 | $ 359,000 |
| | CI-27 | | Intersection Improvements | N LAMAR BLVD AND RUTLAND DR | | 100% | $ 25,000 | $ 25,000 |
| | CI-28 | | Signalize | HUNTERS TRCE AND COLONY CREEK DR | | 100% | $ 359,000 | $ 359,000 |
| | CI-29 | | Intersection Improvements | N LAMAR BLVD AND PAYTON GIN RD | | 100% | $ 142,000 | $ 142,000 |
| | CI-30, FI-10 | | Intersection Improvements | FAIRFIELD DR AND RESEARCH BLVD | | 50% | $ 71,000 | $ 35,500 |
| | CI-31 | | Intersection Improvements | N LAMAR BLVD AND THURMOND ST | | 100% | $ 142,000 | $ 142,000 |
| | CI-32 | | Signalize | GEORGIAN DR AND W POWELL LN | | 100% | $ 359,000 | $ 359,000 |
| | CI-33, FI-25 | | Intersection Improvements | N IH 35 AND E ANDERSON LN | | 50% | $ 1,000,000 | $ 500,000 |
| | CI-34 | | Signalize | N LAMAR BLVD AND POWELL LN | | 100% | $ 418,000 | $ 418,000 |
| | CI-35 | | Signalize | N LAMAR BLVD AND FAIRFIELD DR | | 100% | $ 1,109,000 | $ 1,109,000 |
| | CI-36 | | Signalize | W BRAKER LN AND BITTERN HOLLOW | | 100% | $ 300,000 | $ 300,000 |
| | CI-37 | | Signalize | W BRAKER LN AND SWEARINGEN DR | | 100% | $ 300,000 | $ 300,000 |
| | | | | | | | **Service Area Roadway Project Cost Subtotal** | **$ 148,218,500** |
| | | | | | | | **Service Area Intersection Project Cost Subtotal** | **$ 39,524,500** |
| | | | | | | | **2019 Street Impact Fee Study Cost Per Service Area** | **$ 83,109** |
| | | | | | | | **Total Cost in SERVICE AREA C** | **$ 187,826,109** |

a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Roadway Capacity Projects within the City of Austin.

b. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

## Table 5.D – 10-Year Street Impact RCP with Conceptual Level Cost Projections – Service Area D

| Service Area | Proj. # | Class | Street | Limits | Length (mi) | % In Service Area | Total Project Cost | Cost in Service Area |
|---|---|---|---|---|---|---|---|---|
| SAD | D-1 | L3-4U-88 | VISION DR | FM 1825 RD TO THREE POINTS RD | 0.22 | 50% | $ 1,791,000 | $ 895,500 |
| | D-2 | L3-4D-120-TxDOT | FM 1825 RD | W WELLS BRANCH TO W PECAN ST | 0.59 | 50% | $ 152,000 | $ 76,000 |
| | D-3 | L2-2U-78 | WELLS BRANCH PKWY-SCOBEE ST CONNECTOR | W WELLS BRANCH PKWY TO SCOBEE ST | 0.41 | 100% | $ 2,491,000 | $ 2,491,000 |
| | D-4 | L4-6D-120 | WELLS BRANCH PKWY | FM 1825 TO 1560' E OF HEATHERWILDE BLVD | 1.32 | 100% | $ 12,864,000 | $ 12,864,000 |
| | D-5 | L2-2U-78 | CADENCE LN | OBLIQUE DR TO BAUHAUS BND | 0.20 | 100% | $ 1,225,000 | $ 1,225,000 |
| | D-6 | L2-2U-OP-78 | FISH LN | HARRISGLEN DR TO DESSAU RD | 0.26 | 100% | $ 1,667,000 | $ 1,667,000 |
| | D-7 | L4-6D-142 | DESSAU RD | HOWARD LN TO CITY LIMITS | 0.68 | 50% | $ 8,008,000 | $ 4,004,000 |
| | D-8 | L2-2U-78 | JOSH RIDGE BLVD CONNECTOR | HARRIS RIDGE BLVD TO 575' E OF HARRIS RIDGE BLVD | 0.11 | 100% | $ 716,000 | $ 716,000 |
| | D-9 | L2-2U-78 | JOSH RIDGE BLVD CONNECTOR | 305' E OF HARRISGLEN DR TO 1035' E OF HARRISGLEN DR | 0.14 | 100% | $ 887,000 | $ 887,000 |
| | D-10 | L4-6D-142 | DESSAU RD | 620' N OF DESSAU RIDGE LN TO 338' N OF E HOWARD LN | 0.23 | 100% | $ 2,713,000 | $ 2,713,000 |
| | D-11 | L4-6D-142 | DESSAU RD | 1250' N OF W PARMER LN TO 620' N OF DESSAU RIDGE LN | 0.89 | 50% | $ 10,540,000 | $ 5,270,000 |
| | D-12 | L4-6D-142 | DESSAU RD | W PARMER LN TO 1250' N OF W PARMER LN | 0.24 | 100% | $ 2,792,000 | $ 2,792,000 |
| | D-13 | L3-4D-116 | E HOWARD LN | 445' W OF KEARNS DR TO 1845' E OF CANTARRA DR | 0.61 | 100% | $ 856,000 | $ 856,000 |
| | D-14 | L2-2U-78 | SILICON DR | TITANIUM DR TO PARMER LN TO HOWARD LN CONNECTION | 0.69 | 100% | $ 4,059,000 | $ 4,059,000 |
| | D-15 | L2-2U-78 | E HOWARD LN-E PARMER LN CONNECTOR | E HOWARD LN TO E PARMER LN | 0.54 | 50% | $ 3,242,000 | $ 1,621,000 |
| | D-16 | L4-6D-154-TxDOT | E PARMER LN | INTERSTATE 35 TO 1160' E OF SAMSUNG BLVD | 3.79 | 100% | $ 9,267,000 | $ 9,267,000 |
| | D-17 | L4-6D-154-TxDOT | E PARMER LN | 3003' W OF HARRIS BRANCH PKWY TO 2844' E OF HARRIS BRANCH PKWY | 1.07 | 100% | $ 3,728,000 | $ 3,728,000 |
| | D-18 | L3-3U-80 | E YAGER LN | 350' W OF NATURES BEND TO E PARMER LN | 1.19 | 100% | $ 9,881,000 | $ 9,881,000 |
| | D-19 | L1-2U-OP-60 | HICKORY GROVE DR CONNECTOR | HICKORY GROVE DR TO PLAZA LN | 0.09 | 100% | $ 327,000 | $ 327,000 |
| | D-20 | L3-4D-120 | PARMER LN-SAMSUNG BLVD CONNECTOR | PARMER LN TO SAMSUNG BLVD | 1.59 | 100% | $ 17,547,000 | $ 17,547,000 |
| | D-21 | L2-2U-78 | CAMERON RD | 420' E OF YAGER LN TO 2925' E OF YAGER LN | 0.47 | 50% | $ 2,838,000 | $ 1,419,000 |
| | D-22 | L2-2U-78 | CAMERON RD | 2925' E OF YAGER LN TO E PARMER LN | 0.51 | 100% | $ 5,887,000 | $ 5,887,000 |
| | D-23 | L4-6D-154-TxDOT | E PARMER LN | 1230' E OF SH 130 NB SVRD TO US 290 WB SVRD | 0.62 | 50% | $ 1,517,000 | $ 758,500 |
| | D-24 | L3-4D-120 | E BRAKER LN | 175' W OF DAWES PL TO 950' W OF SAMSUNG BLVD | 0.90 | 100% | $ 10,116,000 | $ 10,116,000 |
| | D-25 | L3-4D-120 | ARTERIAL A | E PARMER LN TO 820' N OF E BRAKER LN | 0.80 | 50% | $ 8,574,000 | $ 4,287,000 |
| | D-26 | L2-2U-78 | CAMERON RD | 1561' N OF BLUE GOOSE RD TO 3735' N OF BLUE GOOSE RD | 0.41 | 50% | $ 2,472,000 | $ 1,236,000 |
| | D-27 | L2-2U-78 | CAMERON RD | BLUE GOOSE RD TO 1128' N OF BLUE GOOSE RD | 0.21 | 50% | $ 1,324,000 | $ 662,000 |
| | D-28 | L3-4D-120 | E BRAKER LN | CAMERON RD TO 2211' E OF CAMERON RD | 0.42 | 100% | $ 4,695,000 | $ 4,695,000 |
| | D-29 | L2-2U-78 | BLUE GOOSE RD-MACIVER DR CONNECTOR | BLUE GOOSE RD TO MACIVER DR (FUTURE) | 0.65 | 50% | $ 4,048,000 | $ 2,024,000 |
| | D-30 | L2-2U-78 | BLUE GOOSE RD | CAMERON RD TO BLUE GOOSE RD-MACIVER DR CONNECTOR | 0.53 | 50% | $ 2,991,000 | $ 1,495,500 |
| | D-31 | L3-4D-116 | BLUE GOOSE RD | GILES LN TO CITY LIMITS | 0.52 | 50% | $ 5,645,000 | $ 2,822,500 |
| | D-32 | L2-2U-78 | SH 130 SVRD-GILES LN CONNECTOR | SH 130 SVRD TO GILES LN CONNECTION TO CITY LIMITS | 0.40 | 50% | $ 2,558,000 | $ 1,279,000 |
| | D-33 | L2-2U-78 | BLUE GOOSE RD-PARMER LN CONNECTOR | BLUE GOOSE RD TO PARMER LN | 0.72 | 100% | $ 4,338,000 | $ 4,338,000 |
| | D-34 | L3-4D-116 | BLUE GOOSE RD | HARRIS BRANCH PKWY TO US 290 | 0.76 | 100% | $ 8,226,000 | $ 8,226,000 |
| | D-35 | L2-2U-60 | BLUFF BEND DR | COLLINWOOD DR TO E BRAKER LN | 0.31 | 100% | $ 1,439,000 | $ 1,439,000 |
| | D-36 | L2-2U-78 | RUBY DR | INTERSTATE 35 SVRD TO JOSEPH CLAYTON DR | 0.13 | 100% | $ 830,000 | $ 830,000 |
| | D-37 | L2-2U-78 | RUBY DR | JOSEPH CLAYTON DR TO BLUFF BEND DR | 0.10 | 100% | $ 656,000 | $ 656,000 |
| | D-38 | L2-2U-78 | E APPLEGATE DR | DESSAU RD TO WARRINGTON DR | 0.16 | 100% | $ 1,014,000 | $ 1,014,000 |
| | D-39 | L2-2U-78 | APPLEGATE DR-WHITAKER DR CONNECTOR | APPLEGATE DR TO WHITAKER DR | 0.39 | 100% | $ 2,318,000 | $ 2,318,000 |
| | D-40 | L2-2U-78 | SPRINKLE CUTOFF RD | 160' S OF TRAIL WEARY DR TO 1646' N OF SPRINKLE RD | 1.05 | 100% | $ 6,286,000 | $ 6,286,000 |
| | D-41 | L2-2U-78 | SPRINKLE CUTOFF RD | SPRINKLE RD TO 1646' N OF SPRINKLE RD | 0.31 | 50% | $ 2,423,000 | $ 1,211,500 |
| | D-42 | L2-2U-78 | BROWN LN | 379' S OF DUNGAN LN TO 1007' N OF FERGUSON LN | 0.17 | 100% | $ 951,000 | $ 951,000 |
| | D-43 | L2-2U-78 | SPRINKLE RD | 1144' N OF CRISWELL RD TO 1970' N OF CRISWELL RD | 0.16 | 50% | $ 3,422,000 | $ 1,711,000 |
| | D-44 | L2-2U-78 | SPRINKLE RD | SPRINKLE CUTOFF RD TO 1147' W OF SPRINKLE CUTOFF RD | 0.22 | 50% | $ 1,313,000 | $ 656,500 |
| | D-45 | L1-2U-60 | TAEBAEK DR | E BRAKER LN TO TAEBAEK DR | 0.06 | 100% | $ 333,000 | $ 333,000 |
| | D-46 | L2-2U-OP-78 | DUNGAN LN | DESSAU RD TO BROWN LN | 0.33 | 100% | $ 2,044,000 | $ 2,044,000 |
| | D-47 | L2-2U-78 | BROWN LN | FERGUSON LN TO 1007' N OF FERGUSON LN | 0.19 | 100% | $ 1,247,000 | $ 1,247,000 |
| | D-48 | L2-2U-78 | BROWN LN | DUNGAN LN TO 379' S OF DUNGAN LN | 0.07 | 50% | $ 576,000 | $ 288,000 |
| | D-49 | L3-4D-116 | E RUNDBERG LN | CAMERON RD TO FERGUSON LN | 0.55 | 100% | $ 6,641,000 | $ 6,641,000 |
| | D-50 | L3-4D-116 | E HOWARD LN | DESSAU RD TO HARRIS BRANCH PKWY | 0.50 | 100% | $ 704,000 | $ 704,000 |
| | D-51 | L3-4D-120 | FERGUSON LN | E RUNDBERG LN TO SANSOM RD | 1.12 | 50% | $ 12,402,000 | $ 6,201,000 |
| | D-52 | L2-2U-OP-70 | WALL ST-PROFIT CENTRE DR CONNECTOR | WALL ST TO PROFIT CENTRE DR | 0.62 | 100% | $ 3,330,000 | $ 3,330,000 |
| | D-53 | L2-2U-78 | SANSOM RD | FERGUSON LN TO 1722' S OF FERGUSON LN | 0.33 | 50% | $ 2,244,000 | $ 1,122,000 |
| | D-54 | L2-2U-78 | SANSOM RD | SPRINGDALE RD TO 772' W OF SPRINGDALE RD | 0.15 | 50% | $ 848,000 | $ 424,000 |
| | D-55 | L3-4D-120 | BRATTON LN | MICHAEL ANGELO WAY TO SCARBROUGH DR | 0.31 | 100% | $ 3,343,000 | $ 3,343,000 |
| | D-56 | L3-4D-94 | CENTER RIDGE DR | IH 35 SVRD TO 555' E OF IH 35 SVRD | 0.10 | 100% | $ 980,000 | $ 980,000 |
| | D-57 | L3-4D-94 | CENTER RIDGE DR | 555' E OF IH 35 SVRD TO MC CALLEN PASS | 0.52 | 100% | $ 1,571,000 | $ 1,571,000 |
| | D-58 | L3-4D-120 | CENTER LAKE DR | W PARMER LN TO MC CALLEN PASS | 0.50 | 100% | $ 711,000 | $ 711,000 |
| | D-59 | L3-4D-96 | HARRIS RIDGE BLVD | E HOWARD LN TO E PARMER LN | 0.76 | 100% | $ 7,082,000 | $ 7,082,000 |
| | D-60 | L3-4D-116 | E HOWARD LN | DESSAU RD TO HARRIS BRANCH PKWY | 0.24 | 100% | $ 353,000 | $ 353,000 |
| | D-61 | L4-4D-120 | E BRAKER LN | IH 35 SVRD TO BLUFF BEND DR | 0.21 | 100% | $ 314,000 | $ 314,000 |
| | D-62 | L3-4D-90 | TUSCANY WAY | FERGUSON LN TO EXCHANGE DR | 0.38 | 100% | $ 504,000 | $ 504,000 |
| | D-63 | L3-4D-90 | TUSCANY WAY | EXCHANGE DR TO US 290 HWY SVRD | 0.85 | 100% | $ 7,987,000 | $ 7,987,000 |
| | D-64 | L3-4D-90 | EXCHANGE DR | TUSCANY WAY TO CROSS PARK DR | 0.63 | 100% | $ 825,000 | $ 825,000 |
| | D-65 | L3-4D-94 | WALL ST | CROSS PARK DR TO FERGUSON LN | 0.68 | 100% | $ 884,000 | $ 884,000 |
| | D-66 | L3-4D-90 | CROSS PARK DR | FUTURE DR TO FORBES DR | 1.05 | 100% | $ 1,346,000 | $ 1,346,000 |
| | D-67 | L3-4D-90 | SPRINGDALE RD | SANSOM RD TO US 290 HWY SVRD | 0.09 | 100% | $ 834,000 | $ 834,000 |
| | D-68 | L3-4D-90 | CROSS PARK DR | CAMERON RD TO FUTURE DR | 0.05 | 100% | $ 444,000 | $ 444,000 |
| | D-69 | L3-4D-96 | E YAGER LN | TECH RIDGE BLVD TO NATURES BND | 0.14 | 100% | $ 203,000 | $ 203,000 |

a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Roadway Capacity Projects within the City of Austin.

b. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

## Table 5.D – 10-Year Street Impact RCP with Conceptual Level Cost Projections – Service Area D

| | Proj. # | | Type | Intersection | | % In Service Area | Total Project Cost | Cost in Service Area |
|---|---|---|---|---|---|---|---|---|
| SA D | DI-1 | Intersection Improvements | Signalize | W WELLS BRANCH PKWY AND DRUSILLAS DR | | 100% | $ 359,000 | $ 359,000 |
| | DI-2 | | Intersection Improvements | W WELLS BRANCH PKWY AND S HEATHERWILDE BLVD | | 75% | $ 748,000 | $ 561,000 |
| | CI-2, DI-3 | | Intersection Improvements | W HOWARD LN AND N IH 35 | | 50% | $ 477,000 | $ 238,500 |
| | DI-4 | | Intersection Improvements | W HOWARD LN AND S HEATHERWILDE BLVD/MC CALLEN PASS | | 50% | $ 377,000 | $ 188,500 |
| | DI-5 | | Signalize | E HOWARD LN AND GREINERT DR | | 50% | $ 359,000 | $ 179,500 |
| | DI-6 | | Signalize | E HOWARD LN AND HOWARD LN TO MC CALLEN PASS CONNECTION/CAPE HORN | | 50% | $ 359,000 | $ 179,500 |
| | DI-7 | | Intersection Improvements | E HOWARD LN AND HARRIS RIDGE BLVD | | 75% | $ 607,000 | $ 455,250 |
| | DI-8 | | Signalize | HOWARD LN AND HARRISGLENN DR | | 100% | $ 359,000 | $ 359,000 |
| | DI-9 | | Intersection Improvements | E HOWARD LN AND DESSAU RD | | 100% | $ 725,000 | $ 725,000 |
| | DI-10 | | Signalize | MC CALLEN PASS AND CENTER RIDGE DR | | 100% | $ 359,000 | $ 359,000 |
| | CI-9; DI-11 | | Intersection Improvements | W PARMER LN AND N IH 35 | | 50% | $ 25,000,000 | $ 12,500,000 |
| | DI-12 | | Intersection Improvements | E PARMER LN AND MC CALLEN PASS | | 100% | $ 359,000 | $ 359,000 |
| | DI-13 | | Intersection Improvements | E PARMER LN AND HARRIS RIDGE BLVD/TECH RIDGE BLVD | | 100% | $ 401,000 | $ 401,000 |
| | DI-14 | | Intersection Improvements | E PARMER LN AND HARRISGLENN DR | | 100% | $ 15,000 | $ 15,000 |
| | DI-15 | | Siganlize | DESSAU RD AND PEARL RETREAT DR | | 50% | $ 359,000 | $ 179,500 |
| | DI-16 | | Signalize | E PARMER LN AND E YAGER LN | | 100% | $ 371,000 | $ 371,000 |
| | DI-17 | | Intersection Improvements | DESSAU RD AND E PARMER LN | | 100% | $ 201,000 | $ 201,000 |
| | DI-18 | | Signalize | E PARMER LN AND SAMSUNG BLVD TO E PARMER LN CONNECTION | | 100% | $ 359,000 | $ 359,000 |
| | DI-19 | | Intersection Improvements | HARRIS BRANCH PKWY AND E PARMER LN | | 100% | $ 1,244,000 | $ 1,244,000 |
| | CI-20; DI-20 | | Intersection Improvements | E BRAKER LN AND N IH 35 | | 50% | $ 10,000,000 | $ 5,000,000 |
| | DI-21 | | Signalize | E BRAKER LN AND MUSKET VALLEY TRL | | 100% | $ 359,000 | $ 359,000 |
| | DI-22 | | Signalize | E BRAKER LN AND SAMSUNG BLVD TO E PARMER LN CONNECTION | | 100% | $ 359,000 | $ 359,000 |
| | DI-23 | | Signalize | E BRAKER LN AND SAMSUNG BLVD | | 100% | $ 359,000 | $ 359,000 |
| | DI-24 | | Signalize | HARRIS BRANCH PKWY AND FARMHAVEN RD | | 100% | $ 359,000 | $ 359,000 |
| | DI-25 | | Signalize | SAMSUNG BLVD TO E PARMER LN CONNECTION AND SAMSUNG BLVD | | 100% | $ 300,000 | $ 300,000 |
| | DI-26 | | Signalize | GILES LN AND BLUE GOOSE RD | | 100% | $ 359,000 | $ 359,000 |
| | DI-27 | | Signalize | HARRIS BRANCH PKWY AND BLUE GOOSE RD | | 100% | $ 359,000 | $ 359,000 |
| | DI-28 | | Signalize | DESSAU RD AND E APPLEGATE DR | | 100% | $ 300,000 | $ 300,000 |
| | DI-29 | | Signalize | DESSAU RD AND MEADOWMEAR DR | | 100% | $ 359,000 | $ 359,000 |
| | DI-30 | | Signalize | DESSAU RD AND CHILDRESS DR | | 100% | $ 359,000 | $ 359,000 |
| | DI-31 | | Intersection Improvements | DESSAU RD AND DUNGAN LN | | 100% | $ 100,000 | $ 100,000 |
| | DI-32 | | Signalize | TUSCANY WAY AND EXCHANGE DR | | 100% | $ 300,000 | $ 300,000 |
| | DI-33 | | Signalize | RUTHERFORD LN AND CENTRE CREEK DR | | 100% | $ 300,000 | $ 300,000 |
| | DI-34; JI-1 | | Intersection Improvements | N IH 35 AND E ANDERSON LN | | 50% | $ 10,000,000 | $ 5,000,000 |
| | DI-35 | | Signalize | DESSAU RD AND BRADBURY LN | | 50% | $ 359,000 | $ 179,500 |
| | DI-36 | | Signalize | DESSAU RD AND DESSAU RIDGE LN | | 50% | $ 300,000 | $ 150,000 |
| | | | | | **Service Area Roadway Project Cost Subtotal** | | | **$ 198,920,000** |
| | | | | | **Service Area Intersection Project Cost Subtotal** | | | **$ 33,735,250** |
| | | | | | **2019 Street Impact Fee Study Cost Per Service Area** | | | **$ 83,109** |
| | | | | | **Total Cost in SERVICE AREA D** | | | **$ 232,738,359** |

a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Roadway Capacity Projects within the City of Austin.

b. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

## Table 5.DT – 10-Year Street Impact RCP with Conceptual Level Cost Projections – Service Area DT

| Service Area | Proj. # | Class | Street | Limits | Length (mi) | % In Service Area | Total Project Cost | Cost in Service Area |
|---|---|---|---|---|---|---|---|---|
| SA DT | DT-1 | L3-2U-80 | RED RIVER ST | DAVIS ST TO END | 0.18 | 100% | $ 3,035,000 | $ 3,035,000 |
| | DT-2, I-21 | L3-5U-80 | W MARTIN LUTHER KING JR BLVD | IH-35 SVRD SB TO PEARL ST | 1.02 | 50% | $ 2,980,000 | $ 1,490,000 |
| | DT-3, I-20 | L3-4D-100 | N LAMAR BLVD | MARTIN LUTHER KING JR BLVD TO 15TH ST | 0.19 | 50% | $ 255,000 | $ 127,500 |
| | DT-4 | L2-2U-OP-80 | W 18TH ST | GUADALUPE ST TO TRINITY ST | 0.44 | 100% | $ 384,000 | $ 384,000 |
| | DT-5 | L2-2U-OP-80 | E 17TH ST | SAN ANTONIO ST TO TRINITY ST | 0.51 | 100% | $ 741,000 | $ 741,000 |
| | DT-6 | L2-2U-OP-80 | W 16TH ST | SAN ANTONIO ST TO SAN JACINTO BLVD | 0.44 | 100% | $ 383,000 | $ 383,000 |
| | DT-7 | L3-3O-80 | SAN JACINTO BLVD | E MARTIN LUTHER KING JR BLVD TO CESAR CHAVEZ ST | 1.25 | 100% | $ 4,671,000 | $ 4,671,000 |
| | DT-8 | L3-3O-80 | TRINITY ST | E MARTIN LUTHER KING JR BLVD TO E 6TH ST | 0.91 | 100% | $ 2,532,000 | $ 2,532,000 |
| | DT-9 | L3-3U-78 | RED RIVER ST | E 18TH ST TO E MARTIN LUTHER KING JR BLVD | 0.07 | 100% | $ 557,000 | $ 557,000 |
| | DT-10, I-34 | L3-4D-80 | N LAMAR BLVD | PARKFIELD TO 15TH ST | 0.11 | 50% | $ 160,000 | $ 80,000 |
| | DT-11, I-25 | L3-4D-80 | N LAMAR BLVD | 6TH ST TO PARKWAY (184' N OF 12TH ST) | 0.53 | 50% | $ 696,000 | $ 348,000 |
| | DT-12 | L3-3U-78 | RED RIVER ST | E 15TH ST TO E 12TH ST | 0.22 | 100% | $ 1,958,000 | $ 1,958,000 |
| | DT-13 | L2-2U-80 | BRAZOS ST | 11TH ST TO 8TH ST | 0.34 | 100% | $ 1,434,000 | $ 1,434,000 |
| | DT-14 | L2-2U-80 | E 10TH ST | GUADALUPE ST TO INTERSTATE 35 SBFR | 0.71 | 100% | $ 2,517,000 | $ 2,517,000 |
| | DT-15 | L2-4U-80 | W 9TH ST | GUADALUPE ST TO SAN JACINTO BLVD | 0.37 | 100% | $ 2,141,000 | $ 2,141,000 |
| | DT-16 | L2-2U-80 | E 9TH ST | SAN JACINTO TO TRINITY ST | 0.07 | 100% | $ 379,000 | $ 379,000 |
| | DT-17 | L2-2U-80 | E 9TH ST | TRINITY ST TO INTERSTATE 35 SBFR | 0.27 | 100% | $ 1,077,000 | $ 1,077,000 |
| | DT-18 | L2-2U-80 | E 8TH ST | GUADALUPE ST TO INTERSTATE 35 SBFR | 0.71 | 100% | $ 3,575,000 | $ 3,575,000 |
| | DT-19 | L3-4O-82 | W 7TH ST | GUADALUPE ST TO INTERSTATE 35 SBFR | 0.93 | 100% | $ 3,927,000 | $ 3,927,000 |
| | DT-20 | L2-2U-OP-92 | RAINEY ST | E CESAR CHAVEZ ST TO DRISKILL ST | 0.08 | 100% | $ 274,000 | $ 274,000 |
| | **Proj. #** | **Intersection Improvements** | **Type** | **Intersection** | | **% In Service Area** | **Total Project Cost** | **Cost in Service Area** |
| | DTI-1, II-35 | | Intersection Improvements | W MARTIN LUTHER KING JR BLVD AND NUECES ST | | 50% | $ 1,043,000 | $ 521,500 |
| | DTI-2 | | Signalize | SAN JACINTO BLVD AND E 17TH ST | | 100% | $ 300,000 | $ 300,000 |
| | DTI-3 | | Signalize | W 12TH ST AND SAN ANTONIO ST | | 100% | $ 359,000 | $ 359,000 |
| | DTI-4 | | Signalize | W 14TH ST AND GUADALUPE ST | | 100% | $ 300,000 | $ 300,000 |
| | DTI-5 | | Signalize | W 14TH ST AND LAVACA ST | | 100% | $ 300,000 | $ 300,000 |
| | DTI-6 | | Signalize | W 13TH ST AND GUADALUPE ST | | 100% | $ 300,000 | $ 300,000 |
| | DTI-7 | | Signalize | SAN JACINTO BLVD AND 13TH ST | | 100% | $ 359,000 | $ 359,000 |
| | DTI-8 | | Signalize | E 12TH ST AND TRINITY ST | | 100% | $ 359,000 | $ 359,000 |
| | DTI-9 | | Signalize | WEST AVE AND W 8TH ST | | 100% | $ 300,000 | $ 300,000 |
| | DTI-10 | | Intersection Improvements | RED RIVER ST AND E 11TH ST | | 100% | $ 359,000 | $ 359,000 |
| | DTI-11 | | Signalize | RED RIVER ST AND E 9TH ST | | 100% | $ 359,000 | $ 359,000 |
| | DTI-12 | | Signalize | W 6TH ST AND SAN ANTONIO ST | | 100% | $ 300,000 | $ 300,000 |
| | DTI-13 | | Signalize | W 5TH ST AND SAN ANTONIO ST | | 100% | $ 300,000 | $ 300,000 |
| | DTI-14 | | Signalize | W 3RD ST AND NUECES ST | | 100% | $ 300,000 | $ 300,000 |
| | DTI-15 | | Signalize | W 3RD ST AND SAN ANTONIO ST | | 100% | $ 359,000 | $ 359,000 |
| | DTI-16 | | Signalize | W 2ND ST AND NUECES ST | | 100% | $ 359,000 | $ 359,000 |
| | DTI-17 | | Signalize | SAN JACINTO BLVD AND 4TH ST | | 100% | $ 300,000 | $ 300,000 |
| | DTI-18 | | Signalize | TRINITY ST AND 4TH ST | | 100% | $ 300,000 | $ 300,000 |
| | DTI-19 | | Signalize | SAN JACINTO BLVD AND 3RD ST | | 100% | $ 300,000 | $ 300,000 |
| | DTI-20 | | Signalize | TRINITY ST AND 3RD ST | | 100% | $ 300,000 | $ 300,000 |
| | DTI-21 | | Signalize | TRINITY ST AND 2ND ST | | 100% | $ 300,000 | $ 300,000 |
| | DTI-22, II-39 | | Signalize | N LAMAR BLVD AND SANDRA MURAIDA WAY | | 50% | $ 300,000 | $ 150,000 |
| | DTI-23 | | Signalize | W CESAR CHAVEZ ST AND GUADALUPE ST | | 100% | $ 300,000 | $ 300,000 |
| | DTI-24 | | Signalize | SABINE ST AND E 11TH ST | | 100% | $ 300,000 | $ 300,000 |
| | DTI-25 | | Signalize | SABINE ST AND E 12TH ST | | 100% | $ 300,000 | $ 300,000 |
| | DTI-26 | | Signalize | GUADALUPE ST AND W 18TH ST | | 100% | $ 300,000 | $ 300,000 |
| | DTI-27 | | Signalize | GUADALUPE ST AND W 16TH ST | | 100% | $ 300,000 | $ 300,000 |
| | | | | | | **Service Area Roadway Project Cost Subtotal** | | **$ 31,630,500** |
| | | | | | | **Service Area Intersection Project Cost Subtotal** | | **$ 8,584,500** |
| | | | | | | **2019 Street Impact Fee Study Cost Per Service Area** | | **$ 83,109** |
| | | | | | | | **Total Cost in SERVICE AREA DT** | **$ 40,298,109** |

a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Roadway Capacity Projects within the City of Austin.

b. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

## Table 5.E – 10-Year Street Impact RCP with Conceptual Level Cost Projections – Service Area E

| Service Area | Proj. # | Class | Street | Limits | Length (mi) | % In Service Area | Total Project Cost | Cost 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% | $ 1,022,000 | $ 511,000 |
| | E-2 | L5-6D-154-TxDOT | N RM 620 RD | DEERBROOK TRL TO FM 2222 | 5.09 | 100% | $ 20,585,000 | $ 20,585,000 |
| | E-3 | L3-4D-120 | ANDERSON MILL RD | 420' W OF RESEARCH BLVD TO RESEARCH BLVD | 0.10 | 100% | $ 658,000 | $ 658,000 |
| | E-4 | L3-4D-120 | ANDERSON MILL RD | 100' E OF SPICEWOOD PKWY TO 420' W OF RESEARCH BLVD | 0.87 | 100% | $ 6,016,000 | $ 6,016,000 |
| | E-5 | L3-4D-120 | ANDERSON MILL RD | 100' E OF SPICEWOOD PKWY TO SPICEWOOD PKWY | 0.03 | 100% | $ 66,000 | $ 66,000 |
| | E-6 | L3-4D-104 | ANDERSON MILL RD | CROSSTIMBER DR TO CENTENNIAL TRL | 0.23 | 100% | $ 315,000 | $ 315,000 |
| | E-7, H-1 | L3-3U-S-100 | BULLICK HOLLOW RD | FM 620 TO FM 2769 | 3.08 | 50% | $ 22,901,000 | $ 11,450,500 |
| | E-8 | L4-4D-0 | HUNTERS CHASE DR TO OCEANAIRE BLVD CONNECTOR | HUNTERS CHASE DR TO OCEANAIRE BLVD | 0.05 | 50% | $ 768,000 | $ 384,000 |
| | E-9, H-3 | L4-6D-147-TxDOT | RM 2222 RD | FM 620 BYPASS TO RIBELIN RANCH RD | 1.32 | 50% | $ 5,689,000 | $ 2,844,500 |
| | E-10 | L3-4D-120 | RM 2222 TO FOUR POINTS DR CONNECTOR | RM 2222 TO FOUR POINTS DR | 0.30 | 100% | $ 2,376,000 | $ 2,376,000 |
| | E-11 | L3-4D-120 | FOUR POINTS TO MCNEIL DR CONNECTOR | FOUR POINTS TO MCNEIL DR | 0.72 | 100% | $ 6,885,000 | $ 6,885,000 |
| | E-12 | L2-2U-S-80 | OLD LAMPASAS TRL | TALLEYRAN DR TO SPICEWOOD SPRINGS RD | 0.47 | 100% | $ 3,168,000 | $ 3,168,000 |
| | E-13 | L2-2U-60 | TEXAS PLUME RD | SPICEWOOD SPRINGS RD TO D K RANCH RD | 0.34 | 100% | $ 1,822,000 | $ 1,822,000 |
| | E-14 | L2-2U-S-80 | SPICEWOOD SPRINGS RD | LAMPASAS TRL TO CAPITAL OF TEXAS HWY | 3.49 | 50% | $ 36,249,000 | $ 18,124,500 |
| | E-15 | L2-2U-S-80 | YAUPON DR-BLUFFSTONE DR CONNECTOR | YAUPON DR TO BLUFFFSTONE DR | 0.45 | 100% | $ 5,150,000 | $ 5,150,000 |
| | E-16 | L3-4D-120 | SPICEWOOD SPRINGS RD | CHANCELLROY DR TO RESEARCH BLVD | 0.57 | 100% | $ 803,000 | $ 803,000 |
| | E-17 | L3-4D-104 | JOLLYVILLE RD | BARRINGTON WAY TO GREAT HILLS TRL | 3.24 | 100% | $ 4,025,000 | $ 4,025,000 |
| | E-18 | L3-4D-104 | OAK KNOLL DR | JOLLYVILLE RD TO RESEARCH BLVD | 0.06 | 100% | $ 105,000 | $ 105,000 |
| | E-19 | L3-4D-94 | ARBORETUM BLVD | 200' N OF CAPITAL TEXAS HWY TO CAPITAL TEXAS HWY | 0.06 | 100% | $ 551,000 | $ 551,000 |
| | **Proj. #** | | **Type** | **Intersection** | | **% In Service Area** | **Total Project Cost** | **Cost in Service Area** |
| | AI-13, EI-1 | Intersection Improvements | Signalize | N FM 620 RD AND RIDGELINE BLVD | | 50% | $ 300,000 | $ 150,000 |
| | AI-12, EI-2 | | Intersection Improvements | N FM 620 RD AND DEERBROOK TRL | | 25% | $ 100,000 | $ 25,000 |
| | EI-3 | | Intersection Improvements | N FM 620 RD AND LAKE CREEK PKWY | | 50% | $ 401,000 | $ 200,500 |
| | EI-4 | | Intersection Improvements | N FM 620 RD AND HATCH RD | | 50% | $ 201,000 | $ 100,500 |
| | EI-5 | | Intersection Improvements | N FM 620 RD AND EL SALIDO PKWY | | 50% | $ 401,000 | $ 200,500 |
| | EI-6 | | Intersection Improvements | N FM 620 RD AND ANDERSON MILL RD | | 75% | $ 784,000 | $ 588,000 |
| | EI-7 | | Signalize | ANDERSON MILL RD AND CENTENNIAL TRL | | 100% | $ 300,000 | $ 300,000 |
| | EI-8 | | Signalize | ANDERSON MILL RD AND RANDY RD | | 100% | $ 300,000 | $ 300,000 |
| | EI-9 | | Signalize | ANDERSON MILL RD AND TATERWOOD DR | | 100% | $ 300,000 | $ 300,000 |
| | EI-10 | | Intersection Improvements | ANDERSON MILL RD AND MILLWRIGHT PKWY | | 100% | $ 1,500,000 | $ 1,500,000 |
| | BI-4, EI-11 | | Extend Turn Lane | ANDERSON MILL RD AND N US 183 HWY | | 50% | $ 802,000 | $ 401,000 |
| | EI-12 | | Intersection Improvements | N FM 620 RD AND HEB DRIVEWAY | | 50% | $ 5,000 | $ 2,500 |
| | EI-13 | | Intersection Improvements | N FM 620 RD AND BOULDER LN | | 100% | $ 94,000 | $ 94,000 |
| | EI-14 | | Signalize | N FM 620 RD AND 8400 N BLOCK | | 100% | $ 300,000 | $ 300,000 |
| | EI-15; HI-1 | | Intersection Improvements | N FM 620 RD AND FM 2222 RD | | 50% | $ 583,000 | $ 291,500 |
| | EI-16; HI-2 | | Intersection Improvements | FM 2222 RD AND RIVER PLACE BLVD | | 50% | $ 500,000 | $ 250,000 |
| | EI-17 | | Signalize | RAIN CREEK PKWY AND LOST HORIZON DR | | 100% | $ 359,000 | $ 359,000 |
| | EI-18 | | Intersection Improvements | DUVAL RD AND JOLLYVILLE RD | | 100% | $ 245,000 | $ 245,000 |
| | EI-19 | | Intersection Improvements | JOLLYVILLE RD AND OAK KNOLL DR | | 100% | $ 245,000 | $ 245,000 |
| | EI-20; HI-4 | | Intersection Improvements | FM 2222 RD AND JESTER BLVD | | 50% | $ 150,000 | $ 75,000 |
| | EI-21, FI-1 | | Intersection Improvements | N CAPITAL OF TEXAS HWY AND LAKEWOOD DR | | 50% | $ 9,000,000 | $ 4,500,000 |
| | EI-22, FI-2 | | Intersection Improvements | N CAPITAL OF TEXAS HWY AND SPICEWOOD SPRINGS RD | | 50% | $ 6,000,000 | $ 3,000,000 |
| | EI-23, FI-3 | | Intersection Improvements | N CAPITAL OF TEXAS HWY AND SPICEWOOD SPRINGS RD | | 50% | $ 6,000,000 | $ 3,000,000 |
| | EI-24; FI-4 | | Intersection Improvements | N CAPITAL OF TEXAS HWY AND GREAT HILLS TRL | | 50% | $ 100,000 | $ 50,000 |
| | EI-25 | | Intersection Improvements | GREAT HILLS TRL AND JOLLYVILLE RD | | 100% | $ 100,000 | $ 100,000 |
| | EI-26, FI-5 | | Intersection Improvements | N CAPITAL OF TEXAS HWY AND RESEARCH BLVD | | 50% | $ 324,000 | $ 162,000 |
| | EI-27 | | Signalize | ANDERSON MILL RD AND PECAN CREEK RD | | 100% | $ 359,000 | $ 359,000 |
| | EI-28 | | Signalize | JOLLYVILLE RD AND TAYLOR DRAPER LN | | 100% | $ 359,000 | $ 359,000 |
| | | | | | | | **Service Area Roadway Project Cost Subtotal** | **$ 85,839,500** |
| | | | | | | | **Service Area Intersection Project Cost Subtotal** | **$ 17,457,500** |
| | | | | | | | **2019 Street Impact Fee Study Cost Per Service Area** | **$ 83,109** |
| | | | | | | | **Total Cost in SERVICE AREA E** | **$ 103,380,109** |

These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Roadway Capacity Projects within the City of Austin.

a. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

## Table 5.F – 10-Year Street Impact RCP with Conceptual Level Cost Projections – Service Area F

| Service Area | Proj. # | Class | Street | Limits | Length (mi) | % In Service Area | Total Project Cost | Cost 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% | $ 17,000,000 | $ 17,000,000 |
| | F-2 | L3-4D-104 | JOLLYVILLE RD | MESA DR TO BUSINESS PARK DR | 0.62 | 100% | $ 6,131,000 | $ 6,131,000 |
| | F-3 | L2-2U-S-80 | LAKEWOOD DR | 1000' N OF LAKEMOORE DR TO CAPITAL OF TEXAS HWY NB | 0.37 | 100% | $ 1,947,000 | $ 1,947,000 |
| | F-4 | L2-2U-S-80 | LAKEWOOD DR | 500' N OF LAKEMOORE DR TO 630' S OF DRIFTWOOD DR | 0.39 | 100% | $ 2,987,000 | $ 2,987,000 |
| | F-5 | L3-4D-120 | BURNET RD | W KOENIG LN TO 730' N OF POLARIS AVE | 2.65 | 100% | $ 7,760,000 | $ 7,760,000 |
| | F-6 | L2-2U-78 | WOOTEN DR | WOOTEN DR TO WOOTEN DR | 0.01 | 100% | $ 437,000 | $ 437,000 |
| | F-7 | L3-4D-104 | W ANDERSON LN | BURNET RD TO US 183 | 1.11 | 100% | $ 1,321,000 | $ 1,321,000 |
| | F-8 | L3-4D-120 | N LAMAR BLVD | W KOENIG LN TO MORROW ST | 1.42 | 100% | $ 4,282,000 | $ 4,282,000 |
| | F-9 | L2-2U-OP-92 | WILD ST | WILD ST TO END (RAILROAD) | 0.23 | 100% | $ 1,560,000 | $ 1,560,000 |
| | F-10 | L1-2U-OP-60 | WALLINGFOR BEND DR | WALLINGFORD BEND TO WILD ST | 0.08 | 100% | $ 1,321,000 | $ 1,321,000 |
| | F-11 | L1-2U-OP-60 | PAYNE AVE | WILD ST TO LAMAR BLVD | 0.08 | 100% | $ 330,000 | $ 330,000 |
| | F-12 | L1-2U-OP-60 | ODELL ST | LAMAR BLVD TO ODELL ST | 0.08 | 100% | $ 360,000 | $ 360,000 |
| | F-13 | L1-2U-OP-60 | ODELL ST-AIRPORT BLVD CONNECTOR | ODELL ST TO AIRPORT BLVD | 0.26 | 100% | $ 1,110,000 | $ 1,110,000 |
| | F-14 | L1-2U-OP-60 | LAMAR BLVD-GUADALUPE ST CONNECTOR | LAMAR BLVD TO GUADALUPE ST | 0.16 | 100% | $ 675,000 | $ 675,000 |
| | F-15 | L1-2U-OP-60 | KAWNEE DR | MARCELL ST TO ODELL ST TO AIRPORT BLVD CONNECTOR | 0.07 | 100% | $ 307,000 | $ 307,000 |
| | F-16 | L1-2U-OP-60 | MARCELL ST | LAMAR BLVD TO GUADALUPE ST | 0.24 | 100% | $ 1,034,000 | $ 1,034,000 |
| | F-17 | L1-2U-OP-60 | SWANEE DR | MARCELL ST TO SWANEE DR | 0.02 | 100% | $ 420,000 | $ 420,000 |
| | F-18 | L2-2U-OP-92 | CANION ST | N LAMAR BLVD TO SHIRLEY AVE | 0.08 | 100% | $ 563,000 | $ 563,000 |
| | F-19 | L1-2U-OP-60 | SHIRLEY AVE | CANION ST TO WILLIAMS ST | 0.06 | 100% | $ 276,000 | $ 276,000 |
| | F-20 | L1-2U-OP-60 | BURNS ST-SHIRLEY AVE CONNECTOR | BURNS ST TO SHIRLEY AVE | 0.07 | 100% | $ 321,000 | $ 321,000 |
| | F-21 | L2-2U-OP-78 | SKYVIEW RD | SKYVIEW RD TO SKYVIEW RD | 0.02 | 100% | $ 802,000 | $ 802,000 |
| | F-22 | L3-4D-120 | AIRPORT BLVD | N LAMAR BLVD TO 440' N OF WB FRONTAGE RD US 290 | 1.17 | 100% | $ 3,537,000 | $ 3,537,000 |
| | F-23 | L2-2U-78 | ROLAND JOHNSON DR | MARTIN AVE TO ST JOHNS AVE | 0.16 | 100% | $ 1,018,000 | $ 1,018,000 |
| | F-24 | L2-2U-78 | FAR WEST BLVD | FAR WEST BLVD TO FM 2222 RD | 0.30 | 100% | $ 1,724,000 | $ 1,724,000 |
| | F-25 | L3-3U-96 | FAR WEST BLVD | MESA DR TO HART LN | 0.67 | 100% | $ 5,308,000 | $ 5,308,000 |
| | F-26, I-27 | L4-4D-104-TxDOT | NORTHLAND DR | FM 2222 RD TO BALCONES DR | 0.13 | 50% | $ 37,000 | $ 18,500 |
| | F-27 | L3-4D-96 | STECK AVE | MOPAC SVRD NB RAMP TO SHOAL CREEK BLVD | 0.12 | 100% | $ 162,000 | $ 162,000 |
| | F-28 | L3-4D-116 | SHOAL CREEK BLVD | STECK AVE TO FOSTER LN | 0.56 | 100% | $ 795,000 | $ 795,000 |
| | F-29 | L2-3U-96 | MORROW ST | LAMAR BLVD TO PAXTON ST | 0.06 | 100% | $ 510,000 | $ 510,000 |
| | **Proj. #** | | **Type** | **Intersection** | | **% In Service Area** | **Total Project Cost** | **Cost in Service Area** |
| | EI-21, FI-1 | Intersection Improvements | Intersection Improvements | N CAPITAL OF TEXAS HWY AND LAKEWOOD DR | | 50% | $ 9,000,000 | $ 4,500,000 |
| | EI-22, FI-2 | Intersection Improvements | Intersection Improvements | N CAPITAL OF TEXAS HWY AND SPICEWOOD SPRINGS RD | | 50% | $ 6,000,000 | $ 3,000,000 |
| | EI-23, FI-3 | Intersection Improvements | Intersection Improvements | N CAPITAL OF TEXAS HWY AND SPICEWOOD SPRINGS RD | | 50% | $ 6,000,000 | $ 3,000,000 |
| | EI-24; FI-4 | Intersection Improvements | Intersection Improvements | N CAPITAL OF TEXAS HWY AND GREAT HILLS TRL | | 50% | $ 100,000 | $ 50,000 |
| | EI-26, FI-5 | Intersection Improvements | Intersection Improvements | N CAPITAL OF TEXAS HWY AND RESEARCH BLVD | | 50% | $ 324,000 | $ 162,000 |
| | FI-6 | Signalize | Signalize | STECK AVE AND GREENSLOPE DR | | 100% | $ 359,000 | $ 359,000 |
| | FI-7 | Intersection Improvements | Intersection Improvements | BURNET RD AND STECK AVE | | 100% | $ 1,421,000 | $ 1,421,000 |
| | FI-8 | Signalize | Signalize | OHLEN RD AND PUTNAM DR | | 100% | $ 300,000 | $ 300,000 |
| | FI-9 | Signalize | Signalize | OHLEN RD AND CONTOUR DR | | 100% | $ 300,000 | $ 300,000 |
| | CI-30, FI-10 | Intersection Improvements | Intersection Improvements | FAIRFIELD DR AND RESEARCH BLVD | | 50% | $ 71,000 | $ 35,500 |
| | FI-11 | Signalize | Signalize | MESA DR AND GREYSTONE DR | | 100% | $ 359,000 | $ 359,000 |
| | FI-12 | Intersection Improvements | Intersection Improvements | FAR WEST BLVD AND HART LN | | 100% | $ 94,000 | $ 94,000 |
| | FI-13 | Signalize | Signalize | SPICEWOOD SPRINGS RD AND HART LN | | 100% | $ 300,000 | $ 300,000 |
| | FI-14 | Intersection Improvements | Intersection Improvements | W ANDERSON LN AND N MOPAC EXPY | | 100% | $ 171,000 | $ 171,000 |
| | FI-15 | Signalize | Signalize | SHOAL CREEK BLVD AND FOSTER LN | | 100% | $ 359,000 | $ 359,000 |
| | FI-16 | Signalize | Signalize | NORTHCROSS DR AND FOSTER LN | | 100% | $ 300,000 | $ 300,000 |
| | FI-17 | Signalize | Signalize | W ANDERSON LN AND ANDERSON SQUARE | | 100% | $ 300,000 | $ 300,000 |
| | FI-18 | Signalize | Signalize | ANDERSON LN AND WATSON ST | | 100% | $ 300,000 | $ 300,000 |
| | FI-19 | Signalize | Signalize | MORROW ST AND WOODROW AVE | | 100% | $ 359,000 | $ 359,000 |
| | FI-20 | Signalize | Signalize | YATES AVE AND JUSTIN LN | | 100% | $ 359,000 | $ 359,000 |
| | FI-21 | Signalize | Signalize | JUSTIN LN AND WOODROW AVE | | 100% | $ 359,000 | $ 359,000 |
| | FI-22 | Signalize | Signalize | N LAMAR BLVD AND CRESTLAND DR | | 100% | $ 359,000 | $ 359,000 |
| | FI-23 | Intersection Improvements | Intersection Improvements | N LAMAR BLVD AND W ST JOHNS AVE | | 100% | $ 59,000 | $ 59,000 |
| | FI-24 | Intersection Improvements | Intersection Improvements | AIRPORT BLVD AND N LAMAR BLVD | | 100% | $ 10,000,000 | $ 10,000,000 |
| | CI-33, FI-25 | Intersection Improvements | Intersection Improvements | N IH 35 AND E ANDERSON LN | | 50% | $ 10,000,000 | $ 5,000,000 |
| | FI-26, JI-2 | Add U-turn Lane | Add U-turn Lane | E ST JOHNS AVE AND N IH 35 | | 50% | $ 10,000,000 | $ 5,000,000 |
| | FI-27, II-2 | Signalize | Signalize | FM 2222 RD AND MOUNT BONNELL RD | | 50% | $ 300,000 | $ 150,000 |
| | FI-28; II-3 | Signalize | Signalize | FM 2222 RD AND HIGHLAND HILLS CIR | | 50% | $ 300,000 | $ 150,000 |
| | FI-29; II-4 | Intersection Improvements | Intersection Improvements | FM 2222 RD AND NORTHLAND DR | | 50% | $ 412,000 | $ 206,000 |
| | FI-30; II-5 | Intersection Improvements | Intersection Improvements | W KOENIG LN AND N LAMAR BLVD | | 50% | $ 236,000 | $ 118,000 |
| | FI-31; II-6 | Add Turn Lanes | Add Turn Lanes | W KOENIG LN AND GUADALUPE ST | | 50% | $ 59,000 | $ 29,500 |
| | FI-32 | Signalize | Signalize | AIRPORT BLVD AND HUNTLAND DR | | 100% | $ 300,000 | $ 300,000 |
| | FI-33 | Signalize | Signalize | AIRPORT BLVD AND CLAYTON LN | | 100% | $ 300,000 | $ 300,000 |
| | FI-34 | Signalize | Signalize | MIDDLE FISKVILLE RD AND CLAYTON LN | | 100% | $ 359,000 | $ 359,000 |
| | FI-35 | Signalize | Signalize | FAR WEST BLVD AND AUSTIN CENTER BLVD | | 100% | $ 359,000 | $ 359,000 |
| | | | | | | | **Service Area Roadway Project Cost Subtotal** | **$ 64,016,500** |
| | | | | | | | **Service Area Intersection Project Cost Subtotal** | **$ 38,777,000** |
| | | | | | | | **2019 Street Impact Fee Study Cost Per Service Area** | **$ 83,109** |
| | | | | | | | **Total Cost in SERVICE AREA F** | **$ 102,876,609** |

a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Roadway Capacity Projects within the City of Austin.
b. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

## Table 5.G – 10-Year Street Impact RCP with Conceptual Level Cost Projections – Service Area G

| Service Area | Proj. # | Class | Street | Limits | Length (mi) | % In Service Area | Total Project Cost | Cost in Service Area |
|---|---|---|---|---|---|---|---|---|
| SA G | G-1 | L2-2U-78 | FERGUSON CTOF | US 290 TO 565' N OF OLD MANOR RD | 0.31 | 100% | $ 2,254,000 | $ 2,254,000 |
| | G-2 | L2-2U-78 | FERGUSON CTOF | 565' N OF OLD MANOR RD TO OLD MANOR RD | 0.11 | 50% | $ 691,000 | $ 345,500 |
| | G-3 | L2-2U-78 | OLD MANOR RD | SPRINGDALE RD TO FERGUSON CUTOFF | 0.52 | 100% | $ 3,705,000 | $ 3,705,000 |
| | G-4 | L2-2U-78 | OLD MANOR RD | FERGUSON CUTOFF TO 2595' E OF FERGUSON CUTOFF | 0.49 | 50% | $ 4,427,000 | $ 2,213,500 |
| | G-5 | L2-2U-78 | OLD MANOR RD | 2595' E OF FERGUSON CUTOFF TO 470' W OF KARLING DR | 0.23 | 100% | $ 1,649,000 | $ 1,649,000 |
| | G-6 | L2-2U-78 | OLD MANOR RD | 470' E OF KARLING DR TO 725' W OF KARLING DR | 0.22 | 50% | $ 1,224,000 | $ 612,000 |
| | G-7 | L2-2U-78 | OLD MANOR RD | 725' W OF KARLING DR TO 170' W OF DAFFAN LN | 0.11 | 50% | $ 711,000 | $ 355,500 |
| | G-8 | L2-2U-78 | DAFFAN LN | OLD MANOR RD TO JOHNNY MORRIS RD | 0.52 | 100% | $ 3,110,000 | $ 3,110,000 |
| | G-9 | L3-4D-120 | JOHNNY MORRIS RD | 3394' N OF BREEZY HILL DR TO DAFFAN LN | 0.37 | 50% | $ 4,001,000 | $ 2,000,500 |
| | G-10 | L3-4D-120 | JOHNNY MORRIS RD | 430' N OF BREEZY HILL DR TO 3394' N OF BREEZY HILL DR | 0.56 | 100% | $ 6,005,000 | $ 6,005,000 |
| | G-11 | L3-4D-120 | JOHNNY MORRIS RD | LOYOLA LN TO POINT NORTH DR | 0.61 | 100% | $ 6,490,000 | $ 6,490,000 |
| | G-12 | L2-2U-78 | COLONY PARK DR-VALLEYFIELD DR CONNECTOR | COLONY PARK DR TO VALLEYFIELD DR | 0.93 | 100% | $ 5,248,000 | $ 5,248,000 |
| | G-13 | L2-2U-78 | COLONY LOOP DR | VALLEYFIELD DR TO OVERTON ELEMENTARY SCHOOL DWY | 0.39 | 100% | $ 3,183,000 | $ 3,183,000 |
| | G-14 | L2-2U-78 | WILMINGTON DR | LOYOLA LN TO COLONY LOOP DR | 0.49 | 100% | $ 2,965,000 | $ 2,965,000 |
| | G-15 | L3-4D-116-TxDOT | DECKER LN | 1520' S OF LARICAL TRL TO 840' S OF LOYOLA LN | 1.02 | 100% | $ 144,000 | $ 144,000 |
| | G-16 | L3-4D-116-TxDOT | DECKER LN | W CREST LN TO 540' S OF LARICAL TRL | 0.17 | 50% | $ 347,000 | $ 173,500 |
| | G-17 | L3-4D-116-TxDOT | DECKER LN | DAFFAN LN (N) TO W CREST LN | 0.39 | 50% | $ 99,000 | $ 49,500 |
| | G-18 | L3-4D-116-TxDOT | DECKER LN | LINDELL LN TO DAFFAN LN (N) | 1.15 | 50% | $ 2,407,000 | $ 1,203,500 |
| | G-19 | L2-2U-78 | LINDELL LN | 1710' E OF DECKER LN TO DECKER LN | 0.32 | 50% | $ 1,914,000 | $ 957,000 |
| | G-20 | L2-2U-78 | LINDELL LN | BLUE BLUFF RD TO 1710' E OF DECKER LN | 0.98 | 100% | $ 5,797,000 | $ 5,797,000 |
| | G-21 | L3-4D-120 | BLUE BLUFF RD | LINDELL LN TO 1015' S OF SH 130 SB SVRD | 0.18 | 100% | $ 1,873,000 | $ 1,873,000 |
| | 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% | $ 4,961,000 | $ 4,961,000 |
| | G-23 | L3-4D-120 | WILDHORSE CONNECTOR | BLUE BLUFF TO FM 973 | 0.92 | 100% | $ 19,365,000 | $ 19,365,000 |
| | G-24 | L2-2U-78 | BLUE BLUFF RD | 711' S OF LINDELL LN TO LINDELL LN | 0.13 | 100% | $ 846,000 | $ 846,000 |
| | G-25 | L2-2U-78 | BLUE BLUFF RD | BLOOR RD TO 711' S OF LINDELL LN | 0.68 | 50% | $ 4,080,000 | $ 2,040,000 |
| | G-26 | L2-2U-78 | BLOOR RD | BLUE BLUFF RD TO 3150' E OF BLUE BLUFF RD | 0.60 | 50% | $ 3,374,000 | $ 1,687,000 |
| | G-27 | L2-2U-78 | BLOOR RD | 3150' E OF BLUE BLUFF RD TO 1796' W OF SH 130 | 0.51 | 100% | $ 3,233,000 | $ 3,233,000 |
| | G-28 | L3-4D-116 | BRAKER LN | DECKER LN TO BLOOR RD | 2.57 | 100% | $ 26,791,000 | $ 26,791,000 |
| | G-29 | L3-4D-120 | BLOOR RD | 1796' W OF SH 130 TO 552' W OF SH 130 SVRD SB | 0.24 | 50% | $ 2,101,000 | $ 1,050,500 |
| | G-30 | L4-4D-120-TxDOT | N FM 973 RD | MANOR CITY LIMITS TO 5860' S OF MANOR CITY LIMITS | 1.11 | 50% | $ 2,766,000 | $ 1,383,000 |
| | 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% | $ 1,354,000 | $ 677,000 |
| | G-32 | L4-4D-200-TxDOT | FM 973 | E BRAKER LN TO 4400' S OF BRAKER LN | 1.00 | 100% | $ 2,392,000 | $ 2,392,000 |
| | G-33 | L3-4D-120 | TAYLOR LN | 2500' S OF GLASS RD TO E BRAKER LN | 1.30 | 50% | $ 13,887,000 | $ 6,943,500 |
| | G-34 | L3-4D-116 | E BRAKER LN | PETRICHOR BLVD TO TAYLOR LN | 1.44 | 100% | $ 15,027,000 | $ 15,027,000 |
| | G-35 | L3-4D-120 | DECKER LAKE RD | DECKER LN TO 1015' E OF DECKER LN | 0.19 | 100% | $ 2,063,000 | $ 2,063,000 |
| | G-36 | L3-4D-120 | DECKER LAKE RD | 1410' W OF IMPERIAL DR TO HOG EYE RD | 0.58 | 50% | $ 6,203,000 | $ 3,101,500 |
| | G-37 | L3-4D-120 | DECKER LAKE RD | BLUE BLUFF RD TO FM 973 | 0.68 | 50% | $ 7,233,000 | $ 3,616,500 |
| | G-38 | L4-4D-120-TxDOT | N FM 973 RD | DECKER LAKE RD TO 2400' N OF DECKER LAKE RD | 0.48 | 100% | $ 1,373,000 | $ 1,373,000 |
| | 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% | $ 3,091,000 | $ 1,545,500 |
| | G-40 | L3-4D-120 | JOHNNY MORRIS RD | LOYOLA LN TO FM 969 | 1.33 | 100% | $ 14,718,000 | $ 14,718,000 |
| | G-41 | L4-6D-154-TxDOT | FM 969 RD | US 183 TO DECKER LN | 1.80 | 100% | $ 8,082,553 | $ 8,082,553 |
| | G-42 | L3-4D-116 | DECKER LN | FM 969 TO 846' N OF FM 969 | 0.16 | 100% | $ 1,706,000 | $ 1,706,000 |
| | G-43 | L4-4D-130-TxDOT | FM 969 RD | DECKER LN TO 235' E OF BANTAM WOODS | 0.31 | 100% | $ 120,000 | $ 120,000 |
| | G-44 | L2-2U-OP-70 | HESTER RD | BOLM RD TO SMITH RD | 0.66 | 100% | $ 6,629,000 | $ 6,629,000 |
| | G-45 | L3-4D-0 | TUSCANY WAY | US 290 TO 720' S OF US 290 | 0.13 | 100% | $ 700,000 | $ 700,000 |
| | G-46 | L3-4D-120 | MANOR RD | ED BLUESTEIN BLVD TO ANDTREE BLVD | 0.53 | 50% | $ 1,645,000 | $ 822,500 |
| | G-47 | L3-4D-94 | SPRINGDALE RD | COMMERCIAL PARK DR TO US 290 | 0.32 | 100% | $ 460,000 | $ 460,000 |
| | G-48 | L3-4D-116 | DECKER LN | 846' N OF FM 969 TO 1850' N OF FM 969 | 0.20 | 50% | $ 295,000 | $ 147,500 |
| | G-49 | L4-4D-120-TxDOT | N FM 973 RD | 3170' S OF DECKER LAKE RD TO DECKER LAKE RD | 0.59 | 50% | $ 1,413,000 | $ 706,500 |
| | G-50 | L4-4D-130-TxDOT | FM 969 RD | DECKER LN TO 235' E OF BANTAM WOODS | 0.19 | 100% | $ 476,000 | $ 476,000 |
| | G-51 | L3-4D-120 | TAYLOR LN | E BRAKER LN TO 3200' N OF E BRAKER LN | 0.57 | 50% | $ 6,050,000 | $ 3,025,000 |
| | G-52 | L3-4D-116-TxDOT | DECKER LN | 540' S OF LARICAL TRL TO 1520' S OF LARICAL TRL | 0.19 | 50% | $ 672,000 | $ 336,000 |
| | G-53 | L2-2U-78 | SMITH RD | ED BLUESTEIN BLVD TO ALLEYTON DR | 0.31 | 100% | $ 1,763,000 | $ 1,763,000 |

a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Roadway Capacity Projects within the City of Austin.

b. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

## Table 5.G – 10-Year Street Impact RCP with Conceptual Level Cost Projections – Service Area G

| | Proj. # | | Type | Intersection | | % In Service Area | Total Project Cost | Cost in Service Area |
|---|---|---|---|---|---|---|---|---|
| SA G | GI-1 | Intersection Improvements | Signalize | DECKER LN AND LINDELL LN | | 25% | $ 300,000 | $ 75,000 |
| | GI-2 | | Signalize | BLUE BLUFF RD AND DECKER LN-BLOOR RD CONNECTOR | | 100% | $ 359,000 | $ 359,000 |
| | GI-3 | | Signalize | E PARMER LN / BLUE BLUFF AND SH 130 | | 100% | $ 477,000 | $ 477,000 |
| | GI-4 | | Signalize | E PARMER LN AND WILDHORSE RANCH TRL | | 100% | $ 359,000 | $ 359,000 |
| | GI-5 | | Signalize | E PARMER LN AND NEW CONNECTION | | 100% | $ 359,000 | $ 359,000 |
| | GI-6 | | Signalize | E PARMER LN AND OLD HWY 20 | | 75% | $ 300,000 | $ 225,000 |
| | GI-7 | | Signalize | N FM 973 RD AND WILDHORSE RANCH TRL | | 50% | $ 359,000 | $ 179,500 |
| | GI-8 | | Signalize | N FM 973 RD AND E BRAKER LN | | 50% | $ 300,000 | $ 150,000 |
| | GI-9 | | Signalize | E BRAKER LN AND FM 973-E BRAKER LN CONNECTOR | | 100% | $ 300,000 | $ 300,000 |
| | GI-10 | | Signalize | E BRAKER LN AND TAYLOR LN | | 75% | $ 359,000 | $ 269,250 |
| | GI-11 | | Intersection Improvements | JOHNNY MORRIS RD AND LOYOLA LN | | 100% | $ 283,000 | $ 283,000 |
| | GI-12 | | Signalize | LOYOLA LN AND SENDERO HILLS PKWY | | 100% | $ 300,000 | $ 300,000 |
| | GI-13 | | Signalize | DECKER LN AND COLONY LOOP LN | | 100% | $ 300,000 | $ 300,000 |
| | GI-14 | | Intersection Improvements | DECKER LN AND LOYOLA LN | | 100% | $ 925,000 | $ 925,000 |
| | GI-15 | | Decker Lake Rd at Blue Bluff Rd | DECKER LAKE RD AND BLUE BLUFF RD | | 25% | $ 359,000 | $ 89,750 |
| | GI-16 | | Signalize | N FM 973 RD AND DECKER LAKE RD | | 75% | $ 359,000 | $ 269,250 |
| | GI-17 | | Intersection Improvements | FM 969 RD AND CRAIGWOOD DR | | 100% | $ 201,000 | $ 201,000 |
| | GI-18 | | Intersection Improvements | FM 969 RD AND JOHNNY MORRIS RD | | 100% | $ 484,000 | $ 484,000 |
| | GI-19 | | Signalize | FM 969 RD AND NIXON LN | | 100% | $ 300,000 | $ 300,000 |
| | GI-20 | | Intersection Improvements | FM 969 RD AND DECKER LN | | 100% | $ 1,120,000 | $ 1,120,000 |
| | GI-21 | | Signalize | FM 969 RD AND PARK AT WOODLANDS DR | | 100% | $ 300,000 | $ 300,000 |
| | GI-22 | | Signalize | LOYOLA LN AND COLONY LOOP DR/CIELO VISTA DR | | 100% | $ 300,000 | $ 300,000 |
| | | | | | | | **Service Area Roadway Project Cost Subtotal** | **$ 188,121,053** |
| | | | | | | | **Service Area Intersection Project Cost Subtotal** | **$ 7,624,750** |
| | | | | | | | **2019 Street Impact Fee Study Cost Per Service Area** | **$ 83,109** |
| | | | | | | | **Total Cost in SERVICE AREA G** | **$ 195,828,912** |

a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Roadway Capacity Projects within the City of Austin.

b. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

## Table 5.H – 10-Year Street Impact RCP with Conceptual Level Cost Projections – Service Area H

| Service Area | Proj. # | Class | Street | Limits | Length (mi) | % In Service Area | Total Project Cost | Cost in Service Area |
|---|---|---|---|---|---|---|---|---|
| SA H | E-7, H-1 | L3-3U-S-100 | BULLICK HOLLOW RD | FM 620 TO FM 2769 | 3.08 | 50% | $ 22,944,000 | $ 11,472,000 |
| | H-2 | L4-3U-125-TxDOT | RR 2222 TO RM 620 BYPASS | FM 2222 TO FM 620 | 0.42 | 100% | $ 1,811,000 | $ 1,811,000 |
| | E-9, H-3 | L4-6D-147-TxDOT | RM 2222 RD | FM 620 BYPASS TO RIBELIN RANCH RD | 1.32 | 50% | $ 5,689,000 | $ 2,844,500 |
| | H-4 | L3-3U-S-100 | CITY PARK RD | FM 2222 TO 185' E OF WEST COURTYARD DR | 0.41 | 100% | $ 2,271,000 | $ 2,271,000 |
| | H-5 | L3-3U-S-100 | CITY PARK RD | 185' E OF WEST COURTYARD DR TO 870' W OF BRIDGE POINT PKWY | 0.69 | 50% | $ 3,799,000 | $ 1,899,500 |
| | H-6 | L5-6D-125-TxDOT | N RM 620 RD | FM 2222 RD TO MARSHALL FORD RD | 2.23 | 100% | $ 6,063,000 | $ 6,063,000 |
| | H-7 | L5-6D-125-TxDOT | N RM 620 RD | MARSHALL FORD RD TO LOW WATER CROSSING RD | 1.37 | 100% | $ 3,723,000 | $ 3,723,000 |
| | **Proj. #** | **Intersection Improvements** | **Type** | **Intersection** | | **% In Service Area** | **Total Project Cost** | **Cost in Service Area** |
| | EI-15; HI-1 | | Intersection Improvements | N FM 620 RD AND FM 2222 RD | | 50% | $ 583,000 | $ 291,500 |
| | EI-16; HI-2 | | Intersection Improvements | FM 2222 RD AND RIVER PLACE BLVD | | 50% | $ 500,000 | $ 250,000 |
| | HI-3 | | Signalize | RIVER PLACE BLVD AND 6570 BLOCK | | 100% | $ 359,000 | $ 359,000 |
| | EI-20; HI-4 | | Intersection Improvements | FM 2222 RD AND JESTER BLVD | | 50% | $ 150,000 | $ 75,000 |
| | HI-5, II-1 | | Intersection Improvements | N CAPITAL OF TEXAS HWY AND COURTYARD DR | | 50% | $ 14,000,000 | $ 7,000,000 |
| | | | | | | | **Service Area Roadway Project Cost Subtotal** | **$ 30,084,000** |
| | | | | | | | **Service Area Intersection Project Cost Subtotal** | **$ 7,975,500** |
| | | | | | | | **2019 Street Impact Fee Study Cost Per Service Area** | **$ 83,109** |
| | | | | | | | **Total Cost in SERVICE AREA H** | **$ 38,142,609** |

a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Roadway Capacity Projects within the City of Austin.

b. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

## Table 5.I– 10-Year Street Impact RCP with Conceptual Level Cost Projections – Service Area I

| Service Area | Proj. # | Class | Street | Limits | Length (mi) | % In Service Area | Total Project Cost | Cost in Service Area |
|---|---|---|---|---|---|---|---|---|
| SA I | I-1 | L3-4D-120 | N LAMAR BLVD | KOENIG LN TO 200' S OF CAPITOL CT | 0.60 | 100% | $ 1,823,000 | $ 1,823,000 |
| | I-2 | L3-4D-120 | AIRPORT BLVD | 450' N OF MIDDLE FISKVILLE RD TO 45TH ST | 1.07 | 100% | $ 3,179,000 | $ 3,179,000 |
| | I-3 | L2-4D-94 | W 51ST ST | LAMAR BLVD TO GUADALUPE ST | 0.16 | 100% | $ 220,000 | $ 220,000 |
| | I-4 | L3-4D-94 | W 45TH ST | ROSEDALE AVE TO MAYBELLE AVE | 0.13 | 100% | $ 184,000 | $ 184,000 |
| | I-5 | L3-4D-94 | W 45TH ST | MAYBELLE AVE TO MARATHON BLVD | 0.12 | 100% | $ 1,378,000 | $ 1,378,000 |
| | I-6 | L3-4D-94 | W 45TH ST | MARATHON BLVD TO AVENUE A | 0.47 | 100% | $ 1,399,000 | $ 1,399,000 |
| | I-7 | L3-4U-110 | W GUADALUPE ST | GUADALUPE ST TO 47TH ST | 0.25 | 100% | $ 3,165,000 | $ 3,165,000 |
| | I-8 | L1-2U-OP-60 | SHOALWOOD AVE-SHOAL CREEK BLVD CONNECTOR | SHOALWOOD AVE TO SHOAL CREEK BLVD | 0.04 | 100% | $ 146,000 | $ 146,000 |
| | I-9 | L3-4D-96 | N LAMAR BLVD | 30TH ST TO 45TH ST | 1.14 | 100% | $ 1,476,000 | $ 1,476,000 |
| | I-10 | L2-2U-OP-92 | W 43RD ST | GUADALUPE ST TO N LAMAR BLVD | 0.34 | 100% | $ 2,467,000 | $ 2,467,000 |
| | I-11 | L3-3U-80 | W 38TH ST | AVENUE B TO SPEEDWAY | 0.19 | 100% | $ 1,746,000 | $ 1,746,000 |
| | I-12 | L3-4D-100 | GUADALUPE ST | 29TH ST TO W GUADALUPE ST | 1.26 | 100% | $ 3,741,000 | $ 3,741,000 |
| | I-13 | L2-2U-OP-70 | E 41ST ST | PECK AVE TO RED RIVER ST | 0.27 | 100% | $ 2,847,000 | $ 2,847,000 |
| | I-14 | L3-4D-94 | W 35TH ST | JEFFERSON LN TO 35TH ST CUTOFF | 0.09 | 100% | $ 275,000 | $ 275,000 |
| | I-15 | L3-4D-94 | W 35TH ST CTOF | W 35TH ST TO W 38TH ST | 0.11 | 100% | $ 350,000 | $ 350,000 |
| | I-16 | L3-4D-104 | W 38TH ST | 35TH ST CUTOFF TO MEDICAL PKWY | 0.29 | 100% | $ 874,000 | $ 874,000 |
| | I-17 | L3-4D-94 | W 38TH ST | LAMAR BLVD TO AVENUE B | 0.46 | 100% | $ 1,360,000 | $ 1,360,000 |
| | I-18 | L3-4D-100 | RED RIVER ST | DEEN KEATON TO MLK JR BLVD | 0.27 | 100% | $ 821,000 | $ 821,000 |
| | I-19 | L3-4D-94 | N LAMAR BLVD | MLK JR BLVD TO 24TH ST | 0.36 | 100% | $ 475,000 | $ 475,000 |
| | DT-3, I-20 | L3-4D-100 | N LAMAR BLVD | MARTIN LUTHER KING JR BLVD TO 15TH ST | 0.19 | 50% | $ 276,000 | $ 138,000 |
| | DT-2, I-21 | L3-5U-80 | W MARTIN LUTHER KING JR BLVD | IH-35 SVRD SB TO PEARL ST | 1.02 | 50% | $ 3,042,000 | $ 1,521,000 |
| | I-22 | L3-3U-80 | ENFIELD RD | EXPOSITION BLVD TO LAKE AUSTIN BLVD | 0.80 | 100% | $ 7,376,000 | $ 7,376,000 |
| | I-23 | L3-4D-116 | LAKE AUSTIN BLVD | VETERANS DR TO ENFIELD RD | 1.20 | 100% | $ 14,557,000 | $ 14,557,000 |
| | I-24, K-2 | L3-3U-100 | REDBUD TRL | LAKE AUSTIN BLVD TO STRATFORD DR | 0.54 | 50% | $ 53,300,000 | $ 26,650,000 |
| | DT-11, I-25 | L3-4D-80 | N LAMAR BLVD | 6TH ST TO PARKWAY (184' N OF 12TH ST) | 0.53 | 50% | $ 682,000 | $ 341,000 |
| | I-26 | L2-2U-OP-92 | PRESSLER ST | PRESSLER ST TO RESERVE RD | 0.06 | 100% | $ 1,745,000 | $ 1,745,000 |
| | F-26, I-27 | L4-4D-104-TxDOT | NORTHLAND DR | FM 2222 RD TO BALCONES DR | 0.13 | 50% | $ 38,000 | $ 19,000 |
| | I-28 | L3-3U-74 | HANCOCK DR | WEST FRANCES PL TO BULL CREEK RD | 0.32 | 100% | $ 2,214,000 | $ 2,214,000 |
| | I-29 | L2-2U-60 | BRUNING AVE | DUVAL ST TO CLARKSON AVE | 0.26 | 100% | $ 1,123,000 | $ 1,123,000 |
| | I-30 | L3-3U-74 | EXPOSITION BLVD | W 35TH ST TO ENFIELD RD | 1.53 | 100% | $ 10,513,000 | $ 10,513,000 |
| | I-31 | L3-4D-94 | N LAMAR BLVD | W 29TH ST TO SHOAL CREEK BLVD | 0.60 | 100% | $ 6,034,000 | $ 6,034,000 |
| | I-32 | L2-2U-78 | NUECES ST | GUADALUPE ST TO 24TH ST | 0.47 | 100% | $ 386,000 | $ 386,000 |
| | I-33 | L3-3U-110 | RED RIVER ST | E 32ND ST TO 31ST ST | 0.07 | 100% | $ 599,000 | $ 599,000 |
| | DT-10, I-34 | L3-4D-80 | N LAMAR BLVD | PARKFIELD TO 15TH ST | 0.11 | 50% | $ 161,000 | $ 80,500 |
| | I-35 | L3-3U-78 | RED RIVER ST | ROBERT DEDMAN TO E MARTIN LUTHER KING JR BLVD | 0.26 | 100% | $ 1,863,000 | $ 1,863,000 |
| | I-36 | L2-2U-92 | PRESSLER ST | 5TH ST TO END | 0.08 | 100% | $ 1,308,000 | $ 1,308,000 |
| | I-37 | L2-4D-120 | E 41ST ST | RED RIVER ST TO INTERSTATE 35 | 0.29 | 100% | $ 3,562,000 | $ 3,562,000 |

a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Roadway Capacity Projects within the City of Austin.

b. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

## Table 5.I– 10-Year Street Impact RCP with Conceptual Level Cost Projections – Service Area I

| | Proj. # | | Type | Intersection | | % In Service Area | Total Project Cost | Cost in Service Area |
|---|---|---|---|---|---|---|---|---|
| SA I | HI-5, II-1 | Intersection Improvements | Intersection Improvements | N CAPITAL OF TEXAS HWY AND COURTYARD DR | | 50% | $ 14,000,000 | $ 7,000,000 |
| | FI-27, II-2 | | Signalize | FM 2222 RD AND MOUNT BONNELL RD | | 50% | $ 300,000 | $ 150,000 |
| | FI-28; II-3 | | Signalize | FM 2222 RD AND HIGHLAND HILLS CIR | | 50% | $ 642,000 | $ 321,000 |
| | FI-29; II-4 | | Intersection Improvements | FM 2222 RD AND NORTHLAND DR | | 50% | $ 412,000 | $ 206,000 |
| | FI-30; II-5 | | Intersection Improvements | W KOENIG LN AND N LAMAR BLVD | | 50% | $ 236,000 | $ 118,000 |
| | FI-31; II-6 | | Add Turn Lanes | W KOENIG LN AND GUADALUPE ST | | 50% | $ 59,000 | $ 29,500 |
| | II-7 | | Intersection Improvements | BULL CREEK RD AND HANCOCK DR | | 100% | $ 118,000 | $ 118,000 |
| | II-8 | | Signalize | BURNET RD AND HOUSTON ST | | 100% | $ 300,000 | $ 300,000 |
| | II-9 | | Signalize | W NORTH LOOP BLVD AND WOODROW AVE | | 100% | $ 359,000 | $ 359,000 |
| | II-10 | | Signalize | W NORTH LOOP BLVD AND GROVER AVE | | 100% | $ 359,000 | $ 359,000 |
| | II-11 | | Intersection Improvements | BURNET RD AND W 49TH ST | | 100% | $ 236,000 | $ 236,000 |
| | II-12 | | Intersection Improvements | N LAMAR BLVD AND W 51ST ST | | 100% | $ 271,000 | $ 271,000 |
| | II-13 | | Intersection Improvements | W 51ST ST AND GUADALUPE ST | | 100% | $ 389,000 | $ 389,000 |
| | II-14 | | Intersection Improvements | E 51ST ST AND BRUNING AVE/DUVAL ST | | 100% | $ 312,000 | $ 312,000 |
| | II-15 | | Intersection Improvements | W 45TH ST AND BULL CREEK RD | | 100% | $ 500,000 | $ 500,000 |
| | II-16 | | Extend Turn Lane | BURNET RD AND W 45TH ST | | 100% | $ 118,000 | $ 118,000 |
| | II-17 | | Intersection Improvements | N LAMAR BLVD AND W 45TH ST | | 100% | $ 118,000 | $ 118,000 |
| | II-18 | | Intersection Improvements | RED RIVER ST AND E 41ST ST | | 100% | $ 236,000 | $ 236,000 |
| | II-19 | | Intersection Improvements | W 35TH ST AND JACKSON AVE | | 100% | $ 100,000 | $ 100,000 |
| | II-20 | | Intersection Improvements | W 38TH ST AND MEDICAL PKWY | | 100% | $ 153,000 | $ 153,000 |
| | II-21 | | Intersection Improvements | W 38TH ST AND SPEEDWAY | | 100% | $ 236,000 | $ 236,000 |
| | II-22 | | Intersection Improvements | RED RIVER ST AND E 38TH HALF ST | | 100% | $ 200,000 | $ 200,000 |
| | II-23 | | Intersection Improvements | GUADALUPE ST AND W 34TH ST | | 100% | $ 59,000 | $ 59,000 |
| | II-24 | | Intersection Improvements | N LAMAR BLVD AND W 29TH ST | | 100% | $ 118,000 | $ 118,000 |
| | II-25 | | Intersection Improvements | GUADALUPE ST AND W 30TH ST | | 100% | $ 1,043,000 | $ 1,043,000 |
| | II-26 | | Signalize | ENFIELD RD AND PECOS ST | | 100% | $ 359,000 | $ 359,000 |
| | II-27 | | Intersection Improvements | WINDSOR RD AND HARTFORD RD | | 100% | $ 118,000 | $ 118,000 |
| | II-28 | | Intersection Improvements | 24TH ST AND HARRIS BLVD | | 100% | $ 300,000 | $ 300,000 |
| | II-29 | | Intersection Improvements | 24TH ST AND WINDSOR DR | | 100% | $ 300,000 | $ 300,000 |
| | II-30 | | Intersection Improvements | W 24TH ST AND SAN GABRIEL ST | | 100% | $ 100,000 | $ 100,000 |
| | II-31 | | Intersection Improvements | GUADALUPE ST AND W 24TH ST | | 100% | $ 418,000 | $ 418,000 |
| | II-32 | | Intersection Improvements | RED RIVER ST AND CLYDE LITTLEFIELD DR | | 100% | $ 100,000 | $ 100,000 |
| | II-33 | | Intersection Improvements | ENFIELD RD AND HARTFORD RD | | 100% | $ 236,000 | $ 236,000 |
| | II-34 | | Intersection Improvements | ENFIELD RD AND WEST LYNN ST | | 100% | $ 236,000 | $ 236,000 |
| | DTI-1, II-35 | | Intersection Improvements | W MARTIN LUTHER KING JR BLVD AND NUECES ST | | 50% | $ 1,043,000 | $ 521,500 |
| | II-36 | | Signalize | RED RIVER ST AND ROBERT DEDMAN DR | | 100% | $ 300,000 | $ 300,000 |
| | II-37 | | Intersection Improvements | EXPOSITION BLVD AND LAKE AUSTIN BLVD | | 100% | $ 118,000 | $ 118,000 |
| | II-38 | | Signalize | 6TH ST AND PATTERSON AVE | | 100% | $ 359,000 | $ 359,000 |
| | DTI-22, II-39 | | Signalize | N LAMAR BLVD AND SANDRA MURAIDA WAY | | 50% | $ 300,000 | $ 150,000 |
| | II-40 | | Intersection Improvements | BALCONES DR AND PARKCREST DR | | 100% | $ 300,000 | $ 300,000 |
| | II-41 | | Signalize | W 5TH ST AND WEST LYNN ST | | 100% | $ 300,000 | $ 300,000 |
| | | | | | | | **Service Area Roadway Project Cost Subtotal** | **$ 107,955,500** |
| | | | | | | | **Service Area Intersection Project Cost Subtotal** | **$ 17,265,000** |
| | | | | | | | **2019 Street Impact Fee Study Cost Per Service Area** | **$ 83,109** |
| | | | | | | | **Total Cost in SERVICE AREA I** | **$ 125,303,609** |

a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Roadway Capacity Projects within the City of Austin.

b. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

## Table 5.J– 10-Year Street Impact RCP with Conceptual Level Cost Projections – Service Area J

| Service Area | Proj. # | Class | Street | Limits | Length (mi) | % In Service Area | Total Project Cost | Cost in Service Area |
|---|---|---|---|---|---|---|---|---|
| SA J | J-1 | L3-4D-130 | MANOR RD | US 183 TO ROCKHURST LN | 0.28 | 100% | $ 843,000 | $ 843,000 |
| | J-2 | L2-2U-78 | RANGOON RD | E 51ST ST TO SPRINGDALE RD | 1.02 | 100% | $ 6,095,000 | $ 6,095,000 |
| | J-3 | L2-2U-60 | ROGGE LN | 320' W OF CHADWYCK DR TO SPRINGDALE RD | 0.19 | 100% | $ 921,000 | $ 921,000 |
| | J-4 | L3-4D-116 | E 51ST ST | INTERSTATE 35 NB SVRD TO MUELLER BLVD | 0.47 | 100% | $ 1,409,000 | $ 1,409,000 |
| | J-5 | L3-4D-116 | E 51ST ST | ALDRICH ST TO BERKMAN DR | 0.13 | 100% | $ 410,000 | $ 410,000 |
| | J-6 | L2-2U-60 | PECAN SPRINGS RD | MANOR RD TO E 51ST ST | 0.46 | 100% | $ 2,153,000 | $ 2,153,000 |
| | J-7 | L2-2U-78 | NORWOOD HILL RD | SPRINGDALE RD TO 51ST ST | 0.31 | 100% | $ 1,932,000 | $ 1,932,000 |
| | J-8 | L2-2U-60 | ROGGE LN | MANOR RD TO GLOUCESTER LN | 0.15 | 100% | $ 661,000 | $ 661,000 |
| | J-9 | L3-3U-100 | OLD MANOR RD | 51ST ST TO MANOR RD | 0.21 | 100% | $ 2,024,000 | $ 2,024,000 |
| | J-10 | L1-2U-OP-60 | PRINGDALE RD-WALDEN CIR CONNECTO | SPRINGDALE RD TO WALDEN CIR | 0.07 | 100% | $ 273,000 | $ 273,000 |
| | J-11 | L2-2U-78 | E 51ST-BUNDYHILL DR CONNECTOR | E 51ST ST TO BUNDYHILL DR | 0.06 | 100% | $ 405,000 | $ 405,000 |
| | J-12 | L2-2U-78 | E 51ST ST-NORTHDALE DR CONNECTOR | 51ST ST TO NORTHDALE DR | 0.37 | 100% | $ 2,196,000 | $ 2,196,000 |
| | J-13 | L1-2U-OP-60 | LEXANDER AVE TO REAL ST CONNECTIO | ALEXANDER AVE TO REAL ST | 0.13 | 100% | $ 471,000 | $ 471,000 |
| | J-14 | L1-2U-OP-60 | REAL ST | ALEXANDER AVE TO RAILROAD | 0.07 | 100% | $ 239,000 | $ 239,000 |
| | J-15 | L1-2U-OP-60 | -E MARTIN LUTHER KING JR BLVD CONI | REAL ST TO MLK JR BLVD | 0.07 | 100% | $ 269,000 | $ 269,000 |
| | J-16 | L1-2U-OP-60 | BEDFORD ST | HARGRAVE ST TO SOL WILSON AVE CONNECTION TO BEDFORD ST | 0.06 | 100% | $ 230,000 | $ 230,000 |
| | J-17 | L2-2U-OP-92 | RGRAVE ST-SOL WILSON AVE COLLECT | HARGRAVE ST TO SOL WILSON AVE | 0.09 | 100% | $ 527,000 | $ 527,000 |
| | J-18 | L1-2U-OP-60 | SOL WILSON AVE | MCCLAIN ST TO END | 0.05 | 100% | $ 190,000 | $ 190,000 |
| | J-19 | L1-2U-OP-60 | MC CLAIN ST | OAK SPRINGS DR TO SOL WILSON AVE | 0.18 | 100% | $ 661,000 | $ 661,000 |
| | J-20 | .3-4D-120-TxDO | AIRPORT BLVD | MANOR RD TO 230' S OF SPRINGDALE RD | 1.63 | 100% | $ 4,892,000 | $ 4,892,000 |
| | J-21 | .3-4D-120-TxDO | E MARTIN LUTHER KING JR BLVD | AIRPORT BLVD TO PEREZ ST | 0.66 | 100% | $ 469,000 | $ 469,000 |
| | J-22 | .3-4D-120-TxDO | E MARTIN LUTHER KING JR BLVD | PEREZ ST TO EASTDALE DR | 1.36 | 100% | $ 3,399,000 | $ 3,399,000 |
| | J-23 | L2-2U-78 | TRACOR LN | TANNEHILL LN TO US 183 SB SVRD | 0.33 | 100% | $ 1,969,000 | $ 1,969,000 |
| | J-24 | L2-2U-OP-70 | AXEL LN-BLUESTEIN DR CONNECTOR | AXEL LN TO BLUESTEIN DR | 0.23 | 100% | $ 1,188,000 | $ 1,188,000 |
| | J-25 | L2-2U-60 | HUDSON ST | DELANO ST TO ED BLUESTEIN BLVD (US 183) | 0.57 | 100% | $ 2,437,000 | $ 2,437,000 |
| | J-26 | L2-2U-60 | HAROLD CT | HAROLD CT TO HAROLD CT | 0.16 | 100% | $ 701,000 | $ 701,000 |
| | J-27 | L2-2U-64 | JAIN LN | STUART CIR TO SHADY LN | 0.17 | 100% | $ 789,000 | $ 789,000 |
| | J-28 | .3-4D-120-TxDO | AIRPORT BLVD | 250' N OF BOLM RD TO LEVANDER LOOP | 0.54 | 100% | $ 735,000 | $ 735,000 |
| | J-29 | L3-4D-116 | E 7TH ST | ATTAYAC ST TO N PLEASANT VALLEY RD | 1.21 | 100% | $ 3,578,000 | $ 3,578,000 |
| | J-30 | L1-2U-OP-60 | SAN MARCOS ST | E 5TH ST TO E 4TH ST | 0.07 | 100% | $ 239,000 | $ 239,000 |
| | J-31 | L1-2U-OP-60 | ONION ST | E 5TH ST TO ONION ST | 0.03 | 100% | $ 121,000 | $ 121,000 |
| | J-32 | L1-2U-OP-60 | CHALMERS AVE | 5TH ST TO 6TH ST | 0.07 | 100% | $ 263,000 | $ 263,000 |
| | J-33 | L2-2U-OP-70 | GONZALES ST | RAMOS ST TO TILLERY ST | 0.13 | 100% | $ 1,038,000 | $ 1,038,000 |
| | J-34 | L3-4D-116 | E 7TH ST | ALLEN ST TO LEVANDER LOOP | 0.64 | 100% | $ 7,406,000 | $ 7,406,000 |
| | J-35 | L1-2U-OP-60 | MANSELL AVE-E 7TH ST CONNECTOR | MANSELL AVE TO E 7TH ST | 0.04 | 100% | $ 153,000 | $ 153,000 |
| | J-36 | L3-4D-104 | E CESAR CHAVEZ ST | PLEASANT VALLEY RD TO E 5TH ST | 0.96 | 100% | $ 11,099,000 | $ 11,099,000 |
| | J-37 | L3-4D-130 | MANOR RD | ROCKHURST TO KINGS PT | 0.06 | 100% | $ 756,000 | $ 756,000 |
| | J-38 | L3-4D-104 | SPRINGDALE RD | NORTHEAST DR TO MANOR RD | 0.15 | 100% | $ 1,489,000 | $ 1,489,000 |
| | J-39 | L2-3U-74 | BERKMAN DR | GLENVALLEY DR TO CHATHAM AVE | 0.10 | 100% | $ 970,000 | $ 970,000 |
| | J-40 | L3-4D-94 | CAMERON RD | US 290 TO 51ST ST | 1.16 | 100% | $ 12,801,000 | $ 12,801,000 |
| | J-41 | L3-4D-96 | E 51ST ST | SPRINGDALE RD TO RANGOON RD | 0.81 | 100% | $ 7,584,000 | $ 7,584,000 |
| | J-42 | .3-4D-140-TxDO | E MARTIN LUTHER KING JR BLVD | EEASTDALE DR TO US 183 | 0.22 | 100% | $ 481,000 | $ 481,000 |
| | J-43 | L3-3U-80 | MANOR RD | DEAN KEETON TO CHESTNUT AVE | 0.14 | 100% | $ 1,250,000 | $ 1,250,000 |
| | J-44 | L3-4D-94 | E 7TH ST | INTERSTATE 35 NB TO ATTAYAC ST | 0.32 | 100% | $ 3,517,000 | $ 3,517,000 |
| | J-45 | L2-3U-100 | SHADY LN | E 7TH ST TO E 5TH ST | 0.09 | 100% | $ 860,000 | $ 860,000 |
| | J-46 | L3-3U-74 | E CESAR CHAVEZ ST | SAN MARCOS ST TO N PLEASANT VALLEY RD | 1.41 | 100% | $ 13,011,000 | $ 13,011,000 |
| | J-47 | L3-3U-80 | N PLEASANT VALLEY RD | WEBBERVILLE DR TO E 7TH ST | 0.39 | 100% | $ 3,633,000 | $ 3,633,000 |
| | J-48 | L2-2U-OP-78 | E 5TH ST | ONION ST TO N PLEASANT VALLEY DR | 1.09 | 100% | $ 7,987,000 | $ 7,987,000 |
| | J-49 | L3-4D-120 | N PLEASANT VALLEY RD | CANTERBURY ST TO LAKE | 0.08 | 100% | $ 285,000 | $ 285,000 |

c. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Roadway Capacity Projects within the City of Austin.

d. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

## Table 5.J– 10-Year Street Impact RCP with Conceptual Level Cost Projections – Service Area J

| | Proj. # | | Type | Intersection | | % In Service Area | Total Project Cost | Cost in Service Area |
|---|---|---|---|---|---|---|---|---|
| SA J | DI-34; JI-1 | Intersection Improvements | Intersection Improvements | N IH 35 AND E ANDERSON LN | | 50% | $ 10,000,000 | $ 5,000,000 |
| | FI-26, JI-2 | | Add U-turn Lane | E ST JOHNS AVE AND N IH 35 | | 50% | $ 10,000,000 | $ 5,000,000 |
| | JI-3 | | Intersection Improvements | CAMERON RD AND E US 290 HWY | | 100% | $ 255,000 | $ 255,000 |
| | JI-4 | | Roundabout | GASTON PL DR AND BRIAR CLIFF DR | | 100% | $ 2,300,000 | $ 2,300,000 |
| | JI-5 | | Roundabout | NORTH HAMPTON DR AND GASTON PLACE DR | | 100% | $ 2,300,000 | $ 2,300,000 |
| | JI-6 | | Signalize | NORTHEAST DR AND N HAMPTON DR | | 100% | $ 300,000 | $ 300,000 |
| | JI-7 | | Roundabout | MANOR RD AND SPRINGDALE RD | | 100% | $ 2,300,000 | $ 2,300,000 |
| | JI-8 | | Signalize | BARBARA JORDAN BLVD AND MUELLER BLVD | | 100% | $ 359,000 | $ 359,000 |
| | JI-9 | | Signalize | E 51ST ST AND VAUGHAN ST | | 100% | $ 300,000 | $ 300,000 |
| | JI-10 | | Signalize | 51ST ST AND TILLEY ST | | 100% | $ 300,000 | $ 300,000 |
| | JI-11 | | Roundabout | OLD MANOR RD AND WESTMINSTER DR | | 100% | $ 2,300,000 | $ 2,300,000 |
| | JI-12 | | Signalize | SPRINGDALE RD AND NORWOOD HILL RD | | 100% | $ 359,000 | $ 359,000 |
| | JI-13 | | Intersection Improvements | AIRPORT BLVD AND WILSHIRE BLVD | | 100% | $ 236,000 | $ 236,000 |
| | JI-14 | | Signalize | MANOR RD AND ZACH SCOTT ST | | 100% | $ 300,000 | $ 300,000 |
| | JI-15 | | Intersection Improvements | AIRPORT BLVD AND MANOR RD | | 100% | $ 988,000 | $ 988,000 |
| | JI-16 | | Intersection Improvements | MANOR RD AND ANCHOR LN | | 100% | $ 625,000 | $ 625,000 |
| | JI-17 | | Intersection Improvements | E MARTIN LUTHER KING JR BLVD AND COMAL ST | | 100% | $ 418,000 | $ 418,000 |
| | JI-18 | | Intersection Improvements | E MARTIN LUTHER KING JR BLVD AND CHICON ST | | 100% | $ 418,000 | $ 418,000 |
| | JI-19 | | Intersection Improvements | E MARTIN LUTHER KING JR BLVD AND CHESTNUT AVE | | 100% | $ 418,000 | $ 418,000 |
| | JI-20 | | Intersection Improvements | E MARTIN LUTHER KING JR BLVD AND CEDAR AVE | | 100% | $ 418,000 | $ 418,000 |
| | JI-21 | | Intersection Improvements | MARTIN LUTHER KING JR BLVD AND ALEXANDER AV | | 100% | $ 418,000 | $ 418,000 |
| | JI-22 | | Intersection Improvements | AIRPORT BLVD AND E MARTIN LUTHER KING JR BLVD | | 100% | $ 949,000 | $ 949,000 |
| | JI-23 | | Intersection Improvements | E MARTIN LUTHER KING JR BLVD AND SPRINGDALE RD | | 100% | $ 354,000 | $ 354,000 |
| | JI-24 | | Signalize | MARTIN LUTHER KING JR BLVD AND OLDFORT HILL DR | | 100% | $ 300,000 | $ 300,000 |
| | JI-25 | | Signalize | WEBBERVILLE RD AND TANNEHILL LN | | 100% | $ 300,000 | $ 300,000 |
| | JI-26 | | Roundabout | ROSEWOOD AVE AND HARGRAVE ST | | 100% | $ 2,300,000 | $ 2,300,000 |
| | JI-27 | | Intersection Improvements | SPRINGDALE RD AND E 12TH ST | | 100% | $ 595,000 | $ 595,000 |
| | JI-28 | | Roundabout | HARGRAVE ST AND E 12TH ST | | 100% | $ 2,300,000 | $ 2,300,000 |
| | JI-29 | | Roundabout | ROSEWOOD DR AND WEBBERVILLE RD | | 100% | $ 2,300,000 | $ 2,300,000 |
| | JI-30 | | Intersection Improvements | AIRPORT BLVD AND OAK SPRINGS DR | | 100% | $ 118,000 | $ 118,000 |
| | JI-31 | | Signalize | 6TH ST AND SAN MARCOS ST | | 100% | $ 359,000 | $ 359,000 |
| | JI-32 | | Signalize | 7TH ST AND WALLER ST | | 100% | $ 359,000 | $ 359,000 |
| | JI-33 | | Intersection Improvements | E 7TH ST AND ATTAYAC ST | | 100% | $ 595,000 | $ 595,000 |
| | JI-34 | | Intersection Improvements | AIRPORT BLVD AND SPRINGDALE RD | | 100% | $ 118,000 | $ 118,000 |
| | JI-35 | | Signalize | SPRINGDALE RD AND GOVALLE AVE | | 100% | $ 359,000 | $ 359,000 |
| | JI-36 | | Signalize | E CESAR CHAVEZ ST AND SAN MARCOS ST | | 100% | $ 359,000 | $ 359,000 |
| | JI-37 | | Signalize | E 6TH ST AND ROBERT T MARTINEZ JR ST | | 100% | $ 359,000 | $ 359,000 |
| | JI-38 | | Intersection Improvements | E 7TH ST AND N PLEASANT VALLEY RD | | 100% | $ 118,000 | $ 118,000 |
| | JI-39 | | Intersection Improvements | AIRPORT BLVD AND SHADY LN | | 100% | $ 150,000 | $ 150,000 |
| | JI-40 | | Signalize | GARDNER RD AND JAIN LN | | 100% | $ 300,000 | $ 300,000 |
| | JI-41 | | Signalize | E 5TH ST AND PEDERNALES ST | | 100% | $ 359,000 | $ 359,000 |
| | JI-42 | | Intersection Improvements | E 5TH ST AND N PLEASANT VALLEY RD | | 100% | $ 418,000 | $ 418,000 |
| | JI-43 | | Intersection Improvements | E 2ND ST AND N PLEASANT VALLEY RD | | 100% | $ 418,000 | $ 418,000 |
| | JI-44 | | Intersection Improvements | SPRINGDALE RD AND E CESAR CHAVEZ ST | | 100% | $ 713,000 | $ 713,000 |
| | JI-45 | | Intersection Improvements | E CESAR CHAVEZ ST AND N PLEASANT VALLEY RD | | 100% | $ 300,000 | $ 300,000 |
| | JI-46 | | Signalize | E CESAR CHAVEZ ST AND LINDEN ST | | 100% | $ 654,000 | $ 654,000 |
| | JI-47 | | Intersection Improvements | AIRPORT BLVD AND LEVANDER LOOP | | 100% | $ 118,000 | $ 118,000 |
| | JI-48 | | Signalize | BOLM RD AND GARDNER RD | | 100% | $ 359,000 | $ 359,000 |
| | JI-49 | | Intersection Improvements | AIRPORT BLVD AND PARKWOOD RD/CRESTWOOD RD | | 100% | $ 418,000 | $ 418,000 |
| | JI-50 | | Signalize | E CESAR CHAVEZ ST AND CHALMERS AVE | | 100% | $ 359,000 | $ 359,000 |
| | JI-51 | | Signalize | ROSEWOOD AVE AND ANGELINA ST | | 100% | $ 359,000 | $ 359,000 |
| | JI-52 | | Signalize | BERKMAN DR AND PATTON LN | | 100% | $ 300,000 | $ 300,000 |
| | JI-53 | | Signalize | MANOR RD AND ALEXANDER AVE | | 100% | $ 359,000 | $ 359,000 |
| | | | | | | | **Service Area Roadway Project Cost Subtotal** | **$ 117,009,000** |
| | | | | | | | **Service Area Intersection Project Cost Subtotal** | **$ 43,038,000** |
| | | | | | | | **2019 Street Impact Fee Study Cost Per Service Area** | **$ 83,109** |
| | | | | | | | **Total Cost in SERVICE AREA J** | **$ 160,130,109** |

a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Roadway Capacity Projects within the City of Austin.

b. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

## Table 5.K– 10-Year Street Impact RCP with Conceptual Level Cost Projections – Service Area K

| Service Area | Proj. # | Class | Street | Limits | Length (mi) | % In Service Area | Total Project Cost | Cost in Service Area |
|---|---|---|---|---|---|---|---|---|
| SA K | K-1 | L2-2U-80 | WESTLAKE DR | LAKEPLACE LN TO 750' S OF THE HIGH RD | 3.17 | 100% | $ 16,501,000 | $ 16,501,000 |
| | I-24, K-2 | L3-3U-S-100 | REDBUD TRL | LAKE AUSTIN BLVD TO STRATFORD DR | 0.54 | 50% | $ 53,300,000 | $ 26,650,000 |
| | K-3 | L2-2U-78 | STRATFORD DR | MOPAC BRIDGE TO ELGIN AVE | 0.37 | 100% | $ 1,916,000 | $ 1,916,000 |
| | K-4 | L3-3U-80 | BARTON CREEK BLVD | 1400' N OF SOUTHWEST PKWY TO 1300' N OF HENRY MARX LN | 0.55 | 100% | $ 4,120,000 | $ 4,120,000 |
| | K-5 | L2-2U-78 | FOSTER RANCH RD | TRAVIS COUNTRY CIR TO 650' N OF SOUTHWEST PKWY | 0.34 | 100% | $ 1,904,000 | $ 1,904,000 |
| | K-6 | L2-2U-78 | FOSTER RANCH RD | 650' N OF SOUTHWEST PKWY TO SOUTHWEST PKWY | 0.12 | 100% | $ 776,000 | $ 776,000 |
| | K-7 | L3-3U-80 | WESTLAKE DR | LONG CAMP DR TO CITY LIMITS | 0.57 | 100% | $ 4,320,000 | $ 4,320,000 |
| | K-8 | L3-3U-S-100 | REDBUD TRL | STRATFORD DR TO 280' E OF WESTLAKE DR | 0.45 | 100% | $ 2,633,000 | $ 2,633,000 |
| | **Proj. #** | **Intersection Improvements** | **Type** | **Intersection** | | **% In Service Area** | **Total Project Cost** | **Cost in Service Area** |
| | KI-1 | | Intersection Improvements | N CAPITAL OF TEXAS HWY AND WESTLAKE DR | | 100% | $ 14,000,000 | $ 14,000,000 |
| | KI-2 | | Signalize | REDBUD TRL AND STRATFORD DR | | 100% | $ 300,000 | $ 300,000 |
| | KI-3 | | Signalize | CAPITAL OF TEXAS HWY AND PARKSTONE HEIGHTS DR | | 100% | $ 477,000 | $ 477,000 |
| | KI-4 | | Signalize | WALSH TARLTON LN AND THOUSAND OAKS COVE | | 100% | $ 359,000 | $ 359,000 |
| | KI-5, MI-1 | | Dual Left Turn Lane | HWY 71 AND SOUTHWEST PKWY | | 50% | $ 201,000 | $ 100,500 |
| | KI-6, MI-2 | | Intersection Improvements | SOUTHWEST PKWY AND TRAVIS COOK RD | | 50% | $ 150,000 | $ 75,000 |
| | KI-7, MI-3 | | Signalize | SOUTHWEST PKWY AND BELGRADE DR | | 50% | $ 300,000 | $ 150,000 |
| | KI-8, MI-4 | | Intersection Improvements | SOUTHWEST PKWY AND W WILLIAM CANNON DR | | 50% | $ 1,605,000 | $ 802,500 |
| | KI-9 | | Signalize | WALSH TARLTON LN AND TAMARRON BLVD | | 100% | $ 359,000 | $ 359,000 |
| | | | | | | | **Service Area Roadway Project Cost Subtotal** | **$ 58,820,000** |
| | | | | | | | **Service Area Intersection Project Cost Subtotal** | **$ 16,623,000** |
| | | | | | | | **2019 Street Impact Fee Study Cost Per Service Area** | **$ 83,109** |
| | | | | | | | **Total Cost in SERVICE AREA K** | **$ 75,526,109** |

a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Roadway Capacity Projects within the City of Austin.

b. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

## Table 5.L – 10-Year Street Impact RCP with Conceptual Level Cost Projections – Service Area L

| Service Area | Proj. # | Class | Street | Limits | Length (mi) | % In Service Area | Total Project Cost | Cost in Service Area |
|---|---|---|---|---|---|---|---|---|
| SA L | L-1 | L2-2U-80 | STRATFORD DR | MOPAC TO LOU NEFF RD | 0.25 | 100% | $ 1,301,000 | $ 1,301,000 |
| | L-2 | L2-2U-80 | AZIE MORTON RD | BARTON SPRINGS RD TO BARTON HILLS DR | 0.46 | 100% | $ 2,595,000 | $ 2,595,000 |
| | L-3 | L3-4D-120-TxDO | S LAMAR BLVD | BARTON SPRINGS RD TO S LAMAR SVRD | 2.76 | 100% | $ 8,480,000 | $ 8,480,000 |
| | L-4 | L2-2U-OP-70 | DEL CURTO RD | BLUEBONNET LN TO LIGHTSEY RD | 0.37 | 100% | $ 2,294,000 | $ 2,294,000 |
| | L-5 | L2-2U-OP-92 | LIGHTSEY RD | LIGHTSEY RD TO LIGHTSEY RD | 0.06 | 100% | $ 427,000 | $ 427,000 |
| | L-6 | L2-2U-OP-92 | LIGHTSEY RD-BARTON SKWY CONNECTOR | LIGHTSEY RD TO BARTON SKWY | 0.04 | 100% | $ 630,000 | $ 630,000 |
| | L-7 | L3-4D-116 | BARTON SPRINGS RD | DAWSON DR TO W RIVERSIDE DR | 0.46 | 100% | $ 1,365,000 | $ 1,365,000 |
| | L-8 | L1-2U-OP-60 | BARTON SPRINGS RD-CONGRESS AVE CONNECTOR | BARTON SPRINGS RD TO CONGRESS AVE | 0.21 | 100% | $ 878,000 | $ 878,000 |
| | L-9 | L1-2U-OP-60 | S 1ST ST CONNECTOR | S 1ST ST TO BARTON SPRINGS TO CONGRESS CONNECTION | 0.11 | 100% | $ 402,000 | $ 402,000 |
| | L-10 | L1-2U-OP-60 | SOUTH CENTRAL WATERFRONT LOCAL ST 1 | BARTON SPRINGS RD TO END | 0.05 | 100% | $ 177,000 | $ 177,000 |
| | L-11 | L1-2U-OP-60 | SOUTH CENTRAL WATERFRONT LOCAL ST 2 | BARTON SPRINGS RD TO END | 0.13 | 100% | $ 494,000 | $ 494,000 |
| | L-12 | L1-2U-OP-60 | SOUTH CENTRAL WATERFRONT LOCAL ST 3 | BARTON SPRINGS RD TO END | 0.14 | 100% | $ 517,000 | $ 517,000 |
| | L-13 | L2-2U-OP-92 | BARTON SPRINGS RD | CONGRESS AVE TO W RIVERSIDE DR | 0.33 | 100% | $ 2,153,000 | $ 2,153,000 |
| | L-14 | L1-2U-OP-60 | CONGRESS AVE-BARTON SPRINGS RD CONNECTOR | CONGRESS AVE TO BARTON SPRINGS RD | 0.16 | 100% | $ 672,000 | $ 672,000 |
| | L-15 | L1-2U-OP-60 | E RIVERSIDE DR CONNECTOR | E RIVERSIDE TO END | 0.07 | 100% | $ 302,000 | $ 302,000 |
| | L-16 | L3-6D-140 | S 1ST ST | RIVERSIDE DR TO BARTON SPRINGS RD | 0.11 | 100% | $ 333,000 | $ 333,000 |
| | L-17 | L3-4D-80 | W RIVERSIDE DR | 170' W OF S 1ST ST TO S CONGRESS AVE | 0.26 | 100% | $ 784,000 | $ 784,000 |
| | L-18 | L3-4D-94 | E RIVERSIDE DR | S CONGRESS AVE TO 240' W OF NEWNING AVE | 0.26 | 100% | $ 328,000 | $ 328,000 |
| | L-19 | L3-4D-120 | S CONGRESS AVE | BARTON SPRINGS RD TO BEN WHITE BLVD SVRD | 2.70 | 100% | $ 8,046,000 | $ 8,046,000 |
| | L-20 | L2-2U-OP-92 | ST EDWARDS DR | S CONGRESS AVE TO 165' W OF CARNARVON LN | 0.16 | 100% | $ 1,033,000 | $ 1,033,000 |
| | L-21 | L2-2U-OP-78 | E ALPINE RD | E ALPINE RD TO 200' E OF WAREHOUSE ROW | 0.14 | 100% | $ 1,030,000 | $ 1,030,000 |
| | L-22 | L2-2U-OP-78 | PAYLOAD PASS-E ALPINE RD CONNECTOR | PAYLOAD PASS TO E ALPINE RD | 0.12 | 100% | $ 690,000 | $ 690,000 |
| | L-23 | L2-2U-OP-70 | BLUEBONNET LN | S LAMAR BLVD TO DEL CURTO RD | 0.14 | 100% | $ 868,000 | $ 868,000 |
| | L-24 | L2-2U-OP-92 | ELMONT DR | TOWN CREEK TO TINNIN FORD DR | 0.06 | 100% | $ 411,000 | $ 411,000 |
| | L-25 | L2-2U-OP-92 | PARKER LN-BURTON DR CONNECTOR | PARKER LN TO BURTON DR | 0.28 | 100% | $ 1,881,000 | $ 1,881,000 |
| | L-26 | L2-2U-OP-92 | BURTON DR-WILLOW CREEK DR CONNECTOR | BURTON DR TO WILLOW CREEK DR | 0.08 | 100% | $ 550,000 | $ 550,000 |
| | L-27 | L2-2U-OP-92 | WILLOW HILL DR | WILLOW CREEK DR TO WILLOW HILL DR | 0.12 | 100% | $ 770,000 | $ 770,000 |
| | L-28 | L2-2U-OP-92 | WILLOW HILL DR | PLEASANT VALLEY RD TO WICKERSHAM LN | 0.25 | 100% | $ 2,369,000 | $ 2,369,000 |
| | L-29 | L3-4D-120 | S PLEASANT VALLEY RD | 440' S OF CANTERBURY RD TO 525' N OF E RIVERSIDE DR | 1.18 | 100% | $ 3,571,000 | $ 3,571,000 |
| | L-30 | L2-2U-OP-92 | LAKESHORE BLVD-E RIVERSIDE CONNECTOR | LAKESHORE BLVD TO E RIVERSIDE DR | 0.65 | 100% | $ 4,270,000 | $ 4,270,000 |
| | L-31 | L2-2U-OP-92 | PLEASANT VALLEY DR-ELMONT DR CONNECTOR | PLEASANT VALLEY RD TO ELMONT DR | 0.45 | 100% | $ 2,993,000 | $ 2,993,000 |
| | L-32 | L2-2U-OP-92 | ELMONT DR | WICKERSHAM LN TO CROSSING PL | 0.20 | 100% | $ 2,023,000 | $ 2,023,000 |
| | L-33 | L3-4D-116 | E OLTORF ST | INTERSTATE 35 TO MONTOPOLIS DR | 2.28 | 100% | $ 2,731,000 | $ 2,731,000 |
| | L-34 | L3-4D-120 | S PLEASANT VALLEY RD | 280' S OF OLTORF RD TO 1160' S OF GEORGIA MEADOWS DR | 0.45 | 100% | $ 5,603,000 | $ 5,603,000 |
| | L-35 | L3-4D-120 | S PLEASANT VALLEY RD | BURLESON RD TO S PLEASANT VALLEY RD | 0.14 | 100% | $ 1,485,000 | $ 1,485,000 |
| | L-36 | L3-4D-94 | BURLESON RD | SANTA MONICA DR TO BEN WHITE BLVD | 0.33 | 100% | $ 3,672,000 | $ 3,672,000 |
| | L-37 | L3-4D-104 | WOODWARD ST | INTERSTATE 35 TO BEN WHITE BLVD | 0.51 | 100% | $ 5,935,000 | $ 5,935,000 |
| | L-38 | L2-2U-78 | S PLEASANT VALLEY RD-SUNRIDGE DR CONNECTOR | S PLEASANT VALLEY RD TO SUNRIDGE DR | 0.44 | 100% | $ 2,910,000 | $ 2,910,000 |
| | L-39 | L2-2U-78 | SUNRIDGE DR | SUNRIDGE DR TO E BEN WHITE BLVD SVRD | 0.20 | 100% | $ 1,209,000 | $ 1,209,000 |
| | L-40 | L2-2U-OP-92 | FARO DR | FARO DR TO OLTORF ST | 0.58 | 100% | $ 3,840,000 | $ 3,840,000 |
| | L-41 | L2-2U-OP-92 | RIVERS EDGE WAY | RIVERS EDGE WAY TO OLTORF ST | 0.68 | 100% | $ 4,502,000 | $ 4,502,000 |
| | L-42 | L2-2U-78 | FARO DR-MONTOPOLIS DR CONNECTOR | FARO DR TO MONTOPOLIS DR | 0.45 | 100% | $ 3,262,000 | $ 3,262,000 |
| | L-43 | L2-2U-OP-92 | FARO DR | FARO DR TO FARO DR TO MONTOPOLIS CONNECTION | 0.31 | 100% | $ 2,070,000 | $ 2,070,000 |
| | L-44 | L2-2U-60 | GROVE BLVD | GROVE BLVD TO MONTOPOLIS DR | 0.47 | 100% | $ 5,532,000 | $ 5,532,000 |
| | L-45 | L2-2U-OP-92 | FRONTIER VALLEY DR-BASTROP HWY CONNECTOR | FRONTIER VALLEY TO BASTROP HWY | 0.43 | 100% | $ 4,638,000 | $ 4,638,000 |
| | L-46 | L2-2U-OP-92 | VARGAS RD | RIVERSIDE DR TO CARSON RIDGE DR | 0.30 | 100% | $ 2,014,000 | $ 2,014,000 |
| | L-47 | L1-2U-OP-60 | CARSON RIDGE | THRASHER LN TO MAXWELL LN | 0.22 | 100% | $ 799,000 | $ 799,000 |
| | L-48 | L2-2U-OP-92 | E BEN WHITE BLVD-THRASHER LN CONNECTOR | E BEN WHITE BLVD TO THRASHER LN | 0.43 | 100% | $ 2,865,000 | $ 2,865,000 |
| | L-49 | L3-4D-120 | BARTON SPRINGS RD | S LAMAR BLVD TO LEE BARTON DR | 0.04 | 100% | $ 155,000 | $ 155,000 |
| | L-50 | L3-4D-100 | BARTON SPRINGS RD | LEE BARTON DR TO DAWSON RD | 0.13 | 100% | $ 1,218,000 | $ 1,218,000 |
| | L-51 | L3-4D-94 | W OLTORF ST | S 2ND ST TO DURWOOD ST | 0.17 | 100% | $ 534,000 | $ 534,000 |
| | L-52 | L3-4D-94 | W OLTORF ST | EUCLID AVE TO COLLEGE AVE | 0.12 | 100% | $ 1,340,000 | $ 1,340,000 |
| | L-53 | L3-4D-94 | W OLTORF ST | COLLEGE AVE TO S CONGRESS AVE | 0.04 | 100% | $ 159,000 | $ 159,000 |
| | L-54 | L3-4D-94 | E OLTORF ST | S CONGRESS AVE TO REBEL RD | 0.22 | 100% | $ 2,426,000 | $ 2,426,000 |
| | L-55 | L2-2U-64 | LIGHTSEY RD | DEL CURTO RD TO CLAWSON RD | 0.16 | 100% | $ 921,000 | $ 921,000 |
| | L-56 | L2-2U-64 | CLAWSON RD | BARTON SKYWY TO FORT VIEW RD | 0.80 | 100% | $ 3,683,000 | $ 3,683,000 |
| | L-57 | L3-4D-94 | MANCHACA RD | FORT VIEW RD TO BEN WHITE BLVD | 0.05 | 100% | $ 93,000 | $ 93,000 |
| | L-58 | L3-4D-94 | S 1ST ST | FORT MCGRUDER LN TO BEN WHITE BLVD | 0.05 | 100% | $ 163,000 | $ 163,000 |
| | L-59 | L3-4D-94 | BARTON SPRINGS RD | LEE BARTON DR TO DAWSON RD | 0.14 | 100% | $ 1,315,000 | $ 1,315,000 |
| | L-60 | L1-2U-60 | COUNTRY CLUB RD | E RIVERSIDE DR TO PENICK DR | 0.07 | 100% | $ 258,000 | $ 258,000 |
| | L-61 | L1-2U-60 | GROVE BLVD CONNECTOR | GROVE BLVD TO END | 0.23 | 100% | $ 853,000 | $ 853,000 |
| | L-62 | L2-2U-78 | FARO DR-MONTOPOLIS DR CONNECTOR | END TO MONTOPOLIS DR | 0.19 | 100% | $ 948,000 | $ 948,000 |

a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Roadway Capacity Projects within the City of Austin.

b. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

## Table 5.L – 10-Year Street Impact RCP with Conceptual Level Cost Projections – Service Area L

| | Proj. # | | Type | Intersection | | % In Service Area | Total Project Cost | Cost in Service Area |
|---|---|---|---|---|---|---|---|---|
| SA L | LI-1 | Intersection Improvements | Extend Turn Lane | BARTON SPRINGS RD AND STRATFORD DR | | 100% | $ 59,000 | $ 59,000 |
| | LI-2, NI-1 | | Signal Modifications | S CAPITAL OF TEXAS HWY AND WEST GATE BLVD | | 50% | $ 170,000 | $ 85,000 |
| | LI-3 | | Signalize | ROBERT E LEE RD AND RABB RD | | 100% | $ 300,000 | $ 300,000 |
| | LI-4 | | Intersection Improvements | S LAMAR BLVD NB AND BARTON SPRINGS RD | | 100% | $ 300,000 | $ 300,000 |
| | LI-5 | | Signalize | S LAMAR BLVD AND COLLIER ST | | 100% | $ 595,000 | $ 595,000 |
| | LI-6 | | Extend Turn Lane | S LAMAR BLVD AND W OLTORF ST | | 100% | $ 221,000 | $ 221,000 |
| | LI-7 | | Extend Turn Lane | S LAMAR BLVD AND BARTON SKWY | | 100% | $ 212,000 | $ 212,000 |
| | LI-8 | | Intersection Improvements | MANCHACA RD AND BARTON SKWY | | 100% | $ 300,000 | $ 300,000 |
| | LI-9 | | Intersection Improvements | BARTON SPRINGS RD AND DAWSON RD | | 100% | $ 59,000 | $ 59,000 |
| | LI-10 | | Intersection Improvements | S 1ST ST AND W RIVERSIDE DR | | 100% | $ 212,000 | $ 212,000 |
| | LI-11 | | Intersection Improvements | W RIVERSIDE DR AND BARTON SPRINGS RD | | 100% | $ 54,000 | $ 54,000 |
| | LI-12 | | Intersection Improvements | S CONGRESS AVE AND BARTON SPRINGS RD | | 100% | $ 150,000 | $ 150,000 |
| | LI-13 | | Intersection Improvements | S 1ST ST AND BARTON SPRINGS RD | | 100% | $ 418,000 | $ 418,000 |
| | LI-14 | | Intersection Improvements | S CONGRESS AVE AND W RIVERSIDE DR | | 100% | $ 212,000 | $ 212,000 |
| | LI-15 | | Signalize | W OLTORF ST AND THORNTON RD | | 100% | $ 300,000 | $ 300,000 |
| | LI-16 | | Intersection Improvements | W OLTORF ST AND S 5TH ST | | 100% | $ 595,000 | $ 595,000 |
| | LI-17 | | Intersection Improvements | W OLTORF ST AND S 1ST ST | | 100% | $ 595,000 | $ 595,000 |
| | LI-18 | | Signalize | W OLTORF ST AND WILSON ST | | 100% | $ 359,000 | $ 359,000 |
| | LI-19 | | Intersection Improvements | S CONGRESS AVE AND W OLTORF ST | | 100% | $ 212,000 | $ 212,000 |
| | LI-20 | | Intersection Improvements | E OLTORF ST AND EAST SIDE DR | | 100% | $ 595,000 | $ 595,000 |
| | LI-21 | | Signalize | WOODLAND AVE AND PARKER LN | | 100% | $ 359,000 | $ 359,000 |
| | LI-22 | | Intersection Improvements | E OLTORF ST AND PARKER LN | | 100% | $ 10,000 | $ 10,000 |
| | LI-23 | | Signalize | BURLESON RD AND S PLEASANT VALLEY RD EXT | | 100% | $ 300,000 | $ 300,000 |
| | LI-24 | | Signalize | S LAKESHORE BLVD AND TINNIN FORD RD | | 100% | $ 300,000 | $ 300,000 |
| | LI-25 | | Intersection Improvements | E RIVERSIDE DR AND WICKERSHAM LN | | 100% | $ 4,500,000 | $ 4,500,000 |
| | LI-26 | | Intersection Improvements | E RIVERSIDE DR AND CROSSING PL | | 100% | $ 315,000 | $ 315,000 |
| | LI-27 | | Signalize | E RIVERSIDE DR AND KENNETH AVE | | 100% | $ 300,000 | $ 300,000 |
| | LI-28 | | Signalize | E OLTORF ST AND FARO ST EXT | | 100% | $ 300,000 | $ 300,000 |
| | LI-29 | | Intersection Improvements | MONTOPOLIS DR AND HOGAN AVE | | 100% | $ 118,000 | $ 118,000 |
| | LI-30 | | Intersection Improvements | E RIVERSIDE DR AND MONTOPOLIS DR | | 100% | $ 418,000 | $ 418,000 |
| | LI-31 | | Signalize | GROVE BLVD AND MONTOPOLIS DR | | 100% | $ 300,000 | $ 300,000 |
| | LI-32 | | Signalize | MONTOPOLIS DR AND FARO DR-MONTOPOLIS DR CONNECTION | | 100% | $ 300,000 | $ 300,000 |
| | LI-33 | | Intersection Improvements | E OLTORF ST AND MONTOPOLIS DR | | 100% | $ 100,000 | $ 100,000 |
| | LI-34, OI-1 | | Extend Turn Lane | E BEN WHITE BLVD AND MONTOPOLIS DR | | 50% | $ 171,000 | $ 85,500 |
| | LI-35 | | Signalize | E RIVERSIDE DR AND FRONTIER VALLEY DR | | 100% | $ 359,000 | $ 359,000 |
| | LI-36 | | Signalize | E RIVERSIDE DR AND ANISE DR | | 100% | $ 359,000 | $ 359,000 |
| | LI-37 | | Signalize | RIVERSIDE DR AND CORIANDER DR | | 100% | $ 359,000 | $ 359,000 |
| | LI-38, PI-2 | | Signalize | BASTROP HWY AND OLD BASTROP HWY SVRD CONNECTION | | 50% | $ 477,000 | $ 238,500 |
| | LI-39 | | Intersection Improvements | KINNEY ST AND BARTON SPRINGS RD | | 100% | $ 300,000 | $ 300,000 |
| | LI-40 | | Signalize | AZI MORTON RD AND BARTON HILLS DR | | 100% | $ 300,000 | $ 300,000 |
| | LI-41 | | Signalize | BARTON SPRINGS RD AND STERZING ST | | 100% | $ 300,000 | $ 300,000 |
| | | | | | | | **Service Area Roadway Project Cost Subtotal** | **$ 121,770,000** |
| | | | | | | | **Service Area Intersection Project Cost Subtotal** | **$ 15,754,000** |
| | | | | | | | **2019 Street Impact Fee Study Cost Per Service Area** | **$ 83,109** |
| | | | | | | | **Total Cost in SERVICE AREA L** | **$ 137,607,109** |

c. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Roadway Capacity Projects within the City of Austin.

d. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

## Table 5.M – 10-Year Street Impact RCP with Conceptual Level Cost Projections – Service Area M

| Service Area | Proj. # | Class | Street | Limits | Length (mi) | % In Service Area | Total Project Cost | Cost in Service Area |
|---|---|---|---|---|---|---|---|---|
| SA M | M-1 | L2-2U-60 | WIER HILLS RD | RIALTO BLVD TO OLD BEE CAVES RD | 0.53 | 100% | $ 2,287,000 | $ 2,287,000 |
| | M-2 | L2-2U-68 | TRAVIS COOK RD | OLD BEE CAVES RD TO SOUTHWEST PKWY | 0.48 | 100% | $ 2,576,000 | $ 2,576,000 |
| | M-3 | L3-4D-116 | VEGA AVE | SOUTHWEST PKWY TO EIGER RD | 0.62 | 100% | $ 6,682,000 | $ 6,682,000 |
| | M-4 | L3-4D-120 | INDUSTRIAL OAKS BLVD | SOUTHWEST PARKWAY TO INDUSTRIAL OAKS BLVD | 0.22 | 100% | $ 2,472,000 | $ 2,472,000 |
| | M-5 | L3-4D-120 | INDUSTRIAL OAKS BLVD | 920' N OF SH 71 SVRD WB TO SH 71 SVRD WB | 0.17 | 100% | $ 1,908,000 | $ 1,908,000 |
| | M-6 | L2-2U-78 | BOSTON LN | BOSTON LN TO US 290 | 0.10 | 100% | $ 650,000 | $ 650,000 |
| | M-7 | L2-2U-78 | OSTON LN-REPUBLIC OF TEXAS LN CONNECTO | REPUBLIC OF TEXAS BLVD TO BOSTON LN | 0.13 | 100% | $ 848,000 | $ 848,000 |
| | M-8 | L3-3U-80 | OLD BEE CAVES RD | 370' N OF US 290 TO SH 71 | 3.05 | 100% | $ 23,482,000 | $ 23,482,000 |
| | M-9 | L3-4U-80 | OLD BEE CAVES RD | US 290 TO 370' N OF US 290 | 0.07 | 100% | $ 8,000,000 | $ 8,000,000 |
| | M-10 | L2-2U-78 | MOUTAIN SHADOWS DR-W SH 71 CONNECTOR | MOUNTAIN SHADOWS DR TO W SH 71 | 0.18 | 100% | $ 1,103,000 | $ 1,103,000 |
| | M-11 | L2-2U-78 | FLETCHER LN | OLD BEE CAVES RD TO SH 71 | 0.23 | 100% | $ 1,494,000 | $ 1,494,000 |
| | M-12 | L2-2U-S-80 | THOMAS SPRINGS RD | SH 71 TO CIRCLE DR | 1.59 | 50% | $ 8,388,000 | $ 4,194,000 |
| | M-13 | L2-2U-S-80 | W SH 71-MURMURING CREEK DR CONNECTOR | W SH 71 TO MURMURING CREEK DR | 0.66 | 50% | $ 3,498,000 | $ 1,749,000 |
| | M-14 | L2-2U-S-80 | MURMURING CREEK DR | MURMERING CREEK DR TO MOWINKLE TO SH 71 CONNECTION | 0.23 | 100% | $ 1,210,000 | $ 1,210,000 |
| | M-15 | L2-2U-S-80 | W SH 71-MOWINKLE DR CONNECTOR | W SH 71 TO MOWINKLE DR | 0.66 | 100% | $ 3,480,000 | $ 3,480,000 |
| | M-16 | L2-2U-60 | SILVERMINE DR | 160' N OF RED WILLOW DR TO 500' N OF RACCOON RUN | 0.41 | 100% | $ 2,350,000 | $ 2,350,000 |
| | M-17 | L2-2U-S-80 | CIRCLE DR | THOMAS SPRINGS RD TO WILLIAMSON CREEK DR | 0.65 | 50% | $ 3,419,000 | $ 1,709,500 |
| | M-18 | L2-2U-60 | SCENIC BROOK DR | US 290 TO 126' S OF FENTON DR | 0.28 | 100% | $ 1,407,000 | $ 1,407,000 |
| | M-19 | L2-2U-78 | MC CARTY LN | W WILLIAM CANNON DR TO US 290 | 0.93 | 100% | $ 6,505,000 | $ 6,505,000 |
| | M-20 | L2-2U-78 | BECKETT RD | REYNOLDS RD TO MCCARTY LN | 0.16 | 100% | $ 1,015,000 | $ 1,015,000 |
| | M-21 | L2-2U-78 | CONVICT HILL RD | WOODCREEK RD TO BRUSH COUNTRY RD | 0.57 | 100% | $ 3,468,000 | $ 3,468,000 |
| | M-22 | L2-2U-OP-92 | BRUSH COUNTRY RD | CONVICT HILL RD TO 300' S OF WILLIAM CANNON DR | 0.46 | 100% | $ 4,062,000 | $ 4,062,000 |
| | M-23 | L2-2U-64 | MOUNTAIN SHADOWS DR | OLD BEE CAVES RD TO END | 0.27 | 100% | $ 1,222,000 | $ 1,222,000 |
| | M-24 | L2-2U-78 | CONVICT HILL RD | 515' W OF VERMILLION DR TO LOCKINVAR ST | 0.53 | 100% | $ 4,055,000 | $ 4,055,000 |
| | M-25 | L3-4D-120-TxDOT | FM 1826 RD | 526' N OF SUMMERVALE DR TO US 290 | 0.46 | 100% | $ 1,018,000 | $ 1,018,000 |
| | M-26 | L3-4D-120-TxDOT | FM 1826 RD | 370' N OF BELLA VISTA TRL TO 526' N OF SUMMERVALE DR | 0.72 | 50% | $ 1,595,000 | $ 797,500 |
| | M-27 | L2-2U-60 | WESTCREEK DR | CANA CV TO BRUSH COUNTRY RD | 0.04 | 100% | $ 168,000 | $ 168,000 |
| | M-28 | L2-2U-78 | LATTA DR | ISLANDER DR TO NAIRN DR | 0.28 | 100% | $ 1,940,000 | $ 1,940,000 |
| | M-29 | L2-2U-78 | BRUSH COUNTRY RD | SUMMERSET TRL TO MONTEREY OAKS BLVD | 0.32 | 100% | $ 4,113,000 | $ 4,113,000 |
| | M-30 | L4-6D-130 | W SLAUGHTER LN | MOPAC EXPWY TO BRODIE LN | 1.55 | 100% | $ 22,951,000 | $ 22,951,000 |
| | M-31 | L3-4D-120-TxDOT | FM 1826 RD | 4000' S OF APPALOOSA RUN TO 1800' S OF LEWIS MOUNTAIN DR | 2.27 | 50% | $ 5,005,000 | $ 2,502,500 |
| | M-32 | L3-4D-120 | ESCARPMENT BLVD | SH 45 WB TO LA CROSSE AVE | 1.23 | 100% | $ 14,328,000 | $ 14,328,000 |
| | M-33 | L2-2U-78 | OLD FREDERICKSBURG RD | US 290 HWY TO 350' E OF SMITH OAK TRL | 0.31 | 100% | $ 1,806,000 | $ 1,806,000 |
| | M-34, N-17 | L3-3U-96 | BRODIE LN | GRAYBUCK RD TO 350' N OF BRODIE SPRINGS TRL | 0.34 | 50% | $ 2,697,000 | $ 1,348,500 |
| | M-35 | Right-of-Way | US 290 / SH 71 | RM 1826 / SILVERMINE DR TO MONTEREY OAKS BLVD | 4.49 | 100% | $ 9,000,000 | $ 9,000,000 |

a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Roadway Capacity Projects within the City of Austin.
b. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

## Table 5.M – 10-Year Street Impact RCP with Conceptual Level Cost Projections – Service Area M

| | Proj. # | | Type | Intersection | | % In Service Area | Total Project Cost | Cost in Service Area |
|---|---|---|---|---|---|---|---|---|
| SA M | KI-5, MI-1 | Intersection Improvements | Dual Left Turn Lane | HWY 71 AND SOUTHWEST PKWY | | 50% | $ 201,000 | $ 100,500 |
| | KI-6, MI-2 | | Intersection Improvements | SOUTHWEST PKWY AND TRAVIS COOK RD | | 50% | $ 150,000 | $ 75,000 |
| | KI-7, MI-3 | | Signalize | SOUTHWEST PKWY AND BELGRADE DR | | 50% | $ 300,000 | $ 150,000 |
| | KI-8, MI-4 | | Intersection Improvements | SOUTHWEST PKWY AND W WILLIAM CANNON DR | | 50% | $ 1,605,000 | $ 802,500 |
| | MI-5 | | Signalize | TERRAVISTA DR AND RIALTO BLVD | | 100% | $ 359,000 | $ 359,000 |
| | MI-6 | | Signalize | W WILLIAM CANNON DR AND RIALTO BLVD | | 100% | $ 359,000 | $ 359,000 |
| | MI-7 | | Signalize | HWY 71 AND MIDWOOD PKWY | | 100% | $ 300,000 | $ 300,000 |
| | MI-8 | | Signalize | SH 71 AND 8660 BLK W SH 71 | | 100% | $ 300,000 | $ 300,000 |
| | MI-9 | | Intersection Improvements | W SH 71 AND FLETCHER LN | | 100% | $ 750,000 | $ 750,000 |
| | MI-10 | | Signalize | OLD BEE CAVES RD AND FLETCHER LN | | 100% | $ 300,000 | $ 300,000 |
| | MI-11 | | Signalize | WILLIAM CANNON DR AND VEGA AVE | | 100% | $ 501,000 | $ 501,000 |
| | MI-12 | | Signalize | VEGA AVE AND EIGER RD | | 100% | $ 300,000 | $ 300,000 |
| | MI-13 | | Intersection Improvements | W SH 71 AND HEB ACCESS | | 100% | $ 100,000 | $ 100,000 |
| | MI-14 | | Signalize | US 290 AND OLD BEE CAVES RD | | 100% | $ 359,000 | $ 359,000 |
| | MI-15 | | Intersection Improvements | ESCARPMENT BLVD AND W WILLIAM CANNON DR | | 100% | $ 283,000 | $ 283,000 |
| | MI-16 | | Signalize | WILLIAM CANNON DR AND BANNOCKBURN DR | | 100% | $ 300,000 | $ 300,000 |
| | MI-17, NI-18 | | Intersection Improvements | BRODIE LN AND W WILLIAM CANNON DR | | 50% | $ 666,000 | $ 333,000 |
| | MI-18 | | Signalize | BECKETT RD AND CONVICT HILL RD | | 100% | $ 359,000 | $ 359,000 |
| | MI-19 | | Intersection Improvements | ESCARPMENT BLVD AND DAVIS LN | | 100% | $ 142,000 | $ 142,000 |
| | MI-20 | | Signalize | DAVIS LN AND S MOPAC | | 100% | $ 418,000 | $ 418,000 |
| | MI-21 | | Signalize | DAVIS LN AND COPANO DR | | 100% | $ 359,000 | $ 359,000 |
| | MI-22 | | Signalize | DAVIS LN AND CORRAN FERRY DR | | 100% | $ 359,000 | $ 359,000 |
| | MI-23, NI-28 | | Signalize | BRODIE LN AND VILLAGES OF BELLA VISTA & RIDGEVIEW APTS | | 50% | $ 359,000 | $ 179,500 |
| | MI-24, NI-33 | | Intersection Improvements | BRODIE LN AND DAVIS LN | | 50% | $ 283,000 | $ 141,500 |
| | MI-25 | | Intersection Improvements | ESCARPMENT BLVD AND W SLAUGHTER LN | | 100% | $ 1,600,000 | $ 1,600,000 |
| | MI-26 | | Signalize | SLAUGHTER LN AND ZUNIGA DR | | 100% | $ 300,000 | $ 300,000 |
| | MI-27, NI-39 | | Intersection Improvements | BRODIE LN AND W SLAUGHTER LN | | 50% | $ 401,000 | $ 200,500 |
| | MI-28 | | Signalize | SPRUCE CANYON DRIVE AND FM 1826 RD | | 50% | $ 300,000 | $ 150,000 |
| | MI-29 | | Intersection Improvement | SH 45 AND SPRUCE CANYON DR | | 100% | $ 300,000 | $ 300,000 |
| | MI-30 | | Intersection Improvement | SH 45 AND ESCARPMENT BLVD | | 100% | $ 401,000 | $ 401,000 |
| | MI-31 | | Signalize | DAVIS LN AND LATTA DR | | 100% | $ 300,000 | $ 300,000 |
| | | | | | | | **Service Area Roadway Project Cost Subtotal** | **$ 147,901,000** |
| | | | | | | | **Service Area Intersection Project Cost Subtotal** | **$ 10,881,500** |
| | | | | | | | **2019 Street Impact Fee Study Cost Per Service Area** | **$ 83,109** |
| | | | | | | | **Total Cost in SERVICE AREA M** | **$ 158,865,609** |

a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Roadway Capacity Projects within the City of Austin.

b. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

## Table 5.N – 10-Year Street Impact RCP with Conceptual Level Cost Projections – Service Area N

| Service Area | Proj. # | Class | Street | Limits | Length (mi) | % In Service Area | Total Project Cost | Cost in Service Area |
|---|---|---|---|---|---|---|---|---|
| SA N | N-1 | L3-4D-94 | WEST GATE BLVD | WESTERN TRAILS BLVD TO US 290 EB SVRD | 0.21 | 100% | $ 635,000 | $ 635,000 |
| | N-2 | L3-4D-100 | MANCHACA RD | STASSNEY LN TO WILLIAM CANNON DR | 1.07 | 100% | $ 10,715,000 | $ 10,715,000 |
| | N-3 | L3-4D-130 | S CONGRESS AVE | BEN WHITE BLVD TO WASSON DR | 0.91 | 100% | $ 2,856,205 | $ 2,856,205 |
| | N-4 | L4-6D-120 | W WILLIAM CANNON DR | BRODIE LN TO MANCHACA RD | 1.60 | 100% | $ 15,691,000 | $ 15,691,000 |
| | N-5 | L3-3U-92 | DAVIS LN | BRODIE LN TO GUIDEPOST TRL | 0.74 | 100% | $ 5,727,255 | $ 5,727,255 |
| | N-6 | L3-3U-74 | DAVIS LN | LEO ST TO MANCHACA RD | 0.62 | 100% | $ 4,420,000 | $ 4,420,000 |
| | N-7 | L3-4D-120-TxDOT | MANCHACA RD | WILLIAM CANNON DR TO SLAUGHTER LN | 2.26 | 100% | $ 1,498,000 | $ 1,498,000 |
| | N-8 | L2-2U-64 | MATTHEWS LN | MOUNT CARRELL DR TO COOPER LN | 0.23 | 100% | $ 933,000 | $ 933,000 |
| | N-9 | L2-2U-78 | COOPER LN | DITTMAR RD TO MATTHEWS LN | 0.58 | 100% | $ 3,472,000 | $ 3,472,000 |
| | N-10 | L3-4D-140-TxDOT | S CONGRESS AVE | WASSON DR TO NORTH BLUFF DR | 0.48 | 100% | $ 1,323,000 | $ 1,323,000 |
| | N-11 | L3-4D-140-TxDOT | S CONGRESS AVE | NORTH BLUFF DR TO W SLAUGHTER LN | 2.28 | 100% | $ 820,000 | $ 820,000 |
| | N-12 | L3-4D-130-TxDOT | CIRCLE S RD | WASSON DR TO NORTH BLUFF DR | 1.76 | 100% | $ 5,169,000 | $ 5,169,000 |
| | N-13 | L2-2U-78 | RALPH ABLANEDO DR | SHALLOT WAY TO S 1ST ST | 0.59 | 100% | $ 3,612,000 | $ 3,612,000 |
| | N-14 | L2-3U-78 | RALPH ABLANEDO DR | CONGRESS AVE TO SHALLOT WAY | 0.24 | 100% | $ 536,000 | $ 536,000 |
| | N-15 | L2-2U-64 | PEACEFUL HILL LN | DITTMAR RD TO RALPH ABLANEDO DR | 0.67 | 100% | $ 3,073,000 | $ 3,073,000 |
| | N-16 | L2-2U-OP-78 | CULLEN LN | RALPH ABLANEDO DR TO W SLAUGHTER LN | 0.50 | 100% | $ 1,139,000 | $ 1,139,000 |
| | M-34, N-17 | L3-3U-96 | BRODIE LN | GRAYBUCK RD TO 350' N OF BRODIE SPRINGS TRL | 0.34 | 50% | $ 3,484,000 | $ 1,742,000 |
| | N-18 | L3-3U-96 | BRODIE LN | 350' N OF BRODIE SPRINGS TRL TO SQUIRREL HOLLOW | 0.39 | 50% | $ 1,122,000 | $ 561,000 |
| | N-19 | L2-2U-68 | RIDDLE RD | SLAUGHTER LN (E.) TO SLAUGHTER LN (W.) | 0.64 | 100% | $ 3,332,000 | $ 3,332,000 |
| | N-20 | L2-2U-68 | OLD MANCHACA RD | RIDDLE RD TO DREW LN | 0.21 | 100% | $ 1,370,000 | $ 1,370,000 |
| | N-21 | L3-4D-120-TxDOT | MANCHACA RD | 560' S OF SLAUGHTER LN TO 1100' S OF OLD MANCHACA DR | 0.98 | 50% | $ 324,000 | $ 162,000 |
| | N-22 | L3-4D-120-TxDOT | MANCHACA RD | 1100' S OF OLD MANCHACA DR TO 280' S OF MARCUS ABRAMS BLVD | 0.52 | 100% | $ 1,139,000 | $ 1,139,000 |
| | N-23 | L3-4D-120-TxDOT | MANCHACA RD | RAVENSCROFT DR TO 280' S OF MARCUS ABRAMS BLVD | 0.10 | 50% | $ 220,000 | $ 110,000 |
| | N-24 | L3-4D-120-TxDOT | MANCHACA RD | 280' S OF MARCUS ABRAMS BLVD TO 350' S OF MORNINGSIDE LN | 0.14 | 50% | $ 438,000 | $ 219,000 |
| | N-25 | L3-3U-96 | BRODIE LN | 300' S OF TWILIGHT TRAIL TO SULLY CREEK DR | 1.26 | 100% | $ 10,860,000 | $ 10,860,000 |
| | N-26 | L3-3U-96 | BRODIE LN | SULLY CREEK DR TO FM 1626 | 0.27 | 50% | $ 2,346,000 | $ 1,173,000 |
| | N-27 | L2-2U-78 | WAYNE RIDDELL LOOP | LORD DERBY ST TO S 1ST ST | 0.18 | 100% | $ 1,007,000 | $ 1,007,000 |
| | N-28 | L3-4D-120 | W FM 1626 RD | 160' W OF ASHBROOK DR TO SAN LEANNA DR | 0.16 | 50% | $ 434,000 | $ 217,000 |
| | N-29 | L3-4D-120-TxDOT | E FM 1626 RD | IH 35 SVRD TO 160' W OF ASHBROOK DR | 0.77 | 100% | $ 2,061,000 | $ 2,061,000 |
| | N-30 | L2-2U-60 | OLD SAN ANTONIO RD | IH 35 SVRD TO E FM 1626 | 1.13 | 100% | $ 6,643,000 | $ 6,643,000 |
| | N-31 | L2-2U-78 | OLD SAN ANTONIO RD | IH 35 SVRD TO E FM 1626 | 0.78 | 100% | $ 4,582,000 | $ 4,582,000 |
| | N-32 | L2-2U-78 | OLD SAN ANTONIO RD | E FM 1626 TO 1700' S OF ONION CREEK PKWY | 0.63 | 50% | $ 7,243,000 | $ 3,621,500 |
| | N-33 | L3-4D-120 | ONION CREEK PKWY | OLD SAN ANTONIO RD TO 100' W OF FARRAH LN | 0.07 | 100% | $ 753,000 | $ 753,000 |
| | N-34 | L3-4D-120 | ONION CREEK PKWY | 100' W OF FARRAH RD TO 700' E OF FARRAH LN | 0.15 | 100% | $ 1,620,000 | $ 1,620,000 |
| | N-35 | L2-2U-78 | OLD SAN ANTONIO RD | 1400' N OF ESTANCIA PKWY TO 750' S OF PURYEAR RD | 1.59 | 50% | $ 17,055,000 | $ 8,527,500 |
| | N-36 | L3-4D-94 | MANCHACA RD | BEN WHITE BLVD EB SVRD TO REDD ST | 0.11 | 100% | $ 345,000 | $ 345,000 |
| | N-37 | L2-2U-64 | MATTHEWS LN | CHERRY MEADOW DR TO MEADOW RUN | 0.35 | 100% | $ 1,604,000 | $ 1,604,000 |
| | N-38 | L2-2U-68 | LONGVIEW RD | HARPERS FERRY LN TO CAMERON LOOP | 0.62 | 100% | $ 3,233,000 | $ 3,233,000 |
| | N-39 | L2-2U-78 | CAMERON LOOP | DAVIS LN TO LEO ST | 0.94 | 100% | $ 5,501,000 | $ 5,501,000 |
| | N-40 | L2-2U-60 | GUIDEPOST TRL | DAVIS LN TO LEO ST | 0.21 | 100% | $ 895,000 | $ 895,000 |
| | N-41 | L2-2U-60 | LEO ST | CAMERON LOOP TO GUIDEPOST TRL | 0.30 | 100% | $ 1,289,000 | $ 1,289,000 |
| | N-42 | L2-2U-64 | FOREST WOOD RD | MATTHEWS DR TO DITTMAR RD | 0.78 | 100% | $ 3,555,000 | $ 3,555,000 |
| | N-43 | L3-4D-94 | S 1ST ST | RALPH ABLANDEDO DR TO W SLAUGHTER LN | 0.13 | 100% | $ 392,000 | $ 392,000 |
| | N-44 | L3-4D-120 | FRATE BARKER RD | BUCKINGHAM GATE RD TO 330' E OF JIM THORPE LN | 0.73 | 100% | $ 989,000 | $ 989,000 |

a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Roadway Capacity Projects within the City of Austin.

b. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

## Table 5.N – 10-Year Street Impact RCP with Conceptual Level Cost Projections – Service Area N

| | Proj. # | | Type | Intersection | | % In Service Area | Total Project Cost | Cost in Service Area |
|---|---|---|---|---|---|---|---|---|
| SA N | LI-2, NI-1 | Intersection Improvements | Signal Modifications | S CAPITAL OF TEXAS HWY AND WEST GATE BLVD | | 50% | $ 88,000 | $ 44,000 |
| | NI-2 | | Intersection Improvement | MANCHACA RD AND LANSING DR | | 100% | $ 442,000 | $ 442,000 |
| | NI-3 | | Intersection Improvement | MANCHACA RD AND JONES RD | | 100% | $ 642,000 | $ 642,000 |
| | NI-4 | | Signalize | VINSON DR AND CARDIFF DR | | 100% | $ 300,000 | $ 300,000 |
| | NI-5 | | Intersection Improvement | S 1ST ST AND W ST ELMO RD | | 100% | $ 642,000 | $ 642,000 |
| | NI-6 | | Signalize | S 1ST ST AND ORLAND BLVD | | 100% | $ 300,000 | $ 300,000 |
| | NI-7 | | Intersection Improvement | S CONGRESS AVE AND RADAM LN | | 100% | $ 245,000 | $ 245,000 |
| | NI-8 | | Signalize | SHERATON AVE AND SUBURBAN DR | | 100% | $ 359,000 | $ 359,000 |
| | NI-9 | | Intersection Improvement | W STASSNEY LN AND CHERRY CREEK DR | | 100% | $ 100,000 | $ 100,000 |
| | NI-10 | | Intersection Improvement | MANCHACA RD AND W STASSNEY LN | | 100% | $ 642,000 | $ 642,000 |
| | NI-11 | | Intersection Improvement | W STASSNEY LN AND S 1ST ST | | 100% | $ 701,000 | $ 701,000 |
| | NI-12 | | Signalize | E STASSNEY LN AND APARTMENT DRIVEWAY | | 100% | $ 300,000 | $ 300,000 |
| | NI-13 | | Signalize | STASSNEY LN AND STASSNEY LN (MIRA DR) | | 100% | $ 359,000 | $ 359,000 |
| | NI-14 | | Signalize | WEST GATE BLVD AND BLARWOOD DR | | 100% | $ 300,000 | $ 300,000 |
| | NI-15 | | Signalize | WEST GATE BLVD AND DEATONHILL DR | | 100% | $ 359,000 | $ 359,000 |
| | NI-16 | | Intersection Improvement | MANCHACA RD AND BERKELEY AVE | | 100% | $ 1,209,000 | $ 1,209,000 |
| | NI-17 | | Intersection Improvement | S CONGRESS AVE AND LITTLE TEXAS LN | | 100% | $ 642,000 | $ 642,000 |
| | MI-17, NI-18 | | Intersection Improvements | BRODIE LN AND W WILLIAM CANNON DR | | 50% | $ 666,000 | $ 333,000 |
| | NI-19 | | Signalize | WILLIAM CANNON DR AND DEATONHILL DR | | 100% | $ 300,000 | $ 300,000 |
| | NI-20 | | Intersection Improvement | WEST GATE BLVD AND W WILLIAM CANNON DR | | 100% | $ 583,000 | $ 583,000 |
| | NI-21 | | Signalize | W WILLIAM CANNON DR AND WHISPERING OAKS DR | | 100% | $ 300,000 | $ 300,000 |
| | NI-22 | | Intersection Improvement | MANCHACA RD AND W WILLIAM CANNON DR | | 100% | $ 1,728,000 | $ 1,728,000 |
| | NI-23 | | Intersection Improvement | W WILLIAM CANNON DR AND S 1ST ST | | 100% | $ 1,043,000 | $ 1,043,000 |
| | NI-24 | | Signalize | W WILLIAM CANNON DR AND LUNAR DR | | 100% | $ 300,000 | $ 300,000 |
| | NI-25 | | Intersection Improvement | S CONGRESS AVE AND W WILLIAM CANNON DR | | 100% | $ 1,043,000 | $ 1,043,000 |
| | NI-26 | | Intersection Improvement | E WILLIAM CANNON DR AND CIRCLE S RD | | 100% | $ 324,000 | $ 324,000 |
| | NI-27; OI-13 | | Intersection Improvement | E WILLIAM CANNON DR AND S IH 35 | | 50% | $ 201,000 | $ 100,500 |
| | MI-23, NI-28 | | Signalize | BRODIE LN AND VILLAGES OF BELLA VISTA & RIDGEVIEW AVES | | 50% | $ 359,000 | $ 179,500 |
| | NI-29 | | Signalize | WEST GATE BLVD AND MANASSAS DR | | 100% | $ 300,000 | $ 300,000 |
| | NI-30 | | Signalize | WEST GATE BLVD AND CAMERON LOOP | | 100% | $ 300,000 | $ 300,000 |
| | NI-31 | | Signalize | MANCHACA RD AND SHILOH DR | | 100% | $ 300,000 | $ 300,000 |
| | NI-32 | | Roundabout | COOPER LN AND MATTHEWS LN | | 100% | $ 2,300,000 | $ 2,300,000 |
| | MI-24, NI-33 | | Intersection Improvements | BRODIE LN AND DAVIS LN | | 50% | $ 283,000 | $ 141,500 |
| | NI-34 | | Signal Modifications | MANCHACA RD AND DAVIS LN | | 100% | $ 182,000 | $ 182,000 |
| | NI-35 | | Signalize | MANCHACA RD AND CROWNSPOINT DR | | 100% | $ 300,000 | $ 300,000 |
| | NI-36 | | Signalize | S 1ST ST AND GREAT BRITAIN DR | | 100% | $ 300,000 | $ 300,000 |
| | NI-37 | | Signalize | S 1ST ST AND HYDE PARK PL | | 100% | $ 300,000 | $ 300,000 |
| | NI-38 | | Signalize | S CONGRESS AVE AND DITTMAR RD | | 100% | $ 359,000 | $ 359,000 |
| | MI-27, NI-39 | | Intersection Improvements | BRODIE LN AND W SLAUGHTER LN | | 50% | $ 401,000 | $ 200,500 |
| | NI-40 | | Intersection Improvement | MANCHACA RD AND W SLAUGHTER LN | | 100% | $ 1,043,000 | $ 1,043,000 |
| | NI-41 | | Intersection Improvement | W SLAUGHTER LN AND CULLEN LN | | 100% | $ 142,000 | $ 142,000 |
| | NI-42 | | Intersection Improvement | S CONGRESS AVE AND W SLAUGHTER LN | | 100% | $ 543,000 | $ 543,000 |
| | NI-43 | | Signalize | MANCHACA RD AND REDWATER DR | | 50% | $ 359,000 | $ 179,500 |
| | NI-44 | | Signalize | S 1ST ST AND SOUTHPARK MEADOWS DR | | 100% | $ 300,000 | $ 300,000 |
| | NI-45 | | Signalize | TAFT LN AND ALICE MAE LN | | 100% | $ 300,000 | $ 300,000 |
| | NI-46 | | Signal Modification | BRODIE LN AND FRATE BARKER RD | | 100% | $ 300,000 | $ 300,000 |
| | NI-47 | | Signalize | MANCHACA RD AND MARCUS ABRAMS BLVD | | 100% | $ 300,000 | $ 300,000 |
| | NI-48 | | Signalize | 1ST ST AND 1ST ST (AKINS HS MAIN ENTRANCE) | | 100% | $ 300,000 | $ 300,000 |
| | NI-49 | | Signalize | E FM 1626 RD AND OLD SAN ANTONIO RD | | 75% | $ 359,000 | $ 269,250 |
| | NI-50, OI-35 | | Signalize | INTERSTATE 35 AND ONION CREEK PKWY | | 50% | $ 477,000 | $ 238,500 |
| | | | | | | | **Service Area Roadway Project Cost Subtotal** | **$ 129,122,459** |
| | | | | | | | **Service Area Intersection Project Cost Subtotal** | **$ 22,718,250** |
| | | | | | | | **2019 Street Impact Fee Study Cost Per Service Area** | **$ 83,109** |
| | | | | | | | **Total Cost in SERVICE AREA N** | **$ 151,923,818** |

a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Roadway Capacity Projects within the City of Austin.

b. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

## Table 5.O – 10-Year Street Impact RCP with Conceptual Level Cost Projections – Service Area O

| Service Area | Proj. # | Class | Street | Limits | Length (mi) | % In Service Area | Total Project Cost | Cost in Service Area |
|---|---|---|---|---|---|---|---|---|
| SA O | O-1 | L3-4D-140 | E RIVERSIDE DR | METRO CENTER DR TO US 183 | 0.48 | 100% | $ 1,477,000 | $ 1,477,000 |
| | O-2 | L3-4U-92 | METRO CENTER DR | METRO CENTER DR TO DIME CIR | 0.82 | 100% | $ 2,095,000 | $ 2,095,000 |
| | O-3 | L3-4U-88 | DIME CIR | BURLESON RD TO END | 0.26 | 100% | $ 2,185,000 | $ 2,185,000 |
| | O-4 | L3-4D-90 | METROPOLIS DR | METROPOLIS DR TO BURLESON RD | 1.57 | 100% | $ 8,180,000 | $ 8,180,000 |
| | O-5 | L3-4D-116 | BURLESON RD | 250' S OF US 290 TO US 183 | 3.53 | 100% | $ 4,578,000 | $ 4,578,000 |
| | O-6 | L2-2U-OP-92 | E ST ELMO RD | S PLEASANT VALLEY RD TO NUCKOLS CROSSING RD | 0.53 | 100% | $ 5,884,000 | $ 5,884,000 |
| | O-7 | L2-2U-68 | NUCKOLS CROSSING RD | ST ELMO RD TO E STASSNEY LN | 0.75 | 100% | $ 4,264,000 | $ 4,264,000 |
| | O-8 | L3-4D-120 | TERI RD | INTERSTATE 35 TO FREIDRICH LN | 0.28 | 100% | $ 391,000 | $ 391,000 |
| | O-9 | L2-2U-78 | MEADOW LAKE BLVD | BLUE MEADOW DR TO QUICKSILVER BLVD | 0.23 | 100% | $ 1,888,000 | $ 1,888,000 |
| | O-10 | L3-4D-120 | S PLEASANT VALLEY RD | ONION CREEK DR TO PEREZ ELEMENTARY SCHOOL DWY | 0.08 | 100% | $ 1,332,000 | $ 1,332,000 |
| | O-11 | L4-6D-140 | E WILLIAM CANNON DR | RUNNING WATER DR TO MCKINNEY FALLS PKWY | 0.70 | 100% | $ 15,708,000 | $ 15,708,000 |
| | O-12 | L4-6D-140 | E WILLIAM CANNON DR | MCKINNEY FALLS PKWY TO 5460' E OF MCKINNEY FALLS PKWY | 0.84 | 100% | $ 17,080,000 | $ 17,080,000 |
| | O-13 | L4-6D-142 | E WILLIAM CANNON DR | 5460' E OF MCKINNEY FALLS PKWY TO US 183 | 1.17 | 50% | $ 18,721,000 | $ 9,360,500 |
| | O-14 | L2-2U-OP-78 | COLTON BLUFF SPRINGS RD | MCKINNEY FALLS PKWY TO FM 1625 RD | 2.08 | 100% | $ 12,480,000 | $ 12,480,000 |
| | O-15 | L3-4D-120-TxDOT | FM 1625 RD | MCKENZIE RD TO E SLAUGHTER LN | 0.76 | 100% | $ 1,873,000 | $ 1,873,000 |
| | O-16 | L3-4D-120-TxDOT | FM 1625 RD | US 183 TO MCKENZIE RD | 0.34 | 50% | $ 968,000 | $ 484,000 |
| | O-17 | L2-2U-78 | MC KENZIE RD | FM 1625 RD TO US 183 HWY | 0.20 | 50% | $ 1,136,000 | $ 568,000 |
| | O-18 | L4-6D-154 | E SLAUGHTER LN | 1760' E OF THAXTON RD TO 3775' E OF THAXTON RD | 0.38 | 100% | $ 6,617,000 | $ 6,617,000 |
| | O-19 | L4-6D-154 | E SLAUGHTER LN | FM 1625 RD TO 4500' W OF FM 1625 RD | 0.85 | 100% | $ 13,910,000 | $ 13,910,000 |
| | O-20 | L4-6D-154 | E SLAUGHTER LN | FM 1625 RD TO US 183 | 0.64 | 50% | $ 9,946,000 | $ 4,973,000 |
| | O-21 | L3-4D-120-TxDOT | FM 1625 RD | E SLAUGHTER LN TO 1685' S OF SLAUGHTER LN | 0.31 | 50% | $ 668,000 | $ 334,000 |
| | O-22 | L2-2U-78 | SASSMAN RD | 917' W OF THAXTON RD TO 2754' W OF THAXTON RD | 0.35 | 50% | $ 1,967,000 | $ 983,500 |
| | O-23 | L2-2U-78 | SASSMAN RD | FM 1625 RD TO 5445' W OF FM 1625 RD | 1.03 | 100% | $ 5,916,000 | $ 5,916,000 |
| | O-24 | L3-4D-120-TxDOT | FM 1625 RD | 1685' S OF SLAUGHTER LN TO 655' S OF RODRIGUEZ RD | 0.91 | 50% | $ 2,174,000 | $ 1,087,000 |
| | O-25 | L3-4D-120 | S PLEASANT VALLEY RD | EREZ ELEMENTARY SCHOOL DWY TO NUCKOLS CROSSSING RD | 0.80 | 100% | $ 16,095,000 | $ 16,095,000 |
| | O-26 | L2-2U-78 | NUCKOLS CROSSING RD | GRELLE LN TO 850' E OF GRELLE LN | 0.16 | 50% | $ 998,000 | $ 499,000 |
| | O-27 | L3-4D-120 | NUCKOLS CROSSING RD | 850' E OF GRELL LN TO 2560' W OF VERTEX BLVD | 0.24 | 100% | $ 3,636,000 | $ 3,636,000 |
| | O-28 | L3-4D-120 | S PLEASANT VALLEY RD | NUCKOLS CROSSING RD TO E SLAUGHTER LN | 0.40 | 50% | $ 4,327,000 | $ 2,163,500 |
| | O-29 | L2-2U-OP-78 | BRANDT RD | INTERSTATE 35 NB SVRD TO 975' W OF BRENTS ELM DR | 0.48 | 100% | $ 2,697,000 | $ 2,697,000 |
| | O-30 | L2-2U-78 | BRANDT RD | 975' W OF BRENTS ELM DR TO 660' E OF SLAUGHTER LN | 0.55 | 50% | $ 3,636,000 | $ 1,818,000 |
| | O-31 | L3-4D-120 | OLD LOCKHART RD | E SLAUGHTER LN TO 1615' S OF E SLAUGHTER LN | 0.31 | 50% | $ 3,296,000 | $ 1,648,000 |
| | O-32 | L2-2U-78 | BRADSHAW RD | 590' W OF OLD LOCKHART HWY TO 430' W OF MATTHEW ST | 0.14 | 50% | $ 780,000 | $ 390,000 |
| | O-33 | L2-2U-78 | BRADSHAW RD | 430' W OF MATTHEW ST TO KLEBERG TRL | 0.07 | 50% | $ 368,000 | $ 184,000 |
| | O-34 | L3-4D-90 | BRADSHAW RD | KLEBERG TRL TO 1000' S OF RIVER PLANTATION DR | 1.06 | 100% | $ 11,690,000 | $ 11,690,000 |
| | O-35 | L3-4D-120 | S PLEASANT VALLEY RD | BRADSHAW RD TO TURNERSVILLE RD | 0.05 | 100% | $ 503,000 | $ 503,000 |
| | O-36 | L2-2U-78 | NUCKOLS CROSSING RD | 560' N OF TEE DR TO 2560' W OF VERTEX BLVD | 0.70 | 100% | $ 4,047,000 | $ 4,047,000 |
| | O-37 | L2-2U-78 | THAXTON RD | 560' N OF TEE DR TO SALT SPRINGS RD | 0.32 | 100% | $ 1,796,000 | $ 1,796,000 |
| | O-38 | L2-2U-78 | SALT SPRINGS DR | THAXTON RD TO RINGSBY RD | 0.15 | 100% | $ 1,108,000 | $ 1,108,000 |
| | O-39 | L2-2U-64 | ALUM ROCK DR | OLTON BLUFF SPRINGS RD TO 672' S OF COLTON BLUFF SPRINGS | 0.13 | 100% | $ 2,028,000 | $ 2,028,000 |
| | O-40 | L2-2U-78 | COLTON BLUFF SPRINGS RD | SPRINGTIME TRL TO MCKINNEY FALLS PKWY | 0.68 | 100% | $ 3,845,000 | $ 3,845,000 |
| | O-41 | L2-2U-64 | ALUM ROCK DR | THAXTON DR TO CITY LIMITS | 0.21 | 50% | $ 2,075,000 | $ 1,037,500 |
| | O-42 | L4-6D-154 | E SLAUGHTER LN | OLD LOCKHART HWY TO 4985' E OF OLD LOCKHART HWY | 0.66 | 100% | $ 2,972,000 | $ 2,972,000 |
| | O-43 | L4-6D-154 | E SLAUGHTER LN | 4985' E OF OLD LOCKHART HWY TO CITY LIMITS | 0.28 | 100% | $ 4,398,000 | $ 4,398,000 |
| | O-44 | L4-6D-154 | E SLAUGHTER LN | WINTER HAVEN DR TO 430' E OF DERBY DOWNS DR | 0.27 | 50% | $ 4,125,000 | $ 2,062,500 |
| | O-45 | L3-4D-120 | BLUFF SPRINGS RD | WILLIAM CANNON DR TO CITY LIMITS | 1.27 | 100% | $ 15,875,000 | $ 15,875,000 |
| | O-46 | L3-4D-120 | OLD LOCKHART RD | 270' W OF CHERYL LYNN RD TO 1615' S OF E SLAUGHTER LN | 0.14 | 50% | $ 1,589,000 | $ 794,500 |
| | O-47 | L3-4D-120 | OLD LOCKHART RD | 425' W OF GERTRUDIS LOOP TO 2000' E OF RUBY HILLS RD | 0.55 | 100% | $ 6,080,000 | $ 6,080,000 |
| | O-48 | L3-4D-120 | OLD LOCKHART RD | 2000' E OF RUBY HILLS RD TO 3285' E OF RUBY HILLS RD | 0.24 | 50% | $ 2,700,200 | $ 1,350,100 |
| | O-49 | L3-4D-120 | E MAIN ST | CITY LIMITS TO 3000' W OF S TURNERSVILLE RD | 0.84 | 50% | $ 9,303,000 | $ 4,651,500 |
| | O-50 | L3-4D-120 | E MAIN ST | 3000' W OF S TURNERSVILLE RD TO S TURNERSVILLE RD | 0.61 | 100% | $ 6,730,000 | $ 6,730,000 |
| | O-51 | L3-4D-120 | S TURNERSVILLE RD | TURNERSVILLE RD TO CITY LIMITS | 0.82 | 50% | $ 8,971,000 | $ 4,485,500 |
| | O-52 | L3-4D-120 | S PLEASANT VALLEY RD | BEN WHITE BLVD EB SVRD TO 970' S OF ST ELMO RD | 0.82 | 100% | $ 10,370,000 | $ 10,370,000 |
| | O-53 | L1-2U-60 | MAUFRAIS LN | NUCKOLS CROSSING RD TO COPPERBEND BLVD EXT | 0.26 | 100% | $ 949,000 | $ 949,000 |
| | O-54 | L1-2U-OP-60 | BUTTON BEND RD | BUTTON BEND RD TO MAUFRAIS RD | 0.01 | 100% | $ 35,000 | $ 35,000 |
| | O-55 | L1-2U-OP-60 | COPPERBEND BLVD | COPPERBEND BLVD TO MAUFRAIS RD | 0.05 | 100% | $ 200,000 | $ 200,000 |
| | O-56 | L2-2U-78 | S IH 35 SVRD NB-FREIDRICH LN CONNECTOR | INTERSTATE 35 NB SVRD TO FREIDRICH LN | 0.28 | 100% | $ 1,566,000 | $ 1,566,000 |
| | O-57 | L2-2U-68 | NUCKOLS CROSSING RD | PARELL PATH TO S PLEASANT VALLEY RD | 0.54 | 100% | $ 3,426,000 | $ 3,426,000 |

a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Roadway Capacity Projects within the City of Austin.

b. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

## Table 5.O – 10-Year Street Impact RCP with Conceptual Level Cost Projections – Service Area O

| | Proj. # | | Type | Intersection | | % In Service Area | Total Project Cost | Cost in Service Area |
|---|---|---|---|---|---|---|---|---|
| SA O | LI-34, OI-1 | Intersection Improvements | Extend Turn Lane | E BEN WHITE BLVD AND MONTOPOLIS DR | | 50% | $ 201,000 | $ 100,500 |
| | OI-2 | | Signalize | RIVERSIDE DR AND METRO CENTER DR | | 100% | $ 300,000 | $ 300,000 |
| | OI-3 | | Signalize | MONTOPOLIS DR AND TRADE CENTER DR | | 100% | $ 359,000 | $ 359,000 |
| | OI-4 | | Signalize | BURLESON RD AND BRECKENRIDGE DR | | 100% | $ 359,000 | $ 359,000 |
| | OI-5 | | Intersection Improvement | BURLESON RD AND MC KINNEY FALLS PKWY | | 50% | $ 465,000 | $ 232,500 |
| | OI-6, PI-1 | | Intersection Improvement | S US 183 HWY AND BURLESON RD | | 50% | $ 583,000 | $ 291,500 |
| | OI-7 | | Signalize | SNEY LN AND BURLESON RD TO MCKINNEY FALLS PKWY CONN | | 100% | $ 359,000 | $ 359,000 |
| | OI-8 | | Signalize | ST ELMO RD AND SOUTH INDUSTRIAL DR | | 100% | $ 359,000 | $ 359,000 |
| | OI-9 | | Signalize | FREIDRICH LN AND PONCIANA DR | | 100% | $ 300,000 | $ 300,000 |
| | OI-10 | | Signalize | TERI RD AND NUCKOLS CORSSING RD | | 100% | $ 359,000 | $ 359,000 |
| | OI-11 | | Intersection Improvement | S PLEASANT VALLEY RD AND E STASSNEY LN | | 100% | $ 465,000 | $ 465,000 |
| | OI-12 | | Intersection Improvement | E STASSNEY LN AND NUCKOLS CROSSING RD | | 100% | $ 71,000 | $ 71,000 |
| | NI-27; OI-13 | | Intersection Improvement | E WILLIAM CANNON DR AND S IH 35 | | 50% | $ 201,000 | $ 100,500 |
| | OI-14 | | Extend Turn Lane | E WILLIAM CANNON DR AND BLUFF SPRINGS RD | | 100% | $ 201,000 | $ 201,000 |
| | OI-15 | | Intersection Improvement | S PLEASANT VALLEY RD AND E WILLIAM CANNON DR | | 100% | $ 902,000 | $ 902,000 |
| | OI-16 | | Signalize | VOUGEOT DR AND WILLIAM CANNON DRIVE | | 100% | $ 1,020,000 | $ 1,020,000 |
| | OI-17 | | Signalize | E WILLIAM CANNON DR AND SPRINGFIELD DR | | 100% | $ 359,000 | $ 359,000 |
| | OI-18 | | Signalize | LD LOCKHART HWY/BLUFF SPRINGS RD AND QUICKSILVER BLV | | 50% | $ 300,000 | $ 150,000 |
| | OI-19 | | Signalize | COLTON BLUFF SPRINGS RD AND SALT SPRINGS DR | | 100% | $ 300,000 | $ 300,000 |
| | OI-20 | | Signalize | MCKINNEY FALLS PKWY AND COLTON BLUFF SPRINGS RD | | 100% | $ 300,000 | $ 300,000 |
| | OI-21 | | Signalize | MCKINNEY FALLS PKWY AND COLTON BLUFF SPRINGS RD | | 100% | $ 359,000 | $ 359,000 |
| | OI-22 | | Roundabout | COLTON BLUFF SPRINGS RD AND ALUM ROCK DR | | 100% | $ 1,500,000 | $ 1,500,000 |
| | OI-23 | | Intersection Improvements | E WILLIAM CANNON DR AND US 183 HWY | | 50% | $ 418,000 | $ 209,000 |
| | OI-24 | | Signalize | COLTON BLUFF SPRINGS RD AND FM 1625 RD | | 75% | $ 359,000 | $ 269,250 |
| | OI-25 | | Signalize | MCKENZIE RD AND US 183 HWY | | 25% | $ 359,000 | $ 89,750 |
| | OI-26 | | Signalize | NUCKOLS CROSSING RD AND S PLEASANT VALLEY RD | | 75% | $ 300,000 | $ 225,000 |
| | OI-27 | | Signalize | NUCKOLS CROSSING RD AND S PLEASANT VALLEY RD | | 100% | $ 300,000 | $ 300,000 |
| | OI-28 | | Signalize | NUCKOLS CROSSING RD AND VERTEX BLVD | | 75% | $ 300,000 | $ 225,000 |
| | OI-29 | | Signalize | THAXTON RD AND PANADERO DR | | 100% | $ 300,000 | $ 300,000 |
| | OI-30 | | Signalize | E SLAUGHTER LN AND OLD LOCKHART RD | | 50% | $ 359,000 | $ 179,500 |
| | OI-31 | | Signalize | UGHTER LN AND THAXTON RD TO OLD LOCKHART RD CONNEC | | 100% | $ 359,000 | $ 359,000 |
| | OI-32 | | Signalize | FM 1625 RD AND E SLAUGHTER LN | | 75% | $ 359,000 | $ 269,250 |
| | OI-33 | | Signalize | US 183 HWY AND E SLAUGHTER LN | | 50% | $ 359,000 | $ 179,500 |
| | OI-34 | | Signalize | FM 1625 RD AND SASSMAN RD | | 50% | $ 359,000 | $ 179,500 |
| | NI-50, OI-35 | | Signalize | INTERSTATE 35 AND ONION CREEK PKWY | | 50% | $ 477,000 | $ 238,500 |
| | OI-36 | | Signalize | METROPOLIS DR AND BURLESON RD | | 100% | $ 300,000 | $ 300,000 |
| | OI-37 | | Signalize | E WILLIAM CANNON DR AND RUNNING WATER DR | | 100% | $ 300,000 | $ 300,000 |
| | | | | | **Service Area Roadway Project Cost Subtotal** | | | **$ 244,778,100** |
| | | | | | **Service Area Intersection Project Cost Subtotal** | | | **$ 12,370,250** |
| | | | | | **2019 Street Impact Fee Study Cost Per Service Area** | | | **$ 83,109** |
| | | | | | **Total Cost in SERVICE AREA O** | | | **$ 257,231,459** |

a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Roadway Capacity Projects within the City of Austin.

b. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

## Table 5.P – 10-Year Street Impact RCP with Conceptual Level Cost Projections – Service Area P

| Service Area | Proj. # | Class | Street | Limits | Length (mi) | % In Service Area | Total Project Cost | Cost in Service Area |
|---|---|---|---|---|---|---|---|---|
| SA P | P-1 | L2-2U-OP-78 | HERGOTZ LN | 1050' W OF THOMPSON LN TO THOMPSON LN | 0.20 | 100% | $ 1,124,000 | $ 1,124,000 |
| | P-2 | L2-2U-OP-78 | THOMPSON LN | BASTROP HWY TO HERGOTZ LN | 0.78 | 100% | $ 4,438,000 | $ 4,438,000 |
| | P-3 | L2-2U-OP-78 | DALTON LN | BASTROP HWY SVRD TO CITY LIMITS | 0.77 | 100% | $ 5,073,000 | $ 5,073,000 |
| | P-4 | L2-2U-78 | FALLWELL LN | SH 71 TO GUERRERO DR | 0.35 | 100% | $ 1,984,000 | $ 1,984,000 |
| | P-5 | L4-4D-120-TxDOT | S FM 973 RD | BILL PRICE RD TO 680' S OF BILL PRICE RD | 0.13 | 50% | $ 307,000 | $ 153,500 |
| | 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% | $ 1,507,000 | $ 1,507,000 |
| | P-7 | L4-4D-120-TxDOT | S FM 973 RD | 489' S OF FINCHER RD TO BURLESON RD | 1.56 | 50% | $ 3,710,000 | $ 1,855,000 |
| | P-8 | L4-4D-120-TxDOT | S FM 973 RD | BURLESON RD TO 614' S OF LINDA VISTA DR | 0.50 | 100% | $ 1,193,000 | $ 1,193,000 |
| | P-9 | L4-4D-120-TxDOT | S FM 973 RD | 614' S OF LINDA VISTA DR TO FM 812 RD | 0.72 | 50% | $ 1,721,000 | $ 860,500 |
| | P-10 | L4-4D-120-TxDOT | FM 812 RD | CITY LIMITS TO 400' S OF S FM 973 RD | 0.48 | 50% | $ 1,147,000 | $ 573,500 |
| | P-11 | L2-2U-78 | MC ANGUS RD | FM 973 RD TO 89' W OF FM 973 RD | 0.02 | 100% | $ 95,000 | $ 95,000 |
| | P-12 | L3-4D-120 | M 973-SH 71 FR-FM 973 CONNECTOR CONNECTOI | FM 973 TO SH 71 SVRD TO FM 973 | 0.57 | 100% | $ 6,134,000 | $ 6,134,000 |
| | P-13 | L3-4D-120 | SH 71 FR-FM 973 CONNECTOR | SH 71 SVRD TO FM 973 | 1.33 | 100% | $ 14,238,000 | $ 14,238,000 |
| | P-14 | L3-4D-116 | PEARCE LN | PIMILCO DR TO ROSS RD (WEST) | 0.70 | 50% | $ 7,339,000 | $ 3,669,500 |
| | P-15 | L3-4D-120 | ROSS RD | PEARCE LN TO CITY LIMITS | 0.83 | 100% | $ 10,083,000 | $ 10,083,000 |
| | P-16 | L3-4D-116 | PEARCE LN | ROSS RD (WEST) TO 822' E OF WELSH WAY | 0.91 | 100% | $ 9,492,000 | $ 9,492,000 |
| | P-17 | L3-4D-120 | PEARCE LN | 2463' E OF KELLAM RD TO 1809' W OF KELLAM RD | 0.34 | 50% | $ 1,823,000 | $ 911,500 |
| | P-18 | L3-3U-92 | SH 71-PEARCE LN CONNECTOR | PEARCE LN TO 2748' N OF PEARCE LN | 0.52 | 100% | $ 6,009,000 | $ 6,009,000 |
| | P-19 | L4-4D-120 | FOUR DAUGHTERS RD | PEARCE LN TO 9014' S OF SH 71 | 1.27 | 100% | $ 17,594,000 | $ 17,594,000 |
| | P-20 | L3-4D-120 | WOLF LN | PEARCE LN TO 1215' S OF MEURER LN | 1.25 | 50% | $ 1,782,000 | $ 891,000 |
| | P-21 | L3-4D-120 | ROSS RD | PEARCE LN TO HEINE FARM RD | 0.79 | 50% | $ 8,667,000 | $ 4,333,500 |
| | P-22 | L2-2U-78 | HEINE FARM RD | ROSS RD TO 409' E OF ROSS RD | 0.08 | 100% | $ 523,000 | $ 523,000 |
| | P-23 | L2-2U-78 | HEINE FARM RD | 322' N OF FERRYSTONE GLEN TO 409' E OF ROSS RD | 0.08 | 50% | $ 446,000 | $ 223,000 |
| | P-24 | L3-4D-120 | ROSS RD | APPERSON ST TO MCANGUS RD | 0.44 | 50% | $ 5,368,000 | $ 2,684,000 |
| | P-25 | L2-2U-78 | HEINE FARM RD | 453' S OF STONEY MEADOW DR TO 322' N OF FERRYSTONE GLEN CIR | 0.34 | 50% | $ 2,000,000 | $ 1,000,000 |
| | P-26 | L2-2U-78 | HEINE FARM RD | MCANGUS RD TO 1565' N OF MCANGUS RD | 0.30 | 50% | $ 1,782,000 | $ 891,000 |
| | P-27 | L2-2U-78 | MC ANGUS RD | ELROY RD TO 2880' S OF ROSS RD | 0.90 | 50% | $ 5,608,000 | $ 2,804,000 |
| | P-28 | L2-2U-78 | UR DAUGHTERS RD-HEINE FARM RD CONNECT | HEINE FARM RD TO 3928' E OF HEINE FARM RD | 0.74 | 50% | $ 6,454,000 | $ 3,227,000 |
| | P-29 | L3-4D-120 | MAHA LOOP RD | PEARCE LN TO 2400' S OF PEARCE LN | 0.45 | 100% | $ 4,857,000 | $ 4,857,000 |
| | P-30 | L3-4D-120 | MAHA LOOP RD | CITY LIMITS TO FOUR DAUGHTERS RD TO HEINE FARM LOOP RD TO 535' E OF MAHA LOOP RD | 0.30 | 100% | $ 3,181,000 | $ 3,181,000 |
| | P-31 | L2-2U-78 | UR DAUGHTERS RD-HEINE FARM RD CONNECT | 1970' W OF MAHA LOOP RD TO 535' E OF MAHA LOOP RD | 0.44 | 50% | $ 2,638,000 | $ 1,319,000 |
| | P-32 | L2-2U-78 | UR DAUGHTERS RD-HEINE FARM RD CONNECT | FOUR DAUGHTERS RD TO 2052' W OF FOUR DAUGHTERS RD | 0.39 | 50% | $ 2,282,000 | $ 1,141,000 |
| | P-33 | L4-4D-120 | FOUR DAUGHTERS RD | PEARCE LN TO 426' N OF FAGERQUIST RD | 0.85 | 50% | $ 10,177,000 | $ 5,088,500 |
| | P-34 | L3-4D-120 | ELROY RD | 346' W OF KELLAM RD TO 3658' W OF KELLAM RD | 0.63 | 50% | $ 10,920,000 | $ 5,460,000 |
| | P-35 | L3-4D-120 | ELROY RD | 346' W OF KELLAM RD TO 499' E OF KELLAM RD | 0.14 | 100% | $ 1,455,000 | $ 1,455,000 |
| | P-36 | L3-4D-120 | ELROY RD | 499' E OF KELLAM RD TO FAGERQUIST RD | 0.42 | 50% | $ 4,452,000 | $ 2,226,000 |
| | P-37 | L4-4D-120-TxDOT | FM 812 RD | 670' W OF COTA BLVD TO 1057' E OF COTA BLVD | 0.33 | 50% | $ 786,000 | $ 393,000 |
| | **Proj. #** | | **Type** | **Intersection** | | **% In Service Area** | **Total Project Cost** | **Cost in Service Area** |
| | OI-6, PI-1 | Intersection Improvements | Intersection Improvement | S US 183 HWY AND BURLESON RD | | 25% | $ 583,000 | $ 145,750 |
| | LI-38, PI-2 | | Signalize | BASTROP HWY AND OLD BASTROP HWY SVRD | | 50% | $ 477,000 | $ 238,500 |
| | PI-3 | | Signalize | S FM 973 RD AND SH 71 TO FM 973 CONNECTION TO FM 973 CONNECTION | | 75% | $ 300,000 | $ 225,000 |
| | PI-4 | | Signalize | FM 973 RD AND SH 71 TO FM 973 CONNECTION | | 100% | $ 300,000 | $ 300,000 |
| | PI-5 | | Intersection Improvement | S FM 973 RD AND PEARCE LN | | 50% | $ 583,000 | $ 291,500 |
| | PI-6 | | Intersection Improvement | FM 973 RD AND BURLESON RD/ELROY RD | | 75% | $ 324,000 | $ 243,000 |
| | PI-7 | | Signalize | PEARCE LN AND SH 130 | | 50% | $ 477,000 | $ 238,500 |
| | PI-8 | | Signalize | PEARCE LN AND ROSS RD | | 75% | $ 300,000 | $ 225,000 |
| | PI-9 | | Signalize | ELROY RD AND ROSS RD | | 100% | $ 359,000 | $ 359,000 |
| | PI-10 | | Intersection Improvement | PEARCE LN AND KELLAM RD | | 50% | $ 925,000 | $ 462,500 |
| | PI-11 | | Signalize | ELROY RD AND KELLAM RD | | 100% | $ 359,000 | $ 359,000 |
| | PI-12 | | Signalize | FM 812 RD AND CIRCUIT OF THE AMERICAS BLVD | | 50% | $ 300,000 | $ 150,000 |
| | PI-13 | | Signalize | PEARCE LN AND WOLF LN | | 25% | $ 359,000 | $ 89,750 |
| | | | | | | | **Service Area Roadway Project Cost Subtotal** | **$ 128,684,500** |
| | | | | | | | **Service Area Intersection Project Cost Subtotal** | **$ 3,327,500** |
| | | | | | | | **2019 Street Impact Fee Study Cost Per Service Area** | **$ 83,109** |
| | | | | | | | **Total Cost in SERVICE AREA P** | **$ 132,095,109** |

a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Roadway Capacity Projects within the City of Austin.

b. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

## F. Service Unit Calculation

The basic service unit for the computation of Austin's Street Impact Fees is the vehicle-mile of travel during the afternoon peak-hour (as explained on Pg. 63). To determine the cost per service unit, it is necessary to project the growth in vehicle-miles of travel for the service area for the ten-year period.

The growth in vehicle-miles from 2017 to 2027 is based upon projected changes in residential units and employment for the period. To determine this growth, estimates of residential units, basic employment, service employment, and retail employment for 2017 were made, along with growth projections for each of these demographic statistics through 2027. The Land Use Assumptions section of this report details the growth estimates used for impact fee determination.

For the purposes of impact fees, all developed and developable land is categorized as either residential or non-residential. For residential land uses, the existing and projected number of dwelling units are estimated. The number of dwelling units in each service area is multiplied by a *transportation demand factor* (discussed in more detail below) to compute the vehicle-miles of travel that occur during the afternoon peak hour. This factor indicates the average amount of demand created by the residential land uses in the service area.

For non-residential land uses, the process is similar. The Land Use Assumptions section of this report provides existing and projected number of building square footages for three (3) categories of employment – basic, service, and retail. These categories correspond to an aggregation of other specific land use categories based on the North American Industrial Classification System (NAICS).

Building square footage is the most common independent variable for the estimation of non-residential trips in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition*. This characteristic is more appropriate than the number of employees, because building square footage is tied more closely to trip generation and

is known at the time of application for any development that would require the assessment of an impact fee.

The existing and projected land use assumptions for the dwelling units and the square footage of basic, service, and retail land uses provide the basis for the projected increase in vehicle-miles of travel. As noted earlier, a *transportation demand factor* is applied to these values and then summed to calculate the total peak hour vehicle-miles of demand for each service area.

The *transportation demand factors* are aggregate rates derived from two sources – the *ITE Trip Generation Manual, 10th Edition* and the National Household Travel Survey performed by the Federal Highway Administration (FHWA). The *ITE Trip Generation Manual, 10th Edition* provides the number of trips that are produced or attracted to the land use for each dwelling unit, square foot of building, or other corresponding unit. For the retail category of land uses, the rate is adjusted to account for the fact that a percentage of retail trips are made by people who would otherwise be traveling past that particular establishment anyway, such as a trip between work and home. For example, a stop at a nearby supermarket on the way home from work does not create a new trip onto the roadway network. These trips are called pass-by trips, and since the travel demand is accounted for in the land use calculations relative to the primary trip, it is necessary to discount the retail trip generation rates to avoid double counting trips. The next component of the *transportation demand factor* accounts for the length of each trip. The average trip length for each category is based on the Capital Area Metropolitan Planning Organization (CAMPO) long-range transportation model and supplemented with the National Household Travel Survey conducted by the FHWA.

The computation of the *transportation demand factor* is based on the following equation:

Variables:

$$TDF = T * (1 - P_b) * L_{\max}$$

$$\text{where...}\ L_{\max} = \min(L * OD \text{ or } 6)$$

TDF = Transportation Demand Factor,
T = Trip Rate (peak hour trips / unit),
$P_b$ = Pass-By Discount (% of trips),
$L_{max}$ = Maximum Trip Length (miles),
L = Average Trip Length (miles), and
OD = Origin-Destination Reduction (50%)

The maximum trip length was limited to six (6) miles based on the maximum trip length within each service area. Chapter 395 of the Texas Local Government Code allows for a service area of six (6) miles, and the service areas within Austin are closely approximated with a six (6) mile distance.

The adjustment made to the average trip length statistic in the computation of the maximum trip length is the origin-destination reduction. This adjustment is made because the Street Impact Fee is charged to both the origin and destination end of the trip. For example, impact fee methodology will account for a trip from home to work within Austin to both residential and non-residential land uses. To avoid counting these trips twice as both residential and non-residential trips, a 50% origin-destination (OD) reduction factor is applied. Therefore, only half of the trip length is assessed to each land use, and the total trip is only counted once. This methodology is consistent with that used in the National Household Travel Survey. To further characterize trip lengths, separate trip lengths were developed for each land use both within and outside "the loop" that highways form around Austin, defined by the boundary of US 183, SH 71 (Ben White Blvd), and SH 360 (Capital of Texas Highway). These lengths were developed based on the CAMPO long-range transportation model. Service Areas considered inside "the loop" are Service Areas F, I, J, DT, and L. All other Service Areas are considered outside "the loop".

Table 6 shows the derivation of the *Transportation Demand Factor* for the residential land uses and the three (3) non-residential land use categories. The values utilized for all variables shown in the *transportation demand factor* equation are also shown in the table.

Table 6. Transportation Demand Factor Calculations

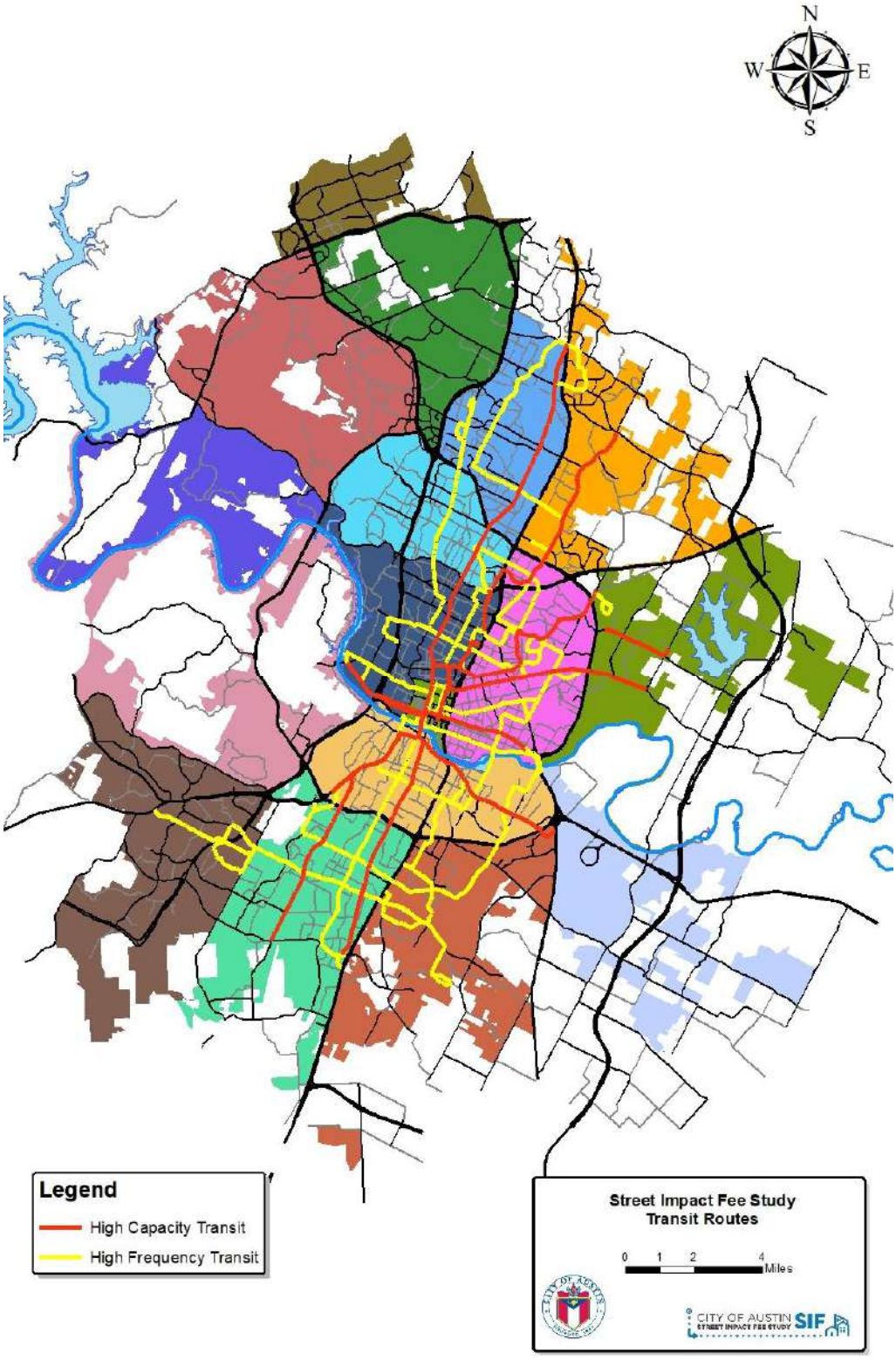
| Variable | Residential, Single Family | Residential, Multifamily | Basic | Service | Retail |
|---|---|---|---|---|---|
| T | 0.99 | 0.56 | 0.63 | 1.15 | 3.81 |
| $P_b$ | 0% | 0% | 0% | 0% | 34% |
| $L_{inside}$ | 5.81 | 5.81 | 6.15 | 7.42 | 5.82 |
| $L_{outside}$ | 8.59 | 8.59 | 12.89 | 6.76 | 6.35 |
| $L_{max, inside}$* | 2.90 | 2.90 | 3.07 | 3.71 | 2.91 |
| $L_{max, outside}$* | 4.30 | 4.30 | 6.00 | 3.38 | 3.18 |
| $TDF_{, inside}$ | 2.87 | 1.62 | 1.93 | 4.27 | 7.30 |
| $TDF_{, outside}$ | 4.26 | 2.41 | 3.78 | 3.89 | 7.98 |
| | * $L_{max}$ is less than 6 miles for residential and retail land uses; therefore this lower trip length is used for calculating the TDF for these land uses. | | | | |

Variables:

TDF = Transportation Demand Factor,
T = Trip Rate (peak hour trips / unit),
$P_b$ = Pass-By Discount (% of trips),
$L_{max}$ = Maximum Trip Length (miles),
L = Average Trip Length (miles), and
OD = Origin-Destination Reduction (50%)

The application of the demographic projections and the *transportation demand factors* are presented in the 10-Year Growth Projections in Table 7. This table shows the growth in total vehicle-miles by service area between the years 2017-2027. To align with the mode shift goals of the ASMP (50% of trips my other methods than driving alone), a reduction was applied to transportation demand to reflect the mode shift goals of the City by applying a 50% reduction factor (the goal of the ASMP) to areas that are within a walkable distance of existing or proposed Transit in each service area. A ratio was calculated to determine the percentage of land in each Service Area within 1/8 mile of High Frequency Transit (corresponding to Capital Metro's 15-minute routes) and within ¼ mile of High Capacity Transit (routes defined in Project Connect's System Vision Plan). Adjusted Demand is calculated as Unadjusted Demand minus a portion of Unadjusted Demand near transit (Unadjusted Demand * Near Transit % * 50%). Exhibit 5 shows transit routes used.

*Exhibit 5 – High Frequency Transit and High Capacity Transit Routes*



# Table 7. 10-Year Growth Projections

**2017 - 2027 Growth Projections[1]**

| SERVICE AREA | RESIDENTIAL VEHICLE-MILES | | | | | NON-RESIDENTIAL SQUARE FEET[5] | | | TRANS. DEMAND FACTOR[6] | | | NON-RESIDENTIAL VEHICLE-MILES[10] | | | | TOTAL VEHICLE MILES[11] | AREA NEAR TRANSIT[12] | TRANSIT ADJUSTED VEH-MI[13] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Single Family Units | Trip Rate TDF[2] | Multi-Family Units | Trip Rate TDF[3] | VEHICLE MILES[4] | BASIC | SERVICE | RETAIL | BASIC[7] | SERVICE[8] | RETAIL[9] | BASIC | SERVICE | RETAIL | TOTAL | | | |
| | | *0.99* | | *0.56* | | | | | *0.63* | *1.15* | *3.81* | | | | | | | |
| A | 769 | 4.26 | 4,831 | 2.41 | 14,919 | 27,000 | 1,456,000 | 1,449,000 | 3.78 | 3.89 | 7.98 | 102 | 5,664 | 11,563 | 17,329 | 32,248 | 0% | 32,248 |
| B | 2,187 | 4.26 | 8,022 | 2.41 | 28,650 | 776,000 | 1,182,000 | 2,356,000 | 3.78 | 3.89 | 7.98 | 2,933 | 4,598 | 18,801 | 26,332 | 54,982 | 0% | 54,982 |
| C | 641 | 4.26 | 5,313 | 2.41 | 15,535 | 189,000 | 2,250,000 | 1,561,000 | 3.78 | 3.89 | 7.98 | 714 | 8,753 | 12,457 | 21,924 | 37,459 | 34% | 31,028 |
| D | 5,547 | 4.26 | 5,083 | 2.41 | 35,880 | 5,277,000 | 3,294,000 | 2,974,000 | 3.78 | 3.89 | 7.98 | 19,947 | 12,814 | 23,733 | 56,494 | 92,374 | 16% | 85,159 |
| E | 1,809 | 4.26 | 4,490 | 2.41 | 18,527 | 89,000 | 960,000 | 921,000 | 3.78 | 3.89 | 7.98 | 336 | 3,734 | 7,350 | 11,420 | 29,947 | 0% | 29,947 |
| F | 336 | 2.87 | 5,580 | 1.62 | 10,004 | 237,000 | 1,532,000 | 1,396,000 | 1.93 | 4.27 | 7.30 | 457 | 6,542 | 10,191 | 17,190 | 27,194 | 16% | 25,010 |
| G | 5,631 | 4.26 | 4,749 | 2.41 | 35,433 | 1,660,000 | 3,509,000 | 1,966,000 | 3.78 | 3.89 | 7.98 | 6,275 | 13,650 | 15,689 | 35,614 | 71,047 | 11% | 67,143 |
| H | 666 | 4.26 | 684 | 2.41 | 4,486 | -11,000 | 1,455,000 | 4,000 | 3.78 | 3.89 | 7.98 | -42 | 5,660 | 32 | 5,650 | 10,136 | 0% | 10,136 |
| I | 712 | 2.87 | 7,989 | 1.62 | 14,986 | 47,000 | 1,337,000 | 1,405,000 | 1.93 | 4.27 | 7.30 | 91 | 5,709 | 10,257 | 16,057 | 31,043 | 43% | 24,336 |
| J | 2,716 | 2.87 | 9,920 | 1.62 | 23,865 | 117,000 | 997,000 | 1,159,000 | 1.93 | 4.27 | 7.30 | 226 | 4,257 | 8,461 | 12,944 | 36,809 | 55% | 26,625 |
| K | 620 | 4.26 | 734 | 2.41 | 4,410 | 19,000 | 326,000 | 275,000 | 3.78 | 3.89 | 7.98 | 72 | 1,268 | 2,195 | 3,535 | 7,945 | 0% | 7,938 |
| L | 975 | 2.87 | 10,722 | 1.62 | 20,168 | 382,000 | 1,852,000 | 1,541,000 | 1.93 | 4.27 | 7.30 | 737 | 7,908 | 11,249 | 19,894 | 40,062 | 45% | 31,130 |
| M | 2,622 | 4.26 | 4,643 | 2.41 | 22,359 | 548,000 | 1,896,000 | 2,050,000 | 3.78 | 3.89 | 7.98 | 2,071 | 7,375 | 16,359 | 25,805 | 48,164 | 5% | 46,895 |
| N | 1,646 | 4.26 | 7,066 | 2.41 | 24,041 | 241,000 | 3,591,000 | 2,790,000 | 3.78 | 3.89 | 7.98 | 911 | 13,969 | 22,264 | 37,144 | 61,185 | 29% | 52,261 |
| O | 3,892 | 4.26 | 5,263 | 2.41 | 29,264 | 1,524,000 | 200,000 | 4,003,000 | 3.78 | 3.89 | 7.98 | 5,761 | 778 | 31,944 | 38,483 | 67,747 | 15% | 62,818 |
| P | 2,901 | 4.26 | 2,399 | 2.41 | 18,140 | 1,390,000 | 1,006,000 | 2,727,000 | 3.78 | 3.89 | 7.98 | 5,254 | 3,913 | 21,761 | 30,928 | 49,068 | 1% | 48,823 |
| DT | -15 | 2.87 | 3,797 | 1.62 | 6,108 | -26,000 | 7,001,000 | 1,246,000 | 1.93 | 4.27 | 7.30 | -50 | 29,894 | 9,096 | 38,940 | 45,048 | 88% | 25,259 |
| **Totals** | **33,655** | | **91,285** | | **326,774** | **12,486,000** | **33,844,000** | **29,823,000** | | | | **45,795** | **136,486** | **233,402** | **415,683** | **742,457** | | **661,737** |

**Notes:**

[1] From City of Austin 2017 Land Use Assumptions for Street Impact Fees

[2] Transportation Demand Factor (from LUVMET) using Single Family Detached Housing land use and *trip generation rate*

[3] Transportation Demand Factor (from LUVMET) using Multifamily Housing (Low-Rise) land use and *trip generation rate*

[4] Calculated by multiplying TDF by the number of dwelling units

[5] From City of Austin 2017 Land Use Assumptions for Street Impact Fees

[6] *Trip generation rate* and Transportation Demand Factors from LUVMET for each land use

[7] 'Basic' corresponds to General Light Industrial land use and *trip generation rate*

[8] 'Service' corresponds to General Office land use and *trip generation rate*

[9] 'Retail' corresponds to Shopping Center land use and *trip generation rate*

[10] Calculated by multiplying Transportation Demand Factor by the number of thousand square feet for each land use

[11] Residential plus non-residential vehicle-mile totals for each Service Area

[12] Percentage of land area in Service area within 1/4 mile of High Capacity Transit and 1/8 mile of High Frequency Transit as shown in ASMP.

[13] Adjustment reflects a 50% reduction in demand for the proportion of service areas in areas near transit. Adjusted demand calculated by multiplying unadjusted demand by the area near transit and by reduction factor and subtracting from unadjusted demand.
**Equation calculated from values in Table: Adjusted Demand = Unadjusted demand - (Unadjusted Demand * Area Near Transit * Reduction Factor (50%))**

Table 7 (Continued). 10-Year Growth Projections
Vehicle Miles of Increase (2017-2027)

| SERVICE AREA | VEH-MILES | TRANSIT ADJUSTED VEH-MILES |
|---|---|---|
| A | 32,248 | 32,248 |
| B | 54,982 | 54,982 |
| C | 37,459 | 31,028 |
| D | 92,374 | 85,159 |
| E | 29,947 | 29,947 |
| F | 27,194 | 25,010 |
| G | 71,047 | 67,143 |
| H | 10,136 | 10,136 |
| I | 31,043 | 24,336 |
| J | 36,809 | 26,625 |
| K | 7,945 | 7,938 |
| L | 40,062 | 31,130 |
| M | 48,164 | 46,895 |
| N | 61,185 | 52,261 |
| O | 67,747 | 62,818 |
| P | 49,068 | 48,823 |
| DT | 45,048 | 25,259 |

# V. STREET IMPACT FEE CALCULATION

## A. Maximum Assessable Impact Fee Per Service Unit

This section presents the maximum assessable impact fee rate calculated for each service area. The maximum assessable impact fee is the sum of the eligible Street Impact Fee RCP costs for the service area divided by the growth in travel attributable to new development projected to occur within the 10-year period. A majority of the components of this calculation have been described and presented in previous sections of this report. The purpose of this section is to document the computation for each service area and to demonstrate that the guidelines provided by Chapter 395 of the Texas Local Government Code have been addressed. Table 8 illustrates the computation of the maximum assessable impact fee computed for each service area. Each row in the table is numbered to simplify explanation of the calculation. The calculation of the maximum assessable impact fee is shown in Table 9. The Street Impact Fee RCP consists of both roadway segment and intersection improvements. The roadway segment component is referred to as the "Roadway Impact Fee RCP," while the intersection component is referred to as the "Intersection Impact Fee RCP."

Table 8. Maximum Assessable Street Impact Fee Computation

| Line | Title | Description |
|---|---|---|
| 1 | *Total Vehicle-Miles of Capacity Added by the Street Impact Fee RCP* | The total number of vehicle-miles added to the service area based on the capacity, length, and number of lanes in each project (from Appendix B – RCP Units of Supply) |

Each project identified in the RCP will add a certain amount of capacity to the City's roadway network based on its length and classification. This line displays the total amount added within each service area.

| | | |
|---|---|---|
| 2 | *Total Vehicle-Miles of Existing Demand* | A measure of the amount of traffic currently using the roadway facilities upon which capacity is being added. (from Appendix B – RCP Units of Supply) |

A number of facilities identified in the RCP have traffic currently utilizing a portion of their existing capacity. This line displays the total amount of capacity along these facilities currently being used by existing traffic.

| | | |
|---|---|---|
| 3 | *Net Amount of Vehicle-Miles of Capacity Added* | A measurement of the amount of vehicle-miles added by the Street Impact Fee RCP that will not be utilized by existing demand (Line 1 – Line 2) |

This calculation identifies the portion of the Street Impact Fee RCP (in vehicle-miles) that may be recoverable through the collection of impact fees.

| | | |
|---|---|---|
| 4 | *Total Cost of the Roadway Impact Fee RCP within the Service Area* | The total cost of the roadway projects within each service area (from Table 5: 10-Year Roadway Impact Fee Roadway Capacity Plan with Conceptual Level Cost Projections) |

This line simply identifies the total cost of all the roadway projects identified in each service area.

| | | |
|---|---|---|
| 5 | *Cost of Net Capacity Supplied* | The total Roadway Impact Fee RCP cost (Line 4) prorated by the ratio of Net Capacity Added (Line 3) to Total Capacity Added (Line 1). [(Line 3 / Line 1) * (Line 4)] |

Using the ratio of vehicle-miles added by the Roadway Impact Fee RCP available to serve future growth to the total vehicle-miles added, the total cost of the RCP is reduced to the amount available for future growth (i.e. excluding existing usage and deficiencies).

| | | |
|---|---|---|
| 6 | *Cost to Meet Existing Needs and Usage* | The difference between the Total Cost of the Roadway Impact Fee RCpP (Line 4) and the Cost of the Net Capacity supplied (Line 5). (Line 4 – Line 5) |

This line is provided for information purposes only – it is to present the portion of the total cost of the Street Impact Fee RCP that is required to meet existing demand.

| | | |
|---|---|---|
| 7 | *Total Vehicle-Miles of New Demand over Ten Years* | Based upon the growth projection provided in the Land Use Assumptions, an estimate of the number of new vehicle-miles within the service area over the next ten years. (from Table 6) |

This line presents the amount of growth (in vehicle-miles) projected to occur within each service area over the next ten years.

| | | |
|---|---|---|
| 8 | *Percent of Service Area within Transit walking distance* | A ratio was calculated for each Service Area to represent the percent of land within walking distance of existing or proposed Transit. (from Table 7) |

This line presents the ratio of land within a service area within walking distance of existing or proposed transit.

| | | |
|---|---|---|
| 9 | *Total Vehicle-Miles of New Demand over Ten Years Transit Adjusted* | Based upon the growth projection provided in the Land Use Assumptions, an estimate of the number of new vehicle-miles within the service area over the next ten years, adjusted to reflect mode shift to transit trips. (from Table 7) |

This line presents the amount of growth (in vehicle-miles) projected to occur within each service area over the next ten years, adjusted to reflect anticipated mode shift to transit.

| | | |
|---|---|---|
| 10 | *Percent of Capacity Added Attributable to New Growth* | The result of dividing Total Vehicle-Miles of New Demand (Line 9) by the Net Amount of Capacity Added (Line 3), limited to 100% (Line 11). This calculation is required by Chapter 395 to ensure capacity added is attributable to new growth. |
| 11 | *Chapter 395 Check* | |

In order to ensure that the vehicle-miles added by the Roadway Impact Fee RCP do not exceed the amount needed to accommodate growth beyond the ten-year window, a comparison of the two values is performed. If the amount of vehicle-miles added by the Roadway Impact Fee RCP exceeds the growth projected to occur in the next ten years, the Roadway Impact Fee RCP cost is reduced accordingly.

| | | |
|---|---|---|
| 12 | *Cost of Roadway Impact Fee RCP Attributable to New Growth* | The result of multiplying the Cost of Net Capacity Added (Line 5) by the Percent of Capacity Added Attributable to New Growth, limited to 100% (Line 11). |

This value is the total Roadway Impact Fee RCP project costs (excluding financial costs) that may be recovered through impact fees. This line is determined considering the limitations to impact fees required by the Texas legislature.

| | | |
|---|---|---|
| 13 | *Total Cost of the Intersection Impact Fee RCP within the Service Area* | The total cost of the intersection projects within each service area (from Table 4: 10-Year Street Impact Fee Roadway Capacity Plan with Conceptual Level Cost Projections) |

This line simply identifies the total cost of all the intersection projects identified in each service area.

| | | |
|---|---|---|
| 14 | *Percent of Intersection Capacity Added Attributable to New Growth* | The result of dividing Total Vehicle-Miles of New Demand Transit Adjusted (Line 9) by the transit adjusted vehicle-mile carrying capacity in each service area. |

In order to ensure that the capacity added by the Intersection Impact Fee RCP does not exceed the amount needed to accommodate growth beyond the ten-year window, the anticipated vehicle mile growth in each service area is calculated as a percentage of the vehicle-mile carrying capacity.

| | | |
|---|---|---|
| 15 | *Cost of Intersection Impact Fee RCP Attributable to New Growth* | The result of multiplying the Cost of Net Capacity Added (Line 11) by the Percent of Capacity Added Attributable to New Growth (Line 12). (Line 11 * Line 12) |

This value is the total Intersection Impact Fee RCP project cost (excluding financial costs) that may be recovered through impact fees. This line is determined considering the limitations to impact fees required by the Texas legislature.

| | | |
|---|---|---|
| 16 | *Cost of Street Impact Fee RCP Attributable to New Growth* | The result of adding the Cost of the Roadway Impact Fee RCP Attributable to new growth (Line 10) to the Cost of the Intersection Impact Fee RCP Attributable to new growth (Line 13). (Line 10 + Line 13) |

This value is the total Street Impact Fee RCP project cost (excluding financial costs) that may be recovered through impact fees. This line is determined considering the limitations to impact fees required by the Texas legislature.

| | | |
|---|---|---|
| 17 | *Existing Escrow Fund Balance* | The available escrow funds in each service area as of November 1, 2019. |

This line represents the credit given for developer contributions and is a cash balance for all funds available to the City of Austin.

| | | |
|---|---|---|
| 18 | *Cost of the Street Impact Fee RCP Attributable to New Growth less Developer Contributions* | The sum of the Cost of Capacity Added Attributable to New Growth, less developer contributions. (Line 16 – Line 17 + Study Cost per Service Area) |

This line identifies the portion of the cost for identified Street Impact Fee eligible projects that are attributable to new growth (less developer contributions. This is the amount used to divide by the total new demand over ten years (transit adjusted) to determine the pre-credit, pre-financing maximum fee per service unit. The cost of the study, divided evenly over the 17 Service Areas, is included in this cost as a recoverable cost as allowed per Chapter 395 of the Local Government Code

| | | |
|---|---|---|
| 19 | *Pre-Credit, Pre-Financing Maximum Fee Per Service Unit* | Found by dividing the Cost of the RCP Attributable to New Growth less Developer Contributions (Line 18) by the Transit Adjusted Total Vehicle-Miles of New Demand Over Ten Years (Line 9). (Line 18 / Line 9) |

This line represents the maximum fee assessable by state law prior to credits given for ad valorem taxes and for additional cost of financing less interest earnings on debt. *It is anticipated that these maximum fees per service unit will increase following this calculation.*

## B. Plan for Financing and the Ad Valorem Tax Credit

Chapter 395 of the Texas Local Government Code requires the Street Impact Fee Roadway Capacity Plan for Street Impact Fees to contain specific enumeration of a plan for awarding the impact fee credit. Section 395.014 of the Code requires:

(A) a credit for the portion of ad valorem tax and utility service revenues generated by new service units during the program period that is used for the payment of improvements, including the payment of debt, that are included in the transportation improvements plan; or

(B) In the alternative, a credit equal to 50 percent of the total projected cost of implementing the transportation improvements plan…"

The plan is summarized, as prepared by NewGen Strategies in Appendix C and Appendix D, Plan for Awarding the Street Impact Fee Credit. The following table summarizes the portions of Table 8 that utilize this credit calculation.

| Line | Title | Description |
|---|---|---|
| 20 | *Financing Costs* | (from Appendix C – Plan for Awarding the Street Impact Fee Credit) |
| 21 | *Interest Earnings* | (from Appendix C – Plan for Awarding the Street Impact Fee Credit) |
| 22 | *Credit for Ad Valorem Taxes* | A credit for the portion of ad valorem taxes projected to be generated by the new service units, as per Section 395.014 of the Local Government Code. (from Appendix D – Plan for Awarding the Street Impact Fee Credit) |
| 23 | *Recoverable Cost of the Street Impact Fee RCP and Financing* | The Cost of the RCP Attributable to New Growth (Line 18) plus the Financing Costs (Line 20) and the difference from Interest Earnings (Line 21) and the Credit for Ad Valorem Taxes (Line 22). (Line 18 + Line 20 + Line 21 + Line 22) |
| 24 | *Maximum Assessable Fee Per Service Unit* | Found by dividing the Recoverable Cost of the RCP and Financing (Line 23) by the Total Vehicle-Miles of New Demand Over Ten Years (Line 9). (Line 23 / Line 9) |

## C. Maximum Assessable Impact Fee Determination

The impact fee determination method employed by NewGen Strategies and Solutions, LLC is developed through a financial based model, which fully recognizes the requirements of Chapter 395, including the recognition of cash and/or debt financing, interest earnings, fund balances, and applicable credits associated with the use of ad valorem taxes. In developing the components of the financial model several assumptions must be made, including the following:

- Financing
  - Method of financing (i.e. cash or debt financing)
  - The level of financing (e.g. 100% debt)
  - Cost of financing
  - Debt repayment structure
- Timing and Level of Expenditures and Revenues
- Interest Earnings
- Annual Vehicle Mile Growth
- Portion of Ad Valorem Tax Revenue Used to Fund Impact Fee Street Improvements

The assumptions employed in the maximum assessable impact fee determination provide a reasonable basis for forecasting; however, it must be emphasized that these assumptions may not necessarily reflect actual future conditions. To address this, Chapter 395 requires the monitoring of impact fees through the Impact Fee Advisory Committee and allows for the option to update or revise impact fees to reflect the actual implementation of the impact fee program.

Once the cost of capacity added that is attributable to growth (Table 9 - line 18) is determined, it must then be decided how the cost will be financed: cash and/or debt. For any previously funded projects, whether partially funded or in full, actual costs of capital have been included. Based on discussions with City staff, unless specific funding has already been determined, it is assumed that the City will debt finance 80% of the future project costs, and the remaining 20% with cash. For debt financing, the cost of financing is based on the City

staff estimates of future debt costs for bonds issued with 20-year terms, as shown in Appendix D. Debt service payments for each future debt issue are assumed to remain constant over the issue's term.

Currently, the exact timing and annual level of cash capital expenditures over the forecast period is indeterminate; therefore, it is assumed that capital expenditures will occur in equal amounts over the 10-year program period. It is also assumed that for debt-financed capital projects, the City will expend debt proceeds over a 3-year timeframe. For the calculation of the maximum assessable impact fee, debt is assumed to be issued in equal amounts for each year. In order to recognize the full amount of debt to be issued for the cost of capacity added that is attributable to growth during the 10-year period, a portion of years 8, 9, and 10 are assumed to be spent in the final 3 years.

Because debt is issued over 20-year terms and impact fees developed herein are to be charged over a 10-year period, sufficient fund balance must be generated to meet the future debt service obligations. Fund balances were identified for each service area as a potential source for the current Impact Fee CIP. Because of the generation of the fund balance, excess monies will be available for interest earnings.

Chapter 395 states that interest earnings are funds of the impact fee account and are to be held to the same restrictions as impact fee revenues. Therefore, in order to recognize that interest earnings are used to fund only impact fee eligible improvements, interest earnings are credited against the costs recoverable through impact fees. It should be noted that Chapter 395 does not require the upfront recognition of interest earnings in the impact fee determination; however, in an effort to acknowledge the time value of the impact fee payers' monies, interest earnings have been credited. Interest is assumed to be earned at an annual rate of 1.44% per City staff.

As with the timing and level of the capital expenditures over the 10-year forecast, the timing and annual level of vehicle mile growth over the 10-year program period is indeterminate at

the present time. As such, it is assumed that vehicle mile growth will be consistent over the 10-year forecast.

Chapter 395 requires a plan for awarding either a credit for the portion of ad valorem tax and/or utility service revenues generated by new vehicle miles during the program period that are used for payment of improvements that are included in the Street Impact Fee CIP. As an alternative, a credit equal to 50% of the total cost of implementing the Street Impact Fee CIP may be used. The City has elected to pursue the determination of a credit for the portion of ad valorem tax revenues generated by new vehicle miles during the program period that are used for payment of improvements that are included in the Street Impact Fee CIP. It should be noted that the credit is not a determination to recognize the total ad valorem tax revenue generated by new vehicle miles, but is only a credit for the portion of ad valorem tax revenue that is used for payment of improvements that are included in the Street Impact Fee CIP. Theoretically, the credit determination could be zero ($0) if the City does not utilize any of the new vehicle mile ad valorem tax revenue to fund improvements that are included in the Street Impact Fee CIP. However, to be conservative and recognize potential cash flow issues that can occur with the funding of major capital improvement projects, it is assumed that the debt-funded projects (80% of the improvement costs included in the Street Impact Fee CIP but not otherwise funded) could potentially be funded by ad valorem tax revenue.

Since payments made through ad valorem tax revenue will consist of not only the revenue generated by new vehicle miles in the defined service area, but also existing property owners throughout the City, the portion attributable to the new vehicle miles in the defined service area must be isolated, as illustrated in the credit calculation in Appendix D.

## Table 9. Maximum Assessable Street Impact Fee

| | SERVICE AREA: | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | DT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | TOTAL VEH-MI OF CAPACITY ADDED BY THE STREET IMPACT FEE RCP (FROM STREET IMPACT FEE RCP SERVICE UNITS OF SUPPLY, APPENDIX B) | 20,629 | 98,930 | 54,557 | 82,623 | 57,594 | 31,313 | 70,599 | 26,643 | 35,791 | 42,672 | 5,351 | 49,742 | 33,414 | 62,193 | 81,211 | 39,803 | 15,830 |
| 2 | TOTAL VEH-MI OF EXISTING DEMAND (FROM STREET IMPACT FEE RCP SERVICE UNITS OF SUPPLY, APPENDIX B) | 8,390 | 11,346 | 21,324 | 24,696 | 23,793 | 18,638 | 12,105 | 18,070 | 24,082 | 16,743 | 2,154 | 25,816 | 14,136 | 34,128 | 13,697 | 5,112 | 2,467 |
| 3 | NET AMOUNT OF VEH-MI OF CAPACITY ADDED (LINE 1 - LINE 2) | 12,239 | 87,584 | 33,233 | 57,927 | 33,801 | 12,675 | 58,494 | 8,573 | 11,709 | 25,929 | 3,197 | 23,926 | 19,278 | 28,065 | 67,514 | 34,691 | 13,363 |
| 4 | TOTAL COST OF THE ROADWAY IMPACT FEE RCP WITHIN SERVICE AREA (FROM **TABLES 4A TO 4P**) | $ 57,804,000 | $ 340,047,000 | $ 148,218,500 | $ 198,920,000 | $ 85,839,500 | $ 64,016,500 | $ 188,121,053 | $ 30,084,000 | $ 107,955,500 | $ 117,009,000 | $ 58,820,000 | $ 121,770,000 | $ 147,901,000 | $ 129,122,459 | $ 244,778,100 | $ 128,684,500 | $ 31,630,500 |
| 5 | COST OF NET CAPACITY SUPPLIED (LINE 3 / LINE 1) * (LINE 4) | $ 34,294,593 | $ 301,047,978 | $ 90,286,222 | $ 139,462,847 | $ 50,377,833 | $ 25,912,852 | $ 155,865,563 | $ 9,680,221 | $ 35,317,564 | $ 71,098,762 | $ 35,142,504 | $ 58,571,610 | $ 85,330,564 | $ 58,267,358 | $ 203,493,968 | $ 112,157,224 | $ 26,701,097 |
| 6 | COST TO MEET EXISTING NEEDS AND USAGE (LINE 4 - LINE 5) | $ 23,509,407 | $ 38,999,022 | $ 57,932,278 | $ 59,457,153 | $ 35,461,667 | $ 38,103,648 | $ 32,255,490 | $ 20,403,779 | $ 72,637,936 | $ 45,910,238 | $ 23,677,496 | $ 63,198,390 | $ 62,570,436 | $ 70,855,101 | $ 41,284,132 | $ 16,527,276 | $ 4,929,403 |
| 7 | TOTAL VEH-MI OF NEW DEMAND OVER TEN YEARS UNADJUSTED (FROM **TABLE 7** AND **LAND USE ASSUMPTIONS**) | 32,248 | 54,982 | 37,459 | 92,374 | 29,947 | 27,194 | 71,047 | 10,136 | 31,043 | 36,809 | 7,945 | 40,062 | 48,164 | 61,185 | 67,747 | 49,068 | 45,048 |
| 8 | % SERVICE AREA NEAR TRANSIT (FROM **TABLE 7**) | 0.0% | 0.0% | 34.3% | 15.6% | 0.0% | 16.1% | 11.0% | 0.0% | 43.2% | 55.3% | 0.2% | 44.6% | 5.3% | 29.2% | 14.6% | 1.0% | 87.9% |
| 9 | TOTAL VEH-MI OF NEW DEMAND OVER TEN YEARS TRANSIT ADJUSTED (FROM **TABLE 7**) | 32,248 | 54,982 | 31,028 | 85,159 | 29,947 | 25,010 | 67,143 | 10,136 | 24,336 | 26,625 | 7,938 | 31,130 | 46,895 | 52,261 | 62,818 | 48,823 | 25,259 |
| 10 | PERCENT OF CAPACITY ADDED ATTRIBUTABLE TO GROWTH (LINE 9 / LINE 3) | 263.4% | 62.7% | 93.3% | 147.0% | 88.5% | 197.3% | 114.7% | 118.2% | 207.8% | 102.6% | 248.5% | 167.4% | 243.2% | 186.2% | 93.0% | 140.7% | 189.0% |
| 11 | IF LINE 9 > LINE 3, REDUCE LINE 10 TO 100%, OTHERWISE NO CHANGE | 100.0% | 62.7% | 93.3% | 100.0% | 88.5% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 93.0% | 100.0% | 100.0% |
| 12 | COST OF ROADWAY IMPACT FEE RCP ATTRIBUTABLE TO GROWTH (LINE 5 * LINE 11) | $ 34,294,593 | $ 188,757,082 | $ 84,237,045 | $ 139,462,847 | $ 44,584,382 | $ 25,912,852 | $ 155,865,563 | $ 9,680,221 | $ 35,317,564 | $ 71,098,762 | $ 35,142,504 | $ 58,571,610 | $ 85,330,564 | $ 58,267,358 | $ 189,249,390 | $ 112,157,224 | $ 26,701,097 |
| 13 | TOTAL COST OF THE INTERSECTION IMPACT FEE RCP WITHIN SERVICE AREA (FROM **TABLES 4A TO 4P**) | $ 5,782,250 | $ 13,498,500 | $ 39,524,500 | $ 33,735,250 | $ 17,457,500 | $ 38,777,000 | $ 7,624,750 | $ 7,975,500 | $ 17,265,000 | $ 43,038,000 | $ 16,623,000 | $ 15,754,000 | $ 10,881,500 | $ 22,718,250 | $ 12,370,250 | $ 3,327,500 | $ 8,584,500 |
| 14 | PERCENT OF INTERSECTION CAPACITY ADDED ATTRIBUTABLE TO GROWTH (TRANSIT ADJUSTED NEW DEMAND OVER TEN YEARS / 2027 DEMAND) | 33% | 26% | 10% | 30% | 15% | 12% | 64% | 28% | 11% | 13% | 10% | 14% | 24% | 17% | 29% | 68% | 12% |
| 15 | COST OF INTERSECTION IMPACT FEE RCP ATTRIBUTABLE TO GROWTH (LINE 13 * LINE 14) | $ 1,908,143 | $ 3,509,610 | $ 3,952,450 | $ 10,120,575 | $ 2,618,625 | $ 4,653,240 | $ 4,885,315 | $ 2,233,140 | $ 1,899,150 | $ 5,594,940 | $ 1,662,300 | $ 2,205,560 | $ 2,611,560 | $ 3,862,103 | $ 3,587,373 | $ 2,262,700 | $ 1,030,140 |
| 16 | COST OF TOTAL STREET IMPACT FEE RCP ATTRIBUTABLE TO GROWTH (LINE 12 + LINE 15) | $ 36,202,736 | $ 192,266,692 | $ 88,189,495 | $ 149,583,422 | $ 47,203,007 | $ 30,566,092 | $ 160,750,878 | $ 11,913,361 | $ 37,216,714 | $ 76,693,702 | $ 36,804,804 | $ 60,777,170 | $ 87,942,124 | $ 62,129,461 | $ 192,836,763 | $ 114,419,924 | $ 27,731,237 |
| 17 | EXISTING ESCROW FUND BALANCE | $ 48,700 | $ 423,748 | $ 1,342,833 | $ 1,354,645 | $ 231,362 | $ 233,022 | $ 49,535 | $ 111,153 | $ 4,425,879 | $ 244,622 | $ 164,468 | $ 345,445 | $ 497,635 | $ 951,069 | $ 1,045,666 | $ 105,763 | $ 1,221,282 |
| 18 | COST OF THE ROADWAY IMPACT FEE RCP ATTRIBUTABLE TO NEW GROWTH LESS DEVELOPER CONTRIBUTIONS (LINE 16 - LINE 17 + STUDY COST PER SERVICE AREA) | $ 36,237,145 | $ 191,926,053 | $ 86,929,771 | $ 148,311,886 | $ 47,054,754 | $ 30,416,179 | $ 160,784,452 | $ 11,885,317 | $ 32,873,944 | $ 76,532,189 | $ 36,723,444 | $ 60,514,834 | $ 87,527,597 | $ 61,261,501 | $ 191,874,206 | $ 114,397,269 | $ 26,593,063 |
| 19 | PRE-CREDIT, PRE-FINANCING MAXIMUM FEE PER SERVICE UNIT (LINE 18 / LINE 9) | **$ 1,124** | **$ 3,491** | **$ 2,802** | **$ 1,742** | **$ 1,571** | **$ 1,216** | **$ 2,395** | **$ 1,173** | **$ 1,351** | **$ 2,874** | **$ 4,626** | **$ 1,511** | **$ 1,866** | **$ 1,172** | **$ 3,054** | **$ 2,343** | **$ 1,053** |
| 20 | FINANCING COSTS (FROM **APPENDIX C**) | $ 17,294,189 | $ 92,977,385 | $ 41,831,530 | $ 71,838,599 | $ 22,646,115 | $ 14,446,143 | $ 77,703,743 | $ 5,679,082 | $ 14,084,230 | $ 36,988,626 | $ 14,056,137 | $ 29,205,014 | $ 42,143,241 | $ 29,641,833 | $ 92,742,375 | $ 55,411,082 | $ 12,879,607 |
| 21 | INTEREST EARNINGS (FROM **APPENDIX C**) | $ (5,614,948) | $ (34,683,805) | $ (14,744,421) | $ (26,518,054) | $ (8,004,583) | $ (4,458,423) | $ (28,218,241) | $ (1,879,175) | $ (5,015,887) | $ (13,609,161) | $ (5,019,008) | $ (10,577,007) | $ (14,887,289) | $ (10,945,446) | $ (33,796,761) | $ (20,679,444) | $ (4,833,906) |
| 22 | CREDIT FOR AD VALOREM TAXES (FROM **APPENDIX C**) | $ (435,791) | $ (3,969,579) | $ (1,010,670) | $ (4,750,699) | $ (528,076) | $ (282,897) | $ (4,055,190) | $ (44,956) | $ (288,599) | $ (765,463) | $ (101,613) | $ (707,069) | $ (1,538,578) | $ (1,203,524) | $ (4,528,108) | $ (2,100,837) | $ (252,644) |
| 23 | RECOVERABLE COST OF STREET IMPACT FEE RCP AND FINANCING (LINE 18 + LINE 20 + LINE 21 + LINE 22) | $ 47,480,594 | $ 246,250,054 | $ 113,006,209 | $ 188,881,732 | $ 61,168,209 | $ 40,121,002 | $ 206,214,764 | $ 15,640,268 | $ 41,653,689 | $ 99,146,191 | $ 45,658,960 | $ 78,435,772 | $ 113,244,972 | $ 78,754,364 | $ 246,291,711 | $ 147,028,071 | $ 34,386,120 |
| 24 | MAXIMUM ASSESSABLE FEE PER SERVICE UNIT (LINE 23 / LINE 9) | **$ 1,472** | **$ 4,479** | **$ 3,642** | **$ 2,218** | **$ 2,043** | **$ 1,604** | **$ 3,071** | **$ 1,543** | **$ 1,712** | **$ 3,724** | **$ 5,752** | **$ 2,520** | **$ 2,415** | **$ 1,507** | **$ 3,921** | **$ 3,011** | **$ 1,361** |

## D. Service Unit Demand Per Unit of Development

The Street Impact Fee is determined by multiplying the impact fee rate by the number of service units projected for the proposed development. For this purpose, the City will utilize the Land Use/Vehicle-Mile Equivalency Table (LUVMET), presented in Table 10. This table lists the predominant land uses that may occur within the City of Austin. For each land use, the development unit that defines the development's magnitude with respect to transportation demand is shown. Although every possible use cannot be anticipated, the majority of local uses are found in this table. The descriptions for each land use are presented in Table 11. If the exact use is not listed, one similar in trip-making characteristics can serve as a reasonable proxy. The individual land uses are grouped into categories, such as residential, office, commercial, industrial, and institutional.

The trip rates presented for each land use is a fundamental component of the LUVMET. The trip rate is the average number of trips generated during the afternoon peak hour by each land use per development unit. The next column in Table 10, if applicable to the land use, presents the percentage of trips to and from certain land uses reduced by pass-by trips, as previously discussed.

The definitive source of the trip generation and pass-by statistics is the *ITE Trip Generation Manual, 10th Edition*, the latest edition. This manual utilizes trip generation studies for a variety of land uses throughout the United States, and is the standard used by traffic engineers and transportation planners for traffic impact analysis, site design, and transportation planning. However, for land uses not contained within the 10th Edition of the *ITE Trip Generation Manual,* an alternative service unit demand could be calculated by completing a trip generation study based on the procedure identified in the *ITE Trip Generation Handbook.*

To convert vehicle trips to vehicle-miles, it is necessary to multiply trips by trip length. The trip length values are based on the CAMPO long range transportation model and supplemented by the *National Household Travel Survey* performed by the FHWA. A separate trip length is

calculated if the service area is inside or outside the "loop", formed by US 183, SH 71 (Ben White Blvd) and SH 360 (Capital of Texas Highway) around Austin. The other adjustment to trip length is the 50% origin-destination reduction to avoid double counting of trips. At this stage, another important aspect of the state law is applied – the limit on transportation service unit demand. If the adjusted trip length is above six (6) miles, the maximum trip length used for calculation is reduced to six (6) miles. This reduction, as discussed previously, limits the maximum trip length to the approximate size of the service areas.

The remaining column in the LUVMET shows the vehicle-miles per development unit. This number is the product of the trip rate and the maximum trip length. This number, previously referred to as the *Transportation Demand Factor*, is used in the impact fee to compute the number of service units attributed to each land use category. The number of service units is multiplied by the impact fee rate (established by City ordinance) in order to determine the impact fee for a development.

## Table 10. Land Use / Vehicle-Mile Equivalency Table (LUVMET)

| Land Use Category | ITE Land Use Code | Development Unit | Trip Gen Rate (PM) | Pass-by Rate | Pass-by Source | Trip Rate | Trip Length Inside Loop (mi) | Trip Length Outside Loop (mi) | Adj. For O-D | Adj. Trip Length Inside Loop (mi) | Adj. Trip Length Oustide Loop (mi) | Max Trip Length Inside Loop (mi) | Max Trip Length Oustide Loop (mi) | Veh-Mi Per Dev-Unit Inside Loop | Veh-Mi Per Dev-Unit Outside Loop |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PORT AND TERMINAL** | | | | | | | | | | | | | | | |
| Truck Terminal | 030 | 1,000 SF GFA | 1.87 | | | 1.87 | 10.70 | 10.70 | 50% | 5.35 | 5.35 | 5.35 | 5.35 | 10.00 | 10.00 |
| **INDUSTRIAL** | | | | | | | | | | | | | | | |
| General Light Industrial | 110 | 1,000 SF GFA | 0.63 | | | 0.63 | 6.15 | 12.89 | 50% | 3.07 | 6.45 | 3.07 | 6.00 | 1.93 | 3.78 |
| Industrial Park | 130 | 1,000 SF GFA | 0.40 | | | 0.40 | 6.15 | 12.89 | 50% | 3.07 | 6.45 | 3.07 | 6.00 | 1.23 | 2.40 |
| Manufacturing | 140 | 1,000 SF GFA | 0.67 | | | 0.67 | 6.15 | 12.89 | 50% | 3.07 | 6.45 | 3.07 | 6.00 | 2.06 | 4.02 |
| Warehousing | 150 | 1,000 SF GFA | 0.19 | | | 0.19 | 6.15 | 12.89 | 50% | 3.07 | 6.45 | 3.07 | 6.00 | 0.58 | 1.14 |
| Mini-Warehouse | 151 | 1,000 SF GFA | 0.17 | | | 0.17 | 6.15 | 12.89 | 50% | 3.07 | 6.45 | 3.07 | 6.00 | 0.52 | 1.02 |
| **RESIDENTIAL** | | | | | | | | | | | | | | | |
| Single-Family Detached Housing | 210 | Dwelling Unit | 0.99 | | | 0.99 | 5.81 | 8.59 | 50% | 2.90 | 4.30 | 2.90 | 4.30 | 2.87 | 4.26 |
| Townhomes / Duplexes / Triplexes / 4-Plexes / ADUs [1] | 220 | Dwelling Unit | 0.56 | | | 0.56 | 5.81 | 8.59 | 50% | 2.90 | 4.30 | 2.90 | 4.30 | 1.62 | 2.41 |
| Mid-Rise Apartments or Condominiums [1] | 221 | Dwelling Unit | 0.44 | | | 0.44 | 5.81 | 8.59 | 50% | 2.90 | 4.30 | 2.90 | 4.30 | 1.28 | 1.89 |
| High-Rise Apartments or Condominiums [1] | 222 | Dwelling Unit | 0.36 | | | 0.36 | 5.81 | 8.59 | 50% | 2.90 | 4.30 | 2.90 | 4.30 | 1.04 | 1.55 |
| Mobile Home Park | 240 | Dwelling Unit | 0.46 | | | 0.46 | 5.81 | 8.59 | 50% | 2.90 | 4.30 | 2.90 | 4.30 | 1.33 | 1.98 |
| Senior Adult Housing-Detached | 251 | Dwelling Unit | 0.30 | | | 0.30 | 5.81 | 8.59 | 50% | 2.90 | 4.30 | 2.90 | 4.30 | 0.87 | 1.29 |
| Senior Adult Housing-Attached | 252 | Dwelling Unit | 0.26 | | | 0.26 | 5.81 | 8.59 | 50% | 2.90 | 4.30 | 2.90 | 4.30 | 0.75 | 1.12 |
| Assisted Living | 254 | Beds | 0.26 | | | 0.26 | 5.81 | 8.59 | 50% | 2.90 | 4.30 | 2.90 | 4.30 | 0.75 | 1.12 |
| **LODGING** | | | | | | | | | | | | | | | |
| Hotel | 310 | Room | 0.60 | | | 0.60 | 5.41 | 5.41 | 50% | 2.70 | 2.71 | 2.70 | 2.71 | 1.62 | 1.63 |
| Motel / Other Lodging Facilities | 320 | Room | 0.38 | | | 0.38 | 5.41 | 5.41 | 50% | 2.70 | 2.71 | 2.70 | 2.71 | 1.03 | 1.03 |
| **RECREATIONAL** | | | | | | | | | | | | | | | |
| Golf Driving Range | 432 | Tee | 1.25 | | | 1.25 | 5.82 | 6.35 | 50% | 2.91 | 3.18 | 2.91 | 3.18 | 3.64 | 3.98 |
| Golf Course | 430 | Acre | 0.28 | | | 0.28 | 5.82 | 6.35 | 50% | 2.91 | 3.18 | 2.91 | 3.18 | 0.81 | 0.89 |
| Recreational Community Center | 495 | 1,000 SF GFA | 2.31 | | | 2.31 | 5.82 | 6.35 | 50% | 2.91 | 3.18 | 2.91 | 3.18 | 6.72 | 7.35 |
| Ice Skating Rink | 465 | 1,000 SF GFA | 1.33 | | | 1.33 | 5.82 | 6.35 | 50% | 2.91 | 3.18 | 2.91 | 3.18 | 3.87 | 4.23 |
| Miniature Golf Course | 431 | Hole | 0.33 | | | 0.33 | 5.82 | 6.35 | 50% | 2.91 | 3.18 | 2.91 | 3.18 | 0.96 | 1.05 |
| Multiplex Movie Theater | 445 | Screens | 13.73 | | | 13.73 | 5.82 | 6.35 | 50% | 2.91 | 3.18 | 2.91 | 3.18 | 39.95 | 43.66 |
| Racquet / Tennis Club | 491 | Court | 3.82 | | | 3.82 | 5.82 | 6.35 | 50% | 2.91 | 3.18 | 2.91 | 3.18 | 11.12 | 12.15 |
| **INSTITUTIONAL** | | | | | | | | | | | | | | | |
| Religious Place of Worship | 560 | 1,000 SF GFA | 0.49 | | | 0.49 | 6.30 | 6.30 | 50% | 3.15 | 3.15 | 3.15 | 3.15 | 1.54 | 1.54 |
| Day Care Center | 565 | 1,000 SF GFA | 11.12 | 44% | B | 6.23 | 3.39 | 3.39 | 50% | 1.69 | 1.70 | 1.69 | 1.70 | 10.53 | 10.59 |
| Elementary School | 520 | Students | 0.17 | | | 0.17 | 3.39 | 3.39 | 50% | 1.69 | 1.70 | 1.69 | 1.70 | 0.29 | 0.29 |
| Middle School / Junior High School | 522 | Students | 0.17 | | | 0.17 | 3.39 | 3.39 | 50% | 1.69 | 1.70 | 1.69 | 1.70 | 0.29 | 0.29 |
| High School | 530 | Students | 0.14 | | | 0.14 | 3.39 | 3.39 | 50% | 1.69 | 1.70 | 1.69 | 1.70 | 0.24 | 0.24 |
| Junior / Community College | 540 | Students | 0.11 | | | 0.11 | 3.39 | 3.39 | 50% | 1.69 | 1.70 | 1.69 | 1.70 | 0.19 | 0.19 |
| University / College | 550 | Students | 0.15 | | | 0.15 | 3.39 | 3.39 | 50% | 1.69 | 1.70 | 1.69 | 1.70 | 0.25 | 0.26 |
| **MEDICAL** | | | | | | | | | | | | | | | |
| Clinic | 630 | 1,000 SF GFA | 3.28 | | | 3.28 | 7.42 | 6.76 | 50% | 3.71 | 3.38 | 3.71 | 3.38 | 12.17 | 11.09 |
| Hospital | 610 | 1,000 SF GFA | 0.97 | | | 0.97 | 7.42 | 6.76 | 50% | 3.71 | 3.38 | 3.71 | 3.38 | 3.60 | 3.28 |
| Nursing Home | 620 | Beds | 0.22 | | | 0.22 | 7.42 | 6.76 | 50% | 3.71 | 3.38 | 3.71 | 3.38 | 0.82 | 0.74 |
| Animal Hospital/Veterinary Clinic | 640 | 1,000 SF GFA | 3.53 | 30% | B | 2.47 | 7.42 | 6.76 | 50% | 3.71 | 3.38 | 3.71 | 3.38 | 9.16 | 8.35 |

**Notes:**

1: Housing types based on height of buildings. Land Use Category may be changed between ITE Code 220, 221, & 222 based on proposed building heights per Table 11 - Land Use Descriptions.

**Key to Sources of Pass-by Rates:**

A: ITE Trip Generation Handbook 3rd Edition (August 2014)

B: Estimated by Kimley-Horn based on ITE rates for similar categories

C: ITE rate adjusted upward by KHA based on logical relationship to other categories

## Table 10 (Cont'd). Land Use / Vehicle-Mile Equivalency Table (LUVMET)

| Land Use Category | ITE Land Use Code | Development Unit | Trip Gen Rate (PM) | Pass-by Rate | Pass-by Source | Trip Rate | Trip Length Inside Loop (mi) | Trip Length Outside Loop (mi) | Adj. For O-D | Adj. Trip Length Inside Loop (mi) | Adj. Trip Length Oustide Loop (mi) | Max Trip Length Inside Loop (mi) | Max Trip Length Oustide Loop (mi) | Veh-Mi Per Dev-Unit Inside Loop | Veh-Mi Per Dev-Unit Outside Loop |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **OFFICE** | | | | | | | | | | | | | | | |
| Corporate Headquarters Building | 714 | 1,000 SF GFA | 0.60 | | | 0.60 | 7.42 | 6.76 | 50% | 3.71 | 3.38 | 3.71 | 3.38 | 2.23 | 2.03 |
| General Office Building | 710 | 1,000 SF GFA | 1.15 | | | 1.15 | 7.42 | 6.76 | 50% | 3.71 | 3.38 | 3.71 | 3.38 | 4.27 | 3.89 |
| Medical-Dental Office Building | 720 | 1,000 SF GFA | 3.46 | | | 3.46 | 7.42 | 6.76 | 50% | 3.71 | 3.38 | 3.71 | 3.38 | 12.84 | 11.69 |
| Single Tenant Office Building | 715 | 1,000 SF GFA | 1.71 | | | 1.71 | 7.42 | 6.76 | 50% | 3.71 | 3.38 | 3.71 | 3.38 | 6.34 | 5.78 |
| Office Park | 750 | 1,000 SF GFA | 1.07 | | | 1.07 | 7.42 | 6.76 | 50% | 3.71 | 3.38 | 3.71 | 3.38 | 3.97 | 3.62 |
| **COMMERCIAL** | | | | | | | | | | | | | | | |
| **Automobile Related** | | | | | | | | | | | | | | | |
| Automobile Care Center | 942 | 1,000 SF GFA | 3.11 | 40% | B | 1.87 | 5.41 | 5.41 | 50% | 2.70 | 2.71 | 2.70 | 2.71 | 5.05 | 5.07 |
| Automobile Parts Sales | 843 | 1,000 SF GFA | 4.91 | 43% | A | 2.80 | 5.41 | 5.41 | 50% | 2.70 | 2.71 | 2.70 | 2.71 | 7.56 | 7.59 |
| Gasoline/Service Station | 944 | Vehicle Fueling Position | 14.03 | 42% | A | 8.14 | 1.20 | 1.20 | 50% | 0.60 | 0.60 | 0.60 | 0.60 | 4.88 | 4.88 |
| Gasoline/Service Station w/ Conv Market | 945 | Vehicle Fueling Position | 13.99 | 56% | B | 6.16 | 1.20 | 1.20 | 50% | 0.60 | 0.60 | 0.60 | 0.60 | 3.70 | 3.70 |
| New Car Sales | 840 | 1,000 SF GFA | 2.43 | 20% | B | 1.94 | 5.41 | 5.41 | 50% | 2.70 | 2.71 | 2.70 | 2.71 | 5.24 | 5.26 |
| Quick Lubrication Vehicle Shop | 941 | Servicing Positions | 4.85 | 40% | B | 2.91 | 5.41 | 5.41 | 50% | 2.70 | 2.71 | 2.70 | 2.71 | 7.86 | 7.89 |
| Self-Service Car Wash | 947 | Stall | 5.54 | 40% | B | 3.32 | 1.20 | 1.20 | 50% | 0.60 | 0.60 | 0.60 | 0.60 | 1.99 | 1.99 |
| Tire Store | 848 | 1,000 SF GFA | 3.98 | 28% | A | 2.87 | 5.41 | 5.41 | 50% | 2.70 | 2.71 | 2.70 | 2.71 | 7.75 | 7.78 |
| **Dining** | | | | | | | | | | | | | | | |
| Fast Food Restaurant with Drive-Thru Window | 934 | 1,000 SF GFA | 32.67 | 50% | A | 16.34 | 3.39 | 3.39 | 50% | 1.69 | 1.70 | 1.69 | 1.70 | 27.61 | 27.78 |
| Fast Food Restaurant without Drive-Thru Window | 933 | 1,000 SF GFA | 28.34 | 50% | B | 14.17 | 3.39 | 3.39 | 50% | 1.69 | 1.70 | 1.69 | 1.70 | 23.95 | 24.09 |
| High Turnover (Sit-Down) Restaurant | 932 | 1,000 SF GFA | 9.77 | 43% | A | 5.57 | 5.41 | 5.41 | 50% | 2.70 | 2.71 | 2.70 | 2.71 | 15.04 | 15.09 |
| Quality Restaurant | 931 | 1,000 SF GFA | 7.80 | 44% | A | 4.37 | 5.41 | 5.41 | 50% | 2.70 | 2.71 | 2.70 | 2.71 | 11.80 | 11.84 |
| Coffee/Donut Shop with Drive-Thru Window | 937 | 1,000 SF GFA | 43.38 | 70% | A | 13.01 | 1.20 | 1.20 | 50% | 0.60 | 0.60 | 0.60 | 0.60 | 7.81 | 7.81 |
| **Other Retail** | | | | | | | | | | | | | | | |
| Free-Standing Discount Store | 815 | 1,000 SF GFA | 4.83 | 30% | C | 3.38 | 5.82 | 6.35 | 50% | 2.91 | 3.18 | 2.91 | 3.18 | 9.84 | 10.75 |
| Nursery (Garden Center) | 817 | 1,000 SF GFA | 6.94 | 30% | B | 4.86 | 5.82 | 6.35 | 50% | 2.91 | 3.18 | 2.91 | 3.18 | 14.14 | 15.45 |
| Home Improvement Superstore | 862 | 1,000 SF GFA | 2.33 | 48% | A | 1.21 | 5.82 | 6.35 | 50% | 2.91 | 3.18 | 2.91 | 3.18 | 3.52 | 3.85 |
| Pharmacy/Drugstore w/o Drive-Thru Window | 880 | 1,000 SF GFA | 8.51 | 53% | A | 4.00 | 5.82 | 6.35 | 50% | 2.91 | 3.18 | 2.91 | 3.18 | 11.64 | 12.72 |
| Pharmacy/Drugstore w/ Drive-Thru Window | 881 | 1,000 SF GFA | 10.29 | 49% | A | 5.25 | 5.82 | 6.35 | 50% | 2.91 | 3.18 | 2.91 | 3.18 | 15.28 | 16.70 |
| Shopping Center | 820 | 1,000 SF GLA | 3.81 | 34% | A | 2.51 | 5.82 | 6.35 | 50% | 2.91 | 3.18 | 2.91 | 3.18 | 7.30 | 7.98 |
| Supermarket | 850 | 1,000 SF GFA | 9.24 | 36% | A | 5.91 | 5.82 | 6.35 | 50% | 2.91 | 3.18 | 2.91 | 3.18 | 17.20 | 18.79 |
| Toy/Children's Superstore | 864 | 1,000 SF GFA | 5.00 | 30% | B | 3.50 | 5.82 | 6.35 | 50% | 2.91 | 3.18 | 2.91 | 3.18 | 10.19 | 11.13 |
| Department Store | 875 | 1,000 SF GFA | 1.95 | 30% | B | 1.37 | 5.82 | 6.35 | 50% | 2.91 | 3.18 | 2.91 | 3.18 | 3.99 | 4.36 |
| **SERVICES** | | | | | | | | | | | | | | | |
| Walk-In Bank | 911 | 1,000 SF GFA | 12.13 | 40% | B | 7.28 | 3.39 | 3.39 | 50% | 1.69 | 1.70 | 1.69 | 1.70 | 12.30 | 12.38 |
| Drive-In Bank | 912 | Drive-in Lanes | 27.15 | 35% | A | 17.65 | 3.39 | 3.39 | 50% | 1.69 | 1.70 | 1.69 | 1.70 | 29.83 | 30.01 |
| Hair Salon | 918 | 1,000 SF GLA | 1.45 | 30% | B | 1.02 | 3.39 | 3.39 | 50% | 1.69 | 1.70 | 1.69 | 1.70 | 1.72 | 1.73 |

**Notes:**

1: Housing types based on height of buildings. Land Use Category may be changed between ITE Code 220, 221, & 222 based on proposed building heights per Table 11 - Land Use Descriptions.

**Key to Sources of Pass-by Rates:**

A: ITE Trip Generation Handbook 3rd Edition (August 2014)

B: Estimated by Kimley-Horn based on ITE rates for similar categories

C: ITE rate adjusted upward by KHA based on logical relationship to other categories

## Table 11. Land Use Descriptions

| Land Use Category | ITE Land Use Code | Land Use Description |
|---|---|---|
| **PORT AND TERMINAL** | | |
| Truck Terminal | 030 | Point of goods transfer between trucks, between trucks and rail, or between trucks and ports |
| **INDUSTRIAL** | | |
| General Light Industrial | 110 | Emphasis on activities other than manufacturing in a free-standing facility devoted to a single use |
| Industrial Park | 130 | Contains a number of industrial or related facilities; characterized by a mix of highly diversified facilities |
| Manufacturing | 140 | Primary activity is conversion of raw materials or parts into finished products |
| Warehousing | 150 | Devoted to storage of materials but may include office and maintenance areas |
| Mini-Warehouse | 151 | Facilities with a number of units or vaults rented to others for the storage of goods |
| **RESIDENTIAL** | | |
| Single-Family Detached Housing | 210 | Single-family detached homes on individual lots |
| Townhomes / Duplexes / Triplexes / 4-Plexes / ADUs | 220 | One or two levels (floors) per building such as duplex, townhomes, and single family houses <1,200 SF |
| Mid-Rise Apartments or Condominiums | 221 | Multi-family housing between three and ten levels (floors) per building |
| High-Rise Apartments or Condominiums | 222 | Multi-family housing more than ten levels (floors) per building |
| Mobile Home Park | 240 | Consists of manufactured homes that are sited and installed on permanent foundations |
| Senior Adult Housing-Detached | 251 | Consists of detached independent living developments that include amenities such as golf courses and swimming pools |
| Senior Adult Housing-Attached | 252 | Consists of attached independent living developments that include limited social or recreation services |
| Assisted Living | 254 | Residential settings that provide either routine general protective oversight or assistance with activities |
| **LODGING** | | |
| Hotel | 310 | Lodging facilities that typically have on-site restaurants, lounges, meeting and/or banquet rooms, or other retail shops and services |
| Motel / Other Lodging Facilities | 320 | Lodging facilities that may have small on-site restaurant or buffet area but little or no meeting space |
| **RECREATIONAL** | | |
| Golf Driving Range | 432 | Facilities with driving tees for practice; may provide individual or group lessons; may have prop shop and/or refreshment facilities |
| Golf Course | 430 | May include municipal courses and private country clubs; may have driving ranges, pro shops, and restaurant/banquet facilities |
| Recreational Community Center | 495 | Category includes stand-alone public facilities often including classes and clubs for adults and children including YMCAs |
| Ice Skating Rink | 465 | Rinks for ice skating and related sports; may contain spectator areas and refreshment facilities |
| Miniature Golf Course | 431 | One or more individual putting courses; category should not be used when part of a mulitpurpose entertainment center (e.g. batting cages, go-carts) |
| Multiplex Movie Theater | 445 | Movie theater with audience seating, minimum of ten (10) screens, lobby, and refreshment area. |
| Racquet / Tennis Club | 491 | Indoor or outdoor facilities specifically designed for playing tennis |
| **INSTITUTIONAL** | | |
| Religious Place of Worship | 560 | All places of worship |
| Day Care Center | 565 | Generally includes facilities for care of pre-school aged children, generally includes classrooms, offices, eating areas, and playgrounds |
| Elementary School | 520 | Serves students attending kindergarten through the fifth or sixth grade; ususally located in residential communities |
| Middle School / Junior High School | 522 | Serves students who have not yet entered high school, and have completed elementary school |
| High School | 530 | Serves students who have completed middle or junior high school |
| Junior / Community College | 540 | Two-year junior, community, or technical colleges |
| University / College | 550 | Four-year universities or colleges that may or may not offer graduate programs |
| **MEDICAL** | | |
| Clinic | 630 | Facilities with limited diagnostic and outpatient care |
| Hospital | 610 | Medical and surgical facilities with overnight accommodations |
| Nursing Home | 620 | Rest homes, chronic care, and convalescent homes with residents who do little or no driving |
| Animal Hospital/Veterinary Clinic | 640 | Facilities that specialize in the medical care and treatment of animals |
| **OFFICE** | | |
| Corporate Headquarters Building | 714 | Office building housing corporate headquarters of a single company or organization |
| General Office Building | 710 | Office buildings which house multiple tenants |
| Medical-Dental Office Building | 720 | Multi-tenant building with offices for physicians and/or dentists |
| Single Tenant Office Building | 715 | Single tenant office buildings other than corporate headquarters |
| Office Park | 750 | Office buildings (typically low-rise) in a campus setting and served by a common roadway system |

Table 11 (Cont'd). Land Use Descriptions

| Land Use Category | ITE Land Use Code | Land Use Description |
|---|---|---|
| **COMMERCIAL** | | |
| **Automobile Related** | | |
| Automobile Care Center | 942 | Automobile repair and servicing including stereo installations and upholstering |
| Automobile Parts Sales | 843 | Retail sale of auto parts but no on-site vehicle repair |
| Gasoline/Service Station | 944 | Gasoline sales without convenience store; may include repair or car wash |
| Gasoline/Service Station w/ Conv Market | 945 | Gasoline sales with convenience store where the primary business is gasoline sales, with at least 10 fueling positions |
| New Car Sales | 841 | Used automobile sales dealerships; may include automobile servicing, and parts sales |
| Quick Lubrication Vehicle Shop | 941 | Primary business is to perform oil changes and fluid/filter changes with other repair services not provided |
| Self-Service Car Wash | 947 | Has stalls for driver to park and wash the vehicle manually |
| Tire Store | 848 | Primary business is sales and installation or repair of tires; usually do not have large storage or warehouse area |
| **Dining** | | |
| Fast Food Restaurant with Drive-Thru Window | 934 | High-turnover fast food restaurant for carry-out and eat-in customers with a drive-through window |
| Fast Food Restaurant without Drive-Thru Window | 933 | High-turnover fast food restaurant for carry-out and eat-in customers, but without a drive-through window |
| High Turnover (Sit-Down) Restaurant | 932 | Restaurants with turnover rates less than one hour; typically includes moderately-priced chain restaurants |
| Quality Restaurant | 931 | Restaurants with turnover rates of one hour or longer; typically require reservations |
| Coffee/Donut Shop with Drive-Thru Window | 937 | Coffee and Donut restaurants with drive-through windows, hold long store hours and have limited indoor seating |
| **Other Retail** | | |
| Free-Standing Discount Store | 815 | Category includes free-standing stores with off-street parking; typically offer a variety of products and services with long store hours |
| Nursery (Garden Center) | 817 | Building with a yard of planting or landscape stock; may have office, storage, shipping or greenhouse facilities |
| Home Improvement Superstore | 862 | Warehouse-type facilities offering a large variety of products and services including lumber, tool, paint, lighting, and fixtures, among other items. |
| Pharmacy/Drugstore w/o Drive-Thru Window | 880 | Facilities that primarily sell prescription and non-prescription drugs without a drive-through window |
| Pharmacy/Drugstore w/ Drive-Thru Window | 881 | Facilities that primarily sell prescription and non-prescription drugs with a drive-through window |
| Shopping Center | 820 | Integrated group of commercial establishments; planning, owned, and managed as a unit |
| Supermarket | 850 | Primary business is sale of groceries, food, and household cleaning items; may include photo, pharmacy, video rental, and/or ATM |
| Toy/Children's Superstore | 864 | Businesses specializing in child-oriented merchandise |
| Department Store | 875 | Free-standing stores that specialize in the sale of apparel, footwear, bedding, home products, jewelry, etc. |
| **SERVICES** | | |
| Walk-In Bank | 911 | Banks with their own parking lots, no drive-in lanes but contain non-drive-through ATMs |
| Drive-In Bank | 912 | Banking facilities to conduct financial transactions from the vehicle; also usually a part of walk-in bank |
| Hair Salon | 918 | Facilities that specialize in cosmetic and beauty services including hair cutting and styling |

# VI. SAMPLE CALCULATIONS

The following section details two (2) examples of maximum assessable Street Impact Fee calculations.

Example 1:
Development Type - One (1) Unit of Single-Family Housing in Service Area G

| Street Impact Fee Calculation Steps – Example 1 | |
|---|---|
| Step 1 | Determine Development Unit and Vehicle-Miles Per Development Unit |
| | *From Table 10 [Land Use – Vehicle-Mile Equivalency Table]*<br>Development Type: 1 Dwelling Unit of Single-Family Detached Housing<br>Number of Development Units: 1 Dwelling Unit<br>Veh-Mi Per Development Unit: 4.26 |
| Step 2 | Determine Maximum Assessable Impact Fee Per Service Unit (Vehicle-Mile) |
| | *From Table 9, Line 24 [Maximum Assessable Fee Per Service Unit]*<br>Service Area G: $3,071 |
| Step 3 | Determine Maximum Assessable Impact Fee |
| | Impact Fee = # of Development Units * Veh-Mi Per Dev Unit * Max. Fee Per Service Unit<br>Impact Fee = 1 * 4.26 * $3,071<br>Maximum Assessable Impact Fee = $13,082.46 |

Example 2:
Development Type – 125,000 square foot Home Improvement Superstore in Service Area I

| Street Impact Fee Calculation Steps – Example 2 | |
|---|---|
| Step 1 | Determine Development Unit and Vehicle-Miles Per Development Unit |
| | *From Table 10 [Land Use – Vehicle-Mile Equivalency Table]*<br>Development Type: 125,000 square feet of Home Improvement Superstore<br>Development Unit: 1,000 square feet of Gross Floor Area<br>Veh-Mi Per Development Unit: 3.52 |
| Step 2 | Determine Maximum Assessable Impact Fee Per Service Unit (Vehicle-Mile) |
| | *From Table 9, Line 24 [Maximum Assessable Fee Per Service Unit]*<br>Service Area I: $1,712 |
| Step 3 | Determine Maximum Assessable Impact Fee |
| | Impact Fee = # of Development Units * Veh-Mi Per Dev Unit * Max. Fee Per Service Unit<br>Impact Fee = 125 * 3.52 * $1,712<br>Maximum Assessable Impact Fee = $753,280 |

# VII. ADOPTION AND ADMINISTRATION OF STREET IMPACT FEES

## A. Adoption Process

Chapter 395 of the Texas Local Government Code stipulates a specific process for the adoption of Street Impact Fees. An Impact Fee Advisory Committee (IFAC) is required to review the Land Use Assumptions and Street Impact Fees RCP used in calculating the maximum fee, and to provide the Committee's findings for consideration by the City Council. This IFAC also reviews the Street Impact Fee ordinance and provides its findings to the City Council. The composition of the IFAC is required to adequately represent the building and development communities. The City Council then conducts a first public hearing on the Street Impact Fee Study and a second public hearing on the Street Impact Fee Ordinance.

Following policy adoption, the IFAC is tasked with advising the City Council of the need to update the Land Use Assumptions or the Street Impact Fees RCP at any time within five years of adoption. Finally, the IFAC oversees the proper administration of the Impact Fee, once in place, and advises the Council as necessary.

## B. Collection and Use of Street Impact Fees

Street Impact Fees are assessed when a final plat is recorded. The assessment defines the impact of each unit at the time of platting, according to land use, and may not exceed the maximum impact fee allowed by law. Street Impact Fees are collected when a building permit is issued. Therefore, funds are not collected until development-impacts are introduced to the transportation system. Funds collected within a service area can be used only within the same service area. Finally, fees must be utilized within 10 years of collection, or must be refunded with interest.

# VIII. CONCLUSIONS

The City of Austin has established a process to implement the assessment and collection of Street Impact Fees through the adoption of an impact fee ordinance that is consistent with Chapter 395 of the Texas Local Government Code.

This report establishes the maximum allowable Street Impact Fee that could be assessed by the City of Austin, as shown in the previously referenced Table 9.

This document serves as a guide to the assessment of Street Impact Fees pertaining to future development, and the City's need for transportation improvements to accommodate that growth. Following the public hearing process, the City Council may establish an impact fee amount to be collected, up to the calculated maximum and establish the Street Impact Fee Ordinance accordingly.

In conclusion, it is our opinion that the data and methodology used in this analysis are appropriate and consistent with Chapter 395 of the Texas Local Government Code. Furthermore, the Land Use Assumptions and the proposed Street Impact Fee Roadway Capacity Plan are appropriately incorporated into the development of the maximum assessable Street Impact Fee.

Below is the listing of the 2019 Street Impact Fee Study's Maximum Assessable Impact Fee Per Service Unit (Vehicle-Mile):

| Service Area | Maximum Fee Per Service Unit (per Vehicle-Mile) | Service Area | Maximum Fee Per Service Unit (per Vehicle-Mile) |
|---|---|---|---|
| **A** | $1,472 | **I** | $1,712 |
| **B** | $4,479 | **J** | $3,724 |
| **C** | $3,642 | **K** | $5,752 |
| **D** | $2,218 | **L** | $2,520 |
| **DT** | $1,361 | **M** | $2,415 |
| **E** | $2,043 | **N** | $1,507 |
| **F** | $1,604 | **O** | $3,921 |
| **G** | $3,071 | **P** | $3,011 |
| **H** | $1,543 | | |

CITY OF AUSTIN SIF
STREET IMPACT FEE STUDY

# APPENDICES

## A. Conceptual Level Project Cost Projections

SERVICE AREA A
SERVICE AREA B
SERVICE AREA C
SERVICE AREA D
SERVICE AREA DT
SERVICE AREA E
SERVICE AREA F
SERVICE AREA G
SERVICE AREA H
SERVICE AREA I
SERVICE AREA J
SERVICE AREA K
SERVICE AREA L
SERVICE AREA M
SERVICE AREA N
SERVICE AREA O
SERVICE AREA P

## B. Street Impact Fee RCP Service Units of Supply

## C. Plan for Awarding the Street Impact Fee Credit Summary

## D. Plan for Awarding the Street Impact Fee Credit Supporting Exhibits