

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



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Prepared for the City of Austin

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LUA AND RCP DRAFT

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## EXECUTIVE SUMMARY

### Introduction to Street Impact Fees

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

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

### Street Impact Fee Study Assumptions

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

#### *Service Areas and Land Use Assumptions*

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



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

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

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

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

#### *Street Impact Fee Roadway Capacity Plan (RCP)*

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

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

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

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

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

### *RCP Costing Methodology*

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

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



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

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

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

## I. INTRODUCTION

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

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

## II. LAND USE ASSUMPTIONS

### A. Introduction and Purpose

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

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

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

## B. Overview

This Land Use Assumptions Summary includes the following components:

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

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

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

### C. Land Use Assumptions Methodology

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

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

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

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

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

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

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

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

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

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

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

#### Step 1: Determine Base Year (2017)

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

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

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

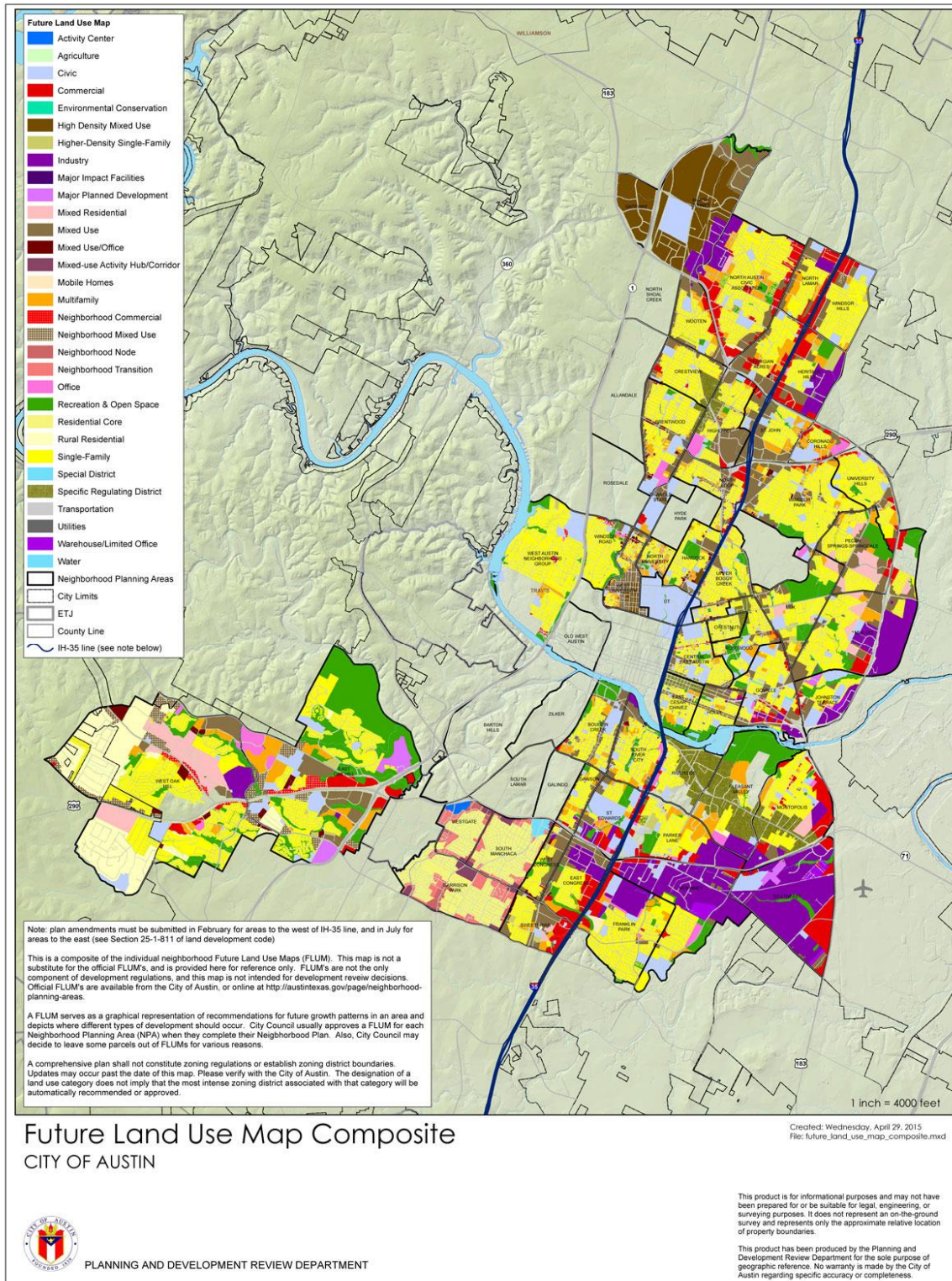
To estimate employment square footage, the livable building square footage data was utilized. Building footprint data and aerials were utilized to supplement the building square footage if the CAD data lacked square footage information. Finally, for state facilities, building square footage came from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

#### Step 2: Determine Carrying Capacity (Growth Potential)

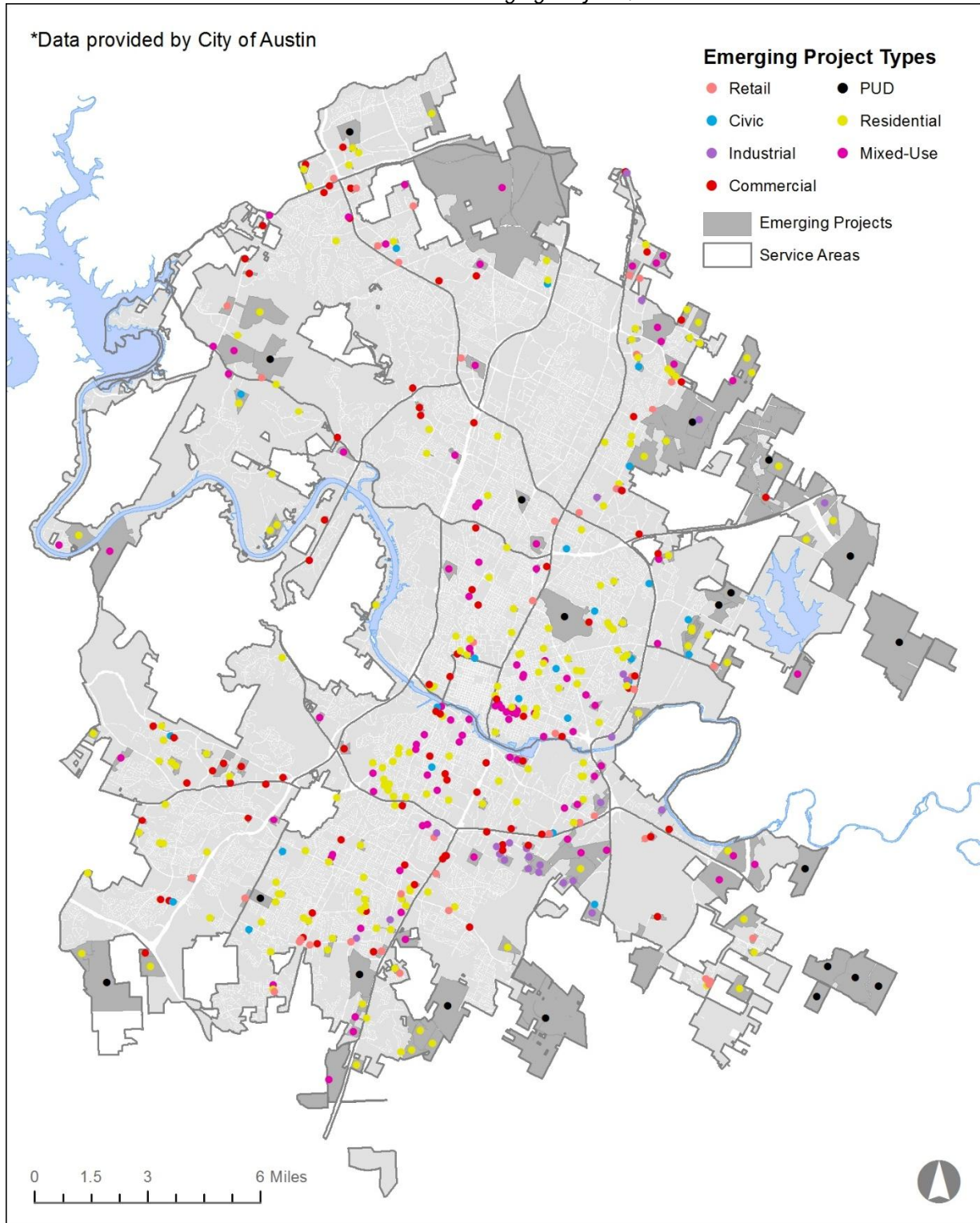
For undeveloped areas and potential redevelopment areas, assumptions based upon the City's Future Land Use Map (Exhibit 1), Emerging Projects (Exhibit 2), or Imagine Austin Growth Concept Map were used to estimate the carrying capacity or growth potential of land within the Street Impact Fee study area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

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

Exhibit 1 – Future Land Use Map



*Exhibit 2 – Emerging Projects, 2017*



### Step 3: Determine 10-Year Growth Projections

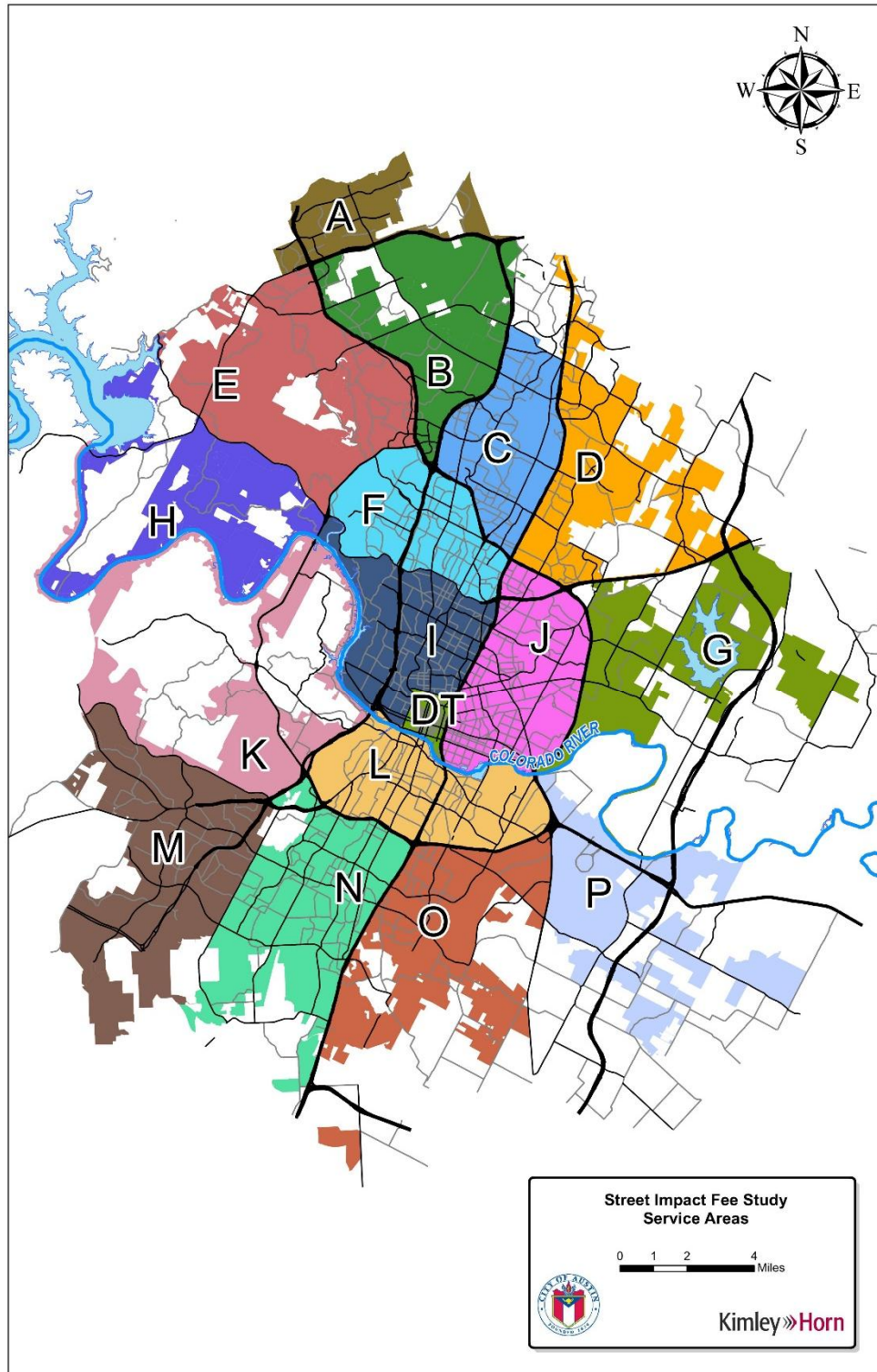
The City of Austin Demographer utilizes small areas called DTI-polygons to allocate growth. The DTI (Delphi, Trends, and Imagine Austin) polygons are roughly analogous to census tracts. Austin Water provided 2025 employment (job) and dwelling unit projections that were generated for the Water/Wastewater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

#### D. Street Impact Fee Service Areas

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

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

*Exhibit 3 – Proposed Service Areas*



## E. Land Use Assumptions Summary

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

Table 1. Residential and Employment 10-Year Projections

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

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

### III. ROADWAY CAPACITY PLAN

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

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

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

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

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

The sources of major intersection improvements were categorized as follows:

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

Table 2. Desired Turn Lanes at Intersections

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

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

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

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

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

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

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

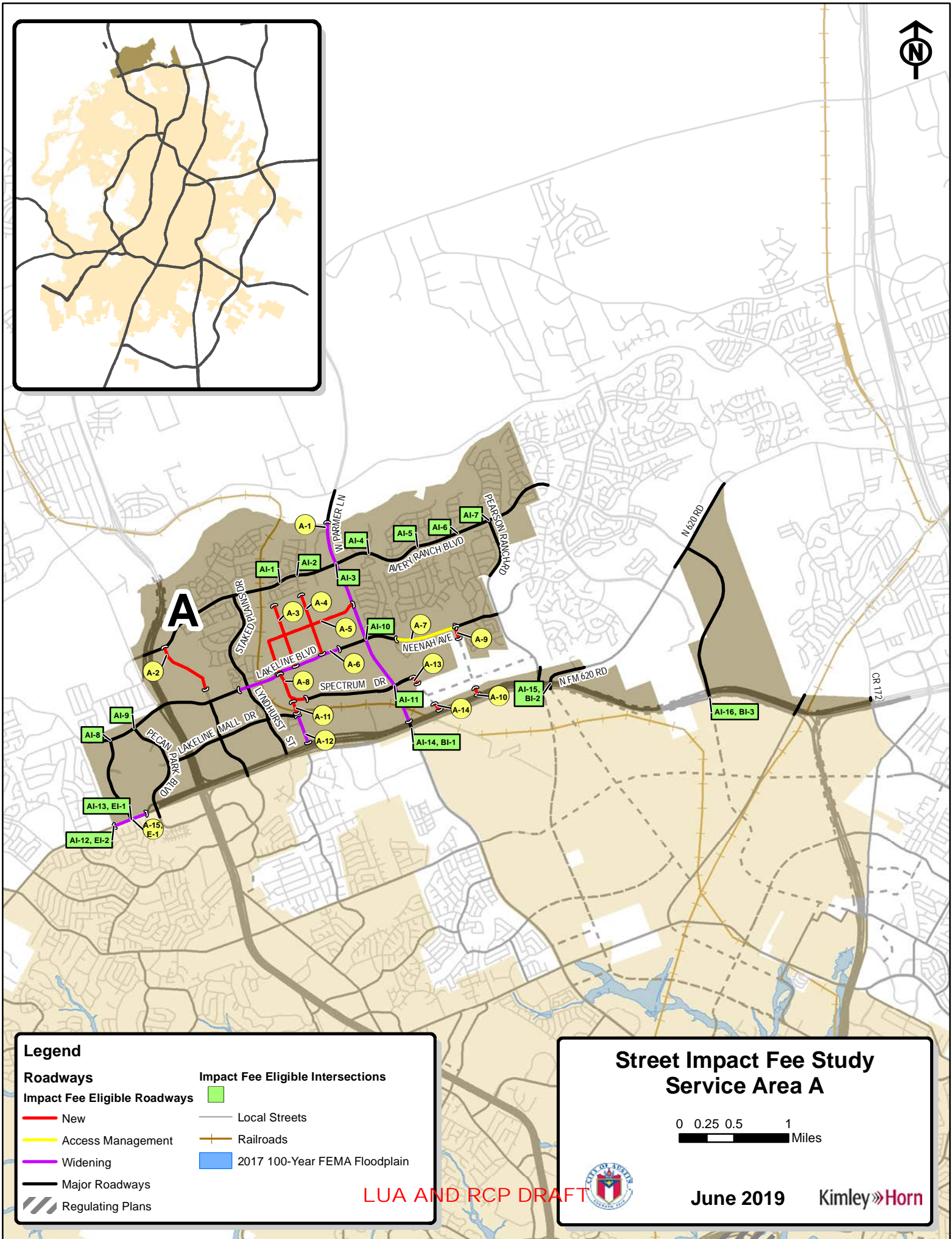
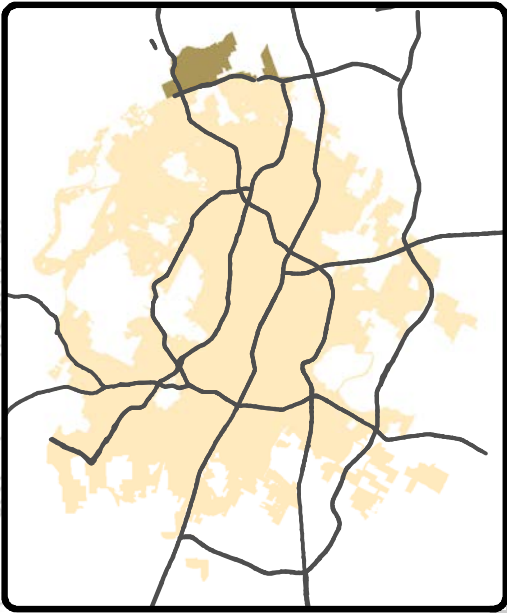


Table 3.B. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area B

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

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

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

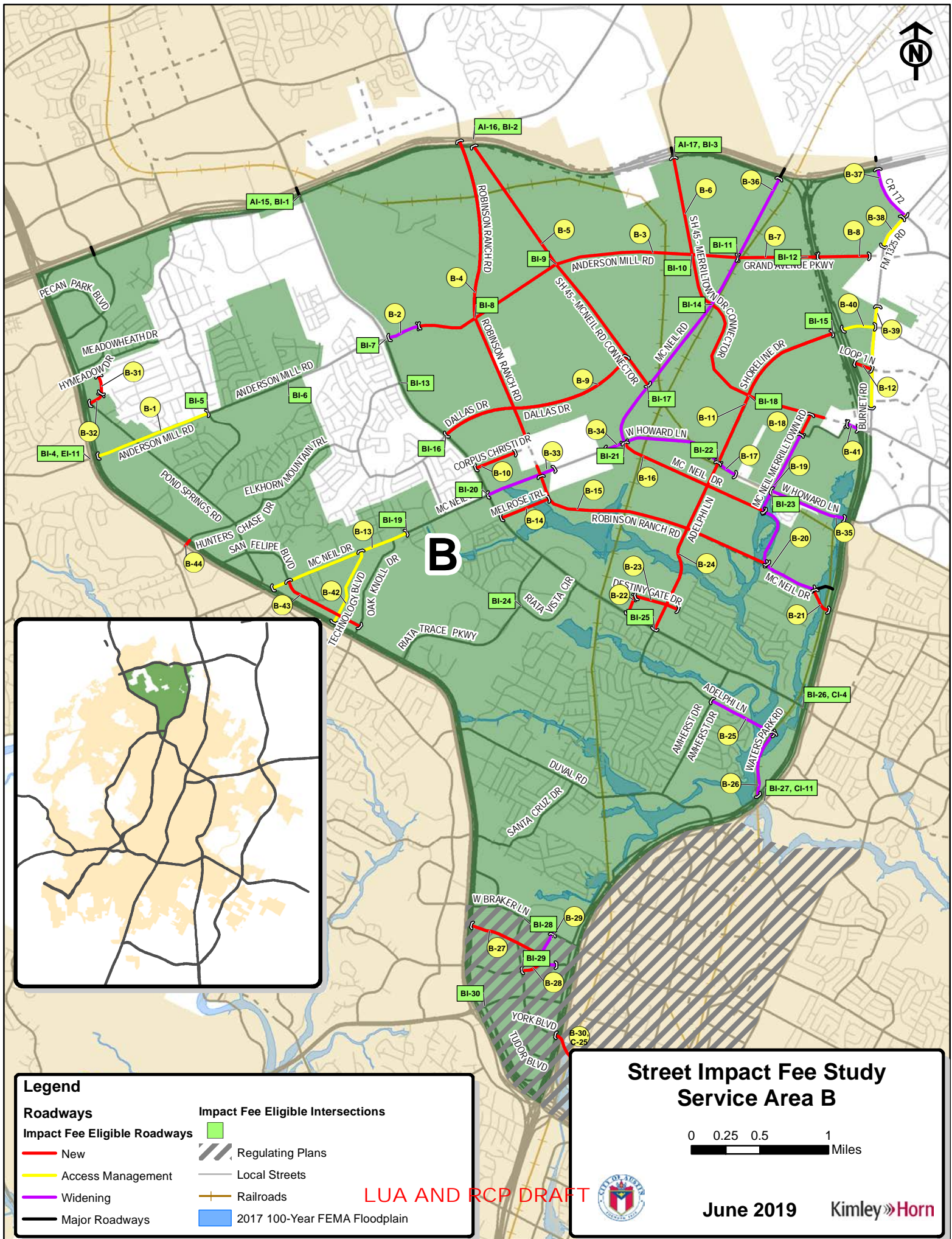
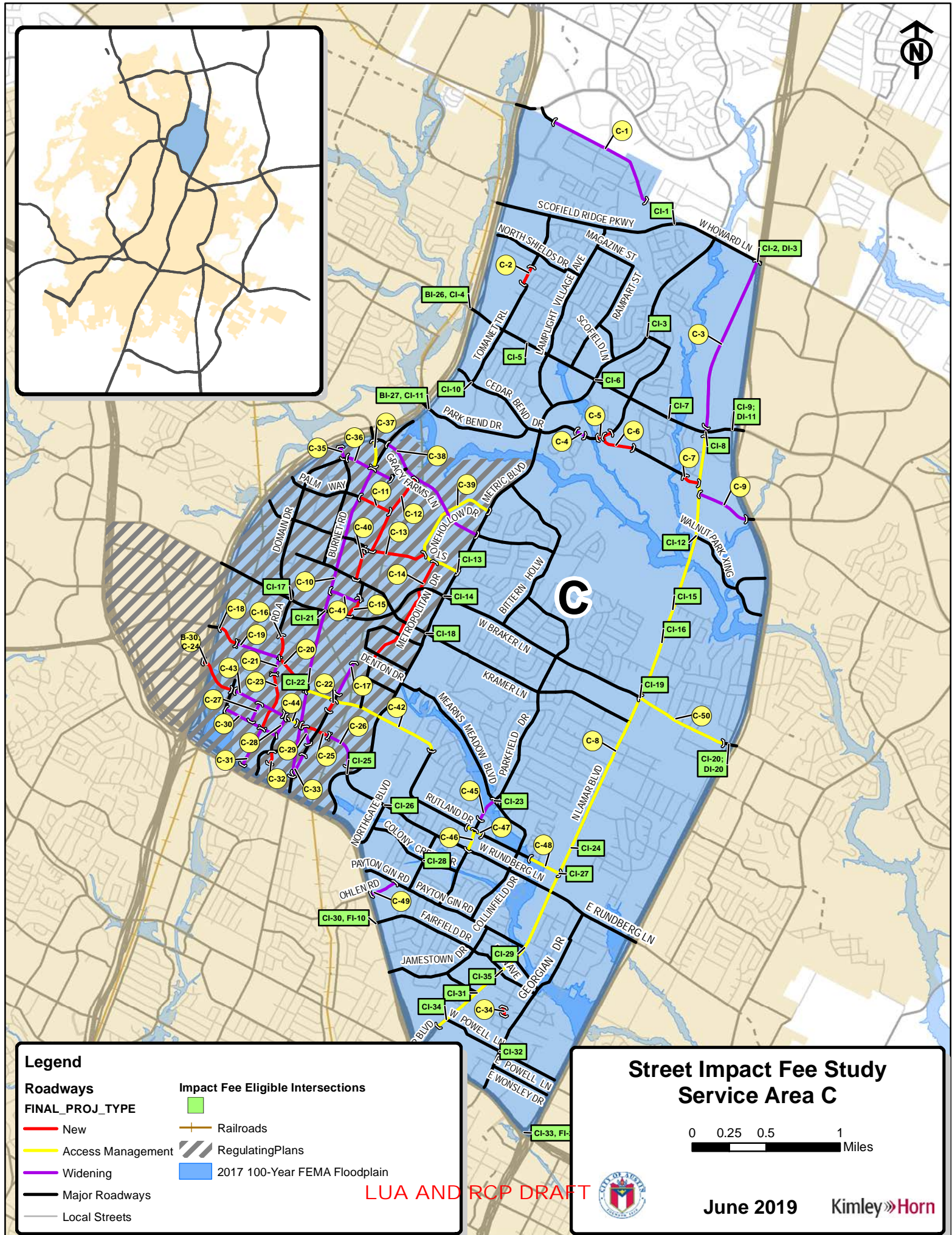
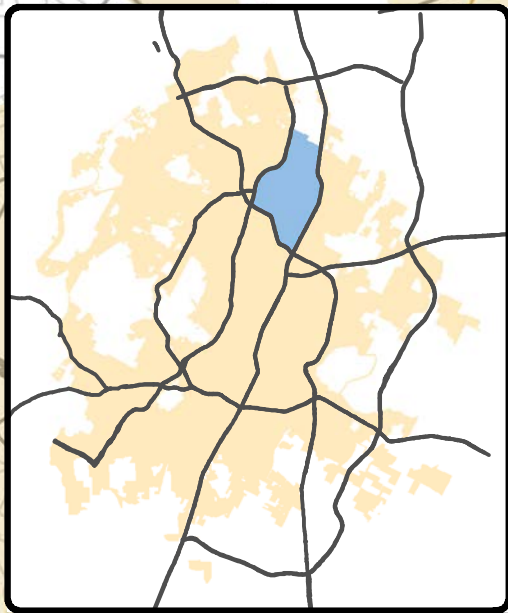


Table 3.C. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area C

Service Area	Proj. #	IF Class	Street	Limits	Length (mi)	% In Service Area
SAC	C-1	L2-2U-78	W HOWARD LN	IDA RIDGE TO AVENUE K	0.88	50%
	C-2	L2-2U-78	WENWICK WAY	SINGLETREE AVE TO HARROWDEN DR	0.12	100%
	C-3	L3-4D-130-TxDOT	N LAMAR BLVD	HOWARD LN TO PARKER LN	1.22	100%
	C-4	L2-2U-78	CEDAR BEND DR	RUNNING BIRD LN TO TANGLEWILD DR	0.07	100%
	C-5	L2-2U-78	CEDAR BEND DR	CEDAR BEND CV TO SCOFIELD FARMS DR	0.11	100%
	C-6	L2-2U-78	CEARLEY DR	CEDAR BEND DR TO OLD CEDAR LN	0.24	100%
	C-7	L2-2U-78	OLD CEDAR LN	END TO N LAMAR BLVD	0.12	100%
	C-8	L3-4D-130-TxDOT	N LAMAR BLVD	ANDERSON LN TO PARKER LN	4.53	100%
	C-9	L2-2U-78	W YAGER LN	LAMAR BLVD TO IH 35 SVRD	0.37	100%
	C-10	L3-4D-130-TxDOT	BURNET RD	GAULT LN TO RESEARCH BLVD	2.18	100%
	C-11	L2-2U-OP-62	BURNET RD CONNECTOR	BURNET RD TO GRACY FARMS LN CONNECTOR	0.23	100%
	C-12	L2-2U-OP-62	GRACY FARMS LN-KRAMER LN CONNECTOR	GRACY FARMS LN TO KRAMER LN	0.58	100%
	C-13	L2-2U-OP-62	ESPERANZA XING-STONEHOLLOW DR CONNECTOR	ESPERANZA XING TO STONEHOLLOW DR	0.43	100%
	C-14	L2-2U-OP-62	METROPOLITAN DR	STONEHOLLOW DR TO METROPOLITAN DR	0.85	100%
	C-15	L2-2U-OP-62	BROCKTON DR-W BRAKER LN CONNECTOR	BROCKTON DR TO W BRAKER LN	0.15	100%
	C-16	L2-2U-OP-62	UNITED DR	HARRY RANSOM TR TO EXPLORATION WAY	0.16	100%
	C-17	L2-2U-OP-62	MC KALLA PL	END TO RUTLAND DR	0.25	100%
	C-18	L3-4U-OP-116	CAPITAL OF TEXAS HWY-READ GRANBERRY TR CONNECTOR	CAPITAL OF TEXAS HWY TO READ GRANBERRY TR	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 TR-BURNET RD CONNECTOR	READ GRANBERRY TR TO BURNET RD	0.29	100%
	C-21	L2-2U-OP-62	HARRY RANSOM TR	READ GRANBERRY TR TO UNITED DR	0.11	100%
	C-22	L2-2U-OP-62	RUTLAND DR-SAUNDERS LN CONNECTOR	RUTLAND DR TO SAUNDERS LN	0.09	100%
	C-23	L2-2U-OP-62	UNITED DR	INDUSTRIAL TERRACE TO HARRY RANSOM TR	0.40	100%
	B-30, C-34	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	230' 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-62	REID DR	LONGHORN BLVD TO INDUSTRIAL TERR	0.14	100%
	C-29	L2-2U-OP-62	MC NEIL RD	MC NEIL RD TO W RUNDBERG LN	0.13	100%
	C-30	L2-2U-OP-62	INDUSTRIAL TERR	NEILS THOMPSON DR TO REID DR	0.39	100%
	C-31	L2-2U-OP-62	UNITED DR	RESEARCH BLVD TO INDUSTRIAL TERR	0.28	100%
	C-32	L2-2U-OP-62	REID DR	WATERFORD CENTRE BLVD TO END	0.09	100%
	C-33	L2-2U-OP-62	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	L3-4D-60	ALTERRA PKWY	MOPAC TO DOMAIN DR	0.08	100%
	C-36	L3-4D-60	GAULT LN	ALTERRA PKWY TO HOBBY HORSE CT	0.35	100%
	C-37	L3-4D-120-TxDOT	DUVAL RD	GRACY FARMS LN TO GAULT LN	0.18	100%
	C-38	L3-4D-116	GRACY FARMS LN	BURNET RD TO METRIC BLVD	0.89	100%
	C-39	L3-4D-116	STONEHOLLOW DR	METRIC BLVD TO METRIC BLVD	0.92	100%
	C-40	L2-2U-OP-62	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-64	RUTLAND DR	BURNET RD TO 230' 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 GEN RD	0.18	100%
	C-50	L4-4D-104	W BRAKER LN	N LAMAR BLVD TO INTERSTATE 35	0.64	100%
Intersection Improvement			Type	Intersection		% In Service Area
	CI-1		Signal	SCOFIELD RIDGE PKWY AND W HOWARD LN		50%
	CI-2, DI-3		Intersection Improvements	W HOWARD LN AND N IH 35 SVRD NB		50%
	CI-3		Signal	METRIC BLVD AND CUTTING HORSE LN		100%
	BI-26, CI-4		Intersection Improvements	W PARKER LN AND N MOPAC EXPY SVRD NB		50%
	CI-5		Signal	PARKER LN AND LINERICK AVE		100%
	CI-6		Intersection Improvements	METRIC BLVD AND W PARKER LN		100%
	CI-7		Signal	W PARKER LN AND ROLLING HILL DR		100%
	CI-8		Intersection Improvements	W PARKER LN AND N LAMAR BLVD		100%
	CI-9, DI-11		Intersection Improvements	W PARKER LN AND N IH 35 SVRD NB		50%
	CI-10		Signal	CEDAR BEND DR AND TOMANET TR		100%
	BI-27, CI-11		Intersection Improvements	N MOPAC EXPY SVRD NB AND PARK BEND DR		50%
	CI-12		Signal	N LAMAR BLVD AND WALNUT PARK XING		100%
	CI-13		Signal	METRIC BLVD AND STONEHOLLOW DR		100%
	CI-14		Intersection Improvements	W BRAKER LN AND METRIC BLVD		100%
	CI-15		Signal	N LAMAR BLVD AND 1180 BLK N LAMAR BLVD (BRENTWOOD CHRISTIAN SCHOOL)		100%
	CI-16		Signal	N LAMAR BLVD AND 1100 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 SVRD NB		50%
	CI-21		Intersection Improvements	W BRAKER LN AND BURNET RD		100%
	CI-22		Signal	BURNET RD AND READ GRANBERRY TR		100%
	CI-23		Signal	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		Signal	W RUNDBERG LN AND NORTHGATE BLVD		100%
	CI-27		Intersection Improvements	N LAMAR BLVD AND RUTLAND DR		100%
	CI-28		Signal	HUNTERS TRACE AND COLONY CREEK DR		100%
	CI-29		Intersection Improvements	N LAMAR BLVD AND PAYTON GEN RD		100%
	CI-30, FI-10		Intersection Improvements	FAIRFIELD DR AND RESEARCH BLVD SVRD SB		50%
	CI-31		Intersection Improvements	N LAMAR BLVD AND THURMOND ST		100%
	CI-32		Signal	GEORGIAN DR AND W POWELL LN		100%
	CI-33, FI-27		Intersection Improvements	N IH 35 SVRD SB AND E ANDERSON LN SVRD EB		50%
	CI-34		Signal	N LAMAR BLVD AND POWELL LN		100%
	CI-35		Signal	N LAMAR BLVD AND FAIRFIELD DR		100%

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

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



### Legend

#### Roadways

##### FINAL\_PROJ\_TYPE

- New
- Access Management
- Widening
- Major Roadways
- Local Streets

#### Impact Fee Eligible Intersections

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

### Street Impact Fee Study Service Area C

0 0.25 0.5 1 Miles



June 2019

Kimley»Horn

LUA AND RCP DRAFT

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

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

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

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

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

Service Area	Proj. #	Type	Intersection	% In Service Area
SA D	DI-1	Signalize	W WELLS BRANCH PKWY AND DRUSILLAS DR	100%
	DI-2	Intersection Improvements	W WELLS BRANCH PKWY AND S HEATHERWILDE BLVD	100%
	CI-2, DI-3	Intersection Improvements	W HOWARD LN AND N IH 35 SVRD NB	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 SVRD NB	50%
	DI-12	Intersection Improvements	E PARMER LN AND MC CALLEN PASS	100%
	DI-13	Intersection Improvements	E PARMER LN AND HARRIS RIDGE BLVD TECH RIDGE BLVD	100%
	DI-14	Intersection Improvements	E PARMER LN AND HARRISGLENN DR	100%
	DI-15	Signalize	DESSAU RD AND PEARL RETREAT DR	50%
	DI-16	Signalize	E PARMER LN AND E YAGER LN	100%
	DI-17	Intersection Improvements	DESSAU RD AND E PARMER LN	100%
	DI-18	Signalize	E PARMER LN AND SAMSUNG BLVD TO E PARMER LN CONNECTION	100%
	DI-19	Intersection Improvements	HARRIS BRANCH PKWY AND E PARMER LN	100%
	CI-20, DI-20	Intersection Improvements	E BRAKER LN AND N IH 35 SVRD NB	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	75%
	DI-27	Signalize	HARRIS BRANCH PKWY AND BLUE GOOSE RD	100%
	DI-28	Signalize	DESSAU RD AND E APPLGATE DR	100%
	DI-29	Signalize	DESSAU RD AND MEADOWMEAR DR	100%
	DI-30	Signalize	DESSAU RD AND CHILDRESS DR	100%
	DI-31	Intersection Improvements	DESSAU RD AND DUNGAN LN	100%
	DI-32	Signalize	TUSCANY WAY AND EXCHANGE DR	100%
	DI-33	Signalize	RUTHERFORD LN AND CENTRE CREEK DR	100%
	DI-34, II-1	Intersection Improvements	N IH 35 SVRD NB AND E ANDERSON LN SVRD WB	50%

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

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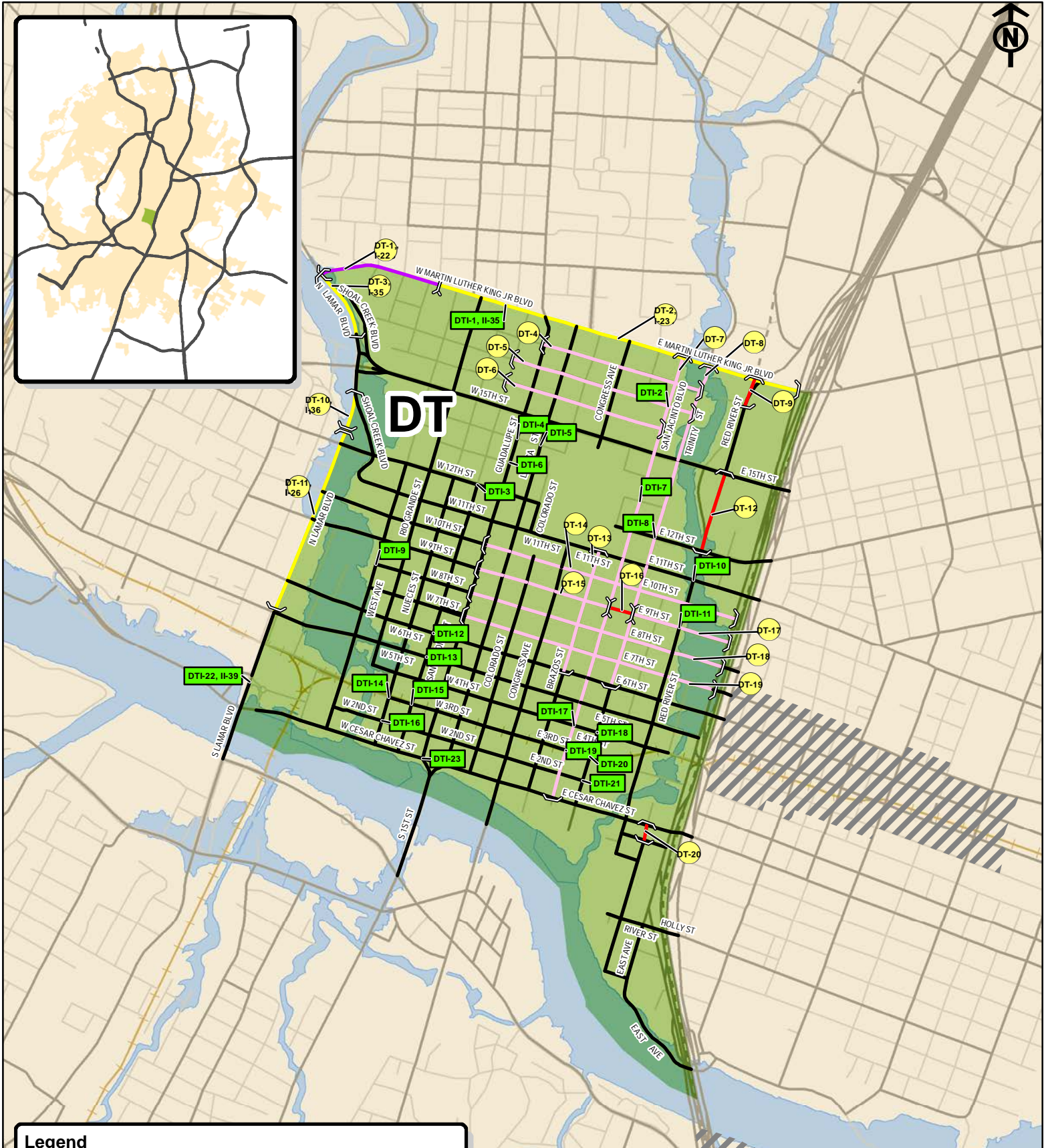
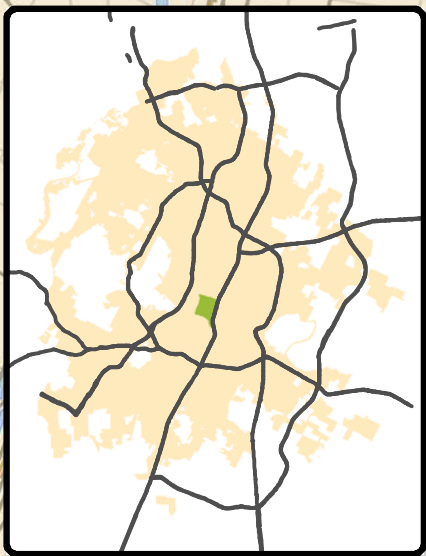


Table 3.DT. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area DT

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

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### Legend

#### Roadways

#### Impact Fee Eligible Roadways

- New
- Access Management
- Widening
- Two-way Conversion
- Major Roadways
- Local Streets

#### Impact Fee Eligible Intersections

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

### Street Impact Fee Study Service Area DT

0 0.125 0.25 0.5  
Miles



June 2019

Kimley»Horn

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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
S A 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	CROSS TIMBER DR TO CENTENNIAL TRL	0.23	100%
	E-7, H-1	L3-3U-100	BULLICK HOLLOW RD	FM 620 TO FM 2769	3.08	50%
	E-8	L4-4D-120	HUNTERS CHASE DR TO OCEANAIRE BLVD CONNECTOR	HUNTERS CHASE DR TO OCEANAIRE BLVD	0.05	50%
	E-9, H-3	L4-6D-147-TxDOT	RM 2222 RD	FM 620 BYPASS TO RIBELIN RANCH RD	1.32	50%
	E-10	L3-4D-120	RM 2222 TO FOUR POINTS DR CONNECTOR	RM 2222 TO FOUR POINTS DR	0.30	100%
	E-11	L3-4D-120	FOUR POINTS TO MCNEIL DR CONNECTOR	FOUR POINTS TO MCNEIL DR	0.72	100%
	E-12	L2-2U-80	OLD LAMPASAS TRL	TALLEYRAN DR TO SPICEWOOD SPRINGS RD	0.47	100%
	E-13	L2-2U-60	TEXAS PLUME RD	SPICEWOOD SPRINGS RD TO D K RANCH RD	0.34	100%
	E-14	L2-2U-80	SPICEWOOD SPRINGS RD	LAMPASAS TRL TO CAPITAL OF TEXAS HWY	3.49	50%
	E-17	L3-4D-104	JOLLYVILLE RD	BARRINGTON WAY TO GREAT HILLS TRL	3.24	100%
	E-18	L3-4D-104	OAK KNOLL DR	JOLLYVILLE RD TO RESEARCH BLVD	0.06	100%
	E-19	L3-4D-94	ARBORETUM BLVD	200' N OF CAPITAL TEXAS HWY TO CAPITAL TEXAS HWY	0.06	100%
			Type	Intersection		% In Service Area
	AI-14, EI-1	Intersection Improvements	Signal	N FM 620 RD AND RIDGELINE BLVD		50%
	AI-13, 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		Signal	ANDERSON MILL RD AND CENTENNIAL TRL		100%
	EI-8		Signal	ANDERSON MILL RD AND RANDY RD		100%
	EI-9		Signal	ANDERSON MILL RD AND TATERWOOD DR		100%
	EI-10		Intersection Improvements	ANDERSON MILL RD AND MILL WRIGHT PKWY		100%
	BI-4, EI-11		Extend Turn Lane	ANDERSON MILL RD AND N US 183 HWY SVRD NB		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		Signal	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		Signal	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 SB AND LAKEWOOD DR		50%
	EI-22, FI-2		Intersection Improvements	N CAPITAL OF TEXAS HWY NB AND SPICEWOOD SPRINGS RD		50%
	EI-23, FI-3		Intersection Improvements	N CAPITAL OF TEXAS HWY SB AND SPICEWOOD SPRINGS RD		50%
	EI-24, FI-4		Intersection Improvements	N CAPITAL OF TEXAS HWY SB 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 SB AND RESEARCH BLVD SVRD SB		50%

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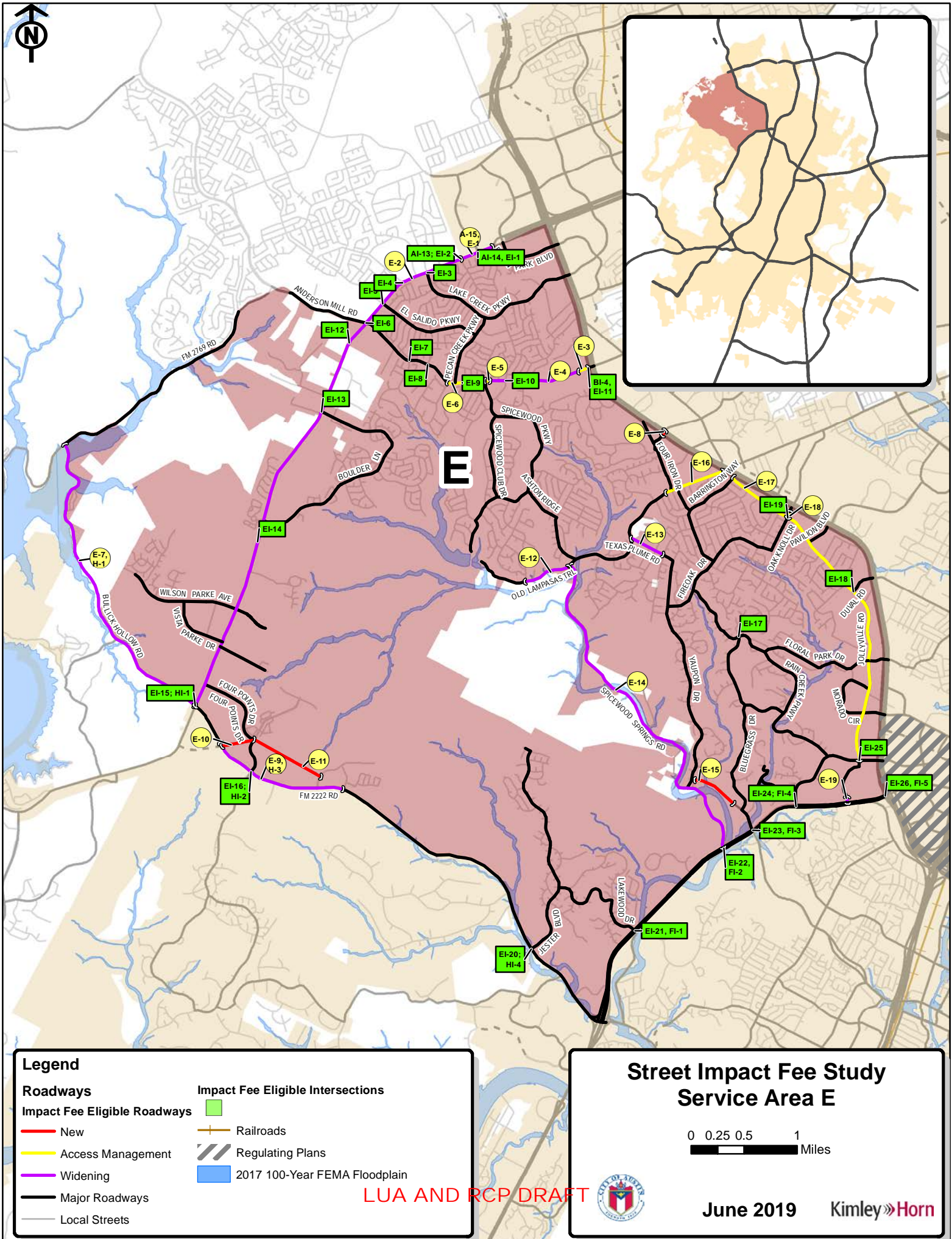


Table 3.F. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area F

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

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

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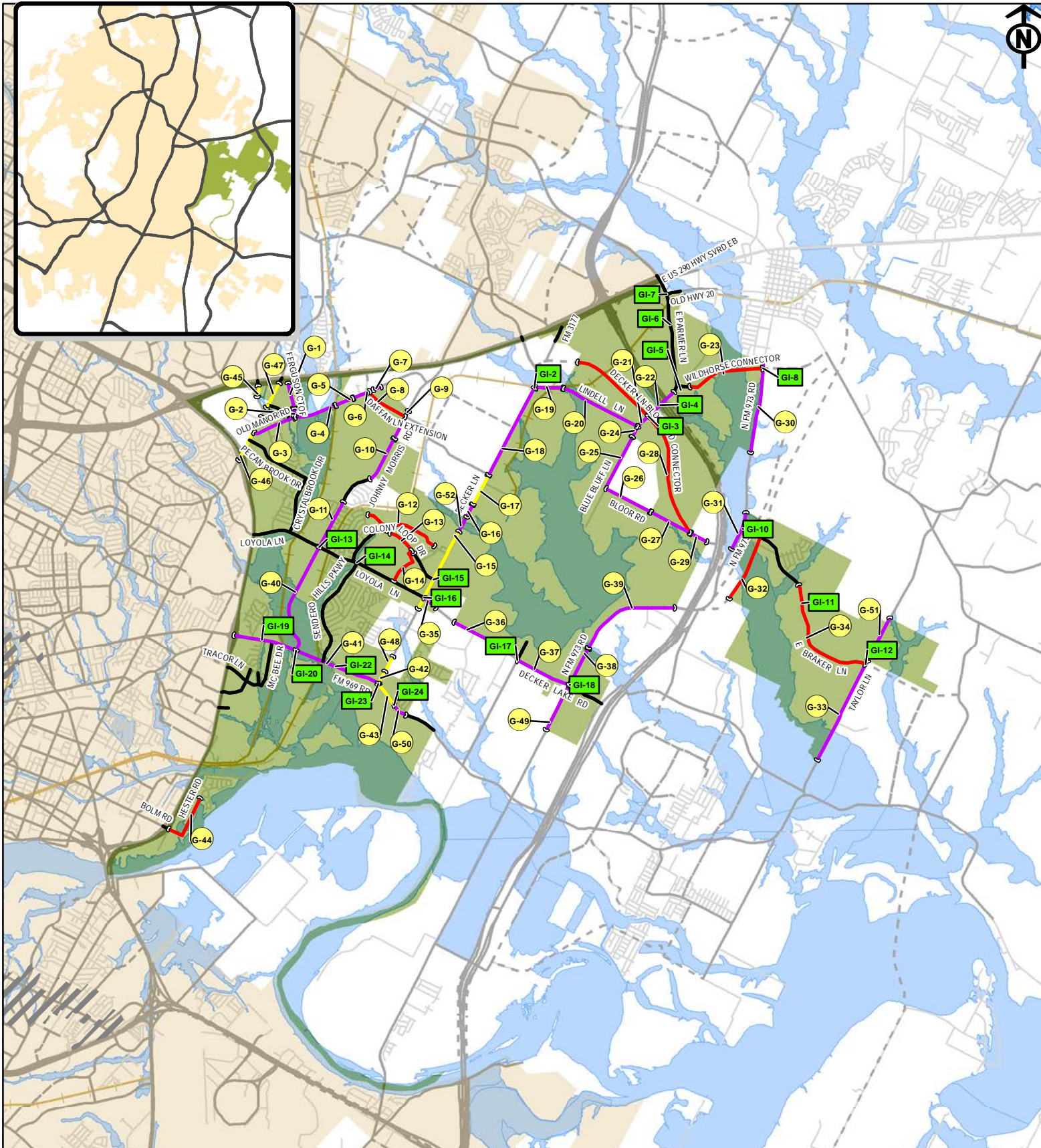
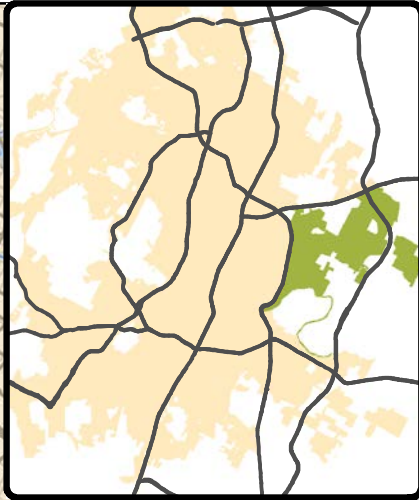


Table 3.G. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area G

Service Area	Proj. #	IF Class	Street	Limits	Length (mi)	% In Service Area
SAG	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 PARKER 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 FM973	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	L4-4D-154-TxDOT	FM 969 RD	US 183 TO DECKER LN	1.80	100%
	G-42	L3-4D-116	DECKER LN	FM 969 TO 846' N OF FM 969	0.16	100%
	G-43	L4-4D-130-TxDOT	FM 969 RD	DECKER LN TO 235' E OF BANTAM WOODS	0.31	100%
	G-44	L2-2U-OP-70	HESTER RD	BOLM RD TO SMITH RD	0.66	100%
	G-45	L3-4D-120	TUSCANY WAY	US 290 TO 720' S OF US 290	0.13	100%
	G-46	L3-4D-120	MANOR RD	ED BLUESTEIN BLVD TO ANDREE BLVD	0.53	50%
	G-47	L3-4D-94	SPRINGDALE RD	COMMERCIAL PARK DR TO US 290	0.32	100%
	G-48	L3-4D-116	DECKER LN	846' N OF FM 969 TO 1850' N OF FM 969	0.20	50%
	G-49	L4-4D-120-TxDOT	N FM 973 RD	3170' S OF DECKER LAKE RD TO DECKER LAKE RD	0.59	50%
	G-50	L4-4D-130-TxDOT	FM 969 RD	DECKER LN TO 235' E OF BANTAM WOODS	0.19	100%
	G-51	L3-4D-120	TAYLOR LN	E BRAKER LN TO 3200' N OF E BRAKER LN	0.57	50%
	G-52	L3-4D-116-TxDOT	DECKER LN	540' S OF LARICAL TRL TO 1520' S OF LARICAL TRL	0.19	50%
	Proj. #		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 PARKER LN / BLUE BLUFF AND SH 130 NB RAMP		100%
	GI-4		Signalize	E PARKER LN AND WILDHORSE RANCH TRL		100%
	GI-7		Signalize	N FM 973 RD AND WILDHORSE RANCH TRL		50%
	GI-8		Signalize	N FM 973 RD AND E BRAKER LN		50%
	GI-9		Signalize	E BRAKER LN AND FM 973-E BRAKER LN CONNECTOR		100%
	GI-10		Signalize	E BRAKER LN AND TAYLOR LN		75%
	GI-11		Intersection Improvements	JOHNNY MORRIS RD AND LOYOLA LN		100%
	GI-12		Signalize	LOYOLA LN AND SENDERO HILLS PKWY		100%
	GI-13		Signalize	DECKER LN AND COLONY LOOP LN		100%
	GI-14		Intersection Improvements	DECKER LN AND LOYOLA LN		100%
	GI-15		Signalize	DECKER LAKE RD AND BLUE BLUFF RD		25%
	GI-16		Signalize	N FM 973 RD AND DECKER LAKE RD		75%
	GI-17		Intersection Improvements	FM 969 RD AND CRAIGWOOD DR		100%
	GI-18		Intersection Improvements	FM 969 RD AND JOHNNY MORRIS RD		100%
	GI-19		Signalize	FM 969 RD AND NIXON LN		100%
	GI-20		Intersection Improvements	FM 969 RD AND DECKER LN		100%
	GI-21		Signalize	FM 969 RD AND PARK AT WOODLANDS DR		100%

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

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



### Legend

#### Roadways

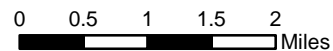
##### Impact Fee Eligible Roadways

- New
- Access Management
- Widening
- Major Roadways
- Local Streets

##### Impact Fee Eligible Intersections

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

### Street Impact Fee Study Service Area G



June 2019

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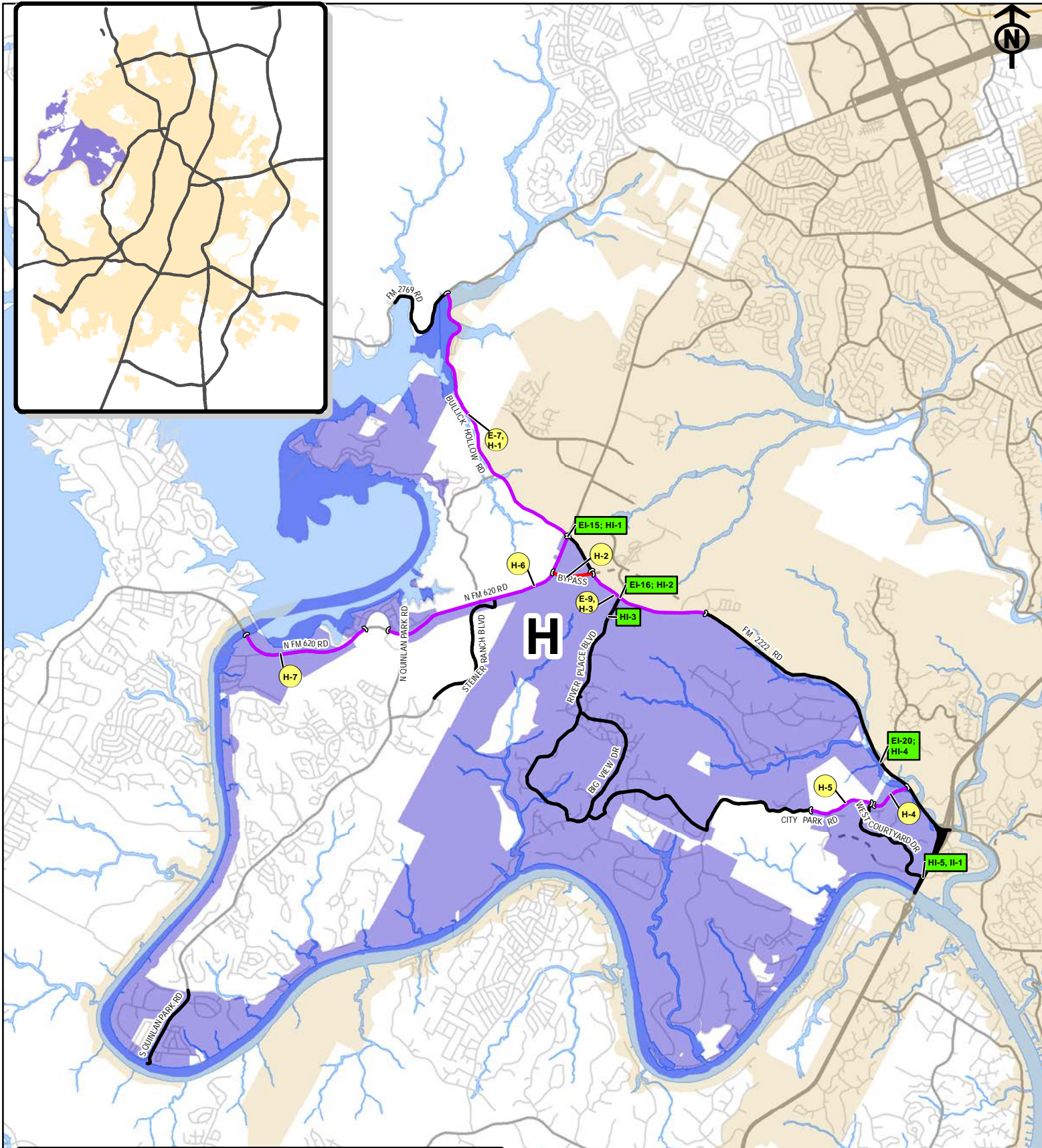
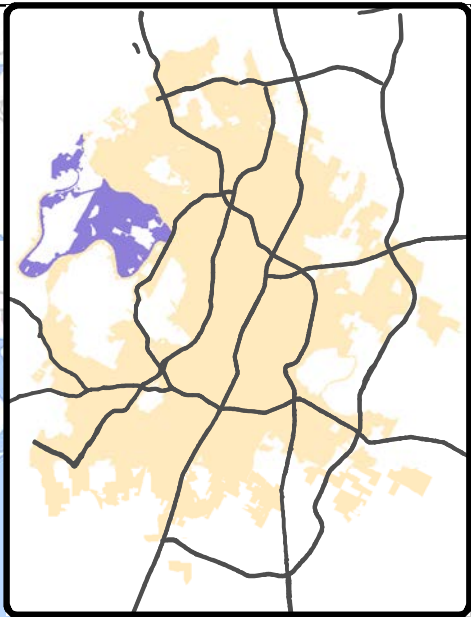
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Table 3.H. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area H

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

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

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



### Legend

#### Roadways

#### Impact Fee Eligible Roadways

— New

— Access Management

— Widening

— Major Roadways

— Local Streets

#### Impact Fee Eligible Intersections

— Railroads

— Regulating Plans

— 2017 100-Year FEMA Floodplain

### Street Impact Fee Study Service Area H

0 0.5 1 2 Miles



June 2019

Kimley»Horn

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

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

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

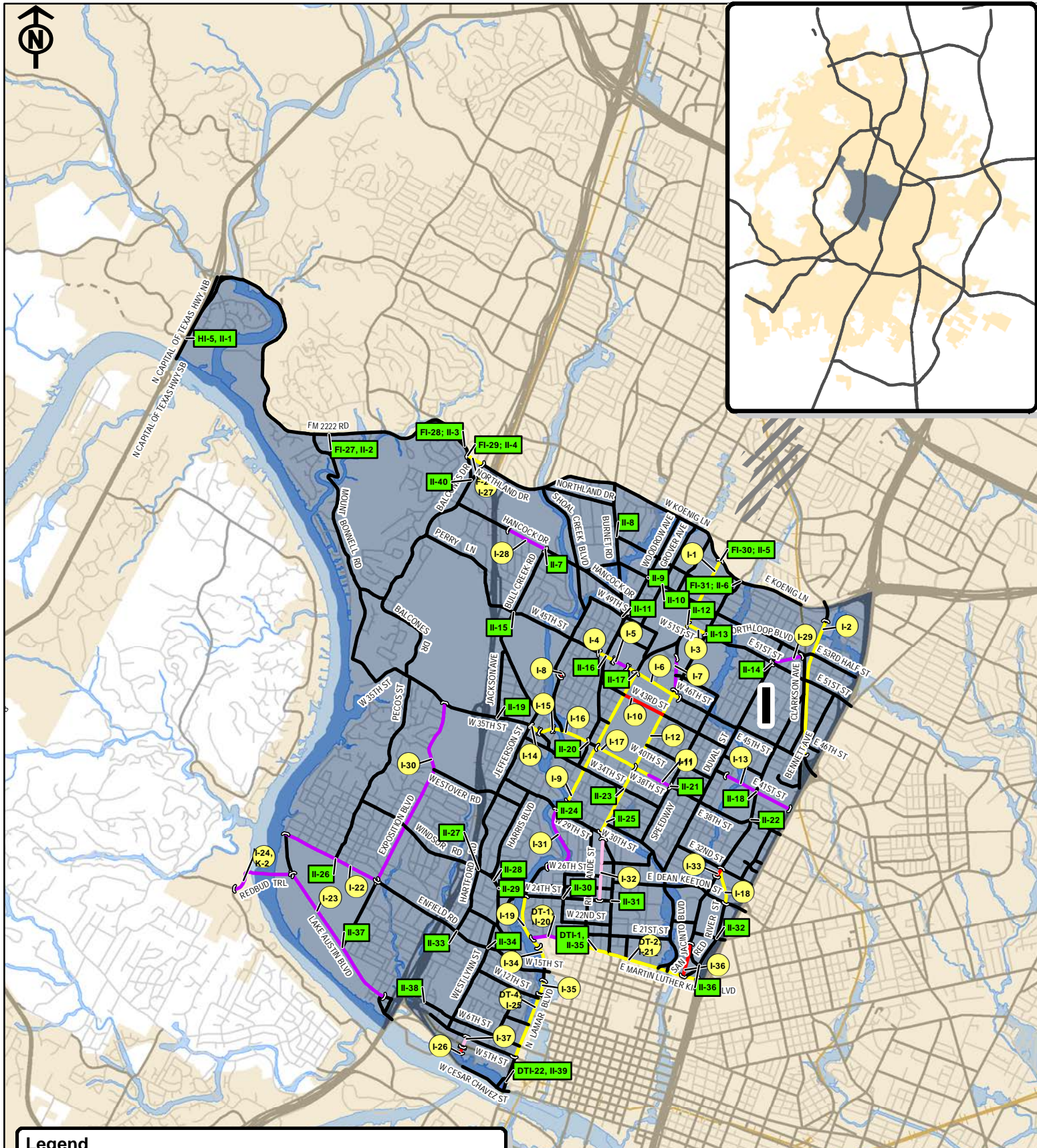
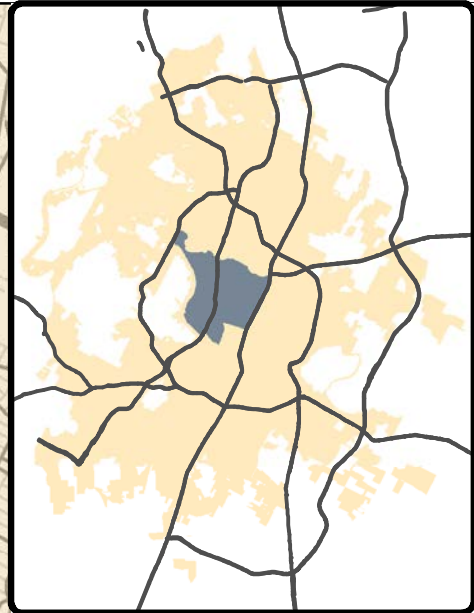
For projects that have "TxDOT" in IF Class, only the City's contribution will be included.

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

	Proj. #	Type	Intersection	% In Service Area
SA I	HI-5, II-1	Intersection Improvements	N CAPITAL OF TEXAS HWY NB 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 MURAJDA WAY	50%
	II-40	Intersection Improvements	BALCONES DR AND PARKCREST 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

#### Roadways

#### Impact Fee Eligible Roadways

- New
- Access Management
- Widening
- Two-way Conversion
- Major Roadways
- Local Streets

#### Impact Fee Eligible Intersections

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

### Street Impact Fee Study Service Area I

0 0.5 1 2 Miles

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

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

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

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

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

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

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

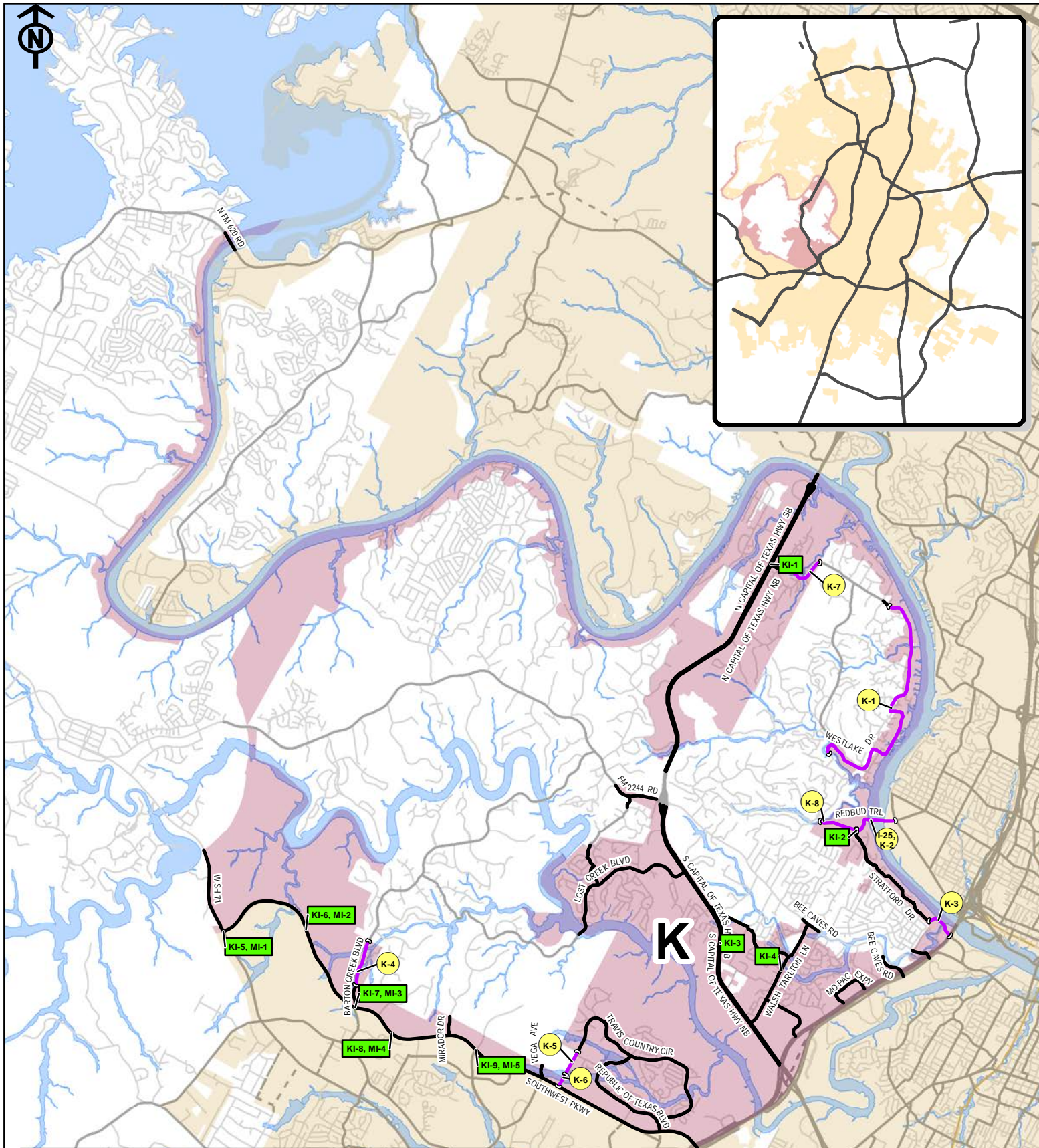
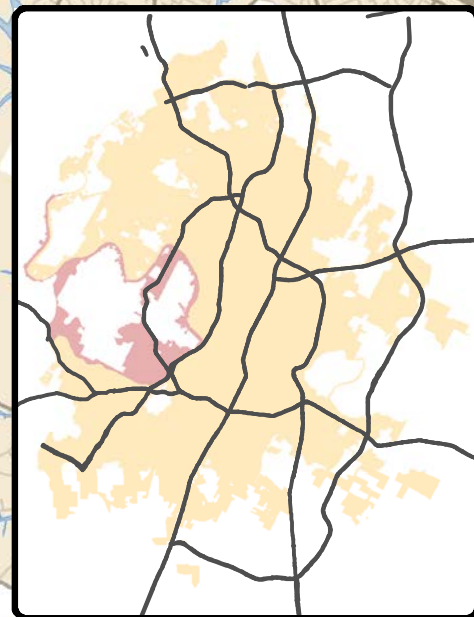


Table 3.K. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area K

Service Area	Proj. #	IF Class	Street	Limits	Length (mi)	% In Service Area
SA K	K-1	L2-TU-80	WESTLAKE DR	LAKEPLACEN TO 280 S OF THE HIGH RD	3.17	100%
	I-2.5, K-2	L3-SU-100	REDBUD TRL	LAKE AUSTIN BLVD TO STRATFORD DR	0.54	50%
	K-3	L2-TU-0	STRATFORD DR	MOPAC BRIDGE TO ELGIN AVE	0.37	100%
	K-4	L3-SU-80	BARTON CREEK BLVD	1400 N OF SOUTHWEST PKWY TO 1300 N OF HENRY MARX LN	0.55	100%
	K-5	L2-TU-78	FOSTER RANCH RD	TRAVIS COUNTRY CIR TO 650 N OF SOUTHWEST PKWY	0.34	100%
	K-6	L2-TU-78	FOSTER RANCH RD	650 N OF SOUTHWEST PKWY TO SOUTHWEST PKWY	0.12	100%
	K-7	L3-SU-80	WESTLAKE DR	LONG CAMP DR TO CITY LIMITS	0.57	100%
	K-8	L3-SU-100	REDBUD TRL	STRATFORD DR TO 280 E OF WESTLAKE DR	0.45	100%
			Type	Intersection		% In Service Area
	KL-1	Intersection Improvements	Intersection Improvements	N CAPITAL OF TEXAS HWY NB AND WESTLAKE DR		100%
	KL-2		Signalize	REDBUD TRL AND STRATFORD DR		100%
	KL-3		Signalize	CAPITAL OF TEXAS HWY AND PARKSTONE HEIGHTS DR		100%
	KL-4		Signalize	WALSH TARTON LN AND THOUSAND OAKS COVE		100%
	KL-5, ML-1		Dual Left Turn Lane	HWY 71 AND SOUTHWEST PKWY		50%
	KL-6, ML-2		Signalize	SOUTHWEST PKWY AND SOUTHWEST PKWY TO OLD BEE CAVES RD CONNECTION		50%
	KL-7, ML-3		Intersection Improvements	SOUTHWEST PKWY AND TRAVIS COOK RD		50%
	KL-8, ML-4		Signalize	SOUTHWEST PKWY AND BELGRADE DR		50%
	KL-9, ML-5		Intersection Improvements	SOUTHWEST PKWY AND W WILLIAM CANNON DR		50%

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### Legend

#### Roadways

#### Impact Fee Eligible Roadways

- New
- Access Management
- Widening
- Major Roadways
- Local Streets

#### Impact Fee Eligible Intersections

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

### Street Impact Fee Study Service Area K

0 0.5 1 2 Miles



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

Service Area	Proj. #	IF Class	Street	Limits	Length (mi)	% In Service Area
SAL	L-1	L2-2U-80	STRATFORD DR	MOPAC TO LOU NEFF RD	0.25	100%
	L-2	L2-2U-80	AZIE MORTON RD	BARTON SPRINGS RD TO BARTON HILLS DR	0.46	100%
	L-3	L3-4D-120-TxDOT	S LAMAR BLVD	BARTON SPRINGS RD TO S LAMAR SVRD	2.76	100%
	L-4	L2-2U-OP-70	DEL CURTO RD	BLUEBONNET LN TO LIGHTSEY RD	0.37	100%
	L-5	L2-2U-OP-92	LIGHTSEY RD	LIGHTSEY RD TO LIGHTSEY RD	0.06	100%
	L-6	L2-2U-OP-92	LIGHTSEY RD-BARTON SKWY CONNECTOR	LIGHTSEY RD TO BARTON SKWY	0.04	100%
	L-7	L3-4D-116	BARTON SPRINGS RD	DAWSON DR TO W RIVERSIDE DR	0.46	100%
	L-8	L1-2U-OP-60	BARTON SPRINGS RD-CONGRESS AVE CONNECTOR	BARTON SPRINGS RD TO CONGRESS AVE	0.21	100%
	L-9	L1-2U-OP-60	S 1ST ST CONNECTOR	S 1ST ST TO BARTON SPRINGS TO CONGRESS CONNECTION	0.11	100%
	L-10	L1-2U-OP-60	SOUTH CENTRAL WATERFRONT LOCAL ST 1	BARTON SPRINGS RD TO END	0.05	100%
	L-11	L1-2U-OP-60	SOUTH CENTRAL WATERFRONT LOCAL ST 2	BARTON SPRINGS RD TO END	0.13	100%
	L-12	L1-2U-OP-60	SOUTH CENTRAL WATERFRONT LOCAL ST 3	BARTON SPRINGS RD TO END	0.14	100%
	L-13	L2-2U-OP-92	BARTON SPRINGS RD	CONGRESS AVE TO W RIVERSIDE DR	0.33	100%
	L-14	L1-2U-OP-60	CONGRESS AVE-BARTON SPRINGS RD CONNECTOR	CONGRESS AVE TO BARTON SPRINGS RD	0.16	100%
	L-15	L1-2U-OP-60	E RIVERSIDE DR CONNECTOR	E RIVERSIDE TO END	0.07	100%
	L-16	L3-6D-140	S 1ST ST	RIVERSIDE DR TO BARTON SPRINGS RD	0.11	100%
	L-17	L3-4D-80	W RIVERSIDE DR	170' W OF S 1ST ST TO S CONGRESS AVE	0.26	100%
	L-18	L3-4D-94	E RIVERSIDE DR	S CONGRESS AVE TO 240' W OF NEWNING AVE	0.26	100%
	L-19	L3-4D-120	S CONGRESS AVE	BARTON SPRINGS RD TO BEN WHITE BLVD SVRD	2.70	100%
	L-20	L2-2U-OP-92	ST EDWARDS DR	S CONGRESS AVE TO 165' W OF CARNARVON LN	0.16	100%
	L-21	L2-2U-OP-78	E ALPINE RD	E ALPINE RD TO 200' E OF WAREHOUSE ROW	0.14	100%
	L-22	L2-2U-OP-78	PAYLOAD PASS-E ALPINE RD CONNECTOR	PAYLOAD PASS TO E ALPINE RD	0.12	100%
	L-23	L2-2U-OP-70	BLUEBONNET LN	S LAMAR BLVD TO DEL CURTO RD	0.14	100%
	L-24	L2-2U-OP-92	ELMONT DR	TOWN CREEK TO TINNIN FORD DR	0.06	100%
	L-25	L2-2U-OP-92	PARKER LN-BURTON DR CONNECTOR	PARKER LN TO BURTON DR	0.28	100%
	L-26	L2-2U-OP-92	BURTON DR-WILLOW CREEK DR CONNECTOR	BURTON DR TO WILLOW CREEK DR	0.08	100%
	L-27	L2-2U-OP-92	WILLOW HILL DR	WILLOW CREEK DR TO WILLOW HILL DR	0.12	100%
	L-28	L2-2U-OP-92	WILLOW HILL DR	PLEASANT VALLEY RD TO WICKERSHAM LN	0.25	100%
	L-29	L3-4D-120	S PLEASANT VALLEY RD	440' S OF CANTERBURY RD TO 525' N OF E RIVERSIDE DR	1.18	100%
	L-30	L2-2U-OP-92	LAKESHORE BLVD-E RIVERSIDE CONNECTOR	LAKESHORE BLVD TO E RIVERSIDE DR	0.65	100%
	L-31	L2-2U-OP-92	PLEASANT VALLEY DR-ELMONT DR CONNECTOR	PLEASANT VALLEY RD TO ELMONT DR	0.45	100%
	L-32	L2-2U-OP-92	ELMONT DR	WICKERSHAM LN TO CROSSING PL	0.20	100%
	L-33	L3-4D-116	E OLTOF ST	INTERSTATE 35 TO MONTOPOLIS DR	2.28	100%
	L-34	L3-4D-120	S PLEASANT VALLEY RD	280' S OF OLTOF 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 OLTOF ST	0.58	100%
	L-41	L2-2U-OP-92	RIVERS EDGE WAY	RIVERS EDGE WAY TO OLTOF 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 OLTOF ST	S 2ND ST TO DURWOOD ST	0.17	100%
	L-52	L3-4D-94	W OLTOF ST	EUCLID AVE TO COLLEGE AVE	0.12	100%
	L-53	L3-4D-94	W OLTOF ST	COLLEGE AVE TO S CONGRESS AVE	0.04	100%
	L-54	L3-4D-94	E OLTOF ST	S CONGRESS AVE TO REBEL RD	0.22	100%
	L-55	L2-2U-64	LIGHTSEY RD	DEL CURTO RD TO CLAWSON RD	0.16	100%
	L-56	L2-2U-64	CLAWSON RD	BARTON SKYWAY TO FORT VIEW RD	0.80	100%
	L-57	L3-4D-94	MANCHACARD	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.

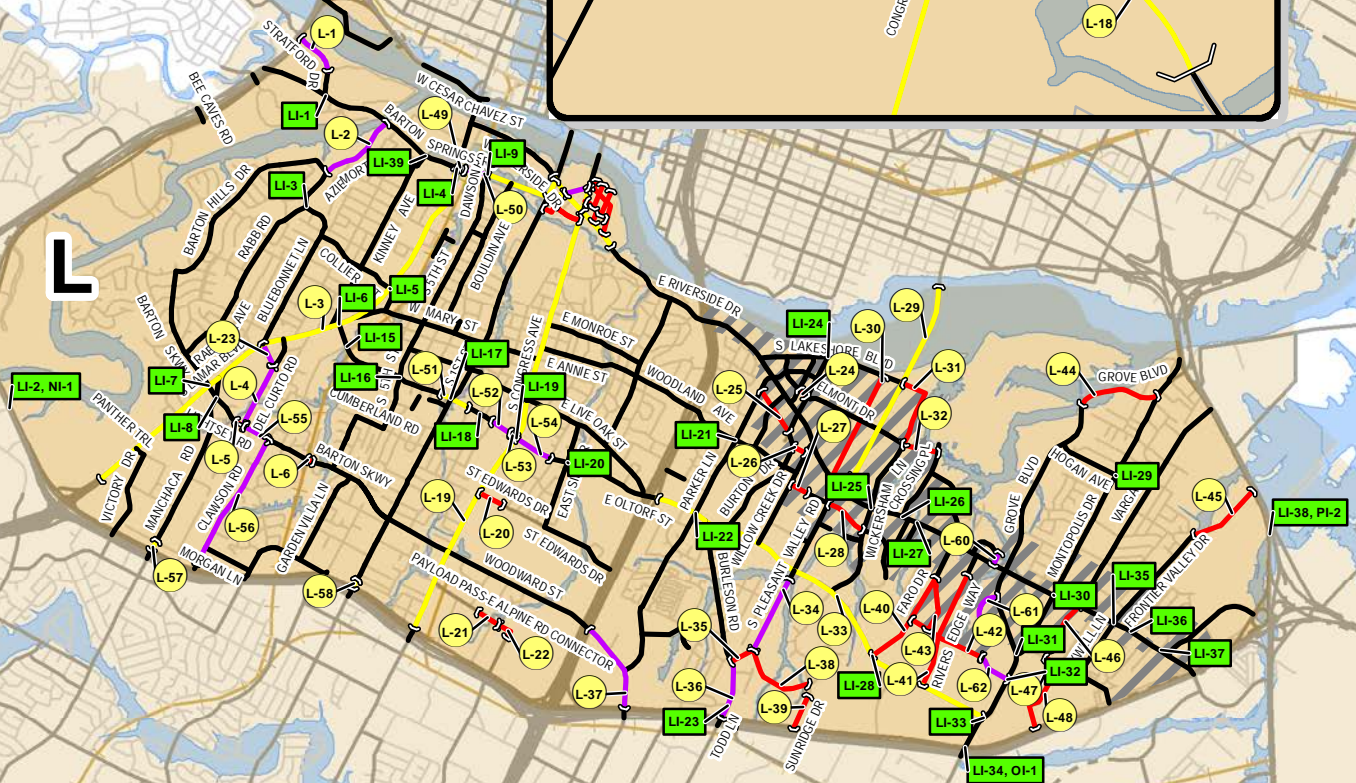
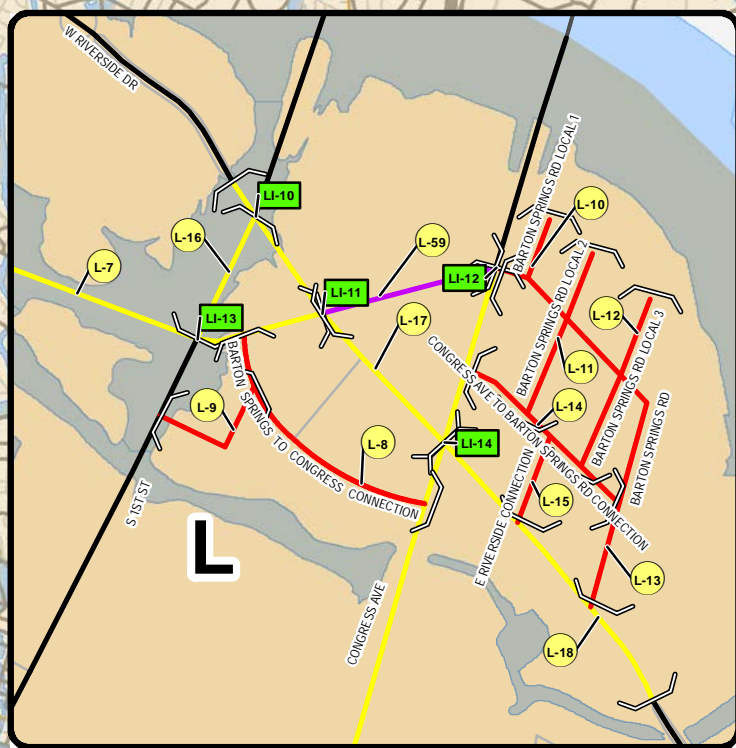
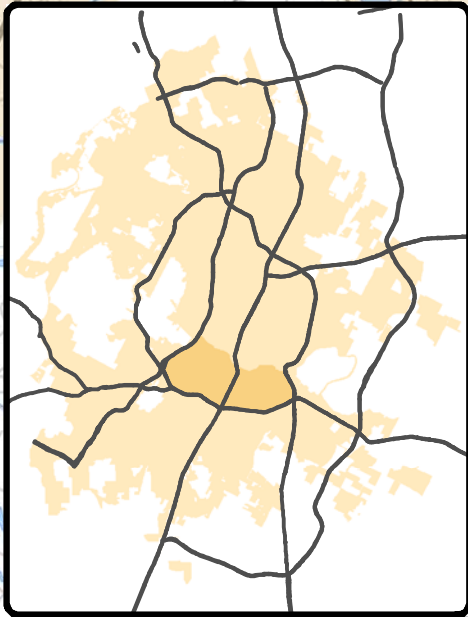
For projects that have "TxDOT" in IF Class, only the City's contribution will be included.

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

Proj. #	Type	Intersection	% In Service Area
LI-1	Extend Turn Lane	BARTON SPRINGS RD AND STRATFORD DR	100%
LI-2, NI-1	Signal Modifications	S CAPITAL OF TEXAS HWY SB 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	MANHACA 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 SVRD WB AND MONTOPOLIS DR	50%
LI-35	Signalize	E RIVERSIDE DR AND FRONTIER VALLEY DR	100%
LI-36	Signalize	E RIVERSIDE DR AND ANISE DR	100%
LI-37	Signalize	RIVERSIDE DR AND CORIANDER DR	100%
LI-38, PI-2	Signalize	BASTROP HWY AND OLD BASTROP HWY SVRD CONNECTION	50%

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

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



## Legend

### Roadways

#### Impact Fee Eligible Roadways

New

Access Management

Widening

Major Roadways

Local Streets

#### Impact Fee Eligible Intersections

Railroads

Regulating Plans

2017 100-Year FEMA Floodplain

## Street Impact Fee Study Service Area L

0 0.5 1 2 Miles



June 2019

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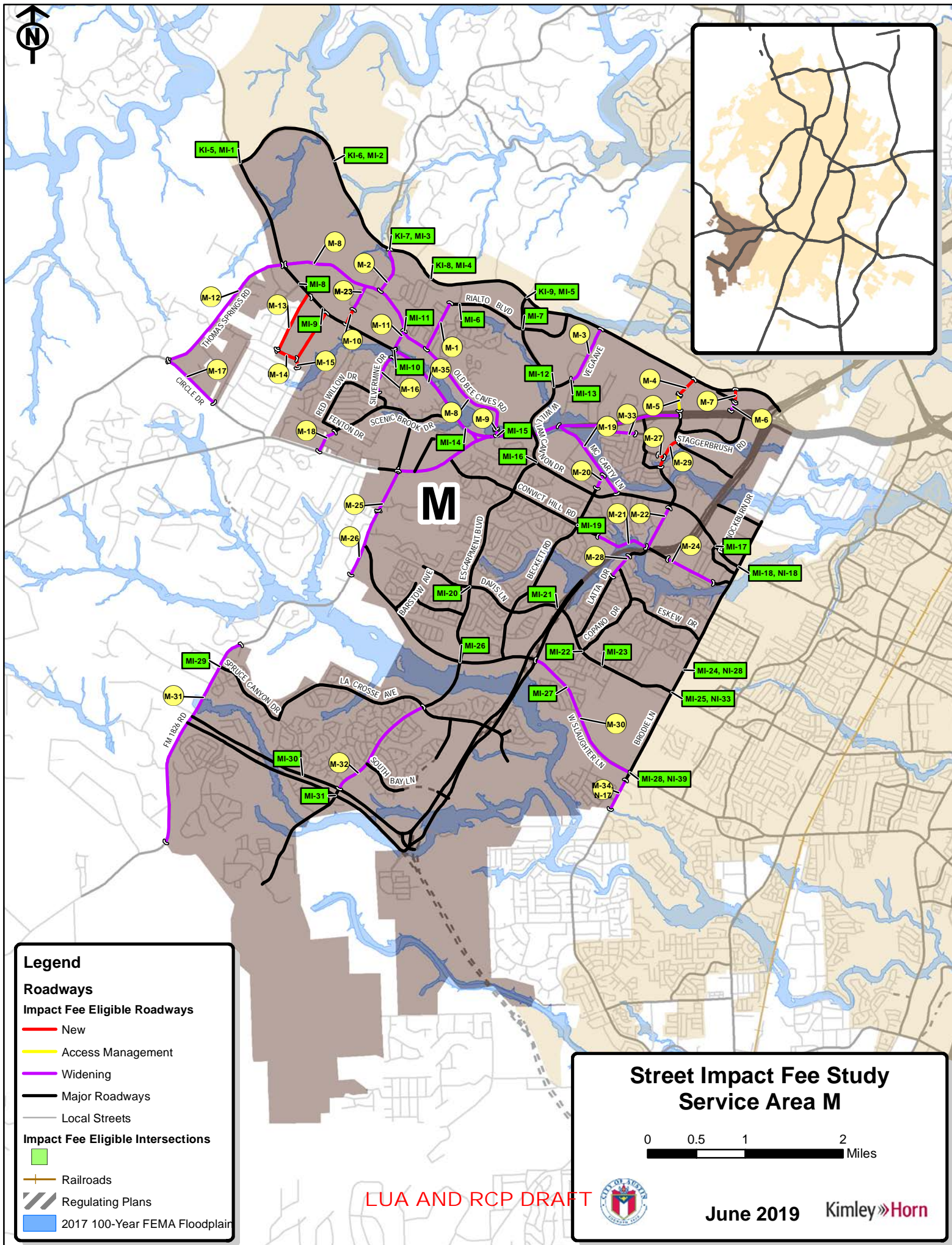
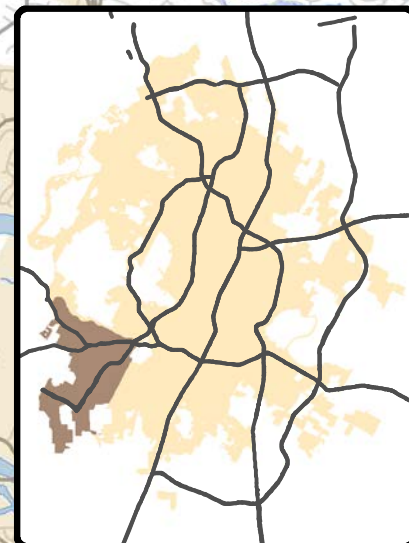
LUA AND RCP DRAFT

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

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

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

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### Legend

#### Roadways

##### Impact Fee Eligible Roadways

- New
- Access Management
- Widening
- Major Roadways
- Local Streets

##### Impact Fee Eligible Intersections

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

### Street Impact Fee Study Service Area M

0 0.5 1 2 Miles



June 2019

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

Service Area	Proj. #	IF Class	Street	Limits	Length (mi)	% In Service Area
SA N	N-1	L3-4D-94	WEST GATE BLVD	WESTERN TRAILS BLVD TO US 290 EB SVRD	0.21	100%
	N-2	L3-4D-100	MANCHACA RD	STASSNEY LN TO WILLIAMCANNON 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 WILLIAMCANNON 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	WILLIAMCANNON DR TO SLAUGHTER LN	2.26	100%
	N-8	L2-2U-64	MATTHEWS LN	MOUNT CARRELL DR TO COOPER LN	0.23	100%
	N-9	L2-2U-78	COOPER LN	DITTMAR RD TO MATTHEWS LN	0.58	100%
	N-10	L3-4D-140-TxDOT	S CONGRESS AVE	WASSON DR TO NORTH BLUFF DR	0.48	100%
	N-11	L3-4D-140-TxDOT	S CONGRESS AVE	NORTH BLUFF DR TO W SLAUGHTER LN	2.28	100%
	N-12	L3-4D-130-TxDOT	S CONGRESS AVE	WASSON DR TO NORTH BLUFF DR	1.76	100%
	N-13	L2-2U-78	RALPH ABLANEDO DR	SHALLOT WAY TO S 1ST ST	0.59	100%
	N-14	L2-3U-78	RALPH ABLANEDO DR	CONGRESS AVE TO SHALLOT WAY	0.24	100%
	N-15	L2-2U-64	PEACEFUL HILL LN	DITTMAR RD TO RALPH ABLANEDO DR	0.67	100%
	N-16	L2-2U-OP-78	CULLEN LN	RALPH ABLANEDO DR TO W SLAUGHTER LN	0.50	100%
	M34 N-17	L3-3U-96	BRODIE LN	GRAYBUCK RD TO 350' N OF BRODIE SPRINGS TRL	0.34	50%
	N-18	L3-3U-96	BRODIE LN	350' N OF BRODIE SPRINGS TRL TO SQUIRREL HOLLOW	0.39	50%
	N-19	L2-2U-68	RIDDLE RD	SLAUGHTER LN (E) TO SLAUGHTER LN (W)	0.64	100%
	N-20	L2-2U-68	OLD MANCHACA RD	RIDDLE RD TO DREW LN	0.21	100%
	N-21	L3-4D-120-TxDOT	MANCHACA RD	560' S OF SLAUGHTER LN TO 1100' S OF OLD MANCHACA DR	0.98	50%
	N-22	L3-4D-120-TxDOT	MANCHACA RD	1100' S OF OLD MANCHACA DR TO 280' S OF MARCUS ABRAMS BLVD	0.52	100%
	N-23	L3-4D-120-TxDOT	MANCHACA RD	RAVENS CROFT DR TO 280' S OF MARCUS ABRAMS BLVD	0.10	50%
	N-24	L3-4D-120-TxDOT	MANCHACA RD	280' S OF MARCUS ABRAMS BLVD TO 350' S OF MORNINGSIDE LN	0.14	50%
	N-25	L3-3U-96	BRODIE LN	300' S OF TWILIGHT TRAIL TO SULLY CREEK DR	1.26	100%
	N-26	L3-3U-96	BRODIE LN	SULLY CREEK DR TO FM 1626	0.27	50%
	N-27	L2-2U-78	WAYNE RIDDELL LOOP	LORD DERBY ST TO S 1ST ST	0.18	100%
	N-28	L3-4D-120-TxDOT	W FM 1626 RD	160' W OF ASHBROOK DR TO SAN LEANNA DR	0.16	50%
	N-29	L3-4D-120-TxDOT	E FM 1626 RD	IH 35 SVRD TO 160' W OF ASHBROOK DR	0.77	100%
	N-30	L2-2U-60	OLD SAN ANTONIO RD	IH 35 SVRD TO E FM 1626	1.13	100%
	N-31	L2-2U-78	OLD SAN ANTONIO RD	IH 35 SVRD TO E FM 1626	0.78	100%
	N-32	L2-2U-78	OLD SAN ANTONIO RD	E FM 1626 TO 1700' S OF ONION CREEK PKWY	0.63	50%
	N-33	L3-4D-120	ONION CREEK PKWY	OLD SAN ANTONIO RD TO 100' W OF FARRAH LN	0.07	100%
	N-34	L3-4D-120	ONION CREEK PKWY	100' W OF FARRAH RD TO 700' E OF FARRAH LN	0.15	100%
	N-35	L2-2U-78	OLD SAN ANTONIO RD	1400' N OF ESTANCIA PKWY TO 750' S OF PURYEAR RD	1.59	50%
	N-36	L3-4D-94	MANCHACA RD	BEN WHITE BLVD EB SVRD TO REDD ST	0.11	100%
	N-37	L2-2U-64	MATTHEWS LN	CHERRY MEADOW DR TO MEADOW RUN	0.35	100%
	N-38	L2-2U-68	LONGVIEW RD	HARPERS FERRY LN TO CAMERON LOOP	0.62	100%
	N-39	L2-2U-78	CAMERON LOOP	DAVIS LN TO LEO ST	0.94	100%
	N-40	L2-2U-60	GUIDEPOST TRL	DAVIS LN TO LEO ST	0.21	100%
	N-41	L2-2U-60	LEO ST	CAMERON LOOP TO GUIDEPOST TRL	0.30	100%
	N-42	L2-2U-64	FOREST WOOD RD	MATTHEWS DR TO DITTMAR RD	0.78	100%
	N-43	L3-4D-94	S 1ST ST	RALPH ABLANEDO DR TO W SLAUGHTER LN	0.13	100%
	N-44	L3-4D-120	FRATE BARKER RD	BUCKINGHAM GATE RD TO 330' E OF JIM THORPE LN	0.73	100%

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

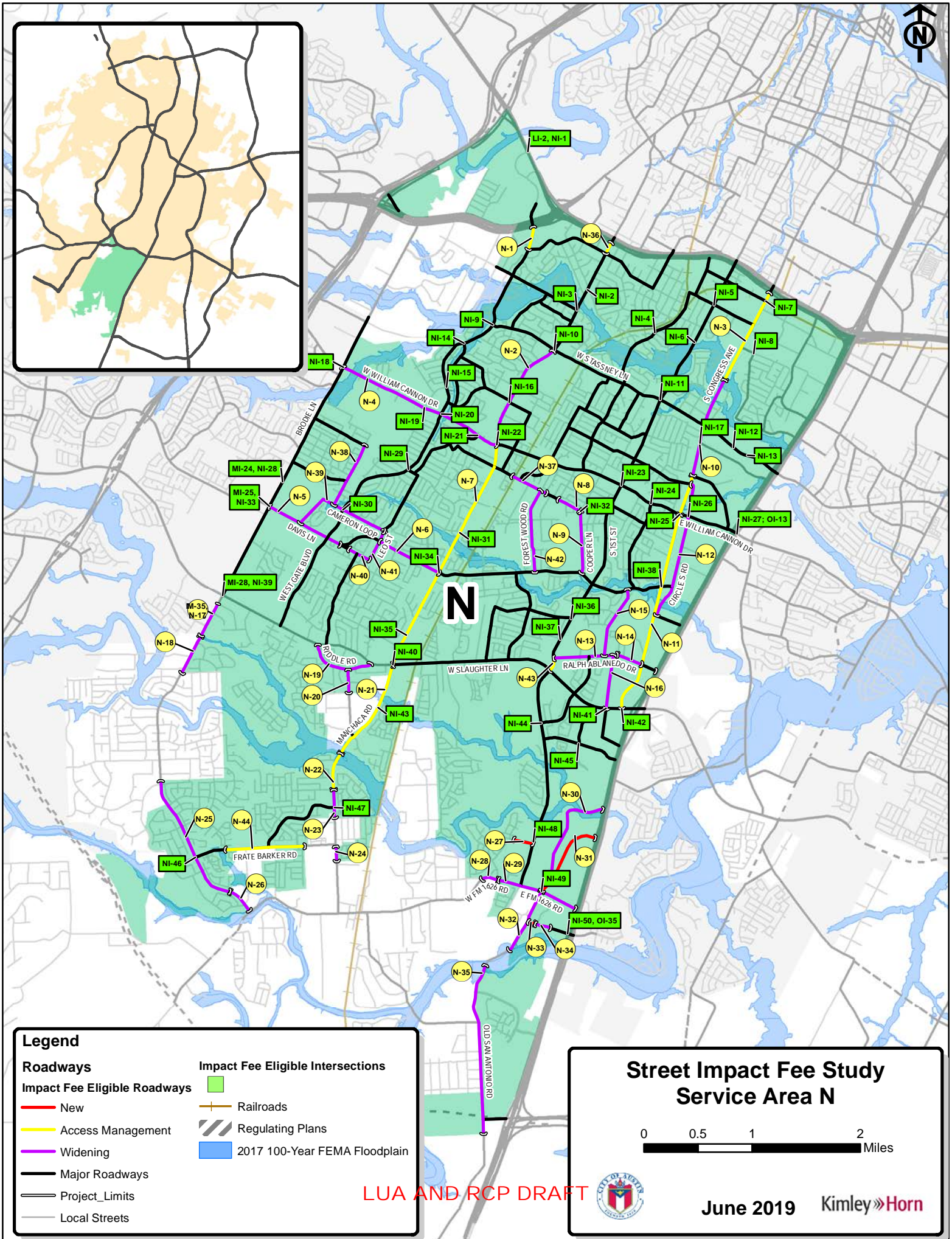
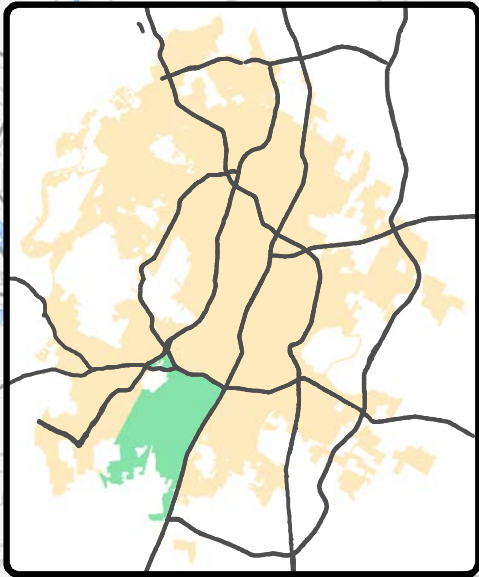
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Table 3.N. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area N

Proj. #	Type	Intersection	% In Service Area
LI-2, NI-1	Signal Modifications	S CAPITAL OF TEXAS HWY SB 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 (MRA DR)	100%
NI-14	Signalize	WEST GATE BLVD AND BLARWOOD DR	100%
NI-15	Signalize	WEST GATE BLVD AND DEATONHILL DR	100%
NI-16	Intersection Improvement	MANCHACA RD AND BERKELEY AVE	100%
NI-17	Intersection Improvement	S CONGRESS AVE AND LITTLE TEXAS LN	100%
MI-18, NI-18	Intersection Improvements	BRODIE LN AND W WILLIAM CANNON DR	50%
NI-19	Signalize	WILLIAM CANNON DR AND DEATONHILL DR	100%
NI-20	Intersection Improvement	WEST GATE BLVD AND W WILLIAM CANNON DR	100%
NI-21	Signalize	W WILLIAM CANNON DR AND WHISPERING OAKS DR	100%
NI-22	Intersection Improvement	MANCHACA RD AND W WILLIAM CANNON DR	100%
NI-23	Intersection Improvement	W WILLIAM CANNON DR AND S 1ST ST	100%
NI-24	Signalize	W WILLIAM CANNON DR AND LUNAR DR	100%
NI-25	Intersection Improvement	S CONGRESS AVE AND W WILLIAM CANNON DR	100%
NI-26	Intersection Improvement	E WILLIAM CANNON DR AND CIRCLE S RD	100%
NI-27, OI-14	Intersection Improvement	E WILLIAM CANNON DR AND S IH 35 SVRD NB	50%
MI-24, NI-28	Signalize	BRODIE LN AND VILLAGES OF BELLA VISTA & RIDGEVIEW APTS	50%
NI-29	Signalize	WEST GATE BLVD AND MANASSAS DR	100%
NI-30	Signalize	WEST GATE BLVD AND CAMERON LOOP	100%
NI-31	Signalize	MANCHACA RD AND SHILOH DR	100%
NI-32	Roundabout	COOPER LN AND MATTHEWS LN	100%
MI-25, NI-33	Intersection Improvements	BRODIE LN AND DAVIS LN	50%
NI-34	Signal Modifications	MANCHACA RD AND DAVIS LN	100%
NI-35	Signalize	MANCHACA RD AND CROWNSPOINT DR	100%
NI-36	Signalize	S 1ST ST AND GREAT BRITAIN DR	100%
NI-37	Signalize	S 1ST ST AND HYDE PARK PL	100%
NI-38	Signalize	S CONGRESS AVE AND DITTMAR RD	100%
MI-28, NI-39	Intersection Improvements	BRODIE LN AND W SLAUGHTER LN	50%
NI-40	Intersection Improvement	MANCHACA RD AND W SLAUGHTER LN	100%
NI-41	Intersection Improvement	W SLAUGHTER LN AND CULLEN LN	100%
NI-42	Intersection Improvement	S CONGRESS AVE AND W SLAUGHTER LN	100%
NI-43	Signalize	MANCHACA RD AND REDWATER DR	50%
NI-44	Signalize	S 1ST ST AND SOUTHPARK MEADOWS DR	100%
NI-45	Signalize	TAFT LN AND ALICE MAE LN	100%
NI-46	Signal Modification	BRODIE LN AND FRATE BARKER RD	100%
NI-47	Signalize	MANCHACA RD AND MARCUS ABRAMS BLVD	100%
NI-48	Signalize	1ST ST AND 1ST ST (AKINS HS MAIN ENTRANCE)	100%
NI-49	Signalize	E FM 1636 RD AND OLD SAN ANTONIO RD	75%
NI-50, OI-36	Signalize	INTERSTATE 35 SBFR AND ONION CREEK PKWY	50%

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**Legend**

**Roadways**

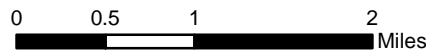
**Impact Fee Eligible Roadways**

- New
- Access Management
- Widening
- Major Roadways
- Project Limits
- Local Streets

**Impact Fee Eligible Intersections**

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

**Street Impact Fee Study  
Service Area N**



June 2019

Kimley-Horn

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

Service Area	Proj. #	IF Class	Street	Limits	Length (mi)	% In Service Area
SAO	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	STELMO RD TO E STASSNEY LN	0.75	100%
	O-8	L3-4D-120	TERI RD	INTERSTATE 35 TO FREDRICH LN	0.28	100%
	O-9	L2-2U-78	MEADOW LAKE BLVD	BLUE MEADOW DR TO QUICKSILVER BLVD	0.23	100%
	O-10	L3-4D-120	S PLEASANT VALLEY RD	ONION CREEK DR TO PEREZ ELEMENTARY SCHOOL DWY	0.08	100%
	O-11	L4-6D-140	E WILLIAM CANNON DR	RUNNING WATER DR TO MCKINNEY FALLS PKWY	0.70	100%
	O-12	L4-6D-140	E WILLIAM CANNON DR	MCKINNEY FALLS PKWY TO 5460 E OF MCKINNEY FALLS PKWY	0.84	100%
	O-13	L4-6D-142	E WILLIAM CANNON DR	5460 E OF MCKINNEY FALLS PKWY TO US 183	1.17	50%
	O-14	L2-2U-OP-78	COLTON BLUFF SPRINGS RD	MCKINNEY FALLS PKWY TO FM 1625 RD	2.08	100%
	O-15	L3-4D-120-TxDOT	FM 1625 RD	MCKENZIE RD TO E SLAUGHTER LN	0.76	100%
	O-16	L3-4D-120-TxDOT	FM 1625 RD	US 183 TO MCKENZIE RD	0.34	50%
	O-17	L2-2U-78	MC KENZIE RD	FM 1625 RD TO US 183 HWY	0.20	50%
	O-18	L4-6D-154	E SLAUGHTER LN	1760 E OF THAXTON RD TO 3775 E OF THAXTON RD	0.38	100%
	O-19	L4-6D-154	E SLAUGHTER LN	FM 1625 RD TO 4500 W OF FM 1625 RD	0.85	100%
	O-20	L4-6D-154	E SLAUGHTER LN	FM 1625 RD TO US 183	0.64	50%
	O-21	L3-4D-120-TxDOT	FM 1625 RD	E SLAUGHTER LN TO 1685 S OF SLAUGHTER LN	0.31	50%
	O-22	L2-2U-78	SASSMAN RD	917 W OF THAXTON RD TO 2754 W OF THAXTON RD	0.35	50%
	O-23	L2-2U-78	SASSMAN RD	FM 1625 RD TO 5445 W OF FM 1625 RD	1.03	100%
	O-24	L3-4D-120-TxDOT	FM 1625 RD	1685 S OF SLAUGHTER LN TO 655 S OF RODRIGUEZ RD	0.91	50%
	O-25	L3-4D-120	S PLEASANT VALLEY RD	PEREZ ELEMENTARY SCHOOL DWY TO NUCKOLS CROSSING RD	0.80	100%
	O-26	L2-2U-78	NUCKOLS CROSSING RD	GRELLE LN TO 850 E OF GRELLE LN	0.16	50%
	O-27	L3-4D-120	NUCKOLS CROSSING RD	850 E OF GRELLE LN TO 2560 W OF VERTEX BLVD	0.24	100%
	O-28	L3-4D-120	S PLEASANT VALLEY RD	NUCKOLS CROSSING RD TO E SLAUGHTER LN	0.40	50%
	O-29	L2-2U-OP-78	BRANDT RD	INTERSTATE 35 NB SVRD TO 975 W OF BRENTS ELM DR	0.48	100%
	O-30	L2-2U-78	BRANDT RD	975 W OF BRENTS ELM DR TO 660 E OF SLAUGHTER LN	0.55	50%
	O-31	L3-4D-120	OLD LOCKHART RD	E SLAUGHTER LN TO 1615 S OF E SLAUGHTER LN	0.31	50%
	O-32	L2-2U-78	BRADSHAW RD	580 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 3000 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 STELMO 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-FREDRICH LN CONNECTOR	INTERSTATE 35 NB SVRD TO FREDRICH LN	0.28	100%
	O-57	L2-2U-68	NUCKOLS CROSSING RD	FARELL PATH TO S PLEASANT VALLEY RD	0.54	100%

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

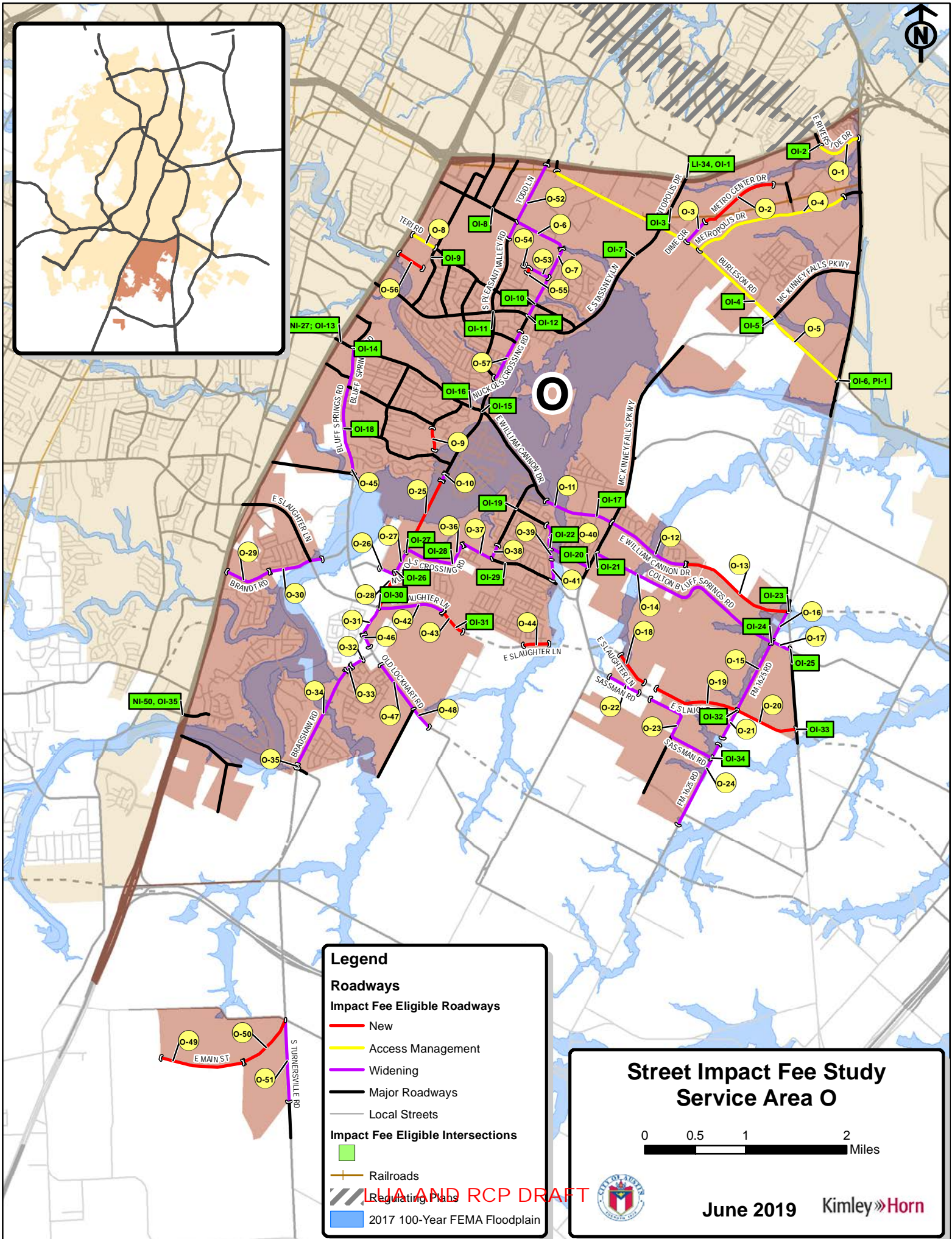
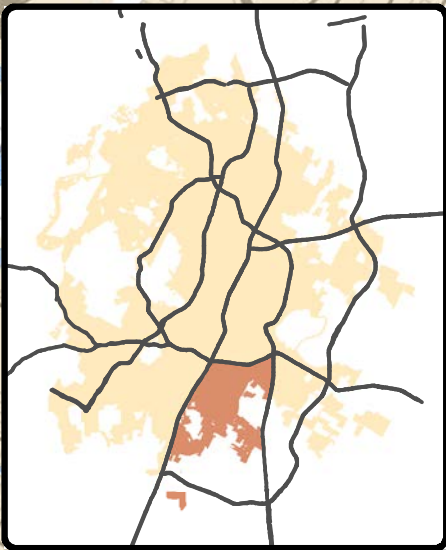
For projects that have "TxDOT" in IF Class, only the City's contribution will be included.

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

Proj. #	Type	Intersection	% In Service Area
LI-34, OI-1	Extend Turn Lane	EBEN WHITE BLVD SVRD WB 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 SB AND BURLESON RD	50%
OI-7	Signalize	E STASSNEY LN AND BURLESON RD TO MCKENNEY FALLS PKWY CONNECTION	100%
OI-8	Signalize	ST ELMO RD AND SOUTH INDUSTRIAL DR	100%
OI-9	Signalize	FREIDRICH LN AND PONCIANA DR	100%
OI-10	Signalize	TERI RD AND NUCKOLS CROSSING RD	100%
OI-11	Intersection Improvement	S PLEASANT VALLEY RD AND E STASSNEY LN	100%
OI-12	Intersection Improvement	E STASSNEY LN AND NUCKOLS CROSSING RD	100%
NI-27, OI-13	Intersection Improvement	E WILLIAM CANNON DR AND S IH 35 SVRD NB	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	VOUGROT 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	MCKENNEY FALLS PKWY AND COLTON BLUFF SPRINGS RD	100%
OI-21	Signalize	MCKENNEY FALLS PKWY AND COLTON BLUFF SPRINGS RD	100%
OI-22	Signalize	COLTON BLUFF SPRINGS RD AND ALUM ROCK DR	100%
OI-23	Intersection Improvements	E WILLIAM CANNON DR AND US 183 HWY	50%
OI-24	Signalize	COLTON BLUFF SPRINGS RD AND FM 1625 RD	75%
OI-25	Signalize	MCKENZIE RD AND US 183 HWY	25%
OI-26	Signalize	NUCKOLS CROSSING RD AND S PLEASANT VALLEY RD	75%
OI-27	Signalize	NUCKOLS CROSSING RD AND S PLEASANT VALLEY RD	100%
OI-28	Signalize	NUCKOLS CROSSING RD AND VERTEX BLVD	75%
OI-29	Signalize	THAXTON RD AND PANADERO DR	100%
OI-30	Signalize	E SLAUGHTER LN AND OLD LOCKHART RD	50%
OI-31	Signalize	E SLAUGHTER LN AND THAXTON RD TO OLD LOCKHART RD CONNECTION	100%
OI-32	Signalize	FM 1625 RD AND E SLAUGHTER LN	75%
OI-33	Signalize	US 183 HWY AND E SLAUGHTER LN	50%
OI-34	Signalize	FM 1625 RD AND SASSMAN RD	50%
NI-50, OI-35	Signalize	INTERSTATE 35 SBFR AND ONION CREEK PKWY	50%

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

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



**Legend**

**Roadways**

- Impact Fee Eligible Roadways
- New
- Access Management
- Widening
- Major Roadways
- Local Streets

**Impact Fee Eligible Intersections**

- 

**Other Features**

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

**Street Impact Fee Study  
Service Area O**

0 0.5 1 2 Miles

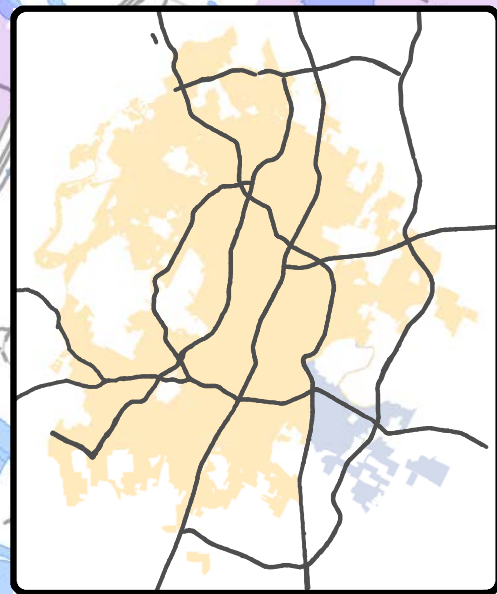
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Table 3.P. 10-Year Street Impact Fee Roadway Capacity Plan – Service Area P

Service Area	Proj. #	IF Class	Street	Limits	Length (mi)	% In Service Area
SA P	P-1	L2-2U-OP-78	HERGOTZ LN	1050 W OF THOMPSON LN TO THOMPSON LN	0.20	100%
	P-2	L2-2U-OP-78	THOMPSON LN	BASTROP HWY TO HERGOTZ LN	0.78	100%
	P-3	L2-2U-OP-78	DALTON LN	BASTROP HWY SVRD TO CITY LIMITS	0.77	100%
	P-4	L2-2U-78	FALLWELL LN	SH 71 TO GUERRERO DR	0.35	100%
	P-5	L4-4D-120-TxDOT	S FM 973 RD	BILL PRICE RD TO 680 S OF BILL PRICE RD	0.13	50%
	P-6	L4-4D-120-TxDOT	S FM 973 RD	680 S OF BILL PRICE RD TO 489 S OF FINCHER RD	0.63	100%
	P-7	L4-4D-120-TxDOT	S FM 973 RD	489 S OF FINCHER RD TO BURLESON RD	1.56	50%
	P-8	L4-4D-120-TxDOT	S FM 973 RD	BURLESON RD TO 614 S OF LINDA VISTA DR	0.50	100%
	P-9	L4-4D-120-TxDOT	S FM 973 RD	614 S OF LINDA VISTA DR TO FM 812 RD	0.72	50%
	P-10	L4-4D-120-TxDOT	FM 812 RD	CITY LIMITS TO 400 S OF S FM 973 RD	0.48	50%
	P-11	L2-2U-78	MC ANGUS RD	FM 973 RD TO 89 W OF FM 973 RD	0.02	100%
	P-12	L3-4D-120	FM 973-SH 71 FR-FM 973 CONNECTOR CONNECTOR	FM 973 TO SH 71 SVRD TO FM 973	0.57	100%
	P-13	L3-4D-120	SH 71 FR-FM 973 CONNECTOR	SH 71 SVRD TO FM 973	1.33	100%
	P-14	L3-4D-116	PEARCE LN	PIMILCO DR TO ROSS RD (WEST)	0.70	50%
	P-15	L3-4D-120	ROSS RD	PEARCE LN TO CITY LIMITS	0.83	100%
	P-16	L3-4D-116	PEARCE LN	ROSS RD (WEST) TO 827 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 SB 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 SB SVRD		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%

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P

### Legend

#### Roadways

##### Impact Fee Eligible Roadways

- New
- Access Management
- Widening
- Major Roadways
- Local Streets

##### Impact Fee Eligible Intersections

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

### Street Impact Fee Study Service Area P

0 0.5 1 2 Miles



June 2019

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