

DRAFT

**WILLIAMSON COUNTY
LONG-RANGE TRANSPORTATION PLAN**

For:



Prepared by:



May 2009

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EXECUTIVE SUMMARY

OVERVIEW

The Williamson County Long-Range Transportation Plan focuses on what road and transit improvements should be built or improved over the next 25 years to help address expected growth in the county; it is this plan that guides future capital improvements.

The county has worked in close collaboration with its member cities to develop the plan, which analyzes current population and employment data in order to make projections about how and where the county will grow in the future. It also contemplates land-use patterns and the role of transit moving forward.

A draft of the plan was presented at public open houses in each precinct and at a county-wide open house held at the county courthouse. The purpose of the meetings was to share information about the plan with the public and to provide opportunities for citizen input. The comments received were reviewed and evaluated to determine if they involved current operational concerns or were related to the newly proposed group of projects.

Adjustments were made based on comments received; the resulting plan includes proposed projects and their estimated costs; however it does not define specific funding sources.

The proposed 2035 Long-Range Transportation Plan would result in:

- Approximately 100 miles of new roadways; and
- Approximately 250 miles of roads will receive additional lanes.

The cost of the plan (in today's dollars) is estimated to be approximately \$2.20 billion; this cost would be shared by the county, cities within the county and the Texas Department of Transportation (TxDOT), depending on in which jurisdiction a project falls. Developers could also be asked to share in the costs where appropriate.

It will serve as a blueprint for future bond programs and will provide opportunities to continue partnering with cities in making decisions about infrastructure improvements throughout the county. The plan also will help guide the relationship with developers and landowners with regard to land-planning and preservation for future projects.

BACKGROUND

Williamson County adopted its first Long-Range Transportation Plan in 1999 to identify transportation needs for the anticipated population growth that would occur by 2025. This plan identified roadway projects as short-range improvements (by 2010) and long-range improvements (by 2025). The transit component of the plan was based on the transit network identified for Williamson County in the Capital Area Metropolitan Planning Organization's (CAMPO) 2020 Metropolitan Transportation Plan (MTP).

In late 2007, Williamson County decided to update the transportation plan to identify improvements that would be considered in CAMPO's 2035 MTP. The update of the Williamson County Long-Range Plan used the travel demand model from CAMPO's 2030 MTP as the foundation for the study. Modifications to the CAMPO 2030 model were limited to:

- Update base-year demographics to 2008 and develop forecasts for 2015 and 2035;
- Update base-year roadway network with roads open to traffic in 2008;

- Identify committed improvements that will be open to traffic by 2015; and
- Update the transit component with the new rail system proposed by Round Rock.

The overall modeling methodology was taken directly from the CAMPO 2030 model, which includes the traditional four-step process of trip generation, trip distribution, mode choice and trip assignment. This consistency of methodology assures the acceptance of model results.

The proposed future roadway network was determined through an iterative process of determining roadways needing additional capacity based on the travel demands and collaboration with the jurisdictions that would be financing and building the projects. This group of projects was then presented for public comment at four precinct-based open houses and one county-wide open house.

DEMOGRAPHIC DATA

An essential component to the travel-demand modeling effort is forecasting population and employment for the various planning horizons. The study included review of historical information for Williamson County, as well as collaboration with the cities within the county regarding development patterns, platted developments, previous demographic forecasts for Williamson County and regional economic trends.

In addition to estimates of the base year 2008, forecasts were developed for 2015, 2025 and 2035. Due to the economic conditions prevalent in the fall of 2008, the projected population for Williamson County is slightly below the county's population control total adopted by CAMPO's Transportation Policy Board in April 2007.

Population and employment data was developed for each of the 45 census tracts in Williamson County. This information was then distributed to the Traffic Analysis Zones (TAZ) using the disaggregation ratios in the approved CAMPO model subject to reasonableness checks of population and employment density.

The model has 304 TAZs in Williamson County. The population and employment estimates were input into the standard CAMPO model trip-generation step to allocate person trips per TAZ.

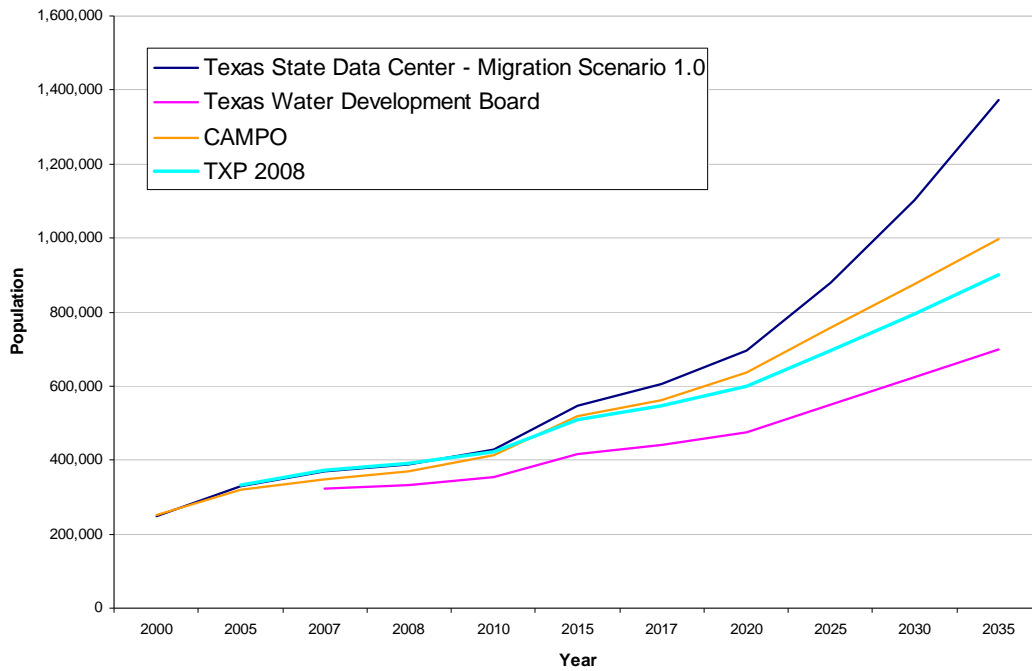
Table ES-1 summarizes the comparison of population and employment forecasts between the last CAMPO plan for 2030 and the Williamson County information developed for this project.

Table ES-1 Williamson County Population and Employment Comparison				
Williamson County	Population		Employment	
	CAMPO Forecast*	Adjusted Forecast	CAMPO Forecast*	Adjusted Forecast
2008	364,298	389,777	121,427	120,789
2015	511,534	513,603	173,692	147,882
2035	1,039,958	914,269	402,839	263,876

*Interpolated for 2008 and 2015 based on CAMPO 2007-2017 estimated compounded annual growth rate. Extrapolated for 2035 based on CAMPO 2017-2030 estimated compounded annual growth rate.

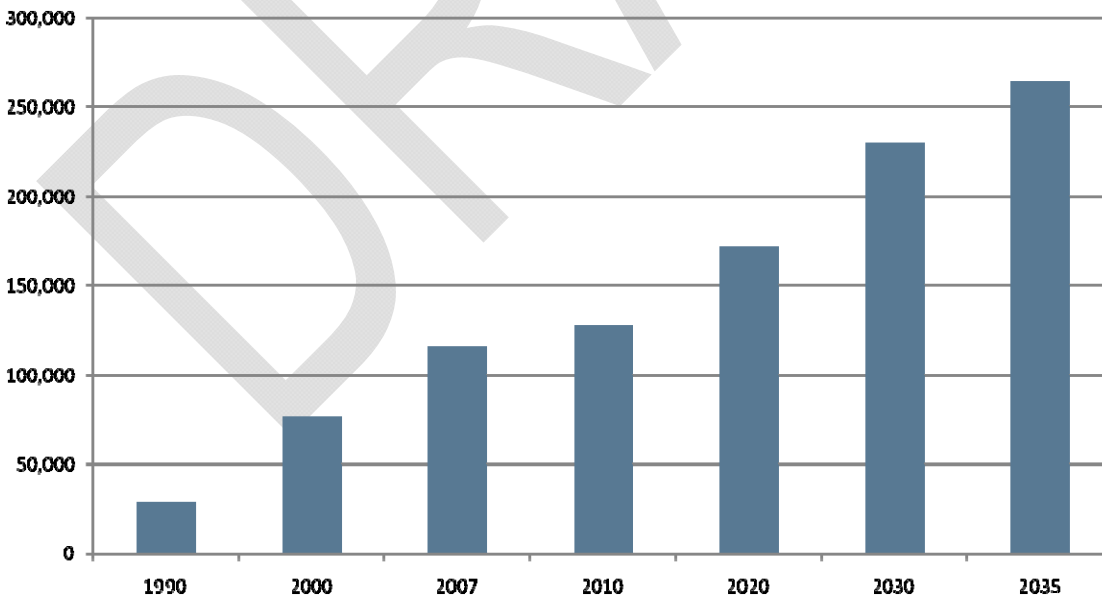
The timing of the demographic work for this project was after the impacts of the national recession were being felt in Central Texas. The forecasted values for population are very close for 2015, but are less than CAMPO's population control total for 2035.

Williamson County Population Projections (2000 to 2035)



For the purposes of this plan, Williamson County took a very conservative approach in making population projects through the year 2035. The County is using lower estimates than several other organizations, including CAMPO.

Williamson County Employment



Despite the current recession, Williamson County employment is still expected to double by 2035.

ROADWAY AND TRANSIT NETWORK UPDATE

The assumptions of the transportation network are important aspects of the model. In order to gain a current understanding of existing and future road and transit service, proposed projects included in the 2030 MTP were evaluated against the current trends and commitments of the various jurisdictions to see if projects were still viable. In several instances, projects were removed from the plan due to recent agreements between the Texas Department of Transportation (TxDOT) and local jurisdictions or due to anticipated financial limitations for participating costs, such as right-of-way and utility adjustments. Austin Avenue, between Williams Drive and RM 2243, in Georgetown is a recent example of TxDOT turning over a portion of a state-maintained roadway to the City of Georgetown.

The public transportation element of the new plan reflects the Capital Metropolitan Transit Authority's (CMTA) All Systems Go Plan that was included in CAMPO's 2030 MTP. Additionally, the Round Rock Rail Link project was added to the transit network to reflect current understanding of future transit elements.

The cities within Williamson County were contacted to obtain the latest information on capital improvements for streets within each jurisdiction. To establish the existing-plus-committed (E+C) network, the year 2015 was established as the year in which all projects currently under development and funded through local bonds would be completed and open to traffic. The future year of 2035 was selected as the planning horizon to be compatible with the current CAMPO MTP effort. Figure ES-1 indicates projects currently in development that will be open to traffic by 2015.

OVERALL APPROACH

The CAMPO 2030 model and its methodologies were used as the foundation for the analysis. Updates of demographics (population and employment) as well as roadway and transit networks were conducted to provide the most current regional knowledge. Traffic volumes coming into Williamson County from Milam, Bell and Burnet counties were also reviewed to confirm reasonableness of the trips compared to projected growth in these adjacent counties that are not included in the CAMPO 2030 model. A validation test was conducted to assure that the updated model achieved the same or better results than the approved CAMPO model. Inputs used in the CAMPO model were not adjusted to further improve model-calibration results.

To compare the CAMPO model to the updated model for Williamson County (WILCO model), vehicle miles traveled (VMT) were developed for each model by facility type and area type and then compared to actual 2007 VMTs, which includes the most current published TxDOT traffic counts at the time of this study. The WILCO model was then run for the following scenarios to develop the proposed transportation plan:

1. Current Condition – 2008
2. Existing + Committed* (E+C) Network – 2015
3. No Build – 2035 demand on 2015 Network (E+C)
4. Phase 1 Build – 2035 demand on 2035 Estimated Network
5. Proposed 2035 Network

**Committed indicates that money has already been approved for a project – County, City or TxDOT funds.*

With the information from the Phase 1 Build scenario, additional capacity needs were assessed and additional coordination with the cities was done to finalize the recommended roadway projects. The final model was run with the 2035 demand on the recommended network.

RECOMMENDATIONS

Transit: Several cities in Williamson County, including Round Rock, Cedar Park and Georgetown, are currently exploring transit options with entities such as Capital Metro and the Austin San Antonio Commuter Rail District. As the county continues to grow and explore multimodal transit opportunities in the future, it may consider contributing funds to these efforts. Figure ES-8 illustrates the current transit network in Williamson County, as well as possible future opportunities as funding becomes available.

Bicycle/Pedestrian/Trails: The county adopted a comprehensive park master plan in November 2008. The goal is to complete the master plan and continue implementation of the Brushy Creek Regional Trail and the Heritage Trail System. With regard to bicycle and pedestrian possible improvements, as future roads are built, cities within the county will have opportunities to install sidewalks and bike lanes.

Figure ES-2 shows the location of the proposed projects in the 2035 Plan. Tables ES-3 through ES-6 provide the list of projects in each precinct.

Figure ES - 1 Williamson County 2015 E+C Network

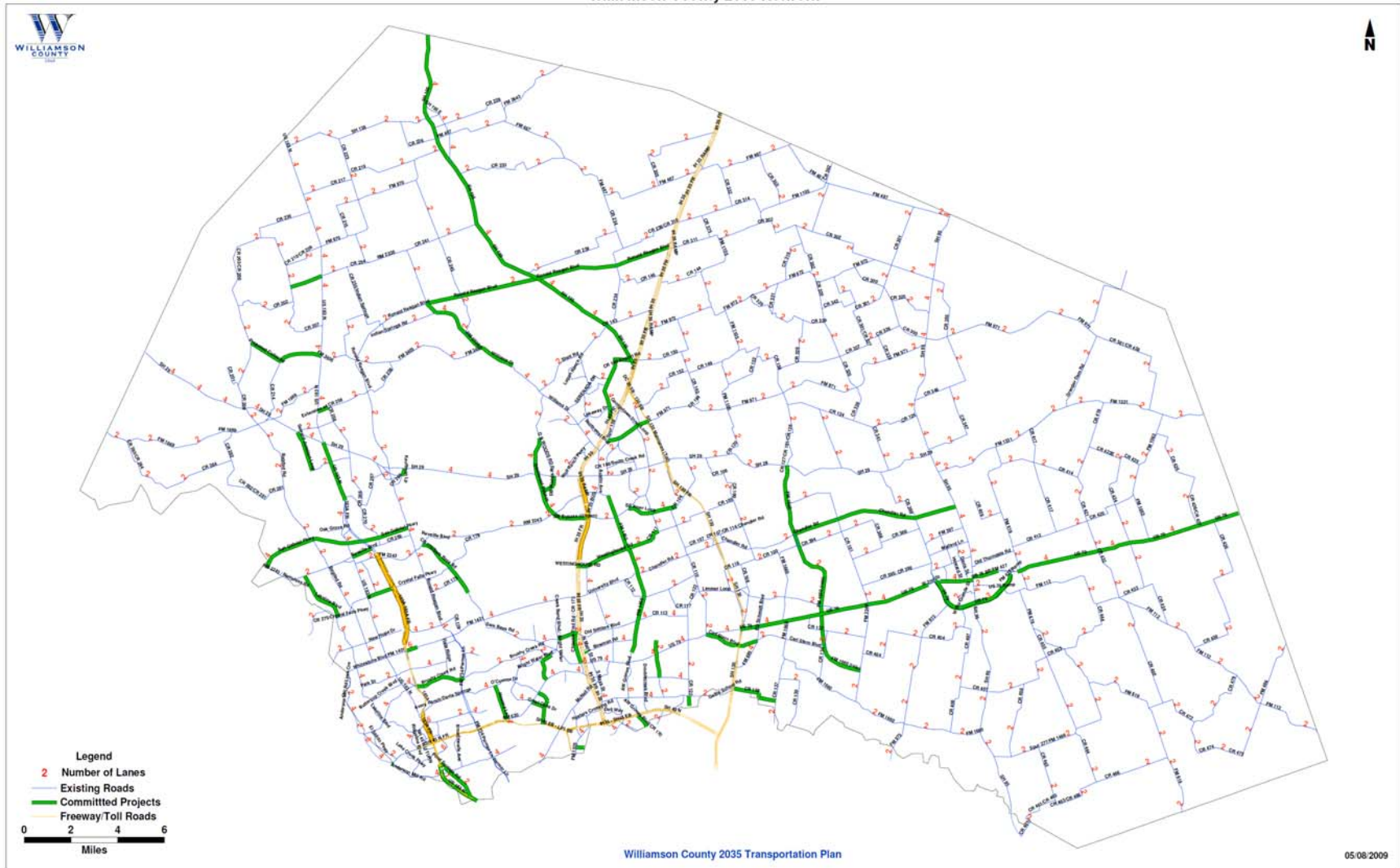
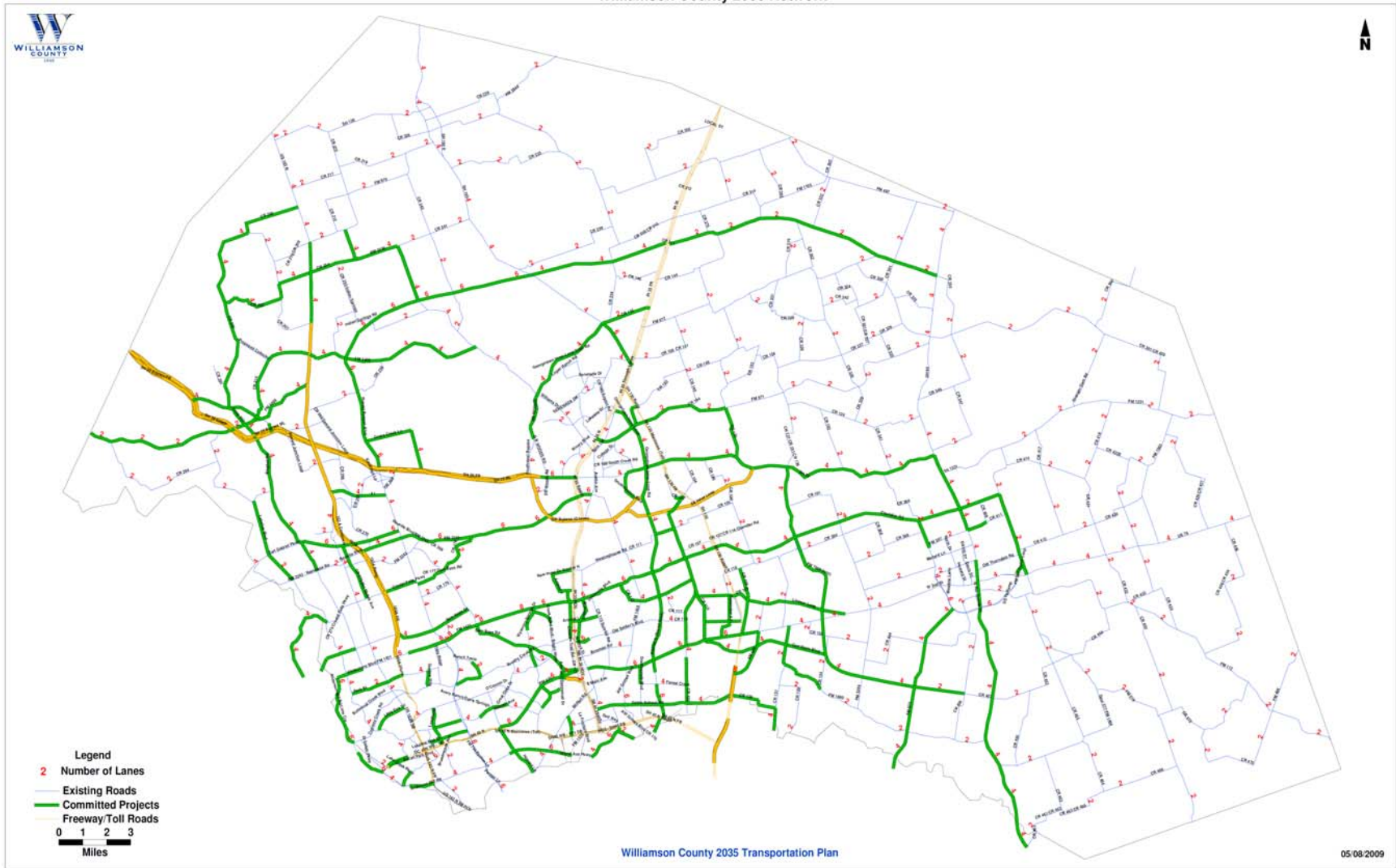


Figure ES - 2 Williamson County 2035 Network



Williamson County 2035 Network – Proposed Projects

The following tables (ES-3 through ES-6) are an alphabetized list of the proposed projects in the 2035 Long-Range Transportation Plan. These projects are recommended for the 2016-2035 timeframe based on the analysis and modeling conducted during the planning process.

Table ES-3 Precinct 1 Long Range Plan Projects

Roadway Name	Project Limits	Project Description	Jurisdiction	Length (mile)
Anderson Mill Rd.	West of Howard Ln. - Loop 1	Construct 6 lane roadway with median on new location	AUSTIN / WILLIAMSON / TRAVIS	2.7
Arterial C/Deepwood Dr.	RM 620 to Sam Bass Rd.	Construct 4 lane roadway - Currently under study by City	ROUND ROCK	0.3
Arterial C/Deepwood Dr.	1/2 mile south of RM 620 - Wyoming Springs Dr.	Construct 4 lane roadway with median on new location	ROUND ROCK	0.5
Arterial C/Deepwood Dr.	Wyoming Springs Dr - O'Connor Dr.	Construct 4 lane roadway with median on new location	ROUND ROCK	0.7
Arterial L	IH 35 Frontage Rd - Sunrise Rd.	Construct 4 lane roadway with median on new location	ROUND ROCK	1.1
Arterial M	Arterial L - Old Settlers Blvd.	Construct 4 lane roadway with median on new location	ROUND ROCK	0.8
FM 1460 [#]	Quail Valley Dr. - SE Inner Loop	Widen from 2 lanes to 4 lanes with median	TXDOT / GEORGETOWN	1.0
FM 1460 [#]	SE Inner Loop - CR 111	Widen from 2 lanes to 4 lanes with median	TXDOT / GEORGETOWN	1.4
Georgetown Inner Loop (SE)	IH 35 - CR 110	Convert from 2 lanes to 4-lane expressway	TXDOT / GEORGETOWN	3.0
Howard Ln.	RM 620 - Anderson Mill Rd.	Construct 6 lane roadway with median on new location	WILLIAMSON	1.1
Howard Ln.	Anderson Mill Rd. - McNeil Rd.	Construct 4 lane roadway with median on new location	WILLIAMSON	1.2
Lakeline Blvd.	East of Lake Creek Parkway - Parmer Ln.	Construct 2 additional travel lanes	AUSTIN	1.4
Lakeline Mall Dr. (Spectrum Dr.)	4000' W of Parmer Ln. - Parmer Ln.	Widen 4-lane roadway to add median	AUSTIN	0.8
N Mays St.	US 79 - RM 620	Widen 4-lane roadway to add median	ROUND ROCK	0.7
Neenah Ave.	Parmer Lane - 4000' East of Parmer Lane	Construct 2 additional travel lanes	AUSTIN	0.8
Old Settlers Blvd./FM 3406	Sam Bass Rd. - Creek Bend Blvd.	Convert from 4 lanes to 4 lanes with median	TXDOT/ ROUND ROCK	0.8
Palm Valley Blvd. / US 79	N. Mays St./BR IH 35 - FM 1460	Widen from 4 lanes with median to 6 lanes with median	TXDOT / ROUND ROCK	1.6
RM 620	SH 45 (N) - O'Connor Dr.	Reconstruct from 4 lanes with turn lane to 6 lanes with median	TXDOT/WILLIAMSON	2.0
RM 620	O'Connor Dr. - Wyoming Springs Dr.	Reconstruct from 4 lanes with turn lane to 6 lanes with median	TXDOT/WILLIAMSON	0.7
RM 620	Wyoming Springs Dr. - Deepwood Dr.	Reconstruct from 4 lanes with turn lane to 6 lanes with median	TXDOT/WILLIAMSON	0.9
Round Rock Ave. / RM 620	Deerwood Dr. - Deepwood Dr.	Convert from 4 lanes with turn lane to 4-lane expressway	TXDOT/ ROUND ROCK	0.2
Round Rock Ave. / RM 620	IH 35 (N) - Deerwood Dr.	Convert from 4 lanes with turn lane to 4-lane expressway	TXDOT/ ROUND ROCK	0.8
Sam Bass Rd.	FM 3406 - Meadows Dr. East	Widen from 2 lanes to 4 lanes with median	ROUND ROCK	1.6
University Blvd	IH 35 (N) - Sunrise Rd.	Widen from 4 lanes with median to 6 lanes with median	ROUND ROCK	0.9
US 79 Connector	RM 620 at Deepwood to IH 35 at US 79	Construct 4 lane roadway with median on new location	TXDOT	0.8
Wyoming Springs Dr.	RM 620 - Arterial C/Deepwood Dr.	Construct 4 lane roadway with median on new location	ROUND ROCK	0.5
			Precinct Total - Centerline Miles	28.7

Pass-through finance agreement with TxDOT is in progress by City of Georgetown for FM 1460

Table ES-4 Precinct 2 Long Range Plan Projects

Roadway Name	Project Limits	Project Description	Jurisdiction	Length (mile)
Anderson Mill Rd. (Lime Creek)	RM 1431 - Lime Creek Rd.	Widen from 2 lanes to 6 lanes with median	CEDAR PARK	1.3
Anderson Mill Rd. (RM 2769)	Volente Rd. - RM 620	Widen from 4 lanes (by 2015) to 6 lanes with median	TXDOT	0.9
Arterial A1	US 183 - Ronald W. Reagan Blvd.	Construct 4-lane roadway on new location	LEANDER	2.4
Bagdad Rd.	Old 2243 W - San Gabriel Pkwy.	Widen from 2 lanes to 4 lanes with median	LEANDER	4.0
Bagdad Rd.	San Gabriel Pkwy. - RM 1869	Widen from 2 lanes to 4 lanes with median	LEANDER/ WILLIAMSON	3.1
Brown Bridge Road	SH 29 - RM 1869	Widen from 2 lanes to 4 lanes	WILLIAMSON	0.2
Brushy Creek Rd.	Arrowhead Trail - Ranch Trails	Widen from 2 lanes to 4 lanes with median	CEDAR PARK	1.1
CR 177/Crystal Falls Pkwy.	Ronald W. Reagan Blvd. - CR 175	Widen from 2 lanes to 4 lanes	WILLIAMSON	1.2
CR 200	CR 202 - SH 29	Widen from 2 lanes to 4 lanes	WILLIAMSON	4.6
CR 202	CR 200 - CR 207	Widen from 2 lanes to 4 lanes	WILLIAMSON	2.7
CR 202	CR 207 - US 183	Widen from 2 lanes to 4 lanes	WILLIAMSON	1.4
CR 214	Rolling Hills Rd. - US 183	Widen from 2 lanes to 4 lanes	WILLIAMSON	1.8
CR 214	SH 29 - Rolling Hills Rd.	Widen from 2 lanes to 4 lanes	WILLIAMSON	2.6
CR 236	US 183 - CR 207	Widen from 2 lanes to 4 lanes	WILLIAMSON	6.5
CR 273/Mel Mathis Ave.	FM 2243 - CR 274/San Gabriel Pkwy.	Construct 4-lane roadway on new location	LEANDER	0.9
CR 273/Mel Mathis Ave.	CR 272 - RM 2243	Widen from 2 lanes to 4 lanes	LEANDER	1.5
Cross Creek Ln.	SW1 - Ronald Reagan Blvd.	Construct 2 lanes at a new location	WILLIAMSON	1.9
Crystal Falls Pkwy.	US 183 A - Ronald W. Reagan Blvd.	Widen from 2 lanes to 4 lanes with median	LEANDER	1.5
Gupton Way	Park St. - Brushy Creek Rd.	Construct 4-lane roadway with median on new location	CEDAR PARK	0.7
Lakeline Blvd.	CR 281 - San Gabriel Pkwy.	Extend Lakeline Blvd on new location (2 lanes)	LEANDER	2.3
Lakeline Blvd.	San Gabriel Pkwy. - RM 2243	Extend Lakeline Blvd on new location (2 lanes)	LEANDER/ WILLIAMSON	1.5
Lakeline Mall Dr.	Lake Creek Parkway - 4000' W of Parmer Ln.	Construct 4 lane roadway with median on new location	AUSTIN	0.8
Little Elm Trail.	Lakeline Blvd. - Bell Blvd.	Construct 4-lane roadway with median on new location	CEDAR PARK	1.5
Loop 332	RM 1869 - SH 29	Widen from 2 lanes to 4 lanes with median	TXDOT	1.0
Lyndhurst St.	0.2 mi S of Avery Ranch Blvd (Staked Plain Dr.) - Lakeline Blvd	Construct 4 lane roadway with median on new location	AUSTIN	0.7
Lyndhurst St.	0.2 mi S of Lakeline Blvd - SH 45	Construct 4 lane roadway with median on new location	AUSTIN	0.5
New Hope Dr.	RM 1431 - Lakeline Blvd.	Widen from 2 lanes with median to 4 lanes with median	CEDAR PARK	1.3
New Hope Dr.	Lakeline Blvd. - Bagdad Rd.	Widen from 2 lanes with median to 4 lanes with median	CEDAR PARK	0.6
New Hope Dr.	183 A - Cottonwood Creek Trail	Widen from 4 lanes with median to 6 lanes with median	CEDAR PARK	0.6
New Hope Dr.	Cottonwood Creek Trail - Ronald W Reagan Blvd.	Widen from 2 lanes to 4 lanes with median	CEDAR PARK	1.0
New Hope Dr.	Ronald W. Reagan Blvd. - CR 175 (Sam Bass Rd.)	Extend New Hope Drive as 4 lanes with median	CEDAR PARK	1.7
Park St.	Lakeline Blvd. - Bell Blvd.	Widen from 2 lanes to 2 lanes with a median	CEDAR PARK	1.5

Table ES-4 Precinct 2 Long Range Plan Projects

Roadway Name	Project Limits	Project Description	Jurisdiction	Length (mile)
Park St.	Bell Blvd. - 183A	Widen from 2 lanes to 2 lanes with a median	CEDAR PARK	0.7
Pecan Creek Pkwy.	Lake Creek Pkwy - Anderson Mill Rd.	Widen from 4 lanes to 4 lanes with median	WILLIAMSON/AUSTIN	0.7
Ranch Trails.	Riley Trail - Brushy Creek Rd.	Extend 2 lanes with a median to Brushy Creek Rd.	CEDAR PARK	0.8
Reveille Blvd. / CR 269	183A - Ronald W. Reagan Blvd.	Widen 2 lanes to 4 lanes with median	LEANDER	1.8
RM 1431	Anderson Mill Rd. - Bagdad Rd.	Widen from 4 lanes to 6 lanes with median	TXDOT / CEDAR PARK	1.1
RM 1431	Cottonwood Creek Trail - Parmer Ln./Ronald W. Reagan Blvd.	Widen from four lanes with median to 6 lanes with median	TXDOT / CEDAR PARK	1.6
RM 1869	Burnet County Line - Loop 332	Widen from 2 lanes to 2 lanes with median	TXDOT	6.8
RM 1869	Loop 332 - US 183 N	Widen from 2 lanes to 4 lanes	TXDOT	3.3
Ronald W. Reagan Blvd.	FM 3405 - SH 29	Convert from 2 lanes to 6-lane divided highway	WILLIAMSON	7.9
San Gabriel Pkwy.	Ronald W. Reagan Blvd. - US 183 N	Widen from 2 lanes to 6 lanes with median	LEANDER	2.7
San Gabriel Pkwy.	US 183 N - Halsey Dr.	Widen from 2 lanes to 6 lanes with median	LEANDER	0.8
San Gabriel Pkwy.	Halsey Dr. - 1000' W. of Bagdad Rd.	Widen from 2 lanes to 6 lanes with median	LEANDER	0.7
SH 29	Burnet Cty Ln. - SH 29 LH Bypass	Build frontage roads	TXDOT	3.4
SH 29	Burnet Cty Ln. - SH 29 LH Bypass	Construct mainlanes	TXDOT	3.4
SH 29	LH Bypass to US 183	Build frontage roads	TXDOT	1.0
SH 29	LH Bypass to US 183	Construct mainlanes	TXDOT	1.0
SH 29	US 183 - Ronald W. Reagan Blvd.	Build frontage roads	TXDOT	3.0
SH 29	US 183 - Ronald W. Reagan Blvd.	Construct mainlanes	TXDOT	3.0
SH 29 Business	SH 29 LH Bypass - E of Loop 332W	Widen from 4 lanes to 4 lanes with median	TXDOT	3.1
SH 29 LH Bypass	SH 29 W of Liberty Hill to SH 29 1 mi. W of US 183	Build frontage roads	TXDOT	4.2
SH 29 LH Bypass	SH 29 W of Liberty Hill to SH 29 1 mi. W of US 183	Construct mainlanes	TXDOT	4.2
SW 1 (Cross Creek Rd.)	Cross Creek Ln. - SH 29	Reconstruct to 4 lanes with a median	WILLIAMSON	1.7
US 183	FM 3405 - SH 29	Widen from 4 lanes to 4 lanes with a median (future frontage roads)	TXDOT	3.7
			Precinct Total - Centerline Miles[#]	98.6
# Does not include length of SH 29 frontage roads.				

Table ES-5 Precinct 3 Long Range Plan Projects

Roadway Name	Project Limits	Project Description	Jurisdiction	Length (mile)
Arterial A (Round Rock)	Round Rock ETJ - University Blvd.	Construct 4 lanes with a median on a new location	ROUND ROCK	1.6
Arterial A (Round Rock)	University Blvd. - CR 112/CR 117	Construct 4 lanes with a median on a new location	ROUND ROCK	1.0
Arterial H	Arterial J - IH 35	Construct 4 lanes with a median on a new location	ROUND ROCK	0.8
Arterial J	Arterial H to Arterial L	Construct 4 lanes with a median on a new location	ROUND ROCK	1.3
Chisholm Trail Rd. Extension	Arterial J - Existing Chisholm Trail	Construct 4 lanes with a median on new location	ROUND ROCK	1.3
Chisholm Trail Rd.	Existing Chisholm Trail - FM 3406	Widen 2 lanes to 4 lanes with a median	ROUND ROCK	0.7
CR 104	SH 130 - CR 105	Widen from 2 lanes to 2 lanes with a median	WILLIAMSON	1.7
CR 120	FM 971 - SH 29	Reconstruct road to upgrade to 2-lane minor roadway standards	WILLIAMSON	2.3
CR 143	SH 195 - IH 35	Reconstruct to 2-lane undivided arterial	GEORGETOWN	2.1
CR 152	FM 971 - SH 130	Widen from 2 lanes to 4 lanes	WILLIAMSON	1.0
CR 176	Sam Bass - RM 2243	Widen from 2 lanes to 2 lanes with a median	WILLIAMSON	1.9
CR 254	US 183 - RM 2338	Widen from 2 lanes to 4 lanes	WILLIAMSON	2.1
Creek Bend Blvd.	RM 1431 - Hidden Glen Dr.	Construct 2 lanes with a median at a new location	ROUND ROCK	0.9
DB Woods	Williams Drive - Cedar Breaks	Widen from 2 lanes to 4 lanes with a median	GEORGETOWN	2.0
DB Woods	SH 29 to Southwest GTN Bypass	Construct 4 lanes with a median on a new location	GEORGETOWN	1.0
FM 3405	US 183 - RM 2338	Widen from 2 lanes to 4 lanes	TXDOT	7.5
FM 971	Austin Ave - Georgetown Inner Loop	Widen from 2 lanes with a median to 4 lanes with a median	TXDOT/GEORGETOWN	1.4
FM 971	Georgetown Inner Loop - SH 130	Widen from 2 lanes with a median (by 2015) to 4 lanes with a median	TXDOT/GEORGETOWN	0.6
FM 971	SH 130 - FM 1105	Widen from 2 lanes to 2 lanes with a median	TXDOT	3.6
Georgetown Inner Loop (NE)	SH 29 to FM 971	Widen from 2 lanes to 4 lanes with a median	GEORGETOWN	1.8
Georgetown Inner Loop (NE)	FM 971 to IH 35	Widen from 2 lanes to 4 lanes with a median	GEORGETOWN	1.0
Georgetown Inner Loop (SE)	CR 110 - SH 29	Widen from 2 lanes to 4 lanes with a median	GEORGETOWN	1.3
Georgetown Inner Loop/Southwest GTN Bypass	SH 29 W - RM 2243	Widen from 4 lanes with a median (future frontage roads) to 4-lane expressway with frontage roads	GEORGETOWN/ WILLIAMSON/ TXDOT	1.9
Georgetown Inner Loop/Southwest GTN Bypass	RM 2243 - IH 35	Widen from 4 lanes with a median (future frontage roads) to 4-lane expressway with frontage roads	GEORGETOWN/ WILLIAMSON/ TXDOT	1.4
SE 1	SE Georgetown Inner Loop - SH 130	Widen from 4 lanes with a median (future frontage roads) to 4-lane expressway with frontage roads	GEORGETOWN/ WILLIAMSON/ TXDOT	2.2
SE 1	SH 130 - CR 100	Construct 4-lane expressway with frontage roads on a new location	GEORGETOWN/ WILLIAMSON/ TXDOT	2.6
Neenah Ave.	4000' East of Parmer Ln. - approx. 1500' West of Great Oaks Dr.	Completion of Neenah Ave.	AUSTIN/WILLIAMSON	1.4
Northwest Blvd.	IH 35 - Austin Ave. at FM 971	Construct new overpass at IH 35	GEORGETOWN	0.3
Reveille Blvd.	Ronald Reagan Blvd. - RM 2243	Widen from 2 lanes to 4 lanes with a median	LEANDER	0.9
RM 1431	Parmer Ln./Ronald W. Reagan Blvd. - Wyoming Springs Rd.	Widen from 4 lanes with a median to 6 lanes with a median	TXDOT	4.0
RM 1431	Wyoming Springs Rd. - IH 35	Widen from 4 lanes with a median to 6 lanes with a median	TXDOT	1.6
RM 2243	Reveille Blvd. - Norwood Dr.	Widen from 2 lanes to 6 lanes with a median	TXDOT	6.5

Table ES-5 Precinct 3 Long Range Plan Projects

Roadway Name	Project Limits	Project Description	Jurisdiction	Length (mile)
RM 2243	Norwood Dr. - Spur 26	Widen from 4 lanes with a median to 6 lanes with a median	TXDOT	1.1
RM 2338	FM 970 - Ronald W. Reagan Blvd.	Widen from 2 lanes to 4 lanes with a median	TXDOT	5.5
Ronald Reagan Blvd.	CR 302 - IH 35	Construct 2-lane undivided extension of Ronald Reagan W. Blvd. on new location	WILLIAMSON	4.0
Ronald Reagan Blvd.	IH 35 - SH 195	Widen from 2 lanes to 4 lanes with a median	WILLIAMSON	5.8
Ronald Reagan Blvd.	SH 195 - RM 2338	Widen from 2/4 lanes to 6 lanes with a median	WILLIAMSON	4.9
Ronald Reagan Blvd.	RM 2338 - FM 3405	Widen from 2/4 lanes to 6 lanes with a median	WILLIAMSON	4.1
Sam Bass Rd.	RM 1431 - FM 3406	Widen from 2 lanes to 4 lanes with a median	ROUND ROCK	2.8
SH 195	Shell Rd. - IH 35	Widen from 4 lanes with a median to 6 lanes with a median	TXDOT	2.2
SH 29	Ronald W. Reagan Blvd. - DB Woods	Build frontage roads	TXDOT	6.7
SH 29	Ronald W. Reagan Blvd. - DB Woods	Construct mainlanes	TXDOT	6.7
SH 29	DB Woods - IH 35	Widen from 4 lanes with a median to 6 lanes with a median	TXDOT	1.2
SH 29	Haven - FM 1660	Widen from 2 lanes to 4 lanes with a median	TXDOT	7.4
Shell Rd.	SH 195 - Williams Dr.	Widen from 2 lanes to 4 lanes with a median	WILLIAMSON/ GEORGETOWN	4.2
Southwestern Blvd.	SH 29 - Raintree Dr.	Widen from 2 lanes to 4 lanes with a median	GEORGETOWN	0.4
Southwestern Blvd.	Raintree Dr. - Inner Loop/Carlson Cove	Widen from 2 lanes to 4 lanes with a median	GEORGETOWN	0.9
Southwestern Blvd.	Inner Loop/Carlson Cove - CR 111/Westinghouse	Widen from 2 lanes to 4 lanes with a median	GEORGETOWN	1.6
US 183	FM 970 - FM 3405	Widen from 4 lanes to 4 lanes with a median (future frontage roads)	TXDOT	4.7
Wyoming Springs Dr. Extension	RM 1431 - FM 3406	Construct 4 lanes with a median on new location	ROUND ROCK/ WILLIAMSON	1.7
Wyoming Springs Dr. Extension	RM 3406 - Bright Water Blvd./Creek Bend Blvd.	Construct 4 lanes with a median on a new location	ROUND ROCK/ WILLIAMSON	0.9
			Precinct Total - Centerline Miles	128.3

Table ES-6 Precinct 4 Long Range Plan Projects

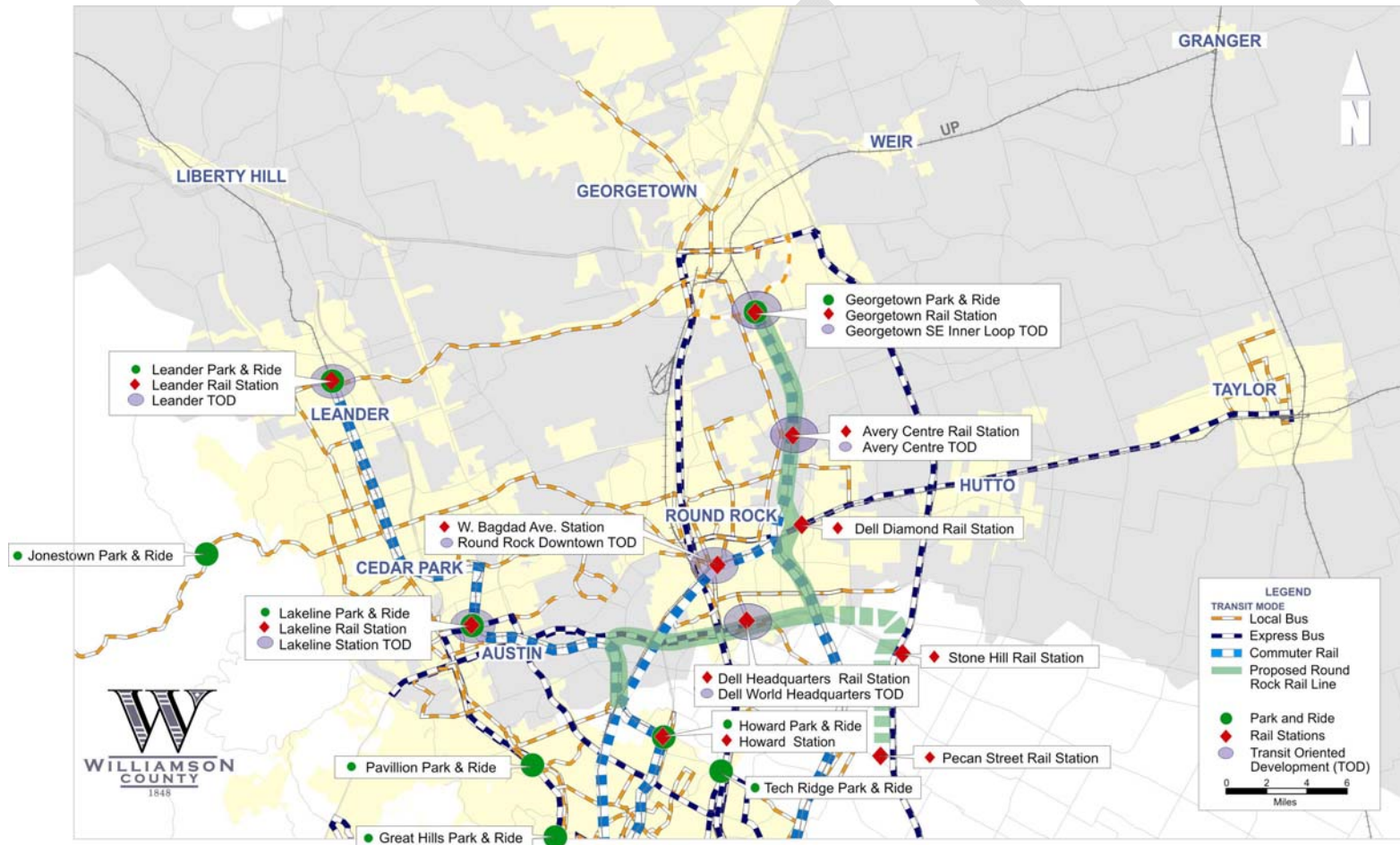
Roadway Name	Project Limits	Project Description	Jurisdiction	Length (mile)
Arterial A (ROUND ROCK)	CR 112/CR 117 - Joe DiMaggio Blvd.	Construct new 4 lanes with median roadway	ROUND ROCK	2.1
Arterial A (ROUND ROCK)	Joe DiMaggio Blvd. - 1000' South of US 79	Widen from 2 lanes with a median to 6 lanes with a median	ROUND ROCK	0.6
Arterial A (ROUND ROCK)	1000' South of US 79 - Gattis School Rd.	Widen from 2 lanes with a median to 6 lanes with a median	ROUND ROCK/ WILLIAMSON	1.9
Arterial A (ROUND ROCK)	Gattis School Rd. - Louis Henna Blvd. (SH 45 N)	Construct new 6 lanes with median roadway	ROUND ROCK/ WILLIAMSON	0.6
Carl Stern Blvd.	US 79 - FM 685	Widen from 2 lanes to 4 lanes with a median	HUTTO	2.4
Carl Stern Blvd.	FM 685 - FM 1660	Widen from 2 lanes to 4 lanes with a median	HUTTO	1.3
Carl Stern Blvd.	FM 1660 - CR 134	Widen from 2 lanes to 4 lanes with a median	HUTTO	1.7
Chandler Rd.	FM 1460 - CR 110	Widen from 2 lanes to 4 lanes with a median	ROUND ROCK	2.3
Chandler Rd.	CR 110 - SH 130	Widen from 2 lanes to 4 lanes with a median	ROUND ROCK	1.4
Chandler Rd.	SH 130 - FM 1660	Widen from 2 lanes to 4 lanes with a median	WILLIAMSON	3.5
Chandler Rd.	FM 1660 - SH 95	Widen from 2 lanes to 4 lanes with a median	WILLIAMSON	7.1
Chandler Rd. Extension	SH 95 - FM 619	Construct new 2 lane roadway	WILLIAMSON	1.8
Chandler Rd. Extension/ FM 619	Chandler Rd. Ext. at FM 619 - US 79	Reconstruct 2 lane roadway	WILLIAMSON	3.5
Collector 4-1	SH 130 - CR 110	Construct 4 lane undivided roadway on new location	WILLIAMSON	1.5
Collector 4-2	Limmer Loop - US 79	Construct 4 lane undivided roadway along Haybarn Ln. and Tradesman Park Dr.	WILLIAMSON	2.0
CR 108	US 79 - CR 118	Widen from 2 lanes to 4 lanes with a median	HUTTO	2.8
CR 110/Southwestern Blvd.	CR 111/Westinghouse - US 79	Widen from 2 lanes to 4 lanes with a median	WILLIAMSON	5.7
CR 112	University Blvd. - FM 1460	Widen from 2 lanes to 4 lanes with a median	WILLIAMSON	2.1
CR 112	FM 1460 - CR 110/Southwestern Blvd.	Widen from 2 lanes to 4 lanes with a median	WILLIAMSON	1.6
CR 137	FM 1660 - Rowe Ln.	Widen from 2 lanes to 4 lanes with a median	PFLUGERVILLE	2.8
CR 138	SH 130 - CR 137	Widen from 2 lanes to 4 lanes with a median	WILLIAMSON	2.2
CR 366/Old Georgetown Rd	FM 397 - Chandler Rd	Reconstruct and widen to 4 lanes	TAYLOR	2.0
Double Creek Dr.	US 79 - Forest Creek Dr.	Construct new 4 lanes with median roadway	ROUND ROCK	0.7
FM 1460 [#]	CR 111/Westinghouse - Chandler Rd.	Widen from 2 lanes to 4 lanes with a median	TXDOT / WILLIAMSON	1.2
FM 1660 (Existing Align)	US 79 - CR 134	Widen from 2 lanes to 2 lanes with a median at a new location	TXDOT	3.3
FM 1660 (New Alignment)	SH 29 to Chandler Rd.	Widen from 2 lanes to 4 lanes with a median	TXDOT	3.0
FM 1660 (New Alignment)	Chandler Rd. - FM 3349	Widen from 2 lanes to 4 lanes with a median	TXDOT/WILLIAMSON	7.4
FM 1660 (New Alignment)	FM 3349 to FM 973	Extend 4-lane roadway with median on new location	TXDOT	2.2
FM 1660 (New Alignment)	FM 973 to SH 95	Extend 2-lane roadway on a new location	TXDOT	2.1
FM 397/TAYLOR Loop	SH 95 - CR 411	Construct new 4 lanes with median roadway	TXDOT	1.6
FM 685	US 79 - SH 130	Widen from 4 lanes to 4 lanes with a median	HUTTO	2.2
FM 973	FM 1660 - Travis County Line	Widen from 2 lanes to 4 lanes with a median	TXDOT	1.7
FM 973	US 79 - FM 1660	Widen from 2 lanes to 4 lanes with a median	TXDOT	5.7
Gattis School Rd.	BR IH 35/Mays Street - Greenlawn Blvd.	Widen from 4 lanes to 6 lanes with a median	ROUND ROCK	0.7
Gattis School Rd.	Greenlawn Blvd. - AW Grimes Blvd.	Widen from 4 lanes with a median to 6 lanes with a median	ROUND ROCK	0.5
Gattis School Rd.	AW Grimes Blvd. - Red Bud Ln.	Widen from 4 lanes to 6 lanes with a median	ROUND ROCK	2.6

Table ES-6 Precinct 4 Long Range Plan Projects

Roadway Name	Project Limits	Project Description	Jurisdiction	Length (mile)
Gattis School Rd.	Red Bud Ln. - Priem Ln.	Widen from 2-4 lanes to 4 lanes with a median	WILLIAMSON	1.2
Gattis School Rd.	Priem Ln. - SH 130	Widen from 2-4 lanes to 4 lanes with a median	ROUND ROCK	0.7
Greenlawn Blvd.	SH 45 - Pflugerville Loop Rd.	Widen from 4 lanes with a median to 6 lanes with a median	ROUND ROCK	0.2
Greenlawn Blvd.	Pflugerville Loop Rd. - IH 35	Widen from 4 lanes with a median to 6 lanes with a median	ROUND ROCK	0.8
Limmer Loop	CR 108- US 79	Widen from 2 lanes with a median to 4 lanes with a median	WILLIAMSON	4.6
Limmer Loop	CR 110 - CR 108	Widen from 2 lanes with a median to 4 lanes with a median	WILLIAMSON	1.8
Pfluger Ln /Pflugerville Lp	Greenlawn Blvd. - Round Rock ETJ	Convert 2 lanes to 2 lanes with a median	ROUND ROCK	0.7
Red Bud Ln.	CR 110 - Old Settlers Blvd.	Widen from 2 lanes to 4 lanes with a median	ROUND ROCK	1.4
Red Bud Ln.	Old Settlers Blvd. - US 79	Widen from 2 lanes with a median to 4 lanes with a median	ROUND ROCK	1.0
Red Bud Ln.	Forest Creek Dr. - Gattis School Rd.	Widen from 2 lanes with a median to 4 lanes with a median	ROUND ROCK	0.7
Ronald Reagan Blvd.	CR 302 - SH 95	Construct 2-lane undivided extension of Ronald Reagan Blvd. along CR 311 and CR 302	WILLIAMSON	7.8
SE Inner Loop	CR 100 - SH 29	Convert 4-lane divided to 4-lane expressway with frontage roads	WILLIAMSON	1.3
SH 29	FM 1660 - SH 95	Widen from 2 lanes to 4 lanes with a median	TXDOT	6.7
SH 95	SH 29 - FM 397	Widen from 4 lanes to 4 lanes with a median	TXDOT	3.4
SH 95	W Lake Dr. - US 79	Widen from 4 lanes to 4 lanes with a median	TXDOT	2.0
SH 95	US 79 - FM 1660	Widen from 2 lanes to 4 lanes with a median	TXDOT	5.7
SH 95	FM 1660 - Bastrop County Line	Widen from 2 lanes to 4 lanes with a median	TXDOT	4.9
University Blvd.	Sunrise Rd. - AW Grimes	Widen from 4 lanes to 6 lanes with a median	ROUND ROCK	2.0
US 79	FM 1460 - Red Bud Lane	Widen from 4 lanes with a median to 6 lanes with a median (urban design)	TXDOT / ROUND ROCK	2.7
US 79	Red Bud Lane - FM 685	Widen from 4 lanes with a median to 6 lanes with a median (suburban design)	TXDOT / ROUND ROCK	3.1
			Precinct Total - Centerline Miles	140.4
# Pass-through finance application in progress by City of Georgetown for FM 1460.				

Figure ES - 7 Williamson County Transit Possibilities

Several cities in Williamson County, including Round Rock, Cedar Park and Georgetown, are currently exploring transit options with entities such as Capital Metro and the Austin San Antonio Commuter Rail District. As the county continues to grow and explore multimodal transit opportunities in the future, it may consider contributing funds to these efforts. Figure ES-8 illustrates the current transit network in Williamson County, as well as possible future opportunities as funding becomes available. The following graph illustrates current and proposed transit options and transit-oriented developments.



SYSTEM PERFORMANCE

To evaluate the effectiveness of the proposed improvements to the transportation network, performance measures were selected to compare the performance of each scenario. Table ES-8 provides a summary that shows how the Williamson County transportation system performs for each analysis year. It illustrates the tremendous demand that will be placed on the transportation system due to the anticipated growth in population and employment that is forecasted for 2035.

Table ES-8 Williamson County Transportation System Performance Summary				
Performance Measures	2008	2015	Proposed 2035	2035 No Build
Total Lane Miles	1,378	1,453	1,604	1,453
Total Miles	3,345	3,635	4,549	3,635
Total Daily Vehicle-Miles Traveled (VMT)	10,102,292	12,448,012	20,368,220	20,431,825
Total Daily Vehicle-Hours Traveled (VHT)	274,140	346,230	597,901	725,514
Daily Average Network Speed	36.3	35.1	33.7	30.2

Note: Mileage only reflects roadways included in the WILCO model and does not include all of the roads in Williamson County.

It is important to note that even if all the proposed projects in the 2035 Plan are built, congestion will still increase as compared to today's levels due to population and employment projections. However, it will not increase to the same level that would result if none of the projects were built.