SECTION 5 Future Traffic Impacts

5.1 Introduction
A thorough understanding of the area’s present and future growth is critical in the completion of the updated OTP. Development of this OTP involved review of the existing transportation system to determine its ability to meet future transportation needs when considering Georgetown’s potential growth. The updated CAMPO plan and the land development patterns that are included within were reviewed and incorporated into the OTP.

5.2 Traffic Capacity Criteria
A roadway’s traffic capacity is determined by a number of factors, primarily the number of travel lanes, roadway functional classification, roadway speed, and width of travel lanes. Other factors, such as intersection and driveway spacing, location and number of traffic signals, traffic composition (percentage of heavy vehicles versus single occupant vehicles), city size and driving habits of residents are important in determining capacity.

The Level of Service (LOS) provided by any facility is a function of prevailing conditions along the facility related to the traffic demands exerted by adjacent land uses. A desirable level of service is achieved when a stable flow of traffic is maintained at a desired travel speed. Increasing traffic densities beyond this level results in greater delays and lower travel speeds, which reduces the service level of that facility.

Estimated daily roadway capacities for the facilities in the City of Georgetown were used in the travel demand model analysis. These roadway capacities are derived from and are consistent with CAMPO’s 2035 Regional Travel Demand Model.

5.3 Future Traffic On Model Network
The initial step in the travel demand model analyses future (2035) demographics, including vehicle trips, land uses, and projected growth. This analysis assumes that
there are no additional roadway network capacity additions/improvements other than those projects already under construction. While this scenario is unlikely, the assumption allows for a thorough understanding of the future impacts from growth and development.

The results from this analysis indicated that the roadways shown in Table 5.1 will exceed available capacity and need improvement. While all roadways needing improvements are shown in the table, not all are under Georgetown’s jurisdiction. However, all roadways within the City’s ETJ are shown for informational purposes. The specifics of each improvement recommendation are discussed in subsequent sections of this report.

**Table 5.1: 2035 Roadways Needing Improvements**

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Roadway Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airport Road</td>
<td>Minor Arterial</td>
</tr>
<tr>
<td>Berry Creek Drive</td>
<td>Minor Arterial</td>
</tr>
<tr>
<td>Cooperative Way</td>
<td>Collector</td>
</tr>
<tr>
<td>County Road 104 (Patriot Way)</td>
<td>Collector</td>
</tr>
<tr>
<td>Rockride Lane</td>
<td>Collector</td>
</tr>
<tr>
<td>County Road 111</td>
<td>Major Arterial</td>
</tr>
<tr>
<td>County Road 114 (Chandler Road)</td>
<td>Major Arterial</td>
</tr>
<tr>
<td>County Road 173 (Chisholm Trail Road)</td>
<td>Collector</td>
</tr>
<tr>
<td>County Road 103</td>
<td>Collector</td>
</tr>
<tr>
<td>County Road 106</td>
<td>Major Arterial</td>
</tr>
<tr>
<td>County Road 110</td>
<td>Minor Arterial</td>
</tr>
<tr>
<td>County Road 120</td>
<td>Major Arterial</td>
</tr>
<tr>
<td>County Road 143</td>
<td>Major Arterial</td>
</tr>
<tr>
<td>County Road 150</td>
<td>Collector</td>
</tr>
<tr>
<td>County Road 174</td>
<td>Collector</td>
</tr>
<tr>
<td>County Road 175 (Sam Bass Road)</td>
<td>Major Arterial</td>
</tr>
<tr>
<td>County Road 176 (Crystal Falls Parkway)</td>
<td>Minor Arterial</td>
</tr>
<tr>
<td>County Road 188</td>
<td>Collector</td>
</tr>
<tr>
<td>County Road 234</td>
<td>Major Arterial</td>
</tr>
<tr>
<td>D B Wood Road</td>
<td>Major Arterial</td>
</tr>
<tr>
<td>FM 1460</td>
<td>Major Arterial</td>
</tr>
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Table 5.1: 2035 Roadways Needing Improvements (continued)

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Roadway Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>FM 2243 (Leander Road)</td>
<td>Major Arterial</td>
</tr>
<tr>
<td>FM 971</td>
<td>Minor Arterial</td>
</tr>
<tr>
<td>FM 972</td>
<td>Collector</td>
</tr>
<tr>
<td>Williams Drive</td>
<td>Major Arterial</td>
</tr>
<tr>
<td>Future Collector M (Prvt. Road 916)</td>
<td>Collector</td>
</tr>
<tr>
<td>Georgetown Inner Loop</td>
<td>Major Arterial</td>
</tr>
<tr>
<td>Georgetown SH 29 Bypass</td>
<td>Other Freeway</td>
</tr>
<tr>
<td>IH 35</td>
<td>Frontage Roads</td>
</tr>
<tr>
<td>Logan Road</td>
<td>Collector</td>
</tr>
<tr>
<td>Maple Street</td>
<td>Collector</td>
</tr>
<tr>
<td>River Ridge</td>
<td>Collector</td>
</tr>
<tr>
<td>Parmer Lane (Ronald Reagan Boulevard)</td>
<td>Major Arterial</td>
</tr>
<tr>
<td>Rabbit Hill Road</td>
<td>Collector</td>
</tr>
<tr>
<td>Round Rock Arterial A</td>
<td>Major Arterial</td>
</tr>
<tr>
<td>Round Rock Arterial G</td>
<td>Major Arterial</td>
</tr>
<tr>
<td>Round Rock Arterial H</td>
<td>Major Arterial</td>
</tr>
<tr>
<td>SE 1</td>
<td>Minor Arterial</td>
</tr>
<tr>
<td>SH 29</td>
<td>Major Arterial</td>
</tr>
<tr>
<td>Shell Road</td>
<td>Major Arterial</td>
</tr>
<tr>
<td>Smith Creek Road</td>
<td>Collector</td>
</tr>
<tr>
<td>Snead Drive</td>
<td>Collector</td>
</tr>
<tr>
<td>Southwestern</td>
<td>Major Arterial</td>
</tr>
<tr>
<td>Sun City Boulevard</td>
<td>Collector</td>
</tr>
<tr>
<td>SW 2</td>
<td>Major Arterial</td>
</tr>
<tr>
<td>SW 1</td>
<td>Collector</td>
</tr>
<tr>
<td>WC Arterial 2</td>
<td>Major Arterial</td>
</tr>
<tr>
<td>Verde Vista Drive</td>
<td>Collector</td>
</tr>
</tbody>
</table>
5.4 Future Transportation Needs

The second step in the analysis included determination of which roadway improvements are needed in order to ensure that projected traffic volume does not exceed capacity. Table 5.2 and Figure 5.1a, 5.1b, 5.1c, and 5.1d identify the roadways that will need improvements based on 2035 demand.

While there are a number of new roadway needs, the analysis serves to confirm the roadway network needs are similar to those proposed in the 2004 OTP.

Once all necessary roadway improvements were determined, a more thorough review of funding status and jurisdictional control was completed. Many of the regionally significant roadways that need improvement are not under the control of the City of Georgetown, but may be funded through Georgetown sources, including City-sold Bonds, City funds or 4B funds from the GTEC. The overall transportation plan calls for approximately 170 miles of roadway, which would cost approximately $1.97 billion in total. Funding has not been identified for all improvements as represented in Table 5.2.
## Table 5.2: Detailed 2035 Roadway Improvements

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Roadway</th>
<th>Improvement</th>
<th>Project Limits</th>
<th>Roadway Classification</th>
<th>Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>AA</td>
<td>NW1/Cr 234</td>
<td>Widening to 4 Lanes</td>
<td>Shell Road to Northern Limits (Beyond)</td>
<td>Minor Arterial</td>
<td>None</td>
</tr>
<tr>
<td>BB</td>
<td>Parmer Lane (Changed to Ronald Reagan)</td>
<td>Widening to 4 Lanes</td>
<td>IH 35 to SH 195</td>
<td>Major Arterial</td>
<td>None</td>
</tr>
<tr>
<td>CC</td>
<td>Parmer Lane (Changed to Ronald Reagan)</td>
<td>Widening to 4 Lanes</td>
<td>SH 195 to RR 2338 (Williams Drive)</td>
<td>Major Arterial</td>
<td>None</td>
</tr>
<tr>
<td>DD</td>
<td>Sun City Boulevard Extension</td>
<td>Widening to 4 Lanes</td>
<td>Existing CR 147 (SH 195 to CR 234)</td>
<td>Major Arterial</td>
<td>None</td>
</tr>
<tr>
<td>EE</td>
<td>Sun City Boulevard Extension</td>
<td>New Construction</td>
<td>New Road from CR 147 to CR 146</td>
<td>Major Arterial</td>
<td>None</td>
</tr>
<tr>
<td>FF</td>
<td>Sun City Boulevard Extension</td>
<td>Widening to 4 Lanes</td>
<td>Existing CR 146</td>
<td>Major Arterial</td>
<td>None</td>
</tr>
<tr>
<td>GG</td>
<td>SW 1</td>
<td>Widening to 4 Lanes/New Construction</td>
<td>Ronald Reagan to SH 29</td>
<td>Minor Arterial</td>
<td>None</td>
</tr>
<tr>
<td>HH</td>
<td>Shell Road</td>
<td>Widening to 4 Lanes</td>
<td>Williams Drive to Shell Spur</td>
<td>Major Arterial</td>
<td>None</td>
</tr>
<tr>
<td>II</td>
<td>Logan Road/Shell Spur</td>
<td>New 2-Lane Section</td>
<td>Existing Logan Ranch Road to Shell Road, then SH 195</td>
<td>Collector</td>
<td>None</td>
</tr>
<tr>
<td>JJ</td>
<td>Shell Road</td>
<td>Widening to 4 Lanes</td>
<td>SH 195 to Logan Road</td>
<td>Major Arterial</td>
<td>None</td>
</tr>
<tr>
<td>KK</td>
<td>CR 143</td>
<td>Widening to 4 Lanes</td>
<td>IH 35 to SH 195</td>
<td>Major Arterial</td>
<td>None</td>
</tr>
<tr>
<td>LL</td>
<td>FM 972</td>
<td>Widening to 4 Lanes</td>
<td>Extension to CR 143 (Beyond)</td>
<td>Collector</td>
<td>None</td>
</tr>
<tr>
<td>MM</td>
<td>(Future Collector)</td>
<td>New 2-Lane Section</td>
<td>FM 972 to (Market Street/CR 150)</td>
<td>Collector</td>
<td>None</td>
</tr>
<tr>
<td>NN</td>
<td>Parmer Lane (Changed to Ronald Reagan)</td>
<td>Widening to 4 Lanes</td>
<td>3405 to SH 29</td>
<td>Major Arterial</td>
<td>None</td>
</tr>
<tr>
<td>Project ID</td>
<td>Roadway</td>
<td>Improvement</td>
<td>Project Limits</td>
<td>Roadway Classification</td>
<td>Funding Source</td>
</tr>
<tr>
<td>-----------</td>
<td>-----------------------------</td>
<td>--------------------------------------------------</td>
<td>----------------------------------------------------</td>
<td>------------------------</td>
<td>----------------</td>
</tr>
<tr>
<td>OO</td>
<td>Verde Vista Drive</td>
<td>Widening to 4 Lanes</td>
<td>Williams Drive (Woodlake) to Shell Road (Beyond)</td>
<td>Collector</td>
<td>None</td>
</tr>
<tr>
<td>PP</td>
<td>Verde Vista Drive</td>
<td>New Construction</td>
<td>Shell Road to Sequoia Spur (Beyond)</td>
<td>Collector</td>
<td>None</td>
</tr>
<tr>
<td>QQ</td>
<td>Airport Road</td>
<td>Redesign and Widening to Urban Arterial</td>
<td>Berry Creek Drive south to Halmar Cove</td>
<td>Minor Arterial</td>
<td>None</td>
</tr>
<tr>
<td>RR</td>
<td>Berry Creek Drive</td>
<td>Widening to 4 Lanes</td>
<td>Airport Road to SH 195</td>
<td>Minor Arterial</td>
<td>2008 Road Bond</td>
</tr>
<tr>
<td>SS</td>
<td>Market Street (CR 150)</td>
<td>Redesign and New 2-Lane Section</td>
<td>Market Street to Future Collector M</td>
<td>Collector</td>
<td>None</td>
</tr>
<tr>
<td>TT</td>
<td>North West Inner Loop</td>
<td>Widening to 4 Lanes</td>
<td>Water Plant to Cedar Breaks Road</td>
<td>Freeway</td>
<td>None</td>
</tr>
<tr>
<td>UU</td>
<td>Aviation Drive</td>
<td>New Construction</td>
<td>Airport Road to IH 35</td>
<td>Minor Arterial</td>
<td>GTEC/GTAB</td>
</tr>
<tr>
<td>VV</td>
<td>Airport Road</td>
<td>Redesign and Widening to Urban Arterial</td>
<td>Lakeway to North of Halmar Cove</td>
<td>Minor Arterial</td>
<td>None</td>
</tr>
<tr>
<td>WW</td>
<td>Three Forks to Aviation Drive</td>
<td>New Construction</td>
<td>Buie Tract to Aviation Drive</td>
<td>Collector</td>
<td>GTEC/GTAB</td>
</tr>
<tr>
<td>XX</td>
<td>Airport Road</td>
<td>Redesign and Widening to Urban Arterial</td>
<td>IH35 to Lakeway</td>
<td>Minor Arterial</td>
<td>None</td>
</tr>
<tr>
<td>YY</td>
<td>Airport Road Overpass</td>
<td>New Construction</td>
<td>IH 35 Overpass</td>
<td>Minor Arterial</td>
<td>None</td>
</tr>
<tr>
<td>ZZ</td>
<td>Old Airport Road Improvements</td>
<td>Redesign to Minor Arterial</td>
<td>IH 35 to Austin Avenue</td>
<td>Minor Arterial</td>
<td>None</td>
</tr>
<tr>
<td>AB</td>
<td>SW 3</td>
<td>New 2-Lane Section</td>
<td>Round Rock Arterial H to Water Oak Parkway (BI)</td>
<td>Collector</td>
<td>None</td>
</tr>
<tr>
<td>AC</td>
<td>IH-35/Williams Gateway Access Improvements (includes Williams Drive Gateway (GWO))</td>
<td>Intersection Improvements</td>
<td>Rivery Boulevard to Austin</td>
<td>Freeway/Frontage</td>
<td>GTEC/GTAB</td>
</tr>
</tbody>
</table>
### Table 5.2: Detailed 2035 Roadway Improvements (continued)

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Roadway</th>
<th>Improvement</th>
<th>Project Limits</th>
<th>Roadway Classification</th>
<th>Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>AD</td>
<td>Rivery Boulevard extension</td>
<td>New Construction</td>
<td>Williams Drive to Northwest Boulevard</td>
<td>Minor Arterial</td>
<td>GTEC partial</td>
</tr>
<tr>
<td>AE</td>
<td>FM 971/Northwest Blvd Bridge</td>
<td>New Construction</td>
<td>Fontana over IH35 to Apple Creek</td>
<td>Major Arterial</td>
<td>GTEC/GTAB</td>
</tr>
<tr>
<td>AF</td>
<td>Northbound Frontage Road</td>
<td>New Construction</td>
<td>FM 2338 to Lakeway</td>
<td>Frontage</td>
<td>GTEC/GTAB</td>
</tr>
<tr>
<td>AG</td>
<td>FM 971 Extension</td>
<td>New Construction</td>
<td>Terminus of NW/971 Bridge (AE) to Gann St</td>
<td>Major Arterial</td>
<td>GTEC/GTAB</td>
</tr>
<tr>
<td>AH</td>
<td>FM 971</td>
<td>Widening to 4 Lanes</td>
<td>Gann Street east to SH 130</td>
<td>Major Arterial</td>
<td>None</td>
</tr>
<tr>
<td>AI</td>
<td>FM 971</td>
<td>Widening to 4 Lanes</td>
<td>SH 130 east to CR 133 (Long Term)</td>
<td>Minor Arterial</td>
<td>None</td>
</tr>
<tr>
<td>AJ</td>
<td>North East Inner Loop</td>
<td>Widening to 4 Lanes</td>
<td>Highway 29 to Business 35</td>
<td>Major Arterial</td>
<td>None</td>
</tr>
<tr>
<td>AK</td>
<td>CR 103</td>
<td>New 2-Lane Section</td>
<td>Existing CR 103 to FM 971</td>
<td>Collector</td>
<td>None</td>
</tr>
<tr>
<td>AL</td>
<td>CR 103</td>
<td>New Construction and Widening to 4 Lane Section</td>
<td>SH 29 to FM 971</td>
<td>Collector</td>
<td>None</td>
</tr>
<tr>
<td>AM</td>
<td>North West Inner Loop</td>
<td>D.B. Wood widening to 4 Lanes</td>
<td>Cedar Breaks Road to SH 29</td>
<td>Freeway</td>
<td>None</td>
</tr>
<tr>
<td>AN</td>
<td>D B Wood</td>
<td>Widening to 4 Lanes</td>
<td>Northwest Inner Loop to SH 29</td>
<td>Major Arterial</td>
<td>None</td>
</tr>
<tr>
<td>AO</td>
<td>IH 35 SB Frontage Road</td>
<td>Widening</td>
<td>Williams Drive To Rivery Boulevard</td>
<td>Frontage Road</td>
<td>None</td>
</tr>
<tr>
<td>AP</td>
<td>CR 188 Extension</td>
<td>New Construction</td>
<td>7th Street to FM 971</td>
<td>Collector</td>
<td></td>
</tr>
<tr>
<td>AQ</td>
<td>SH 29 West</td>
<td>Widening to 6 Lanes</td>
<td>Southwest Bypass west to Ronald Reagan</td>
<td>Major Arterial</td>
<td>None</td>
</tr>
<tr>
<td>AR</td>
<td>SH 29 West</td>
<td>Widening to 6 Lanes</td>
<td>IH 35 to Southwest Bypass</td>
<td>Major Arterial</td>
<td>None</td>
</tr>
<tr>
<td>AS</td>
<td>CR 188 and Smith Creek Road</td>
<td>Widening to 4 Lanes</td>
<td>SH 29 to Inner Loop</td>
<td>Collector</td>
<td></td>
</tr>
</tbody>
</table>
Table 5.2: Detailed 2035 Roadway Improvements (continued)

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Roadway</th>
<th>Improvement</th>
<th>Project Limits</th>
<th>Roadway Classification</th>
<th>Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>AT</td>
<td>State Highway 29 (East University)</td>
<td>Widening to 4 Lanes</td>
<td>Haven Lane to SH 130</td>
<td>Major Arterial</td>
<td>None</td>
</tr>
<tr>
<td>AU</td>
<td>State Highway 29 East</td>
<td>Widening to 4 Lanes</td>
<td>SH 130 east to CR 104</td>
<td>Major Arterial</td>
<td>None</td>
</tr>
<tr>
<td>AV</td>
<td>State Highway 29 East</td>
<td>Widening to 4 Lanes</td>
<td>CR 104 east to CR 192 (Long Term)</td>
<td>Major Arterial</td>
<td>None</td>
</tr>
<tr>
<td>AW</td>
<td>Parmer Lane (Changed to Ronald Reagan)</td>
<td>Widening to 4 Lanes</td>
<td>SH 29 to RM 2243</td>
<td>Major Arterial</td>
<td>None</td>
</tr>
<tr>
<td>AX</td>
<td>SW 1</td>
<td>New Construction</td>
<td>SH 29 to CR 174</td>
<td>Minor Arterial</td>
<td>None</td>
</tr>
<tr>
<td>AY</td>
<td>SW 2</td>
<td>New 4-Lane Section</td>
<td>SH 29 to Water Oak Parkway (BI)</td>
<td>Major Arterial</td>
<td>None</td>
</tr>
<tr>
<td>AZ</td>
<td>Southwest Bypass</td>
<td>New Construction 2 Lanes</td>
<td>SH 29 South to RM 2243</td>
<td>Freeway ROW</td>
<td>GTEC/GTAB</td>
</tr>
<tr>
<td>BC</td>
<td>Wolf Ranch Parkway</td>
<td>New Construction</td>
<td>D.B. Wood to SH 29 Bypass (tied to bypass)</td>
<td>Minor Arterial</td>
<td>GTEC/GTAB</td>
</tr>
<tr>
<td>BD</td>
<td>Wolf Ranch Parkway</td>
<td>New Construction</td>
<td>SH 29 southwest to D.B. Wood Road (BC)</td>
<td>Minor Arterial</td>
<td>None</td>
</tr>
<tr>
<td>BE</td>
<td>FM 2243</td>
<td>Widen bridge across IH 35 to 6 Lanes and Turn Lanes</td>
<td>IH 35 Bridge to Railroad Street</td>
<td>Major Arterial</td>
<td>None</td>
</tr>
<tr>
<td>BF</td>
<td>SH 29 Bypass</td>
<td>New Construction</td>
<td>Maple Street to SH 29 East</td>
<td>Freeway</td>
<td>None</td>
</tr>
<tr>
<td>BG</td>
<td>South East Inner Loop</td>
<td>Widening to 4 Lanes</td>
<td>SE1 to SH 29 East</td>
<td>Minor Arterial</td>
<td>None</td>
</tr>
<tr>
<td>BH</td>
<td>CR 104 (Patriot Way)</td>
<td>Widening to 4 Lanes</td>
<td>SH 29 southwest to 130 and SE 1</td>
<td>Collector</td>
<td>None</td>
</tr>
<tr>
<td>BI</td>
<td>Water Oak Parkway</td>
<td>New Segments and Widening to 4 Lanes</td>
<td>Parkside Parkway to DB Wood</td>
<td>Minor Arterial</td>
<td>None</td>
</tr>
<tr>
<td>BJ</td>
<td>RR 2243 (Leander Road)</td>
<td>Widening</td>
<td>Garey Park to River Ridge</td>
<td>Major Arterial</td>
<td>None</td>
</tr>
<tr>
<td>BK</td>
<td>Southwest Bypass</td>
<td>New Construction 2 Lanes</td>
<td>RM 2243 to east of Business 35</td>
<td>Freeway ROW</td>
<td>GTEC/GTAB</td>
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</table>
Table 5.2: Detailed 2035 Roadway Improvements (continued)

| Project ID | Roadway                                      | Improvement            | Project Limits                      | Roadway Classification | Funding Source
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
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<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>BL</td>
<td>IH 35 Southbound Frontage Road</td>
<td>Widening to 3 Lanes</td>
<td>FM 2243 to Inner Loop</td>
<td>Frontage</td>
<td>None</td>
</tr>
<tr>
<td>BM</td>
<td>Snead Drive</td>
<td>Widening to 4 Lanes</td>
<td>Cooperative Way to SE Inner Loop</td>
<td>Collector</td>
<td>GTEC/GTAB</td>
</tr>
<tr>
<td>BN</td>
<td>Cooperative Way</td>
<td>Widening to 4 Lanes</td>
<td>S. Austin Avenue to Snead Drive (beyond)</td>
<td>Collector</td>
<td>None</td>
</tr>
<tr>
<td>BO</td>
<td>FM 1460 - Section 1</td>
<td>Widening to 6 Lanes</td>
<td>Quail Valley to Inner Loop</td>
<td>Major Arterial</td>
<td>None</td>
</tr>
<tr>
<td>BP</td>
<td>Southwestern Blvd</td>
<td>Widening to 4 Lanes</td>
<td>Raintree Street to SE Inner Loop</td>
<td>Collector</td>
<td>None</td>
</tr>
<tr>
<td>BQ</td>
<td>Carlson Cove</td>
<td>New Construction</td>
<td>CR 110 to CR 104 (Beyond)</td>
<td>Collector</td>
<td>None</td>
</tr>
<tr>
<td>BR</td>
<td>Sam Bass Parkway</td>
<td>Widening to 4 Lanes</td>
<td>Sam Bass Road to FM 2243</td>
<td>Major Arterial</td>
<td>None</td>
</tr>
<tr>
<td>BS</td>
<td>CR 176/Crystal Falls Parkway</td>
<td>Widening to 4 Lanes</td>
<td>CR 174 to Ronald Reagan</td>
<td>Minor Arterial</td>
<td>None</td>
</tr>
<tr>
<td>BT</td>
<td>Inner Loop Spur</td>
<td>New Construction</td>
<td>Southwest Bypass to IH 35</td>
<td>Collector</td>
<td>None</td>
</tr>
<tr>
<td>BU</td>
<td>South East Inner Loop</td>
<td>Widening to 4 Lanes</td>
<td>IH 35 to Southwestern</td>
<td>Freeway ROW</td>
<td>GTEC/GTAB, Bond SW Bypass Study, Federal STP-MMM</td>
</tr>
<tr>
<td>BV</td>
<td>Southwestern / Arterial A / CR 100</td>
<td>Widening to 4 Lanes</td>
<td>Inner Loop to Round Rock Arterial A</td>
<td>Major Arterial</td>
<td>None</td>
</tr>
<tr>
<td>BW</td>
<td>CR 104 (Bell Gin Rd)</td>
<td>Widening to 4 Lanes</td>
<td>Carlson Cove to RR ETJ</td>
<td>Minor Arterial</td>
<td>None</td>
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<tr>
<td>BX</td>
<td>CR 173 (Chisholm Trail Road)</td>
<td>New 4-Lane Section</td>
<td>Inner Loop Spur (BT) to Round Rock ETJ</td>
<td>Collector</td>
<td>None</td>
</tr>
<tr>
<td>BY</td>
<td>Parkside Parkway</td>
<td>Widening to 4 Lanes</td>
<td>Sam Bass to Water Oak Parkway (BI)</td>
<td>Collector</td>
<td>None</td>
</tr>
<tr>
<td>BZ</td>
<td>Rabbit Hill Road</td>
<td>Redesign and Widening to Urban Section (4 Lanes)</td>
<td>Blue Springs Parkway to Westinghouse Rd.</td>
<td>Collector</td>
<td>None</td>
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### Table 5.2: Detailed 2035 Roadway Improvements (continued)

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Roadway</th>
<th>Improvement</th>
<th>Project Limits</th>
<th>Roadway Classification</th>
<th>Funding Source</th>
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</thead>
<tbody>
<tr>
<td>CD</td>
<td>FM 1460 - Section 2</td>
<td>Widening to 6 Lanes</td>
<td>Inner Loop to South ETJ Limits</td>
<td>Major Arterial</td>
<td>None</td>
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<tr>
<td>CE</td>
<td>Blue Ridge Drive Extension</td>
<td>New Construction</td>
<td>Blue Ridge Drive (existing) to Westinghouse Road</td>
<td>Collector</td>
<td>None</td>
</tr>
<tr>
<td>CF</td>
<td>Ridge Line Boulevard</td>
<td>New Construction</td>
<td>Maple Street to Fox Drive (along CR 166)</td>
<td>Collector</td>
<td>None</td>
</tr>
<tr>
<td>CG</td>
<td>Maple Street</td>
<td>New Construction</td>
<td>Inner Loop to Westinghouse</td>
<td>Collector</td>
<td>None</td>
</tr>
<tr>
<td>CH</td>
<td>CR 175/Sam Bass</td>
<td>Widening to 4 Lanes</td>
<td>CR 176 to Sam Bass Parkway, BI to BR</td>
<td>Major Arterial</td>
<td>None</td>
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<tr>
<td>CI</td>
<td>Round Rock Arterial H</td>
<td>New 4-Lane Section</td>
<td>Southbound IH 35 Frontage to Ronald Reagan</td>
<td>Major Arterial</td>
<td>None</td>
</tr>
<tr>
<td>CJ</td>
<td>CR 111 (Westinghouse Road)</td>
<td>Improve to 6 Lane Section</td>
<td>IH 35 to FM 1460</td>
<td>Major Arterial</td>
<td>None</td>
</tr>
<tr>
<td>CK</td>
<td>Oakmont Drive/Rabbit Hill Road</td>
<td>New Construction</td>
<td>Round Rock Oakmont to Westinghouse Rd. (RR Simon Mall)</td>
<td>Minor Arterial</td>
<td>None</td>
</tr>
<tr>
<td>CL</td>
<td>CR 111 (Westinghouse Road)</td>
<td>Improve to 6 Lane Section</td>
<td>FM 1460 to Arterial A</td>
<td>Major Arterial</td>
<td>None</td>
</tr>
<tr>
<td>CM</td>
<td>CR 111 (Westinghouse Road)</td>
<td>Improve to 6 Lane Section</td>
<td>Arterial A to SH 130</td>
<td>Major Arterial</td>
<td>None</td>
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<tr>
<td>CN</td>
<td>Round Rock Arterial A</td>
<td>New 6 Lane Section</td>
<td>CR 114 to CR 112</td>
<td>Major Arterial</td>
<td>None</td>
</tr>
<tr>
<td>CO</td>
<td>Parmer Lane (Changed to Ronald Reagan)</td>
<td>Widening to 4 Lanes</td>
<td>3405 to RM 2338 (Williams Drive)</td>
<td>Major Arterial</td>
<td>None</td>
</tr>
<tr>
<td>CP</td>
<td>Rockride Lane</td>
<td>Realignment</td>
<td>SE Inner Loop to Southwestern</td>
<td>Collector</td>
<td>None</td>
</tr>
<tr>
<td>CQ</td>
<td>Stadium Dr.</td>
<td>Widening to 5 Lanes</td>
<td>Austin Ave. to NE Inner Loop</td>
<td>Minor Arterial</td>
<td>None</td>
</tr>
</tbody>
</table>
Figure 5-1a
Roadways Needing Improvements

- Freeways/Frontage Roads
- Principal Arterial
- Minor Arterial
- Collector
- Weir
- Cedar Park
- Round Rock
- Georgetown
- Georgetown ETJ

Lake Georgetown

City of Georgetown, Texas
Overall Transportation Plan Update

Klotz Associates Project No. 0573.003.001
February 2015
Figure 5-1b

Roadways Needing Improvements

Freeways/Frontage Roads
Principal Arterial
Minor Arterial
Collector

Weir
Cedar Park
Round Rock
Georgetown
Georgetown ETJ

Figure 5-1b
Figure 5-1c

Roadways Needing Improvements

Key:
- Freeways/Frontage Roads
- Principal Arterial
- Minor Arterial
- Collector
- Weir
- Cedar Park
- Round Rock
- Georgetown
- Georgetown ETJ

Figure 5-1c
Figure 5-1d

Roadways Needing Improvements

- Freeways/Frontage Roads
- Principal Arterial
- Minor Arterial
- Collector

Legend:
- Purple: Weir
- Green: Cedar Park
- Red: Round Rock
- Yellow: Georgetown
- Orange: Georgetown ETJ

0 0.625 1.25 Miles

Klotz Associates Project No. 0573.003.001
February 2015

City of Georgetown
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