

EXHIBIT

“A”



Bridge Columns and Beam design for Wyoming Springs Extension from Creekbend Blvd to Old Settlers Blvd.

Roadway Impact Fee Semi-Annual Report May 2025



SUMMARY

The Texas Local Government Code Section 395.058 requires the Capital Improvement Advisory Committee (CIAC) to report to the political subdivision the progress of the capital improvements plan and any perceived inequities in implementing the plan or imposing the Roadway Impact Fee. Included herein is the semi-annual report for the reporting period of October 1, 2025, to March 31, 2025, which represents the first half of the City's annual Fiscal Year. The report consists of assessing the implementation of the Roadway Impact Fee, Impact Fee collection and the administrative review process now underway.

The Texas Local Government Code also requires the CIAC to advise the City on updating the land use assumptions, capital improvements plan and Roadway Impact Fees. The *City of Round Rock Roadway Impact Fee Study* was first adopted by the City Council in March 2019, and the *City of Round Rock Roadway Impact Fee Study* was formally updated in November 2023. The Roadway Impact Fee includes phased adoption that include collection of fees beginning in January 2021 with multiple phases of implementation. Phase 1 for all plats recorded prior to January 1, 2022, Phase 2 for plats recorded between January 1, 2022 to December 31, 2023, and Phase 3 for plats recorded between January 1, 2024 to December 31, 2024. A new Phase 4 was added with implementation beginning on January 1, 2025.

Per Chapter 395.052, the land use assumptions and capital improvement plan are required to be updated every five years. On November 2, 2023, the City Council adopted the *City of Round Rock 2023 Roadway Impact Fee Study Update (2023 Update)* satisfying the required update. In this update Service Area B was split into two Service Areas B and D. The *2023 Update* also included updating the trip generation data to the latest edition of the ITE Trip Generation Manual, 11th edition, which made minor changes to the calculation of fees based on trip generation and trip length per land use category and added additional land use categories to the calculation. The largest change was splitting the base fee for Service Area A into its own category starting in 2025.

Introduction

The Roadway Impact Fee was first adopted in March 2019, with the required update to the capital improvement plan and use land assumptions adopted in November 2023, with the purpose of providing a more reliable funding source for planned transportation capital projects. In November 2023, minor study updates were approved by City Council which only modified the map and clarified the limits of certain projects, but did not affect the capital improvement plan or land use assumptions.

The largest change surrounding the implementation of the Roadway Impact Study was the creation of the Public Works Department in August 2024, which merged the Utilities and Environmental Department and Transportation Department. This has worked to strengthen the collaboration between departments in the provision of our essential municipal services. The capital improvement program for the Roadway Impact Study is now administered under the Public Works – Transportation Division.

Roadway Impact Fee Adoption

For Phase 1, Phase 2 and Phase 3, final adoption of the Roadway Impact Fee occurred on March 14, 2019. The Roadway Impact Fee was adopted with a maximum fee per service unit of \$2,511, which represents the lowest calculated rate across three service areas. With the base service unit, the adoption also limited collection of fees to a percentage of the adopted unit cost over three phases of implementation.

Phase 4 of the Roadway Impact Fee splits the maximum fee per service unit between Service Area A with a maximum fee of \$5,740 and Service Areas B, C and D with a maximum fee of \$3,818. Table 1 shows the phasing and percentage of fees collected over the implementation period.

Table 1: Impact Fee Implementation Phasing

Phase	Residential Rate (% of Service Unit)	Non- Residential Rate (% of Service Unit)	Implementation Period (based on date of Final Plat recordation)
Grace Period	No Fee	No Fee	Building permit before January 1, 2021
Phase 1	30%	20%	Final Plat before January 1, 2022
Phase 2	45%	25%	Final Plat before January 1, 2024
Phase 3	60%	30%	Final Plat on or after January 1, 2025
Phase 4 new max fee	60%	30%	Final Plat on or after January 1, 2025

The Roadway Impact Fee is assessed at the recorded plat and collected at the time of building permit issuance.

Roadway Impact Fee Collection

Roadways Impact Fees are collected, and revenue deposited into accounts for each of the service areas identified in the Roadway Impact Fee Study. The Revenue collected to date is presented in Table 2. Those services areas are identified in Figure 1.

Table 2: RIF Collections April 1, 2024, to September 30, 2024

Service Area	Previous	Revenue October '24 to March 25	Total Revenue
Service Area A	\$2,586,096.56	\$220,090.24	\$2,806,186.80
Service Area B	\$6,905,097.86	(\$79,574.49)	\$6,825,523.37
Service Area C	\$3,142,502.31	\$777,366.05	\$3,919,868.36
Service Area D	\$594,564.60	\$829,736.06	\$1,424,300.66
Colletions to Date	\$13,228,261.33	\$1,747,617.86	\$14,975,879.19

* Collections in Service Area D began in January 2024.

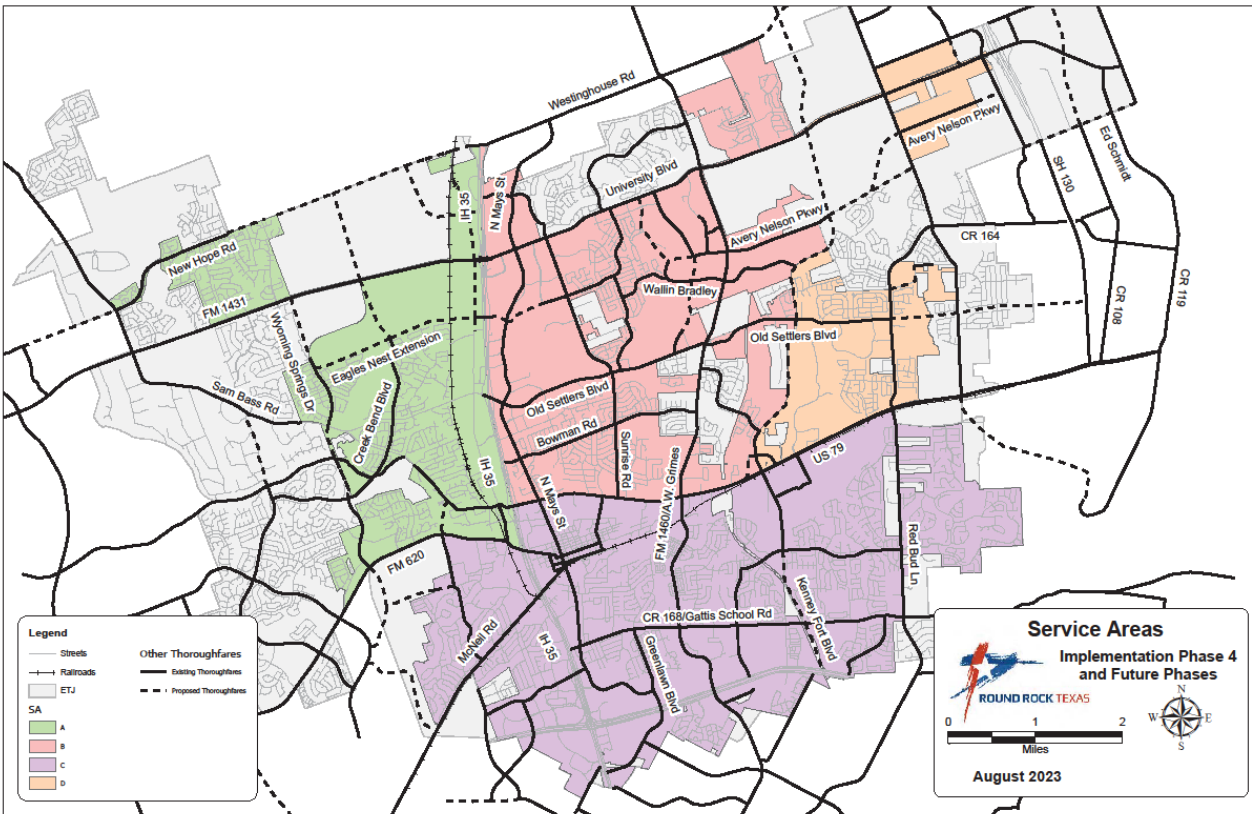
Service Area B, generally east of IH 35, north of E. Palm Valley (US 79) and west of Kenney Fort Boulevard, had actual revenue of \$593,116.61, but was offset by reimbursement of Roadway Impact Fees paid to a developer in the amount of \$672,691.10. The reimbursement was for fees paid while the developer completed construction of a portion of College Park Drive from Old Settlers running north by the Urban Moment at Medow Lake (Urbana).

In most cases Roadway Impact Fees are Offset credits given prior to building permits being issued for development, however, in this case roadway was not completed and accepted by the City when the building permits were issued. The Offset agreement with Urbana was signed in March 2025 after final acceptance of the roadway improvements by the City. The developer then assigned the credits to previously paid roadway impact fees associated with the building permits resulting in a reimbursement of \$672,691.10 of fees collected in previous years.

This reporting period included over 100 non-residential building permits and temporary construction permits that were for re-models of existing facilities, tenant finish buildouts, or change in tenants that did not include additional square footage. These changes did not trigger a change in the ITE Land Use Code, resulting in no Roadway Impact Fee collection with the building permit.

On January 1, 2024, Phase 3 of fee implementation went into effect. Any Final Plat recorded after this date will be subject to an increase in the percentage of Service Unit calculated for the Roadway Impact fee. Residential rates will increase from 45% to 60% and Non-Residential rates will increase from 25% to 30% of maximum fee per service unit of \$2,511. Phase 4 with the increase maximum per service unit and split of Service A and Services Areas B, C and D rate structure will go into effect on January 1, 2025.

Figure 1:RIF Service Areas



Roadway Impact Fee Distribution

Distribution of the RIF collected to Capital Improvement Plan projects began in the Fourth Quarter of 2021, the first quarter of the FY2022 budget year. Table 3 illustrates the distribution and available balance for Roadway Impact Fee revenue.

Table 3: RIF Revenue Distribution and Available Balance

Transferred for Road CO Debt Service Payments	
Service Area A:	\$316,131.00
Service Area B:	\$4,373,444.00
Service Area C:	\$1,810,425.00
Service Area D:	new in 2024
Total:	\$6,500,000.00

Available Balance	
Service Area A:	\$2,710,493.76
Service Area B:	\$2,799,780.89
Service Area C:	\$2,270,781.35
Service Area D:	\$1,424,300.66
Total:	\$6,728,261.33

In FY2024, \$2.5 million in Roadway Impact Fee Revenue was used in CO Debt Service Payments, bringing total revenue expenditure to \$6.5 million to date. There are currently no plans to expend revenue in FY 2025. Prior distributions have been allocated to projects in Service Area B, that were moved to the new Service Area D with the split in *2023 Update*, no new projects have been initiated in Service Area D.

Appendix A includes the Service Area Boundaries and specific projects eligible for funding with Roadway Impact Fee revenue.

Project which received the transfer for road certificate of obligation debt for service payments are:

- Service Area A
 - Wyoming Springs Road (New Construction) (A-26) design
 - Deep Wood Drive (New Construction) (A-29) ROW preservation
 - Chisholm Trail Widening North (A-16- & A-17) design and ROW
 - Eagles Nest (A-15, B-11 & B-12) design
- Service Area B (*will be split into new Service Area D as funding occurs*)
 - University Boulevard (Widening) (B-4) construction
 - University Boulevard (Widening) (B-8 & D-2) construction
 - CR 112 Widening (B-25 & B-26) design & ROW
 - Kenney Fort Boulevard 4 (New Construction) (B-41) construction
 - Eagles Nest (A-15, B-11 & B-12) design
 - Kenney Fort Boulevard 5 & 6 (B-27, B-28, D-7 & D-8) design
 - US 79 (Palm Valley) (B-46 & C-6) design
- Service Area C
 - Gattis School Segment 3 (Widening) (C-21) design and ROW
 - Gattis School Segment 6 (Widening) (C-21) design and ROW
 - Kenney Fort Boulevard Segments 2 & 3 (New Construction) (C-10) construction
 - Red Bud South (Widening) (C-11 to C-19) design and ROW
 - McNeil (C-7) construction
 - Gattis School Road Segments 4 & 5 (C-21) design
 - Greenlawn Boulevard (C-24) design
 - US 79 (Palm Valley) (B-46 & C-6) design
- Service Area D
 - University Boulevard (Widening) (B-8 & D-2) construction
 - CR 112 Widening (Averyn Nelson Parkway) (D-4) design & ROW
 - Kenney Fort Boulevard 5 & 6 (B-27, B-28, D-7 & D-8) design
 - Old Settlers Extension (New Construction) (D-25) design & ROW
 - Red Bud North (Widening) (D-17, D-18, D-19 & D-20) design & ROW

Impact Fee Offsets and Service Area Matters

The intent of the Roadway Impact Fee process is to capture revenue for a predictable implementation of the future arterial network identified in the Transportation Master Plan. Part of the success of that implementation is in the fact contributions by the development community are captured in Offset Agreements and Consent/Development Agreements. A Offset Agreement with Urban Moment Development for construction of a portion of College Park Drive (Project B-22 in the Roadway Impact Fee Study) was approved in March 2025 in the amount of \$2,757,260. The Developer used \$672,691.10 in reimbursement from this agreement for Roadway Impact Fees paid while the roadway project was under construction.

As in other reporting periods, an Impact Fee Study update that has no impacts to the Land Use Assumptions or Methodology for Roadway Impact Fee Calculation, may be adopted on an as needed basis outside of the overall study update required at a minimum of every five years from the date of initial adoption or update. There are no changes proposed during this reporting period.

In the November 2025 Update changes will need to be made to account for significant annexations in Service Area B that are under review by the City Council at this time. This may affect more than mapping, specifically adding projects that are currently not included in the Methodology for Roadway Impact Fee Calculation. Staff will continue to monitor and update the CIAC and City Council as development approvals for the Briggs Tract Annexation, Zoning and Future Land Use Amendments going to the Planning and Zoning Commission and City Council in May 2025 occur.

Conclusion and Recommendation

No significant issues have been identified with Roadway Impact Fee implementation. The Building Inspection, Finance and Public Works-Transportation Division provided excellent coordination in operating the program. The required five-year review of the Roadway Impact Fee Ordinance is required by State Law to be completed by November 2028 but may be completed sooner based on significant changes and growth in the community. While updates to the *Fee Study* could occur at any time, staff will continue to attempt to coordinate those with the Semi-Annual Reporting process when annexations into the City Limits occur.

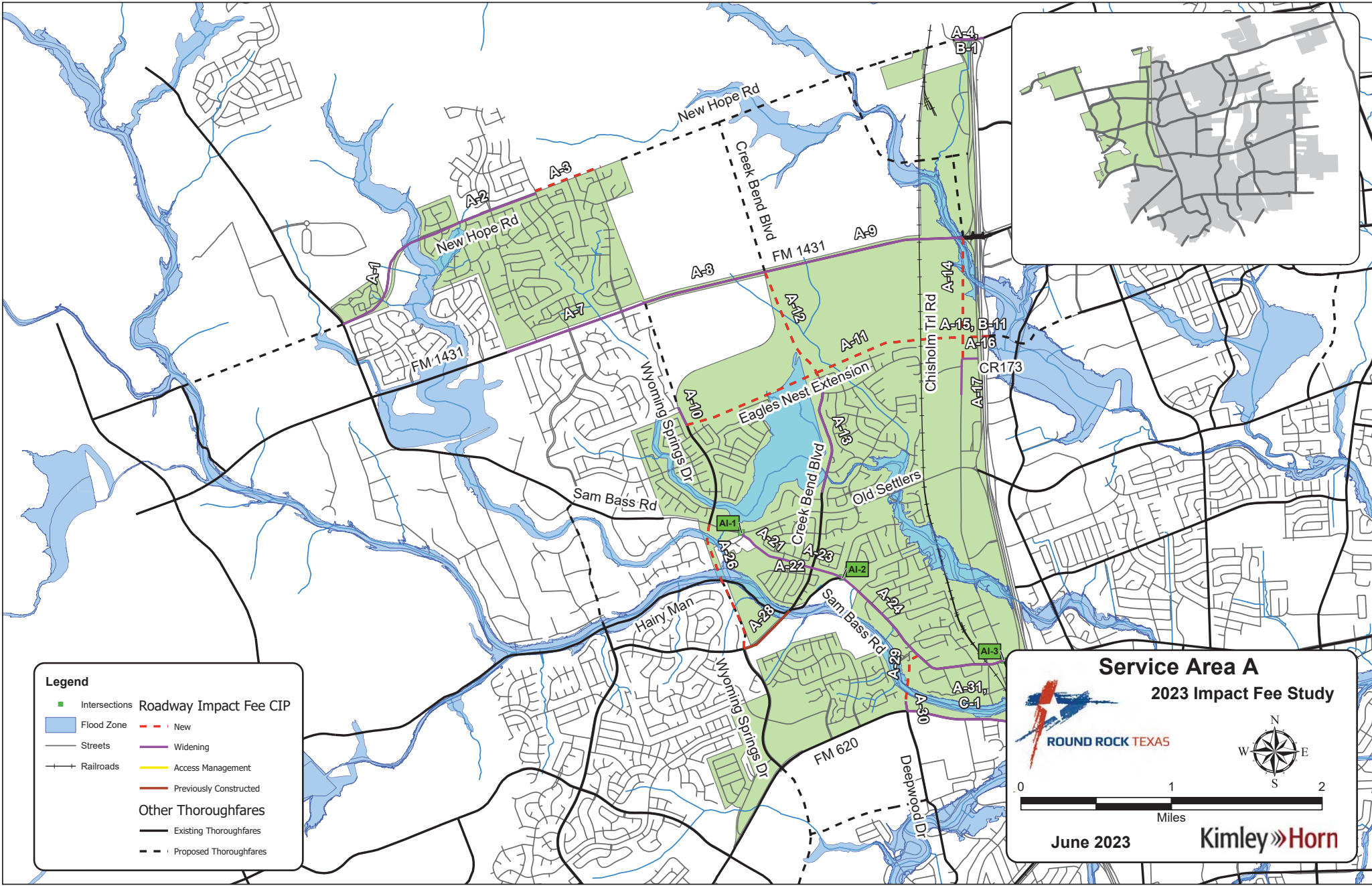
Appendix A:
10-Year Roadway Impact Fee Capital Improvements Plan



Table 2.A. 10-Year Roadway Impact Fee Capital Improvements Plan – Service Area A

Service Area	Proj. #	IF Class	Roadway	Limits	Length (mi)	% In Service Area
SA A	A-1	4 Lane - Enhanced (1/2)	New Hope Rd (1)	Sam Bass Rd to CR 175	1.10	100%
	A-2	4 Lane - Enhanced (1/2)	New Hope Rd (2)	240' W of Lagoona Dr to Flowstone Ln	0.55	50%
	A-3	4 Lane - Proposed	New Hope Rd (3)	Flowstone Ln to 1000' E of Wyoming Springs Dr	0.46	50%
	A-4, B-1	6 Lane - Enhanced	Westinghouse Rd	IH 35 SBFR to IH 35 NBFR	0.19	50%
	A-7	6 Lane - Enhanced	RM 1431 (1)	1100' W of Mayfield Ranch Blvd to 850' E of Stone Oak Dr	0.97	50%
	A-8	6 Lane - Enhanced	RM 1431 (2)	850' E of Stone Oak Dr to 5195' E of Stone Oak St	0.82	100%
	A-9	6 Lane - Enhanced	RM 1431 (3)	5195' E of Stone Oak St to IH 35 SBFR	1.34	50%
	A-10	4 Lane - Enhanced (1/2)	Wyoming Springs Dr (3)	390' N of GoldenOak Cir to Alondra Way	0.13	100%
	A-11	4 Lane - Proposed	Eagles Nest Dr (1)	Wyoming Springs Dr to Chisholm Trl Rd (Future)	1.73	100%
	A-12	4 Lane - Enhanced (1/2)	Creek Bend Blvd (1)	RM 1431 to West End Pl	0.79	100%
	A-13	4 Lane - Proposed	Creek Bend Blvd (2)	West End Pl to Camino Del Verdes Pl	0.14	100%
	A-14	4 Lane - Proposed	Chisholm Trl Rd (1)	RM 1431 to CR 173	0.76	100%
	A-15, B-11	4 Lane - Proposed	Eagles Nest Dr (2)	Chisholm Trl Rd (Future) to IH 35 NBFR	0.17	100%
	A-16	5 Lane - Enhanced	CR 173	IH 35 SBFR to 3250' N of Wolle Ln	0.10	100%
	A-17	5 Lane - Enhanced	Chisholm Trl Rd (2)	3250' N of Wolle Ln to 1980' N of Wolle Ln	0.24	100%
	A-21	3 Lane - Enhanced	Sam Bass Rd (3)	FM 3406 to Desert Willow Dr	0.35	50%
	A-22	3 Lane - Enhanced	Sam Bass Rd (4)	Desert Willow Dr to Creek Bend Blvd	0.19	100%
	A-23	3 Lane - Enhanced	Sam Bass Rd (5)	Creek Bend Blvd to Hairy Man Dr	0.21	100%
	A-24	3 Lane - Enhanced	Sam Bass Rd (6)	Hairy Man Rd to Chisholm Trl Rd	1.33	50%
	A-26	4 Lane - Proposed	Wyoming Springs Dr (4)	Sam Bass Rd to Creek Bend Blvd	0.88	100%
	A-28	4 Lane - Enhanced	Creek Bend Blvd (3)	Brushy Creek to Wyoming Springs Dr	0.40	100%
	A-29	4 Lane - Proposed	Deepwood Dr (1)	Sam Bass Rd to 345' N of RM 620	0.34	100%
	A-30	4 Lane - Enhanced	Deepwood Dr (2)	345' N of RM 620 to RM 620	0.07	100%
	A-31, C-1	6 Lane - Enhanced	RM 620	Deepwood Dr to IH 35 SBFR	0.93	50%
		Intersection Improvements	Location	Improvement(s)		% In Service Area
	AI-1		Sam Bass Rd and FM 3406	SIGNAL		100%
	AI-2		Sam Bass Rd and Hairy Man Rd	INTERSECTION IMPROVEMENT		75%
	AI-3		Sam Bass Rd and Chisholm Trl Rd	TURN LANES		100%
	-		Update ITS and Traffic Managemnet Infrastructure	-		25%

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.



Legend

- Intersections
- Flood Zone
- Streets
- Railroads

Roadway Impact Fee CIP

- New
- Widening
- Access Management
- Previously Constructed

Other Thoroughfares

- Existing Thoroughfares
- Proposed Thoroughfares

Service Area A
2023 Impact Fee Study

ROUND ROCK TEXAS

June 2023

Kimley»Horn



Table 2.B. 10-Year Roadway Impact Fee Capital Improvements Plan – Service Area B

Service Area	Proj. #	IF Class	Roadway	Limits	Length (mi)	% In Service Area
SA B	A-4, B-1	6 Lane - Enhanced	Westinghouse Rd (1)	IH 35 SBFR to IH 35 NBFR	0.19	50%
	B-4	6 Lane - Enhanced	University Blvd (1)	University Oaks Blvd to 335' W of Sunrise Dr	0.49	100%
	B-5	6 Lane - Enhanced	University Blvd (2)	335' W of Sunrise Dr to A.W. Grimes Blvd	2.03	50%
	B-6	4 Lane - Enhanced	University Blvd (3)	A.W. Grimes Blvd to 1830' E of A.W. Grimes Blvd	0.36	100%
	B-7	4 Lane - Enhanced	University Blvd (4)	1830' E of A.W. Grimes Blvd to Lunata Way	0.78	50%
	B-8	4 Lane - Enhanced	University Blvd (5)	Lunata Way to Kenney Fort Blvd (Future)	0.16	100%
	B-9	4 Lane - Enhanced	N Mays St (2)	350' S of University Blvd to 2000' S of University Blvd	0.31	100%
	A-15, B-11	4 Lane - Proposed	Eagles Nest (1)	Chisholm Trl Rd (Future) to IH 35 NBFR	0.08	50%
	B-12	4 Lane - Proposed	Eagles Nest (2)	IH 35 NBFR to Cypress Blvd	0.69	100%
	B-13	4 Lane - Enhanced	N Mays St (4)	Paloma Dr to 540' N of Steam Way	0.27	100%
	B-15	4 Lane - Enhanced (AM)	Sunrise Rd (2)	Hidden Valley Dr to 325' S of Eagles Nest St	0.54	100%
	B-16	4 Lane - Enhanced (AM)	Sunrise Rd (3)	325' S of Eagles Nest St to Applegate Cir	0.30	50%
	B-17	4 Lane - Enhanced (AM)	Sunrise Rd (4)	Applegate Cir to Lake Dr	0.20	100%
	B-18	4 Lane - Enhanced (AM)	Sunrise Rd (5)	Lake Dr to 545' S of Lake Dr	0.10	50%
	B-19	4 Lane - Enhanced (AM)	Sunrise Rd (6)	545' S of Lake Dr to Old Settlers Blvd	0.40	100%
	B-21	4 Lane - Proposed	Wallin Bradley (2)	College Park (Future) to A.W. Grimes Blvd	0.37	100%
	B-22	4 Lane - Proposed	College Park (2)	Avery Nelson Rd to 1355' N of Old Settlers Blvd	0.91	100%
	B-23	3 Lane - Existing	Seton Pkwy	2400' N of Avery Nelson Blvd to Avery Nelson Blvd	0.45	100%
	B-24	4 Lane - Proposed	Medical Center Pkwy	College Park to Seton Pkwy	0.27	100%
	B-25	4 Lane - Enhanced	Avery Nelson Pkwy (1)	A.W. Grimes Blvd to 3580' E of A.W. Grimes Blvd	0.68	100%
	B-26	4 Lane - Enhanced	Avery Nelson Pkwy (2)	3580' E of A.W. Grimes Blvd to Kenney Fort Blvd (Future)	0.57	50%
	B-27, D-7	6 Lane - Proposed	Kenney Fort Blvd (1)	CR 117 to 145' N of Haselwood Ln	0.58	100%
	B-28, D-9	4 Lane - Enhanced	CR 117 (1)	CR 112 to San Felipe St	0.00	50%
	B-31	6 Lane - Enhanced	Old Settlers Blvd (2)	Sunrise Rd to A.W. Grimes Blvd	1.13	100%
	B-32	6 Lane - Enhanced (1/3)	Old Settlers Blvd (3)	A.W. Grimes Blvd to Kenney Fort Blvd (Future)	0.00	100%
	B-34	4 Lane - Enhanced (AM)	Sunrise Rd (7)	Old Settlers Blvd to Country Aire Dr	0.28	100%
	B-35	6 Lane - Enhanced	FM 1460 (A.W. Grimes Blvd) (1)	Old Settlers Blvd to 375' S of Chandler Creek Blvd	0.35	100%
	B-36	6 Lane - Enhanced	FM 1460 (A.W. Grimes Blvd) (2)	375' S of Chandler Creek Blvd to 1250' N of Tiger Trl	0.20	50%
	B-37	6 Lane - Enhanced	FM 1460 (A.W. Grimes Blvd) (3)	1250' N of Tiger Trl to US 79	1.25	100%
	B-38	6 Lane - Proposed (1/2)	Kenney Fort Blvd (4)	Old Settler's Blvd to 2540' S of Old Settler's Blvd	0.30	100%
	B-39, D-10	6 Lane - Proposed	Kenney Fort Blvd (5)	Old Settler's Blvd to 2540' S of Old Settler's Blvd	0.18	50%
	B-40, D-11	6 Lane - Proposed	Kenney Fort Blvd (6)	2540' S of Old Settlers Blvd to Chandler Creek Blvd	0.36	100%
	B-41, D-12	6 Lane - Enhanced	Kenney Fort Blvd (7)	Chandler Creek Blvd to Joe DiMaggio Blvd	0.30	100%
	B-42, D-14	4 Lane - Enhanced	Red Bud Ln (4)	Old Settlers Blvd to 170' N of Joseph St	0.00	100%
	B-46, C-6	6 Lane - Enhanced	US 79 (3)	200' E of Red Bud Ln to 1690' E of Red Bud Ln	0.28	50%
	B-47	3 Lane - Proposed	Joe DiMaggio Blvd Extension	Kenney Fort Blvd to US 79	0.39	100%
	B-48	3 Lane - Proposed	Wallin Bradley (1)	College Park Dr to Avery Nelson Blvd	0.81	100%
	B-49	4 Lane - Proposed	Wallin Bradley (3)	A.W. Grimes Blvd to Kenney Fort Blvd (Future)	1.01	100%
	B-50	6 Lane - Enhanced	US 79 (2)	AW Grimes to Red Bud Ln	2.63	50%
	B-51, C-28	4 Lane - Existing	Terra Vista Pkwy	Centerbrook Pl to 350' S of Aosta Ln	0.00	50%
		Intersection Improvements	Location	Improvement(s)		% In Service Area
	BI-4, CI-8		A.W. Grimes Blvd and Palm Valley Blvd	OTHER & TURN LANES		50%
	-		Update ITS and Traffic Management Infrastructure	-		25%

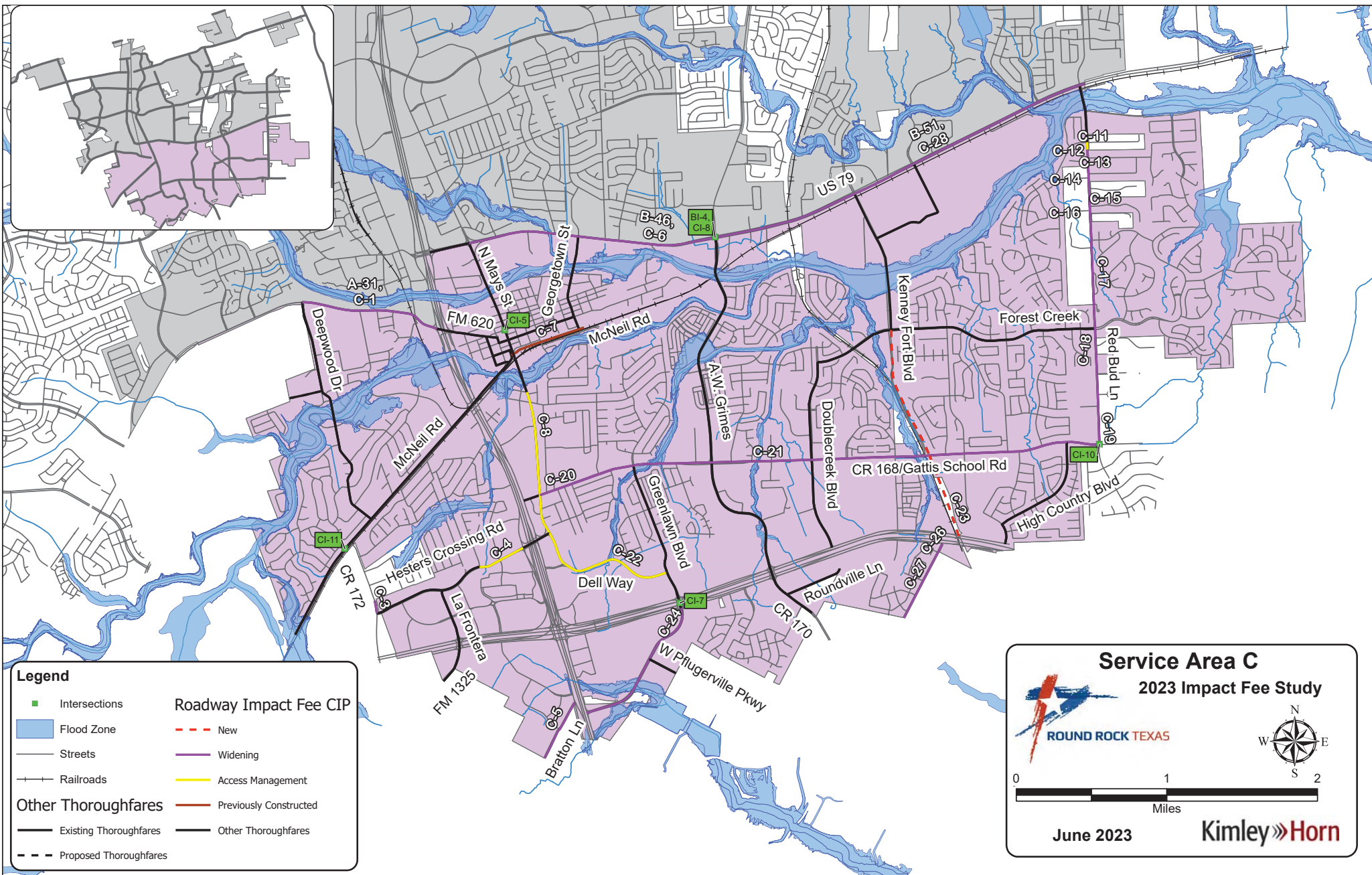
Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.



Table 2.C. 10-Year Roadway Impact Fee Capital Improvements Plan – Service Area C

Service Area	Proj. #	IF Class	Roadway	Limits	Length (mi)	% In Service Area
SA C	A-31, C-1	6 Lane - Enhanced	RM 620	Deepwood Dr to IH 35 SBFR	0.93	50%
	C-3	4 Lane - Enhanced	CR 172 (2)	Hesters Crossing Rd to 445' N of Hesters Crossing Rd	0.08	50%
	C-4	4 Lane - Enhanced (AM)	Hesters Crossing Rd	Dry Creek Dr to IH 35 SBFR	0.32	100%
	C-5	4 Lane - Enhanced	Bratton Ln	IH 35 SBFR to 1160' S of Michael Angelo Way	0.42	50%
	B-46, C-6	6 Lane - Enhanced	US 79 (1)	IH 35 NBFR to 200' E of Red Bud Ln	1.96	50%
	C-7	3 Lane - Existing	McNeil Extension	S Mays St to Georgetown St	0.52	100%
	C-8	4 Lane - Enhanced (AM)	S Mays St	Nash St to Gattis School Rd	0.69	100%
	C-10	6 Lane - Proposed	Kenney Fort Blvd (2)	Forest Creek Dr to 830' S of Gattis School Rd	1.04	100%
	C-11	4 Lane - Enhanced (AM)	Red Bud Ln (1)	Forest Ridge Blvd to 265' S of Forest Ridge Blvd	0.05	50%
	C-12	4 Lane - Enhanced	Red Bud Ln (2)	265' S of Forest Ridge Blvd to 280' S of Woodlawn Ln	0.11	100%
	C-13	4 Lane - Enhanced	Red Bud Ln (3)	280' S of Woodlawn Ln to 130' S of Old Oaks Dr	0.10	50%
	C-14	4 Lane - Enhanced	Red Bud Ln (4)	130' S of Old Oaks Dr to 315' S of Country Dr	0.11	100%
	C-15	4 Lane - Enhanced	Red Bud Ln (5)	315' S of Country Dr to Wildflower Trl	0.10	50%
	C-16	4 Lane - Enhanced	Red Bud Ln (6)	Wildflower Trl to 295' S of Wildflower Trl	0.06	100%
	C-17	4 Lane - Enhanced	Red Bud Ln (7)	295' S of Wildflower Trl to 840' N of Forest Creek Dr	0.55	50%
	C-18	4 Lane - Enhanced	Red Bud Ln (8)	840' N of Forest Creek Dr to 340' S of Forest Creek Dr	0.22	100%
	C-19	4 Lane - Enhanced	Red Bud Ln (9)	340' S of Forest Creek Dr to Gattis School Rd	0.71	50%
	C-20	6 Lane - Enhanced	Gattis School Rd (1)	S Mays St to Windy Park Dr	1.23	100%
	C-21	6 Lane - Enhanced	Gattis School Rd (2)	Windy Park Dr to Red Bud Ln	2.82	100%
	C-22	4 Lane - Enhanced (AM)	S Mays St / Dell Way	Gattis School Rd to Greenlawn Blvd	1.24	100%
	C-23	6 Lane - Proposed	Kenney Fort Blvd (3)	830' S of Gattis School Rd to SH 45	0.41	100%
	C-24	6 Lane - Enhanced (1/3)	Greenlawn Blvd	IH 35 NBFR to SH 45 EBFR	1.86	100%
	C-26	4 Lane - Enhanced	Schultz (1)	SH 45 EBFR to 290' S of SH 45 EBFR	1.45	100%
	C-27	4 Lane - Enhanced	Schultz (2)	290' S of SH 45 EBFR to 255' S of Autumn Sage Way	0.50	50%
	B-51, C-28	6 Lane - Enhanced	US 79 (2)	AW Grimes to Red Bud Ln	2.63	50%
		Intersection Improvements	Location	Improvement(s)		% In Service Area
	CI-5		Mays St and Liberty Ave	SIGNAL		100%
	CI-7		Greenlawn Blvd and Louis Henna Blvd (SH 45 FR)	OTHER		100%
	BI-4, CI-8		A. W. Grimes Blvd and Palm Valley Blvd	OTHER & TURN LANES		50%
	CI-10		Red Bud Ln and Gattis School Rd	TURN LANES		100%
	CI-11		E McNeil Rd and Oakridge Dr	INTERSECTION IMPROVEMENT		100%
	-		Update ITS and Traffic Managemnet Infrastructure	-		25%

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.



Legend

Intersections

Flood Zone

Streets

Railroads

Other Thoroughfares

Existing Thoroughfares

Proposed Thoroughfares

Roadway Impact Fee CIP

New

Widening

Access Management

Previously Constructed

Other Thoroughfares

Service Area C

2023 Impact Fee Study

ROUND ROCK TEXAS

June 2023

Kimley»Horn

0

1

2

Miles

W

N

E

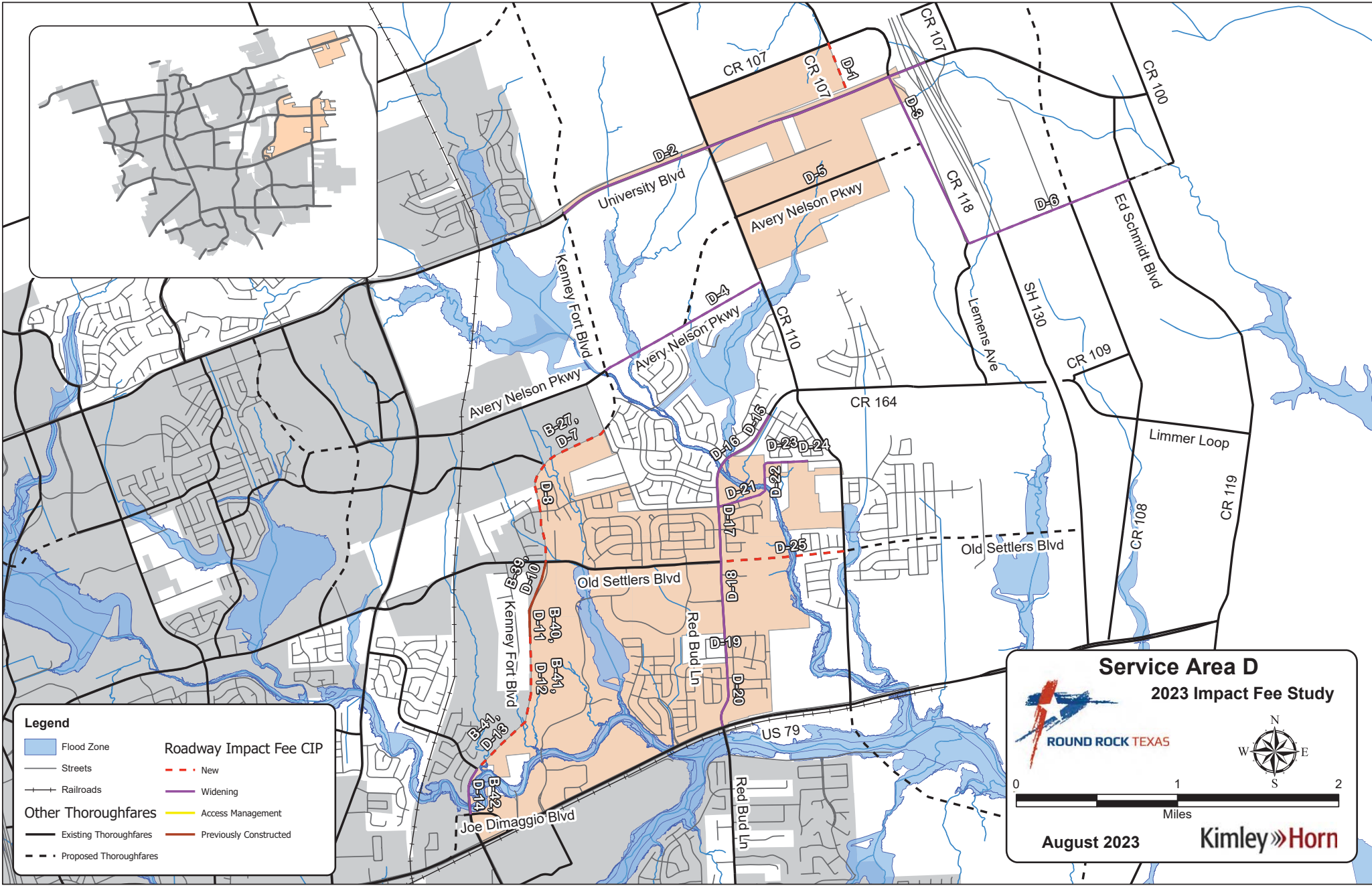
S



Table 2.D. 10-Year Roadway Impact Fee Capital Improvements Plan – Service Area D

Service Area	Proj. #	IF Class	Roadway	Limits	Length (mi)	% In Service Area
SA D	D-1	4 Lane - Proposed	CR 107	CR 107 to University Blvd	0.34	50%
	D-2	4 Lane - Enhanced	University Blvd (6)	Kenney Fort Blvd to SH 130	2.44	100%
	D-3	4 Lane - Proposed	CR 118	University Blvd to Avery Nelson Pkwy	1.14	100%
	D-4	4 Lane - Enhanced	Avery Nelson Pkwy (3)	Kenney Fort Blvd to CR 110	1.11	100%
	D-5	4 Lane - Existing	Avery Nelson Pkwy (4)	CR 110 to 5015' E of CR 110	0.95	100%
	D-6	4 Lane - Proposed	CR 118	Carmel Creekside Dr to Ed Schmidt Blvd	1.08	100%
	B-27, D-7	6 Lane - Proposed	Kenney Fort Blvd (1)	CR 117 to 125' N of Haselwood Ln	0.58	100%
	D-8	4 Lane - Proposed	Kenney Fort Blvd (6)	125' N of Haselwood Ln to 200' N of Bluffstone Dr	0.12	50%
	B-28, D-9	6 Lane - Proposed	Kenney Fort Blvd (7)	200' N of Bluffstone Dr to Old Settlers Blvd	0.36	100%
	B-39, D-10	6 Lane - Proposed	Kenney Fort Blvd (2)	Old Settlers Blvd to 2540' S of Old Settler's Blvd	0.30	100%
	B-40, D-11	6 Lane - Proposed (1/2)	Kenney Fort Blvd (3)	2540' S of Old Settler's Blvd to 4625' N of Chandler Creek Blvd	0.18	50%
	B-41, D-12	6 Lane - Proposed	Kenney Fort Blvd (4)	4625' N of Chandler Creek Blvd to 3115' N of Chandler Creek Blvd	0.36	100%
	B-41, D-13	6 Lane - Proposed	Kenney Fort Blvd (8)	3115' N of Chandler Creek Blvd to Chandler Creek Blvd	0.59	100%
	B-42, D-14	6 Lane - Proposed	Kenney Fort Blvd (5)	Chandler Creek Blvd to Joe DiMaggio Blvd	0.30	100%
	D-15	4 Lane - Proposed	Red Bud Ln (1)	Guadalajara St to 160' N of Margarita Loop	0.35	100%
	D-16	4 Lane - Enhanced (1/2)	Red Bud Ln (2)	160' N of Margarita Loop to CR 117	0.35	50%
	D-17	4 Lane - Enhanced (1/2)	Red Bud Ln (3)	CR 117 to Old Settlers Blvd	0.34	100%
	D-18	4 Lane - Enhanced	Red Bud Ln (4)	Old Settlers Blvd to 170' N of Joseph St	0.45	100%
	D-19	4 Lane - Enhanced	Red Bud Ln (5)	170' N of Joseph St to 160' S of Covered Wagon Trl	0.18	50%
	D-20	4 Lane - Enhanced	Red Bud Ln (6)	160' S of Covered Wagon Trl to US 79	0.41	100%
	D-21	4 Lane - Enhanced	CR 122 (1)	Red Bud Ln to 230' SW of Rosalina Loop	0.49	100%
	D-22	3 Lane - Proposed	CR 122 (2)	230' SW of Rosalina Loop to 100' S of Emilia Ln	0.09	50%
	D-23	3 Lane - Proposed	CR 122 (3)	100' S of Emilia Ln to 100' S of Rosalina Loop	0.04	100%
	D-24	3 Lane - Proposed	CR 122 (4)	100' S of Rosalina Loop to 100' S of Penelope Ct	0.13	50%
	D-25	4 Lane - Proposed	Old Settlers Blvd	Red Bud Ln to CR 110	0.77	100%
		Intersection Improvements	Location	Improvement(s)		% In Service Area
	-		Update ITS and Traffic Managemnet Infrastructure	-		25%

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.



Legend

Flood Zone	Roadway Impact Fee CIP
Streets	New
Railroads	Widening
Other Thoroughfares	Access Management
Existing Thoroughfares	Previously Constructed
Proposed Thoroughfares	

Service Area D
2023 Impact Fee Study





0 1 2
Miles

August 2023 **Kimley»Horn**