

Roadway Impact Fee Semi-Annual Report

BACKGROUND:

The City Council approved the Roadway Impact Fee Ordinance on March 14, 2019, with a delayed start in fee collection. The No Fee grace period ended on December 31, 2020, and Phase 1 of fee collection began on January 1, 2021. The Roadway Impact Fee report was updated in November 2021 to update Service Areas with recent annexations. Phase 2 of the collection began on January 1, 2022. Staff will present an overview of the Roadway Impact Fee (RIF) program and implementation to date.

This item is the recommendation concerning the semi-annual Roadway Impact Fee report consistent with Section 395.058 of the Texas Local Government Code.

DATE OF REVIEW: November 2, 2022

STAFF REVIEW AND ANALYSIS:

The City Council approved the Roadway Impact Fee Ordinance on March 14, 2019, with a delayed start in fee collection. The No Fee grace period ended on December 31, 2020, and Phase 1 of fee collection began on January 1, 2021. The RIF was approved with a phased implementation.

- Grace Period No Fee (Building permit before January 1, 2021)
- Phase 1: 30% Residential, 20% Non-Residential (Final Plat before January 1, 2022)
- Phase 2: 45% Residential, 25% Non-Residential (Final Plat before January 1, 2024)
- Phase 3: 60% Residential, 30% Non-Residential (Final Plat on or after January 1, 2024)

RECOMMENDED MOTION:

Recommend approval of the Roadway Impact Fee Semi-Annual Report for presentation to City Council.



University Boulevard East Construction

Roadway Impact Fee Semi-Annual Report

November 2022



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 April 1, 2022, to October 31, 2022, which represents the second 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 Items were first adopted by the City Council in March 2019, and the *City of Round Rock Roadway Impact Fee Study* was amended in November 2021. The Roadway Impact Fee includes phased adoption that include collection of fees beginning in January 2021, with Phase 2 starting in January 2022.

Roadway Impact Fee Adoption

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. 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, 2024

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 the three 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.

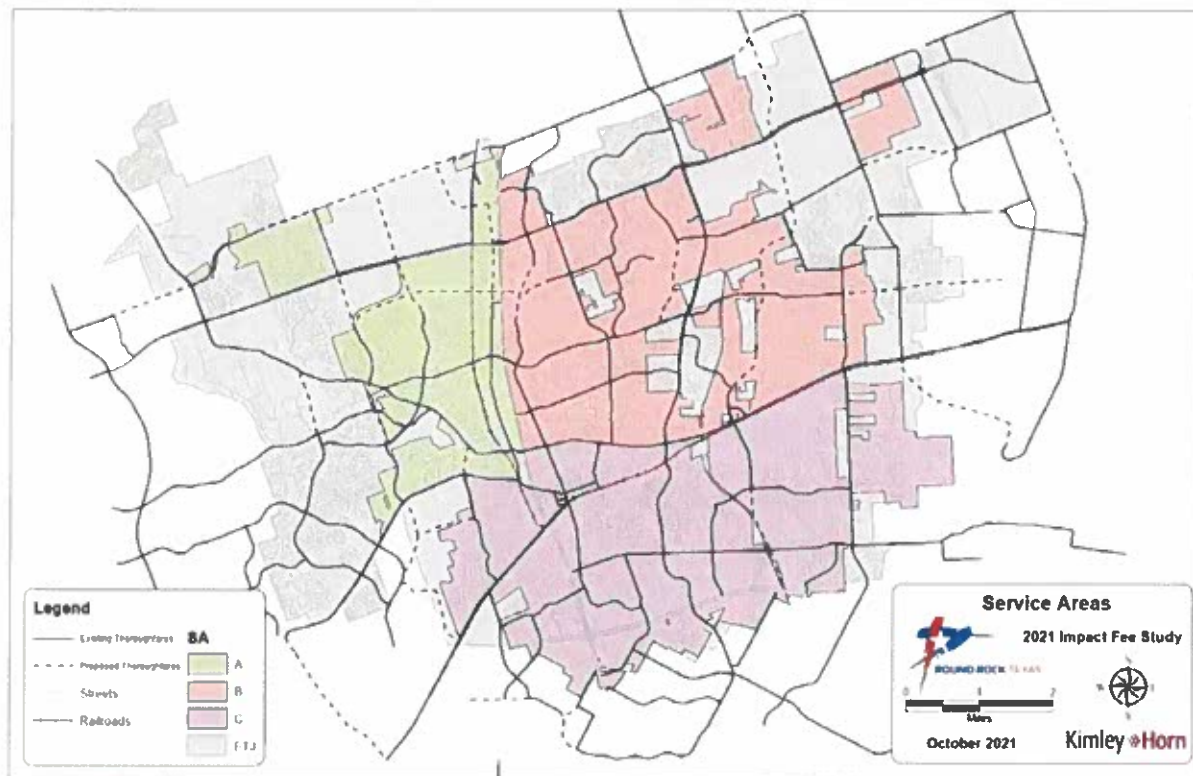
Table 2: RIF Collection April 1, 2022, to October 31, 2022

Service Area	Previous Revenue	Revenue April-September 2022	Total Revenue
Service Area A	\$874,544.50	\$921,195.14	\$1,795,739.64
Service Area B	\$2,299,492.28	\$1,090,044.72	\$3,389,537.00
Service Area C	\$1,270,617.93	\$1,022,001.37	\$2,292,619.30

Service Area B, generally east of IH 35 and north of E. Palm Valley (US 79), continued to provide the most development generated revenue. While Service Area A, generally west of IH 35 and north of Round Rock Avenue (RM 620) showed a substantial increase in revenue by more than doubling all previous collections. Generally, all previous revenues increased with Phase 2 rate application based on plat recordation impacting most of the non-residential fee collection. The increase in Service Area A was largely due to Single Family permits along Chisholm Trail and the Reserve at Wyoming Springs, and Industrial and Commercial developments on Chisholm Trail and RM 620.

On January 1, 2022, Phase 2 of fee implementation went into effect. Any Final Plat recorded after this date will be subject to an increase in percent of Service Unit calculated for the Roadway Impact fee. Residential rates will increase from 30% to 45% and Non-Residential rates will increase from 20% to 25% of maximum fee per service unit of \$2,511.

Figure 1: RIF Service Areas:



Roadway Impact Fee Distribution

Distribution of the RIF collected to Capital Improvement Plan projects begin in the Fourth Quarter of FY 2021, the first quarter of the new budget year. The distribution by Service Area is as follows:

- Service Area A: \$122,662.00
- Service Area B: \$549,078.00
- Service Area C: \$328,260.00

The distribution of funds is being used for road debt service payments in FY 2022. Those projects are:

- Service Area A
 - Wyoming Springs Road (New Construction) (A-26) design
 - Deep Wood Drive (New Construction) (A-29) ROW preservation

- Service Area B
 - University Boulevard (Widening) (B-4) construction
 - University Boulevard (Widening) (B-8) construction
 - CR 112 Widening (B-25 & B-26) design & ROW
 - Kenney Fort Boulevard 4 (New Construction) (B-41) design
 - Old Settlers Extension (New Construction) (B-33) design & ROW
 - Red Bud North (Widening) (B-43, B-44, B-45) 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 (New Construction) (C-7) construction

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

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. No new Offset Agreements or Consent Development Agreements have been processed in the current reporting period.

Impact Fee Offsets and Service Area Matters

In May 2022, the City received the executed offset agreement in the amount of \$1,791,888.95 for the construction of Wallin Bradley Road, from A.W. Grimes Boulevard to College Park Drive. An approved Offset Agreement provides the improvement identified in the Roadway Impact Fee Study Capital Improvement Plan, in exchange for offset to fees charged to development in the Service Area. This offset has been applied to building permits issued in Stillwell at Avery Centre, and ZOM Living.

With new annexations, the potential service area boundaries may be modified. The City has initiated an update to the *City of Round Rock, Texas Roadway Impact Fee Study* to account for all annexations completed since October 2021. 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.

Conclusion and Recommendation

No significant issues have been identified with Roadway Impact Fee implementation. The Building Inspection, Finance and Transportation Departments provided excellent coordination in operating the program. If required, staff will make future recommendations on an official update to Roadway Impact Fee Ordinance before the March 2024 mandatory update schedule. 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.

No CIAC action or Council recommendation at this time, the *Fee Study* update is covered as a separate item. The next Roadway Impact Fee and Capital Improvement Plan Progress Report will be presented to the CIAC and the City Council in approximately six months.

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



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 240' W of Lagoon Dr	1.10	100%
	A-2	4 Lane - Enhanced (1/2)	New Hope Rd (2)	240' W of Lagoon Dr to Mayfield Ranch Blvd	0.23	50%
	A-3	4 Lane - Proposed	New Hope Rd (3)	Mayfield Ranch Blvd to 1000' E of Wyoming Springs Dr	0.93	50%
	A-4, B-1	6 Lane - Enhanced	Westinghouse Rd	IH 35 SBFR to IH 35 NBFR	0.19	50%
	A-5	4 Lane - Enhanced (1/2)	Wyoming Springs Dr (1)	New Hope Dr (Future) to Blue Ridge Dr	0.23	100%
	A-6	4 Lane - Proposed	Wyoming Springs Dr (2)	Blue Ridge Dr to RM 1431	0.72	100%
	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	100%
	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	Arterial L (1)	Wyoming Springs Dr to Chisholm Trl Rd (Future)	2.15	100%
	A-12	4 Lane - Proposed	Creek Bend Blvd (1)	RM 1431 to West End Pl	0.80	100%
	A-13	4 Lane - Enhanced (1/2)	Creek Bend Blvd (2)	West End Pl to Camino Del Verdes Pl	0.79	100%
	A-14	4 Lane - Proposed	Chisholm Trl Rd (1)	RM 1431 to CR 173	0.80	100%
	A-15, B-11	4 Lane - Proposed	Arterial L (2)	Chisholm Trl Rd (Future) to IH 35 NBFR	0.08	50%
	A-16	4 Lane - Enhanced	CR 173	IH 35 SBFR to 3250' N of Wolle Ln	0.10	100%
	A-17	4 Lane - Enhanced	Chisholm Trl Rd (2)	3250' N of Wolle Ln to 1980' N of Wolle Ln	0.24	100%
	A-18	4 Lane - Enhanced (AM)	Chisholm Trl Rd (3)	1980' N of Wolle Ln to FM 3406	0.48	100%
	A-19	6 Lane - Enhanced	Sam Bass Rd (1)	230' W of Tonkawa Trl to 390' W of Wyoming Springs Dr	0.23	50%
	A-20	6 Lane - Enhanced	Sam Bass Rd (2)	390' W of Wyoming Springs Dr to FM 3406	0.30	100%
	A-21	4 Lane - Enhanced	Sam Bass Rd (3)	FM 3406 to Desert Willow Dr	0.35	50%
	A-22	4 Lane - Enhanced	Sam Bass Rd (4)	Desert Willow Dr to Creek Bend Blvd	0.19	100%
	A-23	4 Lane - Enhanced	Sam Bass Rd (5)	Creek Bend Blvd to Hairy Man Dr	1.86	100%
	A-24	4 Lane - Enhanced	Sam Bass Rd (6)	Hairy Man Rd to 700' E of Hairy Man Rd	0.21	50%
	A-25	6 Lane - Enhanced	FM 3406	Sam Bass Rd to IH 35 SBFR	1.65	100%
	A-26	4 Lane - Proposed	Wyoming Springs Dr (4)	Sam Bass Rd to Brushy Creek	0.39	100%
	A-27	4 Lane - Enhanced (AM)	Chisholm Trl Rd (4)	FM 3406 to Sam Bass Rd	1.33	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%
	AI-4, CI-1		Deepwood Dr and Round Rock Ave (RM 620)	TURN LANES		50%
	AI-5, CI-2		IH 35 Blvd and Round Rock Ave (RM 620)	TURN LANES		50%
	-		Update ITS and Traffic Managemenet Infrastructure	-		33%

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

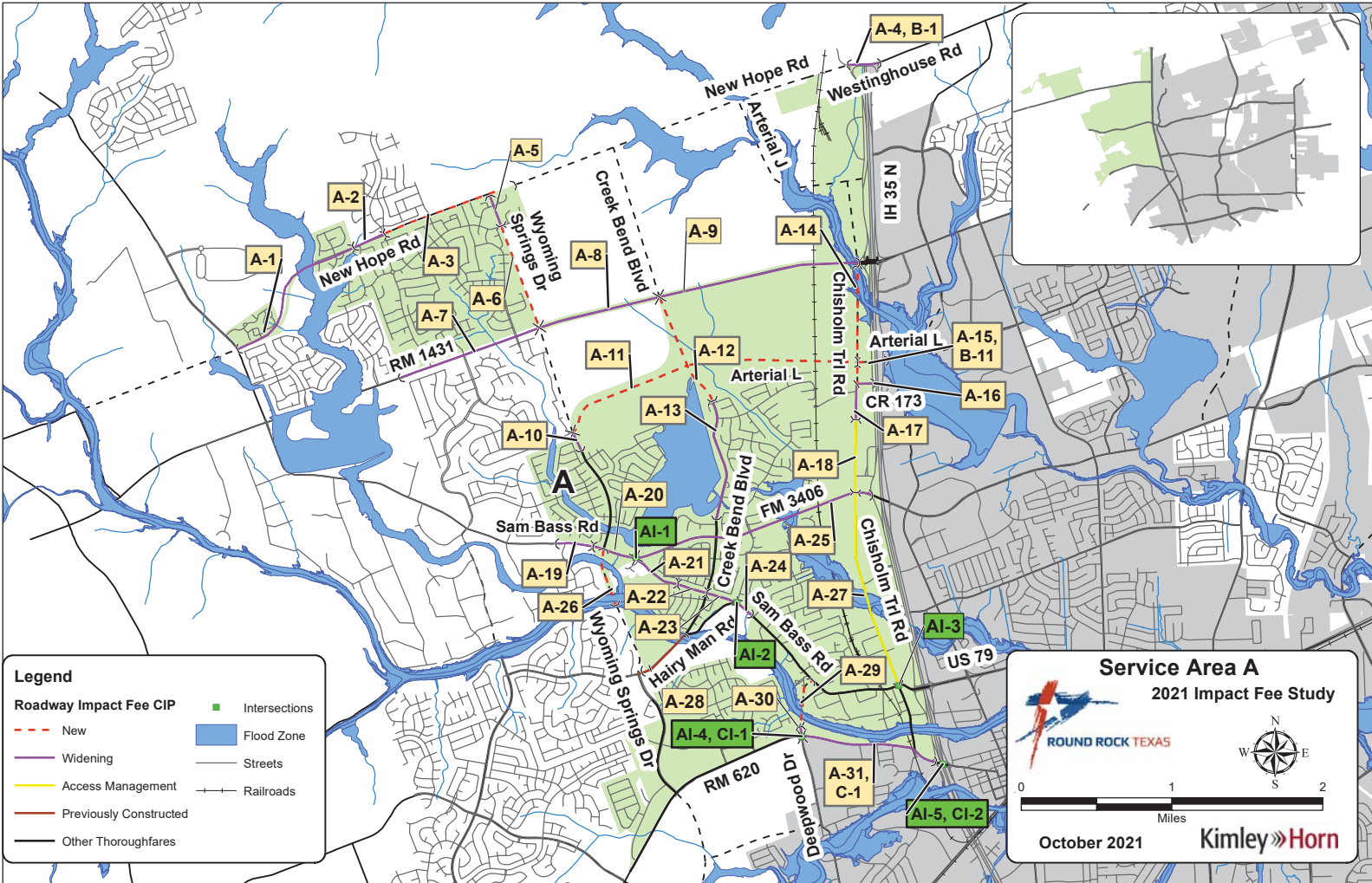




Table 2.B. Roadway Impact Fee Capital Improvements Plan – Service Area B

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-2	4 Lane - Enhanced	Westinghouse Rd (2)	3895' E of A.W. Grimes to 6350' W of A.W. Grimes	0.47	50%
	B-3	4 Lane - Existing	N Mays St (1)	1777' N of Teravista Pkwy to Teravista Pkwy	0.34	100%
	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 SH 130 SBFR	2.47	100%
	B-9	4 Lane - Enhanced	N Mays St (2)	University Blvd to 2000' S of University Blvd	0.38	100%
	B-10	4 Lane - Proposed	N Mays St (3)	2000' S of University Blvd to Paloma Dr	0.88	100%
	A-15, B-11	4 Lane - Proposed	Arterial L (1)	Chisholm Trl Rd (Future) to IH 35 NBFR	0.08	50%
	B-12	4 Lane - Proposed	Arterial L (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-14	4 Lane - Existing	Sunrise Rd (1)	University Blvd to Hidden Valley Dr	0.23	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-20	4 Lane - Enhanced (1/2)	College Park (1)	Satellite View to Avery Nelson Blvd	0.75	100%
	B-21	3 Lane - Proposed	Wallin Bradley Drive	Gulf Way to A.W. Grimes Blvd	0.69	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 - Existing	Medical Center Pkwy	Seton Pkwy to A.W. Grimes Blvd	0.18	100%
	B-25	4 Lane - Enhanced	CR 112 (1)	A.W. Grimes Blvd to 3580' E of A.W. Grimes Blvd	0.68	100%
	B-26	4 Lane - Enhanced	CR 112 (2)	3580' E of A.W. Grimes Blvd to CR 117	0.43	50%
	B-27	4 Lane - Proposed	Kenney Fort Blvd (1)	CR 117 to Old Settlers Blvd	1.06	100%
	B-28	4 Lane - Enhanced (1/2)	Red Bud Ln (1)	Guadalupe St to 160' N of Margarita Loop	0.35	100%
	B-29	4 Lane - Enhanced (1/2)	Red Bud Ln (2)	160' N of Margarita Loop to CR 117	0.35	50%
	B-30	4 Lane - Enhanced	Red Bud Ln (3)	CR 117 to Old Settlers Blvd	0.34	100%
	B-31	6 Lane - Enhanced (1/3)	Old Settlers Blvd (1)	N Mays St to Sunrise Rd	1.33	100%
	B-32	6 Lane - Enhanced	Old Settlers Blvd (2)	Sunrise Rd to A.W. Grimes Blvd	1.13	100%
	B-33	4 Lane - Proposed	Old Settlers Blvd (3)	Red Bud Ln to CR 110	0.46	100%
	B-34	4 Lane - Enhanced (AM)	Spur 379 (N Mays St)	540' N of Steam Way to Northwest Dr	1.43	100%
	B-35	4 Lane - Enhanced (AM)	Sunrise Rd (7)	Old Settlers Blvd to Country Aire Dr	0.28	100%
	B-36	6 Lane - Enhanced	FM 1460 (A.W. Grimes Blvd) (1)	Old Settlers Blvd to 375' S of Chandler Creek Blvd	0.35	100%
	B-37	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-38	6 Lane - Enhanced	FM 1460 (A.W. Grimes Blvd) (3)	1250' N of Tiger Trl to US 79	1.25	100%
	B-39	6 Lane - Proposed (1/2)	Kenney Fort Blvd (2)	Old Settler's Blvd to 2540' S of Old Settler's Blvd	0.30	100%
	B-40	6 Lane - Proposed	Kenney Fort Blvd (3)	Old Settler's Blvd to 2540' S of Old Settler's Blvd	0.18	50%
	B-41	6 Lane - Proposed	Kenney Fort Blvd (4)	2540' S of Old Settlers Blvd to Chandler Creek Blvd	0.95	100%
	B-42	6 Lane - Enhanced	Kenney Fort Blvd (5)	Chandler Creek Blvd to Joe DiMaggio Blvd	0.30	100%
	B-43	4 Lane - Enhanced	Red Bud Ln (4)	Old Settlers Blvd to 170' N of Joseph St	0.45	100%
	B-44	4 Lane - Enhanced	Red Bud Ln (5)	170' N of Joseph St to 160' S of Covered Wagon Trl	0.18	50%
	B-45	4 Lane - Enhanced	Red Bud Ln (6)	160' S of Covered Wagon Trl to US 79	0.41	100%
	B-46, C-6	6 Lane - Enhanced	US 79 (1)	N Mays St to 200' E of Red Bud Ln	4.32	50%
	B-47	6 Lane - Enhanced	US 79 (2)	200' E of Red Bud Ln to 1690' E of Red Bud Ln	0.28	50%
		Intersection Improvements	Location	Improvement(s)		% In Service Area
	BI-1		N Mays St and University Blvd	TURN LANES		100%
	BI-2		Sunrise Rd and University Blvd	TURN LANES		100%
	BI-3		N Mays St and Steam Way	TURN LANES		100%
	BI-4, CI-8		A.W. Grimes Blvd and Palm Valley Blvd	OTHER & TURN LANES		50%
	-		Update ITS and Traffic Management Infrastructure	-		33%

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

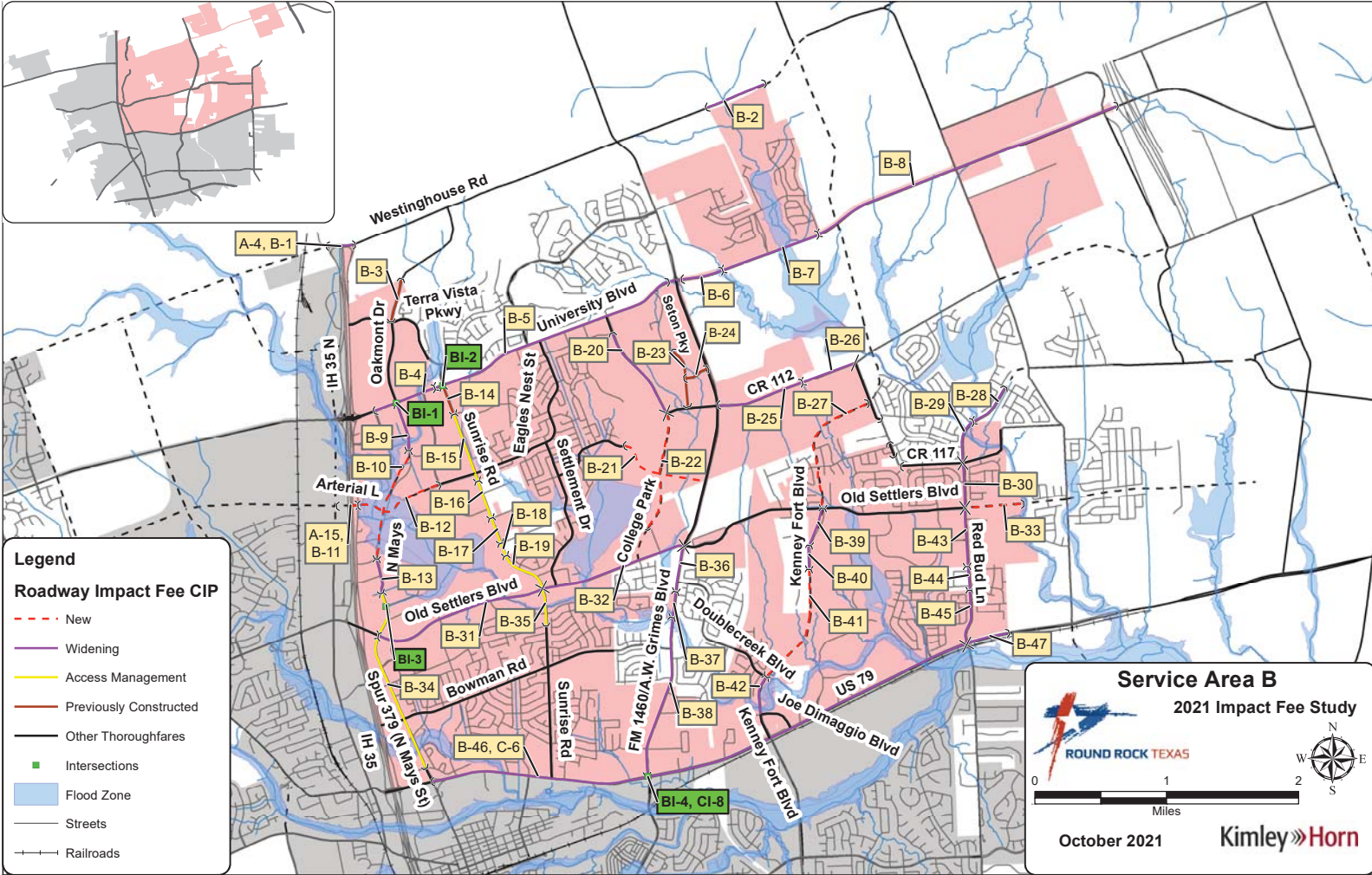
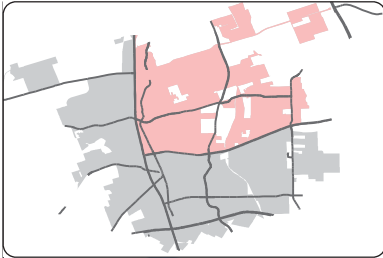




Table 2.C. Roadway Impact Fee Capital Improvements Plan – Service Area C

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-2	4 Lane - Enhanced	CR 172 (1)	McNeil Dr to Lynda Sue St	0.20	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)	N Mays St to 200' E of Red Bud Ln	4.32	50%
	C-7	3 Lane - Proposed	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-9	6 Lane - Existing	Kenney Fort Blvd (1)	US 79 to Forest Creek Blvd	0.95	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	4 Lane - Enhanced	Gattis School Rd (1)	S Mays St to Surrey Dr	0.65	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	50%
	C-24	6 Lane - Enhanced (1/3)	Greenlawn Blvd	IH 35 NBFR to SH 45 EBFR	1.86	100%
	C-25	3 Lane - Proposed	Roundville Ln	A.W. Grimes Blvd to 2060' W of A.W. Grimes Blvd	0.21	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%
		Intersection Improvements	Location	Improvement(s)		% In Service Area
	AI-4, CI-1		Deepwood Dr and Round Rock Ave (RM 620)	TURN LANES		50%
	AI-5, CI-2		IH 35 Blvd and Round Rock Ave (RM 620)	TURN LANES		50%
	CI-3		IH 35 and Hesters Crossing Rd	TURN LANES		100%
	CI-4		IH 35 and Louis Henna Blvd (SH 45 FR)	TURN LANES & SIGNAL		100%
	CI-5		Mays St and Liberty Ave	SIGNAL		100%
	CI-6		Mays St and Gattis School Rd	TURN LANES		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-9		A.W. Grimes Blvd and Gattis School Rd	TURN LANES		100%
	CI-10		Red Bud Ln and Gattis School Rd	TURN LANES		100%
	-		Update ITS and Traffic Managemenet Infrastructure	-		33%

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

