

**AUSTIN OAKS TIA
RECOMMENDED IMPROVEMENTS**

| INTERSECTION | PHASE I (2018) | 2018 PRO-RATA | PHASE II (2023) | 2023 PRO-RATA | PHASE III (2028) | 2028 PRO-RATA | PHASE IV (2028) | 2031 PRO-RATA |
|---|--|------------------|-----------------|------------------|--|------------------|-----------------|------------------|
| Far West Boulevard & Hart Lane | Restripe NB Hart Lane Approach to provide an exclusive left-turn lane, and a shared thru-right lane. Stripe SB Hart Lane Approach to include 3-lanes and 1-receiving lane: one exclusive left-lane, one thru lane, and a shared thru-right lane. Signal Modification for NB and SB Hart Lane approaches. Revise Cycle length and Splits. | 2% | N/A | * | N/A | * | N/A | * |
| Far West Boulevard & Wood Hollow Drive | - | - | - | - | Provide a second exclusive right turn lane on the NB Wood Hollow Drive. Signal Modifications for NB and SB Wood Hollow Drive. Revise Cycle Length and Splits | 4% | N/A | * |
| Far West Boulevard & Mopac SB FR | Add an Exclusive Channelized SB Right-Turn Lane. Modify striping to create an exclusive SBLT and shared thru-left. Revise splits | 2% | N/A | * | N/A | * | N/A | * |
| Far West Boulevard & Mopac NB FR | Widen NB Mopac Frotage Rd north of intersection to provide 2 lanes of traffic to the gore of the Entrance Ramp (Approx 640 FT). Revise Splits | 3% | N/A | * | N/A | * | N/A | * |
| Spicewood Springs Road & Mopac SB FR | Widen SB Mopac Frtg Rd north of the intersection to provide an Exclusive Left, Shared Thru-Left, Thru, and Right-Turn Lanes. Revise splits. Widen SB Mopac Frtg Rd south of the intersection to allow for free-flowing EB Right-Turn movements. Widen shall extend to Executive Dr and terminate as an Exclusive SB Right-Turn Lane. | 2% | N/A | * | N/A | * | N/A | * |
| Spicewood Springs Road & Mopac NB FR | Revise Splits | 3% | N/A | * | N/A | * | N/A | * |
| Spicewood Springs Road & Wood Hollow Drive / Private Driveway | Widen Wood Hollow Drive to allow for a SB Bicycle Lane, 1-SB Lane, NB Exclusive Left, NB Bicycle Lane, NB Shared Thru-Right, NB Exclusive Right. New Ped Ramps, crossings, and facilities that are missing. Revise Splits | 5% | N/A | * | N/A | * | N/A | * |
| Steck Avenue & Mopac SB FR | Revise Cycle Length and Splits | 1% | N/A | * | N/A | * | N/A | * |
| Steck Avenue & Mopac NB FR | Revise Cycle Length and Splits | 2% | N/A | * | N/A | * | N/A | * |

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|--|---|------------------|-----------------|------------------|--|------------------|-----------------|------------------|
| Greystone Drive & Hart Lane | One Lane Roundabout | 2% | N/A | * | N/A | * | N/A | * |
| Greystone Drive & Wood Hollow Drive | One Lane Roundabout | 4% | N/A | * | N/A | * | N/A | * |
| Executive Cente Drive & Mopac SB FR | Stripe the SB approach to provide 4 lanes; An Exclusive SBRT lane and 3 SBTH lanes. Provide acceleration lane on Mopac SB FR south of Executive Center Drive. | 3% | N/A | * | N/A | * | N/A | * |
| Executive Center Drive & Wood Hollow Drive | One Lane Roundabout | 8% | N/A | * | N/A | * | N/A | * |
| Executive Center Drive & Hart Lane | - | - | - | - | Restripe NB approach to provide a Thru, Bicycle Lane, and Right-Turn Lane. Restripe SB approach to provide a Left, Thru, and Bicycle Lane. Pedestrian Ramps will be provide and Ped Refuge on the NB Approach. Sidewalk between Executive and Spicewood Springs shall also be completed on the westside of Hart. | 30% | N/A | * |
| Spicewood Springs Road & Hart Lane | Traffic Signal | 2% | N/A | * | N/A | * | N/A | * |

NBLT - Northbound Left-Turn Lane
SBLT - Southbound Left-Turn Lane
WBLT - Westbound Left-Turn Lane
EBLT - Eastbound Left-Turn Lane

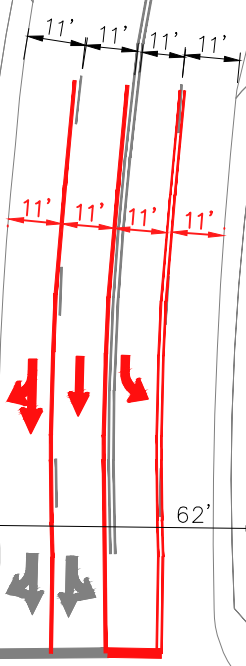
NBTH - Northbound Thru Lane
SBTH - Southbound Thru Lane
WBTH - Westbound Thru Lane
EBTH - Eastbound Thru Lane

NBRT - Northbound Right-Turn Lane
SBRT - Southbound Right-Turn Lane
WBRT - Westbound Right-Turn Lane
EBRT - Eastbound Right-Turn Lane

**Austin Oaks TIA
Pro-rata Share Calculations for Proposed Improvements**

| | | | |
|---|--|-------|-----|
| <u>Far West Blvd and Hart Lane (2018)</u> | *Pro-rata = (2018 Site Traffic / 2018 Site + Forecasted Traffic) = 32/2165 = | 0.015 | 2% |
| See Node #1 of Figure 3 & Figure 4 within Exhibit 6 for 2018 Site, and 2018 Site+Forecasted Volumes, respectively. | | | |
| <u>Far West Blvd and Wood Hollow Dr (2028)</u> | *Pro-rata = ((2018 Site + 2023 Site + 2028 Site Traffic) / 2028 Site+Forecasted Traffic) = (30+33+41)/3383 = | 0.031 | 4% |
| See Node #2 of Figure 3, Figure 6, Figure 9, & Figure 10 within Exhibit 6 for 2018 Site, 2023 Site, 2028 Site, and 2028 Site+Forecasted Volumes, respectively. | | | |
| <u>Far West Blvd & Mopac SB FR (2018)</u> | *Pro-rata = (2018 Site Traffic / 2018 Site + Forecasted Traffic) = 35/3264 = | 0.011 | 2% |
| See Node #3 of Figure 3 & Figure 4 within Exhibit 6 for 2018 Site, and 2018 Site+Forecasted Volumes, respectively. | | | |
| <u>Far West Blvd & Mopac NB FR (2018)</u> | *Pro-rata = (2018 Site Traffic / 2018 Site + Forecasted Traffic) = 35/1479 = | 0.024 | 3% |
| See Node #4 of Figure 3 & Figure 4 within Exhibit 6 for 2018 Site, and 2018 Site+Forecasted Volumes, respectively. | | | |
| <u>Spicewood Springs Rd & Mopac SB FR (2018)</u> | *Pro-rata = (2018 Site Traffic / 2018 Site + Forecasted Traffic) = 100/5220 = | 0.019 | 2% |
| See Node #5 of Figure 3 & Figure 4 within Exhibit 6 for 2018 Site, and 2018 Site+Forecasted Volumes, respectively. | | | |
| <u>Spicewood Springs Rd & Mopac NB FR (2018)</u> | *Pro-rata = (2018 Site Traffic / 2018 Site + Forecasted Traffic) = 91/3284 = | 0.028 | 3% |
| See Node #6 of Figure 3 & Figure 4 within Exhibit 6 for 2018 Site, and 2018 Site+Forecasted Volumes, respectively. | | | |
| <u>Spicewood Springs Rd & Wood Hollow Dr (2018)</u> | *Pro-rata = (2018 Site Traffic / 2018 Site + Forecasted Traffic) = 108/2564 = | 0.042 | 5% |
| See Node #7 of Figure 3 & Figure 4 within Exhibit 6 for 2018 Site, and 2018 Site+Forecasted Volumes, respectively. | | | |
| <u>Steck Ave & Mopac SB FR (2018)</u> | *Pro-rata = (2018 Site Traffic / 2018 Site + Forecasted Traffic) = 48/4894 = | 0.010 | 1% |
| See Node #8 of Figure 3 & Figure 4 within Exhibit 6 for 2018 Site, and 2018 Site+Forecasted Volumes, respectively. | | | |
| <u>Steck Ave & Mopac NB FR (2018)</u> | *Pro-rata = (2018 Site Traffic / 2018 Site + Forecasted Traffic) = 45/2822 = | 0.016 | 2% |
| See Node #9 of Figure 3 & Figure 4 within Exhibit 6 for 2018 Site, and 2018 Site+Forecasted Volumes, respectively. | | | |
| <u>Greystone Dr & Hart Lane (2018)</u> | *Pro-rata = (2018 Site Traffic / 2018 Site + Forecasted Traffic) = 15/994 = | 0.015 | 2% |
| See Node #10 of Figure 3 & Figure 4 within Exhibit 6 for 2018 Site, and 2018 Site+Forecasted Volumes, respectively. | | | |
| <u>Greystone Dr & Wood Hollow Dr (2018)</u> | *Pro-rata = (2018 Site Traffic / 2018 Site + Forecasted Traffic) = 30/974 = | 0.031 | 4% |
| See Node #20 of Figure 3 & Figure 4 within Exhibit 6 for 2018 Site, and 2018 Site+Forecasted Volumes, respectively. | | | |
| <u>Executive Center Dr & Mopac SB FR (2018)</u> | *Pro-rata = (2018 Site Traffic / 2018 Site + Forecasted Traffic) = 71/2961 = | 0.024 | 3% |
| See Node #40 of Figure 3 & Figure 4 within Exhibit 6 for 2018 Site, and 2018 Site+Forecasted Volumes, respectively. | | | |
| <u>Executive Center Dr & Wood Hollow Dr (2018)</u> | *Pro-rata = (2018 Site Traffic / 2018 Site + Forecasted Traffic) = 62/801 = | 0.077 | 8% |
| See Node #50 of Figure 3 & Figure 4 within Exhibit 6 for 2018 Site, and 2018 Site+Forecasted Volumes, respectively. | | | |
| <u>Executive Center Dr & Hart Lane (2028)</u> | *Pro-rata = ((2018 Site + 2023 Site + 2028 Site Traffic) / 2028 Site+Forecasted Traffic) = (32+39+207)/939 = | 0.296 | 30% |
| See Node #60 of Figure 3, Figure 6, Figure 9, & Figure 10 within Exhibit 6 for 2018 Site, 2023 Site, 2028 Site, and 2028 Site+Forecasted Volumes, respectively. | | | |
| <u>Spicewood Springs Rd & Hart Lane (2018)</u> | *Pro-rata = (2018 Site Traffic / 2018 Site + Forecasted Traffic) = 47/2637 = | 0.018 | 2% |
| See Node #70 of Figure 3 & Figure 4 within Exhibit 6 for 2018 Site, and 2018 Site+Forecasted Volumes, respectively. | | | |

*Highest Peak Hour Site Volume Utilized



HART LANE

RIGHT-OF-WAY

RIGHT-OF-WAY

FAR WEST BOULEVARD

60'

RIGHT-OF-WAY

RIGHT-OF-WAY

CITY OF AUSTIN AND TRAVIS COUNTY
RECORD DATA UTILIZED FOR ALL EXISTING
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NO FIELD SURVEY WAS COMPLETED.

EXHIBIT 4A

FAR WEST BLVD & HART LANE

BURY

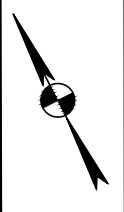
221 West Sixth Street, Suite 600
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FILE:

PROJECT No.: 103363-10002

SCALE: N.T.S.

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WOOD HOLLOW DRIVE

FAR WEST BOULEVARD

RIGHT-OF-WAY

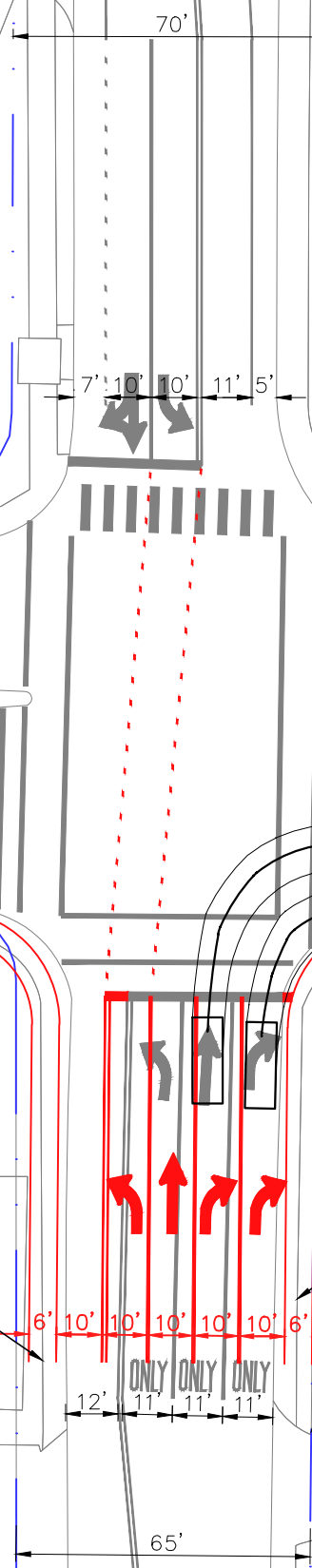
RIGHT-OF-WAY

RIGHT-OF-WAY

SIDEWALK

SIDEWALK

RIGHT-OF-WAY



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EXHIBIT 4B

FAR WEST BLVD &
 WOOD HOLLOW DRIVE

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MOPAC SOUTHBOUND FRONTAGE ROAD

FAR WEST BOULEVARD

SIDEWALK

RIGHT-OF-WAY

RIGHT-OF-WAY

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EXHIBIT 4C

FAR WEST BLVD &
MOPAC SB FRTG

BURY

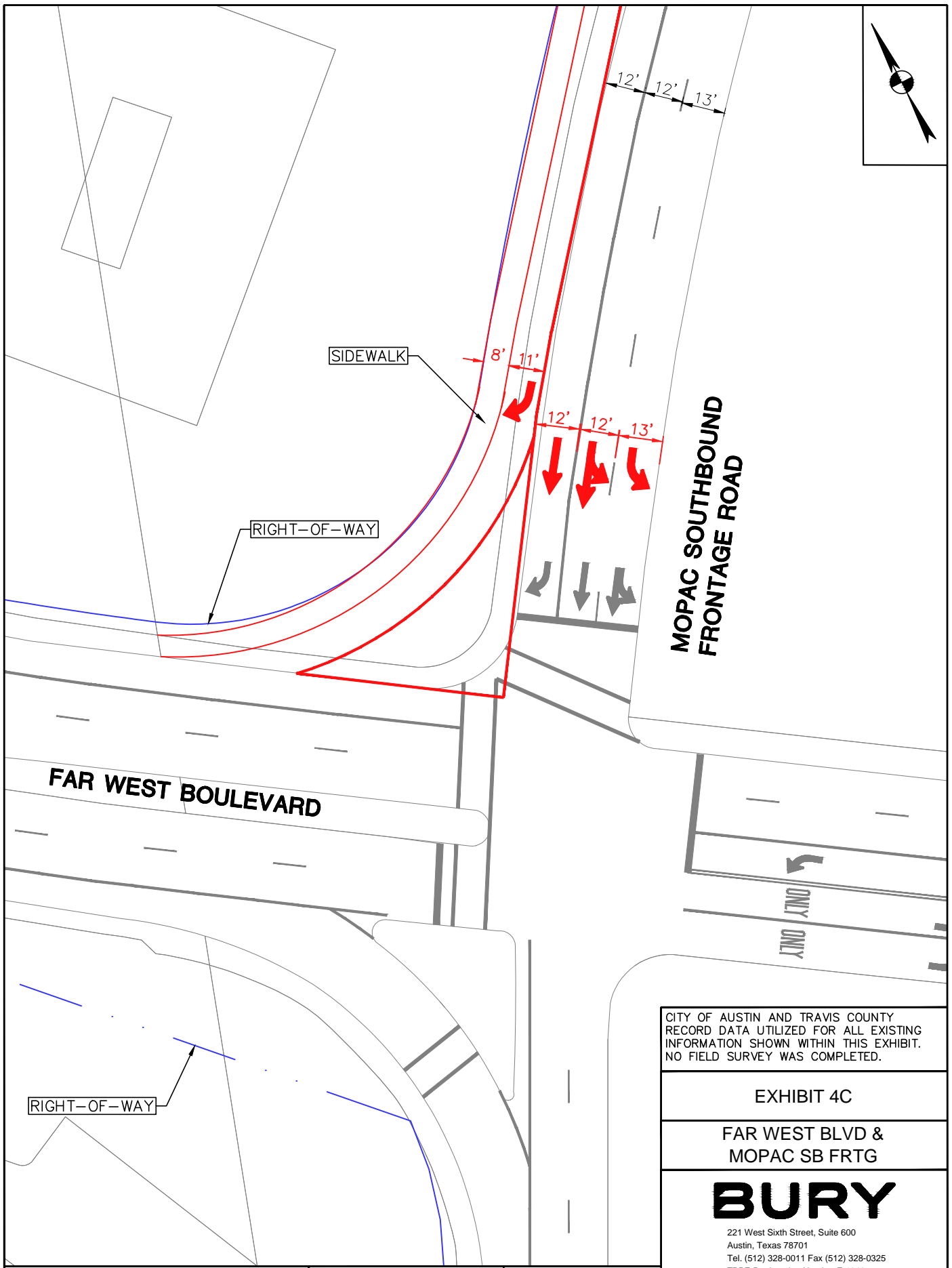
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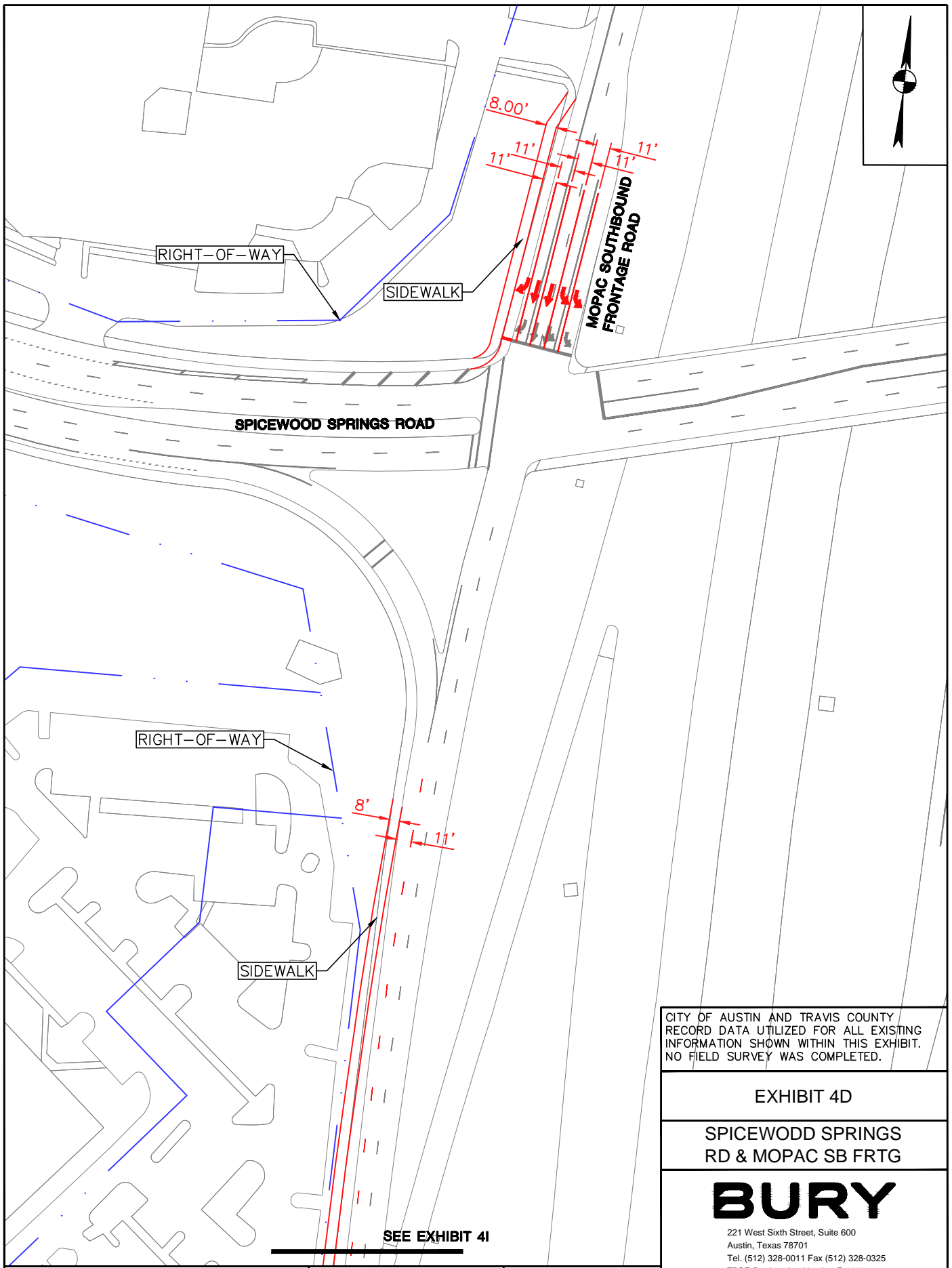
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SEE EXHIBIT 4I

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EXHIBIT 4D

SPICEWOOD SPRINGS
 RD & MOPAC SB FRTG

BURY

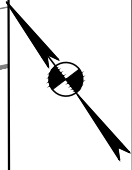
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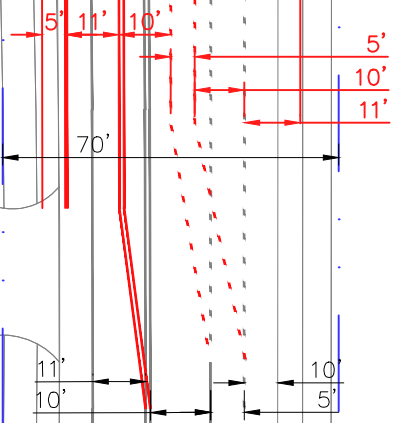
SPICEWOOD SPRINGS ROAD

NEW PEDESTRIAN RAMPS AND
PEDESTRIAN TRAFFIC SIGNAL FACILITIES
(ALL FOUR CORNERS)

RIGHT-OF-WAY

WOOD HOLLOW DRIVE

RIGHT-OF-WAY



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EXHIBIT 4E

**SPICEWOOD SPRINGS RD &
WOOD HOLLOW DR**

BURY

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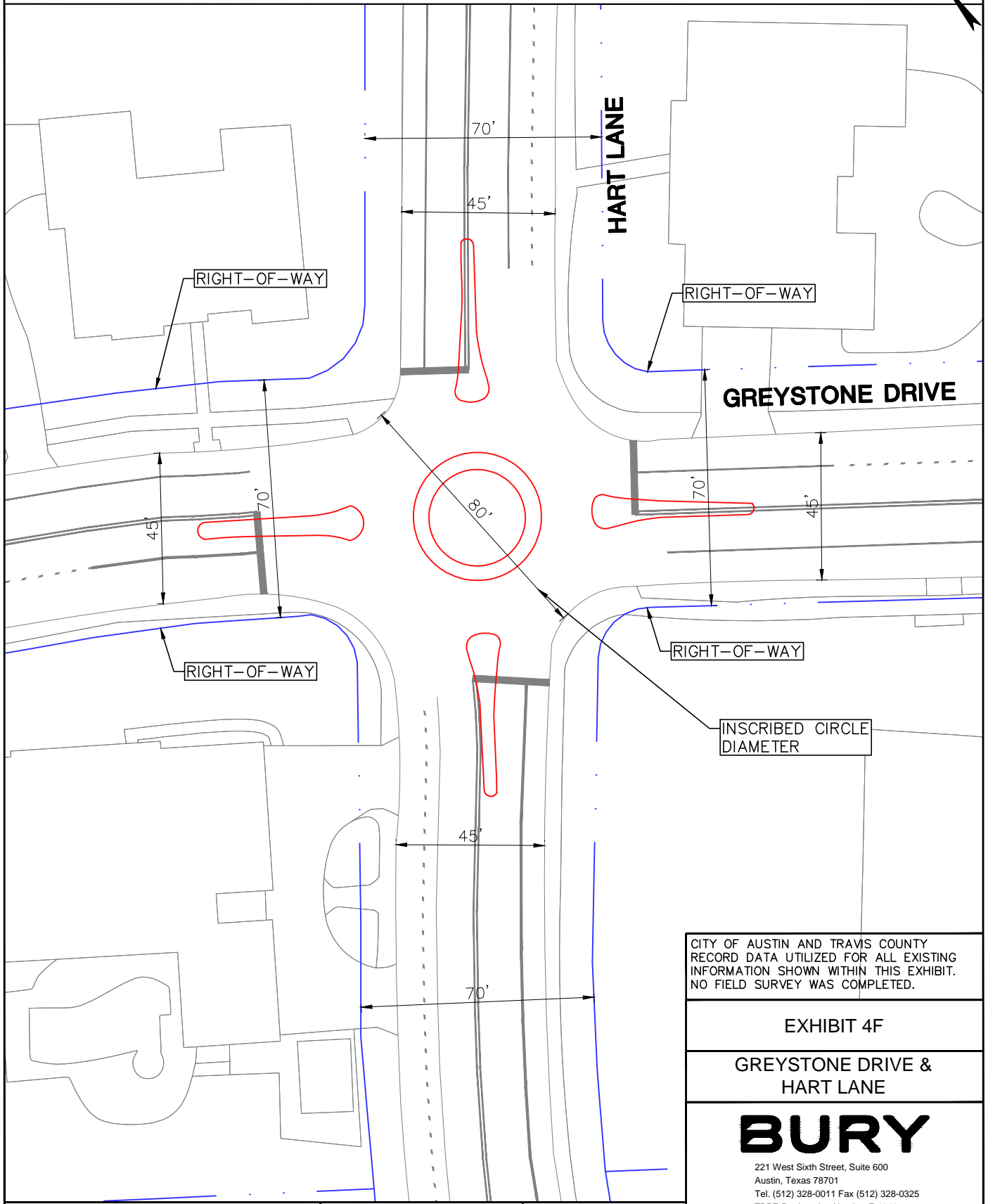
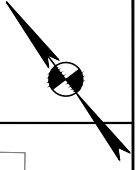
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THIS INTERSECTION IS PROPOSED TO BECOME A ROUNDABOUT. WHAT IS SHOWN HEREIN IS ILLUSTRATIVE AND NOT MEANT TO REFLECT ACTUAL DESIGN. THE INSCRIBED CIRCLE DIAMETER REPRESENTS ADEQUATE SPACE FOR A ONE-LANE ROUNDABOUT WITH BICYCLE IMPROVEMENTS AND PEDESTRIAN FACILITY IMPROVEMENTS.



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EXHIBIT 4F

GREYSTONE DRIVE & HART LANE

BURY

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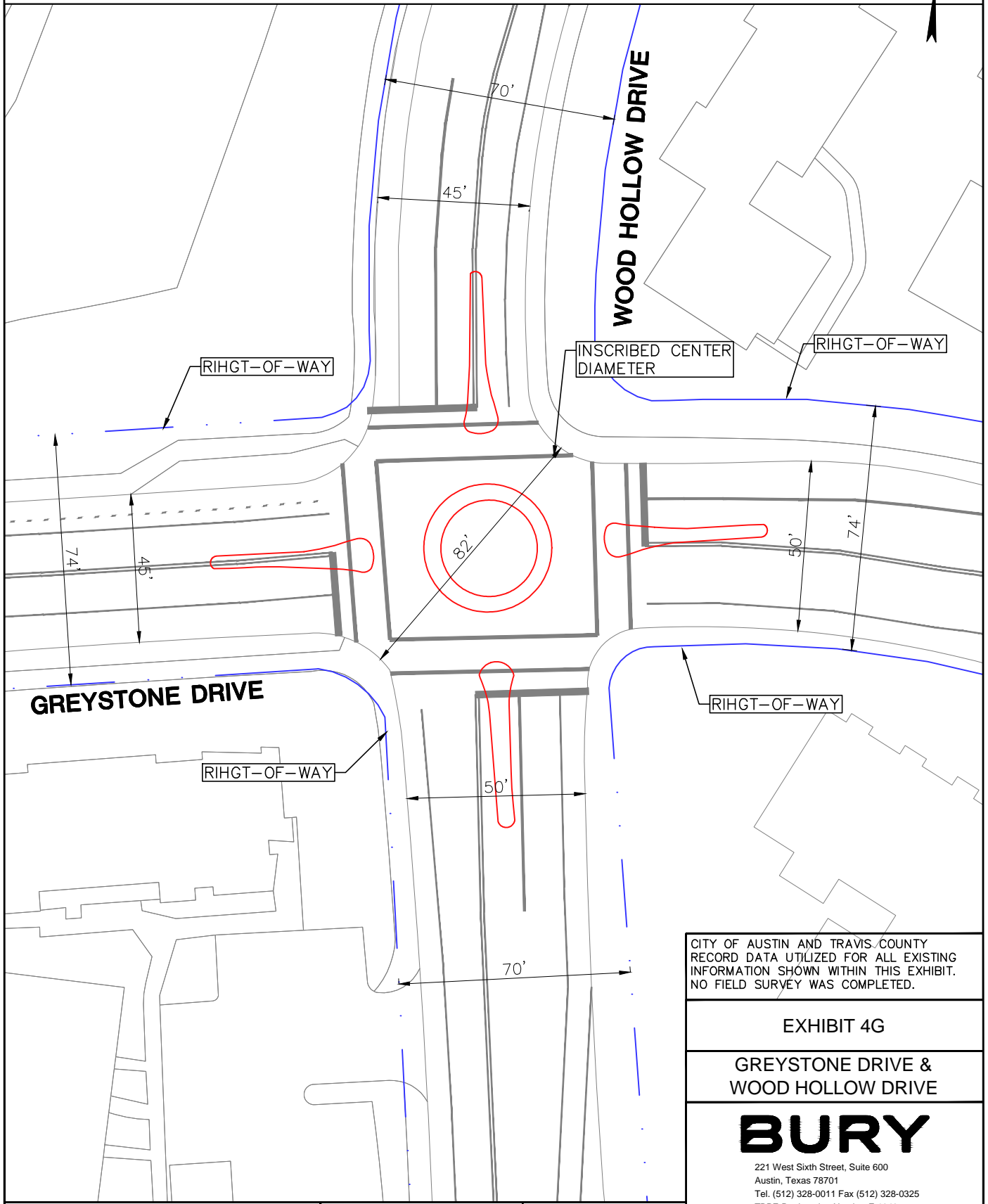
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EXHIBIT 4G

GREYSTONE DRIVE & WOOD HOLLOW DRIVE

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SEE EXHIBIT 4D



MOPAC SOUTHBOUND FRONTAGE ROAD

RIGHT-OF-WAY

SIDEWALK

12'
12'
12'

8'
11'

EXECUTIVE DRIVE

RIGHT-OF-WAY

11'
8'

SIDEWALK

CITY OF AUSTIN AND TRAVIS COUNTY
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NO FIELD SURVEY WAS COMPLETED.

EXHIBIT 4H

EXECUTIVE DRIVE &
MOPAC SB FRTG

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SIDEWALK SHALL BE COMPLETED TO SPICEWOOD SPRINGS BLVD

RIGHT-OF-WAY

NEW PEDESTRIAN RAMPS AND REFUGE TO BE ADDED (ALL FOUR CORNERS)

RIGHT-OF-WAY

EXECUTIVE DRIVE

HART LANE

RIGHT-OF-WAY

CITY OF AUSTIN AND TRAVIS COUNTY RECORD-DATA UTILIZED FOR ALL EXISTING INFORMATION SHOWN WITHIN THIS EXHIBIT. NO FIELD SURVEY WAS COMPLETED.

EXHIBIT 4J

EXECUTIVE DRIVE & HART LANE

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