



— = Regional Mobility Project
— = Existing Corridor Mobility Report
— = Local Mobility Project
- - - = Preliminary Engineering and Design
- - - = Preliminary Engineering and Design

Regional Mobility Projects

- 1 Loop 360 Intersections
- 2 Spicewood Springs Road
- 3 Anderson Mill Road
- 4 RM 620 at RM 2222
- 5 Parmer Lane
- 6 Old Bee Caves Road Bridge

Corridor Mobility Projects

- 7 North Lamar Boulevard
- 8 Burnet Road
- 9 Airport Boulevard
- 10 East Martin Luther King Jr. Boulevard / FM 969
- 11 South Lamar Boulevard
- 12 East Riverside Drive
- 13 Guadalupe Street
- 14 William Cannon Drive
- 15 Slaughter Lane
- 16 North Lamar Boulevard / Guadalupe Street
- 17 West Rundberg Lane
- 18 East Rundberg Lane
- 19 Colony Loop Drive
- 20 Martin Luther King Jr. Boulevard
- 21 South Congress Avenue
- 22 Manchaca Road
- 23 South Pleasant Valley Road

Local Mobility Projects

Sub-Standard Streets/Capital Renewal

- 24 Falwell Lane
- 25 William Cannon Railroad Overpass
- 26 FM 1626
- 27 Cooper Lane
- 28 Ross Road
- 29 Circle S Road
- 30 Rutledge Spur
- 31 Davis Lane
- 32 Latta Drive/Brush Country Road
- 33 Johnny Morris Road
- 34 Brodie Lane

Citywide (Not Mapped)

- Sidewalks
- Safe Routes to School
- Bikeways
- Intersection Safety Improvements
- Urban Trails

Notice: This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries. This product has been produced by the Capital Planning Office for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.



Project and Program Map

The map on Page 10 contains Regional Mobility Projects, Corridor Improvement Projects, and the Sub-Standard Streets/Capital Renewal projects included in the Local Mobility Projects as per the City Ordinance approved by Council. The extents of the projects on the map generally represent the limits of existing Corridor Mobility Development Reports (solid orange lines) and proposed Regional Mobility Projects (solid green lines), but improvements funded by the bond proposition, if approved, are not expected to take place along the full extent of the roadway. Improvements would be implemented on prioritized locations of the roadway.

Preliminary Engineering and/or Design, represented by the dashed lines, may include a traffic analysis, watershed impact determination and remediation plan, a public involvement process, project scope, and preliminary design. Projects that address citywide mobility, such as sidewalks, bikeways, and urban trails, are not included on this map and will be prioritized through established capital program processes.

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