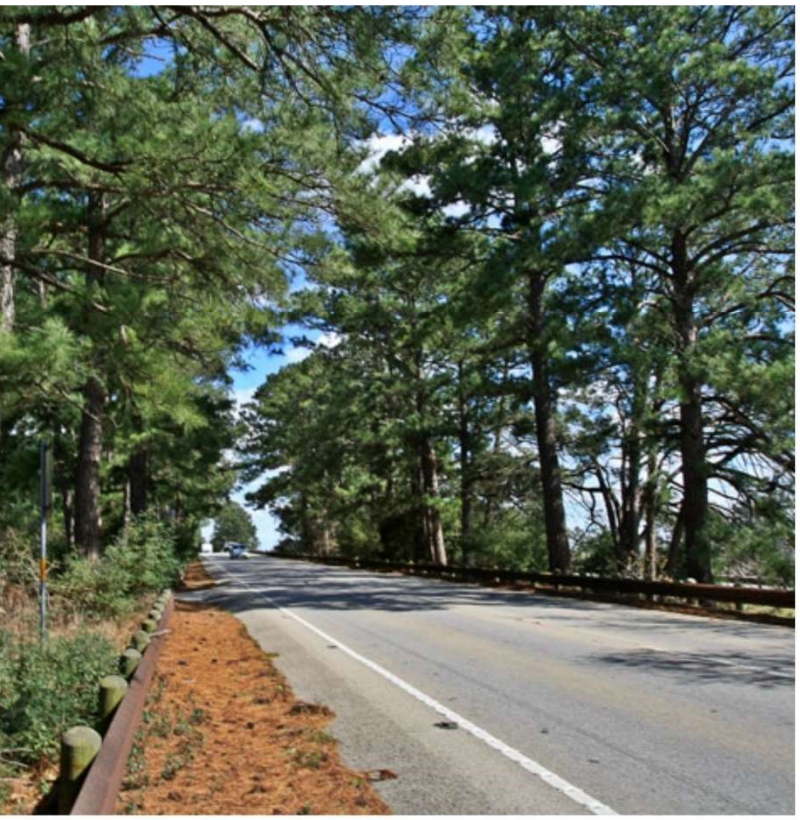
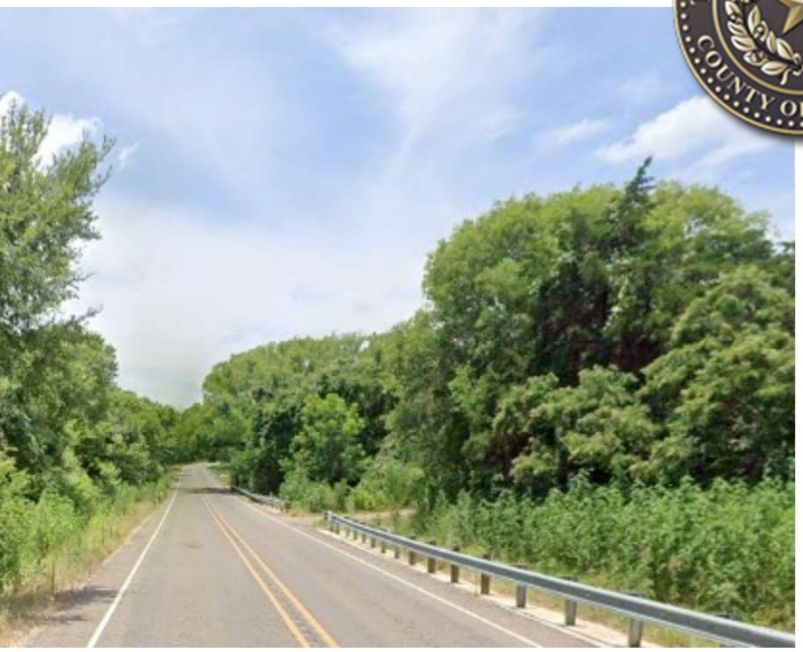
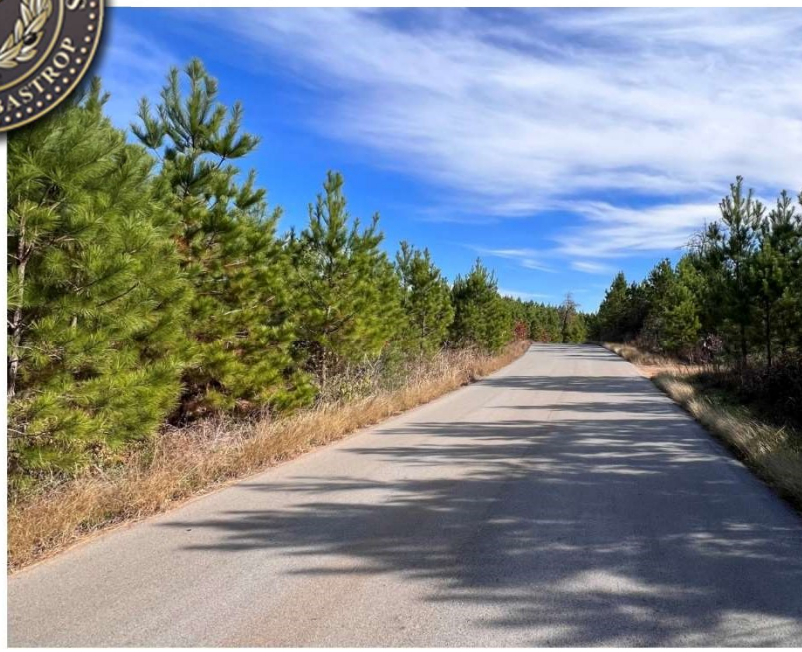


BASTROP COUNTY TRANSPORTATION PLAN 2023





Date: Tuesday, January 30, 2024

ACKNOWLEDGMENTS

The Bastrop County Transportation Plan 2023 is the product of the combined work of many people, governments, and organizations dedicated to planning a robust, efficient, and considerate transportation system for Bastrop County.

Bastrop County Commissioners Court

Gregory Klaus, County Judge

Mel Hamner, Precinct 1 Commissioner

Clara Beckett, Precinct 2 Commissioner

Mark Meuth, Precinct 3 Commissioner

David Glass, Precinct 4 Commissioner

Bastrop County

Aimee Robertson, County Planner

André Betit, P.E., Director of Engineering and Development

Cari Croft, Lost Pines Habitat Conservation Administrator

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Ed Theriot, Precinct 3 Commissioner

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SECTION 1 PROCESS

Introduction

The Bastrop County 2023 Transportation Plan was developed using County staff and the Capital Area Metropolitan Planning Organization's (CAMPO) research and traffic modeling systems. This plan is an update to incorporate proposed improvements based on the latest population growth and future projections, land use, and planning trends. The Bastrop County Transportation Plan 2023 was created to guide the County in roadway development over the course of a 25-year period.

Plan Strategy

Previous transportation plans were completed by Bastrop County in 2010, 2016, and 2020. The previous processes involved data collection including public engagement. The 2023 plan provides recommended improvements and additions to the roadway network over the next 25 years. The roadway locations shown on the map are proposed future improvements and may be subject to change. Information shown on this map is derived from public records that are constantly undergoing change and does not replace a site survey. No funding has been identified for these roadways as of December 2023, but identifying them in this long-range plan is the first step towards project candidacy.

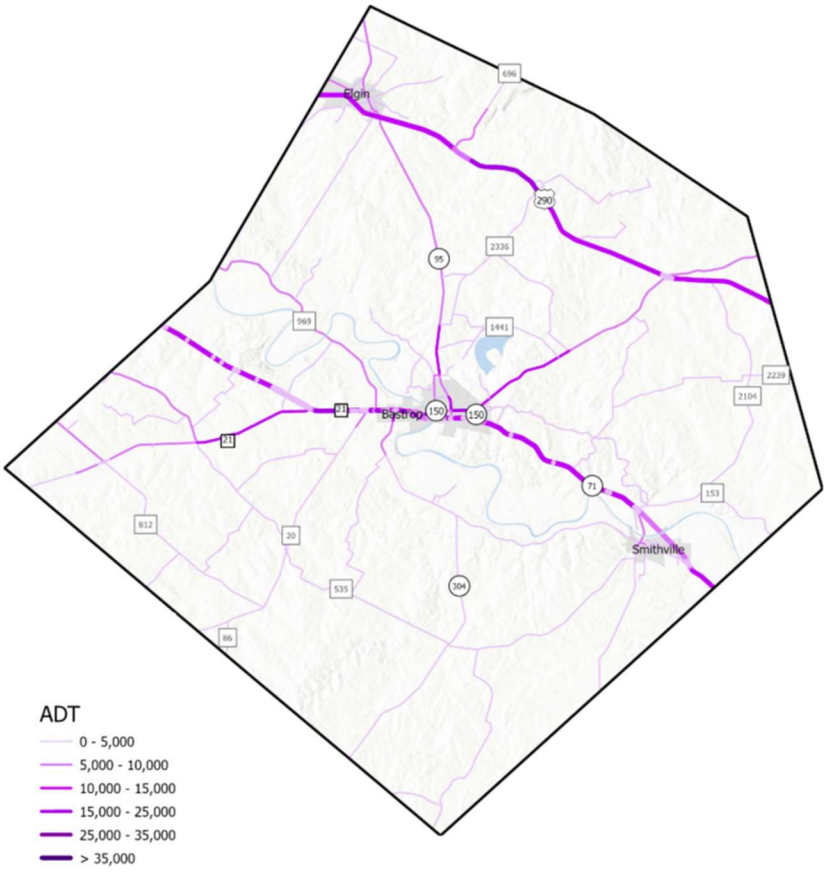


Figure 1: Existing Year Conditions - Average Daily Traffic (ADT)

Existing Year Conditions

Bastrop County is expected to experience a large rate of growth within the next 25 years. The Capital Area region arterial system is under-performing and is pressured by a large influx of growth. This is demonstrated in Figures 7 and 8 by looking at the Existing Year and 2045 No Build Volume to Capacity Ratio exhibits. The influence of growth illustrates how the lack of network connectivity and appropriate sizing in today's network will ultimately lead to failure in the future; the current road network is insufficient to handle the pressures associated with population and employment growth over the next 25 years. This updated plan creates a safe hierarchy of roads that will support Bastrop County's economic future and enhance the quality of life. This plan was created with the best available data to account for geographic and topographic limitations, floodplain and water features, emergency ingress/egress needs, railroad crossings, new and existing developments, and anticipated future land use. Additionally, to ensure consistency and to promote connectivity within the region, improvements in the 2023 plan were collaborated with neighboring jurisdictions' plans and with the Texas Department of Transportation. Enhancing mobility by upgrading current facilities and installing new facilities can also address the number of crashes within the County.

2023 Plan and Recommendations

The Recommended Build Network features an improved roadway system that was designed to manage existing and proposed facility improvements to support the future growth of Bastrop County. New North-South and East-West corridors have been added for regional mobility. The 2023 plan was designed to connect with surrounding counties' future development plans for intercounty mobility. The Recommended Build Network will benefit Bastrop County residents and travelers by providing an efficient transportation system.

Existing Plans and Goals

2010 Bastrop County Transportation Plan

In 2010, because of development pressure from the growth in the Austin metropolitan region, Bastrop County became the first rural county in TxDOT's Austin District to develop and adopt a comprehensive transportation plan. This plan was the County's first attempt to address future transportation needs created by a rapidly growing population through long-range planning, with the intent of right-of-way (ROW) preservation along identified corridors. The 2010 Bastrop County Comprehensive Transportation Plan identified 34 transportation projects County-wide, the majority of which consisted of improvements to on-system corridors (TxDOT owned and/or maintained FM, SH, and US roadways). Some of these identified improvements, such as the highest scoring priority project of the plan, an upgrade of SH 71 into a freeway, with a bridge replacement at the Colorado River and frontage roads at the bridge, are underway or have been completed.

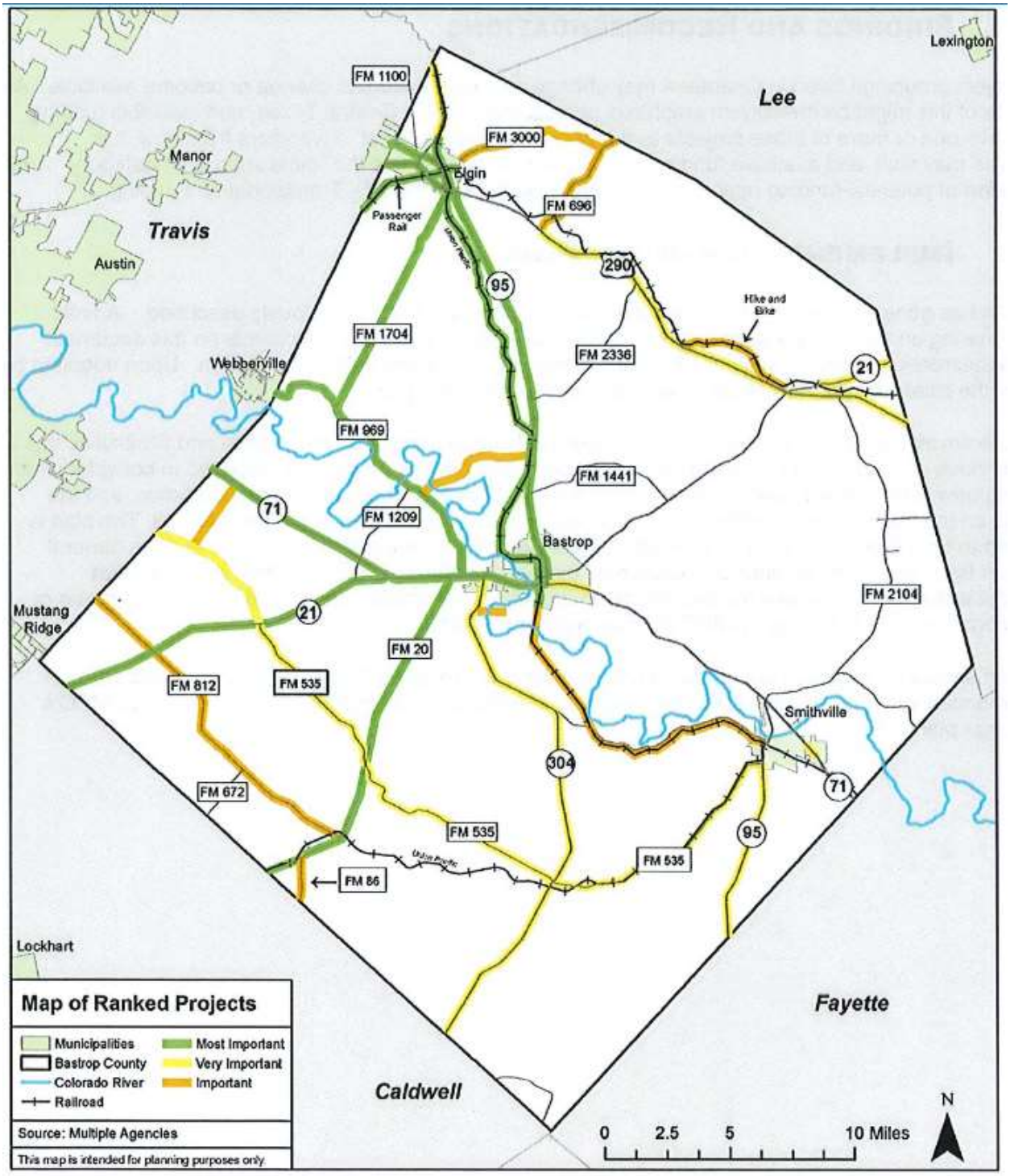


Figure 2: Bastrop County Transportation Plan 2010

2016 Bastrop County Transportation Plan

The 2016 Bastrop County Transportation Plan identified 29 transportation projects County-wide, almost entirely consisting of off-system projects. TxDOT describes Off-System roadways as any roadway not designated on the State Highway System and not maintained by TxDOT. On-System roadways are designated on the State Highway System and maintained by TxDOT.

These projects were intended to address local roadway safety, connectivity, and congestion concerns, and included activities such as roadway realignments and extensions – the first time such activities were identified as needs and included into a Bastrop County transportation plan. The 2016 Transportation Plan had an increased emphasis on mobility within the County and between its major towns and activity centers.

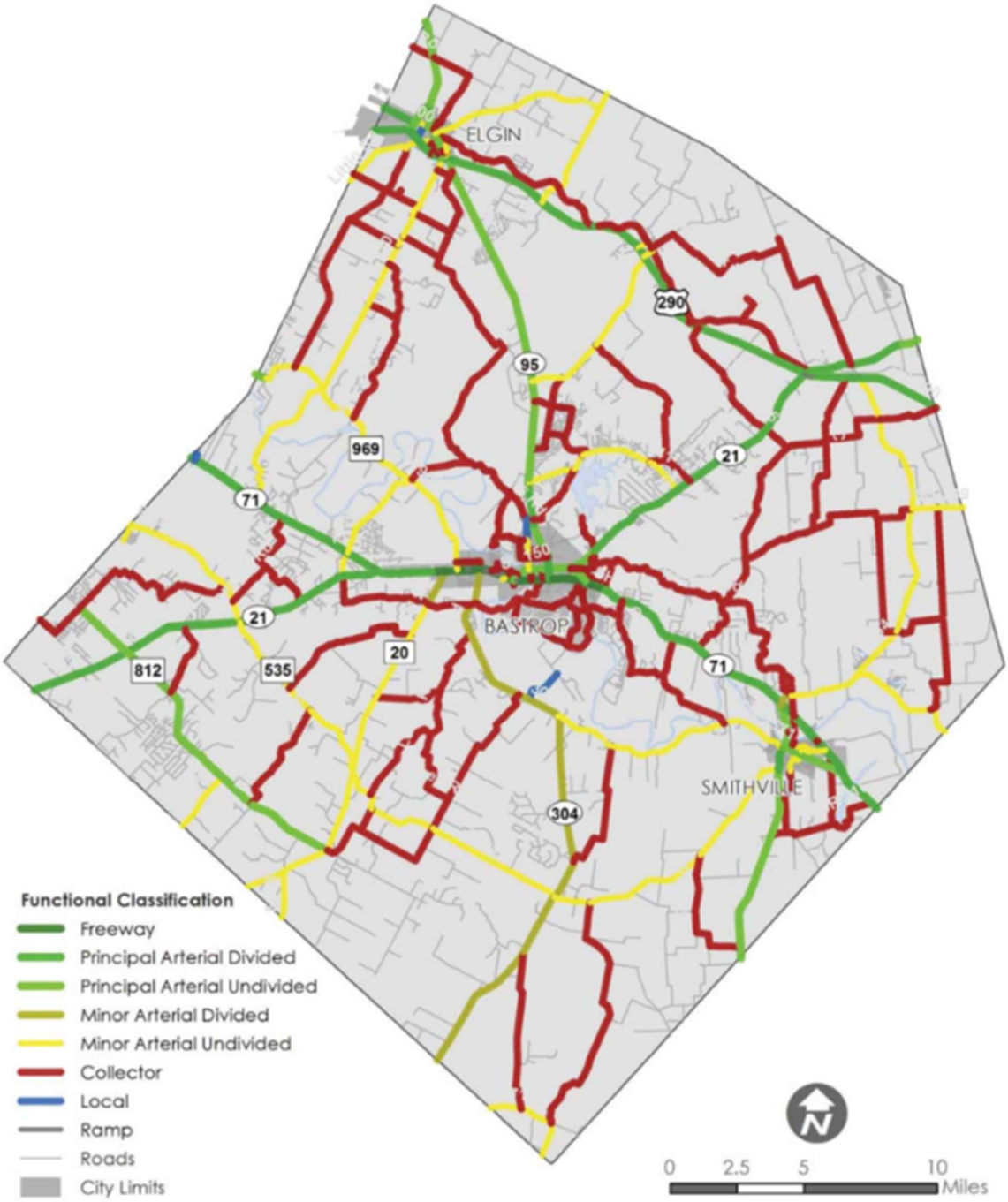


Figure 3: Bastrop County Transportation Plan 2016

2020 Bastrop County Plan

The 2020 Bastrop County Plan was cultivated to promote connectivity with regional neighbors such as Travis County in the face of increasing growth pressures. In addition to on-system roadways, the 2020 Bastrop County Transportation Plan also included upgrades to local level roadways into arterials and proposed new arterials designed to “stitch gaps” between existing roadways, which would increase transportation redundancy County-wide. The 2020 plan consisted of 25 arterial system projects and incorporated the 29 projects identified in the 2016 plan. The 2010, 2016, and 2020 plans look to create a safe hierarchy of roads that will support Bastrop County’s economic future and enhance the quality of life. Although the plans differ in their focus, they collectively provide a comprehensive vision for the County’s future roadway network and serve as the foundation for the Bastrop County Transportation Plan 2023 update.

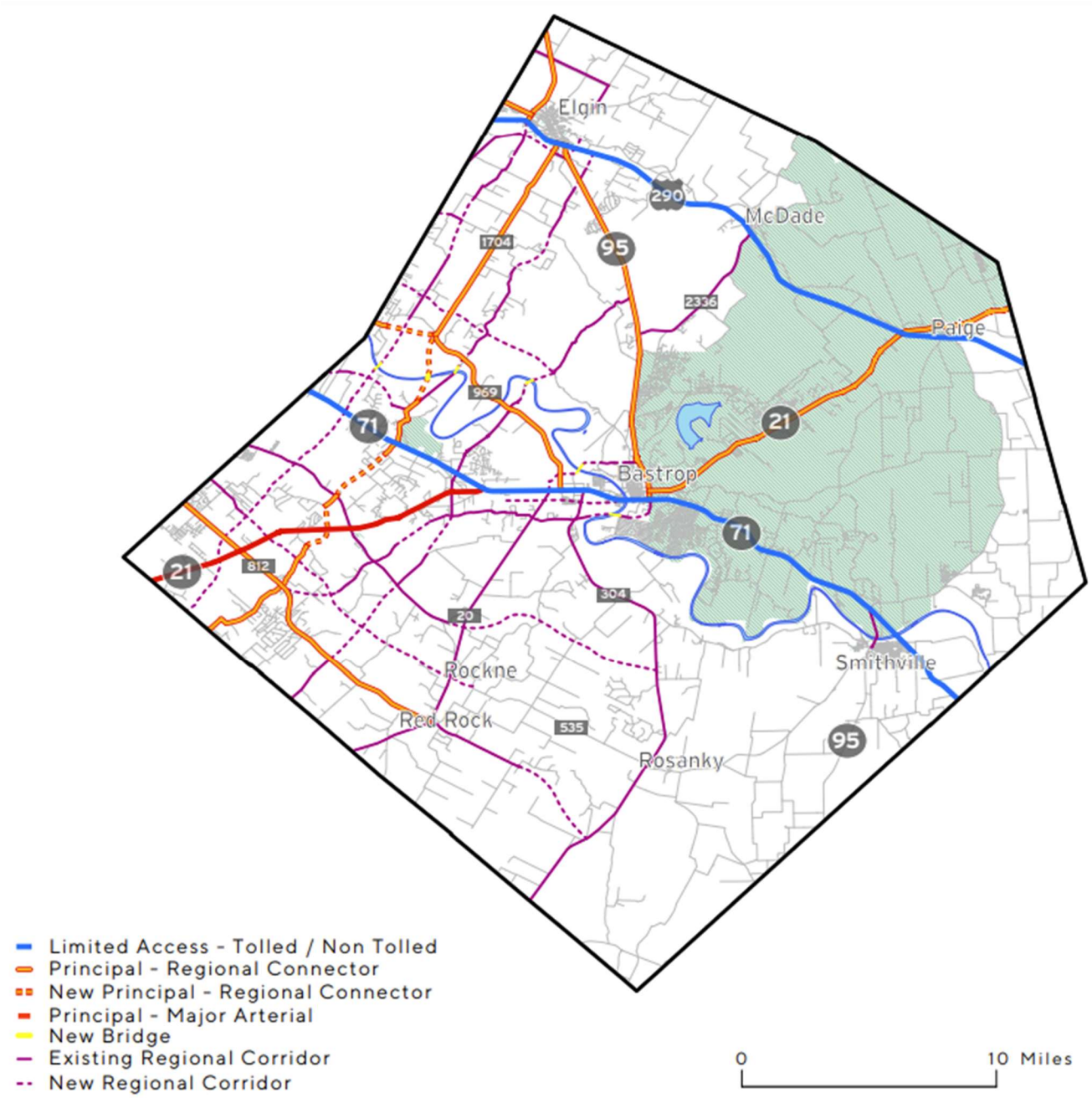


Figure 4: Bastrop County Transportation Plan 2020

2023 Plan Purpose

Bastrop County, like much of the Capital Area region, is expecting an increase in its population of residents, many of whom will commute within Bastrop County to Travis County, further straining the current roadway network. CAMPO is currently projecting a 2.2% annual growth rate for Bastrop County's population through 2050 to reflect the Texas Demographic Center's 2050 population estimate of 184,520. This population estimate is nearly double the County's 2020 population of 97,216 and further emphasizes the need for roadway improvements to accommodate the anticipated future growth.

This updated transportation plan creates a deliberate roadway network that will support Bastrop County's economic future and enhance the quality of life over the next 25 years. Identifying these roadways in this plan will allow the County to preserve right-of-way along these corridors for future improvements. Arterial corridor improvements/new roadway facilities identified in the plan have been analyzed using CAMPO's 2045 traffic modeling system to ensure they are sized appropriately and the network functions properly. The plan also provides typical cross section configurations for all roadway classifications intended to standardize rural and urban roadway cross sections across Bastrop County. This plan features a series of alignments developed by Bastrop County staff with the intent to serve users in the most considerate pathway and increase connectivity both within Bastrop County and regionally while utilizing existing infrastructure and incorporating prior planning efforts.

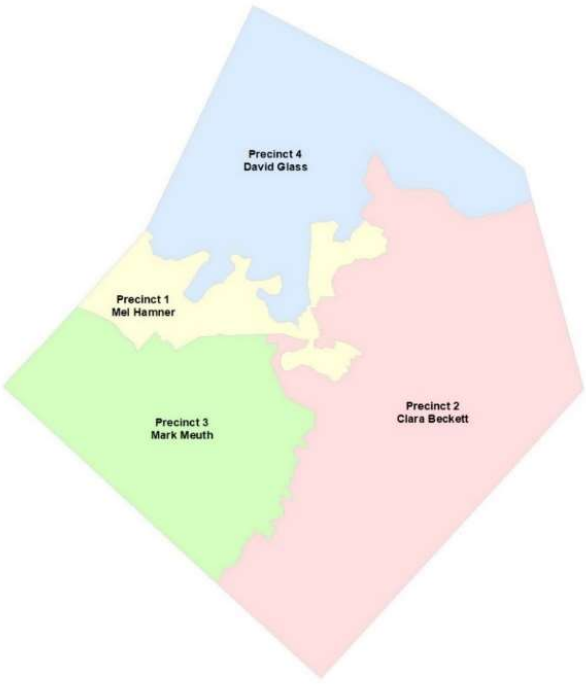


Figure 5: Bastrop County Precinct Map

2023 Plan Process

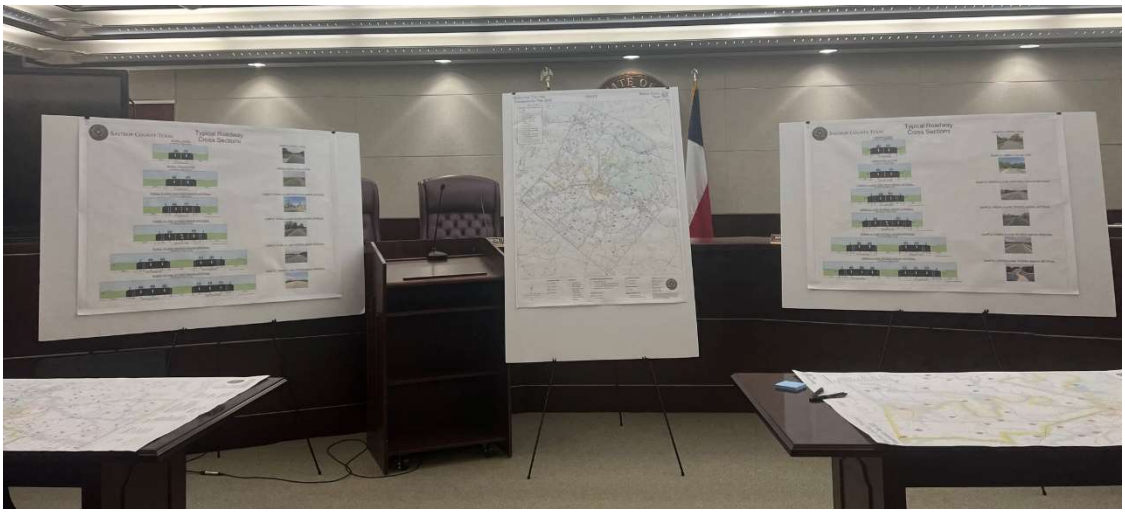
The proposed process includes obtaining feedback at four open houses, one at each precinct. Additionally, an online survey was produced and advertised through the County's website. Online users were able to answer the survey questions and view the draft Bastrop County Transportation Plan 2023 Map. At the conclusion of the public engagement process, a summary report of community input was created to review suggestions and consider possible edits to the plan. Finally, a presentation was made to the Bastrop County Commissioners Court in December 2023 to present the transportation plan. Upon adoption of the plan by the Bastrop County Court, cost estimates and funding sources for projects will be developed.

Public Engagement

To begin the Public Engagement process, the Bastrop County Transportation Plan 2023 team met with the TxDOT Bastrop Area Engineer, Diana Schulze, PE. The objective of this meeting was to review the 2023 plan and evaluate TxDOT's development plans and initiatives. The proposed projects presented in the 2023 plan that may overlap with any TxDOT development plans were discussed. TxDOT was in favor of the 2023 plan and agreed of the need for the proposed new facilities and existing facility improvements.

Public engagement commenced on November 13, 2023, and concluded on November 27, 2023, with four public meetings being held November 13, 2023, through November 16, 2023. Public notices of the meetings were announced at multiple sessions of the Bastrop County Commissioners Court and posted on the Bastrop County website as well as in the Elgin Courier and Bastrop Insider numerous times in preparation of the meetings. Public notices were also posted on bulletin boards at the County Historic Courthouse, County Courthouse Annex, Tax Assessor-Collector and Development Services Offices, and were included in informational slide decks which circulate on televisions throughout County facilities. Each meeting introduced the 2023 plan to several involved residents of Bastrop County.

The goal of the public engagement process was to be inclusive and equitable, reaching out to the public to include their recommendations and consideration in the 2023 plan. The input survey opportunity and plan maps used in each open house meeting were available on Bastrop County's website through November 27th for those who could not attend the meetings.



Public Engagement Meeting in Precinct 1, Commissioner's Courtroom, 11/13/2023

Public Engagement Meeting in Precinct 3, Red Rock Community Center, 11/15/2023

Public Engagement Meeting in Precinct 4, Elgin VFW Hall, 11/14/2023

Several surveys were completed, and the feedback received are as followed:

Of the survey responses, the most frequent roadways in Bastrop County traveled on are FM 20, FM 812, SH 71, SH 304, and SH 95.

Of the survey responses, the most congested roadways in Bastrop County are FM 812, FM 20, FM 969, and SH 21.

Of the survey responses, the roadways that require the most improvements in Bastrop County are FM 812, FM 969, FM 20, and SH 21.

Reviewing the in-person feedback revealed that FM 812 was the most discussed project, and the survey questionnaires voiced support. FM 969 is another project that received multiple comments of support from participants. The only project that had a comment against it was the proposed extension of Bateman Road. The Bastrop County 2023 Transportation Plan has since been updated to address this comment. The extension of Bateman Road has been removed in accordance with the objection received throughout the engagement process.

From the in-person feedback, concerns about roadway sizing, the number of congested roadways, the number of crashes and fatalities, and the need for the proposed new facilities and existing facility upgrades was widely discussed.

Bastrop County Public Outreach Key Themes:

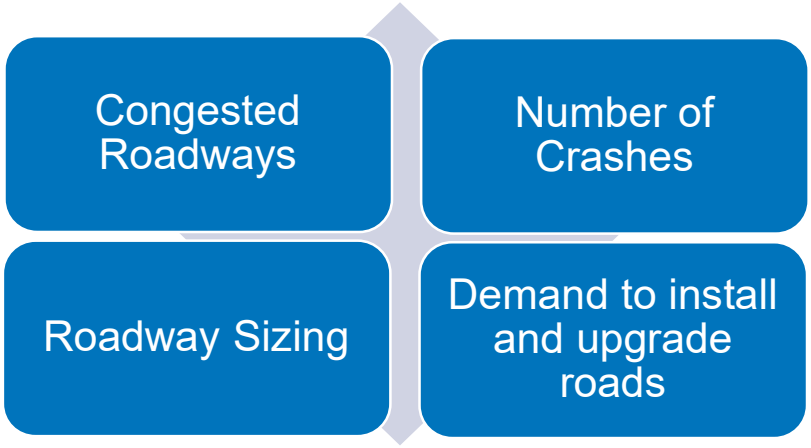


Figure 6: Public Outreach Key Themes

Stakeholder Information

Stakeholders experience direct or indirect effects from the execution of a decision. The stakeholders involved in implementing this transportation plan include Bastrop County residents, Bastrop County, TxDOT, CAMPO, neighboring and adjacent jurisdictions, potential funders, potential sponsors, contractors, and any existing entities that may need to be relocated.

SECTION 2 EXISTING CONDITIONS

Introduction to Existing Conditions

This section presents the existing Bastrop County roadway network.

Network Connectivity

The framework of the roadway network affects not only travel, but also the design and functionality of surrounding communities. Arterials contribute to an interconnected roadway system that provides direct, safe, and convenient access for multi-modal transportation. Collectors "collect" traffic from local roadways and provide connections to arterials. Local streets offer access to destinations from collectors or arterials and experience the least through traffic. The 2023 plan uses Texas Department of Transportation (TxDOT) and Federal Highway Administration (FHWA) definitions of functional classifications to evaluate the serviceability of existing and proposed roadway facilities over the next 25 years.

Different levels of roadway are categorized by the Federal Highway Administration (FHWA) into Functional Classification system. It groups roadways into classes based on the services provided and the description of traffic. Major factors in functional classification are roadway access and mobility. First, roadways are functionally classified, then categorized as either rural or urban.

Table 1: FHWA Classification Table

FHWA Function Classification Table	
Interstate	Interstates are the highest classification of Arterials and were designed and constructed with mobility and long-distance travel in mind.
Freeway	Controlled limited access facilities with directional travel lanes usually separated by a physical barrier.
Principal Arterials	Serve major centers of metropolitan areas and provide a high degree of mobility, but abutting land uses can be served directly.
Minor Arterials	Provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system.
Collector	Gathers traffic from Local Roads and funnels them to the Arterial network
Local	They are intended for use at the origin or destination end of the trip. They are often designed to minimize through traffic.

This plan evaluates the existing roadways network and will serve as a standard for future network development.

Factors Limiting Connectivity

Various factors may limit connectivity within a transportation network, including geographic features, man-made features, ROW constraints, and safety hazards. This updated plan provides recommended improvements and proposes new facilities to the roadway network over the next 25 years. This plan was created to account for factors limiting connectivity such as: geographic and topographic limitations, floodplain and water features, emergency ingress/egress needs, railroad crossings, new and existing developments, and anticipated future land use. The roadway locations shown in Appendix A are proposed future improvements and may be subject to change upon further review. Information shown in Appendix A is derived from public records that are constantly undergoing change and does not replace a site survey.

Performance Measures

A Volume to Capacity Ratio (V/C) represents the congestion on a roadway. The V/C ratio is calculated by dividing the demand for the roadways by the capacity. A V/C ratio under 0.85 is an ideal condition and means the roadway is operating at or near free-flow conditions. A V/C ratio of 0.85 to 1.0 means the roadway is operating at or near full capacity. A V/C ratio over 1.0 means the roadway is operating over capacity. Color coded exhibits are provided in Figures 7 and 8 demonstrating the calculated V/C ratios for various conditions.

Traffic Conditions

Bastrop County has a limited number of connecting roadway facilities. Currently, there are only two East-West countywide corridors, US 290, and SH 71. There are no continuous North-South corridors. Figure 7 below shows future volume to capacity ratios predicted in 2045, if there were no roadway improvements or new roadway facilities built, known as the No Build scenario. As can be seen in Figure 7, many of the failing roadways in the 2045 No Build scenario are on the western side of the County, as that is the side expected to be the first area to experience the effects of the growth influx from Travis County. However, even the eastern side of the County will begin to experience growth pressure as time passes if no improvements are made to the existing network. Many of the roadways under No Build conditions are expected to operate at

V/C ratios of 1.0 to 1.5, which means the roadways are at or above full capacity, and the network is experiencing failure.

Under the 2023 Transportation Plan, the forecasted V/C ratios were calculated using the proposed new facilities and proposed existing facility upgrades – this is known as the Recommended Build scenario. Figure 8 shows expected 2045 V/C ratios for the recommended improvements stated in this plan. Many of the roadways under the Recommended Build conditions are expected to operate at V/C ratios of 0.25 to 0.75, which means the roadways are operating at ideal conditions. With the proposed addition of new facilities and existing facility improvements, traffic volume can be shifted to reduce traffic on limited access roadways.

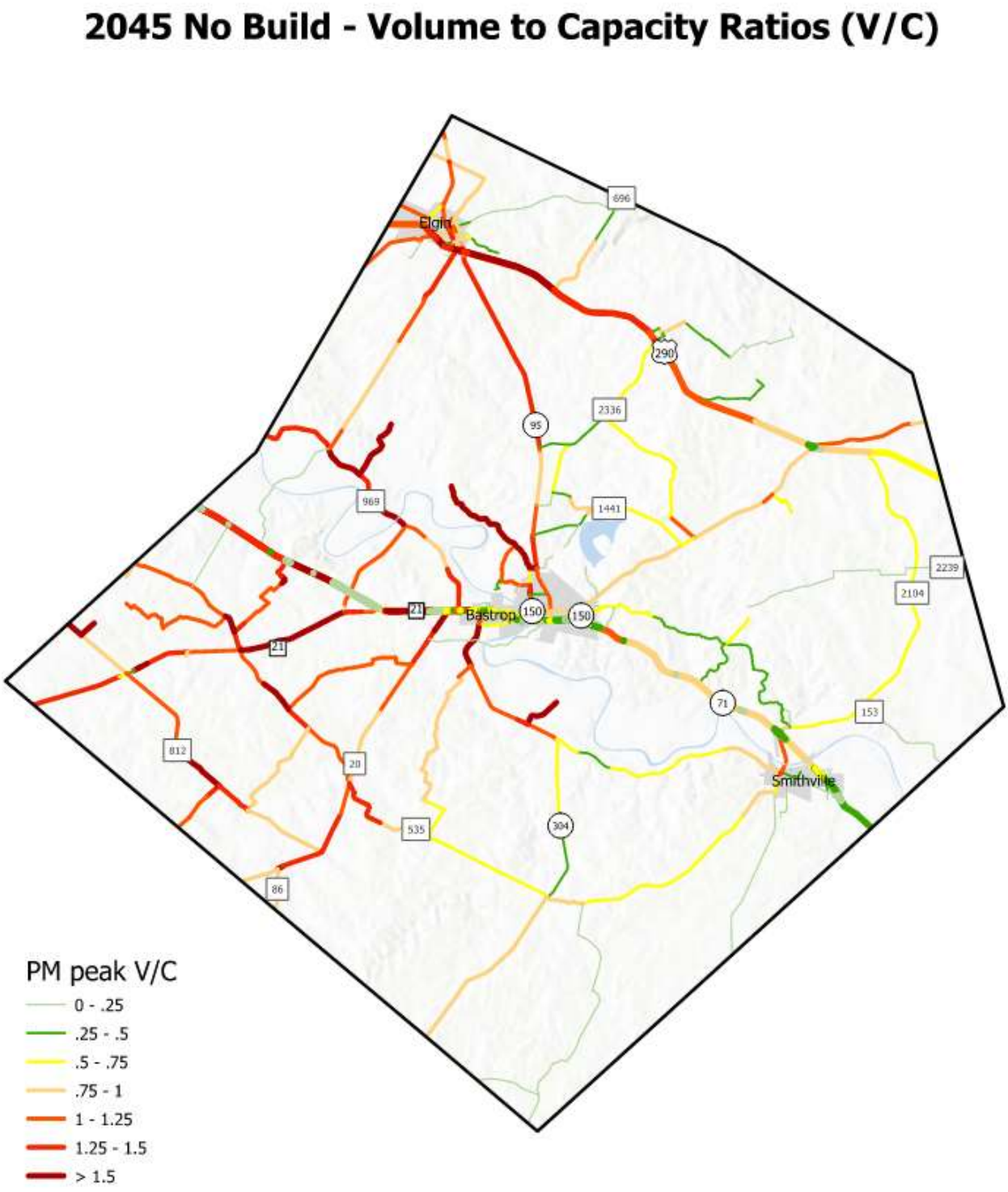


Figure 7: 2045 No Build – Volume to Capacity Ratios (V/C)

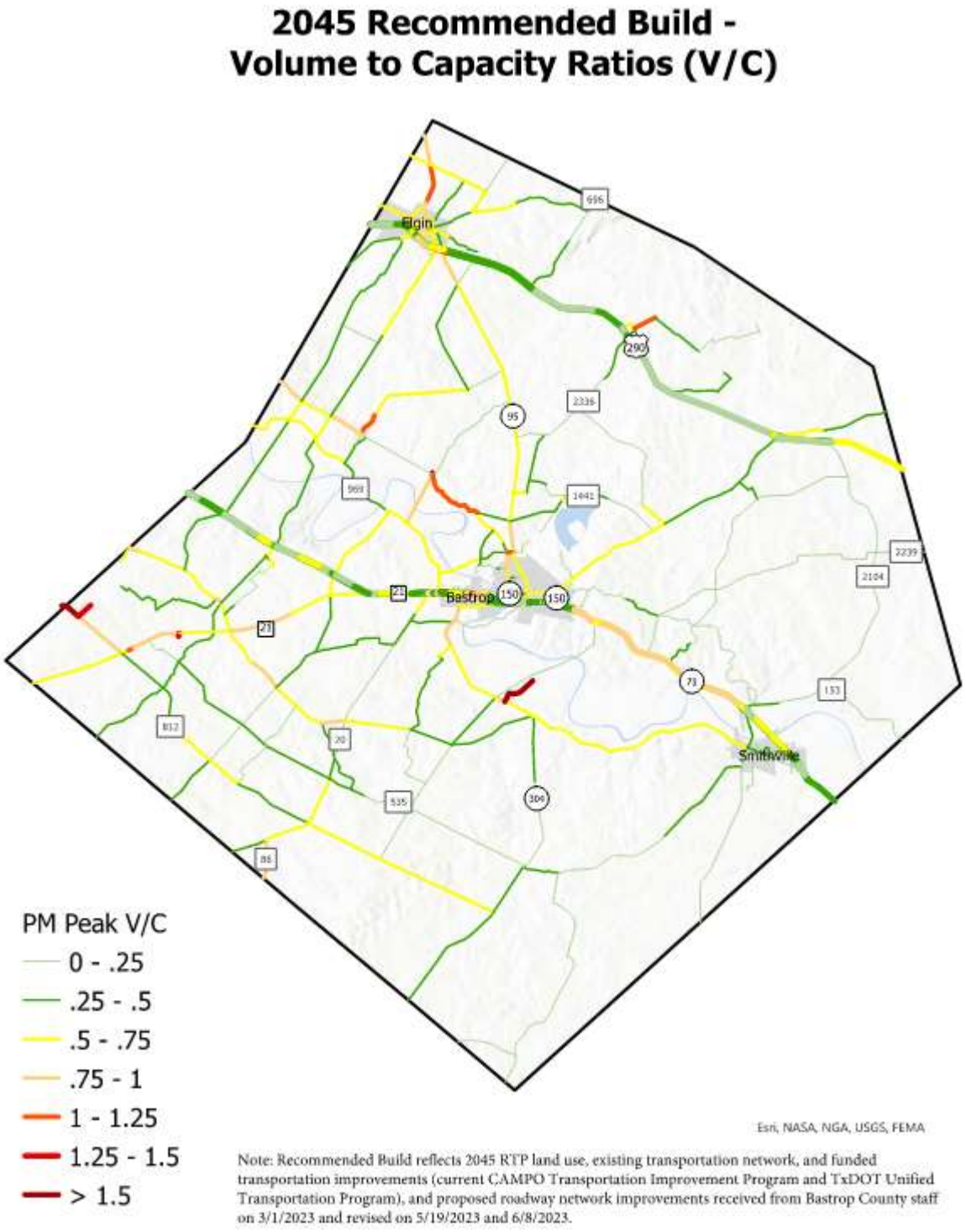


Figure 8: 2045 Recommended Build – Volume to Capacity Ratios (V/C)

Traffic Generators

Bastrop County will see an abundant amount of growth within the next 25 years. Several large developments are undergoing or plan to begin construction **within the next ten years**. These large developments will cause a rise in the number of daily trips. In the No Build Scenario, Figure 7, the existing roadway network will not be able to distribute trips throughout the roadway network. The expected population growth will include residents who travel frequently out of the county for work. Increasing the number of trips on the most used roadways will cause the V/C ratios to reach or exceed their capacity.

Population Growth

Estimating population growth is an important component of creating a future transportation plan. CAMPO is currently projecting a 2.2% annual growth rate for Bastrop County's population through 2050. Texas Demographic Center generates biennial population projections for the state and its counties by age, gender, and race/ethnicity. The Texas Demographic Center Vintage 2022 projections consist of the projections of the resident population of all counties in the State for each year from 2020 through 2060, with the 2020 population equal to the 2020 census count for the State of Texas and all counties in Texas. According to the Texas State Demographer, the population of Bastrop County during the 2020 census was 97,216. Using the center's 1.0 migration scenario, the population of Bastrop County will be 166,685 in 2045. This predicts an increase of 71% over the 25 years from 2020 to 2045 which is an annualized increase of 2.9%

Bastrop County Employers

As mentioned, Bastrop County is expected to see a large population increase of workers who commute from Bastrop County to Travis County, though employment within the County itself is expected to double over the next 25 years, with CAMPO projecting 39,315 jobs by 2050. Major employers within the County include the Boring Company, SpaceX, Hyatt Lost Pines, local governments, and the County's independent school districts.. Approximately 27% of commute trip lengths in Bastrop County were 10 to 24 miles with approximately 39% of commute trip lengths being greater than 24 miles; many residents currently travel outside of the County, especially to Travis County, for work. With the projected growth, Bastrop County can expect to see these percentages to significantly increase.

Emergency Response

Bastrop County has been home to the most destructive wildfire in state history, the Bastrop County Complex Fire. On September 4, 2011, over 32,00 acres of land was ignited and burned for 55 days. The fire was devastating and destroyed over 1,600 homes. The arterial network from 2011 is still in place in 2023 with minimum improvements. Network connectivity and travel time are critical to emergency response and evacuation. The 2023 plan addresses these issues by creating more roadway options through the proposed addition of several new facilities and existing facility improvements. Emergency response was a crucial factor in the design of the 2023 plan to reduce traffic on limited access roadways.

Floodplain and Water Features

The National Flood Hazard Layer is a geospatial database that contains current effective flood layer. The Federal Emergency Management Agency (FEMA) provides the flood hazard data layer that has been added to the following map: Appendix A. This layer was used to place any necessary grade separations carefully and considerately along proposed new facilities or existing facility improvements. There are eight potential floodplain bridges across the Colorado River that may be installed upon the approval of the transportation plan. They are located within Precincts 1, 2, and 4 and indicated in Appendix A by the yellow dots.

Environmental Considerations

The most considerate routes of the series of alignments were chosen to avoid endangered species and habitats, and sensitive Houston Toad features. In April 2008, Bastrop County was issued an “Endangered Species Incidental Take Permit” from the United States Fish and Wildlife Service (FWS) that covers approximately 124,000 acres of known and potential Houston toad habitat within the county. This permit, with its associated Lost Pines Habitat Conservation Plan (LPHCP), offers a simplified process for obtaining authorization for incidental take under section 10(a)(1)(b) of the Endangered Species Act (ESA) for a variety of activities and provides regulatory certainty for local landowners and other community interests. The roadway locations shown in Appendix A and Figure 9 below are proposed future improvements and may be subject to change. If the proposed new facilities and existing facility upgrades are implemented, the safest and most conservative routes will be designed. Future construction plans and specifications will provide the utmost effort to protect the Houston Toad species and habitat.

SECTION 3 PROPOSED PLAN

Recommended Build Network

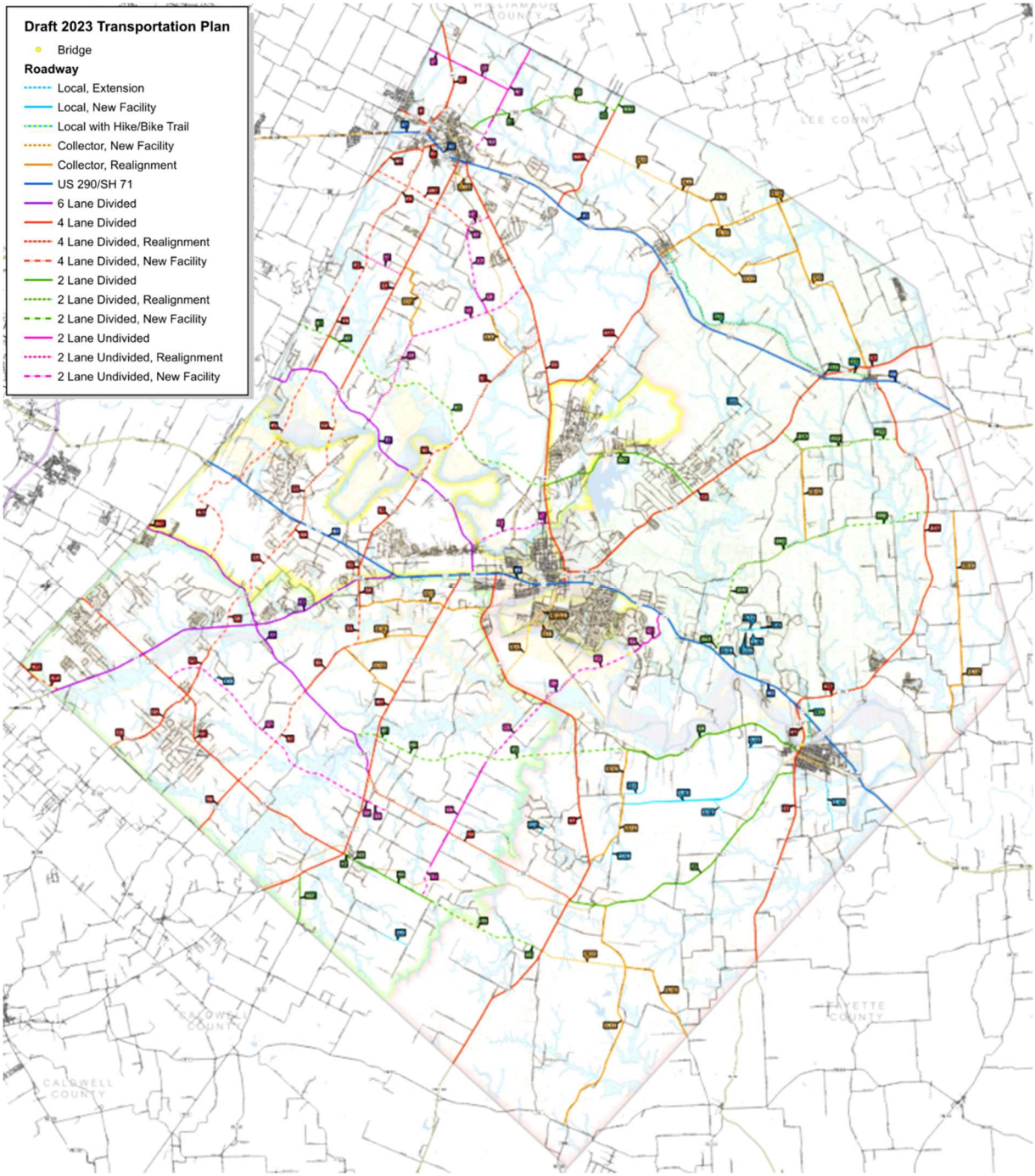
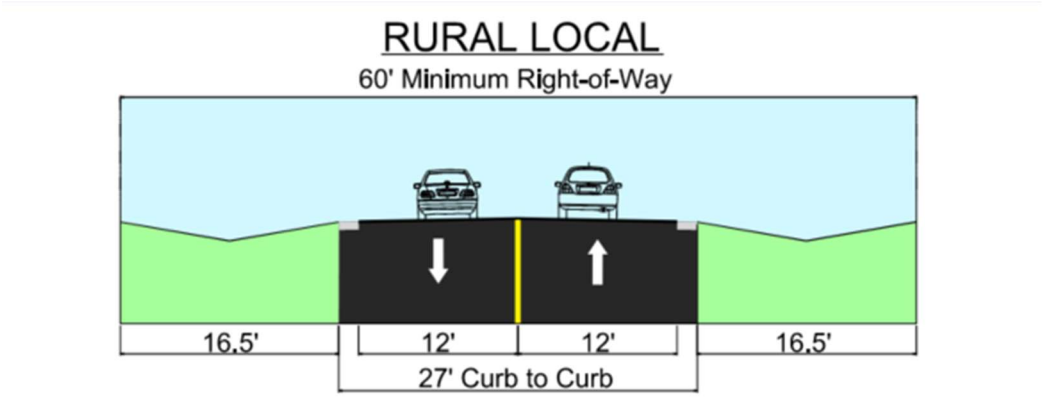


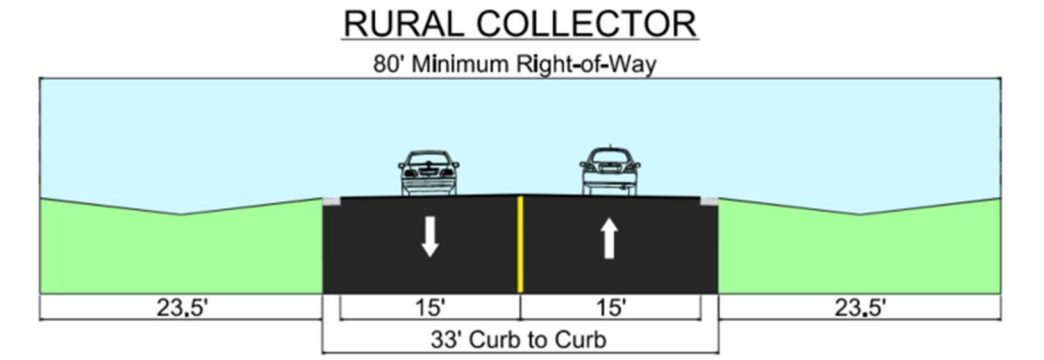
Figure 9: Bastrop County Transportation Plan 2023

Bastrop County Cross-Sections

The following typical cross-sections are used to visualize how future new facilities or existing facility upgrades may function. The chosen roadway sizing for arterial corridors has been tested using CAMPO's traffic modeling system and is subject to change. Roadway design will be finalized through future studies.

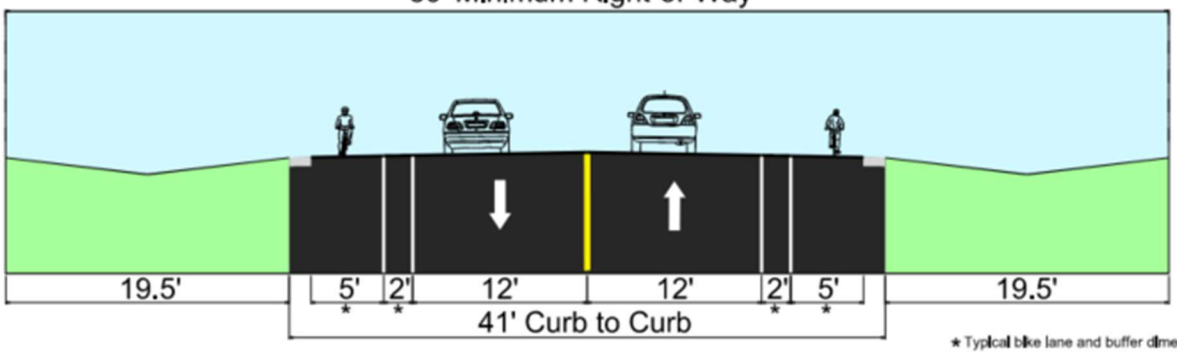
Rural Cross-Sections





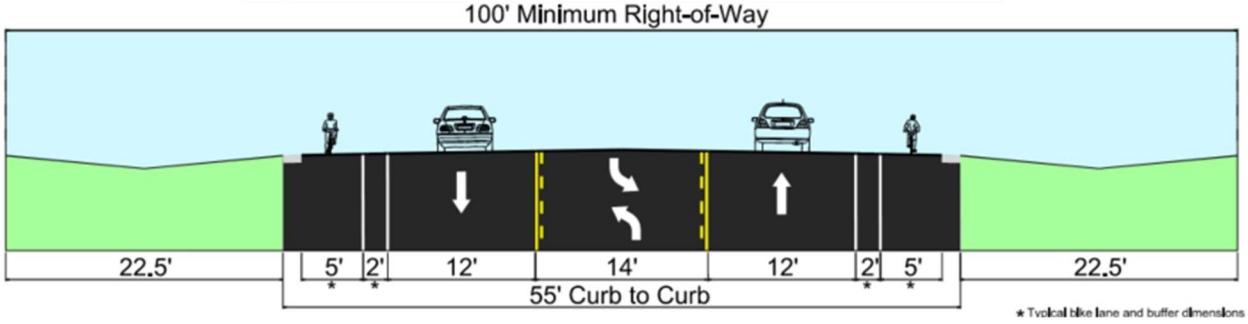
RURAL 2-LANE UNDIVIDED MINOR ARTERIAL

80' Minimum Right-of-Way



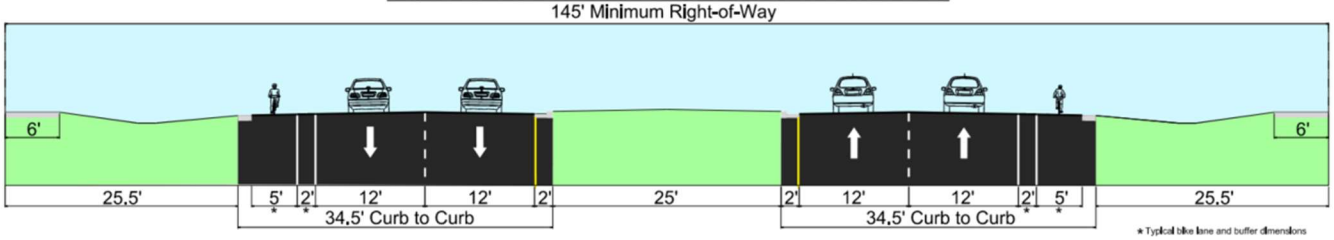
RURAL 2-LANE DIVIDED MINOR ARTERIAL

100' Minimum Right-of-Way



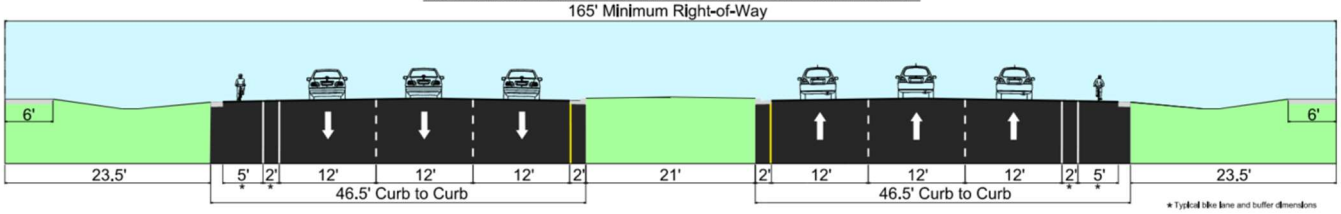
RURAL 4-LANE DIVIDED MINOR ARTERIAL

145' Minimum Right-of-Way

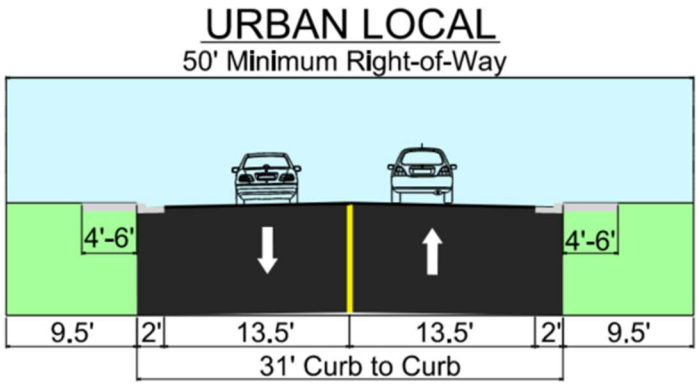


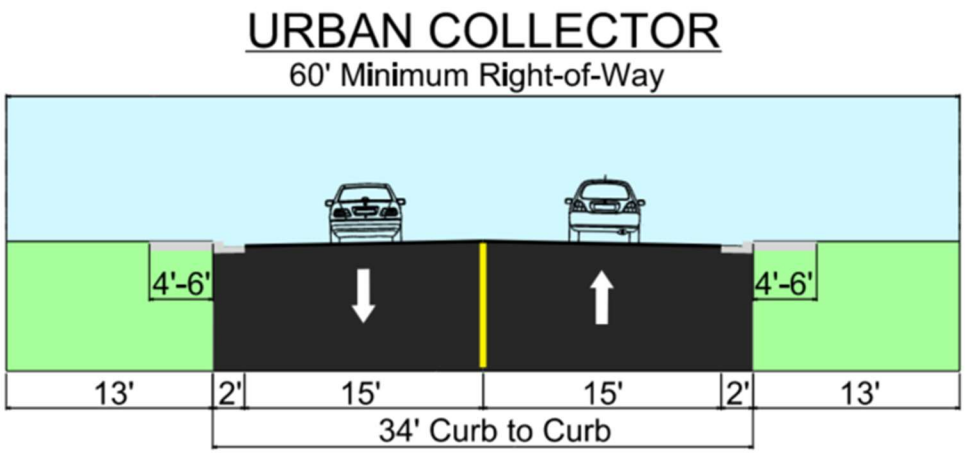
RURAL 6-LANE DIVIDED MINOR ARTERIAL

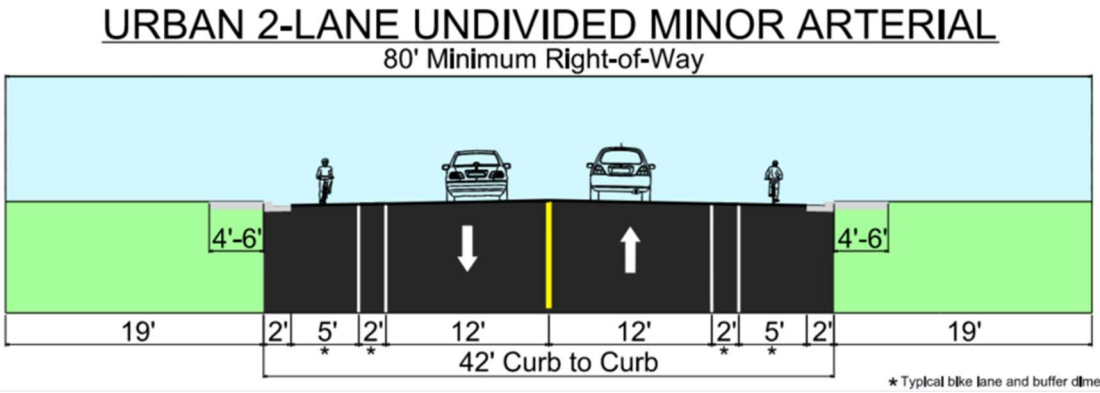
165' Minimum Right-of-Way



Urban Cross-Sections

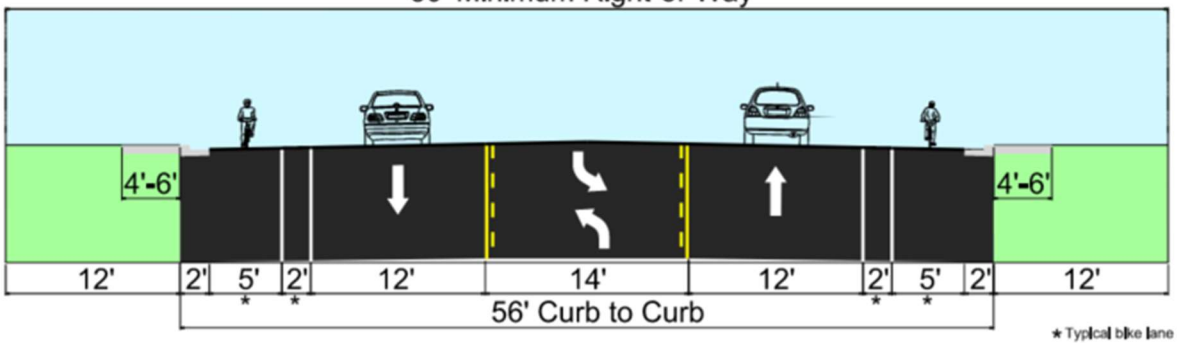






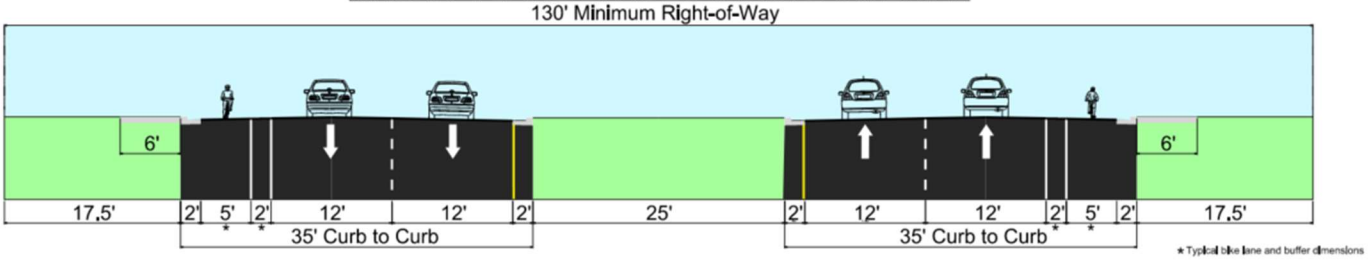
URBAN 2-LANE DIVIDED MINOR ARTERIAL

80' Minimum Right-of-Way



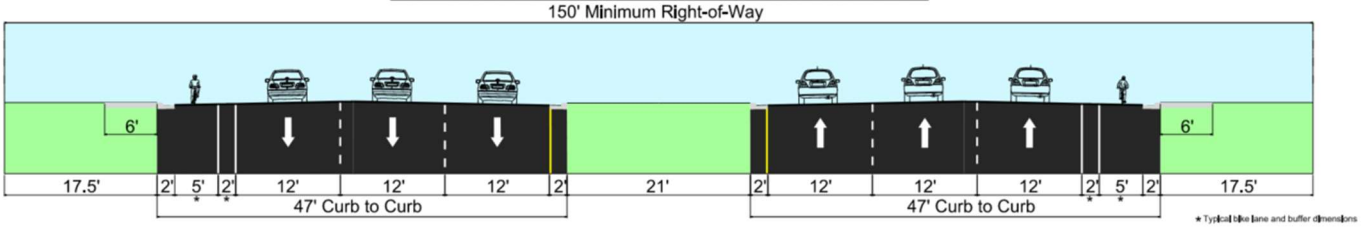
URBAN 4-LANE DIVIDED MINOR ARTERIAL

130' Minimum Right-of-Way



URBAN 6-LANE DIVIDED MINOR ARTERIAL

150' Minimum Right-of-Way



2023 Recommended Projects

ARTERIAL SYSTEM PROJECTS

					EXISTING CONFIGURATION			FUTURE CONFIGURATION		
FACILITY AND FACILITY IDENTIFIER	**SEGMENT IDENTIFIER**	**EXISTING ROAD OR NEW FACILITY**	**FROM**	**TO**	**FUNCTIONAL CLASS**	**DESIGN TYPE**	**NUMBER OF LANES**	**FUNCTIONAL CLASS**	**DESIGN TYPE**	**NUMBER OF LANES**
US 290 (A)	A1	US 290	Travis County Line	SH 95/Saratoga Farms Blvd	Principal (Major Arterial)	Divided	4	Limited Access	Divided	6 GP + 6 Frontage
	A2	US 290	SH 95/Saratoga Farms Blvd	SH 95/Martin Luther King Blvd	Principal (Major Arterial)	Undivided	4	Limited Access	Divided	6 GP + 4 Frontage
	A3	US 290	SH 95/Martin Luther King Blvd	SH 21	Principal (Major Arterial)	Divided	4	Limited Access	Divided	6 GP + 4 Frontage
	A4	US 290	SH 21	Lee County Line	Principal (Major Arterial)	Divided	4	Limited Access	Divided	4 GP + 4 Frontage
SH 71 (B)	B1	SH 71	Travis County Line	FM 20	Principal (Major Arterial)	Divided	4	Limited Access	Divided	6 GP + 4 Frontage
	B2	SH 71	FM 20	SH 95/Jackson St	Limited Access	Divided	4 GP + 4 Frontage	Limited Access	Divided	6 GP + 4 Frontage
	B3	SH 71	SH 95/Jackson St	Fayette County Line	Principal (Major Arterial)	Divided	4	Limited Access	Divided	4
SH 21 (C)	C1	SH 21	Caldwell County Line	SH 71	Principal (Major Arterial)	Undivided	2	Principal (Regional Connector)	Divided	6
	C2	SH 21	SH 71/SH 95	US 290	Principal (Major Arterial)	Undivided/ Divided	2-4	Principal (Regional Connector)	Divided	4
	C3	SH 21	US 290	Lee County Line	Principal (Major Arterial)	Undivided	4	Principal (Regional Connector)	Divided	4
SH 95 (D)	D1	SH 95	Travis County Line	US 290	Minor Arterial	Undivided	2-4	Principal (Regional Connector)	Divided	4
	D2	SH 95	US 290	SH 71	Minor Arterial	Undivided	2-4	Principal (Regional Connector)	Divided	4
	D3	SH 95	LP 230	Fayette County Line	Major Collector	Undivided	2	Minor Arterial	Divided	4
SL 230 (E)	E1	SL 230	SH 71	N 3rd St	Minor Arterial	Undivided	2	Minor Arterial	Divided	4

ARTERIAL SYSTEM PROJECTS

					EXISTING CONFIGURATION			FUTURE CONFIGURATION		
FACILITY AND FACILITY IDENTIFIER	**SEGMENT IDENTIFIER**	**EXISTING ROAD OR NEW FACILITY**	**FROM**	**TO**	**FUNCTIONAL CLASS**	**DESIGN TYPE**	**NUMBER OF LANES**	**FUNCTIONAL CLASS**	**DESIGN TYPE**	**NUMBER OF LANES**
FM 969 (F)	F1	FM 969	Travis County Line	SH 71	Major Collector	Undivided	2	Principal (Regional Connector)	Divided	6
US 290 - Caldwell County Line Rd Connector (G)	G1	FM 1704	US 290	FM 969	Major Collector	Undivided	2	Principal (Regional Connector)	Divided	4
	G2	New Facility	FM 969	Pope Bend N (with realignment)	New Facility	New Facility	New Facility	Principal (Regional Connector)	Divided	4
	G3	Pope Bend N (with realignment)	G2	SH 71	Minor Collector	Undivided	2	Principal (Regional Connector)	Divided	4
	G4	Pope Bend S	SH 71	Lois Ln	Minor Collector	Undivided	2	Principal (Regional Connector)	Divided	4
	G5	New Facility	Lois Ln	FM 535	New Facility	New Facility	New Facility	Principal (Regional Connector)	Divided	4
	G6	New Facility	FM 535	Watts Ln	New Facility	New Facility	New Facility	Principal (Regional Connector)	Divided	4
	G7	Watts Ln	G6	FM 812	Local	Undivided	2	Principal (Regional Connector)	Divided	4
	G8	Old San Antonio Rd (with realignment)	FM 812	County Line Rd	Local	Undivided	2	Principal (Regional Connector)	Divided	4

ARTERIAL SYSTEM PROJECTS

					EXISTING CONFIGURATION			FUTURE CONFIGURATION		
FACILITY AND FACILITY IDENTIFIER	SEGMENT IDENTIFIER	EXISTING ROAD OR NEW FACILITY	FROM	TO	FUNCTIONAL CLASS	DESIGN TYPE	NUMBER OF LANES	FUNCTIONAL CLASS	DESIGN TYPE	NUMBER OF LANES
FM 812 and Extending Corridor (H)	H1	FM 812	Travis County Line	FM 20	Minor Arterial	Undivided	2	Principal (Regional Connector)	Divided	4
	H2	Lentz Main St	FM 20	S Lentz St	Local	Undivided	2	Minor Arterial	Divided	2
	H3	New Facility	S Lentz St	Sand Hills Rd	New Facility	New Facility	New Facility	Minor Arterial	Divided	2
	H4	Sand Hills Rd	H3	Red Rock Ranch Rd	Local	Undivided	2	Minor Arterial	Divided	2
	H5	New Facility	Red Rock Ranch Rd	St Marys Rd	New Facility	New Facility	New Facility	Minor Arterial	Divided	2
	H6	St Marys Rd	H5	SH 304	Local	Undivided	2	Minor Arterial	Divided	2
FM 1100 (I)	I1	FM 1100	Travis County Line	SH 95	Major Collector	Undivided	2	Minor Arterial	Divided	4
Pleasant Grove Rd - Travis County Line Connector (J)	J1	Lund Rd	Travis County Line	SH 95	Collector	Undivided	2	Minor Arterial	Undivided	2
	J2	Roemer Ln	SH 95	Pleasant Grove Rd	Collector	Undivided	2	Minor Arterial	Undivided	2
Travis County Line - SH 95 at FM 1441 Connector (K)	K1	New Facility	Travis County Line/Union Lee Church Rd	Upper Elgin River Rd	New Facility	New Facility	New Facility	Minor Arterial	Divided	2
	K2	Old Austin Tr	Upper Elgin River Rd	Old Austin Tr (end)	Local	Undivided	2	Minor Arterial	Divided	2
	K3	New Facility	Old Austin Tr (end)	SH 95/FM 1441	New Facility	New Facility	New Facility	Minor Arterial	Divided	2
SH 95 - FM 969 River Crossing (L)	L1	Old McDade Rd	SH 95	N Main St	Major Collector	Undivided	2	Minor Arterial	Undivided	2
	L2	New Facility	N Main St	FM 969	New Facility	New Facility	New Facility	Minor Arterial	Undivided	2

ARTERIAL SYSTEM PROJECTS

					EXISTING CONFIGURATION			FUTURE CONFIGURATION		
FACILITY AND FACILITY IDENTIFIER	**SEGMENT IDENTIFIER**	**EXISTING ROAD OR NEW FACILITY**	**FROM**	**TO**	**FUNCTIONAL CLASS**	**DESIGN TYPE**	**NUMBER OF LANES**	**FUNCTIONAL CLASS**	**DESIGN TYPE**	**NUMBER OF LANES**
Littig Rd (M)	M1	Littig Rd	Travis County Line	Upper Elgin River Rd (with realignment)	Collector	Undivided	2	Minor Arterial	Divided	4
North County Line Rd - Old McDade Rd Connector (N)	N1	Pleasant Grove Rd	North County Line Rd	Pleasant Grove Rd (end)	Collector	Undivided	2	Minor Arterial	Undivided	2
	N2	New Facility	Pleasant Grove Rd (end)	Old McDade Rd	New Facility	New Facility	New Facility	Minor Arterial	Undivided	2
SH 71 - FM 812 Extending Corridor Connector (O)	O1	Rising Pines Dr	SH 71	McAllister Rd	Local	Undivided	2	Minor Arterial	Undivided	2
	O2	Oak Shadows Dr	McAllister Rd	Colovista Dr	Local	Undivided	2	Minor Arterial	Undivided	2
	O3	New Facility	Colovista Dr	Hills Prairie Rd (with realignment)	Local	Undivided	2	Minor Arterial	Undivided	2
	O4	Hills Prairie Rd (with realignment)	O3	SH 304	Local	Undivided	2	Minor Arterial	Undivided	2
	O5	New Facility	SH 304	Watterson Rd	New Facility	New Facility	New Facility	Minor Arterial	Undivided	2
	O6	Watterson Rd	O5	Watterson Rd (~0.55 Mi. S of John Craft Rd)	Local	Undivided	2	Minor Arterial	Undivided	2
	O7	New Facility	Watterson Rd (~0.55 Mi. S of John Craft Rd)	Sand Hills Rd	New Facility	New Facility	New Facility	Minor Arterial	Undivided	2

ARTERIAL SYSTEM PROJECTS

					EXISTING CONFIGURATION			FUTURE CONFIGURATION		
FACILITY AND FACILITY IDENTIFIER	**SEGMENT IDENTIFIER**	**EXISTING ROAD OR NEW FACILITY**	**FROM**	**TO**	**FUNCTIONAL CLASS**	**DESIGN TYPE**	**NUMBER OF LANES**	**FUNCTIONAL CLASS**	**DESIGN TYPE**	**NUMBER OF LANES**
US 290 - SH 71 Connector (P)	P1	Central Ave	US 290	Littig Rd	Major Collector	Undivided	2	Minor Arterial	Divided	4
	P2	Upper Elgin River Rd (with realignment)	Littig Rd	Youngs Prairie Rd	Minor Collector	Undivided	2	Minor Arterial	Divided	4
	P3	New Facility	Youngs Prairie Rd	Upper Elgin River Rd	New Facility	New Facility	New Facility	Minor Arterial	Divided	4
	P4	Upper Elgin River Rd	P3	FM 969	Minor Collector	Undivided	2	Minor Arterial	Divided	4
	P5	New Facility	FM 969	SH 71	New Facility	New Facility	New Facility	Minor Arterial	Divided	4
FM 812 - FM 535 Connector (Q)	Q1	New Facility	FM 812	FM 20	New Facility	New Facility	New Facility	Minor Arterial	Undivided	2
	Q2	Fohn Rd	FM 20	Fohn Rd (~0.25 Mi. E of FM 20)	Local	Undivided	2	Minor Arterial	Undivided	2
	Q3	New Facility	Fohn Rd (~0.25 Mi. E of FM 20)	FM 535	New Facility	New Facility	New Facility	Minor Arterial	Undivided	2
FM 2571 and Extending Corridor (R)	R1	New Facility	FM 535	Lehman Ln (with realignment)	New Facility	New Facility	New Facility	Minor Arterial	Divided	2
	R2	Lehman Ln (with realignment)	R1	Lower Red Rock Rd	Local	Undivided	2	Minor Arterial	Divided	2
	R3	New Facility	Lower Red Rock Rd	FM 2571	New Facility	New Facility	New Facility	Minor Arterial	Divided	2
	R4	FM 2571	R3	SH 95	Major Collector	Undivided	2	Minor Arterial	Divided	2

ARTERIAL SYSTEM PROJECTS

					EXISTING CONFIGURATION			FUTURE CONFIGURATION		
FACILITY AND FACILITY IDENTIFIER	**SEGMENT IDENTIFIER**	**EXISTING ROAD OR NEW FACILITY**	**FROM**	**TO**	**FUNCTIONAL CLASS**	**DESIGN TYPE**	**NUMBER OF LANES**	**FUNCTIONAL CLASS**	**DESIGN TYPE**	**NUMBER OF LANES**
SH 95 - Caldwell County Line Connector (S)	S1	Sayers Rd (with realignment)	SH 95	Sayers Rd (~4.63 Mi. S of SH 95)	Local	Undivided	2	Minor Arterial	Divided	4
	S2	New Facility	Sayers Rd (~4.63 Mi. S of SH 95)	FM 969	New Facility	New Facility	New Facility	Minor Arterial	Divided	4
	S3	FM 1209 (with realignment)	FM 969	SH 21	Minor Collector	Undivided	2	Minor Arterial	Divided	4
	S4	N Gaines Rd	SH 21	Shiloh Rd	Local	Undivided	2	Minor Arterial	Divided	4
	S5	New Facility	Shiloh Rd	Walter Hoffman Rd (with realignment)	New Facility	New Facility	New Facility	Minor Arterial	Divided	4
	S6	Walter Hoffman Rd (with realignment)	S5	FM 535	Local	Undivided	2	Minor Arterial	Divided	4
	S7	New Facility	FM 535	FM 812	New Facility	New Facility	New Facility	Minor Arterial	Divided	4
	S8	FM 672	FM 812	Caldwell County Line	Minor Collector	Undivided	2	Minor Arterial	Divided	4
Balch Rd (T)	T1	Balch Rd (with realignment)	FM 1704	P3	Local	Undivided	2	Minor Arterial	Undivided	2
Old Sayers Rd Arterial Upgrade (U)	U1	New Facility	SH 95	Old Sayers Rd/ Wayside Ct	New Facility	New Facility	New Facility	Minor Arterial	Undivided	2
	U2	Old Sayers Rd	U1	Beaver Rd	Local	Undivided	2	Minor Arterial	Undivided	2
	U3	New Facility	Beaver Rd	Old Sayers Rd (~1.59 Mi. SE of Arbuckle Rd)	New Facility	New Facility	New Facility	Minor Arterial	Undivided	2
	U4	Old Sayers Rd	U3	V1	Local	Undivided	2	Minor Arterial	Undivided	2

ARTERIAL SYSTEM PROJECTS

					EXISTING CONFIGURATION			FUTURE CONFIGURATION		
FACILITY AND FACILITY IDENTIFIER	**SEGMENT IDENTIFIER**	**EXISTING ROAD OR NEW FACILITY**	**FROM**	**TO**	**FUNCTIONAL CLASS**	**DESIGN TYPE**	**NUMBER OF LANES**	**FUNCTIONAL CLASS**	**DESIGN TYPE**	**NUMBER OF LANES**
SH 95 - Lower Elgin Rd Connector and Upgrade (V)	V1	New Facility	SH 95	Lower Elgin Rd (~0.23 Mi. N of Dickerson Ln)	New Facility	New Facility	New Facility	Minor Arterial	Undivided	2
	V2	Lower Elgin Rd (with realignment)	V1	FM 969	Local	Undivided	2	Minor Arterial	Undivided	2
FM 20 (W)	W1	FM 20	SH 71	Caldwell County Line	Minor Arterial	Undivided	2	Minor Arterial	Divided	4
SH 304 (X)	X1	SH 304	SH 71	Caldwell County Line	Major Collector	Undivided	2	Minor Arterial	Divided	4
FM 535 (Y)	Y1	FM 535	Travis County Line	FM 20	Major Collector	Undivided	2	Principal (Regional Connector)	Divided	6
	Y2	FM 535 (with realignment)	FM 20	SH 304	Major Collector	Undivided	2	Minor Arterial	Divided	4
	Y3	FM 535	SH 304	SH 95	Major Collector	Undivided	2	Minor Arterial	Divided	2
FM 3000 - FM 696 Connector (Z)	Z1	FM 3000	Elgin City Limits	Old Lexington Rd (with realignment)	Major Collector	Undivided	2	Minor Arterial	Divided	2
	Z2	Old Lexington Rd (with realignment)	FM 3000	Old Lexington Rd (~0.2 Mi. SW of Willow Rd)	Major Collector	Undivided	2	Minor Arterial	Divided	2
	Z3	New Facility	Old Lexington Rd (~0.2 Mi. SW of Willow Rd)	FM 696	New Facility	New Facility	New Facility	Minor Arterial	Divided	2
FM 696 (AA)	AA1	FM 696	US 290	Lee County Line	Major Collector	Undivided	2	Minor Arterial	Divided	4
FM 86 (AB)	AB1	FM 86	FM 20	Caldwell County Line	Major Collector	Undivided	2	Minor Arterial	Divided	2
FM 1441 (AC)	AC1	FM 1441	SH 95	SH 21	Major Collector	Undivided	2	Minor Arterial	Divided	2
FM 2104 (AD)	AD1	FM 2104	US 290	FM 153	Major Collector	Undivided	2	Minor Arterial	Divided	4

ARTERIAL SYSTEM PROJECTS

					EXISTING CONFIGURATION			FUTURE CONFIGURATION		
FACILITY AND FACILITY IDENTIFIER	**SEGMENT IDENTIFIER**	**EXISTING ROAD OR NEW FACILITY**	**FROM**	**TO**	**FUNCTIONAL CLASS**	**DESIGN TYPE**	**NUMBER OF LANES**	**FUNCTIONAL CLASS**	**DESIGN TYPE**	**NUMBER OF LANES**
FM 153 (AE)	AE1	FM 153	FM 2104	SH 71	Major Collector	Undivided	2	Minor Arterial	Divided	4
FM 2336 (AF)	AF1	FM 2336	US 290	SH 95	Minor Collector	Undivided	2	Minor Arterial	Divided	4
SH 21 - FM 2104 Connector (AG)	AG1	S Old Potato Rd (with realignment)	SH 21	Antioch Rd (with realignment)	Local	Undivided	2	Minor Arterial	Divided	2
	AG2	Antioch Rd (with realignment)	AG1	Antioch Rd (~0.15 Mi. E of St. Delight Rd)	Local	Undivided	2	Minor Arterial	Divided	2
	AG3	New Facility	Antioch Rd (~0.15 Mi. E of St. Delight Rd)	FM 2104	New Facility	New Facility	New Facility	Minor Arterial	Divided	2
SH 71 - FM 2104 East/West Connector (AH)	AH1	Cottle Town Rd (with realignment)	SH 71	Cottle Town Rd (~0.29 Mi. N of SH 71)	Local	Undivided	2	Minor Arterial	Divided	2
	AH2	New Facility	Cottle Town Rd (~0.29 Mi. N of SH 71)	Gotier Trace Rd (with realignment)	New Facility	New Facility	New Facility	Minor Arterial	Divided	2
	AH3	Gotier Trace Rd (with realignment)	AH2	Gotier Trace Rd (~0.66 Mi. E of Old Pin Oak Rd)	Local	Undivided	2	Minor Arterial	Divided	2
	AH4	New Facility	Gotier Trace Rd (~0.66 Mi. E of Old Pin Oak Rd)	FM 2104	Local	Undivided	2	Minor Arterial	Divided	2
SH 71 - FM 535 Connector (AI)	AI1	New Facility	SH 71	FM 535	New Facility	New Facility	New Facility	Minor Arterial	Divided	4
Travis County Maha Rd Project - SH 21 Connector (AJ)	AJ1	Longhollow Rd	Travis County Line/Maha Rd	Longhollow Rd (end)	Local	Undivided	2	Minor Arterial	Divided	4
	AJ2	New Facility	Longhollow Rd (end)	SH 21	New Facility	New Facility	New Facility	Minor Arterial	Divided	4
Littig Rd - Facility U Connector (AK)	AK1	New Facility	Littig Rd	U1	New Facility	New Facility	New Facility	Minor Arterial	Divided	4
Wolf Ln (AL)	AL1	Wolf Ln	Travis County Line	FM 535	Local	Undivided	2	Minor Arterial	Divided	4

COLLECTOR PROJECTS

					EXISTING CONFIGURATION			FUTURE CONFIGURATION		
FACILITY	**SEGMENT IDENTIFIER**	**EXISTING ROAD OR NEW FACILITY**	**FROM**	**TO**	**FUNCTIONAL CLASS**	**DESIGN TYPE**	**NUMBER OF LANES**	**FUNCTIONAL CLASS**	**DESIGN TYPE**	**NUMBER OF LANES**
Lower Elgin Rd (with realignment) *	CP1	Lower Elgin Rd (with realignment)	FM 1704	V2	Local	Undivided	2	Collector	Undivided	2
Shiloh Rd (with realignment) *	CP2	Shiloh Rd (with realignment)	SH 304	N Gaines Rd	Local	Undivided	2	Collector	Undivided	2
Old Sayers Rd (with realignment) *	CP3	Old Sayers Rd (with realignment)	V1	S1	Local	Undivided	2	Collector	Undivided	2
Lovers Ln - SH 304 Bridge *	CP4	New Facility	Lovers Ln/ W Riverside Dr	SH 304	New Facility	New Facility	New Facility	Collector	Undivided	2
	CP4-Alt	New Facility	SH 304	Technology Dr	New Facility	New Facility	New Facility	Collector	Undivided	2
Stockade Ranch Rd (with realignment) *	CP5	Stockade Ranch Rd (with realignment)	SH 21	Stockade Ranch Rd/ Roberts Ln	Local	Undivided	2	Collector	Undivided	2
W Riverside Dr - E Riverside Dr Connector and Upgrade	CP6	W Riverside Dr	Lovers Ln	E Riverside Dr/ Waikakaaua Dr	Local	Undivided	2	Collector	Undivided	2
Wolf Rd (with realignment)	CP7	Wolf Rd (with realignment)	Knobbs Rd	Marlin St	Local	Undivided	2	Collector	Undivided	2

* Indicates a remnant project from the 2016 Bastrop County Transportation Plan

COLLECTOR PROJECTS

					EXISTING CONFIGURATION			FUTURE CONFIGURATION		
FACILITY	**SEGMENT IDENTIFIER**	**EXISTING ROAD OR NEW FACILITY**	**FROM**	**TO**	**FUNCTIONAL CLASS**	**DESIGN TYPE**	**NUMBER OF LANES**	**FUNCTIONAL CLASS**	**DESIGN TYPE**	**NUMBER OF LANES**
Mundine Rd - Lexington Rd Connector	CP8	New Facility	FM 696/Mundine Rd	Lexington Rd (with realignment)	New Facility	New Facility	New Facility	Collector	Undivided	2
Lexington Rd (with realignment)	CP9	Lexington Rd (with realignment)	CP8	Wolf Rd (with realignment)	Local	Undivided	2	Collector	Undivided	2
Marlin St Extension and Upgrade (with realignment)	CP10	Marlin St (with realignment)	US 290	Stockade Ranch Rd/ Roberts Ln	Local	Undivided	2	Collector	Undivided	2
Roberts Ln	CP11	Roberts Ln	Stockade Ranch Rd	Lee County Line	Local	Undivided	2	Collector	Undivided	2
Paint Creek Rd (with realignment)	CP12	Paint Creek Rd (with realignment)	Marlin St	Stockade Ranch Rd	Local	Undivided	2	Collector	Undivided	2
Earl Callahan Rd (with realignment)	CP13	Earl Callahan Rd (with realignment)	FM 20	Walter Hoffman Rd	Local	Undivided	2	Collector	Undivided	2
Walter Hoffman Rd (with realignment)	CP14	Walter Hoffman Rd (with realignment)	FM 20	S5	Local	Undivided	2	Collector	Undivided	2
S Old Potato Rd	CP15	S Old Potato Rd	Antioch Rd (with realignment)	Gotier Trace Rd (with realignment)	Local	Undivided	2	Collector	Undivided	2

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COLLECTOR PROJECTS

					EXISTING CONFIGURATION			FUTURE CONFIGURATION		
FACILITY	**SEGMENT IDENTIFIER**	**EXISTING ROAD OR NEW FACILITY**	**FROM**	**TO**	**FUNCTIONAL CLASS**	**DESIGN TYPE**	**NUMBER OF LANES**	**FUNCTIONAL CLASS**	**DESIGN TYPE**	**NUMBER OF LANES**
Jeddo Rd (with realignment)	CP16	Jeddo Rd (with realignment)	FM 535	FM 713	Local	Undivided	2	Collector	Undivided	2
Cistern Rd (with realignment)	CP17	Cistern Rd (with realignment)	Jeddo Rd (with realignment)	Fayette County Line	Local	Undivided	2	Collector	Undivided	2
Young School House Rd	CP18	Young School House Rd	FM 2571	Easley Rd (with realignment)	Local	Undivided	2	Collector	Undivided	2
Easley Rd (with realignment)	CP19	Easley Rd (with realignment)	Young School House Rd	SH 304	Local	Undivided	2	Collector	Undivided	2
League Line Rd (with realignment)	CP20	League Line Rd (with realignment)	FM 2239	Karisch Rd (with realignment)	Local	Undivided	2	Collector	Undivided	2
Karisch Rd (with realignment)	CP21	Karisch Rd (with realignment)	League Line Rd (with realignment)	FM 153	Local	Undivided	2	Collector	Undivided	2
Cistern Rd - FM 812 Corridor Connector	CP22	New Facility	Cistern Rd/Jeddo Rd	SH 304/H6	New Facility	New Facility	New Facility	Collector	Undivided	2
VFW Rd	CP23	VFW Rd	Elgin City Limits	Old Sayers Rd (with realignment)	Local	Undivided	2	Collector	Undivided	2

* Indicates a remnant project from the 2016 Bastrop County Transportation Plan

LOCAL PROJECTS

					EXISTING CONFIGURATION			FUTURE CONFIGURATION		
FACILITY	**SEGMENT IDENTIFIER**	**EXISTING ROAD OR NEW FACILITY**	**FROM**	**TO**	**FUNCTIONAL CLASS**	**DESIGN TYPE**	**NUMBER OF LANES**	**FUNCTIONAL CLASS**	**DESIGN TYPE**	**NUMBER OF LANES**
Pine Canyon Dr - Corral Rd Connector *	LP1	New Facility	Pine Canyon Dr	Corral Rd	New Facility	New Facility	New Facility	Local	Undivided	2
Cardinal Dr Extension *	LP2	Cardinal Dr	Cardinal Dr/Homestead Cr	Old Potato Rd	Local	Undivided	2	Local	Undivided	2
LP 230 - Buesher St Park Hike/Bike Trail *	LP3	Two Mile Ln & American Legion Rd	Buesher St Park	SL 230	Local	Undivided	2	Local (with 10ft hike/bike trail)	Undivided	2
Old Highway 20 Hike/Bike Trail *	LP4	Old Highway 20	Marlin St	Paint Creek South Rd	Local	Undivided	2	Local (with 10ft hike/bike trail)	Undivided	2
Paint Creek South Rd Hike/Bike Trail	LP5	Paint Creek South Rd	Old Highway 20	SH 21	Local	Undivided	2	Local (with 10ft hike/bike trail)	Undivided	2
East Old Highway 20 Hike/Bike Trail	LP6	East Old Highway 20	SH 21	Gonzales St	Local	Undivided	2	Local (with 10ft hike/bike trail)	Undivided	2
Mesquite Dr - Facility Q Connector *	LP7	New Facility	Mesquite Dr	Q1	New Facility	New Facility	New Facility	Local	Undivided	2
Hall Rd Extension	LP8	New Facility	Hall Rd (end)	Easley Rd (with realignment)/ Farris Ln	New Facility	New Facility	New Facility	Local	Undivided	2

* Indicates a remnant project from the 2016 Bastrop County Transportation Plan

LOCAL PROJECTS

					EXISTING CONFIGURATION			FUTURE CONFIGURATION		
FACILITY	**SEGMENT IDENTIFIER**	**EXISTING ROAD OR NEW FACILITY**	**FROM**	**TO**	**FUNCTIONAL CLASS**	**DESIGN TYPE**	**NUMBER OF LANES**	**FUNCTIONAL CLASS**	**DESIGN TYPE**	**NUMBER OF LANES**
Copeland Hill Rd - Easley Rd Connector	LP9	New Facility	Copeland Hill Rd (end)	Easley Rd (with realignment)/ Johns Rd	New Facility	New Facility	New Facility	Local	Undivided	2
AJ Rod Rd Extension	LP10	AJ Rod Rd	AJ Rod Rd (end)	LP9	Local	Undivided	2	Local	Undivided	2
Mt Pleasant Ave Extension	LP11	Mt Pleasant Ave	Mt Pleasant Ave (end)	Copeland Hill Rd	Local	Undivided	2	Local	Undivided	2
Bunte Rd (Acceptance and Extension)	LP12	Bunte Rd	Bunte St (end)	Joe Cole Ln	Private	Undivided	2	Local	Undivided	2
Hidden Bluff Extension	LP13	Hidden Bluff	Hidden Bluff (end)	O Grady Rd (end)	Local	Undivided	2	Local	Undivided	2
Spring Hollow Trl (Acceptance and Extension)	LP14	Spring Hollow Trl	O Grady Rd	Park Road 1C	Private	Undivided	2	Local	Undivided	2
Long Trl Extension	LP15	Long Trl	Long Trl (end)	Spring Hollow Trl (extension)	Local	Undivided	2	Local	Undivided	2
Kellar Rd Extension	LP16	Kellar Rd	Kellar Rd (end)	Spring Hollow Trl	Local	Undivided	2	Local	Undivided	2

* Indicates a remnant project from the 2016 Bastrop County Transportation Plan

LOCAL PROJECTS										
					EXISTING CONFIGURATION			FUTURE CONFIGURATION		
FACILITY	SEGMENT IDENTIFIER	EXISTING ROAD OR NEW FACILITY	FROM	TO	FUNCTIONAL CLASS	DESIGN TYPE	NUMBER OF LANES	FUNCTIONAL CLASS	DESIGN TYPE	NUMBER OF LANES
Powell Rd Extension	LP17	Powell Rd	Powell Rd (end)	Spring Hollow Trl	Local	Undivided	2	Local	Undivided	2
Rosanky Cattle Co Rd Extension	LP18	Rosanky Cattle Co Rd	Rosanky Cattle Co Rd (end)	Easley Rd	Local	Undivided	2	Local	Undivided	2

* Indicates a remnant project from the 2016 Bastrop County Transportation Plan

Appendices

Appendix A: 2023 Bastrop County Transportation Plan (Hard copy insert)

Appendix B: Resources

https://www.co.bastrop.tx.us/page/com.main

https://www.ridecarts.com/about

https://tpwd.texas.gov/state-parks/bastrop/life-after-wildfire

https://www.fema.gov/flood-maps/national-flood-hazard-layer

https://www.co.bastrop.tx.us/page/open/5482/0/DRAFTTransportationPlan2023projectList.pdf

https://www.co.bastrop.tx.us/page/dsen.long_range

https://www.fhwa.dot.gov/planning/processes/statewide/related/hwy-functional-classification-2023.pdf

https://www.demographics.texas.gov/Projections/2022/

http://onlinemanuals.txdot.gov/TxDOTOnlineManuals/txdotmanuals/rdw/index.htm