

**List of CAMPO 2045 draft plan projects in western Hays County to consider for (a) removal, or (b) scaling back in favor of safety improvements and conservation design features.**

**Projects to consider for recommendation of removal:**

- 1. Escarpment Blvd extension into Hays County (Rutherford Ranch Bypass or NF 13)**  
–Would create a brand new 10-mile road right through the heart of the Texas Hill Country/Recharge Zone, crossing Bear Creek, Little Bear Creek, and Onion Creek. This extension of Escarpment Blvd parallels RM 1826, is unnecessary and would cut a new path of asphalt through the middle of the recharge zone and City of Austin Water Quality Protection Lands.
- 2. San Marcos Parkway Loop (western loop)** – This project would create a new 10 mile, 4-lane road which crosses the Blanco River and falls almost entirely within the Edwards Aquifer recharge zone. The entire route of this proposed western loop is through undeveloped land. It's primary function, then, would be to serve new development along its route, creating more traffic that would increase (not decrease) congestion in San Marcos and Wimberley. It would increase flooding downstream in San Marcos. With an eastern loop expansion already planned around San Marcos, coupled with I-35 and tollway 130 widening further east, this western parkway is unnecessary. A segment of this new road is planned for near-term 2020-2025 right over the recharge zone, extending south from the RR 12/Wonder World Dr. intersection.
- 3. Jacob's Well Road Extension** -- would extend Jacob's Well Road south of FM 2325 to Wayside Drive, creating a cul de sac on the north side of the Blanco River. There is no public transportation need for this road.
- 4. Kyle Loop (NF 17)** – northwest of Kyle, CAMPO proposes a 3-mile "shortcut" road connecting FM1626 with FM 150, which would save drivers just a half mile of driving vs. current roads. The road would cut through the eastern edge of the recharge zone, at a cost of over \$10M.
- 5. FM 150 extension west of RR 12** -- proposed to cross Onion Creek at least two times, and curve north to US 290 west of Dripping Springs; this road is unnecessary and would primarily serve to open up critical riparian land along and near Onion Creek to development.
- 6. Loop road around the north side of Dripping Springs (NF 2; NF 10; NF 18);** -- would cut through undeveloped land east and west of RR 12. As with San Marcos loop, unless access and conservation easements acquired along the entire route, the primary purpose of the loop would be to serve new development along the route of the loop.

**Projects that could be considered for reduction, with priority on safety, scenic beauty, and water protection rather than capacity expansion. All of these would be candidates for a “Hill Country Conservation” roadway designation.**

1. Proposed expansion of RM 1826 to six lanes; reduce to no more than four lanes, and, where appropriate to two lanes with center and side turn lanes at major intersections;
2. Proposed expansion of FM 3237 to 2 lane divided with median and Shoulders; reduce to appropriate safety improvements to the existing 2 lane road;
3. Proposed expansion of FM 2325 to 2 lane divided with median and shoulders; reduce to appropriate safety improvements to the existing 2 lane road, with scenic and conservation easements
4. Proposed expansion of Fitzhugh Road to 4 lanes; reduce to making safety improvements to the existing 2 lane roadway (from RM 12 to the Travis County line);
5. Proposed expansion of FM 150 to a 4-lane divided highway; reduce to a 2-lane roadway with appropriate center and side turn lanes at key intersections, and with appropriate safety design specifications;
6. Proposed expansion of Hamilton Pool Road west of the Travis County line to 2 lane divided with median and bike lanes and sidewalks; reduce to improvements to the existing 2 lane road with bike lanes (and compatible with Hamilton Pool Road improvements in Travis County), with scenic and conservation easements;
7. Proposed expansion of RR 12 to four lane divided highway; reduce to retain the existing 2 lane roadway, with safety improvements that include, where appropriate, center and side turn lanes and bike lane; and scenic and conservation easements
8. Proposed expansion of RM 32, from RR 12 to Comal County line to 2 lane divided; reduce to appropriate safety improvements and conservation measures