



130 crossing

NEQ CR 138 SOUTHEAST LOOP (GATTIS SCHOOL RD.) & TX 130

RETAIL PADS | DRIVE-THRU AVAILABLE

±4.38 ACRES (DIVISIBLE) REMAINING

ADJACENT TO 15-ACRE MULTI-FAMILY DEVELOPMENT



Convenience...

This unique medical/retail opportunity services both Pflugerville and Hutto, and shares an intersection with H-E-B Plus!, and other retailers and services.



Strong Population

130 Crossing is located northeast of Austin, Texas. One of the fastest growing trade areas in the Austin MSA., Hutto is the perfect balance of small town charm and big city convenience.



FORM + FUNCTION

- + Quick connectivity and access to SH-130, SH-685 and Gattis School Road
- + Large lit buildings with strong signage and visibility from the road
- + Includes 15-Acre multi-family development
- + 8,808 future lots available for development in trade area - 36% increase over current number of households
- + 2nd fastest growing trade area in Austin MSA
- + Utilities including common detention



5-mile Population

176,864



Average HH Income

\$116,971



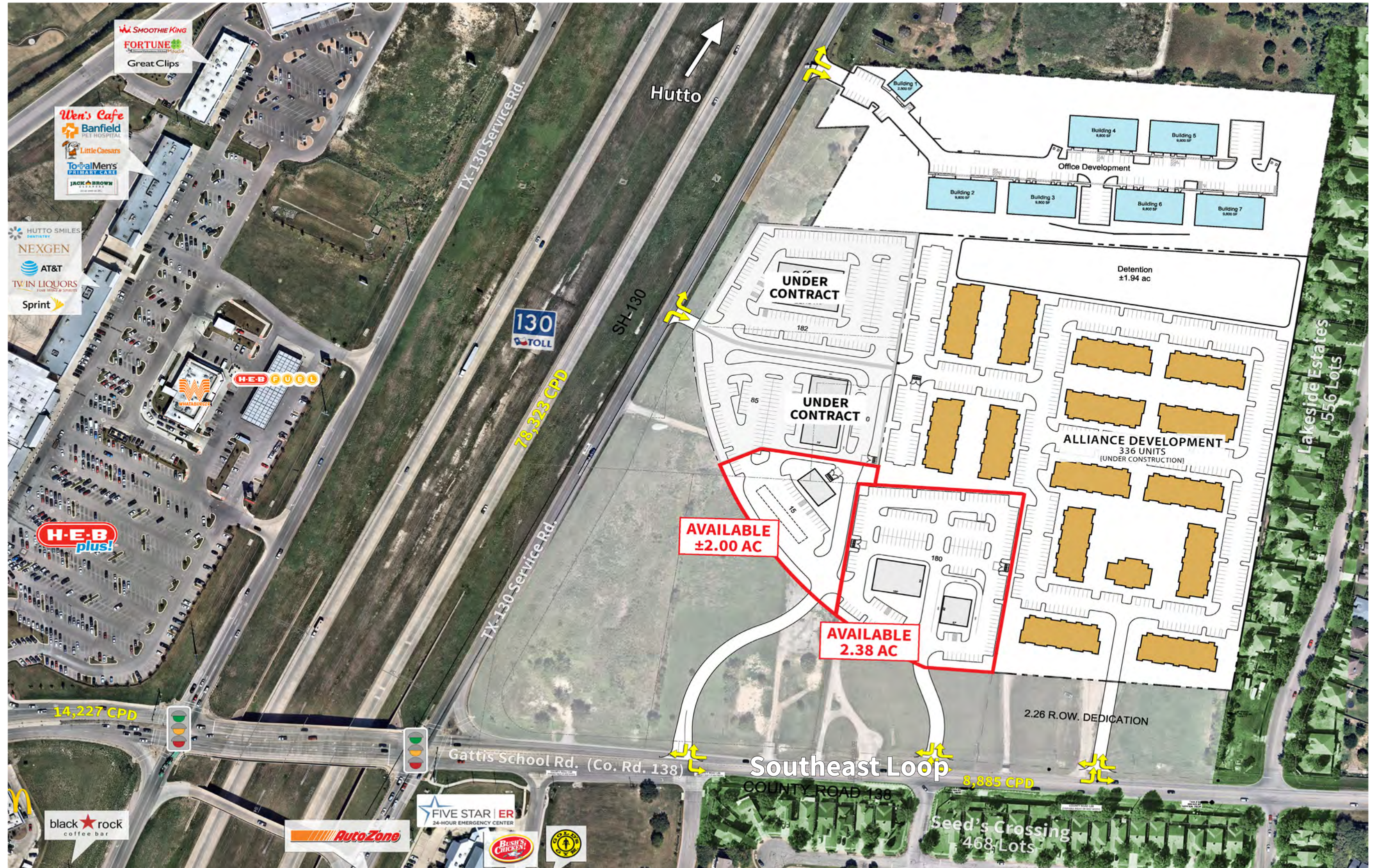
TX 130 Traffic Counts

78,323 CPD

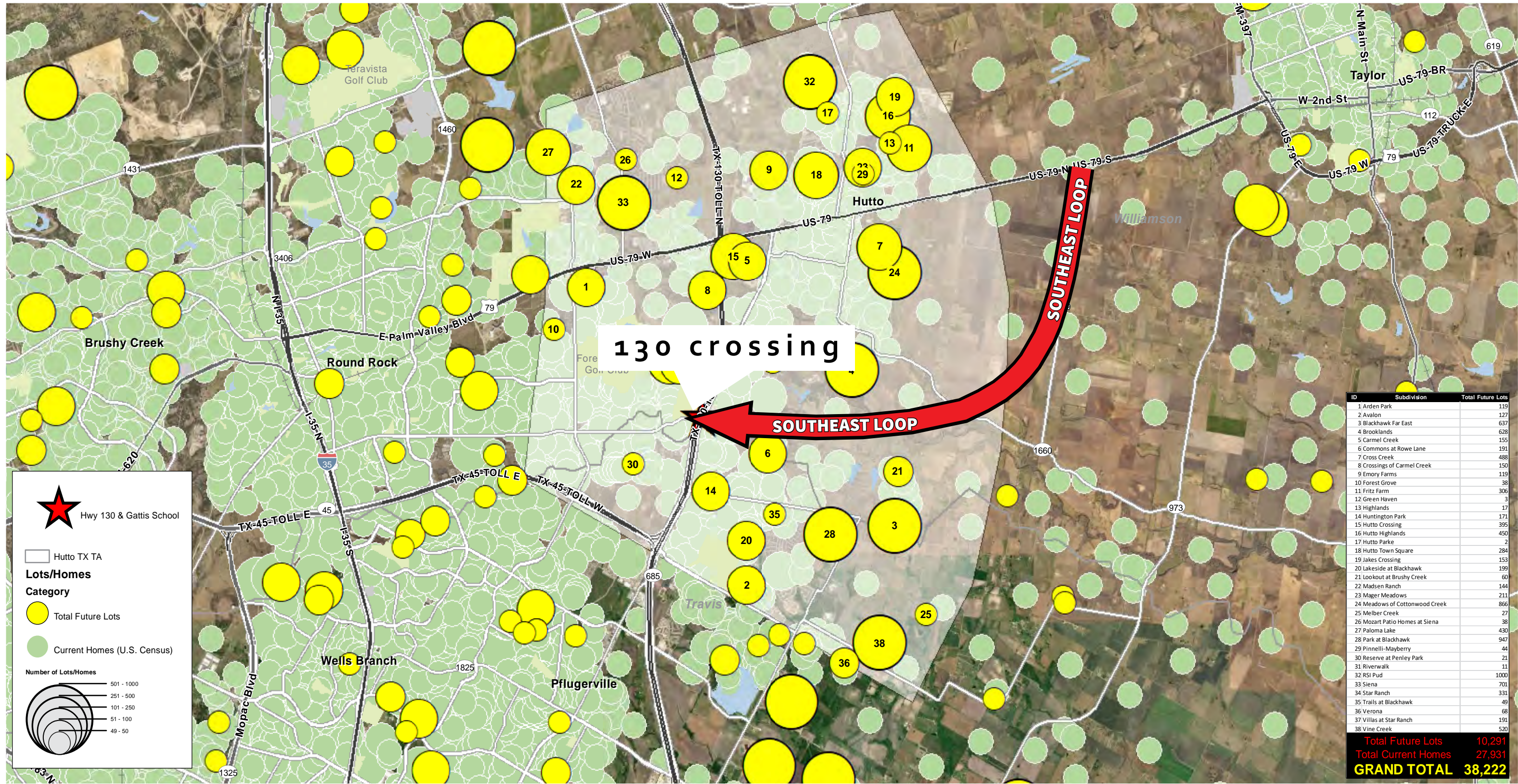
130 CROSSING SITE LOCATION



130 CROSSING SITE PLAN

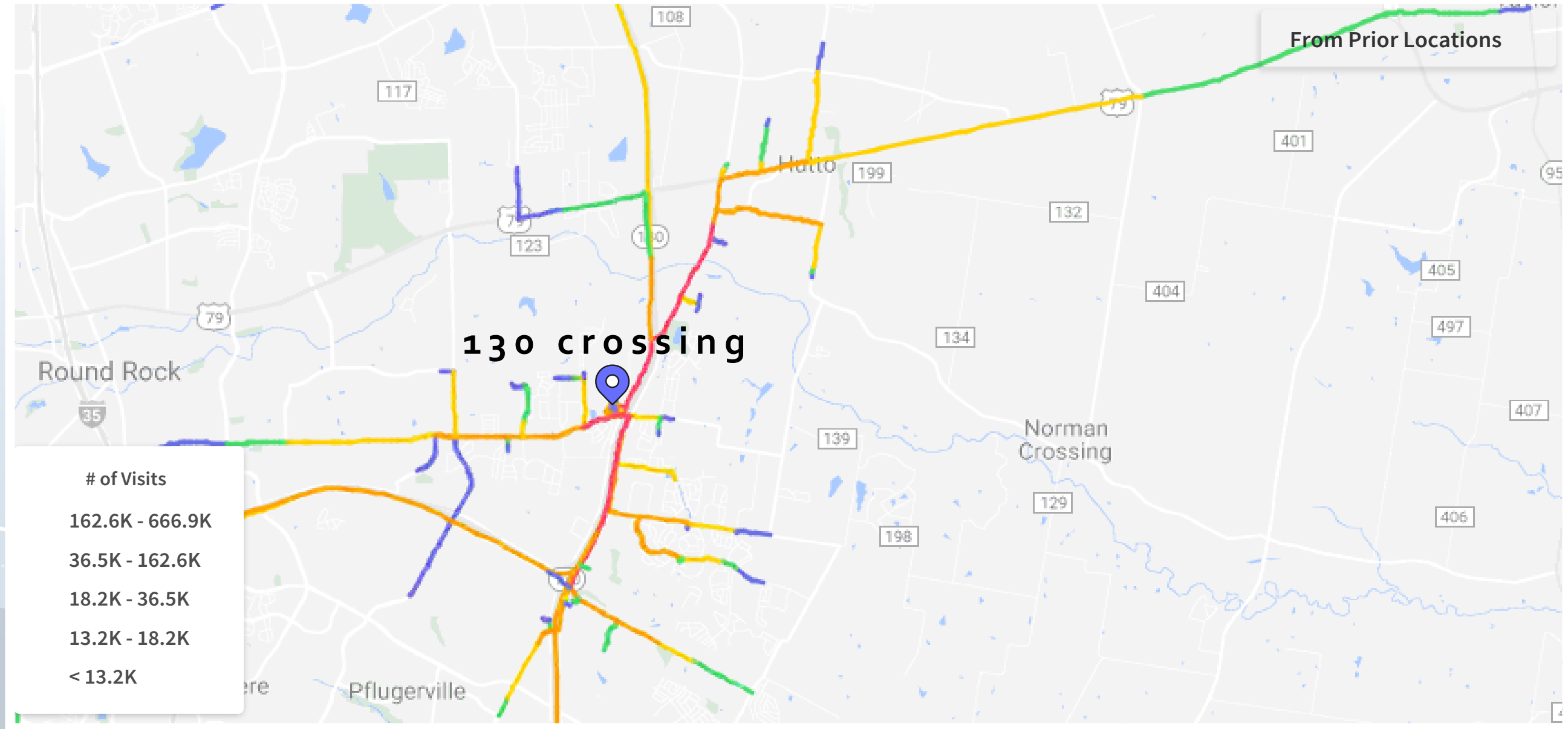


130 CROSSING HOUSING GROWTH



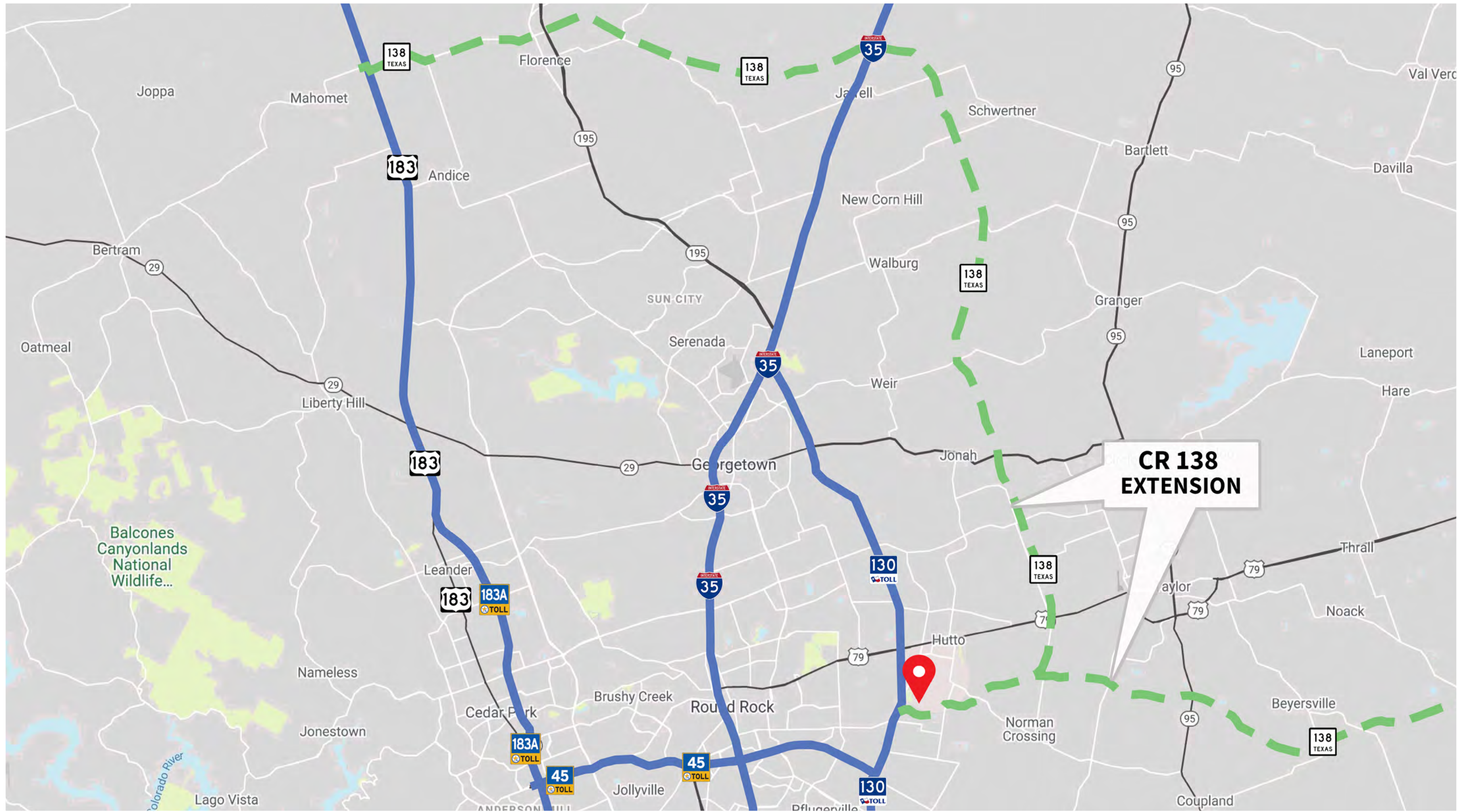
HEB PLUS

CUSTOMER JOURNEY ROUTES



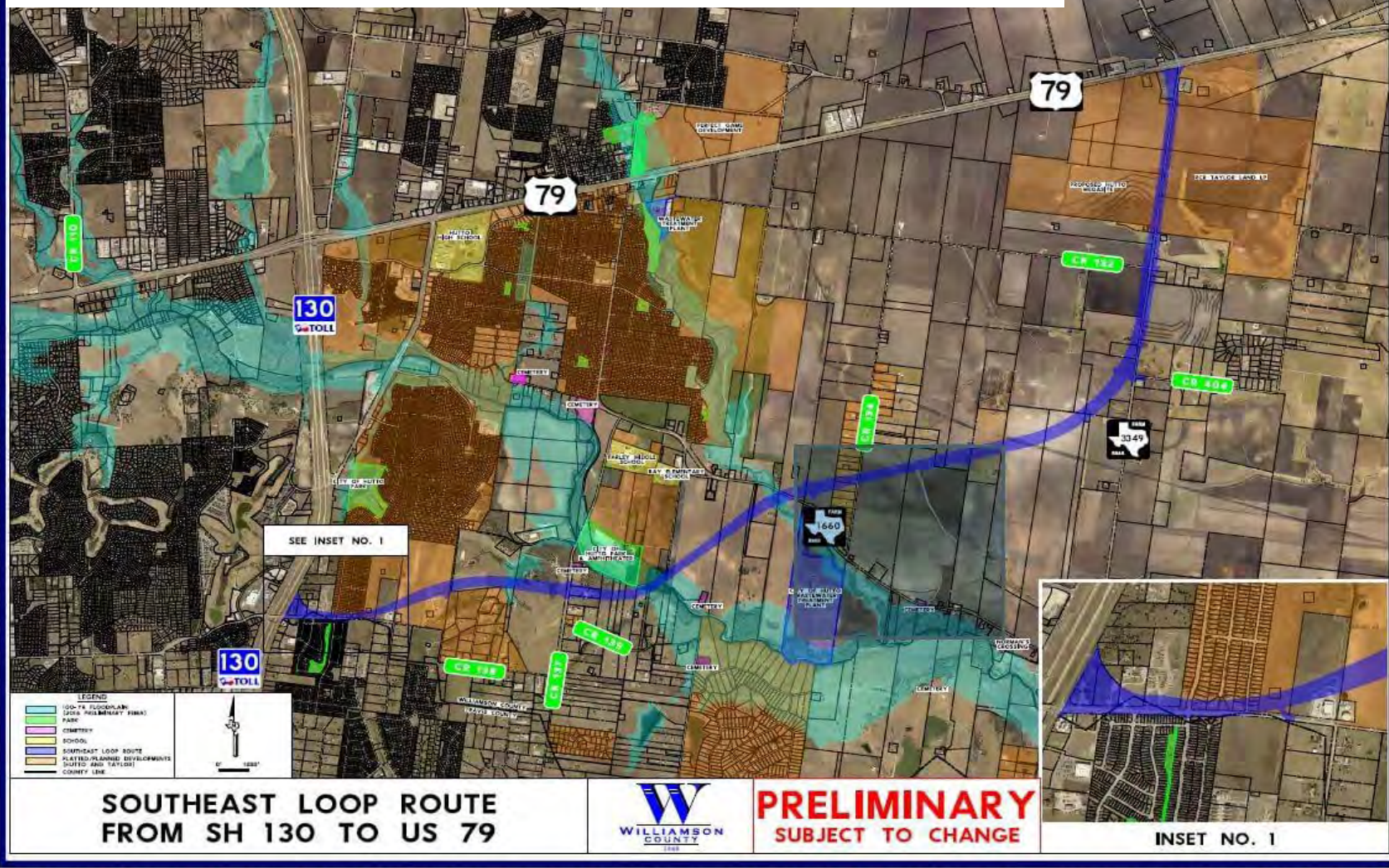
HIGHWAY MAP

CR 138 EXTENSION



AUSTIN ENGINEER TAPPED FOR SOUTHEAST LOOP PROJECT

Featured Illustration: The proposed route for Southeast Loop/Corridor E1 would provide the city of Hutto with a new major east-west and north-south link between U.S. Highway 79 and Texas Highway 130. Image: Williamson County



Hutto (Williamson County) – An Austin company has been chosen to engineer and design a new four-lane road with frontage lanes in southeastern Williamson County.

Williamson County Commissioners Court met April 7 to award a \$4 million contract to **Rodriguez Transportation Group** for the **Southeast Loop/Corridor E1** project.

The county had issued an RFO for the planning and design of this and six other projects in the county's 2019 road bond program.

Thirty-one firms were evaluated for the seven projects. Commissioners used the consent agenda portion of their meeting to award planning, engineering and design contracts for all seven projects on the agenda.

Williamson County officials have sought to develop connections for east-west travel between Texas Highway 130 and Farm Road 3349, and north-south travel to U.S. Highway 79.

County officials have said the Southeast Loop/Corridor E1 project will enhance safety and mobility in eastern Williamson County, the fifth fastest-growing county in Texas.

Rodriguez Transportation's management of the project is to include oversight of route and design studies, public involvement, surveying, right-of-way mapping, environmental studies and documents, geotechnical services, and development of specifications and a construction cost estimate.

According to a preliminary study, construction of Southeast Loop/Corridor E1 would be carried out in at least two phases. The roadway would have four main lanes (two each way), and a total of six frontage road lanes. There also would be shared used paths along the road.

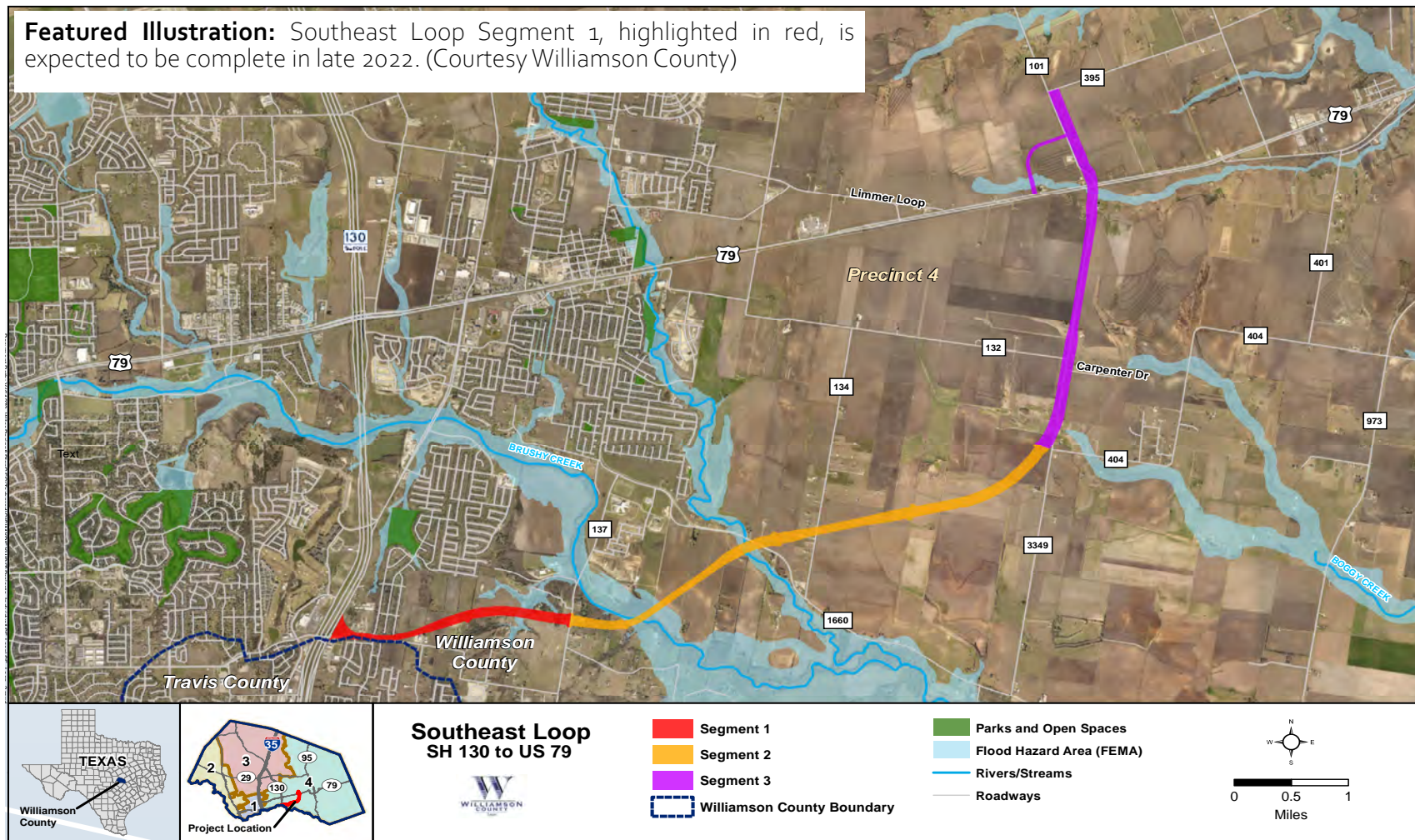
The proposed route for Southeast Loop/Corridor E1 would go through much of the city limits of Hutto, which is experiencing population growth and is planning to accommodate major commercial developments, such as the Perfect Game baseball complex north of U.S. 79.

There is no estimated timeline or delivery method for road construction. VBX members may track this project using ID number: 2020-2E70.

WILLIAMSON COUNTY TO BREAK GROUND ON SOUTHEAST LOOP PROJECT JUNE 30

ARTICLE: COMMUNITY IMPACT NEWSPAPER

Featured Illustration: Southeast Loop Segment 1, highlighted in red, is expected to be complete in late 2022. (Courtesy Williamson County)



Williamson County will break ground on its Southeast Loop segment 1 project June 30 at 11 a.m.

The ground breaking will take place at the parking lot for the Bridge Church, 747 CR 138 in Hutto.

The project, first announced in 2019, spans nine miles from CR 138 at SH 130 to CR 137 in Hutto, across from the H-E-B plus!.

Community Impact Newspaper previously reported the road will be two to three lanes going in each direction with a potential deceleration lane.

When the project plans were presented in Hutto, Williamson County Precinct 4 Commissioner Russ Boles said continuing growth has made it difficult for emergency services, school buses and residents to quickly and safely move through the area.

Mayor Mike Snyder said the Southeast Loop project will add another corridor into Hutto and make it similar to Pflugerville and Round Rock—both of which

have multiple multi-lane roadways leading into their cities.

“This has potential in the next 10 years to really help us grow our commercial base,” he said.

The projected construction cost is \$11,526,789 funded through the voter-approved 2019 Road Bond, according to a county news release. Completion for this segment is late 2022.

TEXAS 130 WILL BECOME WIDER

\$195 MILLION PROJECT TO CREATE TWO MORE LANES ALONG 20.4-MILE STRETCH

November 7, 2016

By Ben Wear bwear@statesman.com

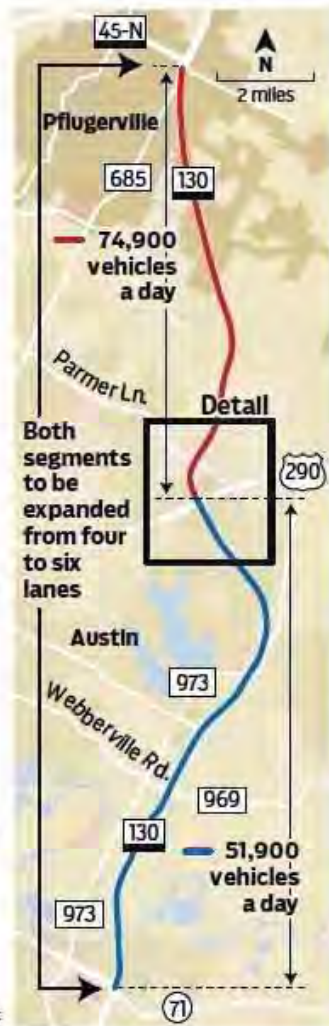
Growing Texas 130

With traffic now between 50,000 and 75,000 vehicles a day in its middle section, Texas 130 is set to expand from four to six lanes between Texas 45 North and Texas 71. Three flyovers will also be added at the U.S. 290/Texas 130 Interchange, with construction beginning in about a year.



Source: Texas Department of Transportation

ROBERT CALZADA / STAFF



With traffic dwarfing original projections a decade after the tollway's first sections opened, Texas 130 is on the way to getting bigger.

And that expansion might come just in time to provide Central Texas travelers some relief when Interstate 35 through Austin undergoes what is likely to be a wrenching overhaul.

The Texas Department of Transportation has hired engineers to design an expansion from four to six lanes between Texas 130's intersection with Texas 45 North in Pflugerville and Texas 71 near Austin's airport. TxDOT has nailed down the estimated \$195 million for design and construction of the added lanes over that 20.4-mile stretch and expects to begin construction by early 2018.

TEXAS 130 EXPANSION PROJECT (CONT.)

The added lanes, one on each side in the existing grassy median, should be open to the public by summer 2020, TxDOT estimates, although the new lanes in the section north of U.S. 290 could open sooner. And a separate but related \$130 million project by the Central Texas Regional Mobility Authority to add three flyover bridges at U.S. 290 and Texas 130 should be complete by the end of 2020.

TxDOT will pay for the added lanes, an agency official said, using a reserve account for the Central Texas Turnpike System, which includes Texas 130 along with the Texas 45 North, Loop 1 and Texas 45 Southeast toll roads. That system over the past year brought in \$170 million in tolls, about 30 percent more than was originally projected for 2016. The four toll roads opened in stages between late 2006 and 2009.

“The good news is we have enough money in the reserve” for the lane expansions, said Lorena Echeverria de Misi, director of transportation planning and development for TxDOT’s Austin division. “The bad news is that it will take up all that is in the reserve. But it’s more good news than bad.”

The flyover project, mobility authority officials said, probably will be funded with money borrowed on the private bond market that would be paid back from tolls applied to travel on the new bridges. The mobility authority currently charges about 55 cents for drivers equipped with a toll tag who use one of the four flyovers it built at the U.S. 290/U.S. 183 interchange in Northeast Austin. As is the case with tolls throughout the Austin metro area, the toll rate is one-third higher for those without a tag who are billed by mail instead.

Authority officials said the Texas 130 flyovers are likely to have a similar toll rate.

Texas 130, despite a lingering reputation as having scant traffic, has begun to see rush hour slowdowns at places north and south of where it meets U.S. 290.

The highway has an average of just under 75,000 vehicles a day near Pecan Street in Pflugerville and almost 52,000 a day just north of FM 969 east of Austin.

Both traffic counts are almost four times what was predicted in 2002 when Texas 130 and the three companion toll roads were in the final planning stages.

TxDOT for now will hold off on expanding the other 29 miles or so of its part of Texas 130, the northerly section between I-35 and Texas 45 North and the southern segment between Texas 71 and Texas 45 Southeast.

Both sections have traffic counts between 30,000 and 35,000 vehicles a day, well under what the existing four lanes can accommodate.

This project does not involve the troubled southern 40 miles of Texas 130, which were designed and built by a private consortium under a 52-year lease with TxDOT.

That section from Mustang Ridge to Seguin, which opened in 2012, has had much lower traffic and revenue than predicted. The developers, led by Spanish toll road builder Cintra, declared bankruptcy this summer.

TEXAS 130 EXPANSION PROJECT (CONT.)

In its original projections for the state-run section of the road, Echeverria de Misi said, TxDOT had not contemplated expanding Texas 130 through at least 2025. But the greater than projected growth of Central Texas, and particularly development near Texas 130 in Hutto, eastern Round Rock and Pflugerville, has funneled far more traffic onto the road than expected.

And then there is the \$4.3 billion plan to improve and expand I-35 from Round Rock to Buda, including what is likely to be the addition of a toll lane to each side and the lowering below ground level of about a mile of the road next to downtown Austin.

TxDOT has the first pieces of that decade-long project under construction now, but probably won't begin the full-fledged expansion until at least 2020, officials have said.

The mobility authority already has begun a major expansion of U.S. 183 through East and Southeast Austin that would provide a nearby alternative to that I-35 construction zone, and that project is expected to be done by 2020.

Having a larger Texas 130 would provide another added with little or no congestion.

"We're trying to get this completed before we start tearing up that part of I-35 so that people coming through will have a way to get around Austin," Echeverria de Misi said. "That's what is driving how quickly we're trying to get 130 built."

130
crossing



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RESTAURANTS + LOCAL ATTRACTIONS NEARBY

FOOD + DRINKS

Whataburger
Bush's Chicken
Chic-Fil-A
Starbucks
Raising Cane's
Chipotle
In-N-Out Burger
Zaxby's
Texan Cafe & Pie Shop
Russo's New York Pizzeria
Jersey Mike's Subs
Andy's Frozen Custard
Morelia Mexican Grill

SHOPPING + SERVICES

HEB Plus! (125,000 SF)
Gold's Gym
Costco
At Home
Living Spaces
Best Buy
SuperTarget
Home Depot
Lowes
Petco
Five Star ER
CareNow Urgent Care
OrangeTheory Fitness
Goodwill
Dick's Sporting Goods
Twin Liquors

ATTRACTIONS + EMPLOYERS

The Golf Club at Star Ranch
Dell Diamond
Kalahari Resorts & Conventions
Hutto Amphitheater
Typhoon Texas Water Park
Star Ranch Event Center
Cinemark
Seton
Austin Regional Clinic
Baylor Scott & White

