

= Texas State Highway 211 =

State Highway 211 or SH 211 (Hill Country Parkway) is a 11 @.@ 184 @-@ mile (17 @.@ 999 km) state highway west of the city of San Antonio in the U.S. state of Texas . This route was designated in 1986 as an access route to the Texas Research Park . Portions of the route were built , but significant landowner opposition kept the connecting section from being completed . The completed sections of the route consist of a southern section from U.S. Highway 90 (US 90) north to Farm to Market Road 1957 (FM 1957) and a northern section from FM 471 north to SH 16 . The Texas Transportation Commission has approved a pass @-@ through toll agreement that Bexar County submitted in October 2008 . This proposal will allow for development of a segment of SH 211 (Hill Country Parkway) from 1 @.@ 33 miles south of FM 1957 to FM 471 and improvements to FM 1957 (Potranco Road) from Loop 1604 to the Medina County line . The completion of the section between FM 1957 (Potranco Road) to FM 471 (Culebra Road) will finally allow for seamless travel from Hwy 90 at the south end , north to SH 16 (Bandera Road) . The improvements to FM 1957 (Potranco Road) will allow for the necessary widening of the two @-@ lane roadway which is dealing with new suburban growth and traffic for which it wasn 't built to handle .

= = History = =

The current alignment was designated in March 1986 from US 90 northward to SH 16 . In November 1988 , the designation was extended northeastward from SH 16 to FM 3351 . Construction of the current segments of the highway were completed in the early 1990s . The southern portion was the first to be completed with the interchange at US 90 and the bridge over Lucas Creek completed in 1990 . The northern portion was completed the following year in 1991 with the completion of the bridges over San Geronimo Creek .

SH 211 was previously designated between 1933 and 1935 on a route from Brenham northward to Independence . This route was transferred in 1942 to Farm to Market Road 50 and State Highway Spur 197 .

= = Route description = =

SH 211 currently exists in two separate sections west of San Antonio . The southern section begins at a diamond interchange with US 90 in western Bexar County . The route travels to the north as a two @-@ lane highway with a northbound passing lane for the majority of the route and is known as either the Texas Research Parkway or the Hill Country Parkway (once it 's finally completed) , providing access to the Texas Research Park and a Citi service center . This 3 @.@ 7 @-@ mile (6 @.@ 0 km) section of the highway ends at FM 1957 just east of the Bexar / Medina county line .

The northern section (Hill Country Parkway) begins at FM 471 in Medina County and heads north as a two @-@ lane highway , crossing back over into Bexar County and passes briefly through the San Antonio city limits before ending at SH 16 . The northern section of the highway features the occasional passing lane in both directions . This 7 @.@ 4 @-@ mile (11 @.@ 9 km) section of the roadway includes a design to provide protection to the Edwards Aquifer , the drinking water supply of San Antonio . To prevent runoff from the highway entering the aquifer , a 555 @-@ foot (169 m) long bridge was sealed to prevent it from leaking and an aqueduct was constructed nearby to carry the runoff .

There are plans to connect the two segments , but there are insufficient funds available to complete the nearly 8 @-@ mile (12 @.@ 9 km) project and right @-@ of @-@ way needs to be acquired . TxDOT only has \$ 7 @.@ 7 million of the \$ 30 million required for construction costs . Bexar County will pay for the balance of the project costs with TxDOT reimbursing the County when funds become available . Relocation assistance is being provided to landowners to persuade them to sell their property for the highway . With a shortage of funds and the right @-@ of @-@ way not purchased , there is no time table for construction . Local opposition to the extension cite greater highway needs

elsewhere , environmental concerns in the corridor , and a reluctance to sell land needed for the highway as chief concerns of the highway . Once completed , the highway is believed to provide relief to nearby Loop 1604 .

The traffic volume of the highway is dramatically different between the southern and northern sections . The southern section sees traffic volumes six times of that of the northern section . The traffic volume of the southern section saw a slight increase from 2005 to 2006 . In 2005 , it had a traffic volume of 6 @, @ 450 annual average daily traffic (AADT) , which increased to 6 @, @ 700 AADT in 2006 . The traffic volume of the northern section saw a slight increase from 2005 to 2006 as well . In 2005 , it had a traffic volume of 1 @, @ 000 AADT near the southern end of the road and 1 @, @ 300 AADT near the northern end . In 2006 , these numbers had increased to 1 @, @ 050 and 1 @, @ 550 AADT respectively .

= = Major intersections = =