RM 620 NORTH – US 183 TO COLORADO RIVER BRIDGE

Potential Safety Improvements

Crashes From Dam to RM 2222

Median Treatments for Crash Mitigation

Median Treatment	Benefits	Drawbacks
Concrete Traffic Barrier	Prevents crossings by out-of-control vehicles Acceptable for medians < 30 ' in width Acceptable for high speed facilities	Presents fixed object crash hazard Prevents crossings by emergency vehicles Restricts maintenance activities Restricts sight distance – design exception may be required to install Should not be used if no safety concern has been identified
Raised Median	Can be used to control left turn and crossing maneuvers Separates traffic flows Maintains sight distance Improves throughput capacity Accommodates emergency vehicles Recommended where ADT exceeds 20,000 vpd Provides pedestrian refuge at crossings	Does not prevent crossings by out-of-control vehicles Minimum 16 foot median recommended
Surface Mounted Delineators with bolt-on curb	Low cost for installation Can be used to control left turn and crossing maneuvers Separates traffic flows Does not require additional width vs striping alone Safety benefits for left-turning vehicles	Does not prevent crossings by out-of-control vehicles High maintenance cost Restricts sight distance Negative aesthetic impact Not a long term solution

Concrete Median Traffic Barrier (CTB)

CROSS-SECTION

EXAMPLE

CONCRETE MEDIAN TRAFFIC BARRIER TREATMENT RM 620 AT MANSFIELD DAM, COLORADO RIVER

HDR Engineering, Inc.

RM 620

FIGURE 3

CONCRETE MEDIAN TRAFFIC BARRIER CROSS-SECTION AND DETAIL

Raised Median

CROSS-SECTION

EXAMPLES

RAISED MEDIAN: RM 1431 AT SAM BASS RD, CEDAR PARK

CONCRETE TRAFFIC BARRIER TRANSITION TO RAISED MEDIAN: RM 1431 AT PARMER LN, CEDAR PARK

HDR Engineering, Inc.

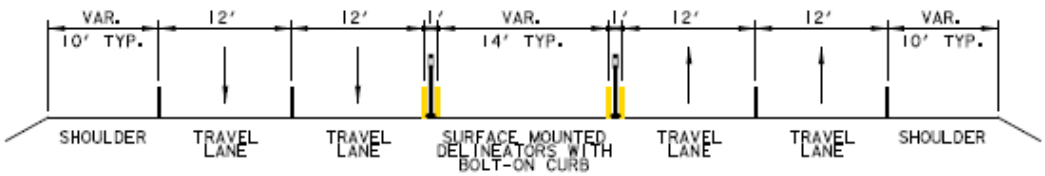
RM 620

FIGURE 4

RAISED MEDIAN
CROSS-SECTION AND DETAIL

Surface Mounted Delineators

CROSS-SECTION



EXAMPLES

SURFACE MOUNTED DELINEATORS: UNIVERSITY BLVD AT MAYS ST, ROUND ROCK

BACK TO BACK CURB: W HAUSMAN RD AT UNIVERSITY HEIGHTS BLVD, SAN ANTONIO TX

4' RAISED MEDIAN: RM 620 AT GREAT OAKS DR, ROUND ROCK TX

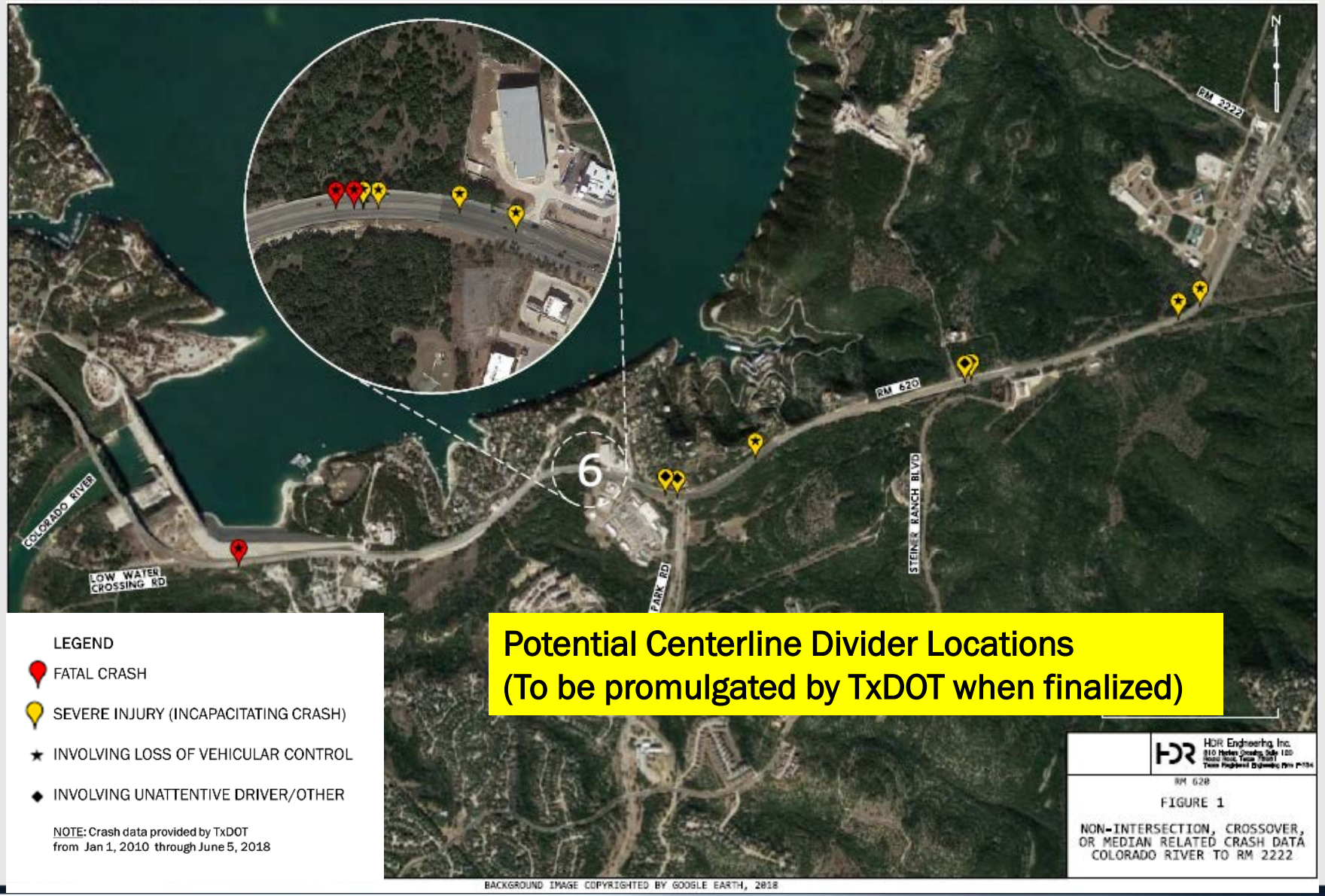
HDR Engineering, Inc.

RM 620

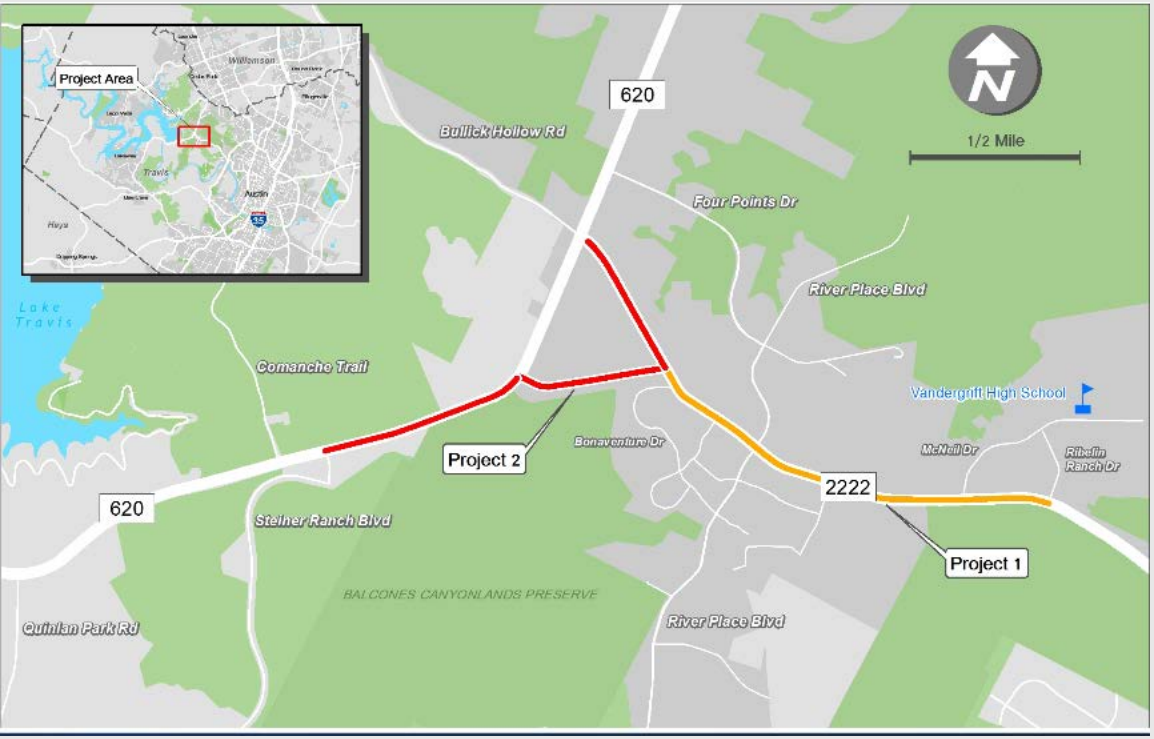
FIGURE 5

SURFACE MOUNTED DELINEATORS WITH BOLT-ON CURB CROSS-SECTION AND DETAIL

Crashes From Dam to RM 2222



RM 620/2222 Bypass



- RM 620 Resurfacing
- RM 2222 Restriping/delineator installation

Project 1: RM 2222 from Bonaventure Boulevard to Ribelin Ranch Drive

- Environmental Clearance: April 2018
- Anticipated letting: summer 2018
- Anticipated construction start: December (winter) 2018 (was fall 2018)
- Anticipated completion: summer 2020
- Estimated construction cost: $13 million (was $11 million)

Project 2: RM 620 from Steiner Ranch Boulevard to RM 2222

- Environmental Clearance: April 2018
- Anticipated letting: summer 2019
- Anticipated construction start: fall 2019
- Anticipated completion: December (winter) 2020 (was summer 2020)
- Estimated construction cost: $10 million (was $7 million)

Next Steps – Mid to Long Term

RM 620 – RM 2222 to US 183

- Start study approximately August 2018
- Complete study approximately November 2019
- Issues:
  - Elevated versus at-grade cross-section
  - Alignment
  - Right-of-Way
    (May require COA $$)