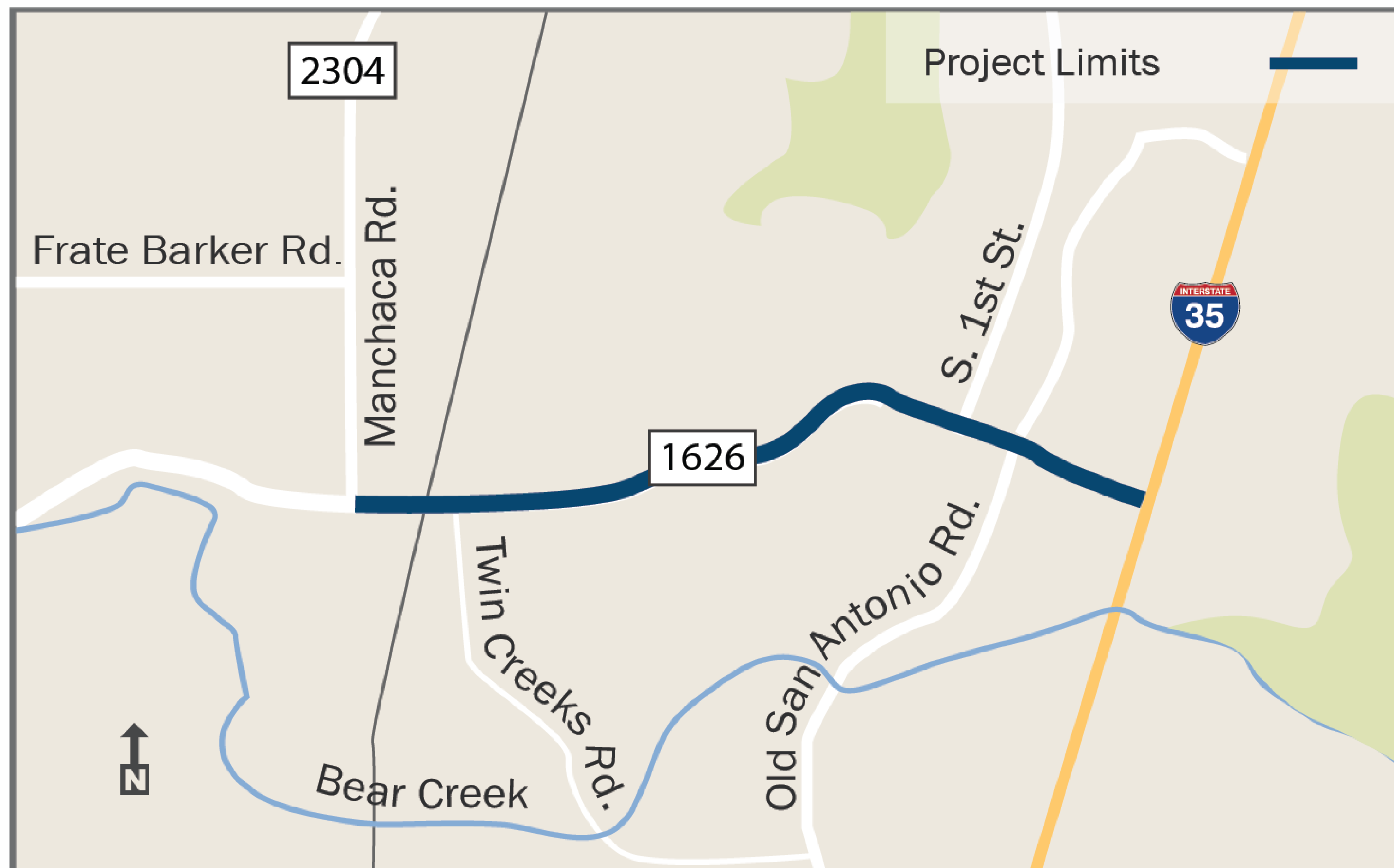


PROJECT OVERVIEW

The City of Austin is analyzing FM 1626 between Manchaca Road and I-35 in order to identify mobility and safety improvement recommendations to be included in a Preliminary Engineering Report. This is part of the 2016 Mobility Bond for substandard streets.



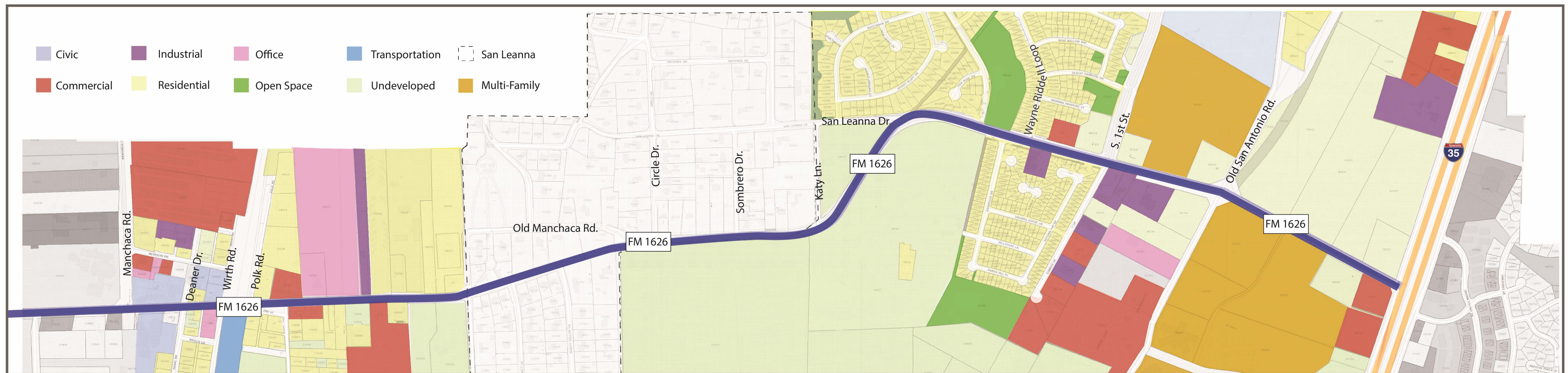
2016 MOBILITY BOND

- **\$720 million for transportation and mobility improvements citywide**
- **Corridor Mobility Program - \$482 million**
- **Regional Mobility Program - \$101 million**
- **Local Mobility Program - \$137 million**
 - Sidewalks - \$37.5 million
 - Safe Routes to School - \$27.5 million
 - Urban Trails - \$26 million
 - Bikeways - \$20 million
 - Intersection Safety/Vision Zero - \$15 million
 - **Substandard Streets/Capital Renewal - \$11 million**

Substandard streets are publicly owned roadways within the City of Austin's jurisdiction that do not meet current City of Austin requirements because they may have pavement widths that are less than 24 feet and typically lack some curb and gutter, drainage, bicycle accommodations, and sidewalk infrastructure.

FM 1626 EXISTING CONDITIONS

Existing Land Use



FM 1626 EXISTING CONDITIONS

Traffic Volumes (2016) Crash Statistics (2012-2017)

Manchaca Road to Circle Drive

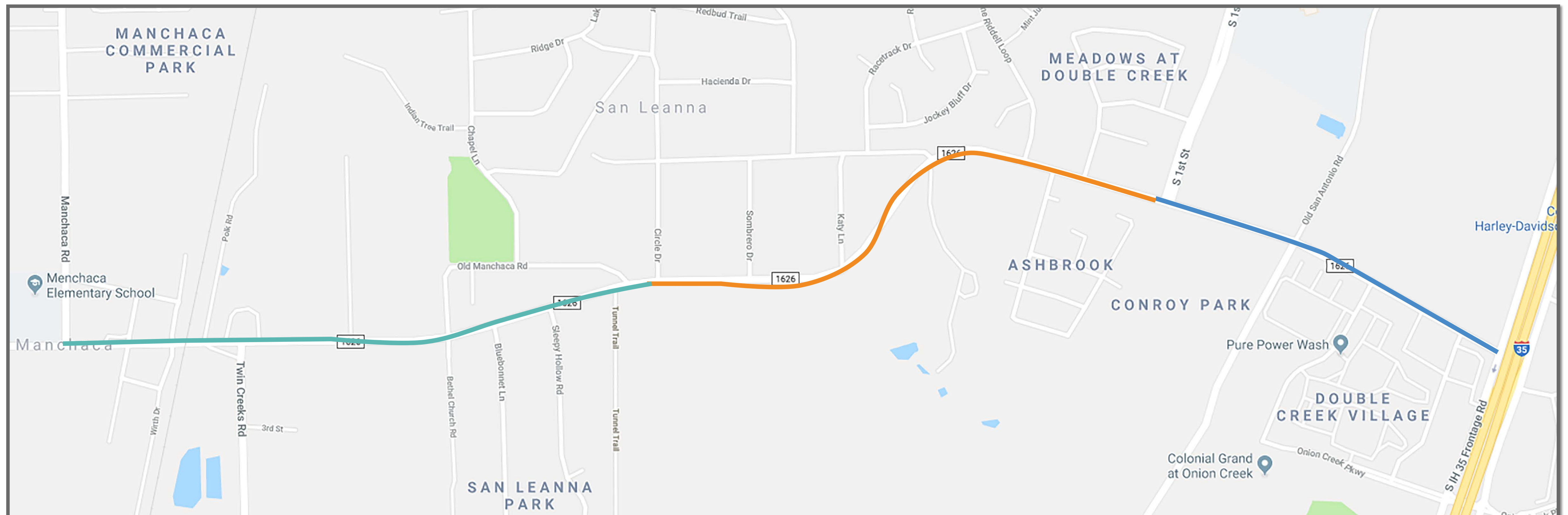
19,664 DAILY TRIPS **110** Crashes

Circle Drive to S. 1st Street

15,645 DAILY TRIPS **49** Crashes

S. 1st Street to I-35

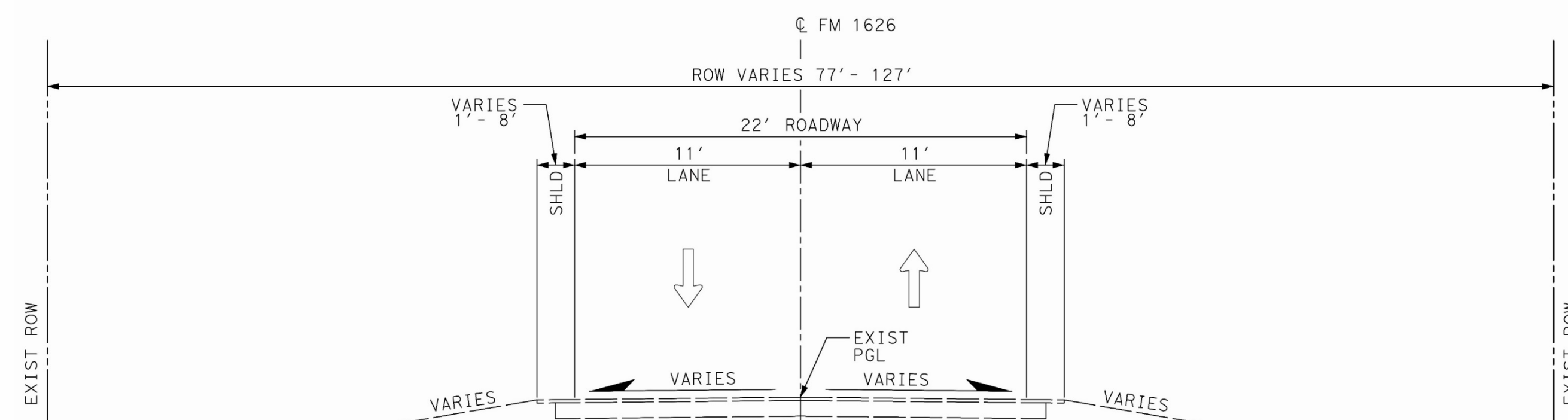
12,648 DAILY TRIPS **80** Crashes



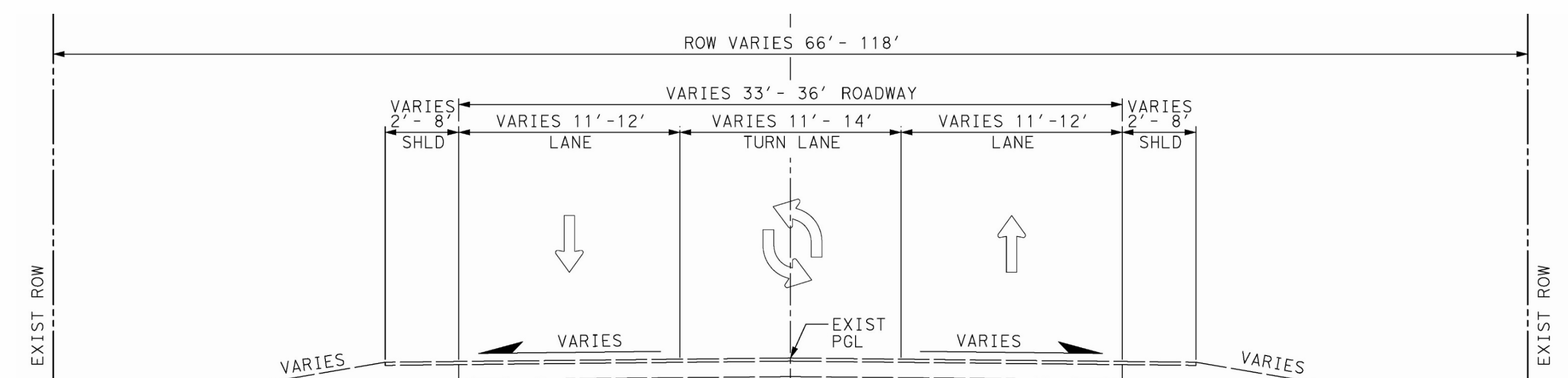
While full crash data for 2018 is not yet available, one 2018 fatality was reported through comments and at meetings.

FM 1626 EXISTING CONDITIONS

Roadway Cross Sections



Near I-35



Near Manchaca Road



FM 1626 near I-35

- Narrow roadway width
- Rutting at edge of shoulder
- Missing sidewalks



FM 1626 near Wirth Road

- Existing at-grade railroad crossing
- Existing center-turn lane
- Missing sidewalks

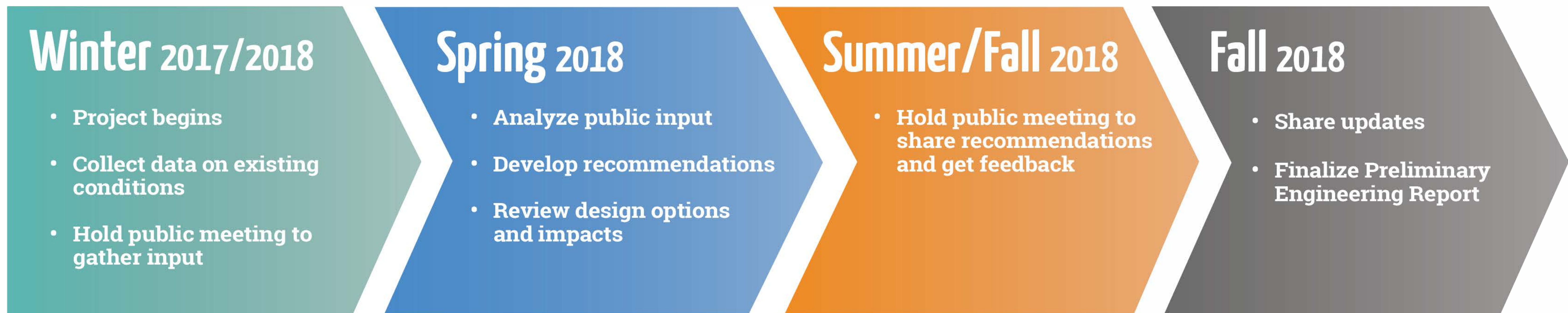


FM 1626 at Manchaca Road

- Signalized intersection
- Broken sidewalks
- Existing crosswalk

PROCESS

- This project includes a review of existing conditions and constraints
- A Preliminary Engineering Report will be developed to address substandard elements of the street
- There are no design or construction funds allocated for improvements, but having a plan ready allows the City to move forward quickly, if funding is identified
- Community engagement will be coordinated throughout the project to share information and collect feedback




WE ARE HERE

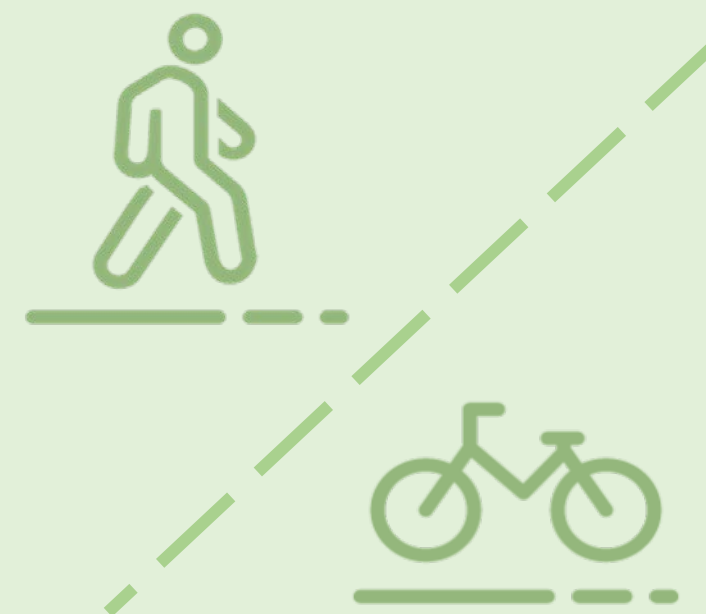
PUBLIC FEEDBACK

WHAT WE HEARD



Road Conditions and Safety

- Need for widening and/or additional travel lanes
- Need for traffic slowing/calming measures
- Need for intersection signals, protected turns, and additional turn lanes
- Poor visibility, especially on S-curves



Multimodal Transportation

- Lack of crosswalks, continuous sidewalks, and connections to transit
- Concern for cyclist safety



Additional Considerations

- Drainage and flooding concerns
- Preference to preserve existing trees

DRAFT RECOMMENDATIONS



Road Safety Improvements

- Roadway reconstruction
- Lane widening and addition of a two-way left turn lane
- Signal timing optimization for existing signals at S. 1st Street
- Improved sight distance on S-curve
- Installation of new signals at:
 - Wayne Riddell Loop
 - Old San Antonio Road
- Construction of additional turn lanes at:
 - Twin Creeks Road
 - Wayne Riddell Loop
 - S. 1st Street
 - Old San Antonio Road
 - Farrah Lane



Multimodal Safety Improvements

- New 10 foot shared-use path on both sides of FM 1626

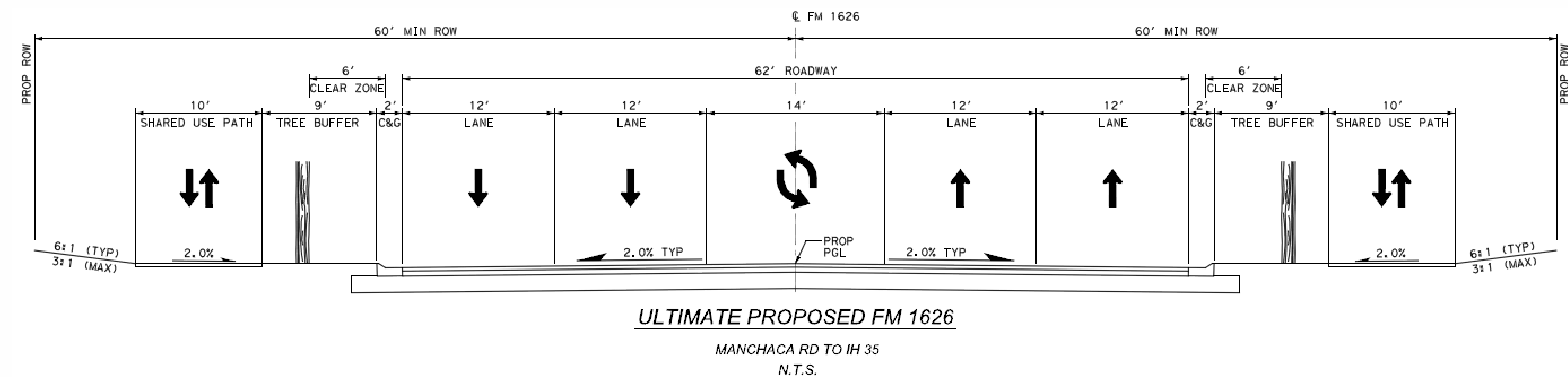


Additional Improvements

- Improved drainage
- Addition of new trees

DRAFT RECOMMENDATIONS

Ultimate Proposed Cross-Section



PRELIMINARY COST ESTIMATE

SUBJECT TO CHANGE

	ULTIMATE
Construction Cost and Utility Relocation (Estimate)	\$20,127,300
Soft Costs (Estimate) Including Engineering, Project Management and Construction Services/Testing	\$1,466,900
Project Sub-Total (Estimate)	\$21,594,200
Risk-Based Project Contingency and Right-of-Way (Estimate)	\$13,062,100
GRAND TOTAL (Estimate)	\$34,656,300

There are no design or construction funds allocated for improvements, but having a plan ready allows the City to move forward quickly, if funding is identified.