

# PROJECT OVERVIEW

The City of Austin is analyzing Circle S Road between Eberhart Lane and Foremost Drive to identify potential improvements as part of 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.

# PROCESS

- This project includes a review of existing conditions and constraints
- A Preliminary Engineering Report is being 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 is being coordinated throughout the project to share information and collect feedback



We Are Here



# EXISTING CONDITIONS

Eberhart Lane to William Cannon Drive

**4,050** DAILY TRIPS **2** Crashes\*

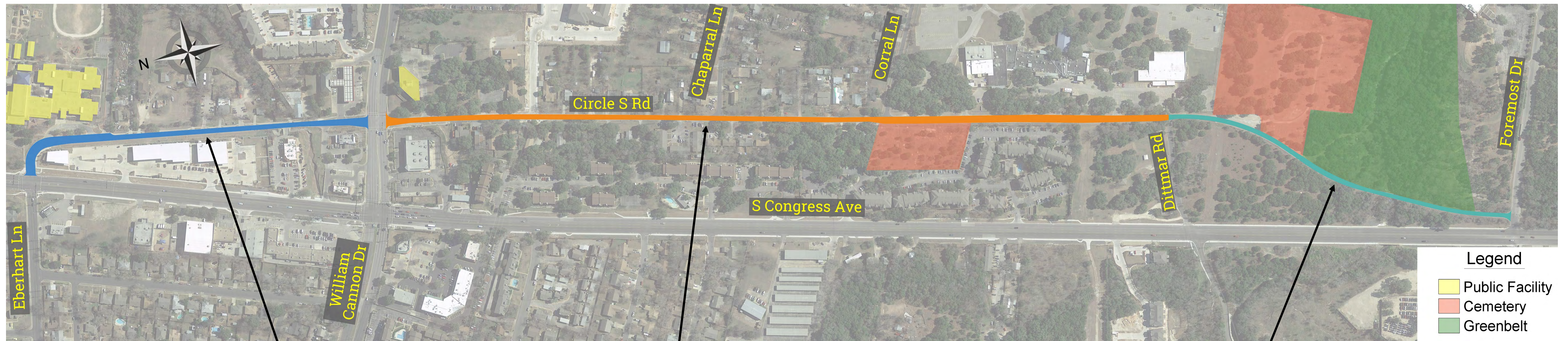
William Cannon Drive to Dittmar Road

**2,010** DAILY TRIPS **2** Crashes\*

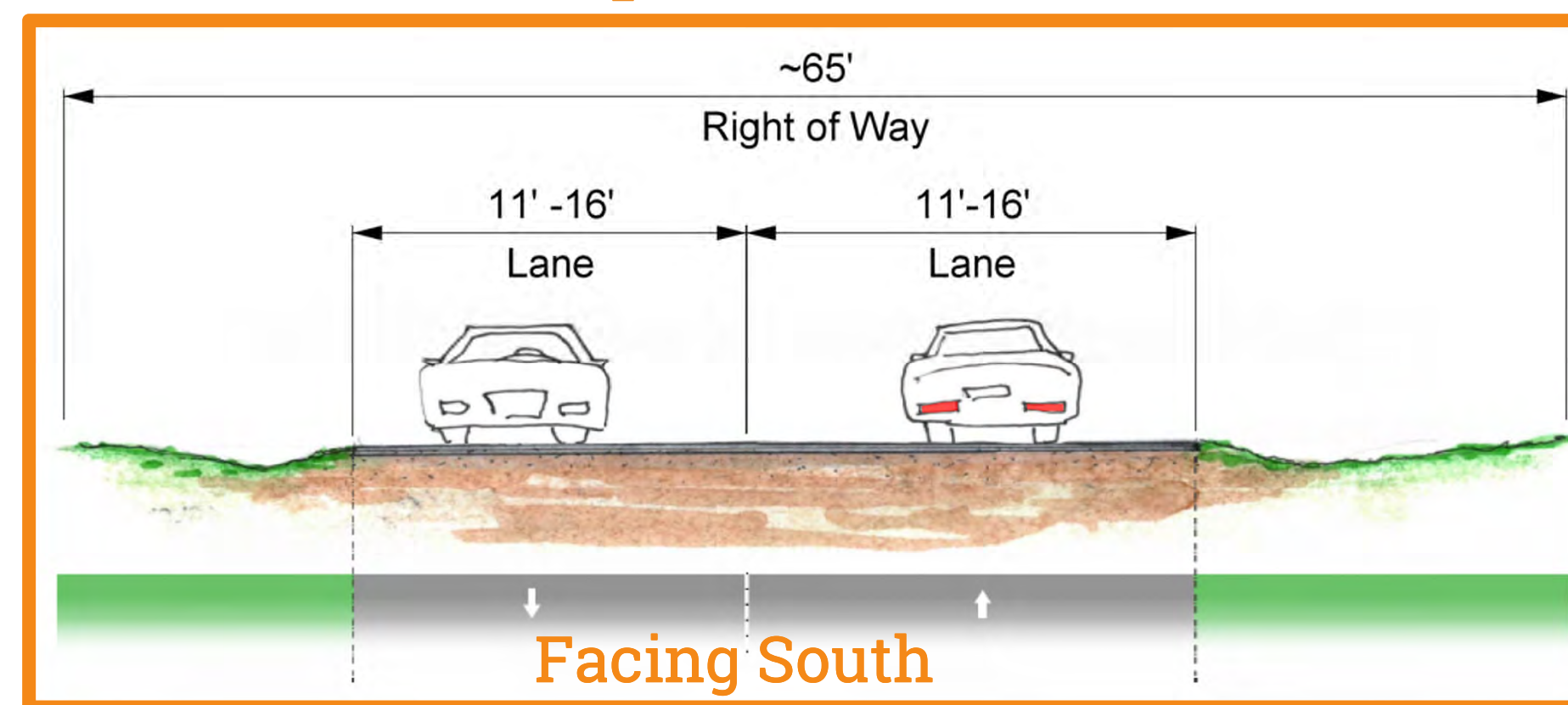
Dittmar Road to Foremost Drive

**1,050** DAILY TRIPS **0** Crashes\*

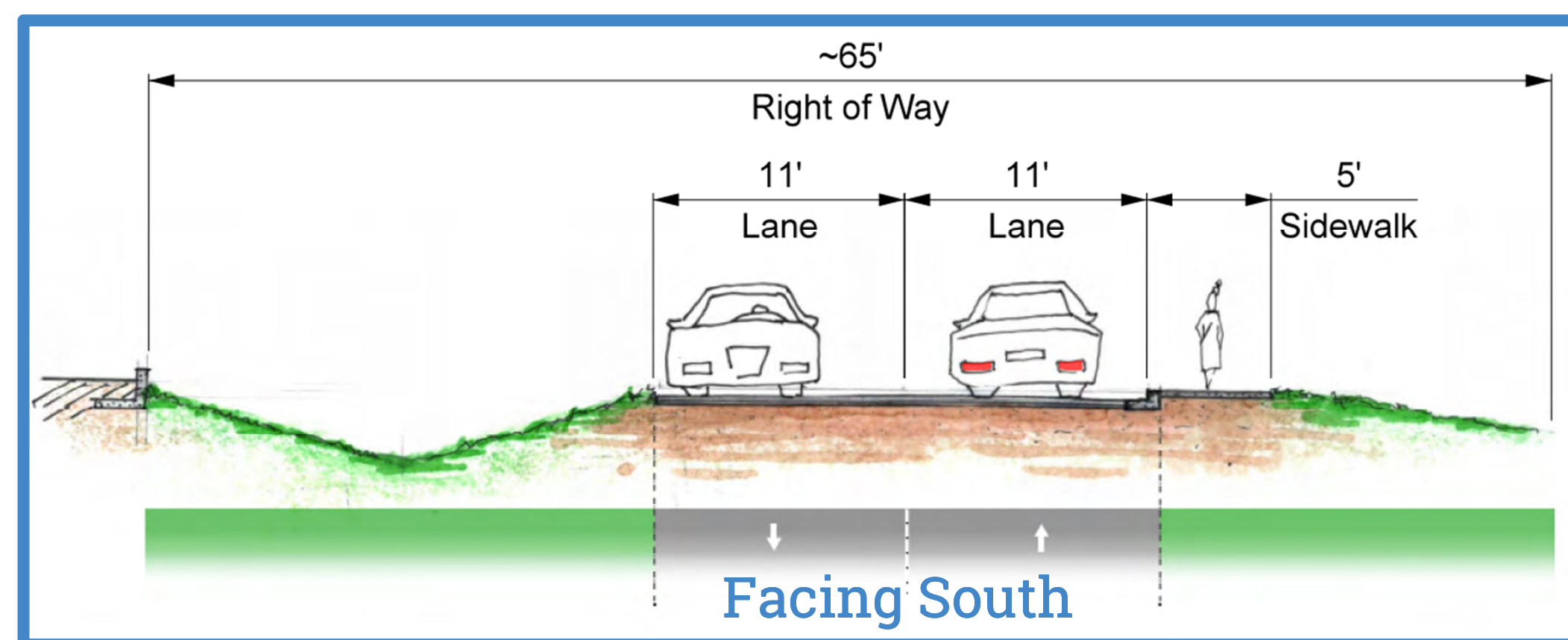
\*Number of crashes from 2012-2016



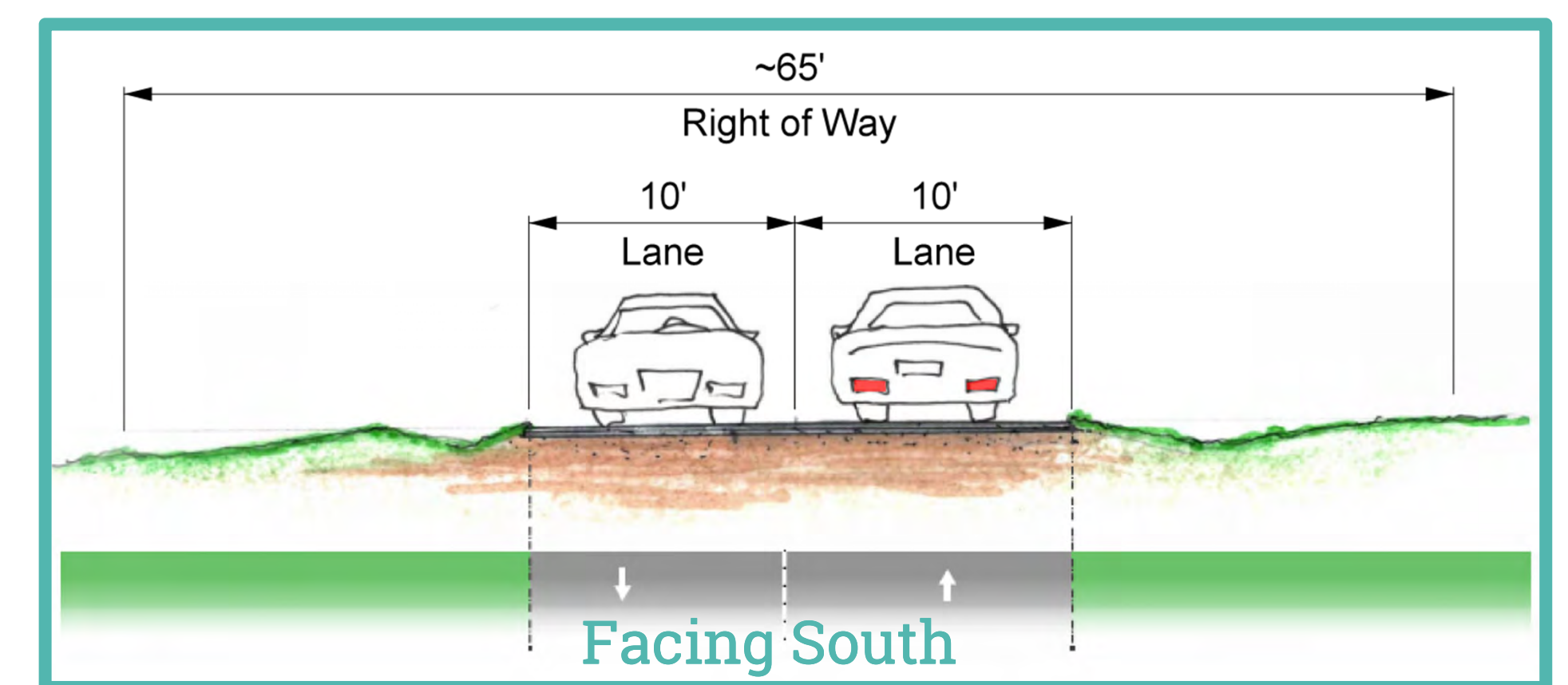
Local Street  
Speed Limit: 30 MPH



Local Street  
Speed Limit: 30 MPH



Local Street  
Speed Limit: 30 MPH





# EXISTING CONDITIONS

## GENERAL ISSUES



Traffic congestion at school



Missing sidewalks

- Heritage trees near pavement
- No storm drainage system
- Narrow right-of-way
- No bicycle facilities

## CIRCLE S/FOREMOST INTERSECTION



Two-way, one lane bridge



Crash concerns due to intersection spacing

- Vehicles entering Circle S from S Congress at high speeds – increased collision risk



# PUBLIC FEEDBACK

## WHAT WE HEARD



### Roadway Safety Concerns

- Potential crash concerns on one lane bridge north of Foremost Drive
- Potential crash concerns due to unsafe intersection spacing at south end of project
- Narrow travel lanes
- Unsafe roadway shoulders
- Traffic slowing measures needed



### Pedestrian Safety Concerns

- Lack of continuous sidewalks
- Unsafe to cross road at elementary school



### Drainage Concerns

- Storm water flows down residential driveways

# DRAFT RECOMMENDATIONS



## Roadway Improvements

- Terminate roadway with cul-de-sac north of the one lane bridge
  - Convert bridge and remaining roadway to hike and bike trail
  - Close intersection at Foremost Drive and add driveway and shared use path
- Increase lane widths
- Reconstruct roadway with new asphalt and curbs



## Pedestrian Improvements

- Construct new sidewalk on both sides of the road
- Add additional crosswalks along the corridor
- Widen pavement near school and add parking lane
- Add Pedestrian Hybrid Beacons near school



## Drainage Improvements

- Construct storm sewer system
- Construct curb and gutter

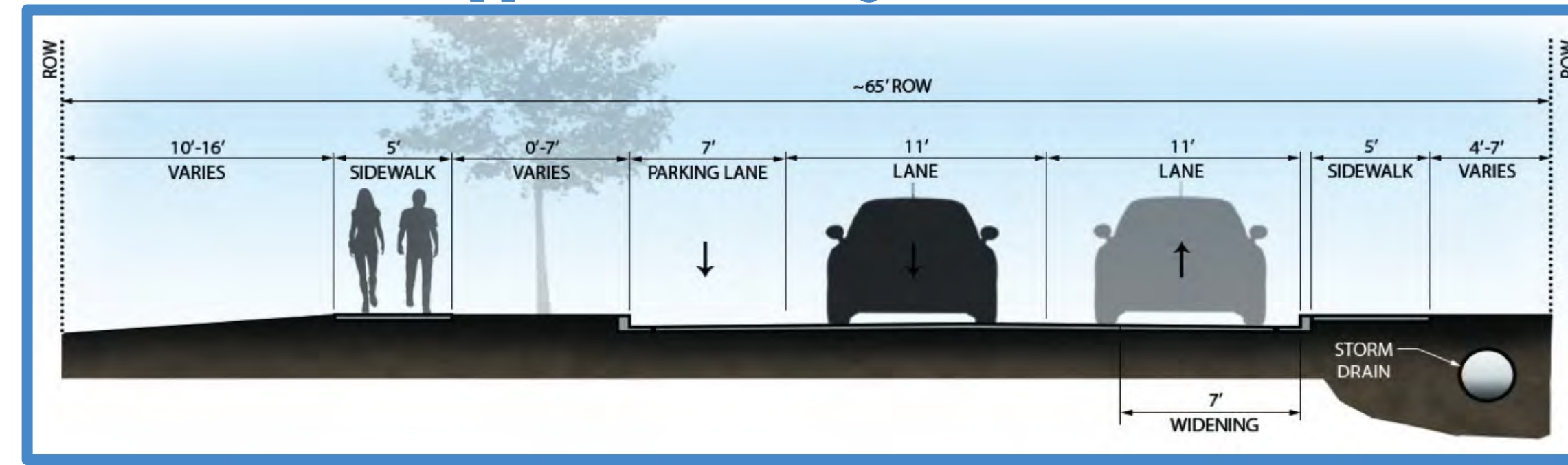


# DRAFT RECOMMENDATIONS

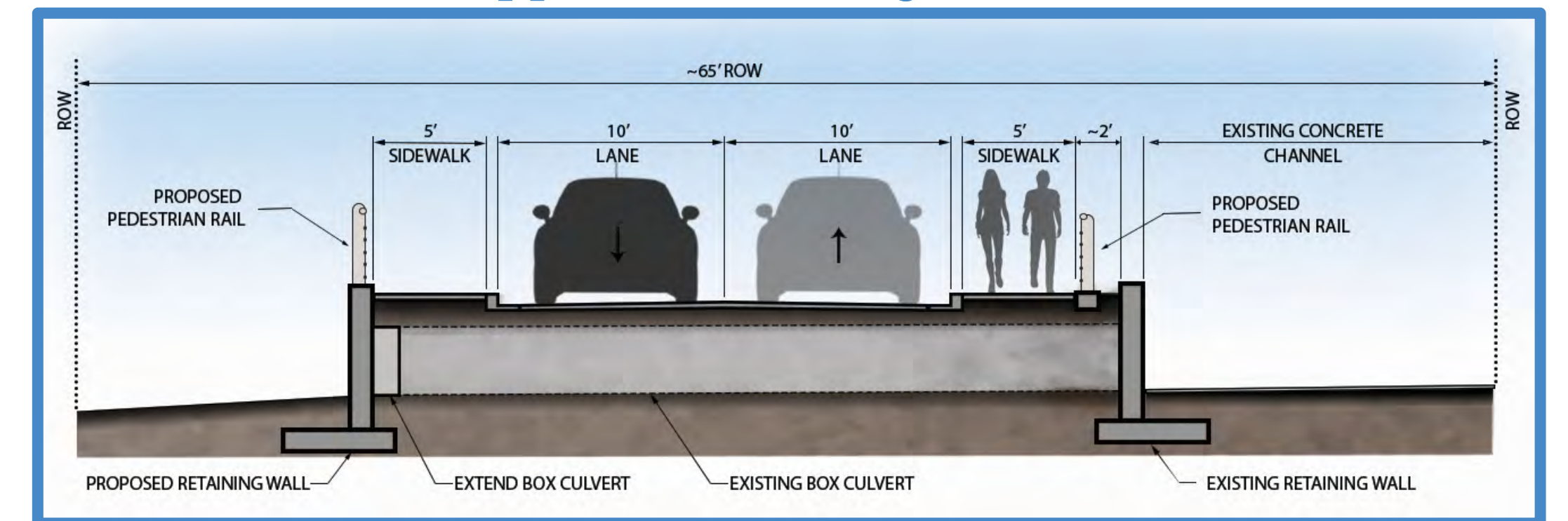
## PROPOSED TYPICAL SECTIONS



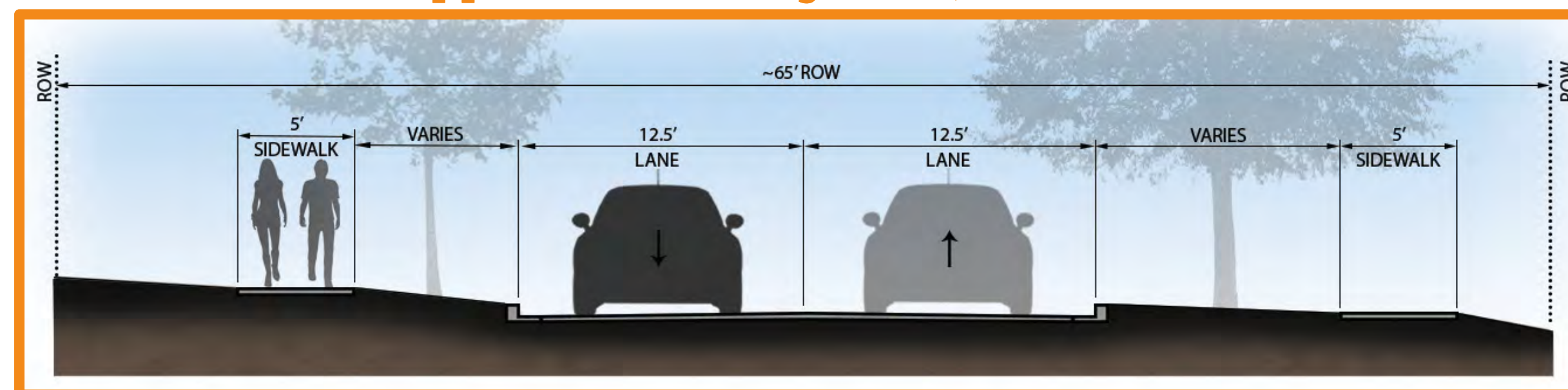
**Eberhart Ln to William Cannon Dr**  
Approximate Length – 350 feet



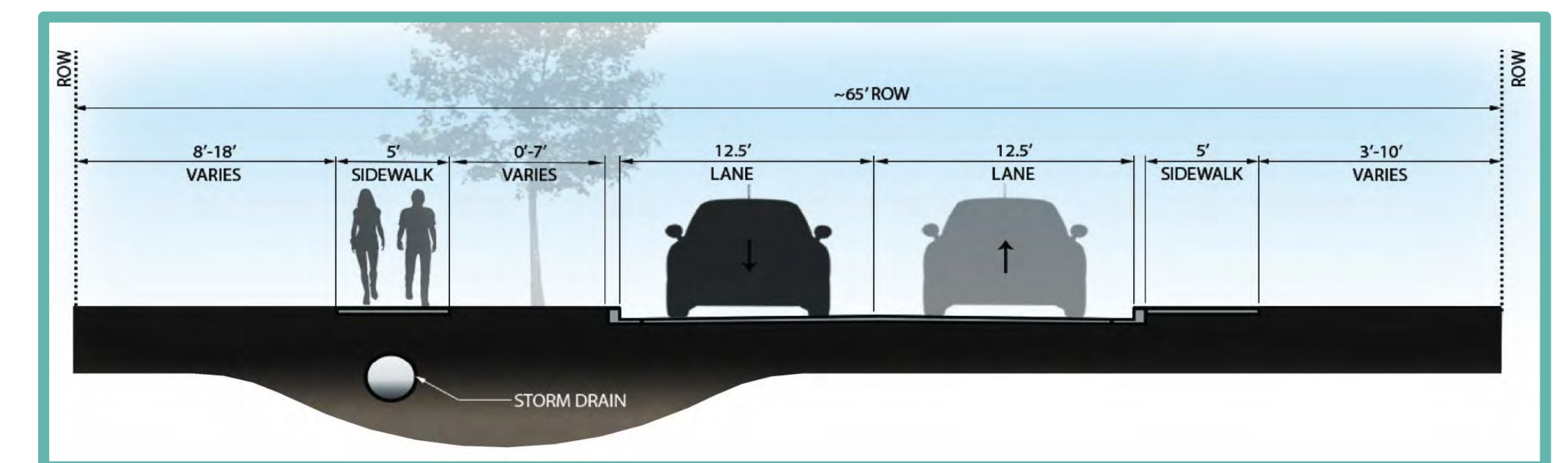
**Culvert North of William Cannon Dr**  
Approximate Length – 60 feet



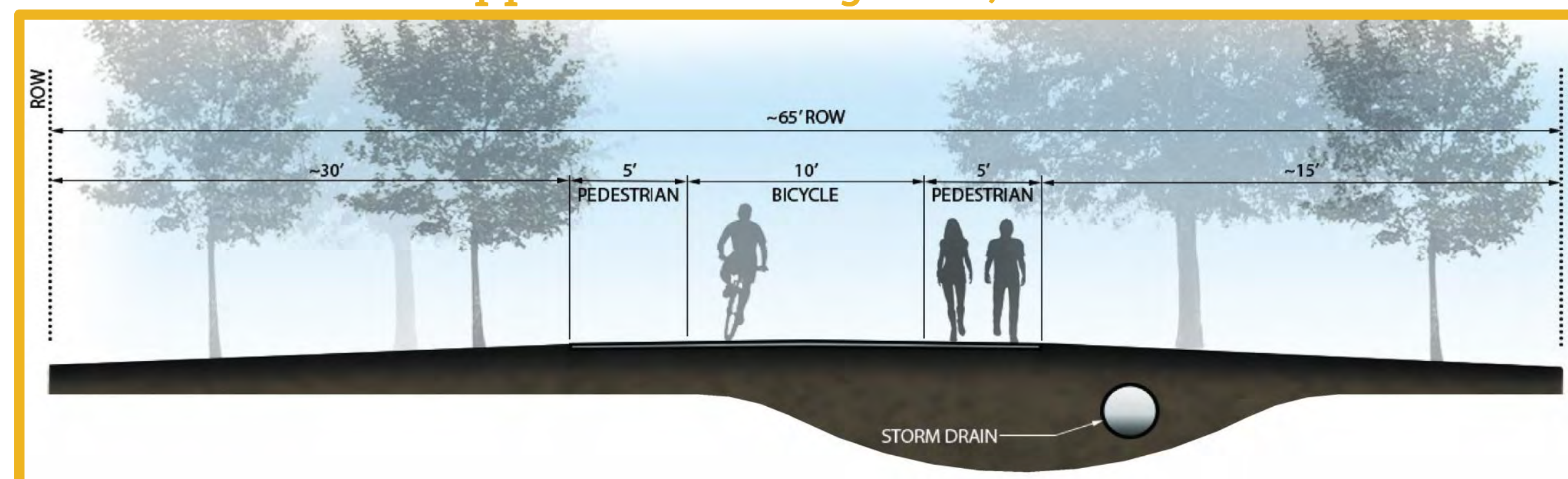
**William Cannon Dr to Corral Ln**  
Approximate Length – 2,280 feet



**Corral Ln to Dittmar Rd**  
Approximate Length – 1,260 feet



**Dittmar Rd to Foremost Dr**  
Approximate Length – 1,630 feet





# PRELIMINARY COST ESTIMATE

## SUBJECT TO CHANGE

Description	Cost
Construction Cost and Utility Relocation (Estimate)	\$2.7 M
Soft Costs (Estimate) <small>Including engineering, project management, and construction services/testing</small>	\$0.5 M
Project Sub-Total (Estimate)	\$3.2 M
Risk-Based Project Contingency (Estimate)	\$0.5 M
<b>GRAND TOTAL (Estimate)</b>	<b>\$3.7 M</b>

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