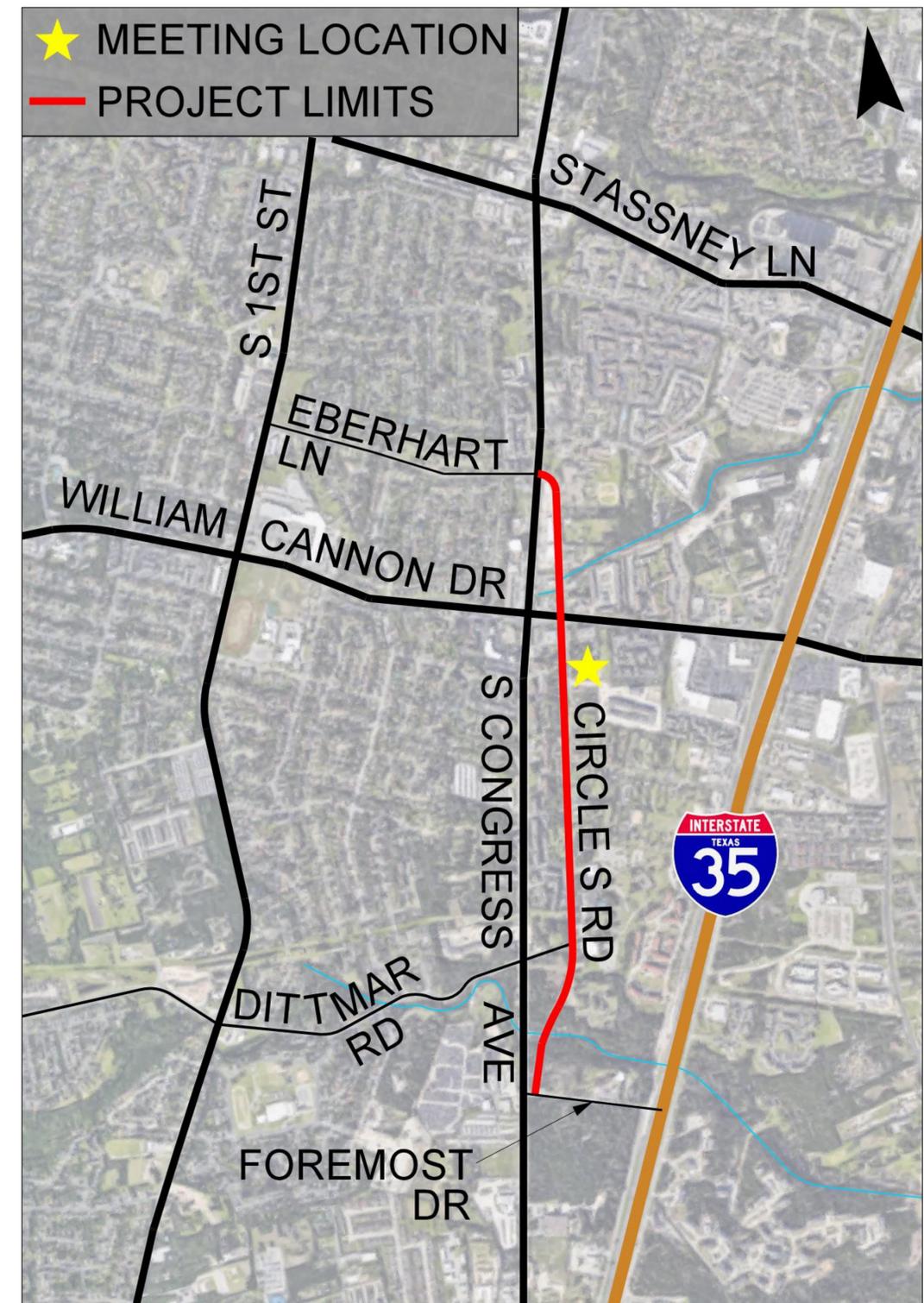


PROJECT OVERVIEW

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

CIRCLE S ROAD EXISTING CONDITIONS

Eberhart Lane to William Cannon Drive

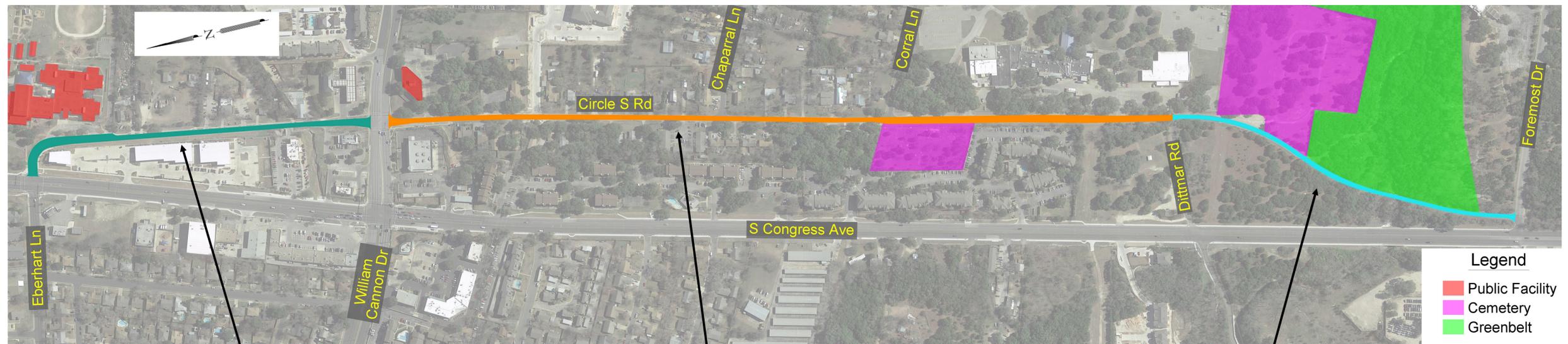
4,050 DAILY TRIPS **2** Crashes

William Cannon Drive to Dittmar Road

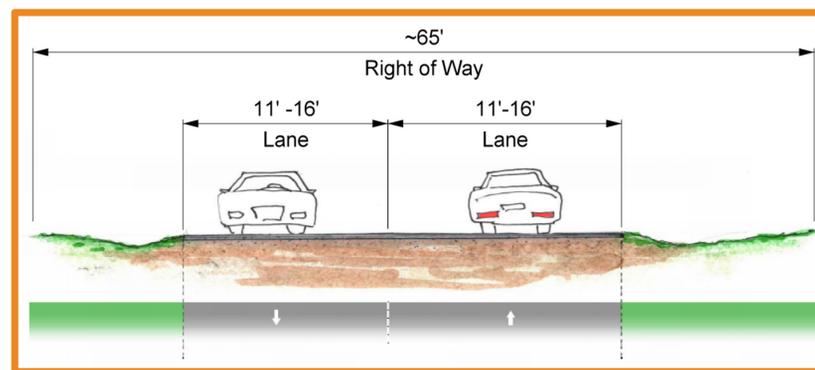
2,010 DAILY TRIPS **2** Crashes

Dittmar Road to Foremost Drive

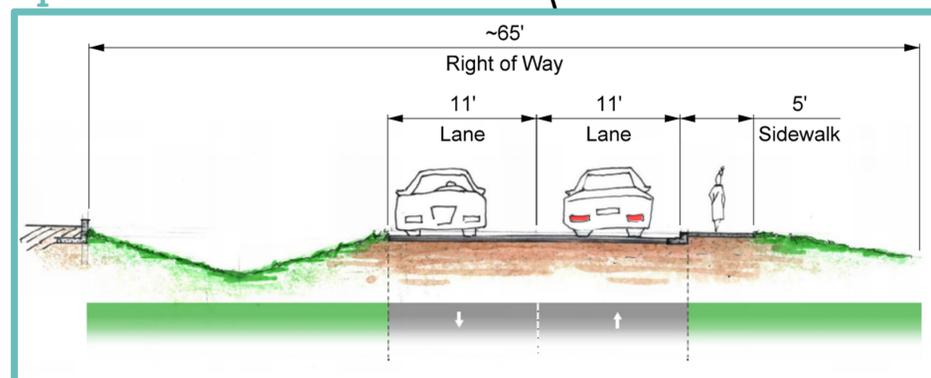
1,050 DAILY TRIPS **0** Crashes



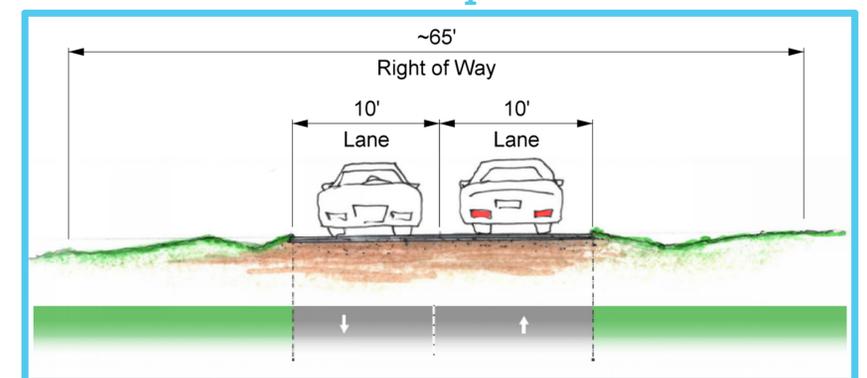
Local Street
Speed Limit: 30 MPH



Local Street
Speed Limit: 30 MPH



Local Street
Speed Limit: 30 MPH



CIRCLE S ROAD EXISTING CONDITIONS



Traffic congestion at school



Missing sidewalks



One lane bridge



Intersection spacing

OTHER FACTORS

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

PUBLIC FEEDBACK

WHAT WE HEARD



Road Safety Concerns

- Narrow travel lanes
- Unsafe roadway shoulders
- One-way bridge north of Foremost Drive
- Unsafe intersection spacing at south end of project
- 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



Road Safety Concerns

- Reconstruct roadway with new asphalt and curbs
- Increase lane widths
- Close one-way bridge and convert to hike and bike trail
- Close intersection at Foremost Drive



Pedestrian Safety Concerns

- 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 crossing beacon near school

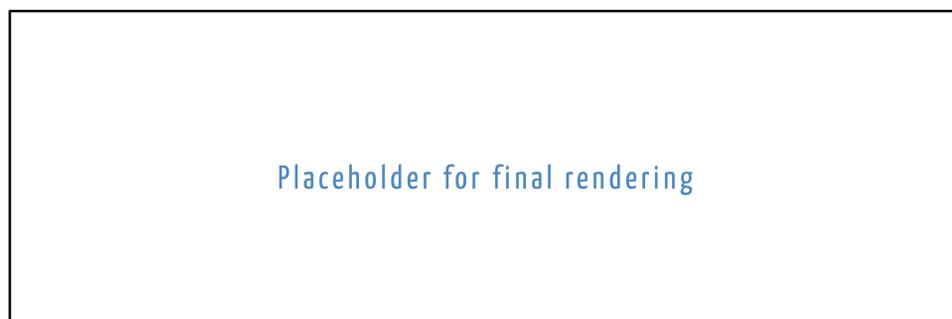


Drainage Concerns

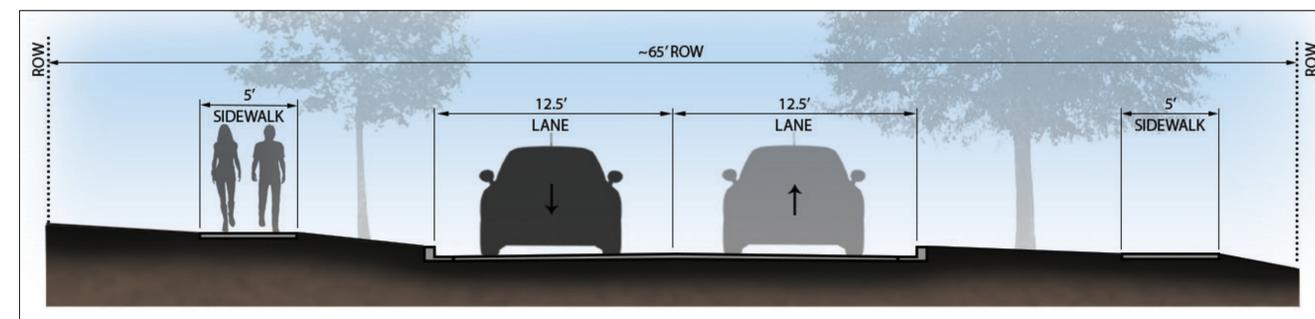
- Construct storm sewer system
- Construct curb and gutter

DRAFT RECOMMENDATIONS

Proposed Roadway Configurations



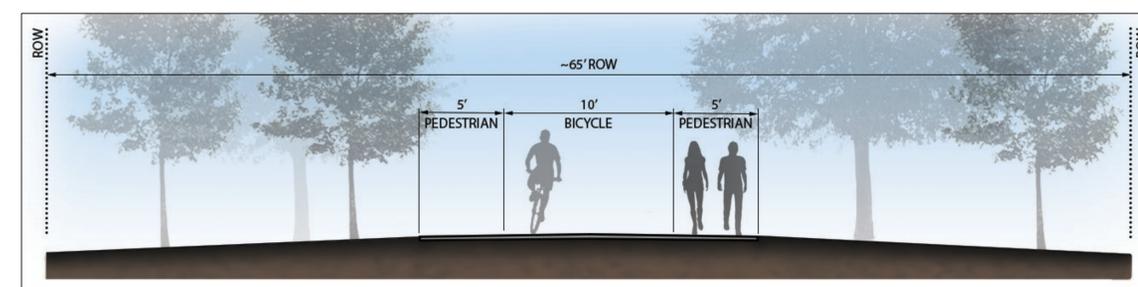
EBERHART LN TO WILLIAM CANNON DR
Approximate Length – 1,650 feet



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)	\$2.6 M
Soft Costs (Estimate) <small>Including engineering, project management, and construction services/testing</small>	\$0.5 M
Project Sub-total (Estimate)	\$3.1 M
Risk-Based Project Contingency (Estimate)	\$0.6 M
GRAND TOTAL (Estimate)	\$3.7 M

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.