



P.O. Box 15426, AUSTIN, TEXAS 78761-5426 | 512.832.7000 | WWW.TXDOT.GOV

April 5, 2018

The Honorable Paul Workman
Texas House of Representatives
P.O. Box 2910
Austin, Texas 78768-2910

Dear Representative Workman:

Thank you for your letter dated March 26, 2018 regarding the various roadway sections within the RM 620/RM 2222 general vicinity. We equally share your concerns for safety and strive to reduce head-on collisions and improper turning movements within the five roadway sections of key concern outlined in your letter.

We are certainly appreciative of the recent input provided by the Steiner Ranch Neighborhood Association and would offer the following responses to the suggested use of concrete traffic barrier.

RM 2222: RM 620 to Ribelin Ranch Drive - A raised median is being provided in this area to eliminate the continuous left turn lane and reduce the number of accidents caused by cross over traffic. The proposed left turn bays are spaced between 1/5 - 1/3 of a mile apart. Due to the close proximity of the left turn bays, it would not be feasible to place concrete barrier between these bays because it would hinder visibility at the left turn bays for smaller-vehicle traffic.

RM 620: Bypass Road to Steiner Ranch Boulevard - After further consideration, it is recommended that median concrete barrier be used within this section. Considering various factors such as the road usage and the proposed narrow width of the proposed median, concrete traffic barrier is recommended over a flushed or raised median.

Bypass Road: RM 2222 to RM 620 - The new bypass road will be approximately 0.4 miles long with signalized intersections on either end. Traffic will go from stop or near stop condition to stop condition within the less than half mile stretch. This section will operate closer to a local road than a high-speed facility. Therefore, median barrier is not recommended for the bypass road.

RM 620: RM 2222 to Bypass Road (Outside the limits of the current design projects) - The current median acts as a dual left turn lane. Further study will need to evaluate if a median barrier is necessary for this section of roadway. Traffic counts, crash data, roadway geometrics, and other information would have to be analyzed to determine the best course of action.

RM 620: Quinlan Park Road to Mansfield Dam (Outside the limits of the current design projects)
- The current median acts as a dual left turn lane. Further study will need to evaluate if a median

OUR VALUES: *People • Accountability • Trust • Honesty*

OUR MISSION: *Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.*

An Equal Opportunity Employer

barrier is necessary for this section of roadway. Traffic counts, crash data, roadway geometrics, and other information would have to be analyzed to determine the best course of action.

Thank you again for bringing this to my attention. If you have any questions regarding the proposed projects, please do not hesitate to contact me at (512) 832-7022.

Sincerely,

A handwritten signature in blue ink, appearing to read "Terry G. McCoy".

Terry G. McCoy, P.E.
Austin District Engineer

cc: Lorena Echeverria de Misi, P.E., Transportation Planning & Development Director,
Austin District, TxDOT