RM 620 AND RM 2222 CORRIDOR IMPROVEMENTS

COMPLETED PROJECTS

**RM 620 at RM 2222** – Addition of dual right-turn lanes, signal work
- $781,000

**RM 2222 resurfacing** – Loop 360 to River Place Blvd.
- **$2.3 million**
- Delineation curbing just east of Ribelin Ranch Road
- Drainable asphalt surface (Permeable Friction Course pavement)
- Raised markings

**RM 2222 resurfacing** – MoPac to east of Loop 360
- **$747,000**
- Drainable asphalt surface (Permeable Friction Course pavement)
- Raised markings
COMPLETED PROJECTS

RM 620 and RM 2222 speed study
• Lower regulatory speed zones

RM 620 resurfacing – Anderson Mill to RM 2222
• $1.6 million
• Durable, high friction surface

RM 2222 warning sign upgrade
• Upgrade and replacement of warning signs throughout the corridor
UPCOMING PROJECTS

RM 2222 – Dual left-turn lanes at McNeil Drive
• $1.2 million
• Signal upgrade
• Work is underway

RM 2222 at City Park Road
• Study underway to add acceleration lane eastbound RM 2222

RM 620 Corridor Study – SH 71 to US 183
• Study underway

RM 2222/ RM 620 Connector Road
• Planning underway
RM 2222/RM 620 Connector
Road Project
Existing Conditions

Queuing on RM 2222, east of McNeil Dr.

RM 2222
(East of RM 620)
- 38,400 vehicles per day
- Max hourly volume of 3,200 vehicles

RM 2222
(East of River Place)
- 43,500 vehicles per day
- Max hourly volume of 3,700 vehicles

RM 620
(South of RM 2222)
- 48,600 vehicles per day
- Max hourly volume of 3,900 vehicles

 existingconditions
43,500 vehicles per day
3,700 vehicles
43,500 vehicles per day
3,700 vehicles

43,500 vehicles per day
3,700 vehicles
43,500 vehicles per day
3,700 vehicles
Proposed Connector Road Alignment
## Year 2020 Forecasted Conditions

<table>
<thead>
<tr>
<th>Intersection Level of Service (Control Delay per Vehicle in Seconds)</th>
<th>Delay per Vehicle (sec) / Level of Service</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Intersection</td>
<td>Without Proposed RM 620/ RM 2222 Connector</td>
<td>With Proposed RM 620/ RM 2222 Connector</td>
</tr>
<tr>
<td>----------------</td>
<td>--------------------------------------------</td>
<td>-----------------------------------------</td>
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<tr>
<td><strong>AM Peak Period</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RM 620 &amp; RM 2222</td>
<td>128.7 / F</td>
<td>66.2 / E</td>
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<tr>
<td>RM 2222 &amp; River Place Blvd.</td>
<td>127.1 / F</td>
<td>46.5 / D</td>
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<td>RM 2222 &amp; McNeil Dr.</td>
<td>57.2 / E</td>
<td>16.9 / B</td>
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<td><strong>PM Peak Period</strong></td>
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<td>39.6 / D</td>
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<td>54.7 / D</td>
<td>25.8 / C</td>
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<td>RM 2222 &amp; McNeil Dr.</td>
<td>90.8 / F</td>
<td>15.8 / B</td>
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</tbody>
</table>
Network Delay

Annual Delay
(thousand vehicle-hours)

- **829 Thousand Hours of Annual Delay** (2012 Existing Conditions)
- **1466 Thousand Hours of Annual Delay**
  - **77% Increase in Delay with no Connector**
  - **518 Thousand Hours of Annual Delay** (65% Decrease in Delay with Connector)

**Approximately $16 Million in User Delay Savings Opening Year**