



**RM 620 Corridor Refinement
From the Colorado River Bridge to US 183 N
CSJ: 0683-02-071 (Travis County), 0683-01-097 (Williamson County), and
0683-01-096 (SH 45N)
Status Update for Webpage Posting**

The Texas Department of Transportation is conducting a corridor refinement of RM 620 from the Colorado River bridge to US 183. The purpose of the corridor refinement, or RM 620 North Study, is to further analyze and develop the mobility improvements identified in the previous study.

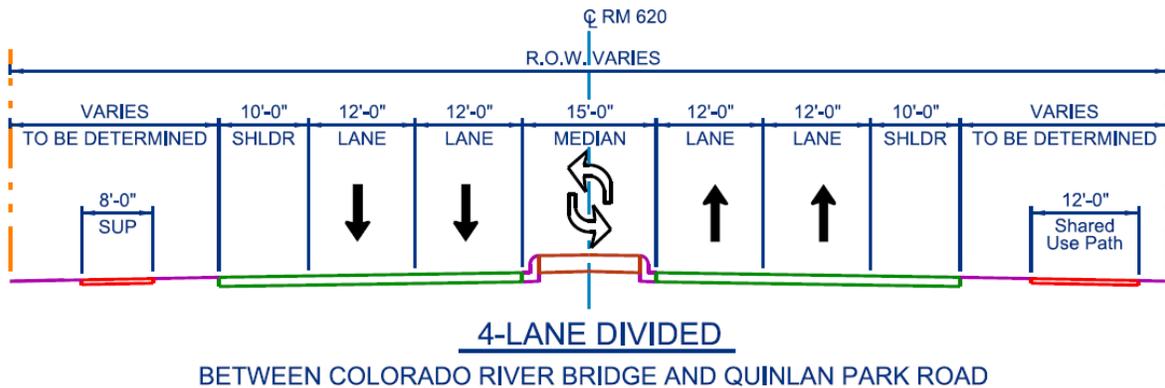
Background

In February 2017, TxDOT completed the [RM 620 Corridor Study](#) from US 183 to SH 71 West in Travis and Williamson Counties. The 18.8-mile study was divided into six sections and resulted in short, mid- and long-term options for each section. The public provided feedback through six section working groups, an online questionnaire with more than 3,000 responses, and extensive meetings with local business, government, and business groups.

The results of the RM 620 Corridor Study found that motorists traveling on RM 620 experience significant traffic related delays during morning and afternoon peak travel times. The resulting congestion diminishes safety and hampers efficient mobility. RM 620 South currently consists of Sections 4 through 6, extending from Hudson Bend Road to SH 71. Significant portions of these sections have been identified for funding and are currently being evaluated for environmental impacts and schematic design.

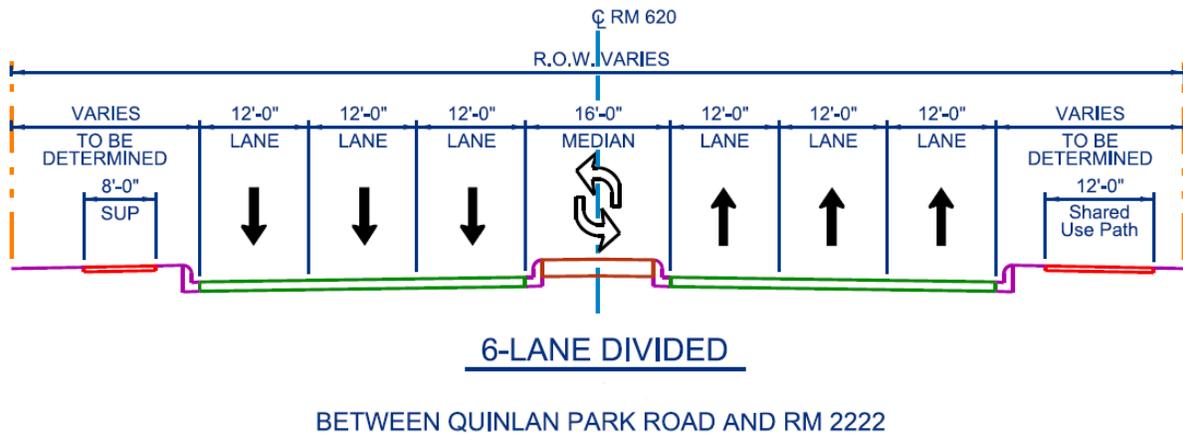
Sections 1 through 3 extend from the Colorado River bridge to US 183 and consists of approximately 9.8 miles. This segment of RM 620 is an existing 4-lane undivided roadway with a two-way center left-turn lane. The corridor serves as a wildfire emergency evacuation route and provides connectivity to major roadways including RM 2222/Bullick Hollow Road, Anderson Mill Road/RM 2769, SH 45N, and US 183. RM 620 provides primary access from the south Lake Travis area to northwest Austin and Cedar Park. The following proposed improvements are being carried forward from RM 620 Corridor Study:

Mid-Term Improvement – Colorado River Bridge to Quinlan Park Road



- Reconstruct the existing 4-lane rural road to a 4-lane urban road with shoulders, a raised median and turn lanes
- Construct bike/pedestrian improvements (separated from automobile traffic)

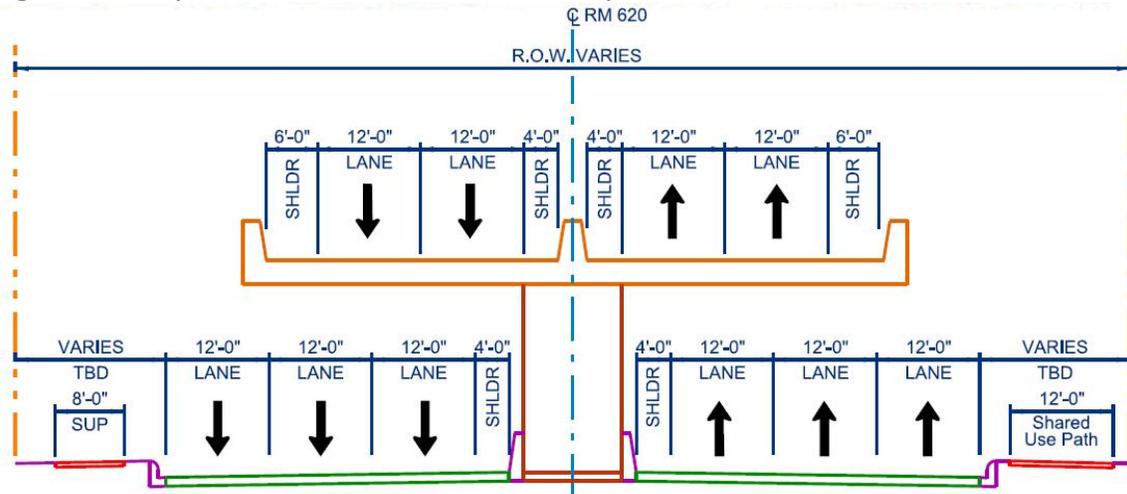
Mid-Term Improvement – Quinlan Park Road to US 183



- Reconstruct the existing roadway to a 6-lane divided road with a raised median and turn lanes
- Construct bike/pedestrian improvements (separated from automobile traffic)

Long-Term Improvement – RM 2222 to US 183

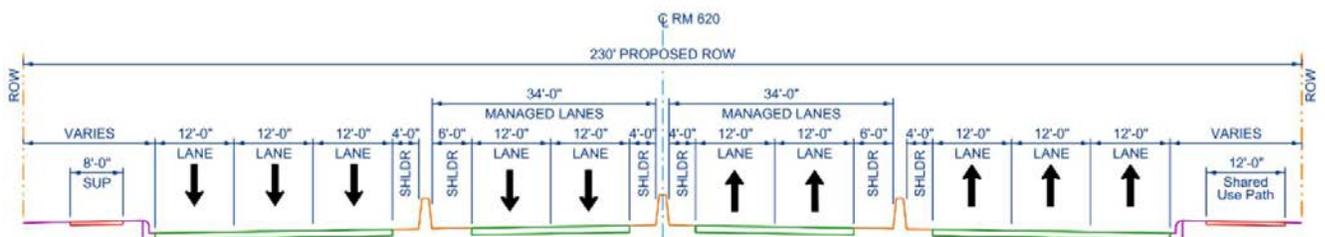
Construct an additional 4-lane limited access roadway (two lanes in each direction) connecting US 183 / SH 45 N with RM 620 and RM 2222. Incorporate flyovers into this design at the US 183 / SH 45N interchange and at RM 2222. The proposed alternatives listed below are presented independently for ease of understanding. However, the preferred long-term roadway configuration may be a combination of the three options listed.



**6-LANE DIVIDED SECTION
W/ ADDITIONAL ELEVATED 4-LANES**
BETWEEN RM 2222 AND US 183 (DIRECT CONNECTORS @ RM 2222)

Option A

- Construct the additional 4-lanes on an elevated structure along the median of RM 620.



**AT GRADE 6-LANE DIVIDED SECTION
W/ ADDITIONAL 4-LANES**
BETWEEN RM 2222 AND US 183

Option B

- Construct the additional four lanes “at-grade” or at ground level on RM 620 with acquired right of way only on either side of the existing roadway.

Option C

- Construct the additional four lanes at ground level on RM 620 with acquired right of way only on both sides of the existing roadway.

More information on these studies or upcoming RM 620 construction projects can be found at [RM 620 Projects \(https://www.txdot.gov/inside-txdot/projects/studies/austin/rm620.html\)](https://www.txdot.gov/inside-txdot/projects/studies/austin/rm620.html)



Current Effort

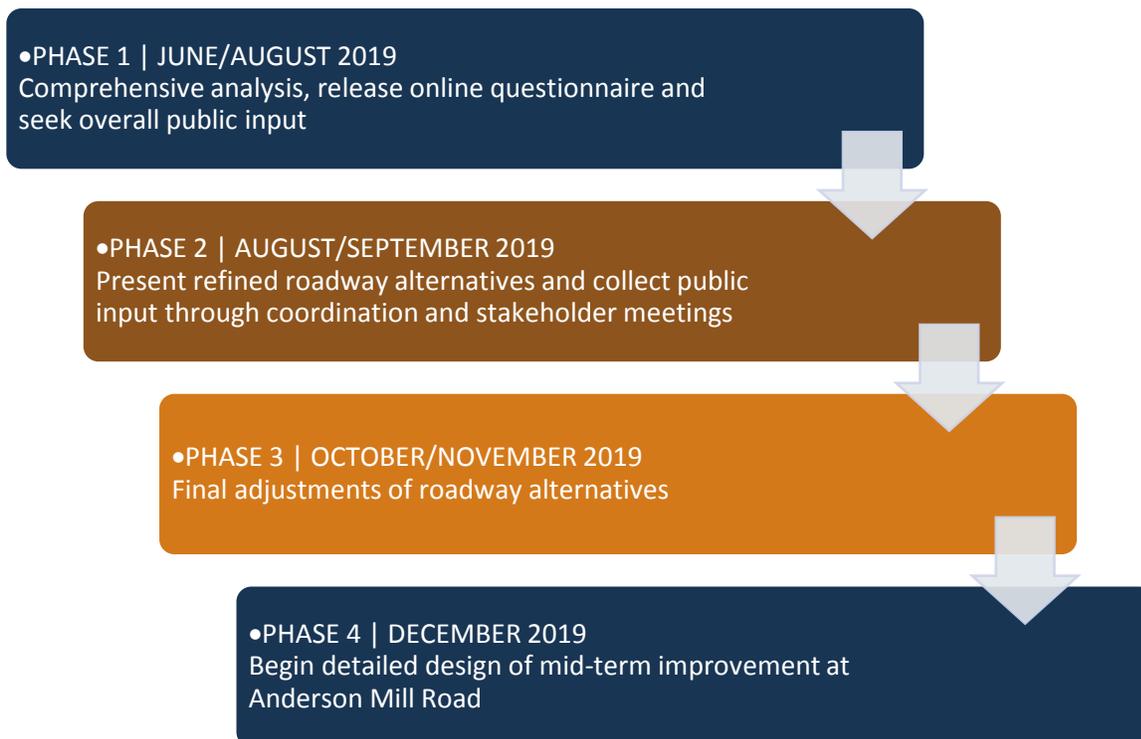
The RM 620 North Study runs from the Colorado River bridge to US 183. In this study, a more comprehensive analysis is being performed to refine the limits of the 4-lane limited access roadway. Investigations of the long-term alternatives from the previous study as well as possible new alternatives are in progress to determine impacts to right of way, natural environments, construction costs, constructability, economic and social impacts. Roadway configuration considerations may include expanding at ground level, utilizing elevated structures, or a combination of both.

The goal of all proposed alternatives is to reduce delay, improve mobility for through traffic and local access, accommodate active transportation modes (walk/bike), and enhance safety. The public is invited to provide input via an upcoming questionnaire, coordination and stakeholder meetings. The corridor refinement will result in a recommended alternative and an implementation plan that suggests a logical timeline for long-term improvements.

A mid-term improvement at Anderson Mill Road will be further developed along with this study. This will be the basis for identifying the right-of-way footprint necessary for the mid- and long-term improvements at Anderson Mill Road.

As part of this study effort, TxDOT will be coordinating with state and local officials from Travis and Williamson Counties as well as the cities of Austin and Cedar Park. Additional stakeholder community meetings will be conducted at strategic planning milestones according to the schedule below.

Schedule (subject to change)



Due to the proximity of existing developments adjacent to the proposed road expansion, critical decisions regarding additional right of way will need to be made. These decisions will be determined after the community and property owners provide input. TxDOT has not made any final design decisions and has not identified any right of way to be acquired/purchased for projects.

For more information, contact Bruce Byron, TxDOT Public Engagement Officer, bruce.byron@txdot.gov or 512-832-7107.