



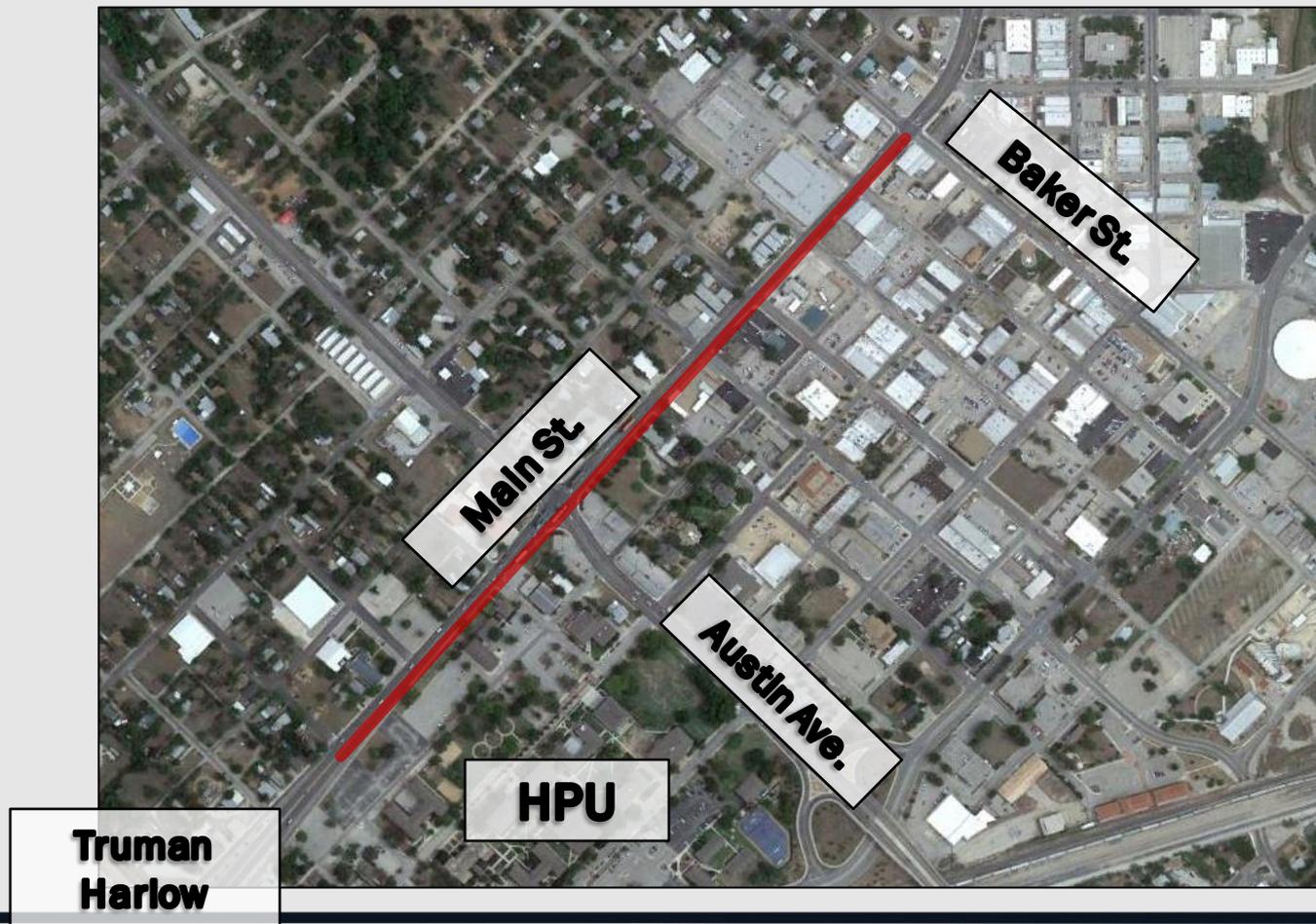
US 377/MAIN STREET

Proposed Improvements to Enhance
Safety and Traffic Flow in Brownwood



Project Description

The proposed project would widen .55 miles of US 377/Main St. to accommodate a continuous center left turn lane from Baker St. to the north end of the Truman Harlow Overpass.



Why is this project needed?

- This project focuses on improving the mobility and safety of the general public through the addition of a center turn lane throughout the corridor.
- This half mile of Main St. is the only section of the major highway corridors in Brownwood that does not have a center turn lane.
- Approximately 15,000 – 18,000 vehicles travel this street each day. Traffic is projected to increase to more than 28,000 vehicles per day by 2035. Large trucks account for approximately 9% of traffic on this street.
- The lack of a center turn lane reduces mobility and increases the risk of collisions.
- The crash rate on this street is significantly higher than the statewide average.
- Mobility:
 - Vehicles waiting to turn left cause all traffic on the inside lanes to come to a stop, resulting in delays, traffic backups and increased crash risk.
 - The current left turn lanes at the Austin Ave. intersection cannot cope with current or future traffic demands.

Current traffic conditions



Crash history

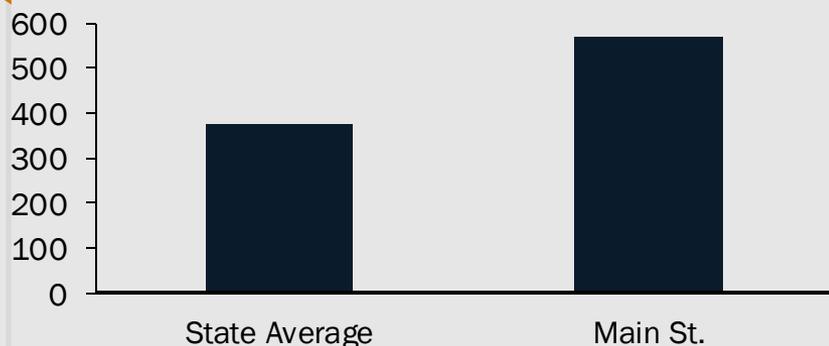
- More than 70 crashes have been reported on Main St. between the Truman Harlow Overpass and Baker St. since January 1, 2014.
- Many of the crashes involved improper left turns. Many crashes were also rear-end collisions. Driver inattention was cited in several crashes.
- Fortunately there have been no incapacitating injuries or deaths reported during this time.



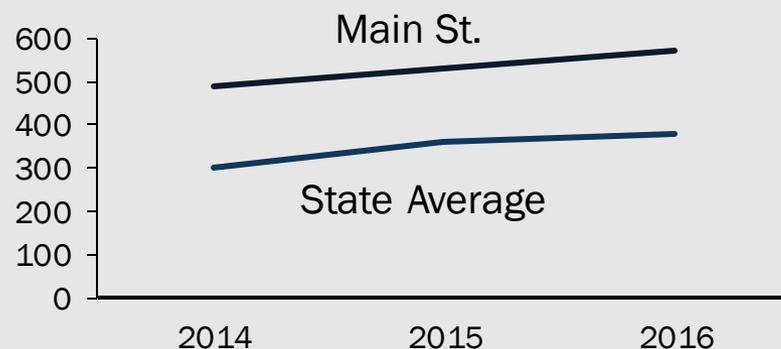
How does Main St. compare to the state average?

- The 2016 statewide average crash rate for all US highways in urban areas is **213 crashes** per 100 million vehicle miles.
- The 2016 statewide average crash rate for undivided roadways with four or more lanes in urban areas is **377.6 crashes** per 100 million vehicle miles.
- The 2016 crash rate for this section of Main St. is **571.5 crashes** per 100 million vehicle miles. The crash rate has steadily risen from 491 in 2014.

Crash rates per 100 million vehicle miles, urban 4-lane undivided, 2016



Crash rates continue to climb



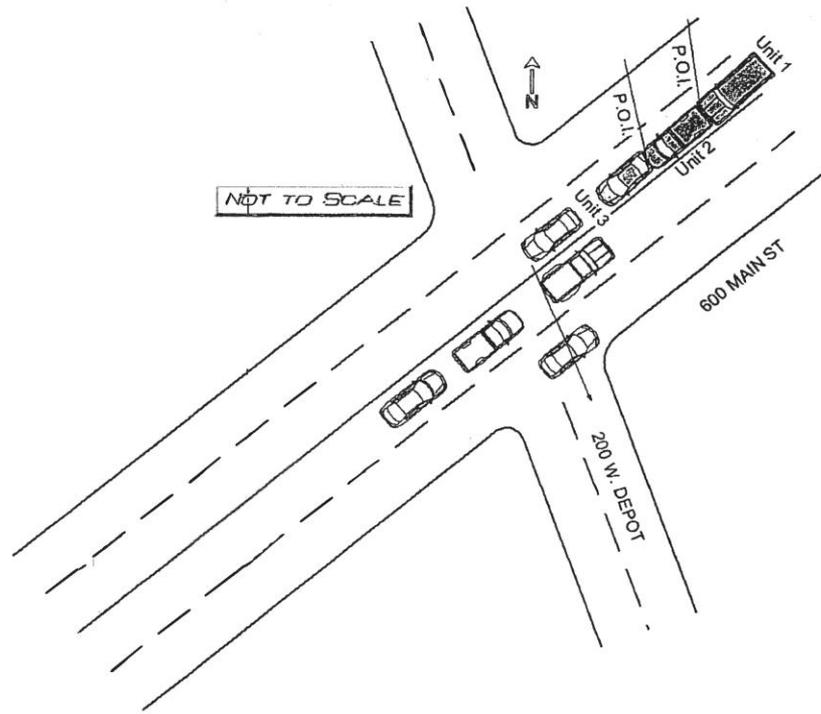
Actual crash report diagrams

Accident # 14-000379

Unit 3 was stopped behind traffic in the 600 Blk of Main St. facing south. Unit 2 was stopped behind Unit 3. Both Unit 3 and Unit 2 were in the inside lane and were both waiting for traffic to turn left. Unit 1 was approaching Unit 2.

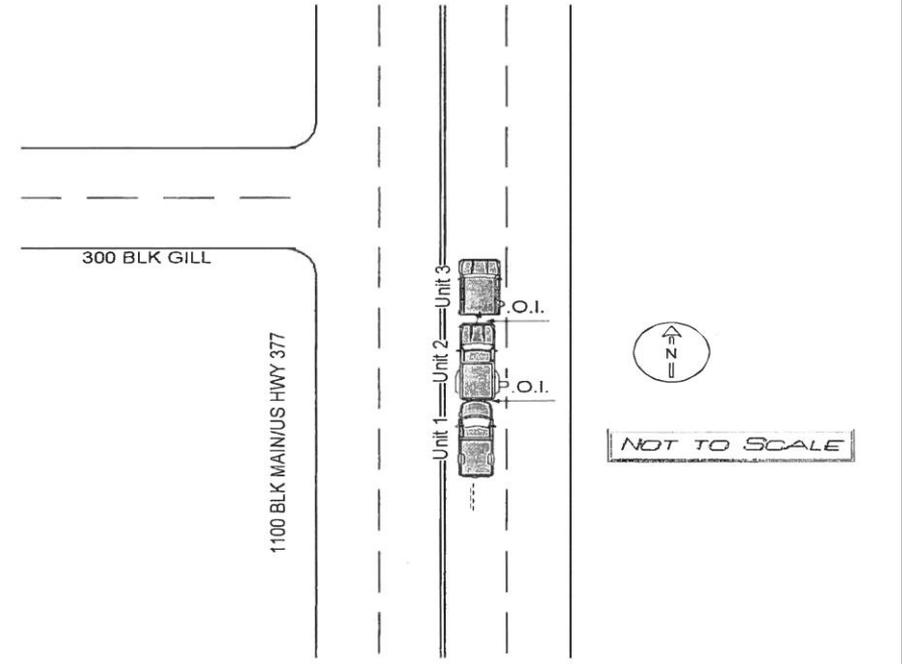
Unit 1 driver stated that he was unable to stop safely and hit Unit 2 in the rear bumper with the front fender of Unit 1. Unit 2 then hit Unit 3 with the front bumper causing damage to the rear of Unit 3. I observed damage to the front of Unit 1 and damage to the rear and the front of Unit 2. I observed damage to the rear of Unit 3.

Unit 2 driver complained of neck pain and also had two children ages 6 and 2 inside the vehicle. All occupants in Unit 2 were transported in their personal vehicle for possible injury.



Accident # 15-000151

Unit 1, 2, and 3 were traveling North in the 1100 blk of Main/US Hwy 377 in the inside traffic lane. Unit 3 was directly in front of Unit 2, and Unit 2 was directly in front of Unit 1. Unit 3 slowed to turn West into the 300 blk Gill, and Unit 2 stopped behind Unit 3. Unit 1 attempted to break, but due to recent rain the roadway was wet. Unit 1 lost traction, and began to skid. Unit 1 struck Unit 2 from behind causing damage to the back distributed area of Unit 2. Unit 2 went forward due to the force of the impact, and struck Unit 3 in the back distributed area causing minor damage. Minimal damage was observed the front distributed area from the impact with Unit 3. Unit 1 was towed from the scene due to damage, and no injuries were reported.



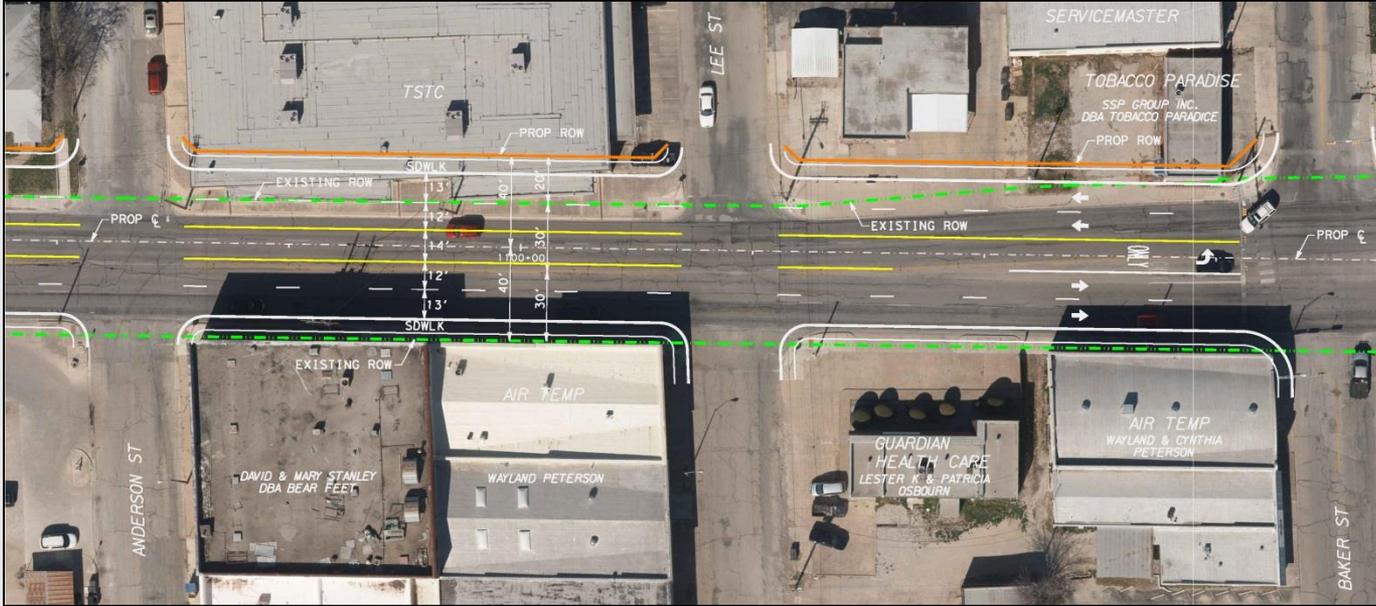
What are the complications and concerns with this proposal?

- Impacts to businesses
- Impacts to residences

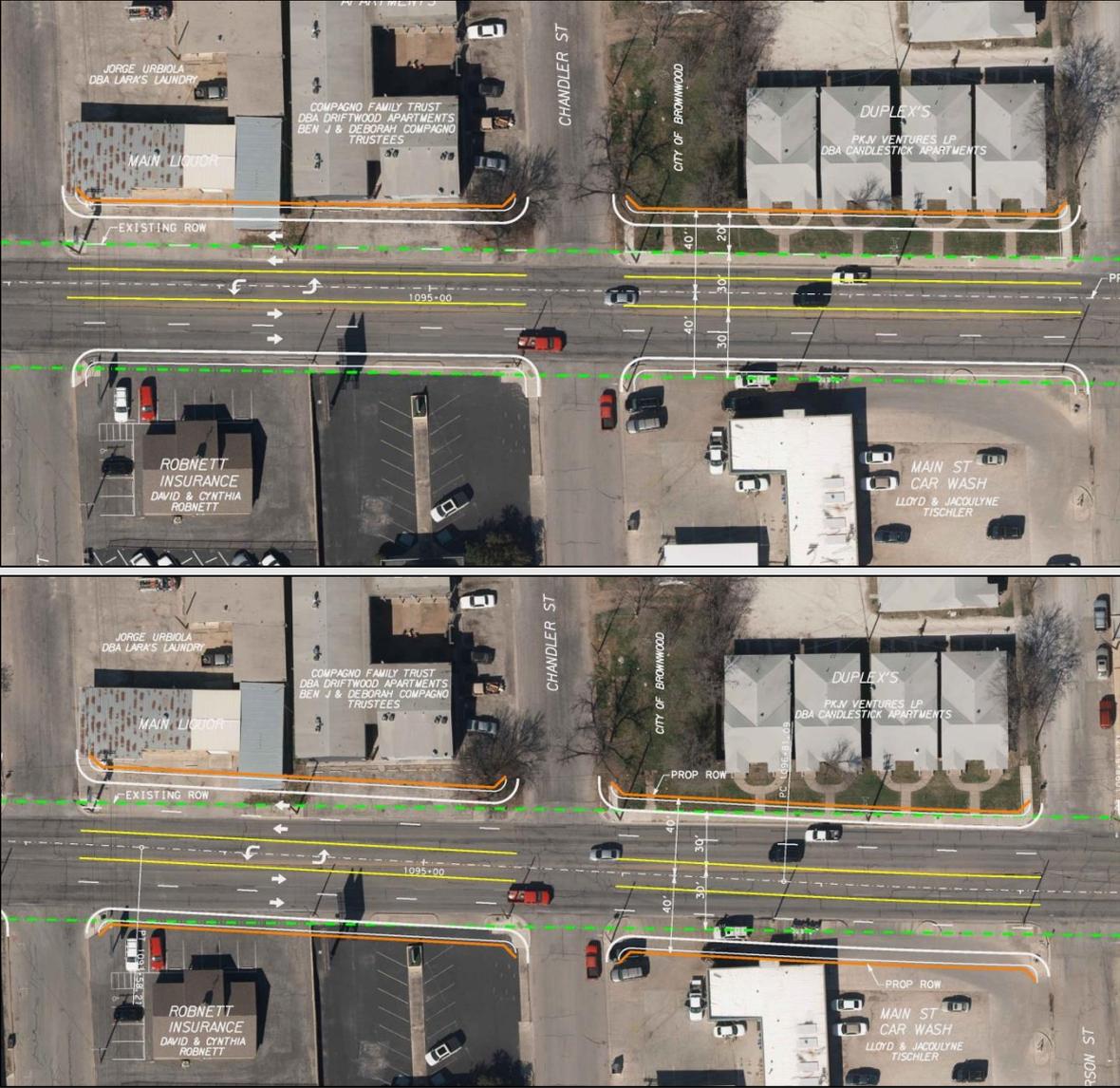


- Impacts to churches
- Impacts to historic buildings

Right of way acquisition options



Right of way acquisition options



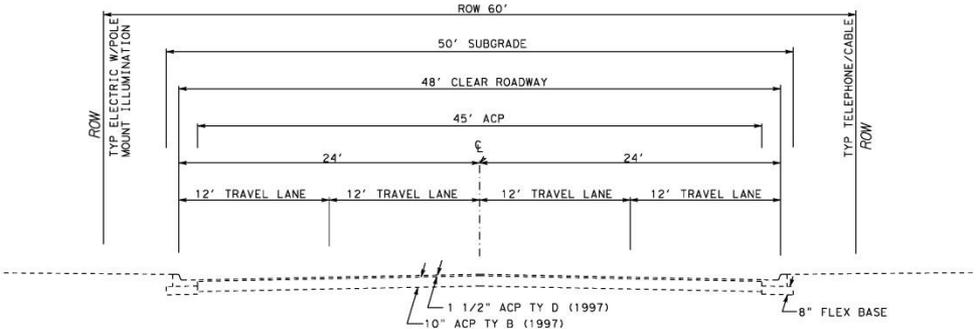
Right of way acquisition options



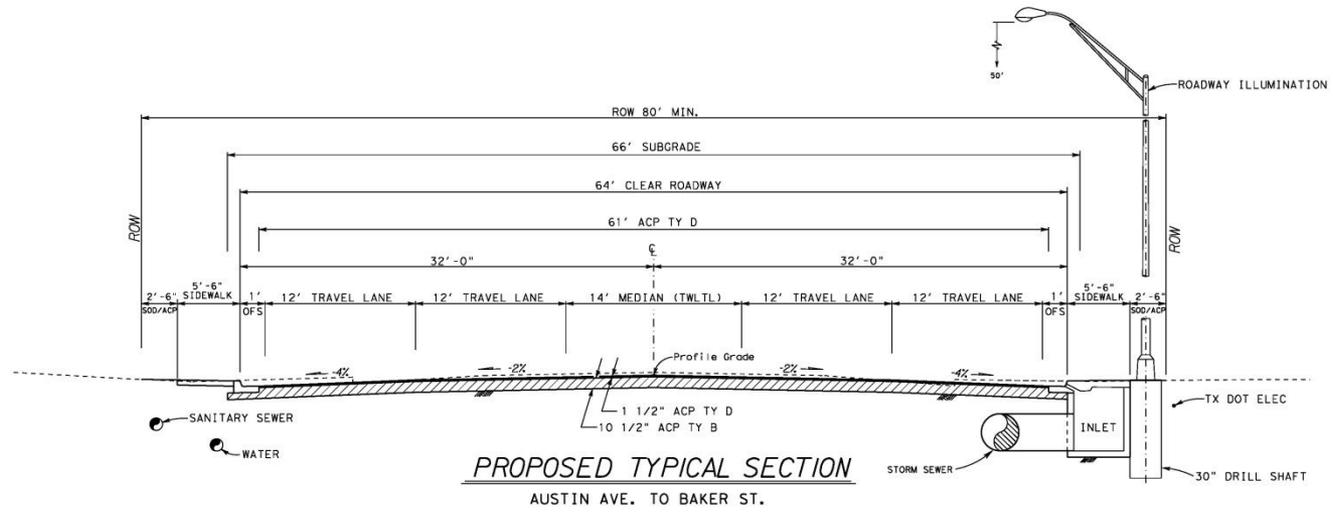
Right of way acquisition options



Existing and proposed typical sections



**EXISTING UNIMPROVED
TYPICAL SECTION**
STA. 1088+97 ~ 1101+08
NEAR AUSTIN AVE. TO LEE ST.



PROPOSED TYPICAL SECTION
AUSTIN AVE. TO BAKER ST.

Estimated costs and timeline

- The estimated construction cost is **\$6.5 million**
- Estimated right of way acquisition costs:
 - West alignment: \$4 million (impacts TSTC)
 - East alignment: \$2.5 million
- Potential project timeline, should project move forward:
 - Future public meetings and finalized design schematics: **February 2018 – January 2019**
 - Environmental assessment: **July 2017 – January 2019**
 - Right of way acquisition: **January 2019 – July 2020**
 - Utility adjustments/relocations: **July 2020 – January 2022**
 - Construction contract awarded: **January 2022**





Mailing Address

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Written comments must be postmarked by
Friday, July 28, 2017

20 Minute General Question and Answer Session



Questions about specific properties and concerns will be answered one-on-one following the presentation

Please limit questions/comments to 2 minutes

Thank you!



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