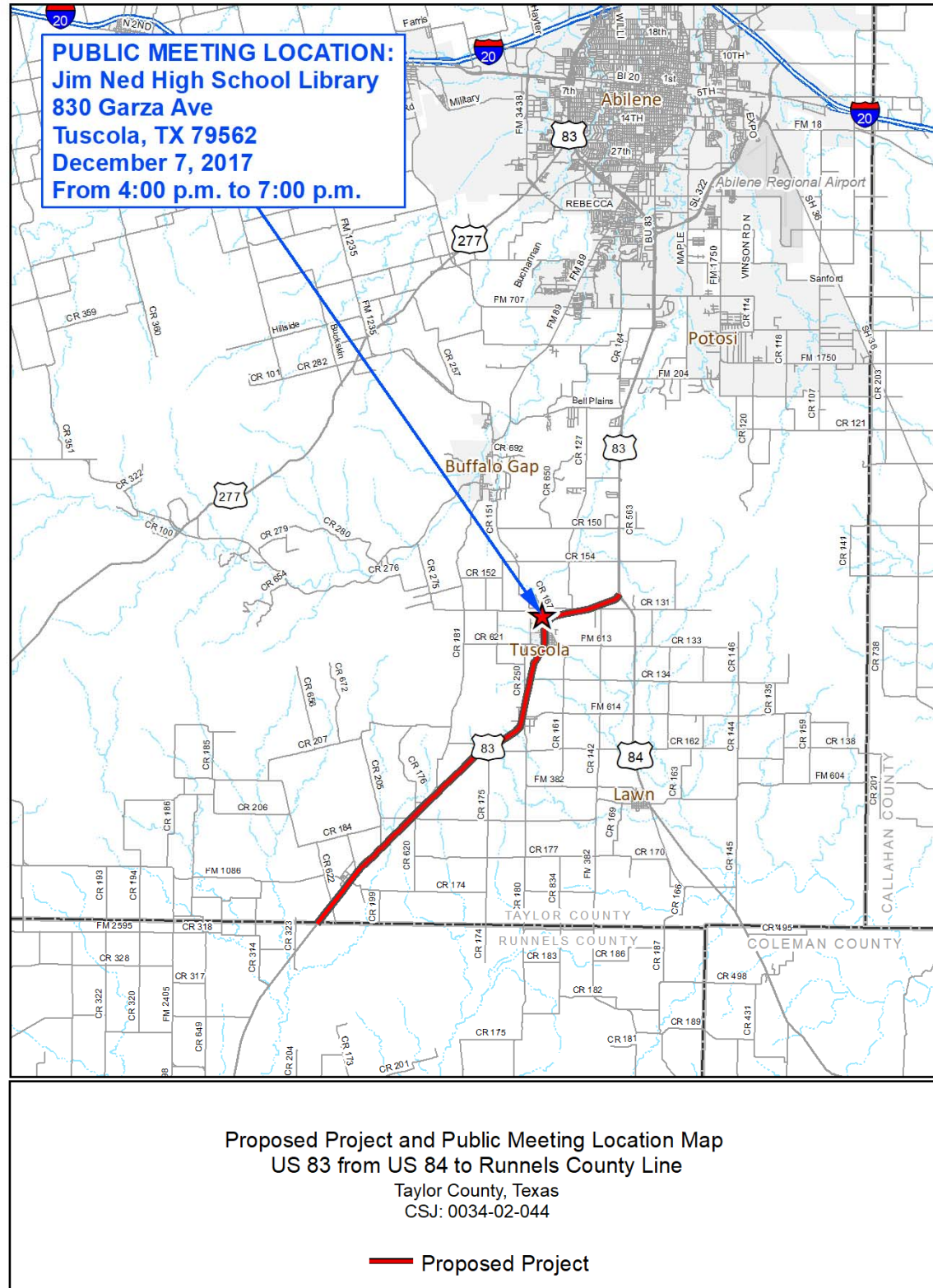


PROPOSED PROJECT MAP



A Super 2 highway is where a periodic passing lane is added to a two-lane rural highway to allow passing of slower vehicles and the dispersal of traffic platoons. The passing lane will alternate from one direction of travel to the other within a section of roadway allowing passing opportunities in both directions. A Super 2 project can be introduced on an existing two-lane roadway where there is a significant amount of slow moving traffic, limited sight distance for passing, and/or the existing traffic volume has exceeded the two-lane highway capacity, creating the need for vehicles to pass on a more frequent basis.

Widening of the existing pavement can be symmetric about the centerline or on one side of the roadway depending on right of way (ROW) availability and ease of construction.

Some issues to consider when designing a Super 2 project:

- Existing ROW width considerations must be analyzed to determine feasibility of upgrading to a Super 2.
- Consider providing a left turn lane if a significant traffic generator falls within the limits of a Super 2.
- Consider providing full shoulders (8'-10') in areas with high driveway density.
- The location of large drainage structures and bridges should be evaluated when considering the placement of passing lanes.
- Evaluate traffic operations including truck volumes if consideration is given to terminating passing lanes on significant uphill grades. Coordinate passing lanes with climbing lane needs to improve operating characteristics.
- Avoid closing a passing lane over a hill or around a horizontal curve where the pavement surface at the end of the taper isn't visible from the beginning of the taper.
- When evaluating the termination of a passing lane at an intersection, consideration should be given to traffic operations turning and weaving movements, and intersection geometrics. If closure of the passing lane at the intersection would result in significant operational lane weaving, then consideration should be given to extending the passing lane beyond the intersection.
- Allow adequate distance (recommend stopping site distance) between the end of a lane closure taper and a constraint such as metal beam guard fence, a narrow structure, or major traffic generator.
- Consider providing the passing lane in the direction leaving an incorporated area for potential platoons generated in the urban area.

PROJECT DETAILS

District/County: Abilene

District/Taylor County

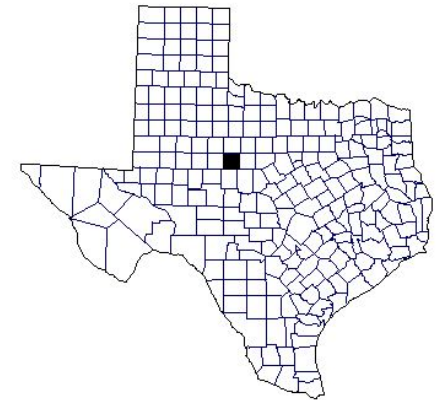
Highway/Limits: US 83 /
US 84 to Runnels County Line

Length: 14.4 miles

Cost: Approximately \$10,000,000

CSJ: 0034-02-044

Letting: August 2020



PROJECTED SCHEDULE

Preliminary Engineering	9/18
Environmental Approval	5/18 - 8/18
Plan Development	11/18 - 11/19
Letting	8/2020

CONTACT INFORMATION

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"Our mission is your safety."

NEED AND PURPOSE

US 83 is currently a 2-lane facility. There is growth to the south of Abilene towards Tuscola causing an increase in traffic on US 83. The purpose of the project is to provide passing lanes, safety corridor improvements, and address future congestion.