

Improvements to the intersection of State Highway 29 at D.B. Wood Road in Williamson County

FACT SHEET

County Commissioner:	Commissioner Valerie Covey, Precinct 3
Project Roadway:	State Highway 29 at D.B. Wood Road
Project Limits:	Just west of D.B. Wood Road to just east of D.B. Wood Road
Project Length:	4,000 feet on SH 29 and 1,800 feet on D.B. Wood Road
Project Schedule:	TBD
Project Purpose:	Improve mobility and safety by adding turn lanes and a raised median

Project Purpose and Need

The purpose of the project is to improve mobility and safety by adding turn lanes along SH 29 and D.B. Wood Road and a raised median along SH 29.

The SH 29 corridor has seen tremendous traffic growth leading to heavy congestion and traffic is anticipated to increase in the future. Current traffic volumes along the corridor are approximately 15,000 vehicles per day and are expected to increase to more than 40,000 vehicles per day in 2035. The proposed improvements would improve safety and operations of the intersection.

Traffic crashes and collisions in the corridor have been frequent and sometimes severe. Eliminating the continuous left-turn lane in order to control left-turn movements along the existing roadway and constructing a raised median containing left-turn lanes at signalized intersections and select median openings minimizes the risk of collisions, as it reduces the number and locations of conflicting turning movements.

Project Description

The proposed project is being completed by Williamson County in partnership with the Texas Department of Transportation. The right of way acquisition, utility relocation, engineering and preparation of environmental documents is being funded through the 2013 Williamson County Road Bond program. Funding for the construction has not been identified at this time.

The proposed project includes improvements along SH 29 from a point just west of Wood Court to the east of River Chase Boulevard, and along just north and south of the D.B. Wood Road intersection at SH29. New right-of-way acquisition is currently proposed along the north and south sides of SH 29. There are not any displacements anticipated by the proposed improvements at this time.

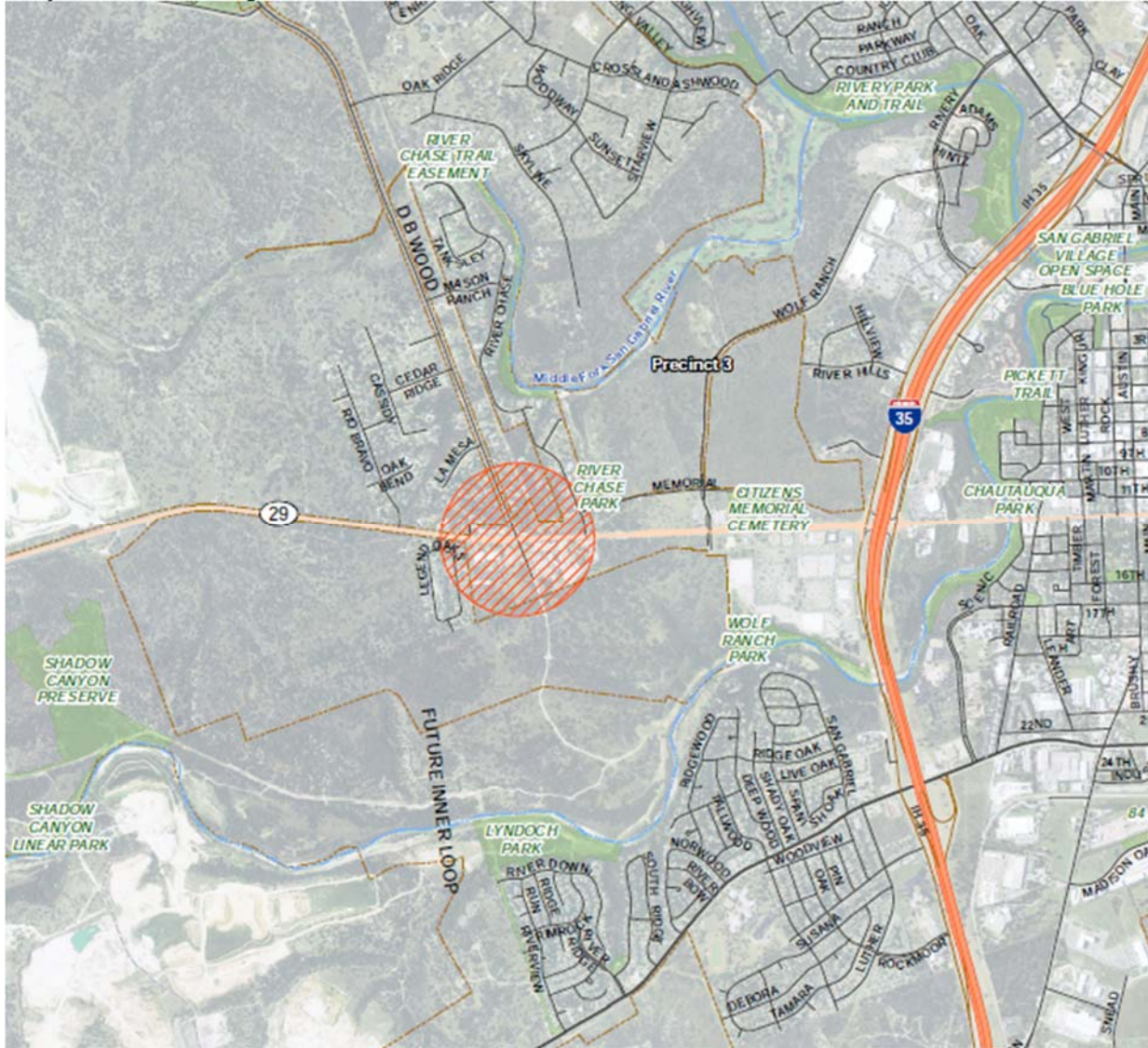
Improvements along SH 29:

This segment of road has an existing roadway section that contains two lanes in each direction with a continuous left-turn lane and drainage swales outside the pavement. The proposed improvements would add curb and gutter, add designated left and right-turn lanes westbound and eastbound along SH 29, eliminate the continuous left-turn lane, and add a raised median. The traffic lanes would be 12 feet wide with an outside lane width of 14 feet.

Improvement along D.B. Wood Road:

This section of roadway would be widened from a three-lane section to a five-lane section south of SH 29 and a six-lane section north of SH 29. The roadway south of SH 29 would have one northbound through lane, one northbound left-turn lane, a northbound shared right-turn lane and through-traffic lane, and two southbound through-traffic lanes. The roadway north of SH 29 would be widened to add room for dual southbound left-turn lanes, a through lane, a shared right-turn lane and through-traffic lane, and two northbound through-traffic lanes. This section would also include the construction of curb and gutter, culverts, retaining walls, and stormwater quality inlets. The traffic lanes would be 12 feet wide.

Project Location Map



For more information about this project, please visit: <http://roadbond.wilco.org> . Questions or comments may be directed by email or phone to the Williamson County Road Bond Program at roads@wilco.org, (512) 943-1195, or submitted to Williamson County's consultant: Unitech Consultant Engineers, Inc., ATTN: David Hedlund, 505 E. Huntland Drive Suite 335, Austin, Texas 78752.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.