



# Old Richardson Highway Intersection Improvements

Project No. NFHWY00158/0620010

## OPEN HOUSE

## WELCOME!

Thank you for joining us and  
providing your comments.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017, and executed by FHWA and DOT&PF.

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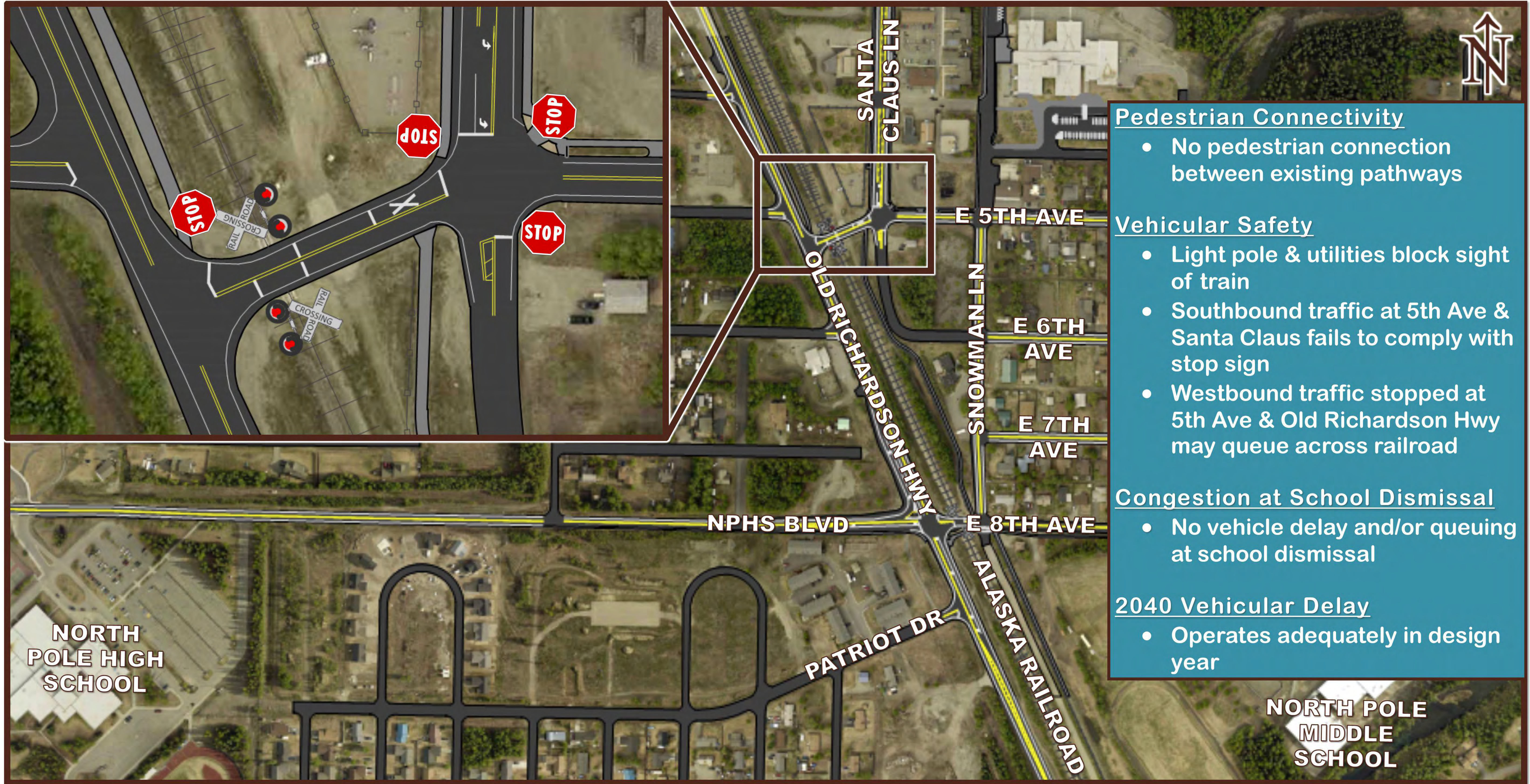




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## 5th Avenue Existing Conditions



### Pedestrian Connectivity

- No pedestrian connection between existing pathways

### Vehicular Safety

- Light pole & utilities block sight of train
- Southbound traffic at 5th Ave & Santa Claus fails to comply with stop sign
- Westbound traffic stopped at 5th Ave & Old Richardson Hwy may queue across railroad

### Congestion at School Dismissal

- No vehicle delay and/or queuing at school dismissal

### 2040 Vehicular Delay

- Operates adequately in design year

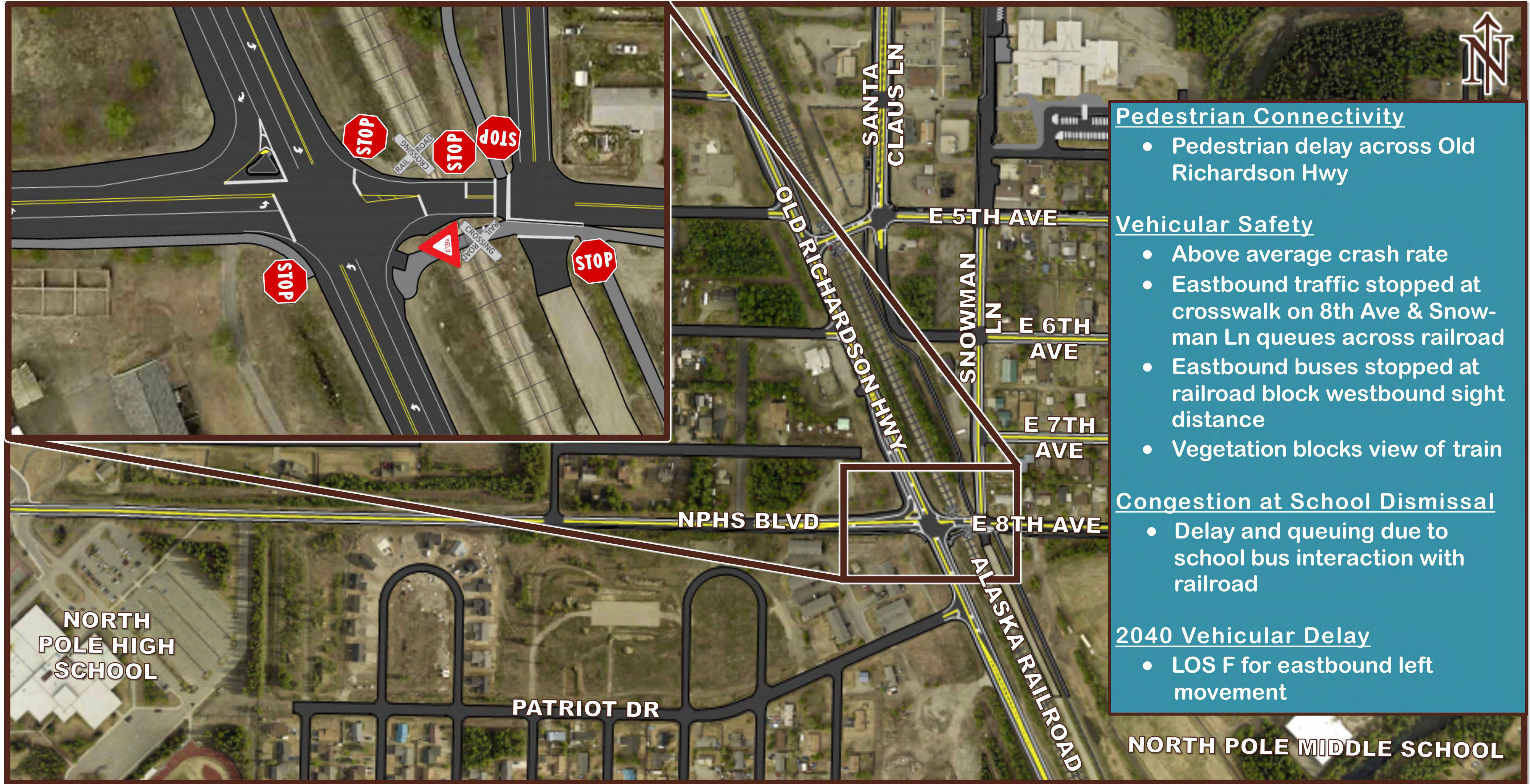




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## 8th Avenue Existing Conditions



### Pedestrian Connectivity

- Pedestrian delay across Old Richardson Hwy

### Vehicular Safety

- Above average crash rate
- Eastbound traffic stopped at crosswalk on 8th Ave & Snowman Ln queues across railroad
- Eastbound buses stopped at railroad block westbound sight distance
- Vegetation blocks view of train

### Congestion at School Dismissal

- Delay and queuing due to school bus interaction with railroad

### 2040 Vehicular Delay

- LOS F for eastbound left movement





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## 5th Avenue Alternatives

### Pedestrian Connectivity

- Provides continuity of pedestrian pathways

### Vehicular Safety

- Increase space between stopped vehicles and tracks
- Increase sight of approaching trains
- Increase visibility of stop control at Santa Claus Lane & 5th Avenue

### Congestion at School Dismissal

- No effect

### 2040 Vehicular Delay

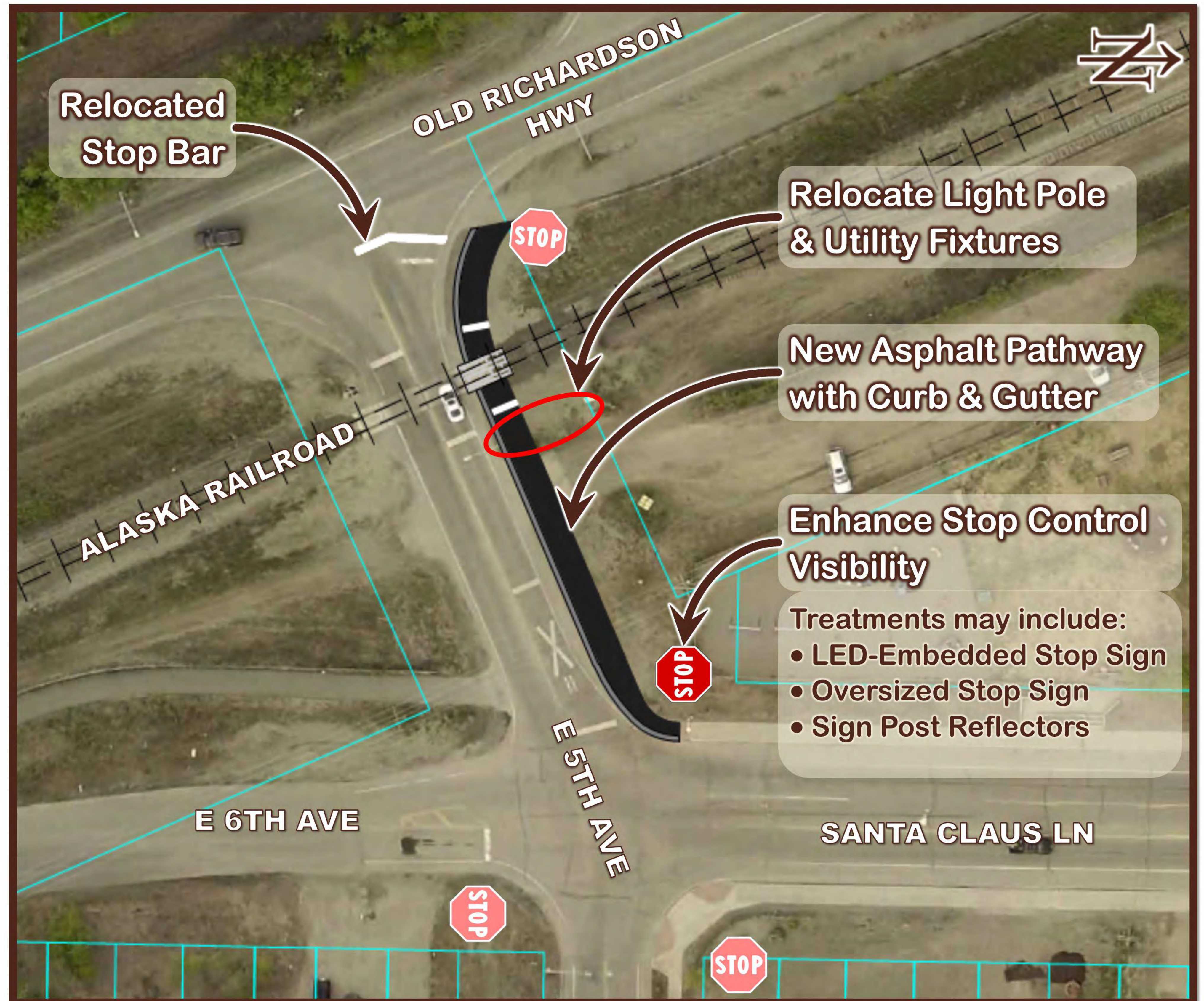
- No effect

### Right-of-Way Impacts

- None

### Estimated Cost

\$ 283,000







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## 8th Avenue Pedestrian Crossing

### Pedestrian Connectivity

- Provides continuity of pedestrian pathways
- Slightly reduces pedestrian delay

### Vehicular Safety

- Increase space between stopped vehicles at crosswalk and tracks

### Congestion at School Dismissal

- No effect

### 2040 Vehicular Delay

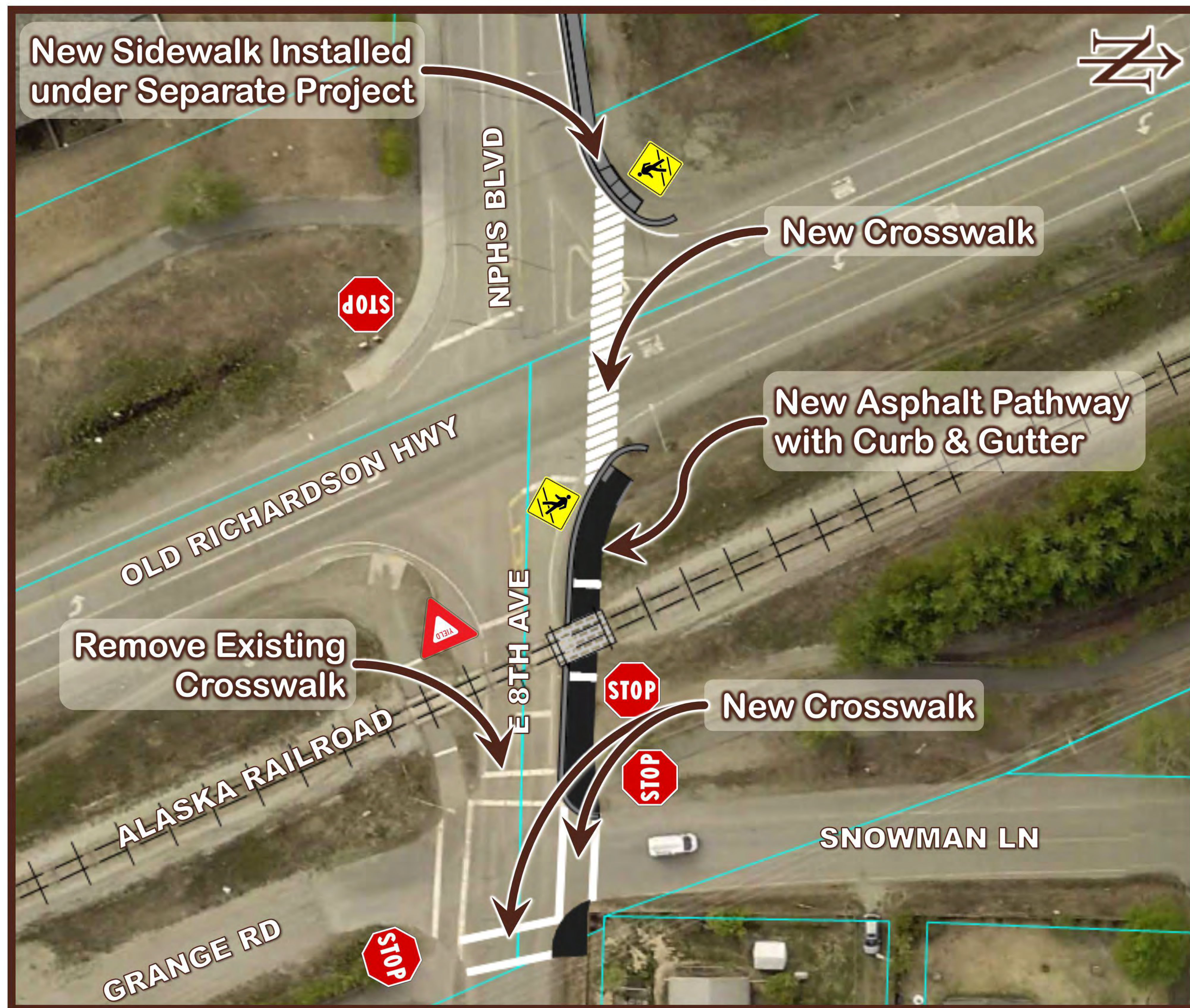
- No effect

### Right-of-Way Impacts

- None

### Estimated Cost

\$ 270,000







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## 8th Avenue Roundabout

### Pedestrian Connectivity

- Reduces pedestrian delay

### Vehicular Safety

- Reduce crash rate and severity

### Congestion at School Dismissal

- No effect

### 2040 Vehicular Delay

- Reduces overall vehicular delay in 2040

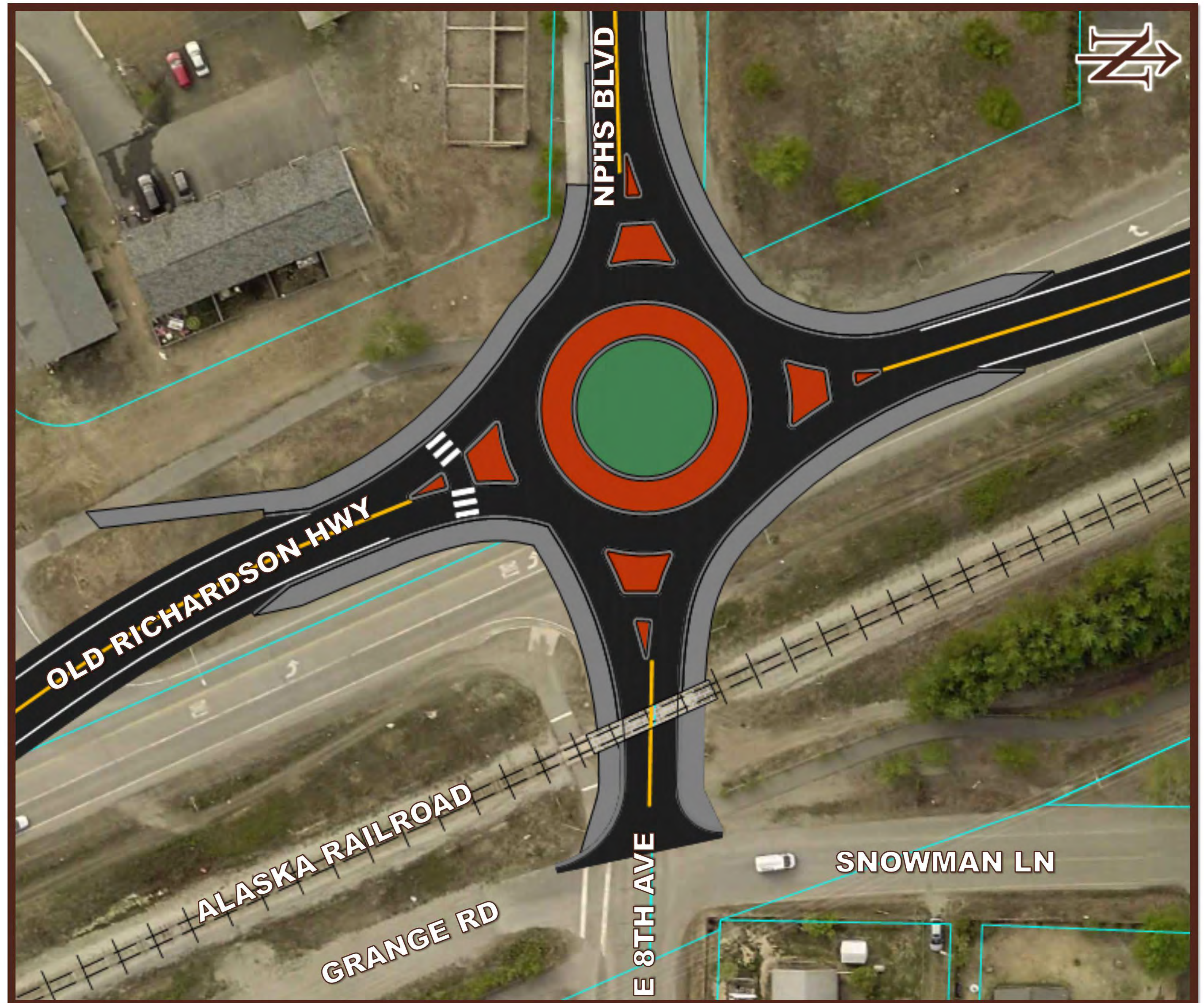
### Right-of-Way Impacts

- Additional ROW required

### Estimated Cost

\$ 3,236,000

**\*\*\* Due to the proximity of the railroad tracks, this alternative is not viable \*\*\***







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## 8th Avenue Reroute School Bus Traffic

### Pedestrian Connectivity

- No effect

### Vehicular Safety

- No effect

### Congestion at School Dismissal

- Reduces vehicle delay at school dismissal

### 2040 Vehicular Delay

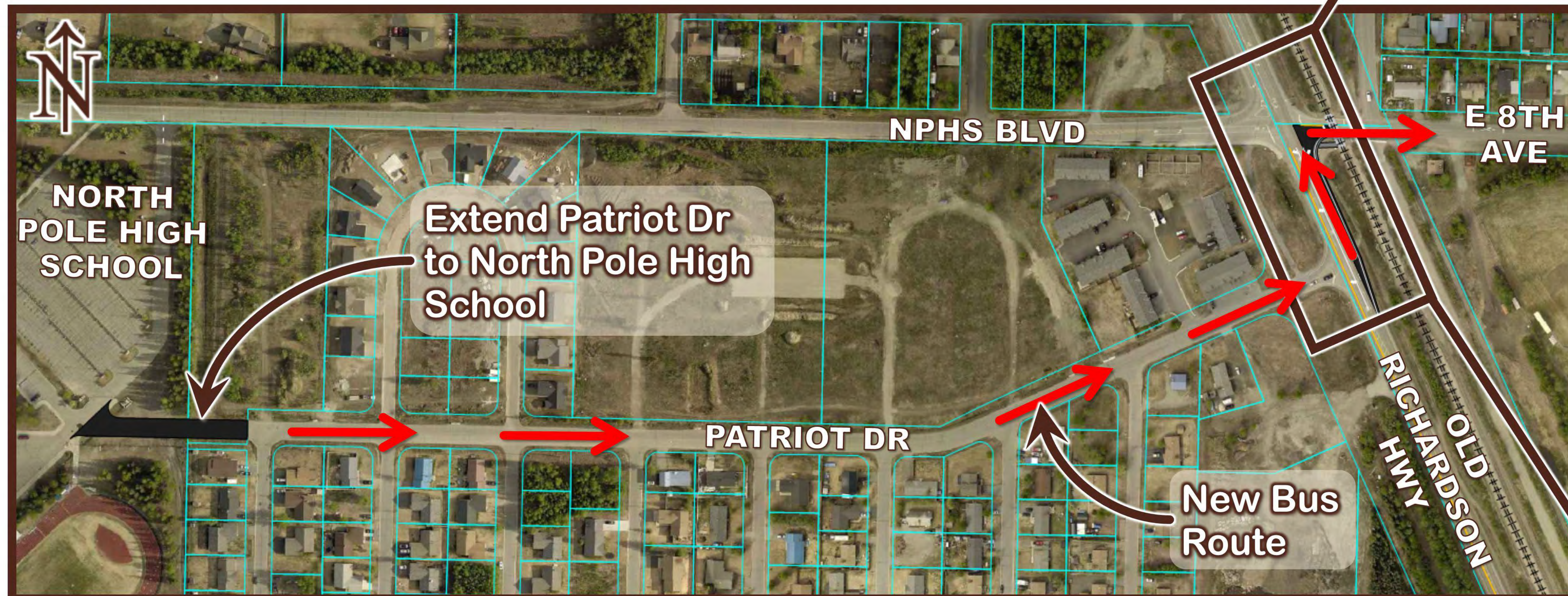
- No effect

### Right-of-Way Impacts

- Additional ROW required

### Estimated Cost

\$ 954,000







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## 8th Avenue School Bus Demand Management

### Pedestrian Connectivity

- No effect

### Vehicular Safety

- No effect

### Congestion at School Dismissal

- Moves school bus queue to school & reduces vehicle delay at the intersection during school dismissal.

### Right-of-Way Impacts

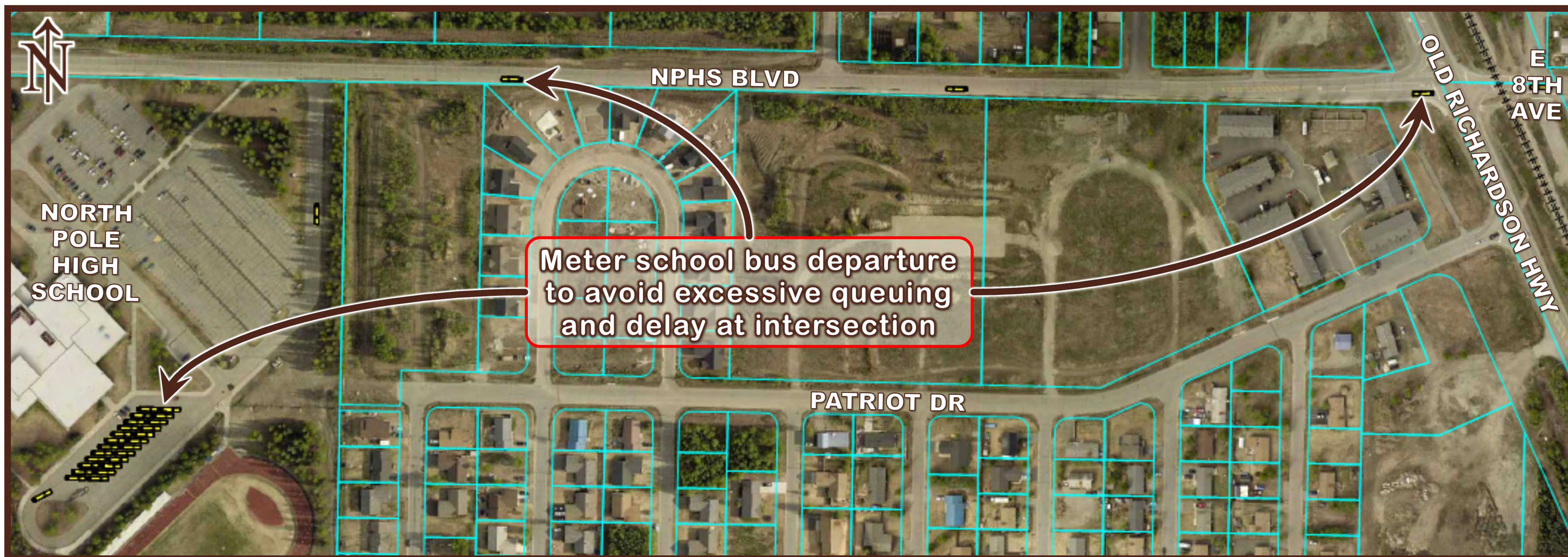
- None

### Estimated Cost

\$ 0

### 2040 Vehicular Delay

- No effect







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## 8th Avenue Dedicated School Bus Lane

### Pedestrian Connectivity

- No effect

### Vehicular Safety

- No effect

### Congestion at School Dismissal

- Reduces vehicle delay at school dismissal

### 2040 Vehicular Delay

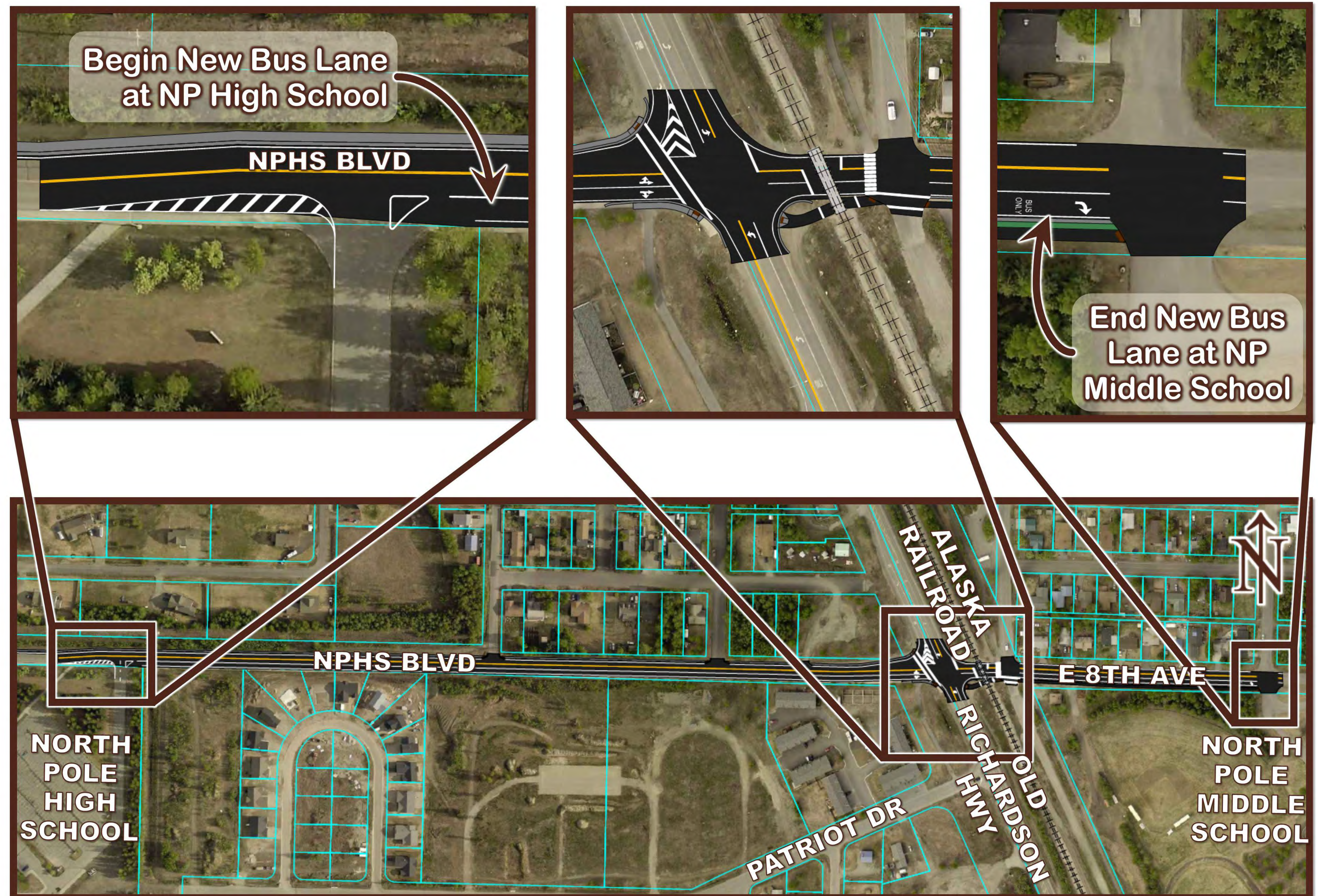
- No effect

### Right-of-Way Impacts

- Additional ROW required

### Estimated Cost

\$ 4,725,000







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## 8th Avenue Offset Left Turn Lanes

### Pedestrian Connectivity

- Increased pedestrian delay

### Congestion at School Dismissal

- No effect

### Right-of-Way Impacts

- Additional ROW required

### Vehicular Safety

- Fewer crashes
- Larger vehicle storage at tracks

### 2040 Vehicular Delay

- No effect

### Estimated Cost

\$ 2,376,000

