

# CHAPTER 6.8: UNINCORPORATED McLENNAN COUNTY

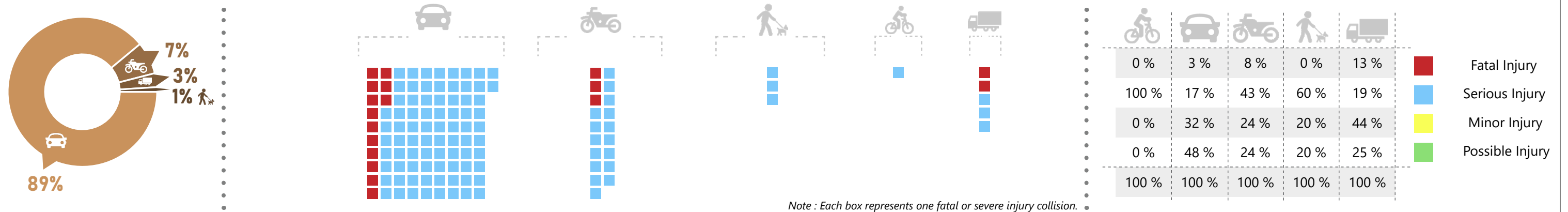
## INTRODUCTION

McLennan County is located on the Edwards Plateau in Central Texas. As of the 2020 census, its population was 260,579. Its county seat and largest city is Waco. This chapter provides information on the unincorporated McLennan County's collision statistics from 2014 to 2023. A total of 512 collisions occurred on the roads of unincorporated McLennan County, including 18 fatalities and 102 serious injuries. TxDOT roadways within unincorporated county limits had a total of 2,009 collisions during the same period, with 102 fatalities and 359 serious injuries. For both county roads and TxDOT rights-of-way, the predominant type of injury collision is possible injury, accounting for 45 percent of collisions on county roads and 48 percent of collisions on TxDOT rights-of-way.

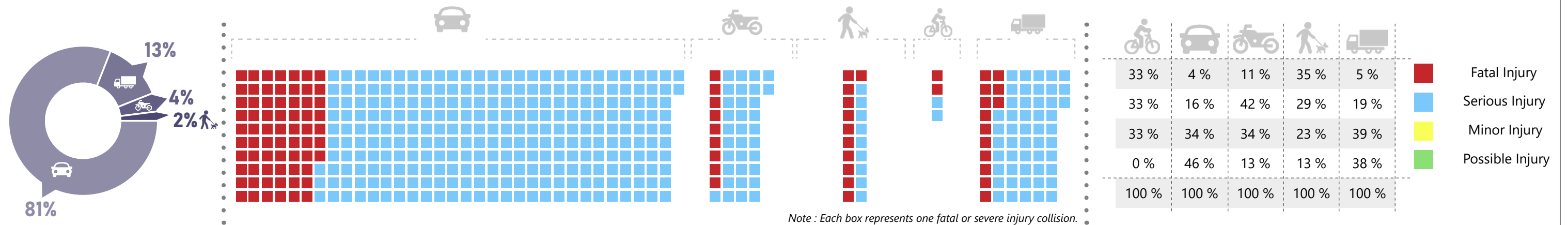


COLLISIONS 2014 TO 2023	UNINCORPORATED COUNTY		TxDOT	
			2009	
<b>Total Collisions</b>	<b>512</b>	<b>100 %</b>	<b>2009</b>	<b>100 %</b>
Fatal Injury	18	3.52 %	102	5.08 %
Serious Injury	102	19.92 %	359	17.87 %
Minor Injury	161	31.45 %	689	34.30 %
Possible Injury	231	45.12 %	859	42.76 %
<b>Total Persons Involved</b>	<b>648</b>	<b>100 %</b>	<b>3066</b>	<b>100 %</b>
Fatal Injury	19	2.93 %	120	3.91 %
Serious Injury	117	18.06 %	486	15.85 %
Minor Injury	198	30.56 %	967	31.54 %
Possible Injury	314	48.46 %	1493	48.70 %

### COLLISIONS BY MODE - UNINCORPORATED McLENNAN COUNTY



### COLLISIONS BY MODE - TxDOT



The following summary provides information on the number of collisions, persons injured, and the proportion of persons involved in collisions based on mode of transportation, age group, and gender. It also compares the collision shares between the unincorporated county and overall McLennan County for various categories.

On county roads, there were a total of 512 collisions, resulting in 648 persons injured. In comparison, TxDOT reported a total of 2,009 collisions resulting in 3,066 persons injured.

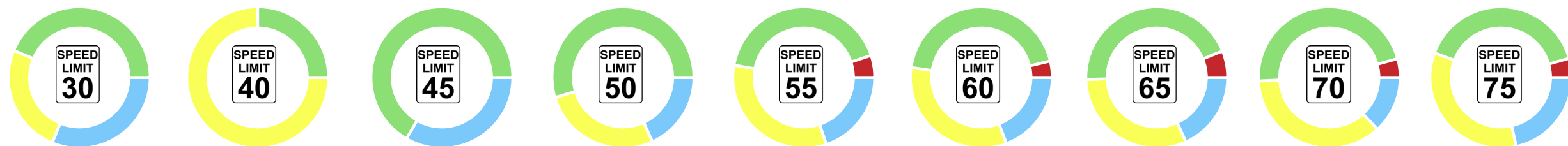
This section also identifies several major collision trends on McLennan County streets, including nighttime collisions, hit object collisions, unsafe speed violations and collisions due to driving under the influence. On TxDOT roadways, the prominent trends were nighttime collisions, hit object collisions, unsafe speed violations and overturned collisions. A detailed summary analyzing these collision trends is provided in the collision profile section of this chapter.

The pie charts below compare the severity of collisions on roadways with different speed limits. The charts indicate that roads with a 45 mph speed limit accounted for the highest proportion of severe injury collisions and 65 mph speed limit accounted for the highest proportion of fatal injuries.

<b>UNINCORPORATED COUNTY</b>	<b>TxDOT</b>
<b>512</b>	<b>2009</b>
<b>TOTAL COLLISIONS</b>	<b>TOTAL COLLISIONS</b>
<b>648</b>	<b>3066</b>
<b>TOTAL PERSONS INJURED</b>	<b>TOTAL PERSONS INJURED</b>

PERSONS INVOLVED								
	UNINCOPORATED COUNTY				TxDOT			
	MODE							
Bicycle	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
Car	2 %	15 %	28 %	47 %	3 %	14 %	29 %	46 %
Motorcycle	0 %	2 %	2 %	1 %	0 %	1 %	1 %	0 %
Pedestrian	0 %	1 %	0 %	0 %	0 %	0 %	0 %	0 %
Truck	0 %	0 %	1 %	0 %	0 %	1 %	2 %	2 %
	AGE							
Below 15	0 %	1 %	2 %	6 %	0 %	1 %	2 %	6 %
15 - 65	2 %	16 %	27 %	39 %	3 %	13 %	27 %	39 %
Above 65	0 %	1 %	2 %	4 %	1 %	2 %	2 %	4 %
	GENDER							
Male	2 %	12 %	18 %	25 %	3 %	10 %	17 %	24 %
Female	0 %	6 %	13 %	23 %	1 %	6 %	14 %	24 %

**SPEED LIMIT**



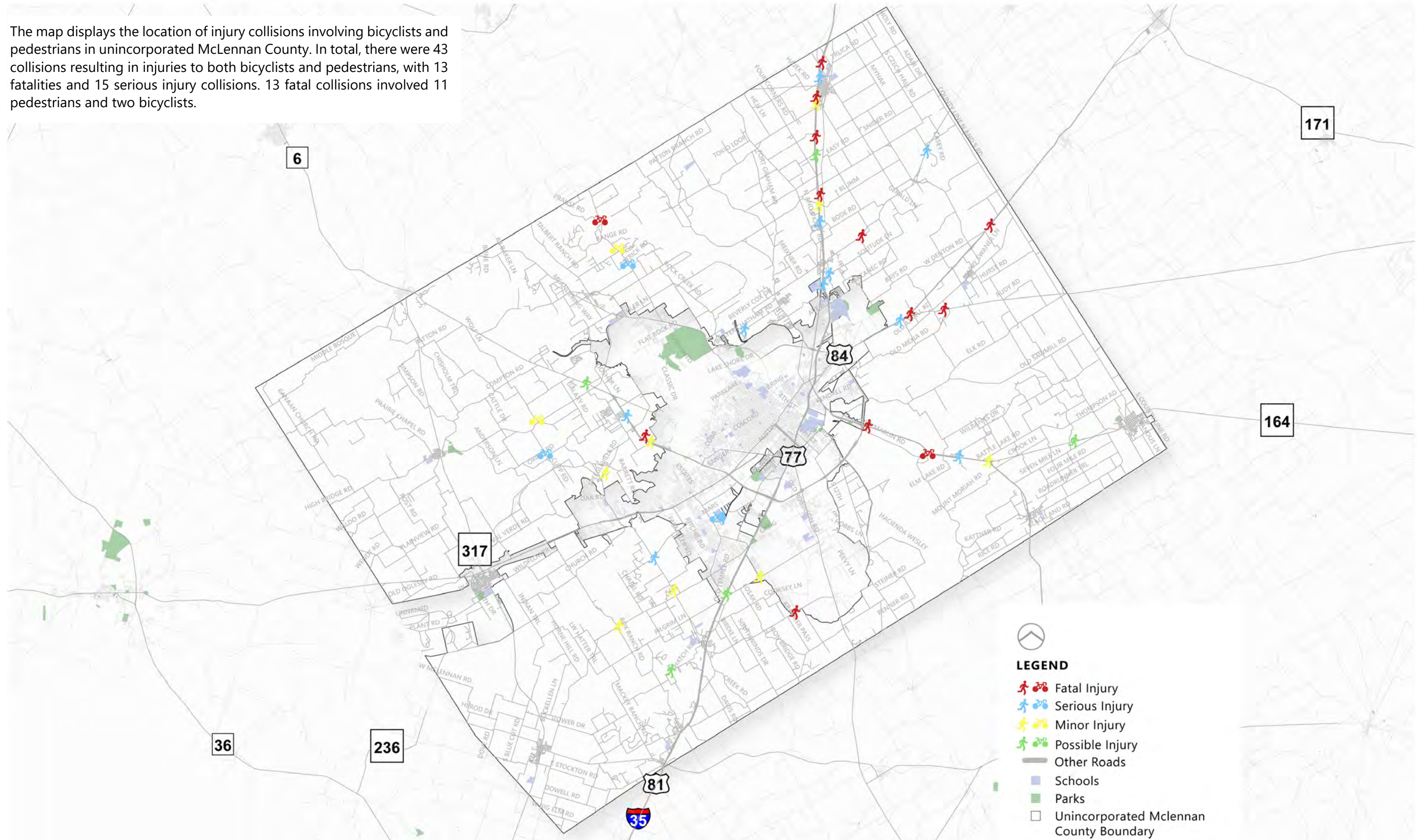
- Fatal Injury
- Serious Injury
- Minor Injury
- Possible Injury

**UNINCORPORATED McLENNAN COUNTY VS. McLENNAN COUNTY COLLISIONS - RELATIVE SHARES**

UNINCORPORATED McLENNAN COUNTY		TxDOT		McLENNAN COUNTY	
MODE					
Bicycle	0 %	Bicycle	0 %	Bicycle	1 %
Car	88 %	Car	81 %	Car	85 %
Motorcycle	7 %	Motorcycle	4 %	Motorcycle	4 %
Pedestrian	1 %	Pedestrian	2 %	Pedestrian	3 %
Truck	3 %	Truck	13 %	Truck	7 %
FIRST HARMFUL EVENT					
Fixed Object	62 %	Motor Vehicle in Transport	49 %	Motor Vehicle in Transport	72 %
Overturned	17 %	Fixed Object	31 %	Fixed Object	17 %
Motor Vehicle in Transport	17 %	Overturned	14 %	Overturned	4 %
MANNER OF COLLISION					
Hit Object	83 %	Hit Object	51 %	Broadside	42 %
Broadside	10 %	Rear End	20 %	Hit Object	28 %
Head-On	4 %	Broadside	20 %	Rear End	24 %
Rear End	3 %	Sideswipe	6 %	Sideswipe	5 %
VIOLATION CATEGORY					
Unsafe Speed	32 %	Unsafe Speed	37 %	Unsafe Speed	23 %
Driving under Influence	20 %	Other Improper Driving	12 %	Automobile Right-of-Way	22 %
Other Unforeseen Reasons	11 %	Automobile Right-of-Way	11 %	Traffic Signals and Signs	12 %
Automobile Right-of-Way	10 %	Other Unforeseen Reasons	7 %	Distracted Driving	8 %
Distracted Driving	8 %	Driving under Influence	7 %	Other Improper Driving	6 %
Driver Condition	7 %	Driver Condition	6 %	Other Unforeseen Reasons	6 %
LOCATION					
Intersection	21 %	Intersection	29 %	Intersection	59 %
Roadway	79 %	Roadway	71 %	Roadway	41 %
LIGHTING					
Daylight	57 %	Daylight	64 %	Daylight	70 %
Dark, Not Lighted	39 %	Dark, Not Lighted	26 %	Dark, Lighted	16 %
Dusk	2 %	Dark, Lighted	7 %	Dark, Not Lighted	11 %

### BICYCLE & PEDESTRIAN COLLISION BY SEVERITY

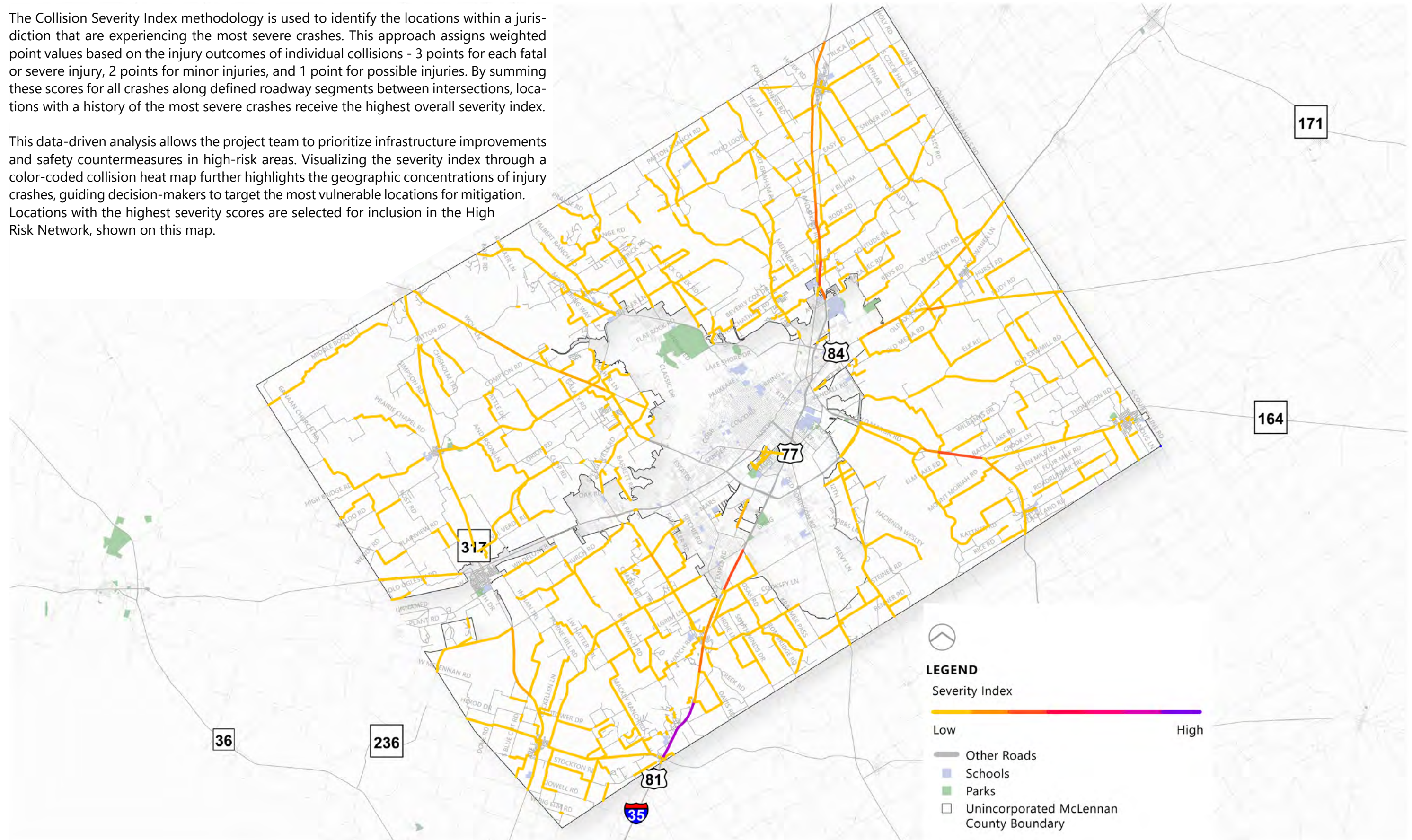
The map displays the location of injury collisions involving bicyclists and pedestrians in unincorporated McLennan County. In total, there were 43 collisions resulting in injuries to both bicyclists and pedestrians, with 13 fatalities and 15 serious injury collisions. 13 fatal collisions involved 11 pedestrians and two bicyclists.



### SEVERITY INDEX

The Collision Severity Index methodology is used to identify the locations within a jurisdiction that are experiencing the most severe crashes. This approach assigns weighted point values based on the injury outcomes of individual collisions - 3 points for each fatal or severe injury, 2 points for minor injuries, and 1 point for possible injuries. By summing these scores for all crashes along defined roadway segments between intersections, locations with a history of the most severe crashes receive the highest overall severity index.

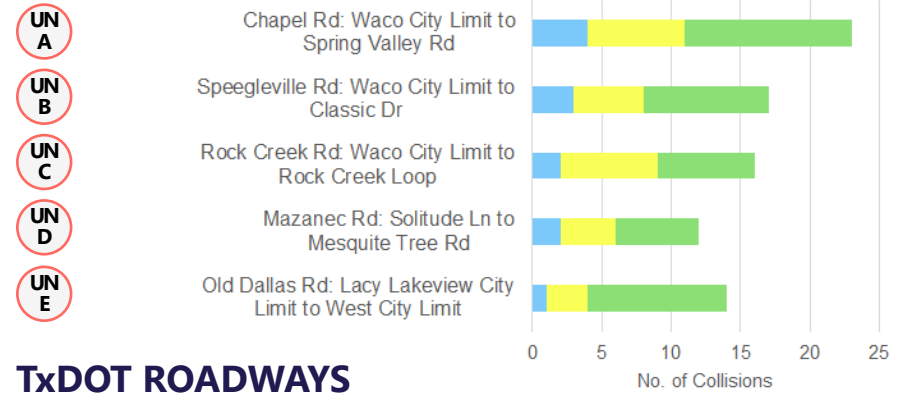
This data-driven analysis allows the project team to prioritize infrastructure improvements and safety countermeasures in high-risk areas. Visualizing the severity index through a color-coded collision heat map further highlights the geographic concentrations of injury crashes, guiding decision-makers to target the most vulnerable locations for mitigation. Locations with the highest severity scores are selected for inclusion in the High Risk Network, shown on this map.



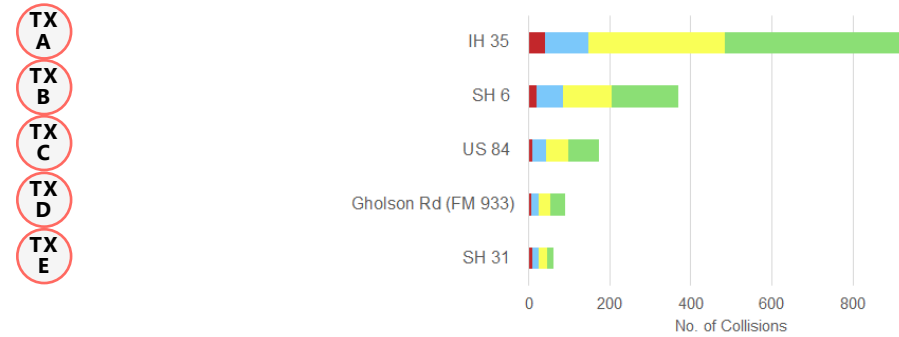
### ROADWAYS & INTERSECTIONS

This section lists high risk roadway segments and intersections within the unincorporated McLennan County. The accompanying graph depicts the name and limits of each roadway along with the number of collisions categorized by severity at that location. A severity index methodology was utilized to identify these high risk spots. This methodology assigns 3 points for each fatal or severe injury collision, 2 points for each minor injury collision, and 1 point for each possible injury collision.

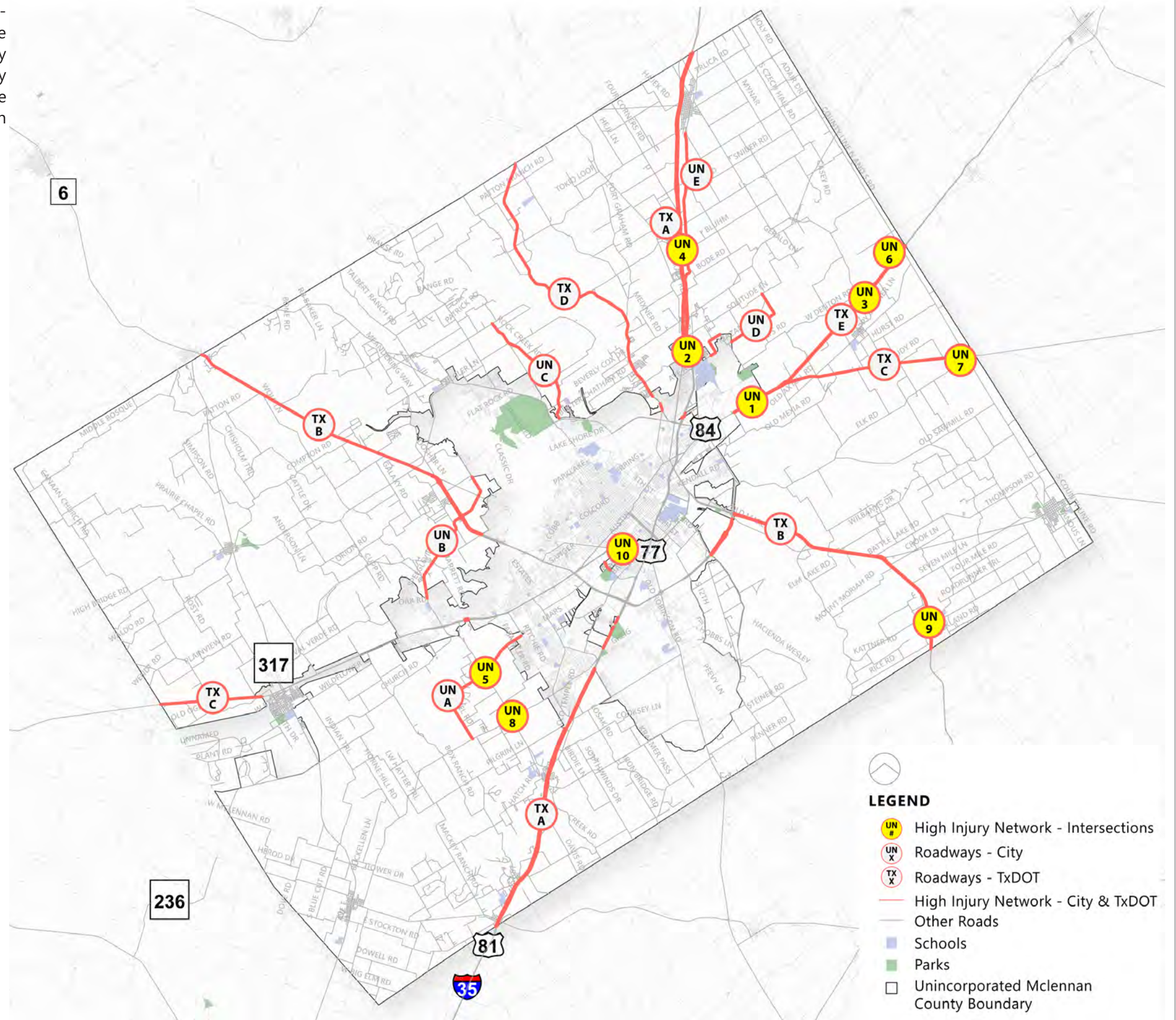
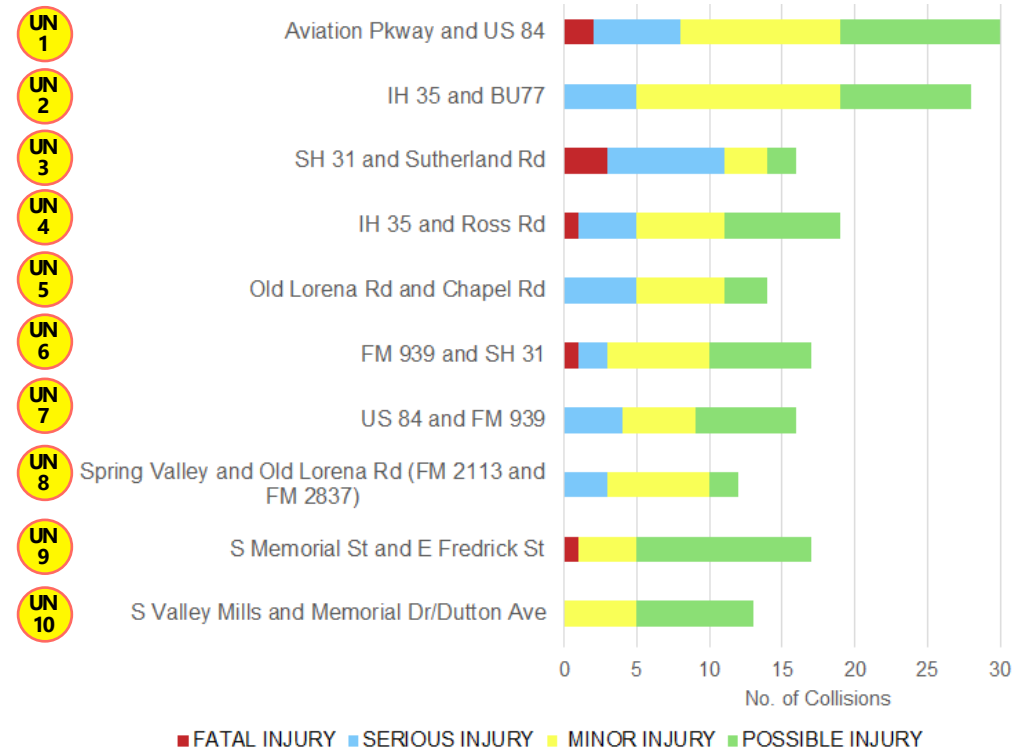
#### ROADWAYS



#### TxDOT ROADWAYS



#### INTERSECTIONS



**LEGEND**

- UN # High Injury Network - Intersections
- UN X Roadways - City
- TX X Roadways - TxDOT
- High Injury Network - City & TxDOT
- Other Roads
- Schools
- Parks
- Unincorporated McLennan County Boundary

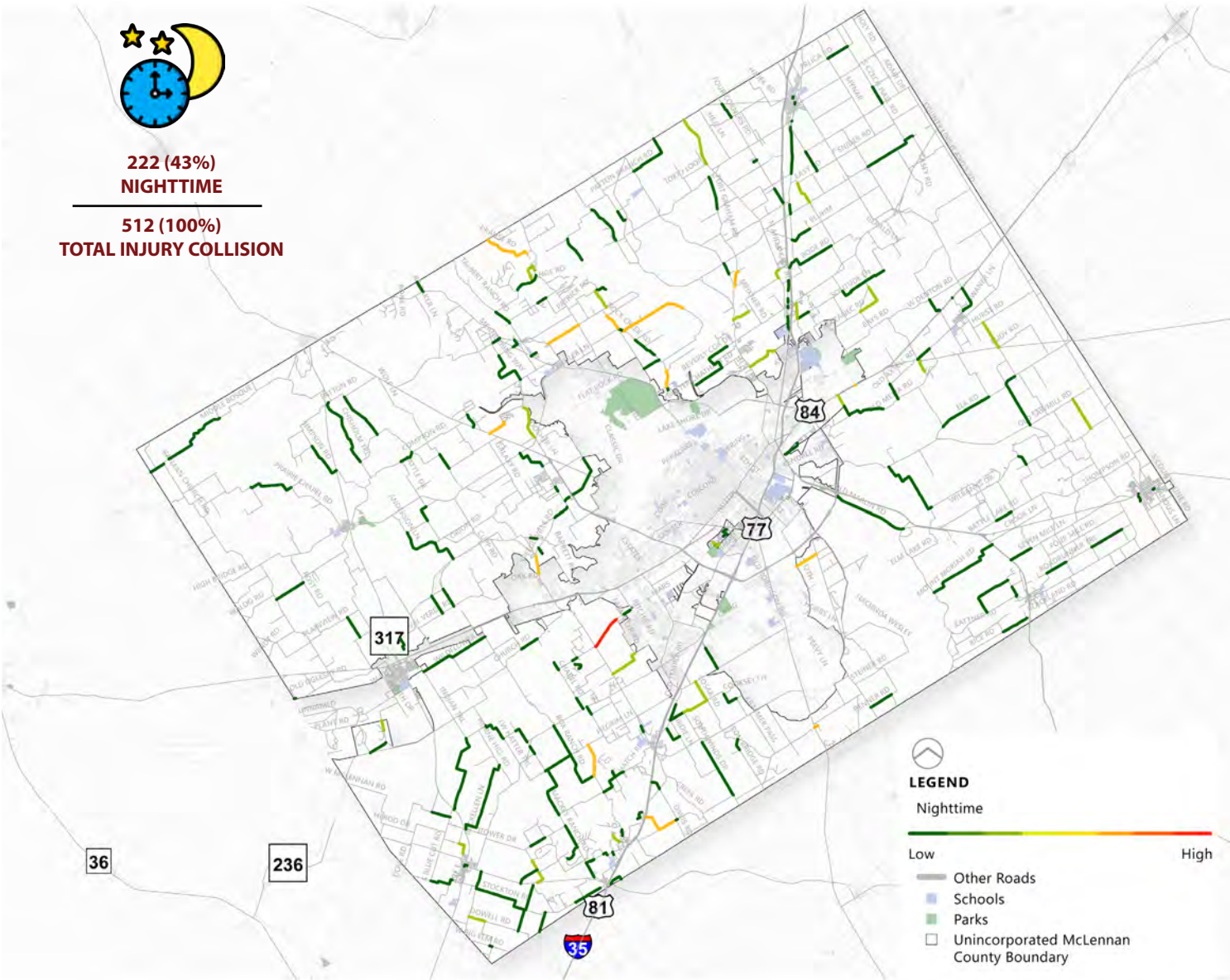
PROFILES - UNINCORPORATED McLENNAN COUNTY

PROFILE 1 - NIGHTTIME



222 (43%)  
NIGHTTIME

512 (100%)  
TOTAL INJURY COLLISION

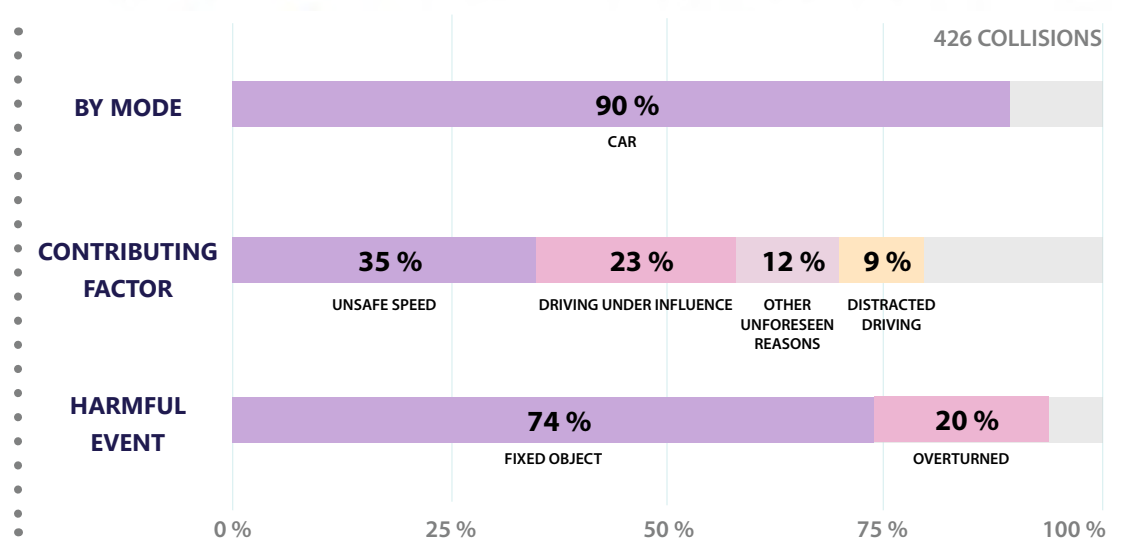
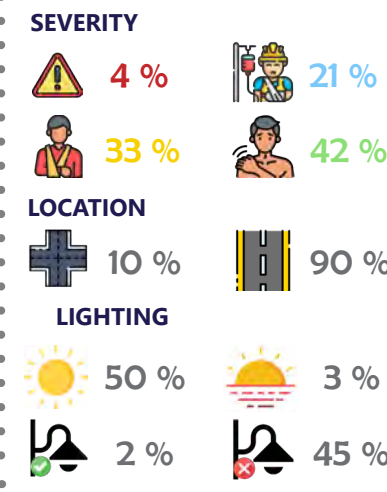
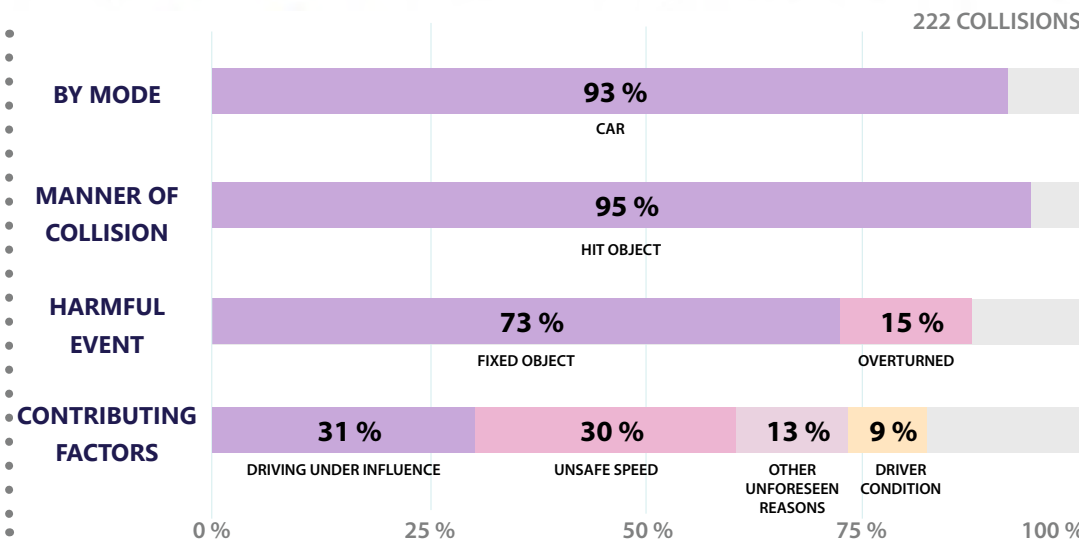
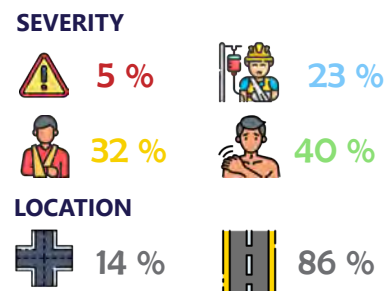
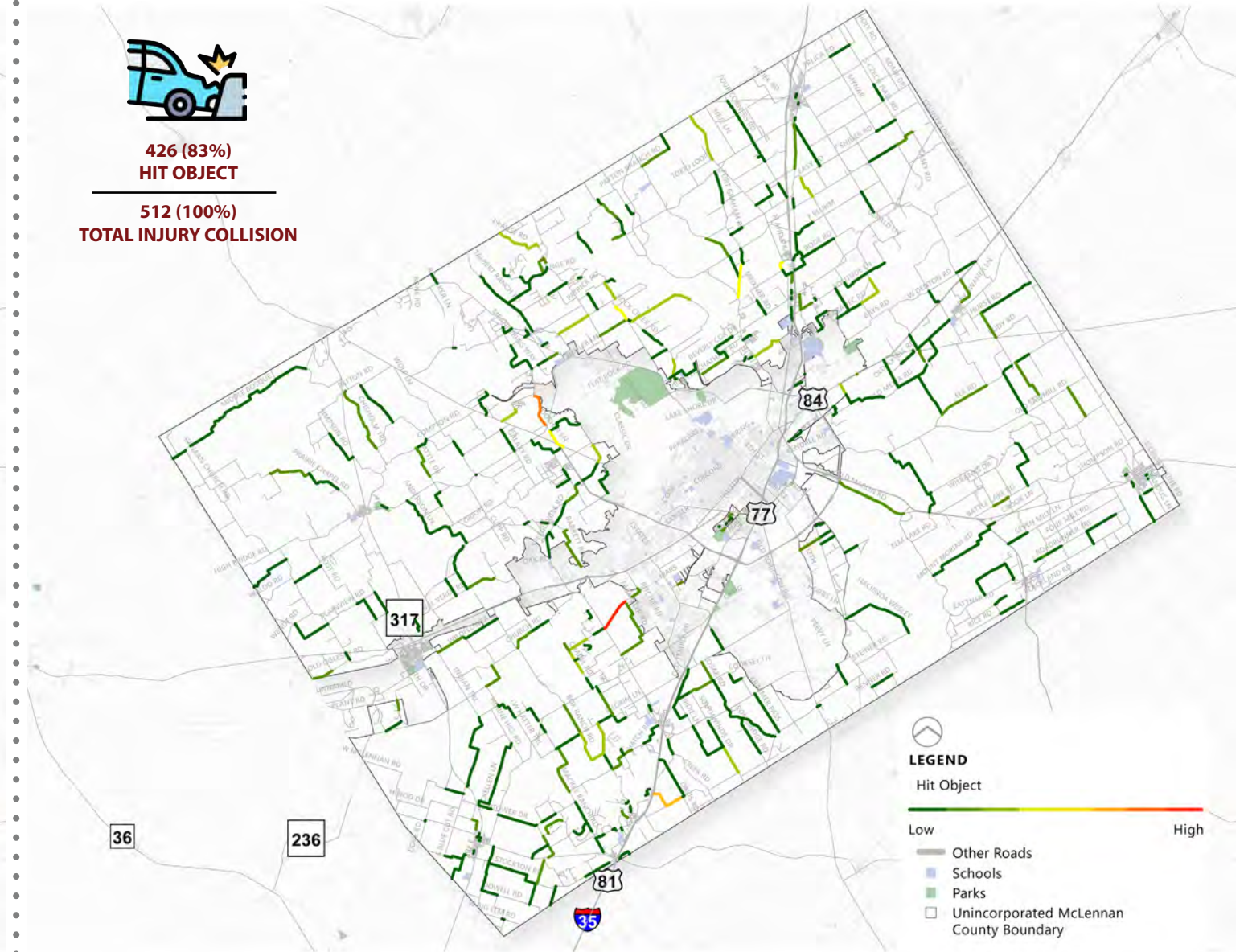


PROFILE 2 - HIT OBJECT



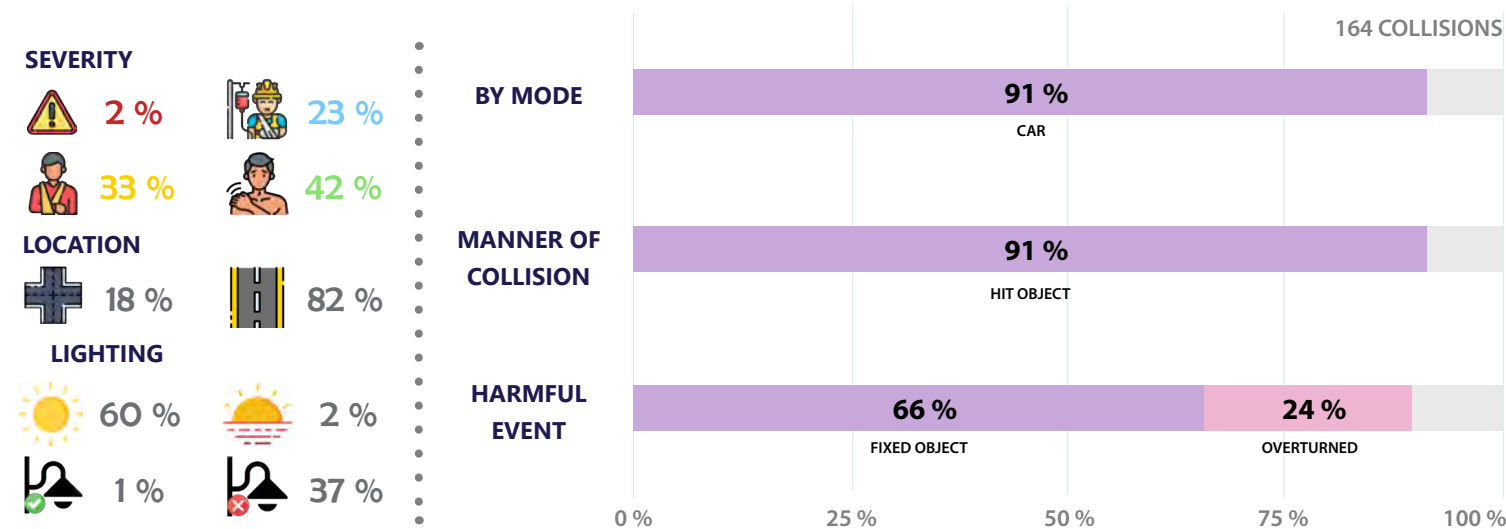
426 (83%)  
HIT OBJECT

512 (100%)  
TOTAL INJURY COLLISION

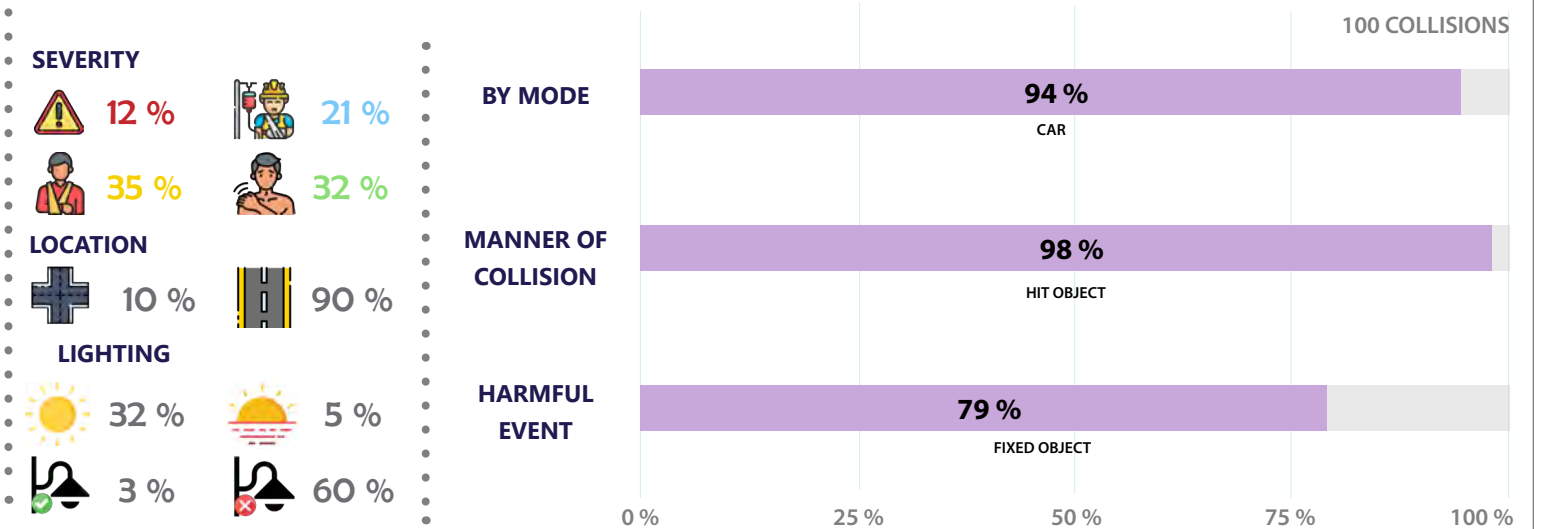


PROFILES - UNINCORPORATED MCLENNAN COUNTY

PROFILE 3 - UNSAFE SPEED



PROFILE 4 - DRIVING UNDER INFLUENCE

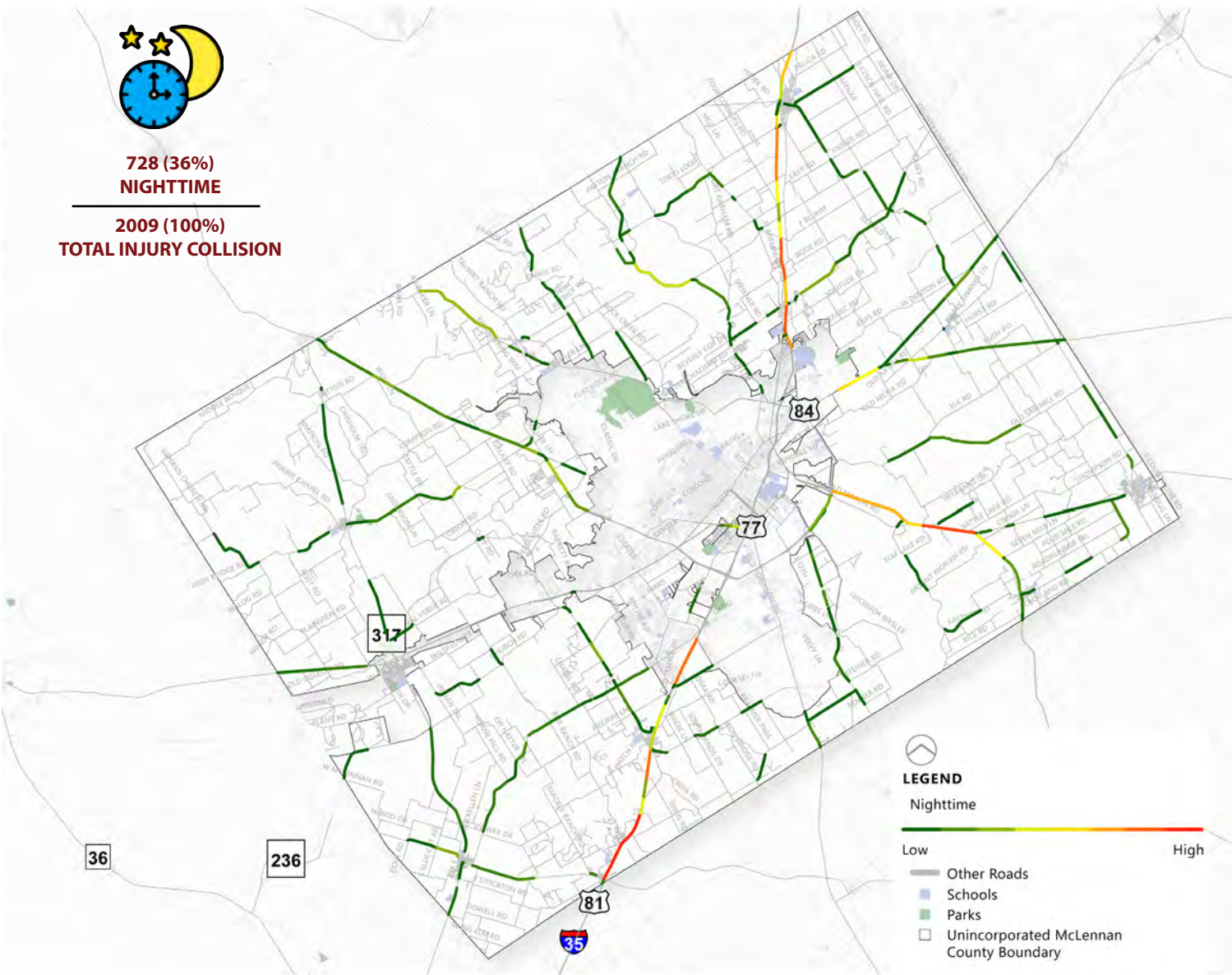


PROFILES - TXDOT

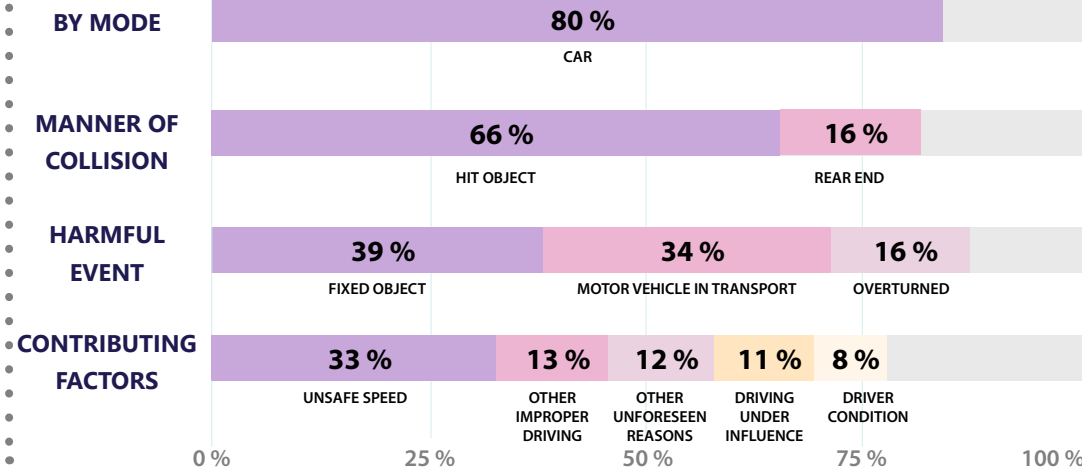
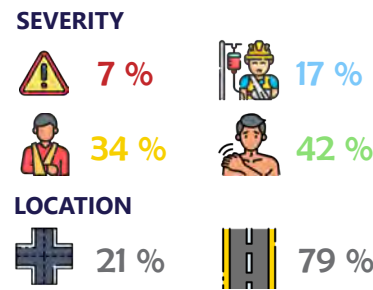
PROFILE 1 - NIGHTTIME



728 (36%)  
NIGHTTIME  
2009 (100%)  
TOTAL INJURY COLLISION



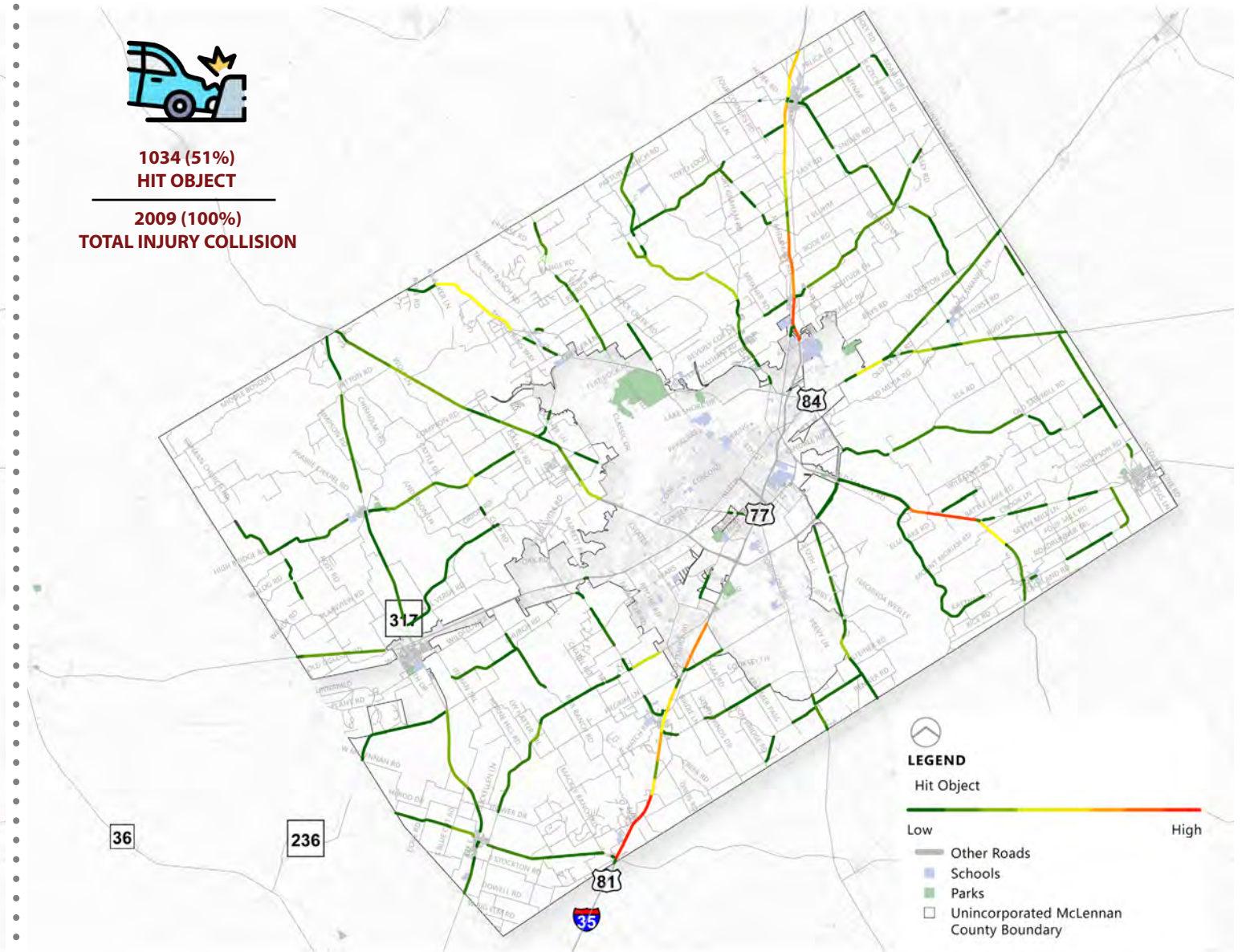
728 COLLISIONS



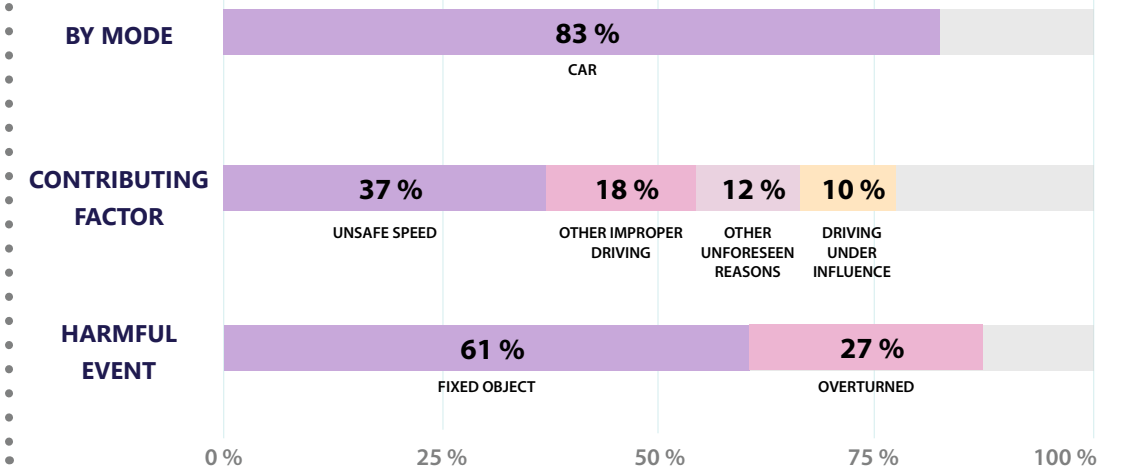
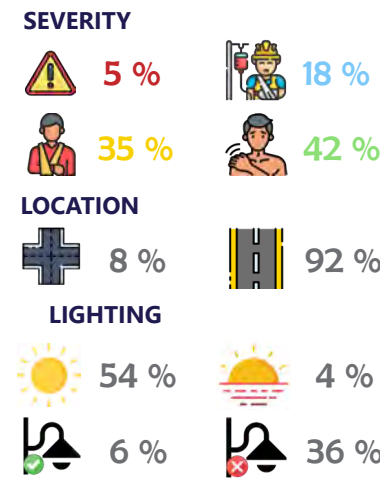
PROFILE 2 - HIT OBJECT



1034 (51%)  
HIT OBJECT  
2009 (100%)  
TOTAL INJURY COLLISION



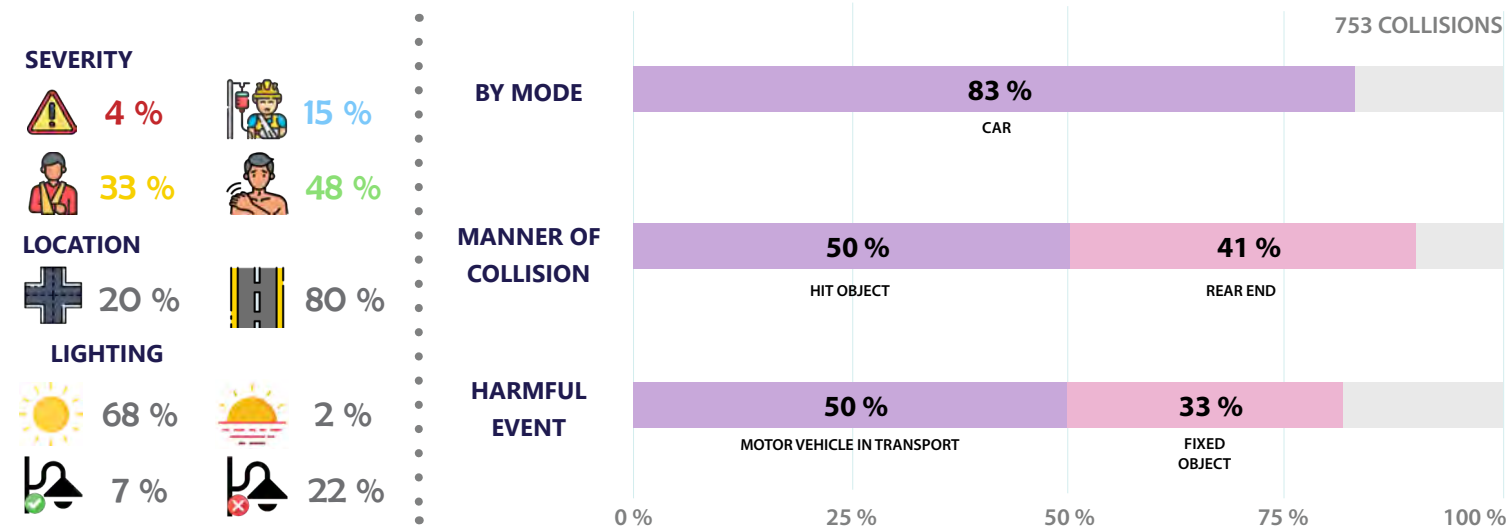
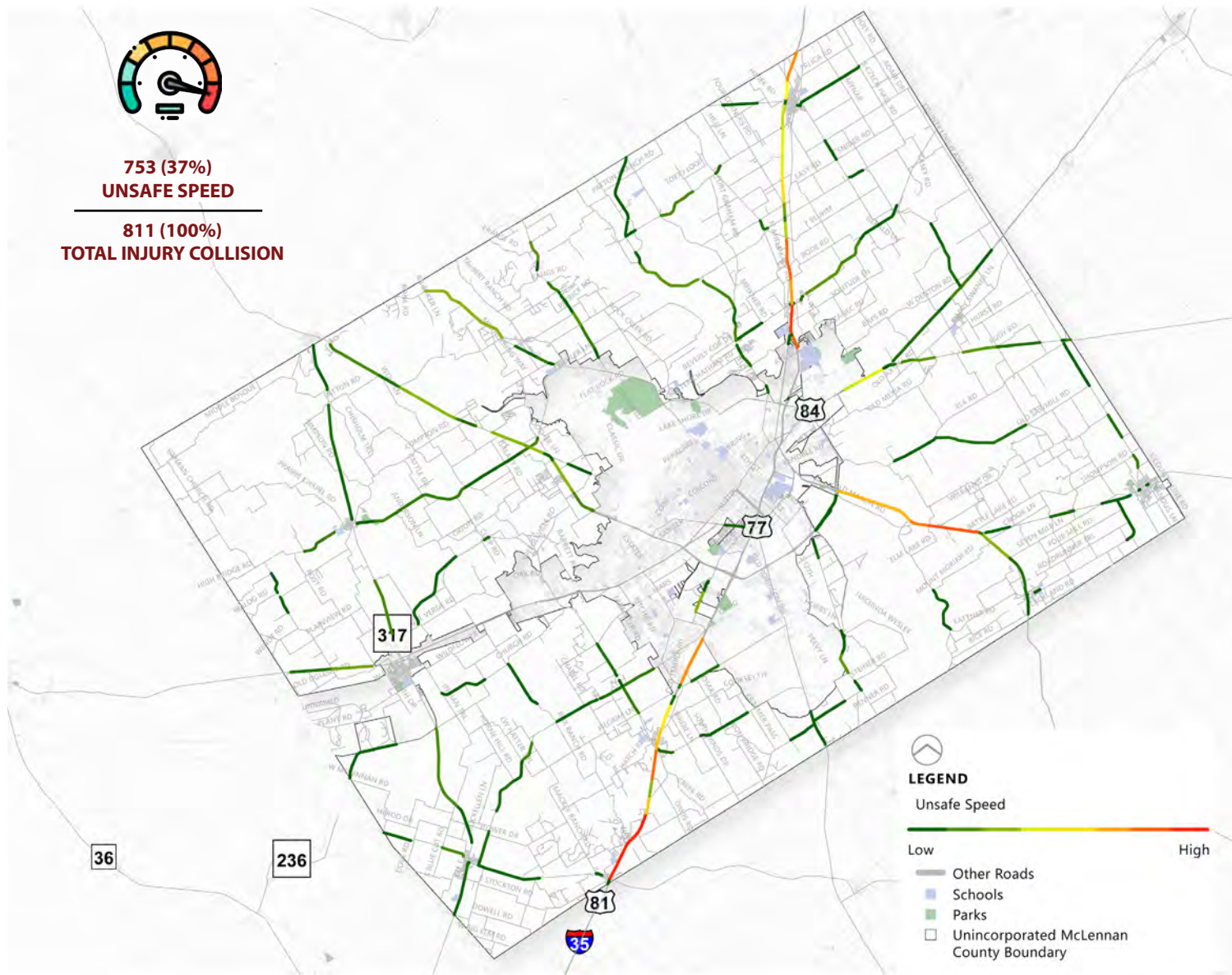
1034 COLLISIONS



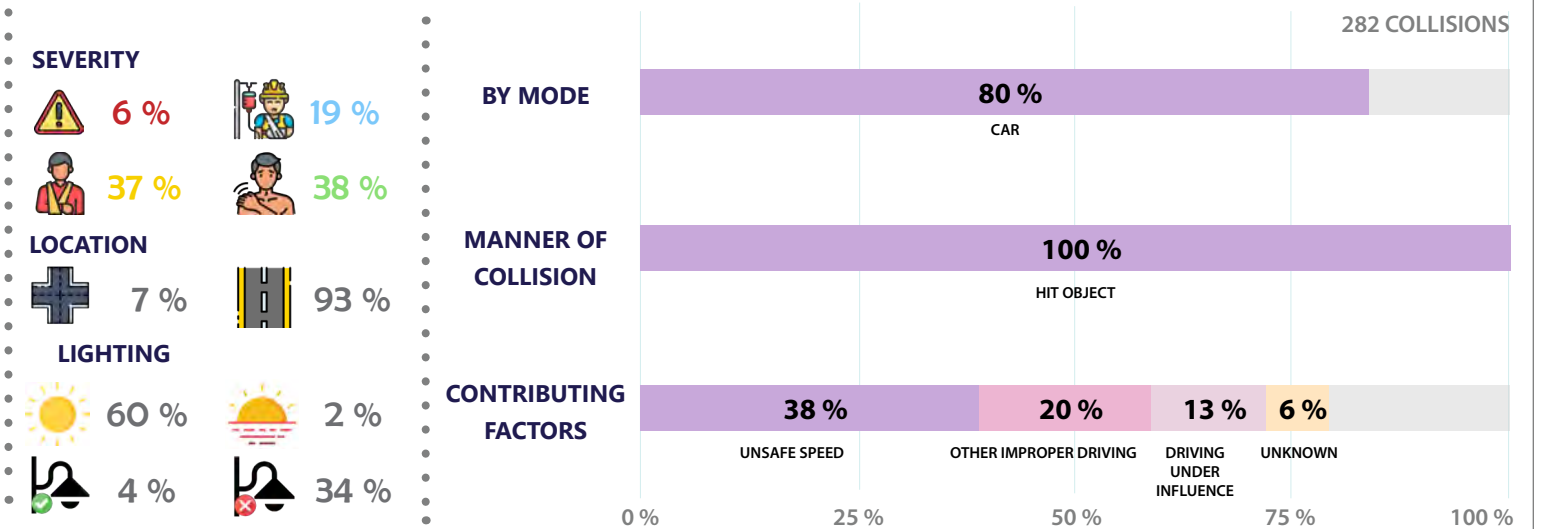
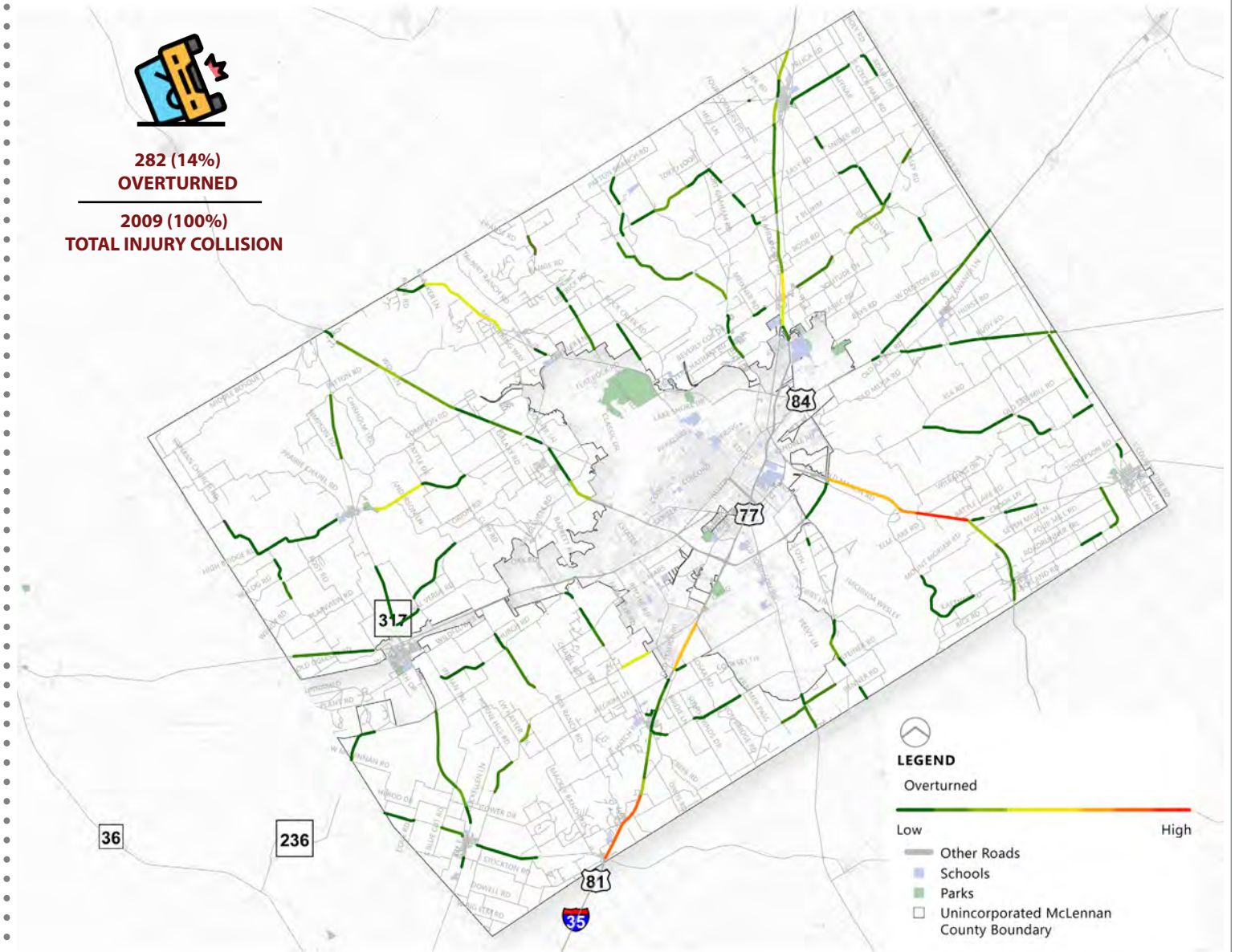


PROFILES - TXDOT

PROFILE 3 - UNSAFE SPEED

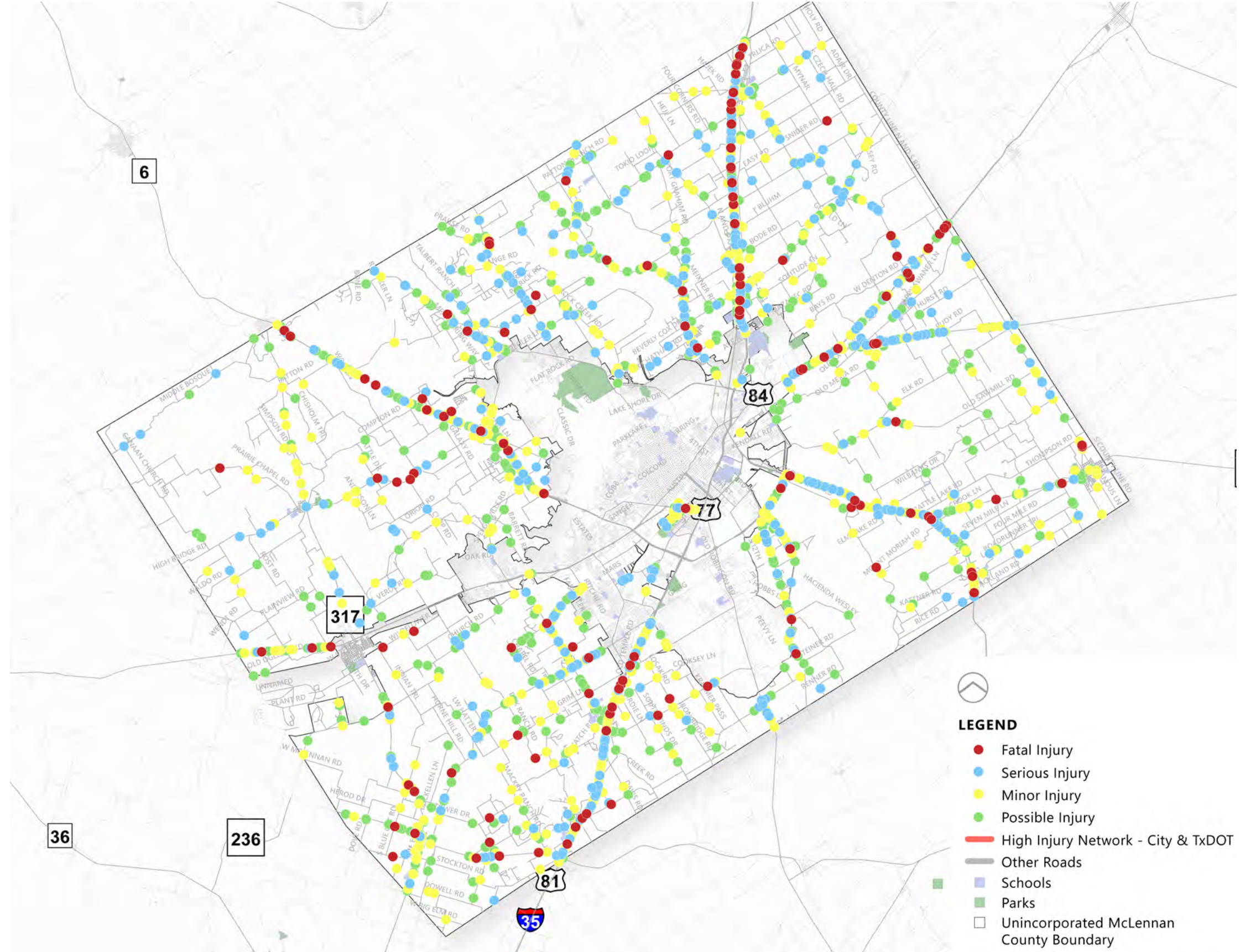


PROFILE 4 - OVERTURNED



## PEDESTRIAN CONNECTIVITY IMPROVEMENTS FOR UNINCORPORATED NEIGHBORHOODS

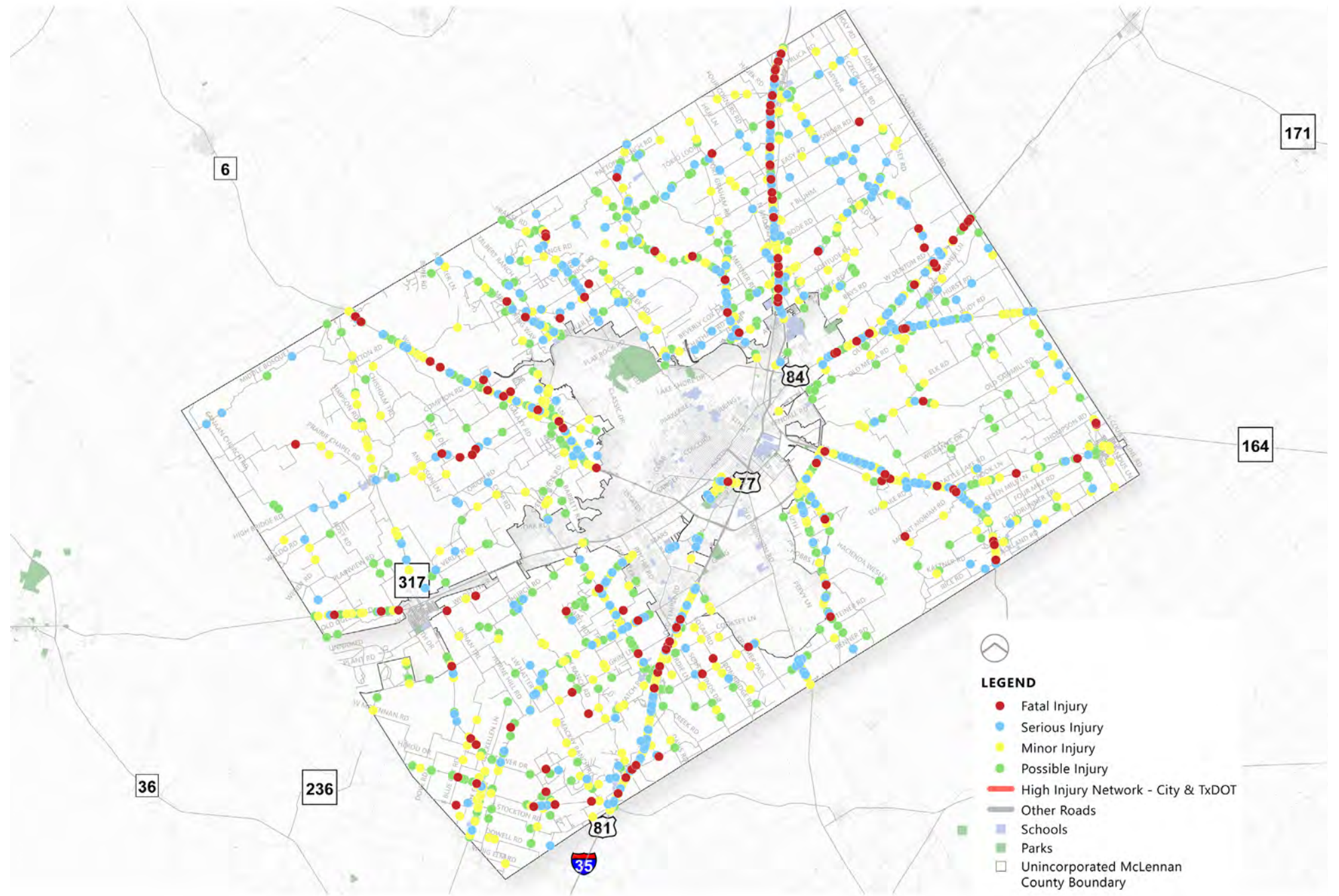
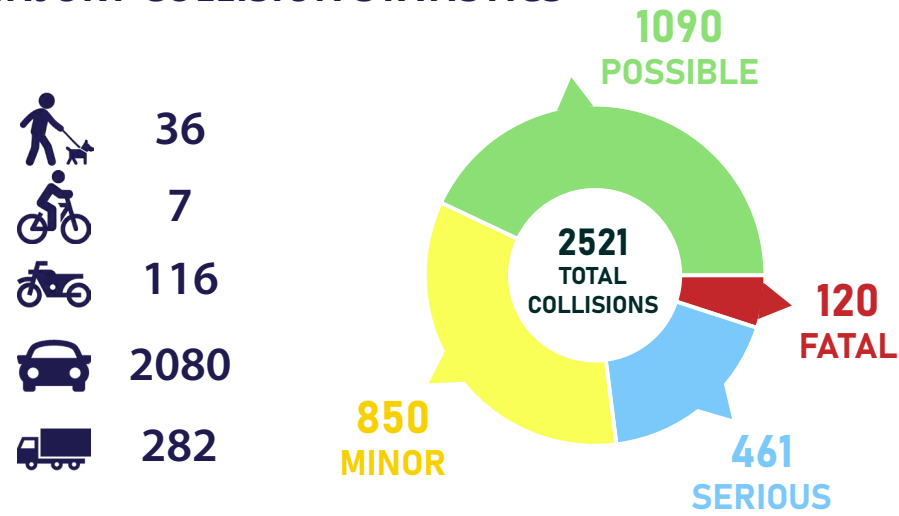
Many of the unincorporated neighborhoods in McLennan County lack adequate pedestrian infrastructure, creating challenges for residents who rely on walking or using mobility aids to get around. There is a need to improve pedestrian connectivity in these areas through the construction of new sidewalks, crosswalks, and other safety features. This project would aim to enhance walkability and accessibility, providing residents with safer routes to access local amenities, public transportation, and community resources. The project scope should involve surveying existing conditions, identifying high-priority corridors and intersections, and implementing a comprehensive plan to fill gaps in the pedestrian network. This investment in pedestrian infrastructure would greatly improve quality of life and promote more sustainable, equitable transportation options for unincorporated McLennan County.



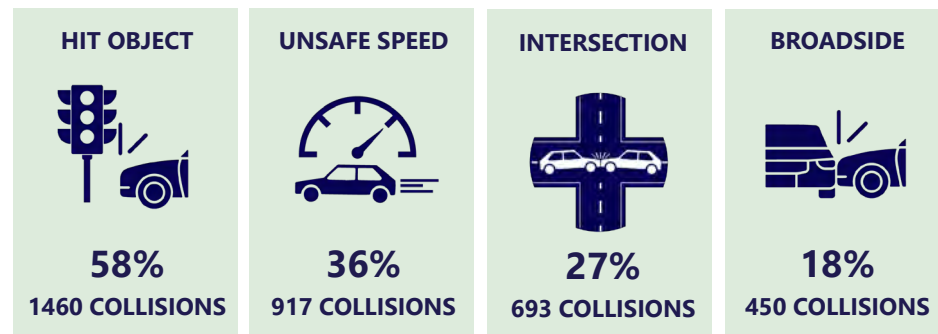
## PROJECT 1: COUNTYWIDE SIGN INVENTORY

McLennan County is proposing a Countywide Sign Inventory and Pavement Delineation project to improve roadway safety and navigation for drivers. The proposed initiative would commence with a thorough assessment of all existing traffic signs throughout the county to identify any that are damaged, faded, obstructed, or non-compliant with current regulations regarding reflectivity. Such signs would be replaced as necessary to ensure clear visibility during both day and night. Additionally, the project would encompass surveying all road markings, including lane lines, turn arrows, crosswalks, and other pavement delineations across the county.

### INJURY COLLISION STATISTICS



### TRENDS



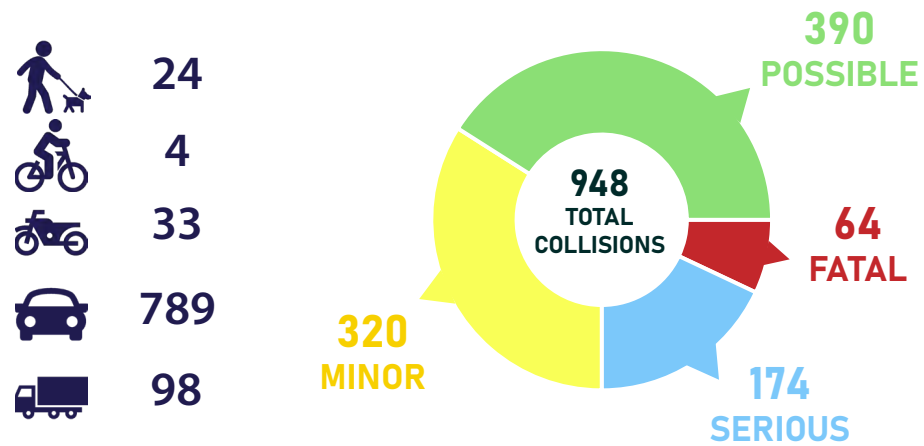
### ESTIMATED COST OF IMPROVEMENT

IMPROVEMENTS	LIMIT	ESTIMATED COST
Sign Inventory	Countywide	\$4,418,800
	CONTINGENCY COST	\$883,800
	ENGINEERING COST	\$1,325,700
	<b>TOTAL COST</b>	<b>\$6,628,300</b>

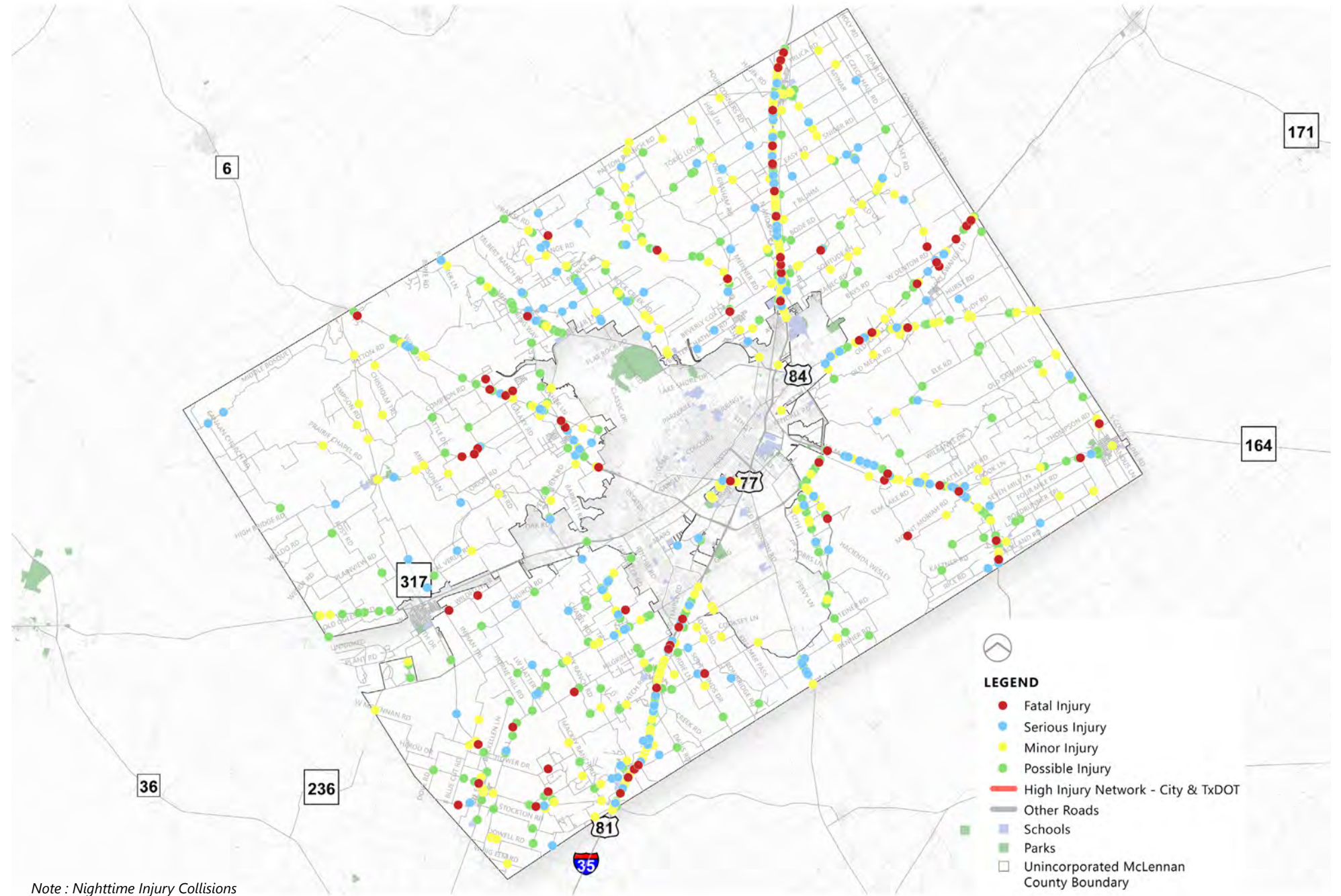
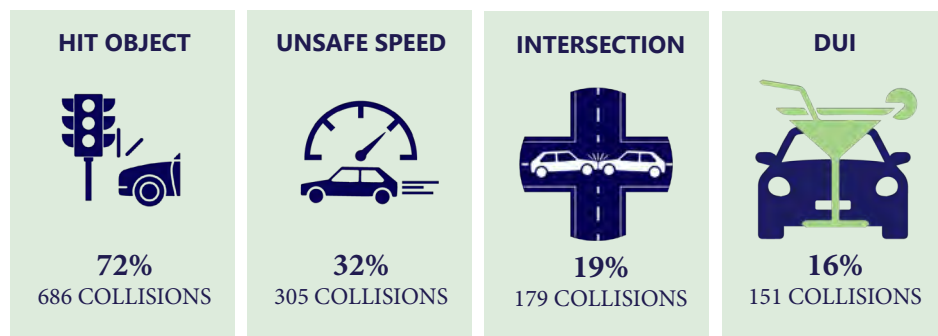
## PROJECT 2: COUNTYWIDE STREET LIGHT INVENTORY

McLennan County is proposing a Countywide Street Light Inventory and Replacement initiative designed to improve nighttime visibility and safety for motorists, cyclists, and pedestrians. This project involves conducting a comprehensive inventory of all current streetlights across the unincorporated county to identify missing streetlights, update outdated inventories, generate reports for non-functioning fixtures, and identify types of lights. Subsequently, outdated, damaged, or inadequately illuminating lights will be replaced with new LED streetlights. It is expected that the enhanced lighting will reduce injury crashes and enhance safety for both residents and visitors navigating county roads during the nighttime hours.

### NIGHTTIME INJURY COLLISION STATISTICS



### TRENDS



### ESTIMATED COST OF IMPROVEMENT

IMPROVEMENTS	LIMIT	ESTIMATED COST
Countywide Street Light Inventory	Countywide	\$14,291,200
	CONTINGENCY COST	\$2,858,240
	ENGINEERING COST	\$6,002,400
	<b>TOTAL COST</b>	<b>\$23,151,840</b>

Ritchie Road, a two-lane major collector with a center two way left turn lane, provide direct access to Park Hill Elementary School. The speed limit is set at 30 mph along the corridor.

**EXISTING CONDITIONS**






**Existing Condition:**  
Ritchie Rd at Park Place Dr facing north



**Existing Condition:**  
Ritchie Rd at Warren Rd facing south

**ESTIMATED COST OF IMPROVEMENT**

3: RITCHIE RD- PEDESTRIAN CONNECTIVITY IMPROVEMENTS			
	IMPROVEMENTS	LOCATIONS	ESTIMATED COST
	Install Sidewalk		\$611,600
	Install Crosswalk	From Warren Rd to Park Place Dr	\$2,300
	Install Rectangular Rapid Flashing Beacon (RRFB)		\$23,000
		CONTINGENCY COST	\$127,400
		ENGINEERING COST	\$267,600
		<b>TOTAL COST</b>	<b>\$1,031,900</b>



■ Fatal Injury   
 ■ Serious Injury   
 ■ Minor Injury   
 ■ Possible Injury

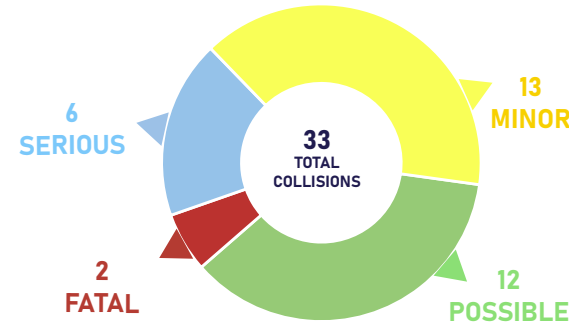
## PROJECT 4: AVIATION PARKWAY & US-84- INTERSECTION SAFETY IMPROVEMENTS

An intersection of Aviation Parkway & US-84 is a signalized intersection. The speed limit for approaching this intersection is 70 mph on US-84 and 30 mph on Aviation Parkway.



### INJURY COLLISION STATISTICS

- 0
- 0
- 1
- 23
- 9



### TRENDS

REAR END	BROADSIDE	NIGHTTIME	UNSAFE SPEED
<b>48%</b> 16 COLLISIONS	<b>42%</b> 14 COLLISIONS	<b>36%</b> 12 COLLISIONS	<b>36%</b> 12 COLLISIONS

### EXISTING CONDITIONS



**Existing Condition:**  
Aviation Pkwy at US-84 facing south

**Existing Condition:**  
US-84 at Aviation Pkwy facing east



### ESTIMATED COST OF IMPROVEMENT

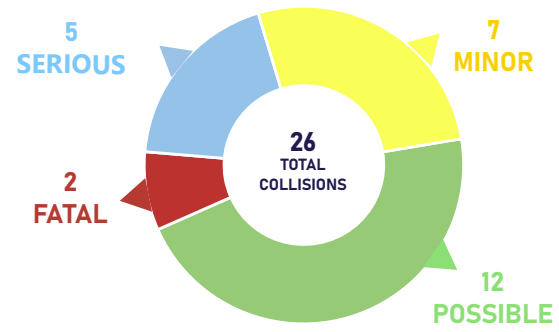
4: AVIATION PKWAY & US-84- INTERSECTION SAFETY IMPROVEMENTS			
	IMPROVEMENTS	LOCATIONS	ESTIMATED COST
	Dilemma Zone Detection	Aviation Pkwy & US-84	\$11,500
	High Friction Surface Treatment		\$245,600
	Upgrade Striping		\$11,500
	Install Street Lighting		\$132,300
	Upgrade Pavement Markings		\$1,500
	Signal Hardware Upgrade		\$15,600
		CONTINGENCY COST	\$83,600
		ENGINEERING COST	\$175,600
		<b>TOTAL COST</b>	<b>\$677,200</b>

■ Fatal Injury   
 ■ Serious Injury   
 ■ Minor Injury   
 ■ Possible Injury

An interchange of IH-35 service roads and Ross Road is stop controlled on Ross Road. The speed limit for approaching this intersection is 45 mph on IH-35 service roads and 60 mph on Ross Road.

**INJURY COLLISION STATISTICS**

- 1
- 0
- 0
- 22
- 3



**TRENDS**

BROADSIDE	AUTOMOBILE ROW	NIGHTTIME	DISREGARD OF SIGNS & SIGNALS
<b>77%</b> 20 COLLISIONS	<b>46%</b> 12 COLLISIONS	<b>23%</b> 6 COLLISIONS	<b>23%</b> 6 COLLISIONS

**EXISTING CONDITIONS**



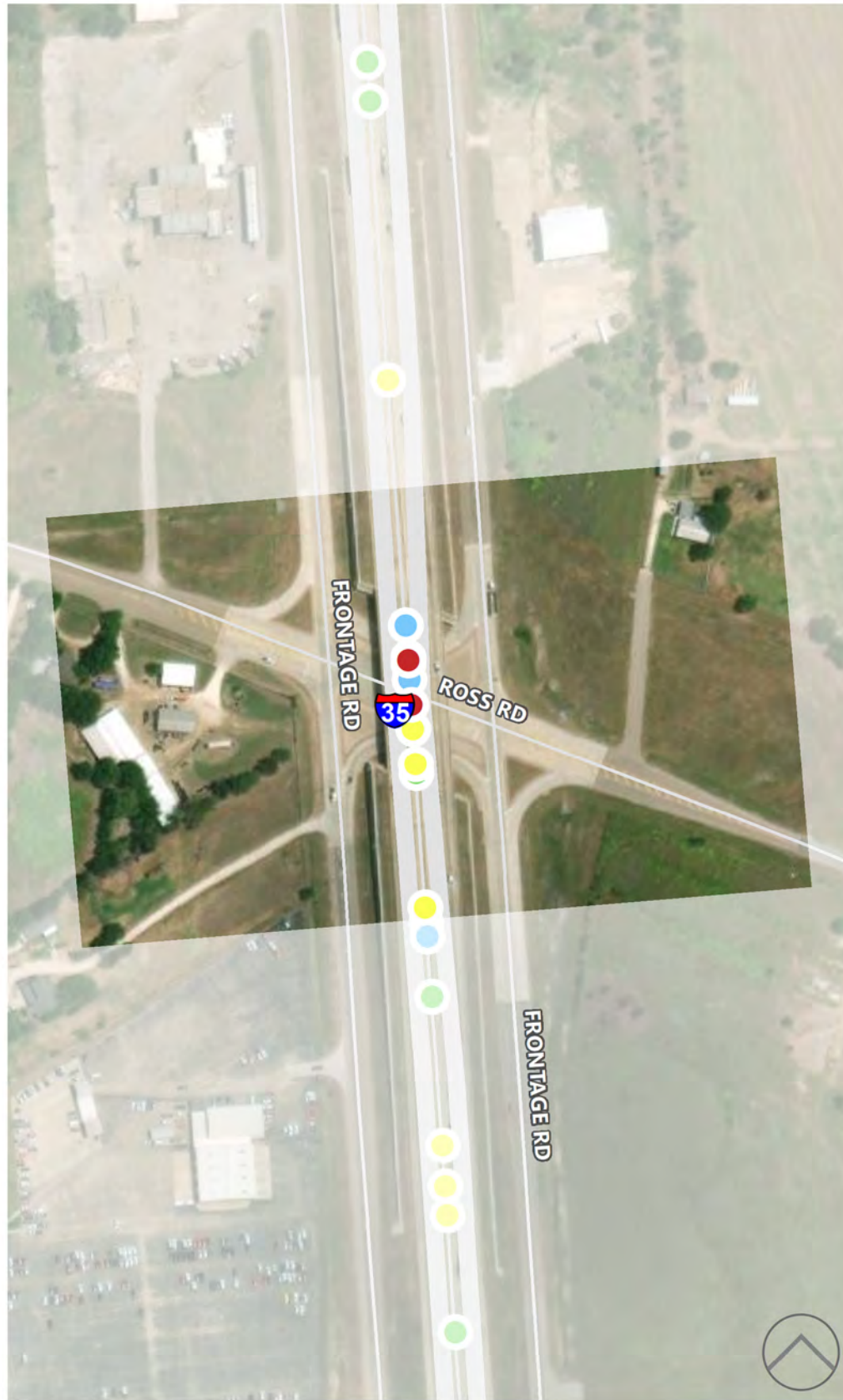
**Existing Condition:**  
Ross Rd at IH 35 facing west

**Existing Condition:**  
Ross Rd at IH 35 facing east



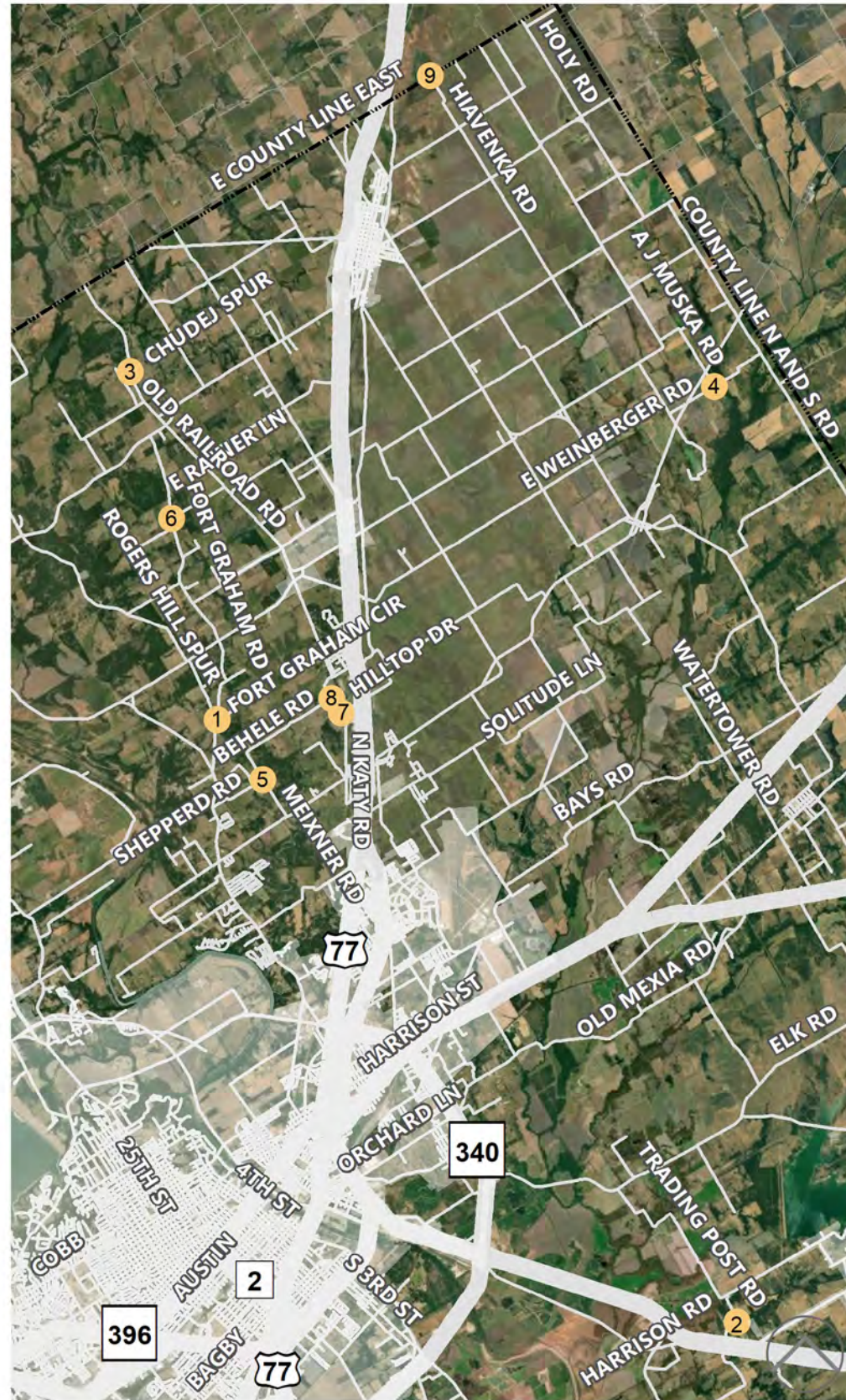
**ESTIMATED COST OF IMPROVEMENT**

5: IH-35 & ROSS RD- INTERSECTION SAFETY IMPROVEMENTS			
	IMPROVEMENTS	LOCATIONS	ESTIMATED COST
	Convert to All Way Stop		\$1,200
	Sign Upgrades	IH-35 & Ross Rd	\$5,100
	Striping Upgrades		\$500
	Install Warning Flashing Beacons		\$46,000
			CONTINGENCY COST
		ENGINEERING COST	\$22,200
		<b>TOTAL COST</b>	<b>\$85,600</b>



■ Fatal Injury    
 ■ Serious Injury    
 ■ Minor Injury    
 ■ Possible Injury

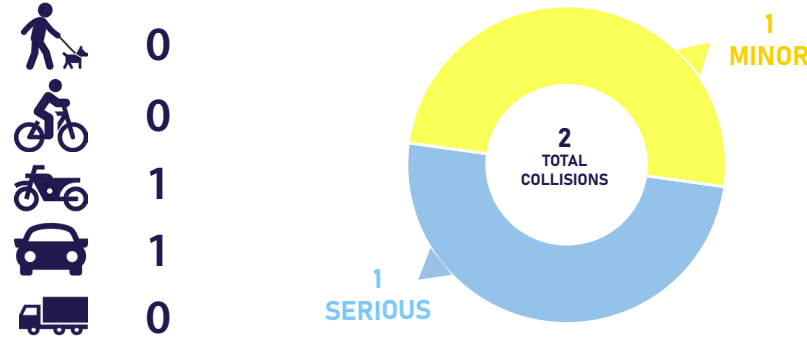
## PROJECT 6: COUNTYWIDE- INTERSECTION SAFETY IMPROVEMENTS



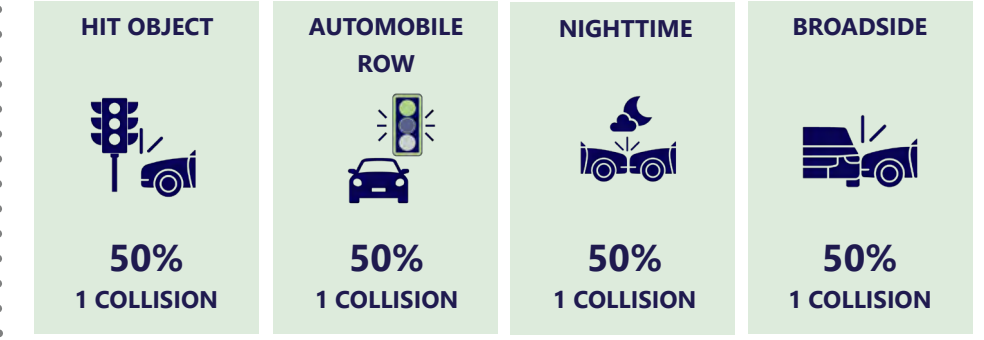
■ Fatal Injury   
 ■ Serious Injury   
 ■ Minor Injury   
 ■ Possible Injury

McLennan County is planning to implement a series of intersection safety improvements at several key locations throughout the unincorporated areas. These upgrades aim to enhance traffic flow and reduce the risk of collisions, focusing on high-volume intersections that had previously experienced safety concerns. The improvements include sign and pavement delineation upgrades, installation of object markers, clearing sight distance obstructions, installation or upgrades to intersection lighting, and stop control upgrades.

### INJURY COLLISION STATISTICS



### TRENDS

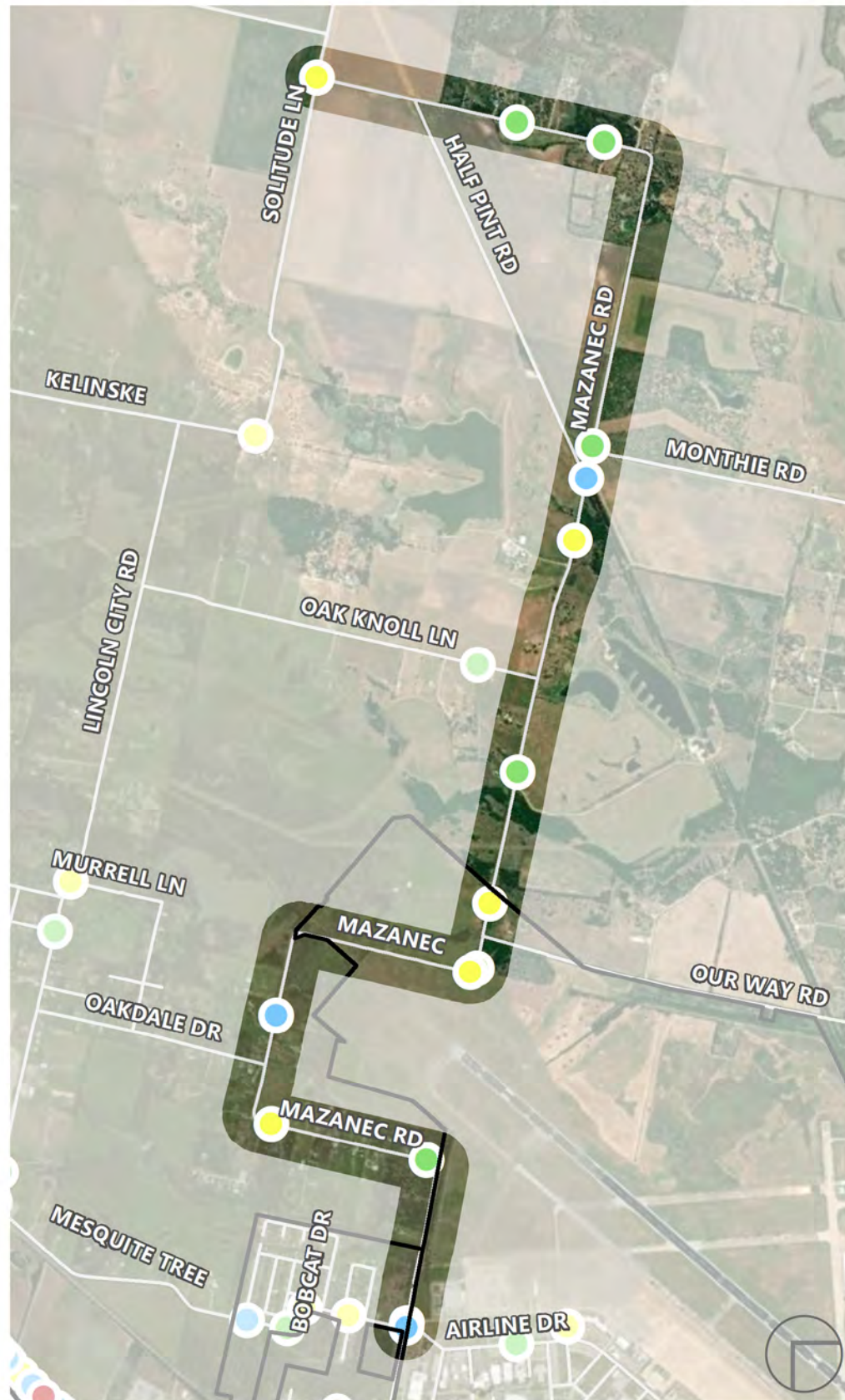


### ESTIMATED COST OF IMPROVEMENT

6: COUNTYWIDE- INTERSECTION SAFETY IMPROVEMENTS		
IMPROVEMENTS	LOCATIONS	ESTIMATED COST
Sign and Pavement Delineation Upgrades Install Object Markers Clear Sight Distance Install or Upgrade Intersection Lighting Stop Control Upgrades or Additions	Rogers Hill Spur and Fort Graham Rd	\$87,800
	Hlavenka Rd & E County Line East	\$61,300
	Beheler Rd & N Katy Rd	\$49,300
	E Hilltop Dr & N Katy Rd	\$61,400
	E Rainer Ln & Fort Graham Rd	\$50,300
	Meixner Rd & Shepperd Rd	\$64,300
	A J Muska Rd & E Weinberger Rd	\$61,600
	Chudej Spur & Old Railroad Rd	\$75,900
	Harrison Rd & Trading Post Rd	\$668,200
	CONTINGENCY COST	\$236,100
	ENGINEERING COST	\$495,700
	<b>TOTAL COST</b>	<b>\$1,911,900</b>



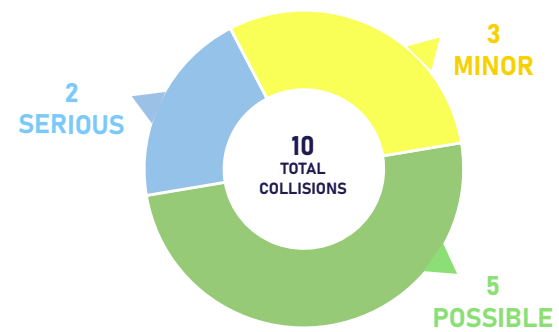
# PROJECT 7: MAZANEC ROAD- CORRIDOR SAFETY IMPROVEMENTS



Mazanec Road, a two-lane county road, runs through a rural and agricultural area from Solitude Lane to Mesquite Tree Road. The speed limit is set at 45 mph along the entire corridor.

## INJURY COLLISION STATISTICS

- 0
- 0
- 0
- 10
- 0



## TRENDS

HIT OBJECT	UNSAFE SPEED	NIGHTTIME	INTERSECTION
<b>90%</b> 9 COLLISIONS	<b>70%</b> 7 COLLISIONS	<b>30%</b> 3 COLLISIONS	<b>20%</b> 2 COLLISIONS

## EXISTING CONDITIONS



**Existing Condition:**  
Mazanec Rd at Our Way Rd facing east



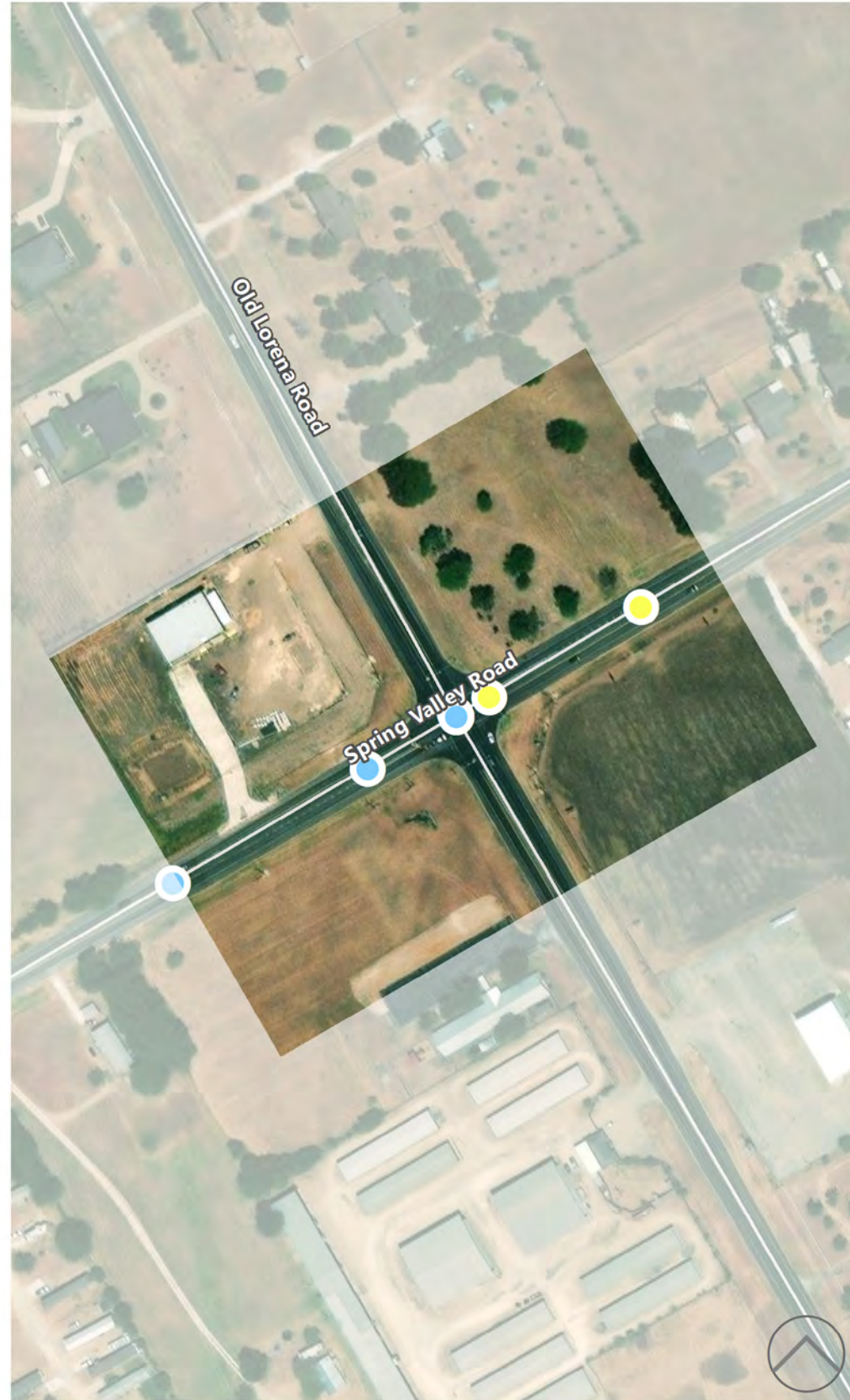
**Existing Condition:**  
Mazanec Rd at Oakdale Dr facing west

## ESTIMATED COST OF IMPROVEMENT

7: MAZANEC RD- CORRIDOR SAFETY IMPROVEMENTS			
	IMPROVEMENTS	LOCATIONS	ESTIMATED COST
	Install Paved Shoulder and Safety Edge	From Solitude Ln to Mesquite Tree Rd	\$2,208,000
	Install Striping		\$407,100
	Install Guard Rail		\$50,600
	Clear Recovery Zone		\$20,200
		CONTINGENCY COST	\$537,200
		ENGINEERING COST	\$1,128,100
		<b>TOTAL COST</b>	<b>\$4,351,200</b>

■ Fatal Injury   
 ■ Serious Injury   
 ■ Minor Injury   
 ■ Possible Injury

## PROJECT 8: FM 2113 & FM 2837- INTERSECTION SAFETY IMPROVEMENTS

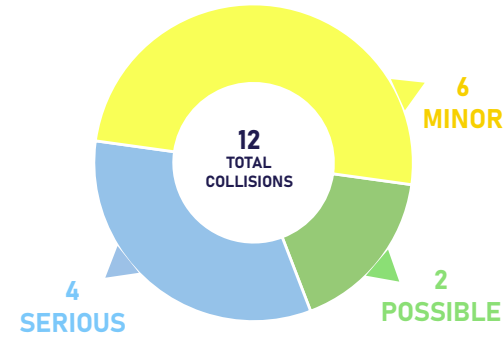


■ Fatal Injury   
 ■ Serious Injury   
 ■ Minor Injury   
 ■ Possible Injury

The intersection of FM 2113 (Spring Valley Road) and FM 2837 (Old Lorena Road) is a signalized intersection. The speed limit for approaching this intersection is 60 mph on all approaches.

### INJURY COLLISION STATISTICS

- 0
- 0
- 1
- 10
- 1



### TRENDS

BROADSIDE	NIGHTTIME	UNSAFE SPEED	REAR END
<b>67%</b> 8 COLLISIONS	<b>42%</b> 5 COLLISIONS	<b>33%</b> 4 COLLISIONS	<b>33%</b> 4 COLLISIONS

### EXISTING CONDITIONS



**Existing Condition:**  
FM-2837 (Old Lorena Rd) at FM-2113 (Spring Valley Rd) facing north

**Existing Condition:**  
FM-2837 (Old Lorena Rd) at FM-2113 (Spring Valley Rd) facing south



### ESTIMATED COST OF IMPROVEMENT

#### 8: FM 2113 (SPRING VALLEY RD) & FM 2837 (OLD LORENA RD)- INTERSECTION SAFETY IMPROVEMENTS

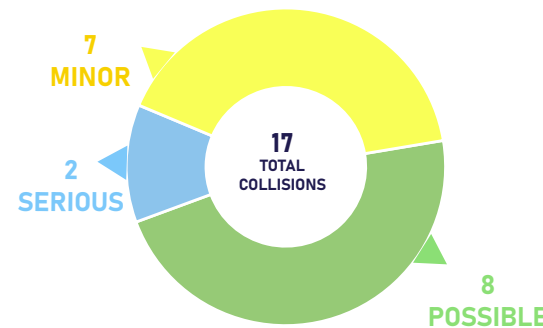
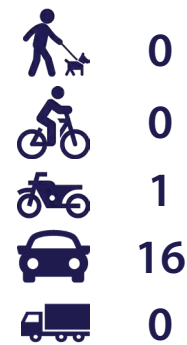
	IMPROVEMENTS	LOCATIONS	ESTIMATED COST
	Install Approach Median		\$266,700
	Signal Hardware Upgrade	FM-2113 (Spring Valley Rd) and FM-2837 (Old Lorena Rd)	\$13,800
	Upgrade to Protected Left Turns		\$9,700
		CONTINGENCY COST	\$58,100
		ENGINEERING COST	\$122,000
		<b>TOTAL COST</b>	<b>\$470,300</b>

# PROJECT 9: ROCK CREEK ROAD- CORRIDOR SAFETY IMPROVEMENTS

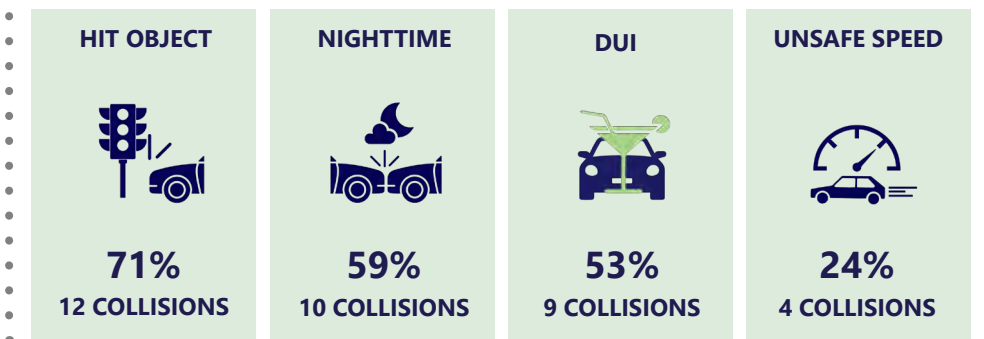


Rock Creek Road, a two-lane county road, runs through a mix of rural and residential areas between Rock Creek Loop and the Waco city limit. The speed limit is set at 40 mph along the corridor.

## INJURY COLLISION STATISTICS



## TRENDS



## EXISTING CONDITIONS



**Existing Condition:**  
Rock Creek Rd at Galley Winter Ln facing west

**Existing Condition:**  
Rock Creek Rd at Horse Shoe Bend Rd facing east



## ESTIMATED COST OF IMPROVEMENT

9: ROCK CREEK RD- CORRIDOR SAFETY IMPROVEMENT			
IMPROVEMENTS	LOCATIONS	ESTIMATED COST	
Install Striping			\$400,200
Install Guard Rail			\$23,000
Install Paved Shoulder and Safety Edge			\$402,700
Object Marker	Rock Creek Rd to Waco City Limit		\$6,900
Minor Street Sign and Striping Improvements			\$10,400
Install Intersection Lighting			\$284,700
	CONTINGENCY COST		\$225,600
	ENGINEERING COST		\$473,800
	<b>TOTAL COST</b>		<b>\$1,827,300</b>

● Fatal Injury   
 ● Serious Injury   
 ● Minor Injury   
 ● Possible Injury

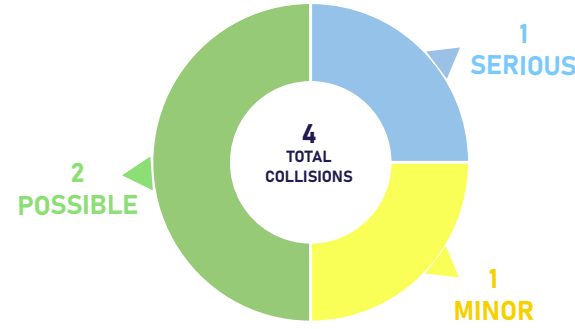
# PROJECT 10: SPEEGLEVILLE ROAD- CORRIDOR SAFETY IMPROVEMENTS

Speegleville Road, a two-lane major collector between State Highway 6 and McLaughlin Road and local Street between McLaughlin Road and Classic Drive, runs through a mix of rural and agricultural areas from State Highway 6 to Classic Drive. The speed limit is set at 50 mph along the corridor.

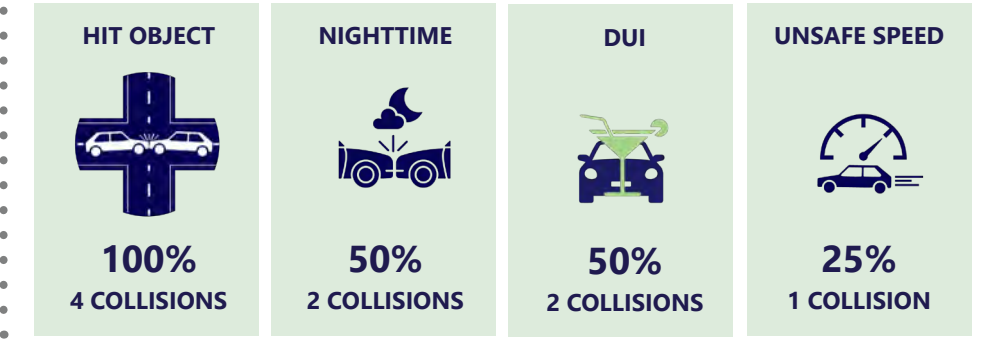


## INJURY COLLISION STATISTICS

- 0
- 0
- 0
- 4
- 0



## TRENDS



## EXISTING CONDITIONS



**Existing Condition:**  
Speegleville Rd at SH 6 facing north

**Existing Condition:**  
Speegleville Rd at Classic Dr facing south



## ESTIMATED COST OF IMPROVEMENT

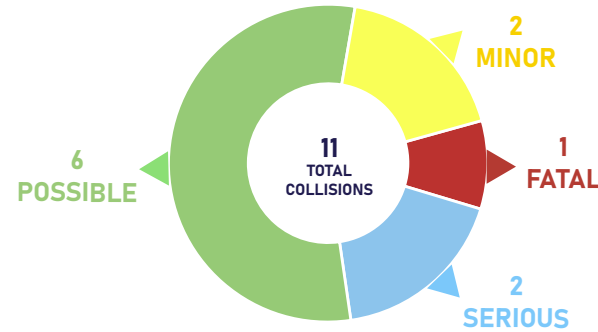
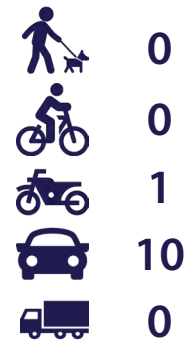
10: SPEEGLEVILLE RD- CORRIDOR SAFETY IMPROVEMENTS		
IMPROVEMENTS	LOCATIONS	ESTIMATED COST
Object Markers		\$3,800
Sign and Striping Upgrades for Curves		\$21,200
Install Centerline Striping	From SH 6 to Classic Dr	\$135,300
Install Safety Edge		\$230,000
Widen Road		\$966,000
	CONTINGENCY COST	\$271,300
	ENGINEERING COST	\$569,700
	<b>TOTAL COST</b>	<b>\$2,197,300</b>

■ Fatal Injury   
 ■ Serious Injury   
 ■ Minor Injury   
 ■ Possible Injury

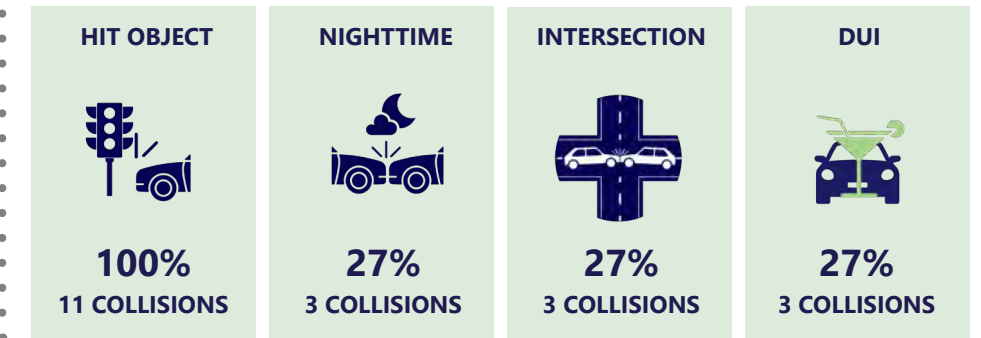
# PROJECT 11: CHAPEL ROAD- CORRIDOR SAFETY IMPROVEMENTS

Chapel Road, a two-lane county road, runs through a mix of rural and agricultural areas from FM-2837 (Old Lorena Road) to FM-2113 (Spring Valley Road). The speed limit is set at 60 mph along the entire corridor.

## INJURY COLLISION STATISTICS



## TRENDS



## EXISTING CONDITIONS



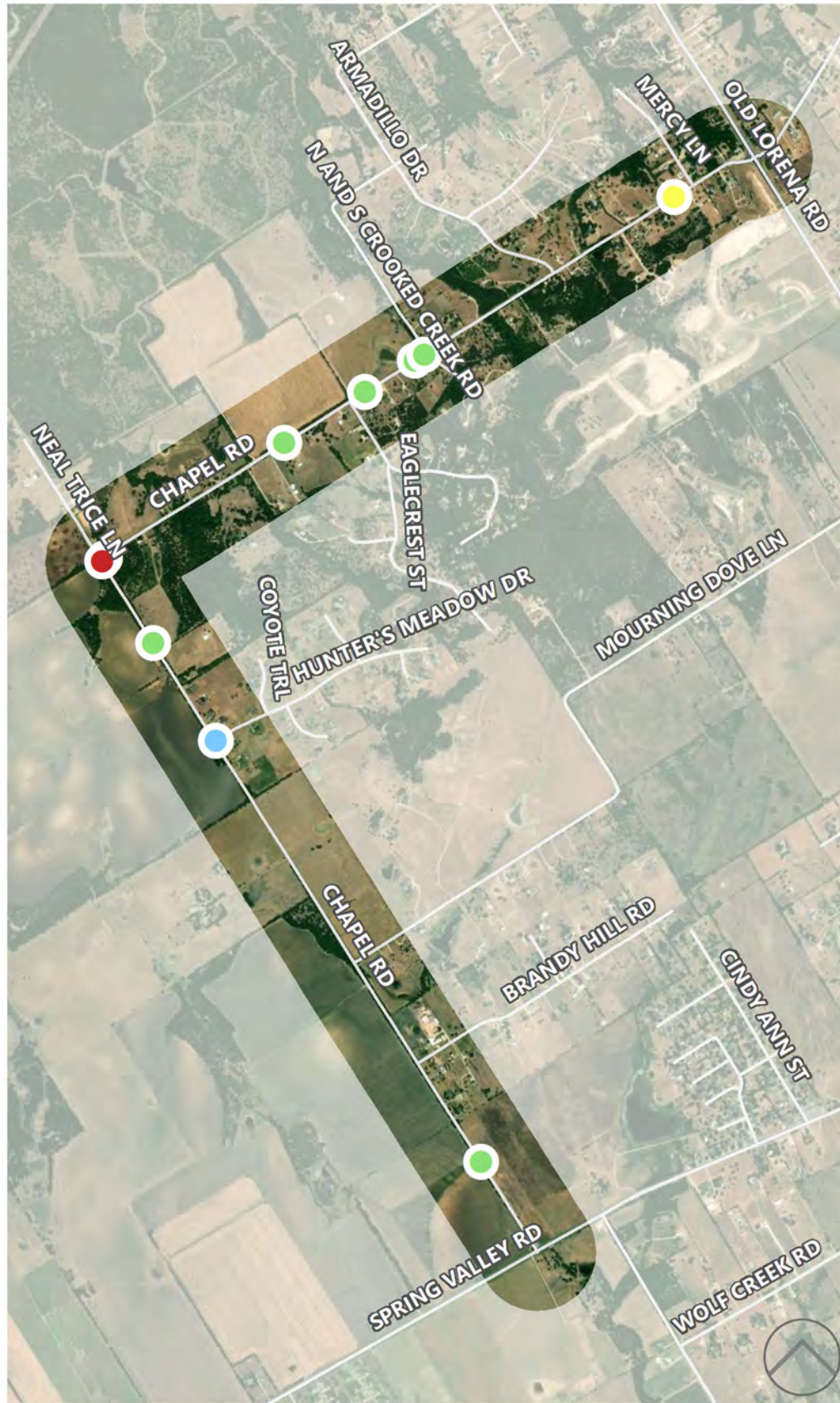
**Existing Condition:**  
Chapel Rd at Marcy Ln facing east

**Existing Condition:**  
Chapel Rd at Hunter's Meadow Dr facing north



## ESTIMATED COST OF IMPROVEMENT

11: CHAPEL RD- CORRIDOR SAFETY IMPROVEMENTS			
IMPROVEMENTS	LOCATIONS	ESTIMATED COST	
Install Striping	From FM-2837 (Old Lorena Rd) to FM-2113 (Spring Valley Rd)	\$303,600	
Install Safety Edge		\$708,400	
Sign Upgrades		\$4,200	
Widen Road		\$2,125,200	
Advance Warning Flashing Beacon		\$23,000	
Clear Sight Triangles		Neal-Trice Ln and Chapel Rd	\$4,600
Sign Upgrades and Curve Delineation			\$2,300
	CONTINGENCY COST	\$634,300	
	ENGINEERING COST	\$1,332,000	
	<b>TOTAL COST</b>	<b>\$5,137,600</b>	



● Fatal Injury   
 ● Serious Injury   
 ● Minor Injury   
 ● Possible Injury