

RM 12 AT RM 150 INTERSECTION REALIGNMENT AND ROUNDABOUT

Hays County is working to create safety and mobility improvements at the intersection of RM 12 and RM 150 in Dripping Springs.

There are 9 different roundabouts planned in the Driftwood and Dripping Springs area.



[View](#) the video simulation showing how traffic moves through the intersection.



Example of a roundabout currently under construction at RM 3237 and RM 150, anticipated to be complete summer 2022

BACKGROUND

HAYS COUNTY TRANSPORTATION PLAN, 2013

- Identified the need for the extension of RM 150 around Dripping Springs to connect to US 290 at Roger Hanks Parkway
- Included a realignment from near Oak Springs to create a town center and align with the extension of RM 150

RM 150 WEST CHARACTER PLAN, 2017

- Identified concept for the RM 12 and RM 150 intersection roundabout and desire for future extension of RM 150
- Through community engagement the concept for roundabouts was preferred over traffic signals with the intent to preserve natural character, calm traffic speeds, reduce the number of traffic signals, and provide gateway entrances to cities







Hays County Transportation Plan, 2013

ROUNDBABOUT BENEFITS

The roundabout shows improved **long-term efficiency, more efficient flow of vehicles, and reduction of high-speed accidents** compared to a signalized intersection.

	ROUNDBABOUT	SIGNALIZED INTERSECTION
Right of Way	3.7 acres	2.7 acres
Short-term efficiency and flow of vehicles	High level of service	High level of service
Long-term efficiency and flow of vehicles	High level of service	Reduced level of service in long-term and increased congestion
Safety	Reduced speeds and reduced crash severity	No expected change in crash type or severity
Constructability	Phased construction will have impacts on existing traffic	Existing traffic maintained during construction

ROUNDBABOUT BENEFITS

-  **SLOWER SPEEDS** Roundabouts have an average speed of 25 mph and reduce the severity of crashes.
-  **NO LIGHT TO BEAT** Promotes a continuous, circular traffic flow. No incentive to speed up to try and "beat the light."
-  **FEWER ACCIDENTS** Curved roads and one-way travel around the roundabout eliminate the possibility for T-bone and head-on collisions.
-  **LOWER COST LONG-TERM** No cost for hardware, maintenance and electrical costs associated with traffic signals, which can cost between \$5,000 and \$10,000 per year.

ENVIRONMENTALLY FRIENDLY

Roundabouts help reduce:



Noise pollution



Vehicle emissions



Air pollution



Fuel consumption

IMPROVEMENTS

- Realigning the intersection to the south to avoid impacts to Phillips Cemetery and align with the future extension of RM 150
- Installing a one-lane roundabout with the capacity to expand to two lanes if needed in the future



DESIGN PLANS



LEGEND

- Proposed ROW
- Property Lines
- Existing ROW
- Proposed Culvert
- ➡ Flow Arrows
- Dark Skies Compliant Safety Lighting

LIGHTING PLANS

- 9 lights on 30-foot-tall poles
- Have been dark sky compliant since the initial design submission while meeting TxDOT Design Standards
- Extra steps taken to change the lighting to a warmer amber color and reduce glare (2700 Kelvin)

BENEFITS OF DARK SKY COMPLIANT LIGHTING:

- Preserves local character and allows for more visibility of night skies for stargazing
- Reduces impact to natural habitat for birds and other wildlife
- Reduces glare and lessens the amount of light reflecting off of the roadway



Example of conventional lighting with brighter white color and more glare.



Example of dark-sky compliant lighting with warmer color and less glare.

STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROUNDABOUT
EXHIBIT
STATE AID PROJECT NO. xxxxxx
RM 12 AT RM 150
HAYS COUNTY

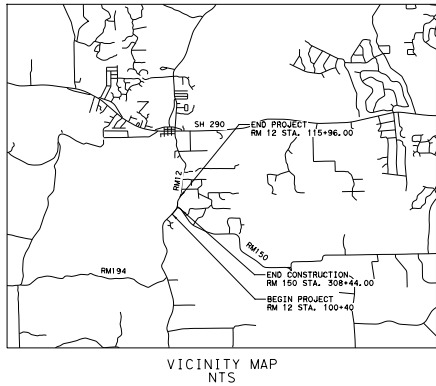
LIMITS: RM 12 AT RM 150

FOR THE CONSTRUCTION OF INTERSECTION & OPERATIONAL IMPROVEMENTS

CONSISTING OF NEW ROUNDABOUT INTERSECTION

FUNCTIONAL CLASSIFICATION
RM 12: MINOR ARTERIAL
RM 150: MAJOR COLLECTOR

DESIGN SPEED: ADT
RM 12: 50 MPH RM 1
RM 150: 45 MPH RM 1
ROUNDABOUT: 25 MPH



ALL PROJECT COORDINATES ARE BASED ON THE TEXAS COORDINATE SYSTEM, TEXAS SOUTH CENTRAL ZONE, NAD(2011) (EPOCH 2010)/NAVD88(GEIOD12A). ALL COORDINATES SHOWN HERE IN ARE ADJUSTED TO SURFACE BY MULTIPLYING BY A SURFACE ADJUSTMENT FACTOR OF 1.00011. UNITS: U.S. SURVEY FEET.




PRELIMINARY-FOR INFORMATION ONLY

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P.E. Serial No. 132899

Date: 3/31/2022

 STRATPOINT <small>CONCRETE</small>		TITLE: BRIDGE NO. C-20580 DATE: 01/17/2018 PROJECT: 17-24610 TEL: 916-949-0047 FAX: 916-246-1070 www.stratpoint.com	
 Texas Department of Transportation @2022 TxDOT			
RM 12			
RM 12 AT RM 150 ROUNDABOUT 90%+ DESIGN			
DESIGN 3P DATE 01/17/2018 CHECKED DATE 01/17/2018 CONTROL SECTION	STATE TX COUNTY DALLAS SECTION 01X	FEDERAL AID PROJECT NO. 17-24610 COUNTY DALLAS DISTRICT 01X	PROJECT NUMBER 17-24610 OF 1

