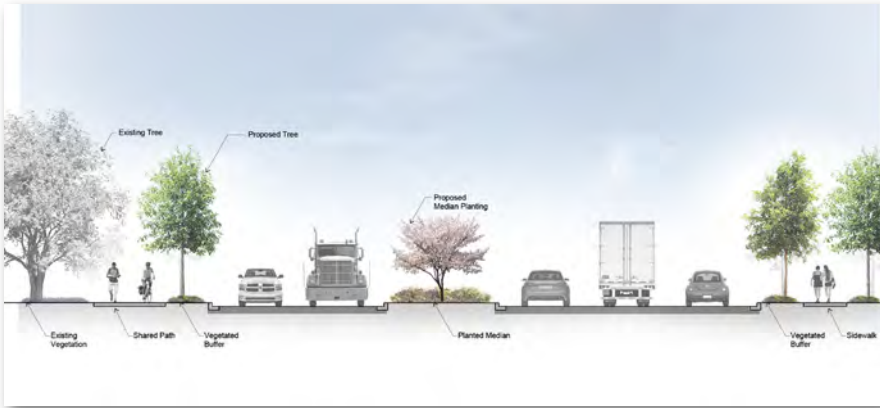


# WJB IMPROVEMENT HIGHLIGHTS



## Raised Medians

- Improves safety by reducing turn conflicts
- Provides refuge for crossing pedestrians
- Reduces speed
- Separates two-way traffic



## Roundabouts

- Reduces speed entering the Park Zone
- Provides crossing for shared use path
- Provides U-turns



## Speed Reduction through Design

### Features:

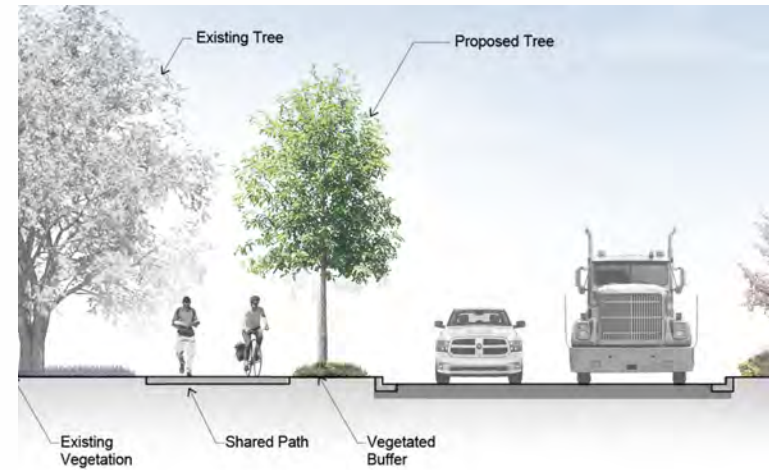
- Narrower lanes
- Roundabouts
- Crosswalks
- Landscaping

## Aesthetic Improvements

- Limited landscaping enhancements
- Bryan Texas Utilities (BTU) is converting existing aerial distribution facilities from overhead to underground along WJB project limits

## Shared Use Path

- Accommodates pedestrians and bicycles
- Separated from vehicle travel lanes
- Landscaped buffers provide additional protection



TOTAL PROJECT LENGTH: 0.8 MILES  
 DESIGN SPEED: 35 MPH  
 DESIGN YEAR: 2030  
 DESIGN LANE WIDTH: 12 FT  
 DESIGN TRUCK WEIGHT: 80,000 LB  
 DESIGN WIND SPEED: 100 MPH

FUNCTIONAL CLASS: RURAL  
 ROAD TYPE: OTHER PRINCIPAL ARTERIAL  
 ROADWAY TYPE: URBAN STREET

DISCLAIMER  
 THIS SCHEMATIC IS FOR INFORMATIONAL PURPOSES ONLY. IT IS NOT A CONTRACT DOCUMENT. THE DESIGNER ASSUMES NO LIABILITY FOR ANY ERRORS OR OMISSIONS. THE USER OF THIS SCHEMATIC SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE DESIGNER'S LIABILITY IS LIMITED TO THE PROFESSIONAL SERVICES PROVIDED HEREIN.

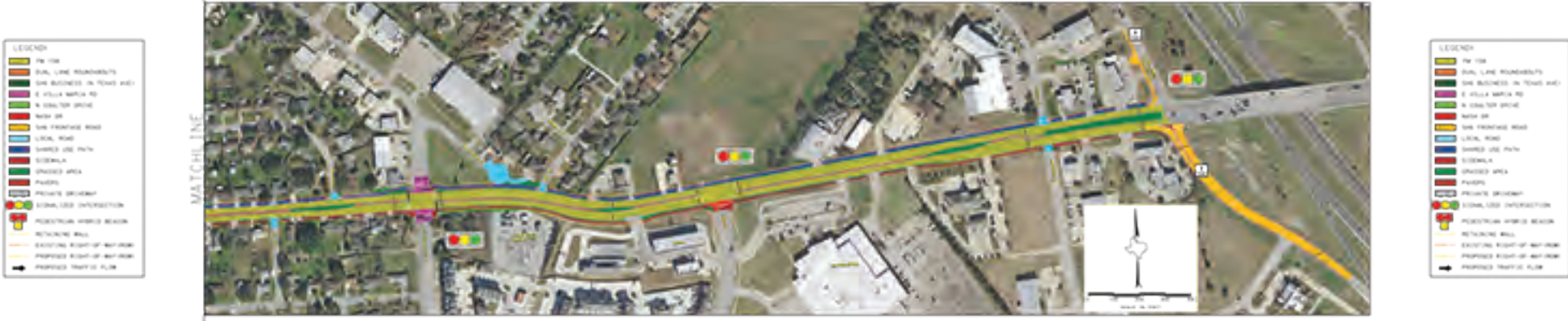
PROJECT NO: 0212-03-050  
 DATE: 11/15/2018  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]

PROJECT BY: [Name] & [Name]  
 1001 [Address]  
 [City], [State] [Zip]

SCALE: 1" = 400'  
 NORTH: [North Arrow]



VICINITY MAP  
 [Map showing regional context with FM 158 highlighted]



- LEGEND**
- FM 158
  - RAIL LINE RIGHT-OF-WAY
  - SR 8 BUSINESS IN TEXAS AVE
  - E VILLA MARCA RD
  - W VILLAGE DRIVE
  - SR 8
  - SR 8 FRONTAGE ROAD
  - LOCAL ROAD
  - UNPAVED USE PATH
  - BIKEWAY
  - SHOULDER AREA
  - PAVING
  - PRIVATE DRIVEWAY
  - STANDARD INTERSECTION
  - PROPOSED INTERSECTION
  - RETAINING WALL
  - EXISTING RIGHT-OF-WAY LINE
  - PROPOSED RIGHT-OF-WAY LINE
  - PROPOSED TRAFFIC FLOW

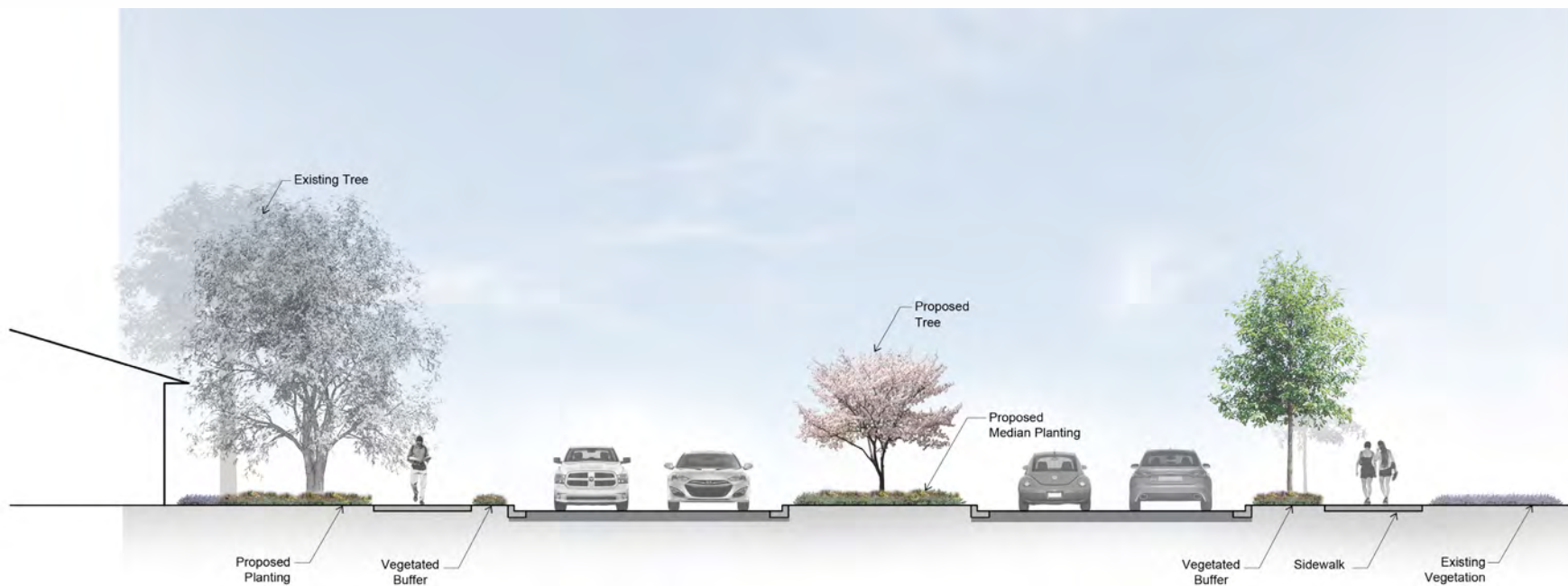
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  - RETAINING WALL
  - EXISTING RIGHT-OF-WAY LINE
  - PROPOSED RIGHT-OF-WAY LINE
  - PROPOSED TRAFFIC FLOW

# HISTORIC ZONE IMPROVEMENTS



## Texas Avenue to West End of Sue Haswell Park

- Raised median with turn bays
- 8-foot sidewalks
- Crosswalks at Pierce Ave.
- Landscaped pedestrian buffers
- Narrower travel lanes



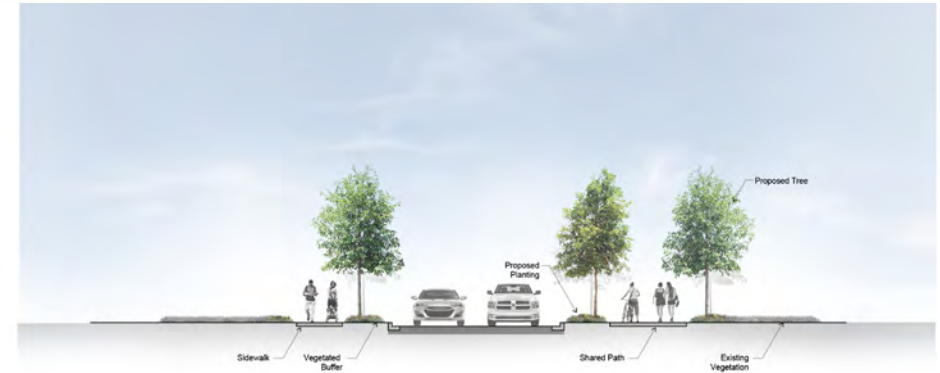
# PARK ZONE IMPROVEMENTS



## Surrounding Sue Haswell Park

- Roundabouts at each end of park
- Traffic signals at Coulter Drive intersections
- 10-foot shared use path on park side
- 6-foot sidewalks on neighborhood side
- Landscaped pedestrian buffers
- Narrower travel lanes
- Pedestrian hybrid beacon (signals) at roundabouts, Haswell St. and Academy St.

## Eastbound



## Westbound



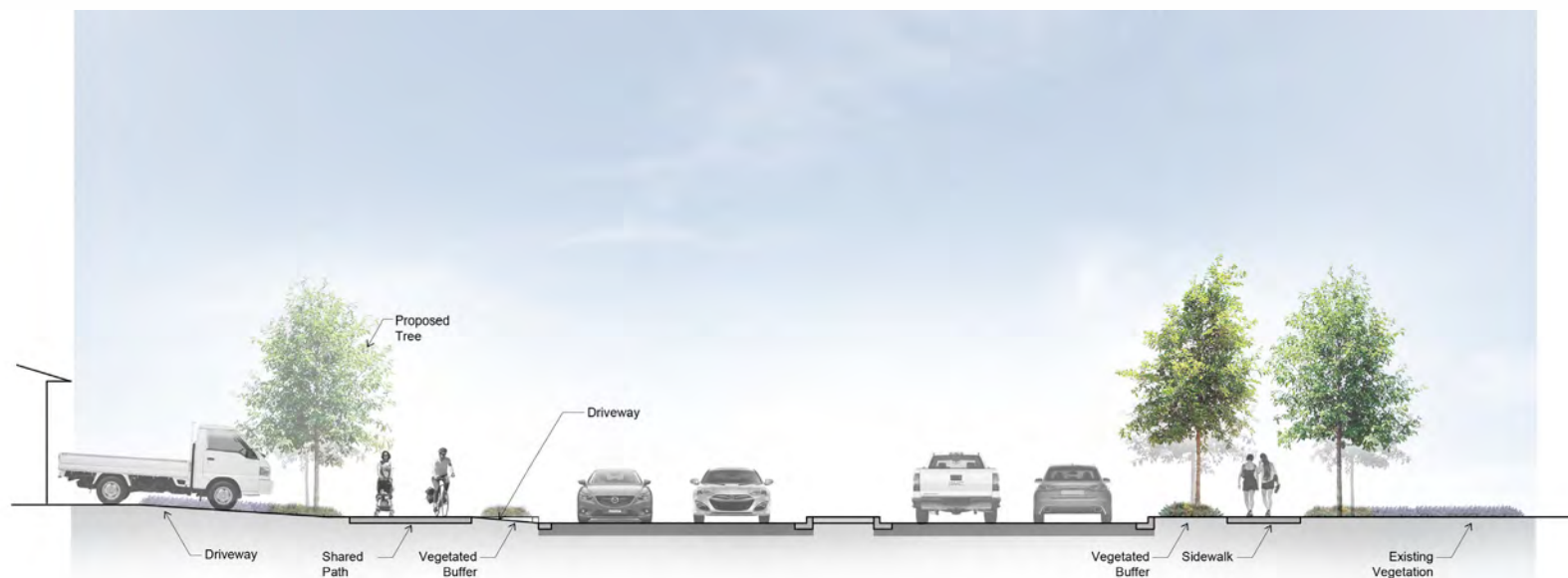
**Pedestrian Hybrid Beacon**

# RESIDENTIAL ZONE IMPROVEMENTS



## East End of Sue Haswell Park to Villa Maria Road

- Raised median
- 10-foot shared use path on north side
- 6-foot sidewalk on south side
- Landscaped pedestrian buffers
- Pedestrian signal improvements at Villa Maria Rd.
- Narrower travel lanes



# BUSINESS ZONE IMPROVEMENTS



## Villa Maria Road to Earl Rudder Freeway

- Raised median with extended turn lane at Villa Maria Rd. and Nash Dr.
- 10-foot shared use path on north side
- 6-foot sidewalk on south side
- Landscaped pedestrian buffers
- Cul-de-sac at San Antonio St.
- Extended right turn lane at southbound Earl Rudder Freeway

