

CHAPTER 6.2: CITY OF HEWITT

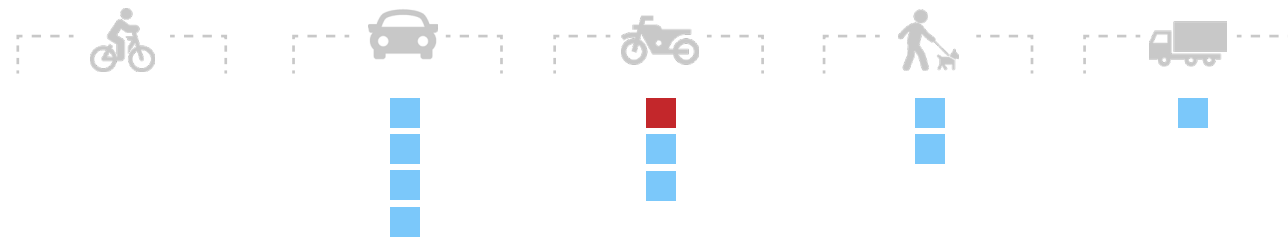
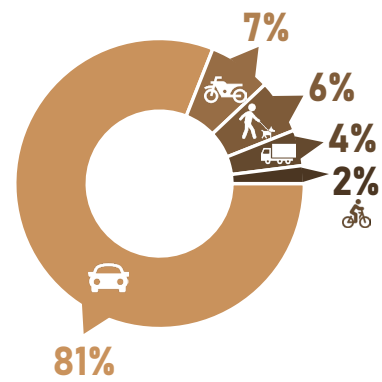
INTRODUCTION

City of Hewitt is on IH 35, south of Waco in McLennan County. The city has an estimated population of 16,026 according to the 2020 census, making it the second largest city in the county. This chapter provides information on the City of Hewitt's collision statistics from 2014 to 2023. A total of 68 collisions occurred on Hewitt streets in the last 10 years, including one fatality and nine serious injuries. TxDOT roadways within Hewitt city limits had 316 collisions during the same period, with five fatal injuries and 20 serious injuries. On city-maintained roads, minor injuries accounted for the 47 percent of injury collisions whereas, on roads maintained by TxDOT, possible injury accounted for 55 percent of injury collisions.



COLLISIONS 2014 TO 2023		CITY		TxDOT	
Total Collisions	68	100 %	316	100 %	
Fatal Injury	1	1.47 %	5	1.58 %	
Serious Injury	9	13.24 %	20	6.33 %	
Minor Injury	32	47.06 %	119	37.66 %	
Possible Injury	26	38.24 %	172	54.43 %	
Total Persons Involved	86	100 %	463	100 %	
Fatal Injury	1	1.16 %	5	1.08 %	
Serious Injury	11	12.79 %	22	4.75 %	
Minor Injury	40	46.51 %	160	34.56 %	
Possible Injury	34	39.53 %	276	59.61 %	

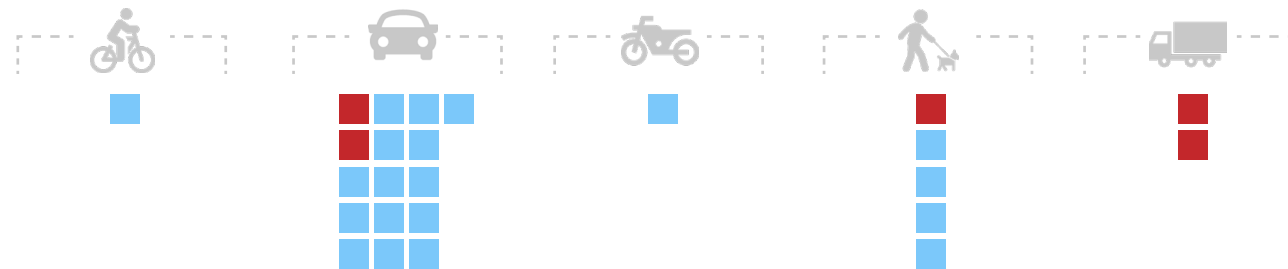
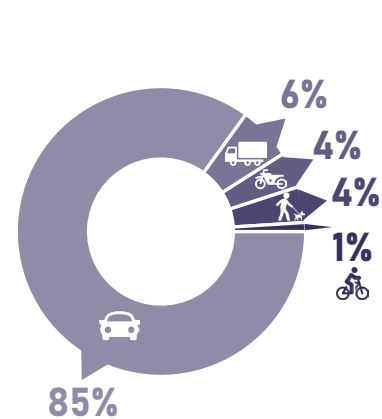
COLLISIONS BY MODE - CITY



Mode	Fatal Injury	Serious Injury	Minor Injury	Possible Injury
Bicycle	0 %	0 %	20 %	0 %
Car	0 %	7 %	40 %	50 %
Motorcycle	0 %	40 %	25 %	33 %
Pedestrian	0 %	44 %	0 %	25 %
Truck	0 %	33 %	33 %	33 %
Total	100 %	100 %	100 %	100 %

Note : Each box represents one fatal or severe injury collision.

COLLISIONS BY MODE - TxDOT



Mode	Fatal Injury	Serious Injury	Minor Injury	Possible Injury
Bicycle	0 %	1 %	0 %	8 %
Car	25 %	5 %	9 %	33 %
Motorcycle	0 %	36 %	55 %	42 %
Pedestrian	25 %	58 %	36 %	17 %
Truck	10 %	40 %	50 %	40 %
Total	100 %	100 %	100 %	100 %

Note : Each box represents one fatal or severe injury collision.

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 draws comparisons between collisions on Hewitt's city streets, TxDOT facilities and McLennan County across various categories.

On Hewitt city streets, there were a total of 68 collisions, resulting in 86 persons injured. In comparison, TxDOT reported a total of 316 collisions resulting in 463 persons injured within Hewitt city limits.

This section also identifies several major collision trends on Hewitt city streets, including hit object collisions, broadside collisions, distracted driving, and nighttime collisions. On TxDOT roadways, the prominent trends were broadside collisions, rear end collisions, distracted driving, and nighttime collisions. A detailed summary analyzing these collision trends is provided in the collision profile section of this chapter.

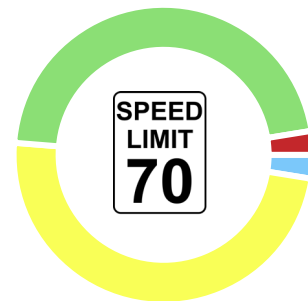
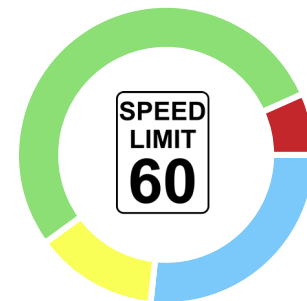
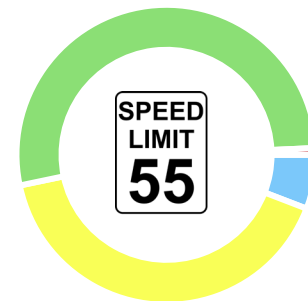
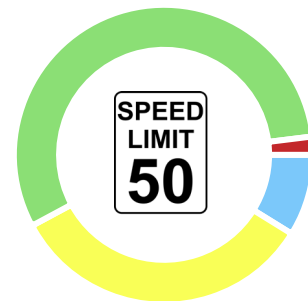
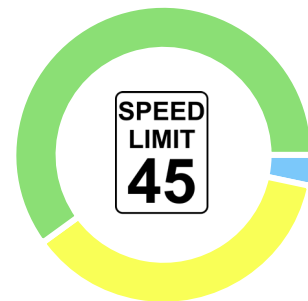
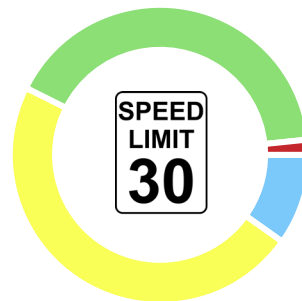
The pie charts below compare the severity of collisions on roadways with different speed limits. The charts indicate that roads with a 60 mph speed limit accounted for the highest proportion of KSI collisions out of the speed limits examined.

CITY	TxDOT							
68	316							
TOTAL COLLISIONS	TOTAL COLLISIONS							
86	463							
TOTAL PERSONS INJURED	TOTAL PERSONS INJURED							
PERSONS INVOLVED								
	CITY				TxDOT			
	MODE							
	■	■	■	■	■	■	■	■
Bicycle	0 %	0 %	1 %	0 %	0 %	0 %	0 %	0 %
Car	0 %	7 %	41 %	38 %	1 %	3 %	31 %	57 %
Motorcycle	1 %	2 %	2 %	0 %	0 %	0 %	1 %	1 %
Pedestrian	0 %	2 %	1 %	1 %	0 %	1 %	1 %	0 %
Truck	0 %	1 %	1 %	0 %	0 %	0 %	1 %	1 %
AGE								
Below 15	0 %	2 %	1 %	3 %	0 %	1 %	2 %	6 %
15 - 65	1 %	10 %	41 %	29 %	1 %	4 %	27 %	48 %
Above 65	0 %	0 %	5 %	7 %	0 %	0 %	6 %	5 %
GENDER								
Male	1 %	8 %	27 %	19 %	1 %	2 %	15 %	25 %
Female	0 %	5 %	20 %	21 %	0 %	2 %	19 %	35 %

CITY OF HEWITT VS. McLENNAN COUNTY COLLISIONS - RELATIVE SHARES

CITY		TxDOT		McLENNAN COUNTY	
MODE					
Bicycle	1 %	Bicycle	1 %	Bicycle	1 %
Car	81 %	Car	85 %	Car	85 %
Motorcycle	7 %	Motorcycle	3 %	Motorcycle	4 %
Pedestrian	6 %	Pedestrian	4 %	Pedestrian	3 %
Truck	4 %	Truck	6 %	Truck	7 %
FIRST HARMFUL EVENT					
Motor Vehicle in Transport	44 %	Motor Vehicle in Transport	81 %	Motor Vehicle in Transport	72 %
Fixed Object	26 %	Fixed Object	9 %	Fixed Object	17 %
Parked Car	15 %	Pedestrian	4 %	Overturned	4 %
MANNER OF COLLISION					
Hit Object	56 %	Broadside	52 %	Broadside	42 %
Broadside	34 %	Rear End	23 %	Hit Object	28 %
Rear End	9 %	Hit Object	19 %	Rear End	24 %
Head-On	1 %	Sideswipe	3 %	Sideswipe	5 %
VIOLATION CATEGORY					
Distracted Driving	25 %	Distracted Driving	28 %	Unsafe Speed	23 %
Unsafe Speed	13 %	Automobile Right-of-Way	18 %	Automobile Right-of-Way	22 %
Automobile Right-of-Way	13 %	Traffic Signals and Signs	12 %	Traffic Signals and Signs	12 %
Other Unforeseen Reasons	9 %	Unsafe Speed	9 %	Distracted Driving	8 %
Other Improper Driving	7 %	Driving under Influence	5 %	Other Improper Driving	6 %
Driver Condition	7 %	Improper Turning	5 %	Other Unforeseen Reasons	6 %
LOCATION					
Intersection	50 %	Intersection	74 %	Intersection	59 %
Roadway	50 %	Roadway	26 %	Roadway	41 %
LIGHTING					
Daylight	69 %	Daylight	70 %	Daylight	70 %
Dark, Not Lighted	19 %	Dark, Lighted	17 %	Dark, Lighted	16 %
Dark, Lighted	6 %	Dark, Not Lighted	8 %	Dark, Not Lighted	11 %

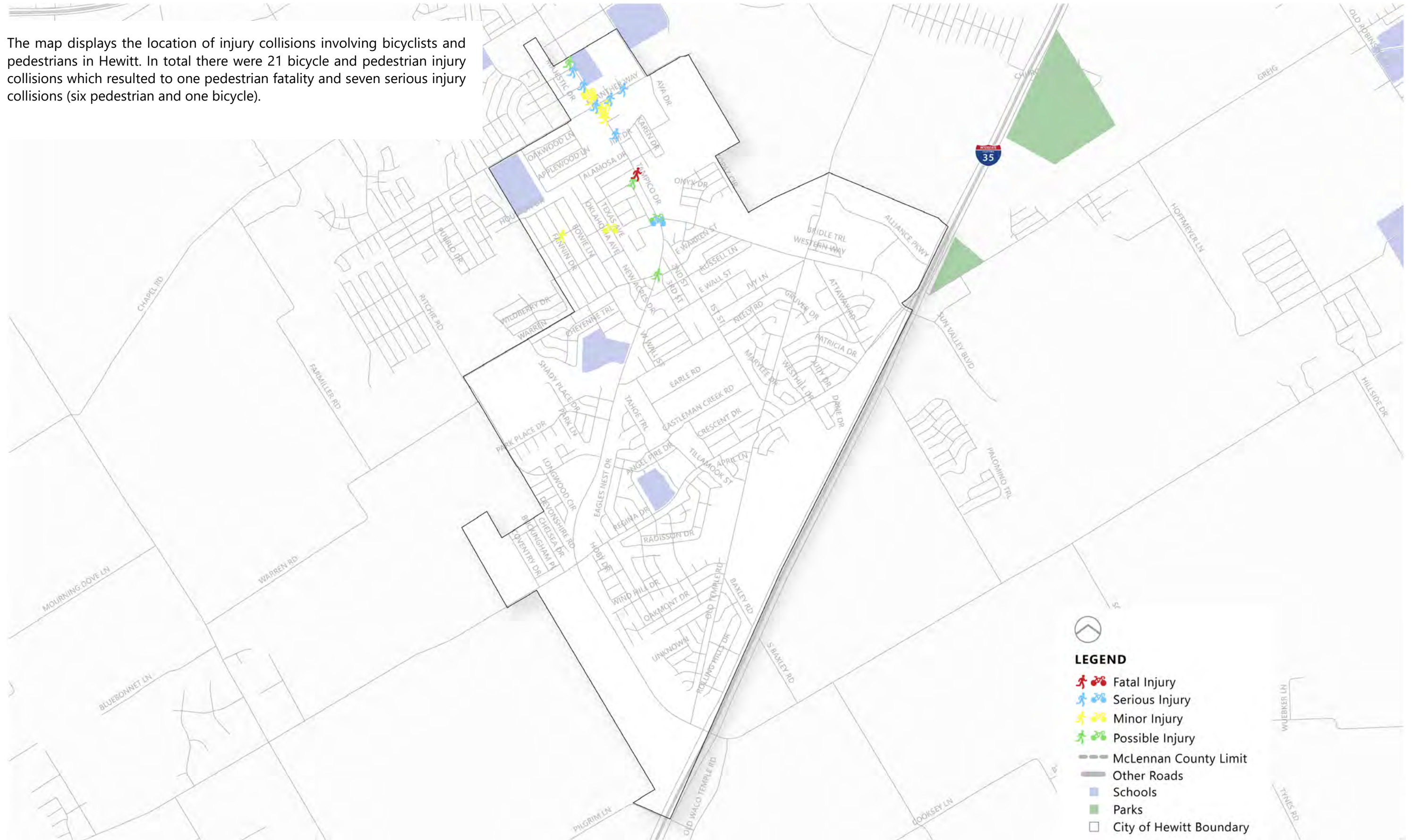
SPEED LIMIT



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

BICYCLE & PEDESTRIAN COLLISION BY SEVERITY

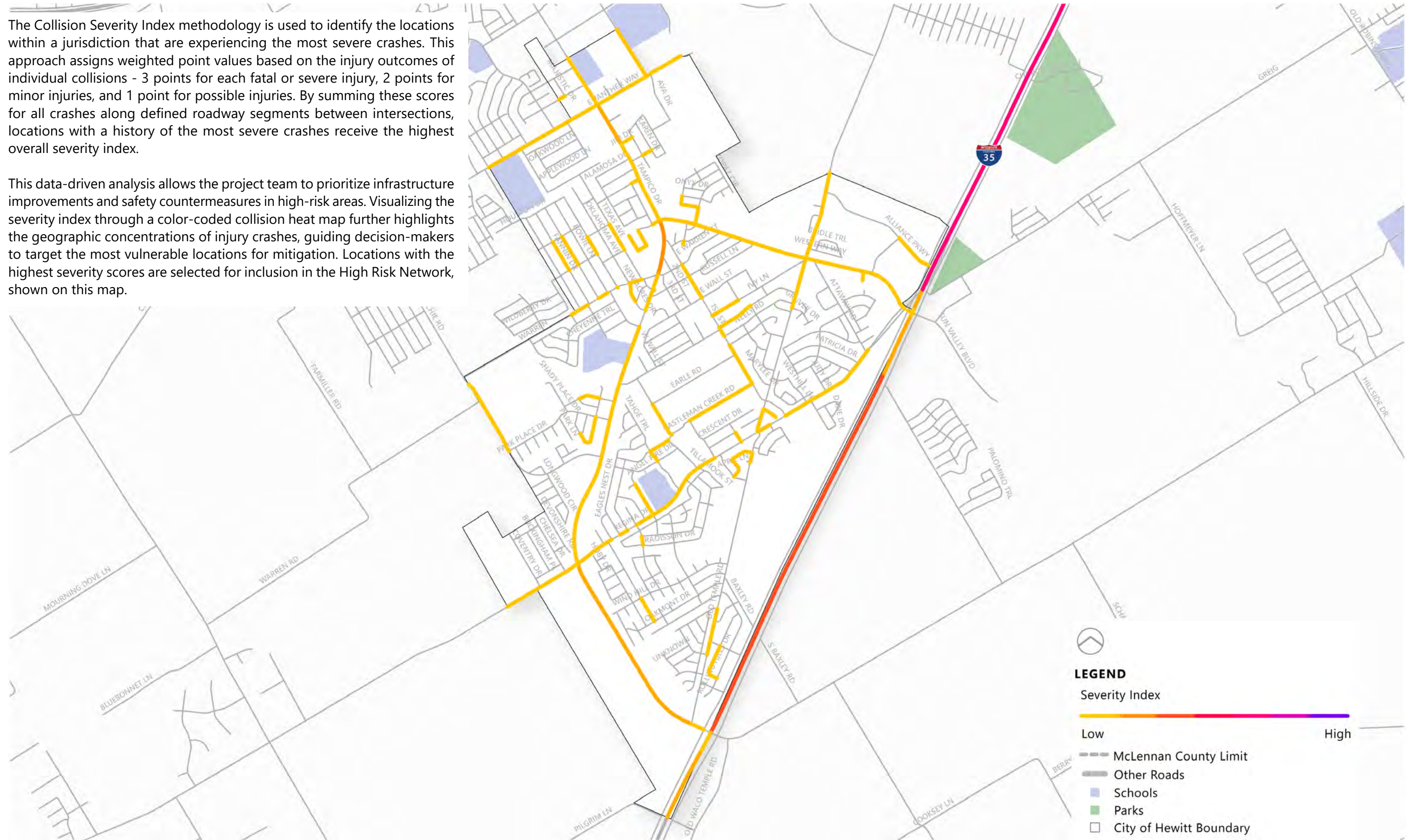
The map displays the location of injury collisions involving bicyclists and pedestrians in Hewitt. In total there were 21 bicycle and pedestrian injury collisions which resulted to one pedestrian fatality and seven serious injury collisions (six pedestrian and one bicycle).



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.

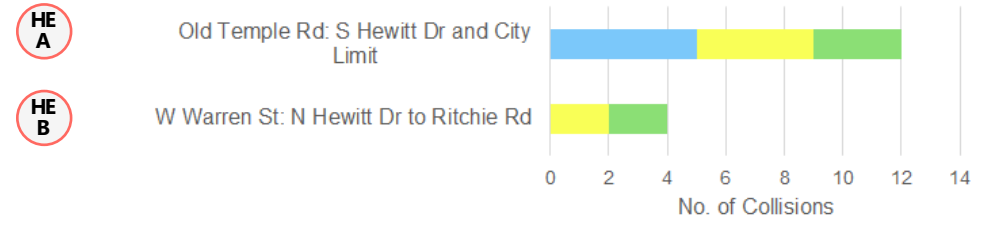
This data-driven analysis allows the project team to prioritize infrastructure improvements and safety countermeasures in high-risk areas. Visualizing the severity index through a color-coded collision heat map further highlights the geographic concentrations of injury crashes, guiding decision-makers 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.



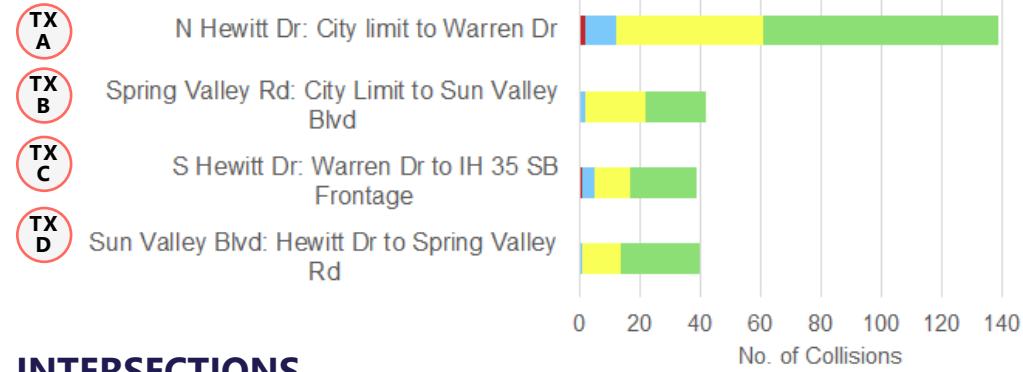
ROADWAYS & INTERSECTIONS

This section lists high risk roadway segments and intersections within Hewitt city limit. 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.

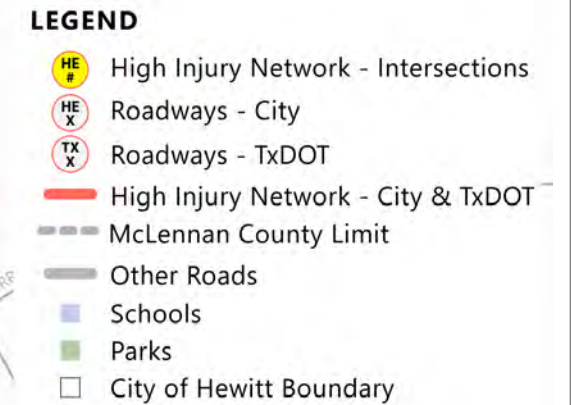
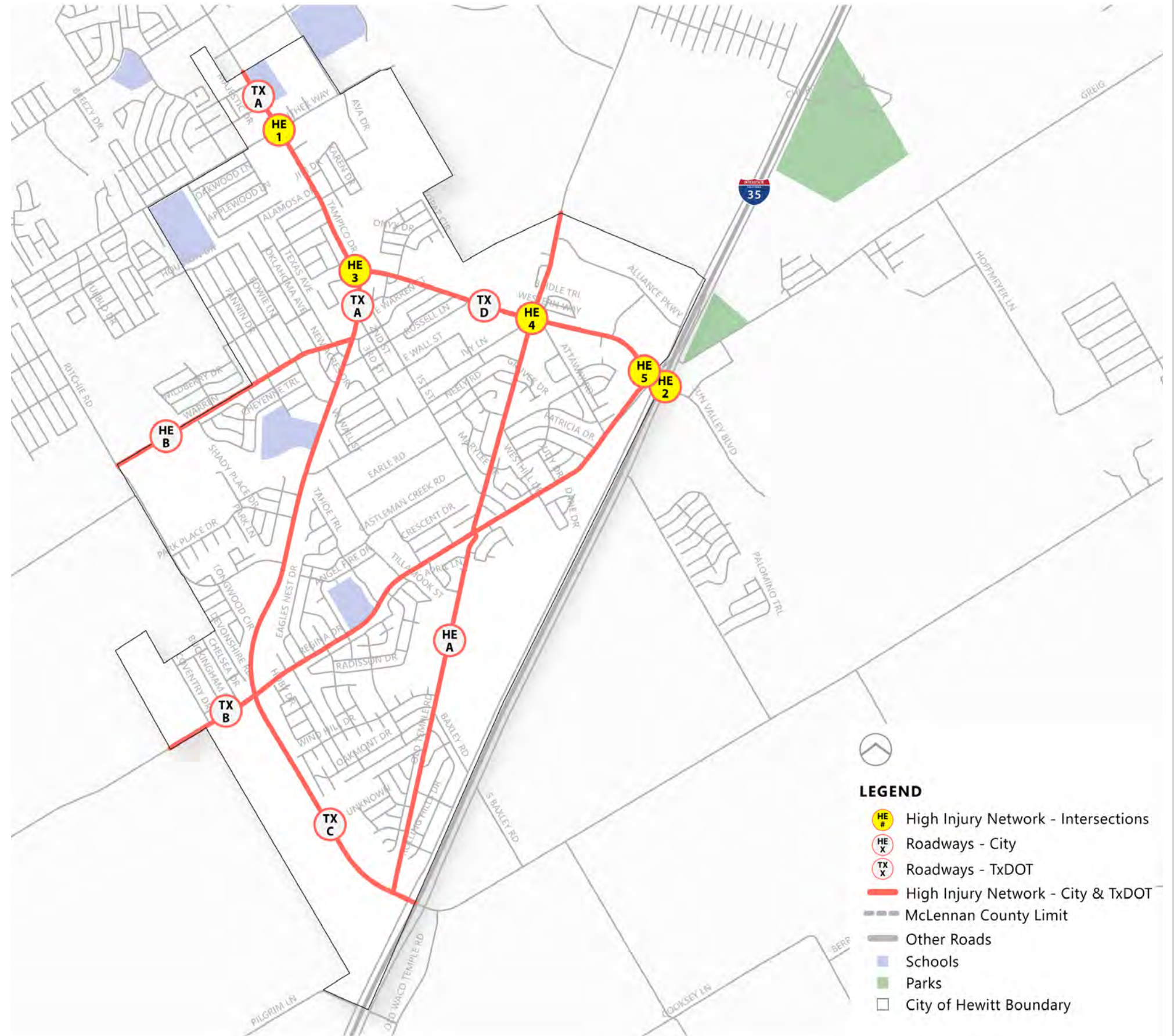
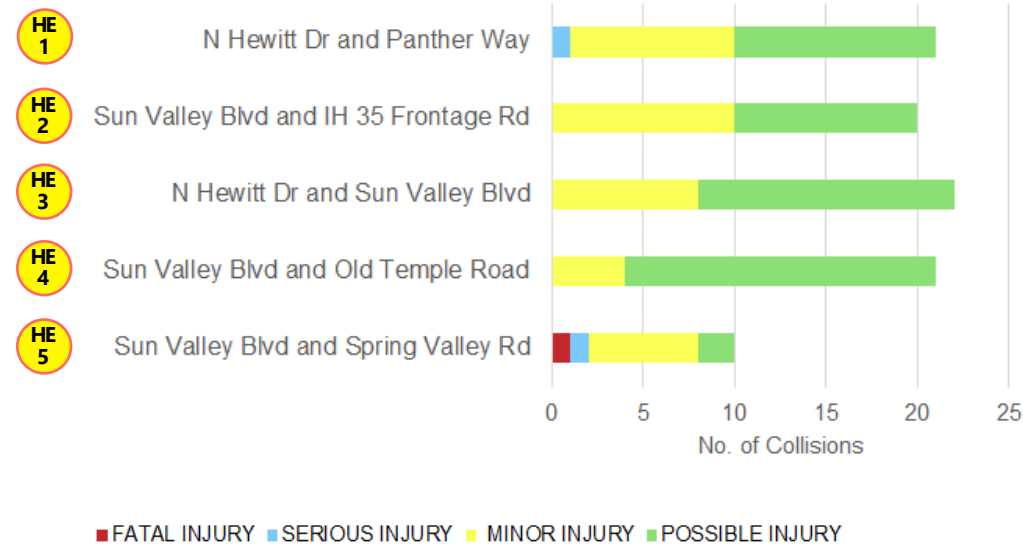
ROADWAYS



TxDOT ROADWAYS



INTERSECTIONS

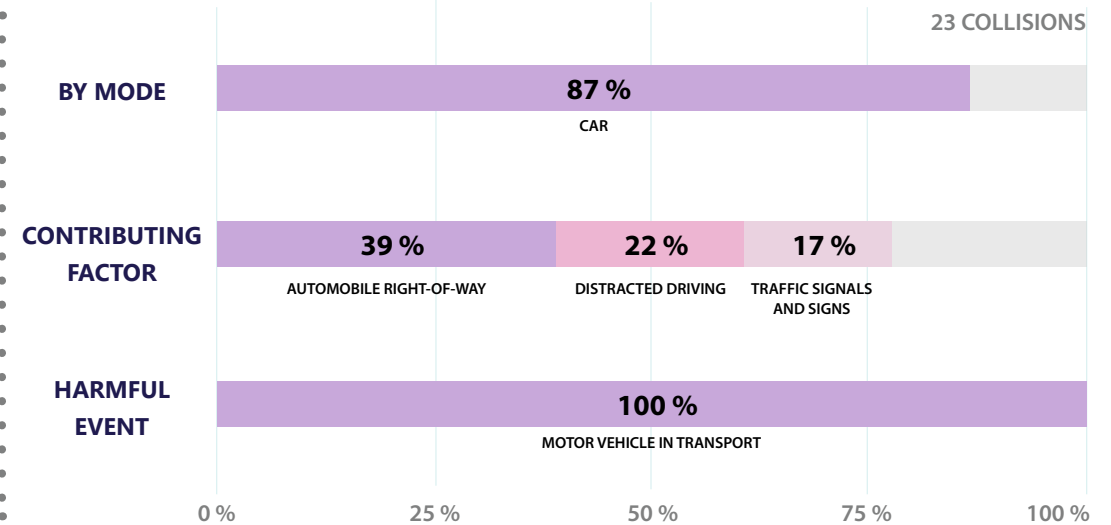
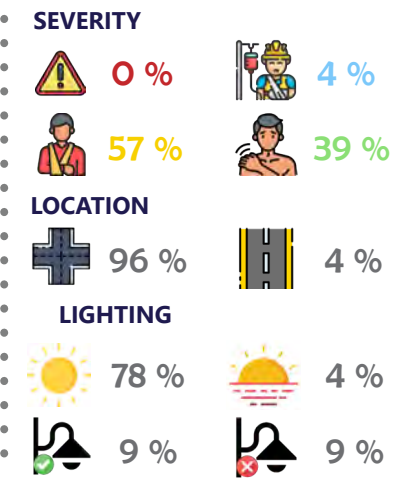
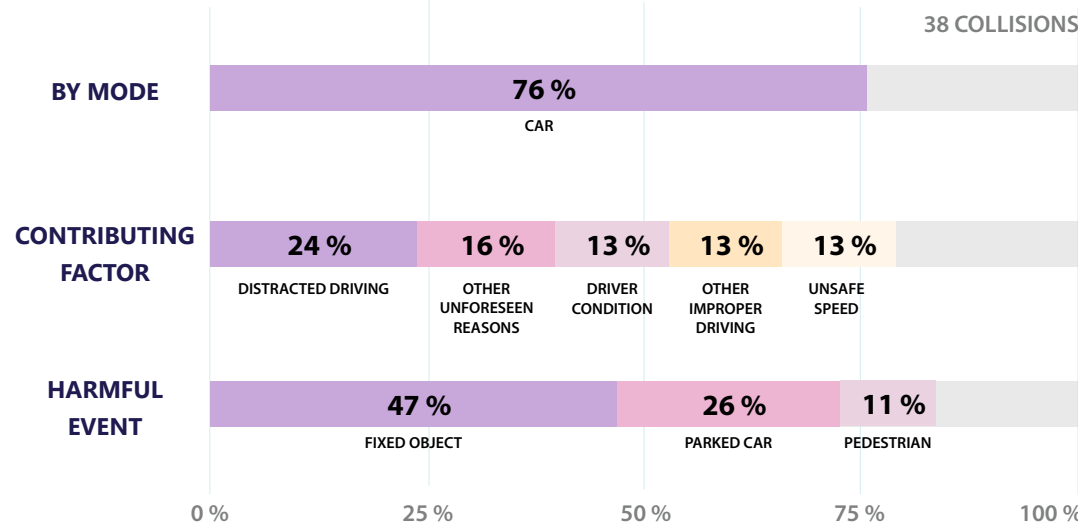
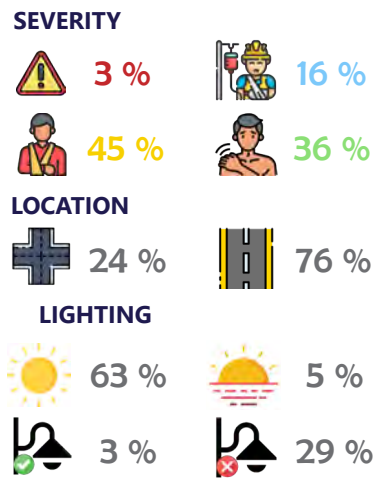
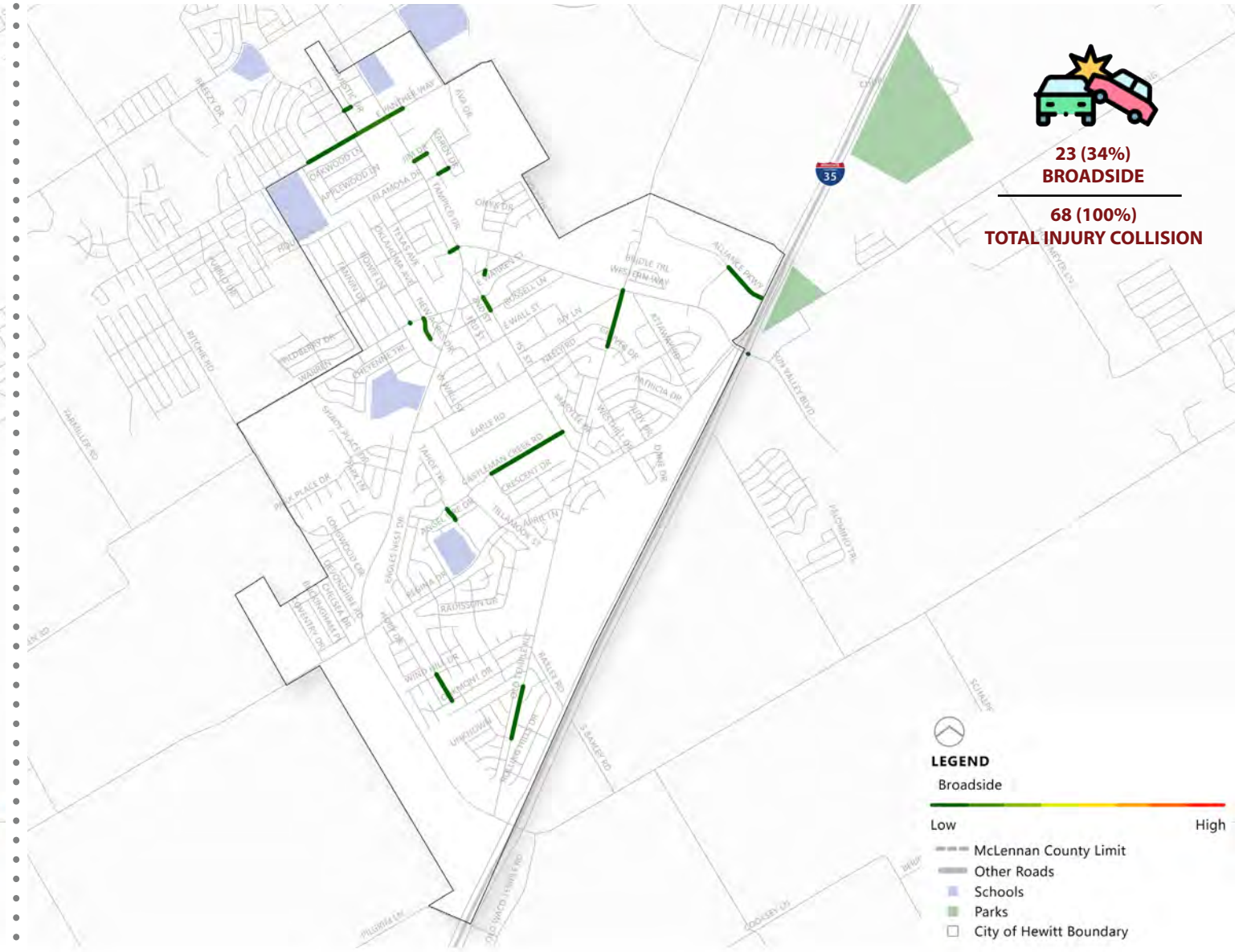


PROFILES - CITY

PROFILE 1 - HIT OBJECT



PROFILE 2 - BROADSIDE

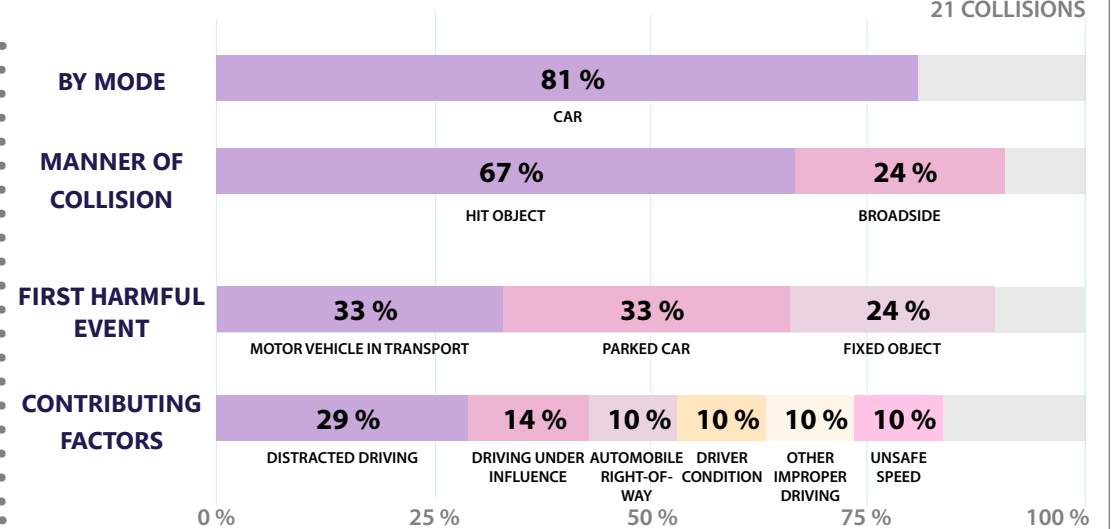
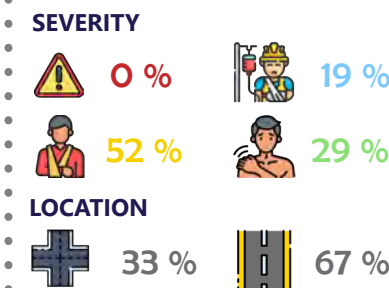
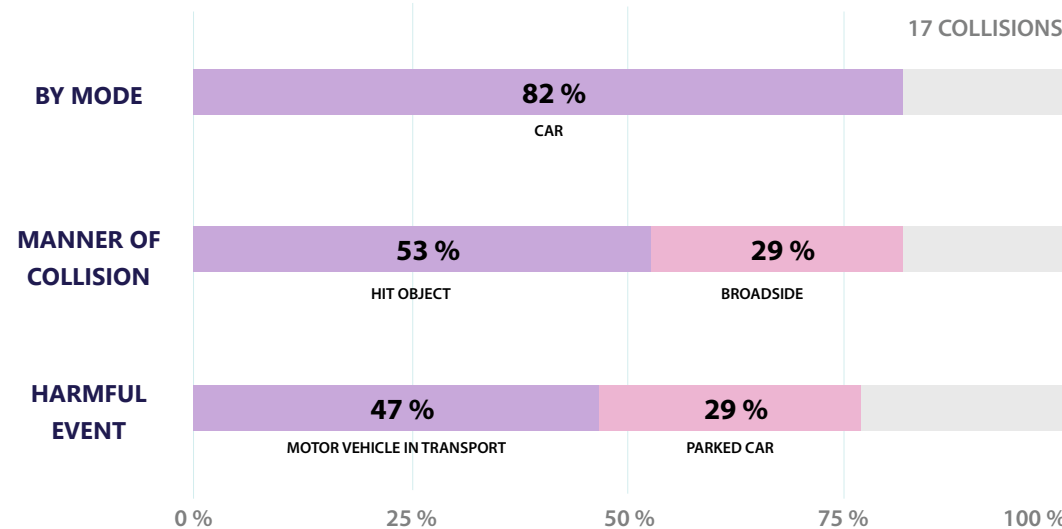
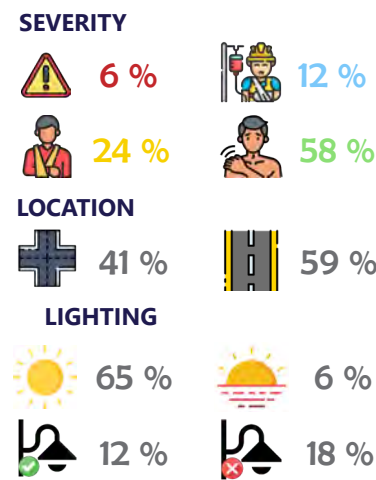


PROFILES - CITY

PROFILE 3 - DISTRACTED DRIVING

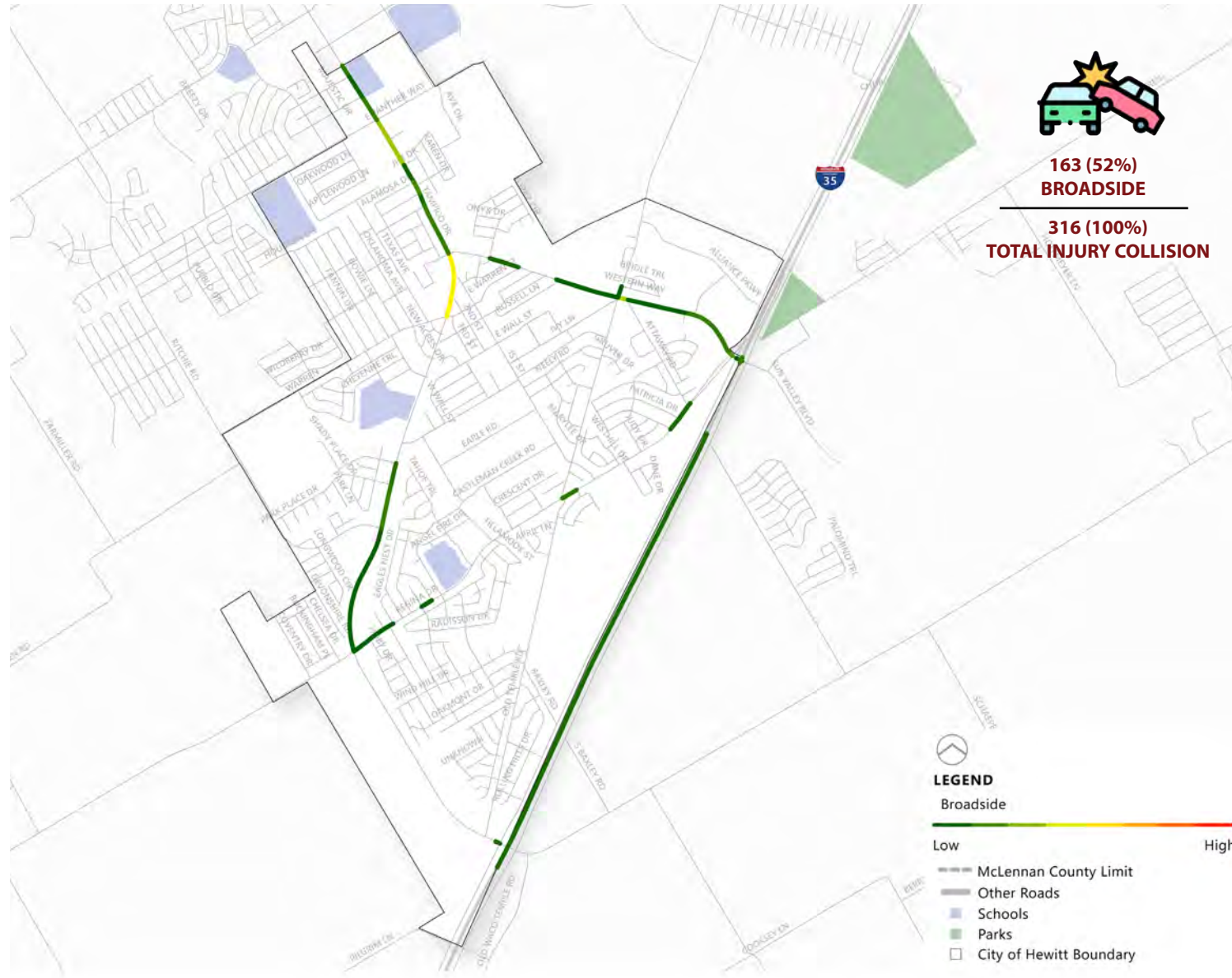


PROFILE 4 - NIGHTTIME

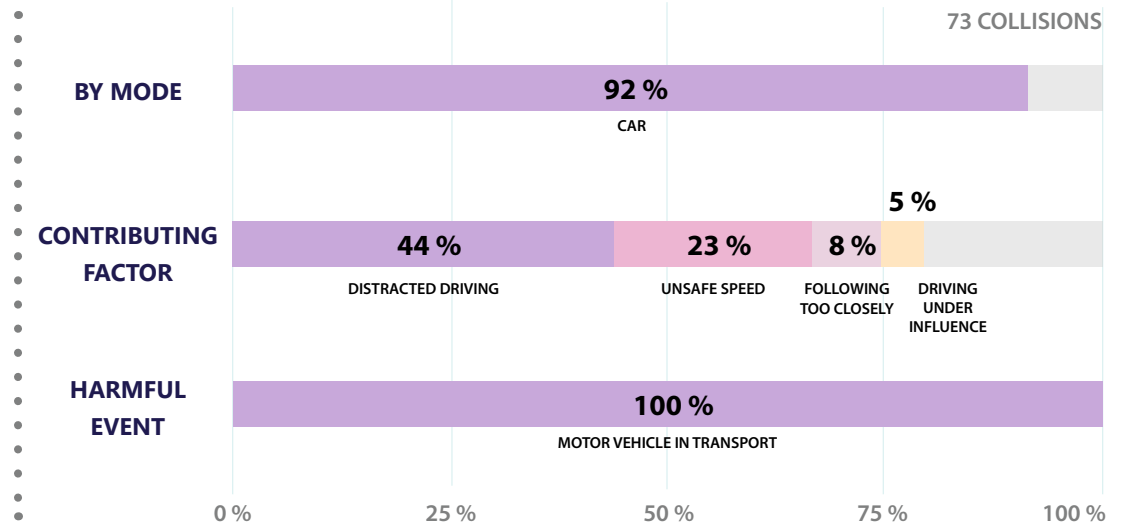
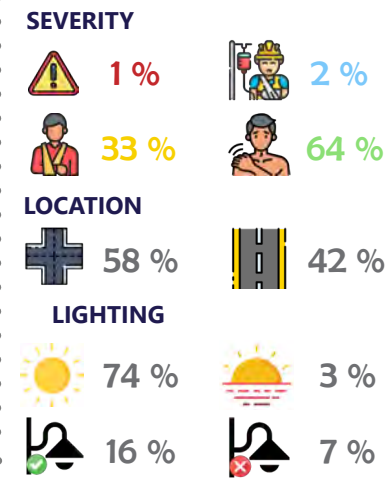
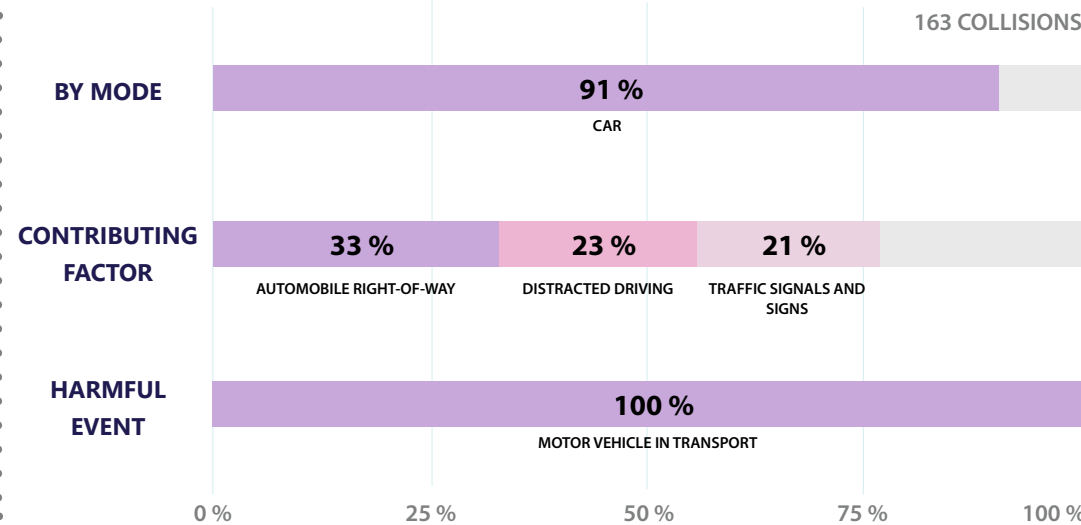
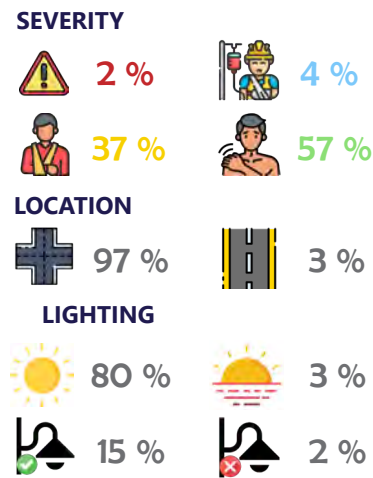
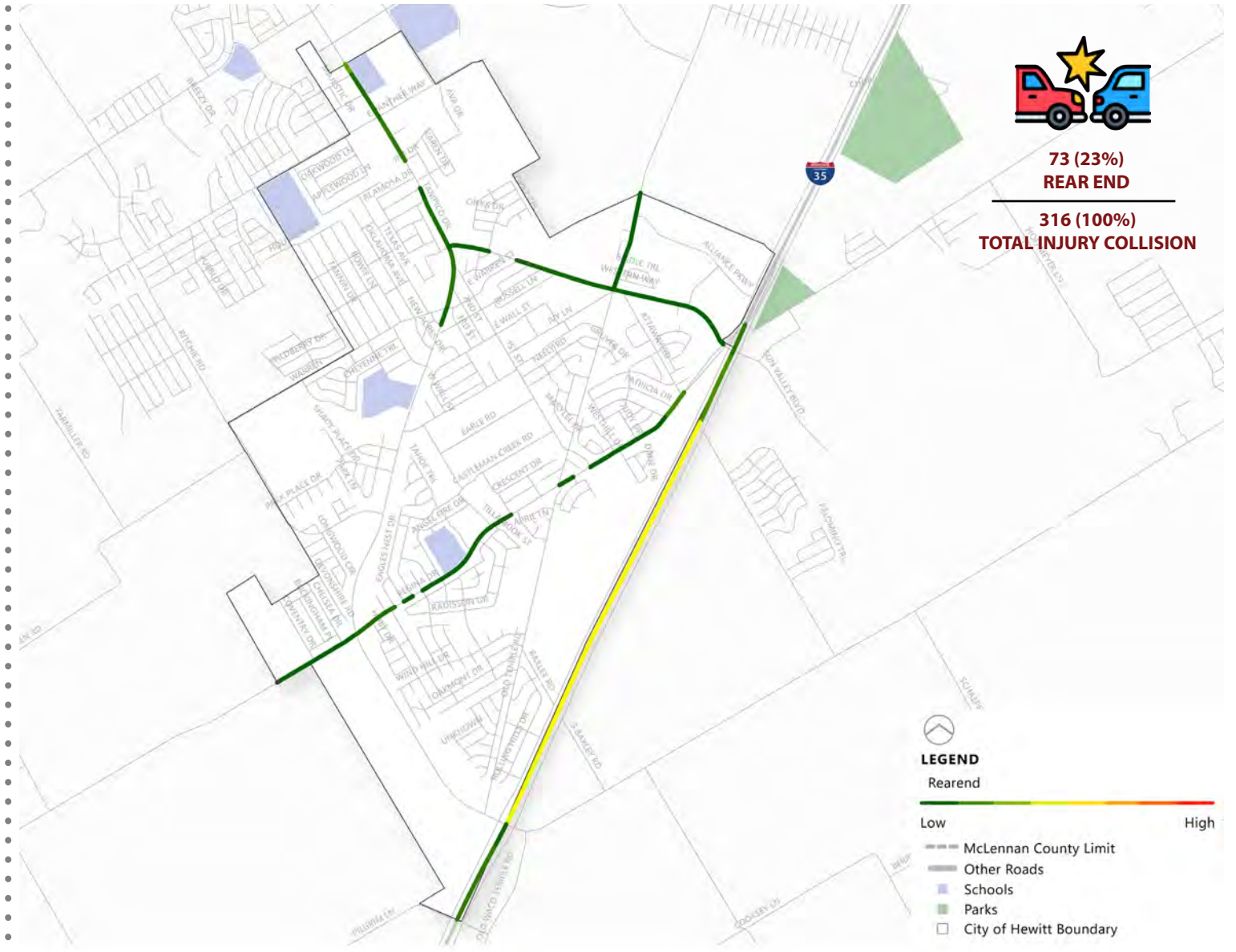


PROFILES - TXDOT

PROFILE 1 - BROADSIDE

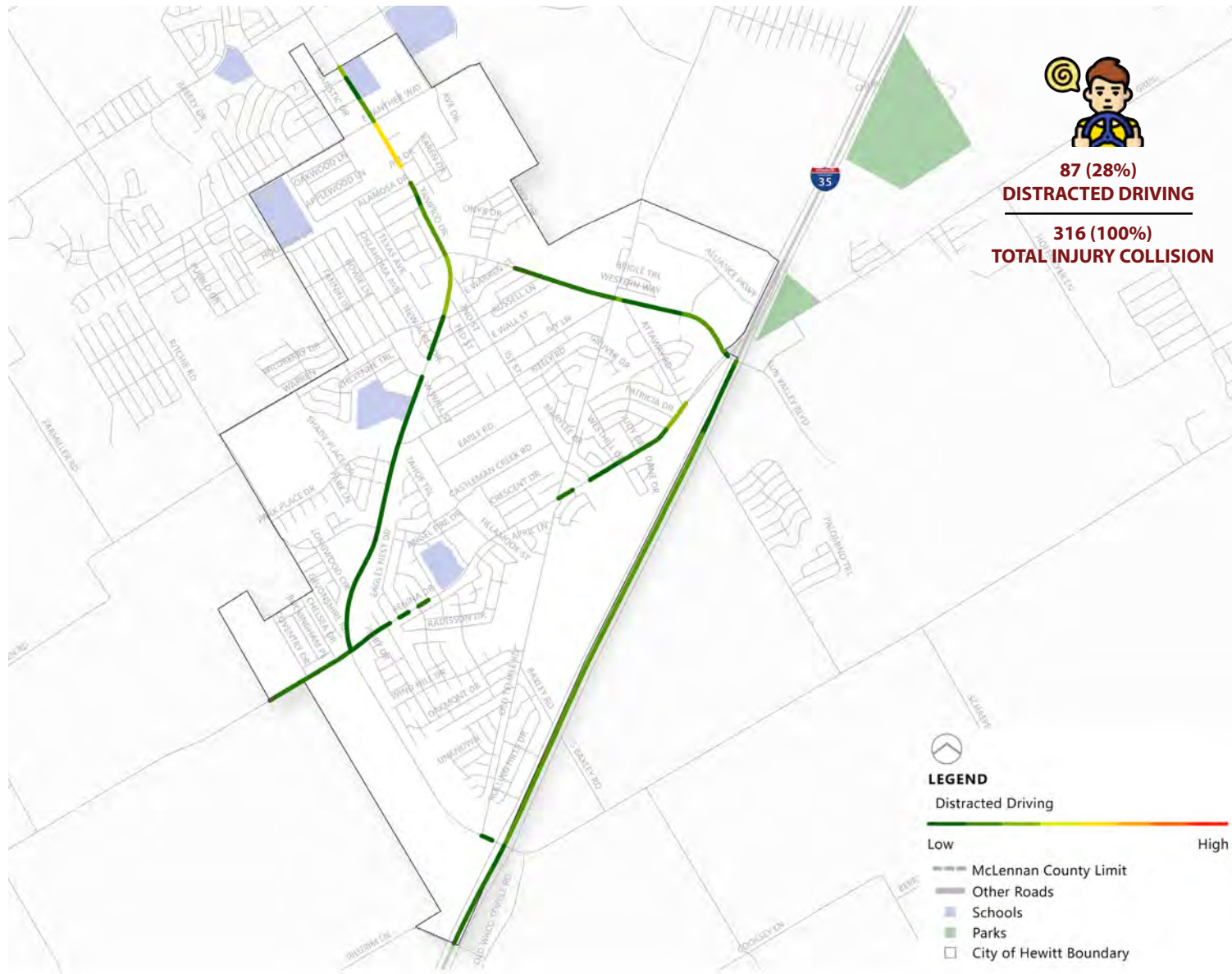


PROFILE 2 - REAR END

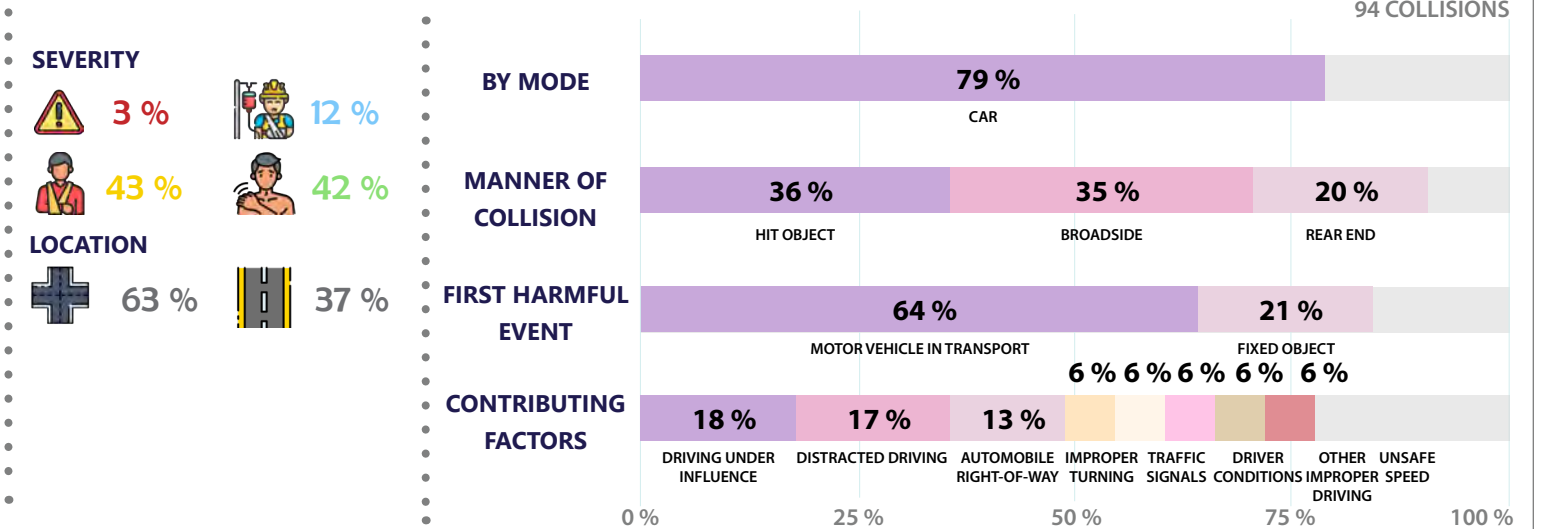
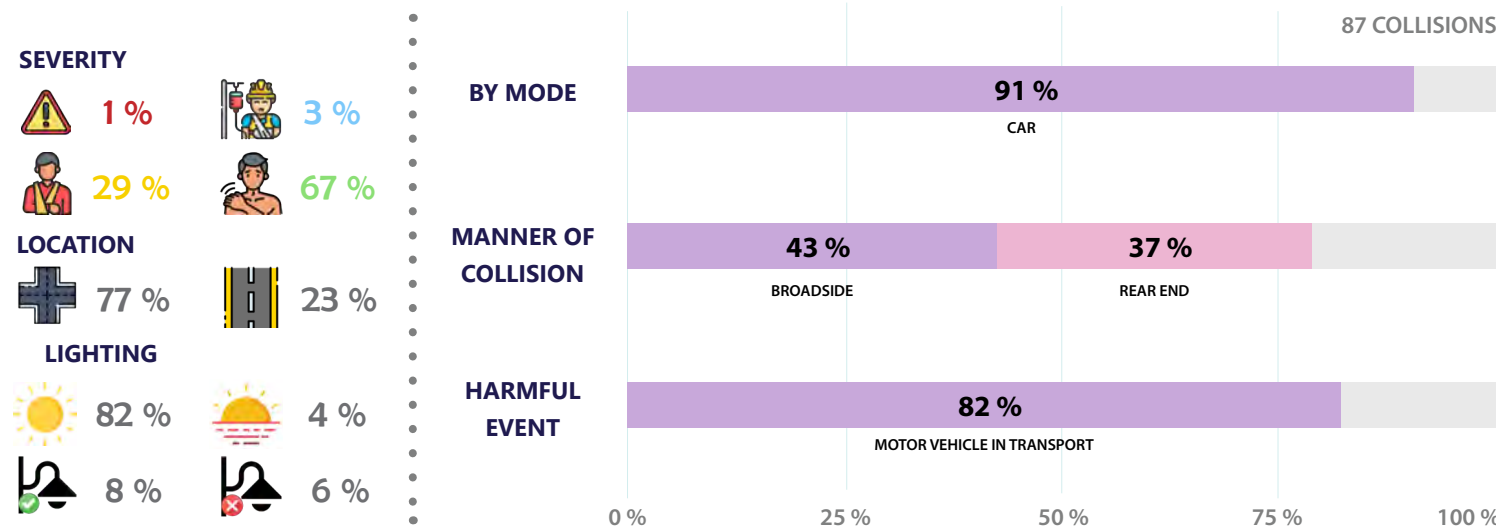
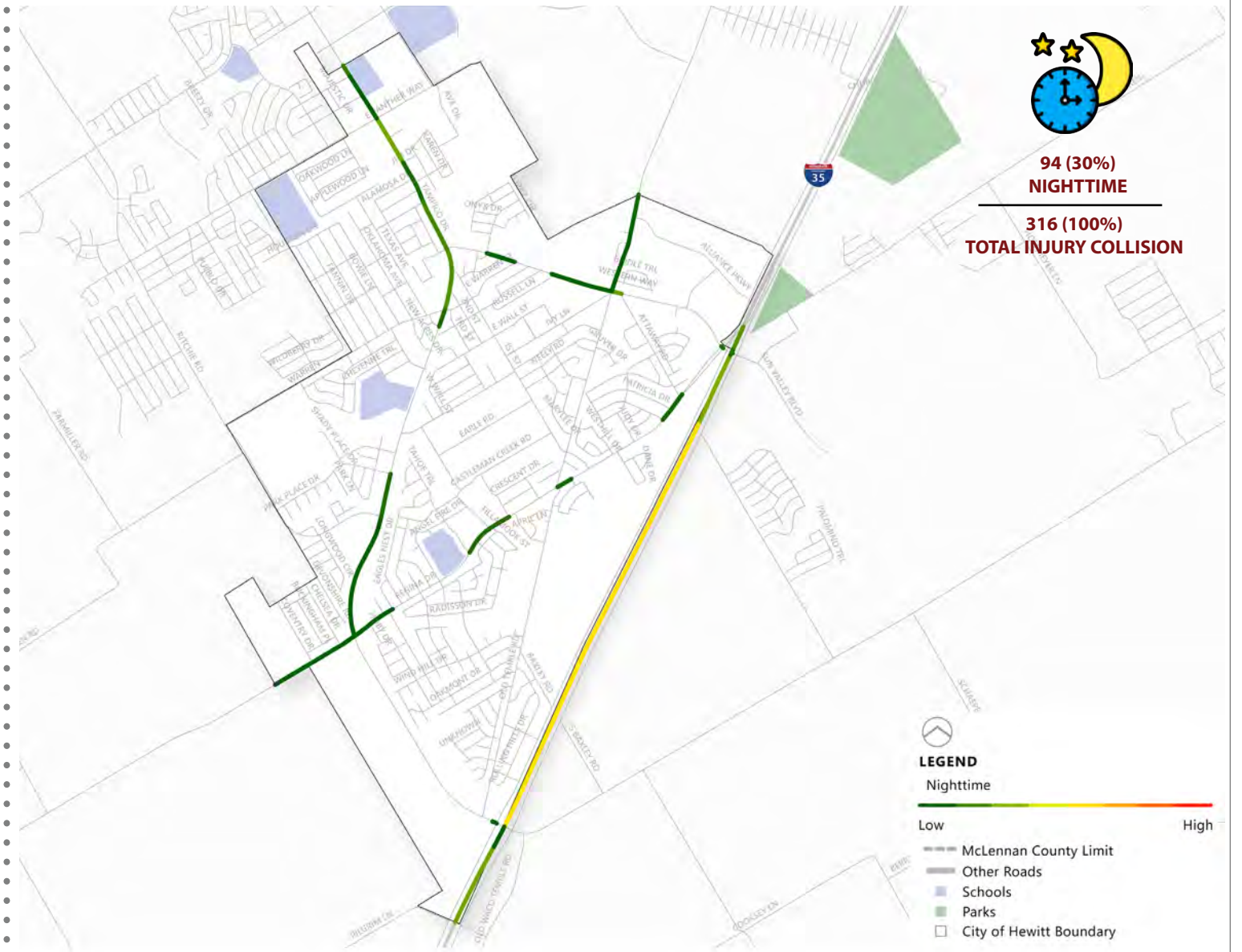


PROFILES - TXDOT

PROFILE 3 - DISTRACTED DRIVING



PROFILE 4 - NIGHTTIME



NEIGHBORHOOD TRAFFIC CALMING PROGRAM

The residential streets in the City of Hewitt need a Neighborhood Traffic Calming Project due to cut-through traffic and speeding issues. A neighborhood traffic calming program typically involves initiatives aimed at reducing traffic speed and improving safety on residential streets. These programs often include measures such as speed humps, traffic circles, chicanes, curb extensions, and signage to encourage drivers to slow down and be more cautious in residential areas. The program also involves community engagement and input to identify specific traffic issues and develop appropriate solutions tailored to the neighborhood's needs. Overall, the goal of a neighborhood traffic calming program is to create safer and more livable streets for residents and pedestrians.

TRAFFIC SIGNAL WARRANT STUDY

Traffic Signal Warrant Study at the following two intersections:

- FM-1695 (S Hewitt Drive) and Agile Street
- FM-1695 (S Hewitt Drive) and Old Temple Road

The intersections of FM-1695 (S Hewitt Drive) and Agile Street, as well as FM-1695 (S Hewitt Drive) and Old Temple Road, have seen an increase in traffic volume and safety concerns over the past few years. A Traffic Signal Warrant Study is necessary to evaluate if traffic signals are warranted at these locations based on criteria outlined in the Texas Manual on Uniform Traffic Control Devices (TMUTCD). The study will involve collecting data on traffic volumes, vehicle delays, pedestrian crossings, and crash history. This data will be analyzed to determine if one or more signal warrant criterias are met, which would justify the installation of traffic signals to improve safety and operational efficiency at these busy intersections. The findings of the Traffic Signal Warrant Study will provide the city with the necessary information to make an informed decision about potential signal installations.

ACTIVE TRANSPORTATION PLAN

The City of Hewitt is in need of implementing an Active Transportation Plan (ATP) to promote increased walking, biking, and the use of other non-motorized transportation modes. This comprehensive plan will delineate strategies, policies, and infrastructure enhancements aimed at fostering safer and more accessible environments for pedestrians and cyclists within the city.

The ATP will entail an evaluation of existing multi-modal infrastructure improvements and safety measures, while also identifying gaps and deficiencies in infrastructure such as sidewalks and bike lanes. Additionally, the plan will focus on raising awareness about the benefits of walking and cycling, as well as educating the community about road safety and the importance of sharing the road with other users.

Furthermore, the ATP will involve the implementation of policies and regulations to support active transportation, including the adoption of Complete Streets policies, zoning regulations prioritizing pedestrian and cyclist safety, and incentives for developers to incorporate active transportation infrastructure into new developments.

Moreover, the ATP will provide an opportunity to integrate with public transit systems by ensuring seamless connectivity between walking, cycling, and public transit networks. By fostering a more pedestrian and cyclist-friendly environment, the ATP aims to promote healthier lifestyles, reduce traffic congestion, and create more vibrant and livable communities in Hewitt.

HEWITT DRIVE TRUCK CIRCULATION FEASIBILITY STUDY

The City of Hewitt needs to consider a truck circulation feasibility study for a truck stop at 1001 Enterprise Blvd on the I-35 northbound frontage road. This truck stop has been experiencing issues with trucks missing or not using the designated entrance, leading them to utilize neighborhood streets such as Glenleigh Drive and Rolling Hills Drive to access the facility. The increased truck traffic on these residential streets, which were not designed for such large vehicles, has resulted in numerous complaints from residents regarding disturbances and safety concerns. A feasibility study is critically needed to analyze current traffic patterns, identify signage or road design deficiencies, and explore potential solutions to this ongoing problem. The study would ensure that trucks can safely and efficiently enter and exit the truck stop without disrupting nearby neighborhoods, improving safety and accessibility and mitigating the impact on residents.



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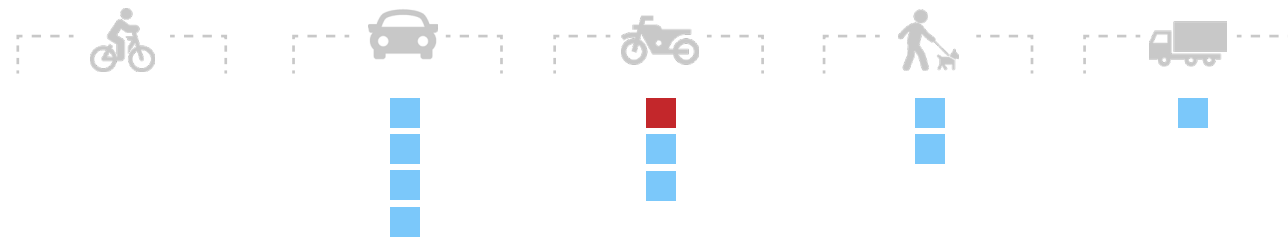
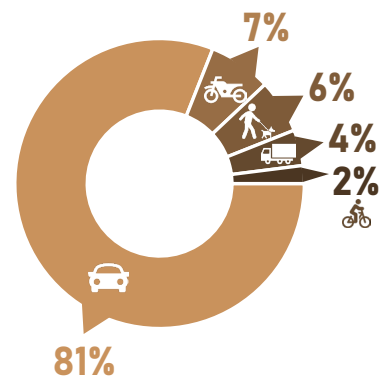
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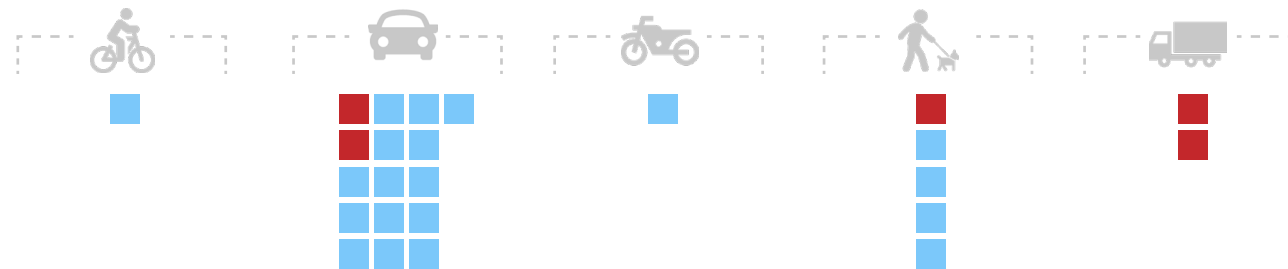
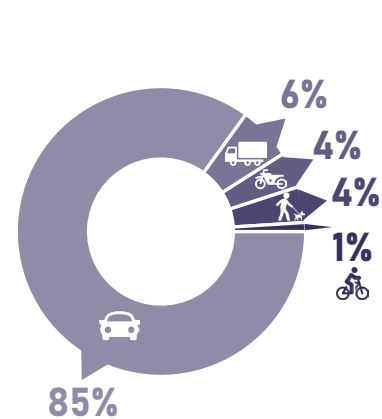
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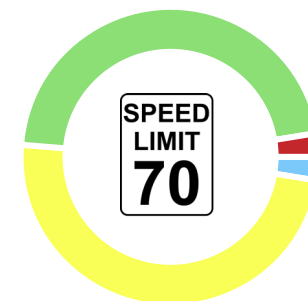
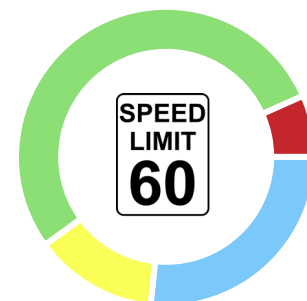
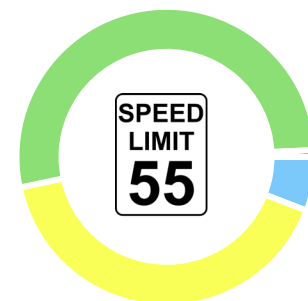
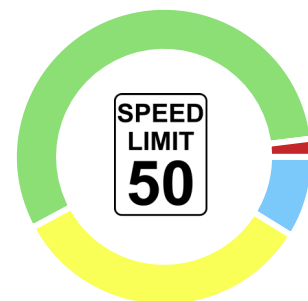
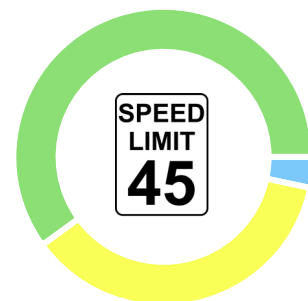
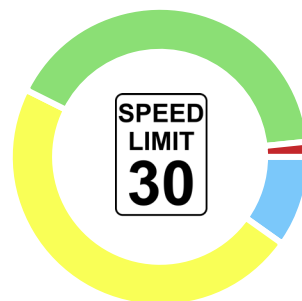
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86	463							
TOTAL PERSONS INJURED	TOTAL PERSONS INJURED							
PERSONS INVOLVED								
	CITY				TxDOT			
	MODE							
	■	■	■	■	■	■	■	■
Bicycle	0 %	0 %	1 %	0 %	0 %	0 %	0 %	0 %
Car	0 %	7 %	41 %	38 %	1 %	3 %	31 %	57 %
Motorcycle	1 %	2 %	2 %	0 %	0 %	0 %	1 %	1 %
Pedestrian	0 %	2 %	1 %	1 %	0 %	1 %	1 %	0 %
Truck	0 %	1 %	1 %	0 %	0 %	0 %	1 %	1 %
AGE								
Below 15	0 %	2 %	1 %	3 %	0 %	1 %	2 %	6 %
15 - 65	1 %	10 %	41 %	29 %	1 %	4 %	27 %	48 %
Above 65	0 %	0 %	5 %	7 %	0 %	0 %	6 %	5 %
GENDER								
Male	1 %	8 %	27 %	19 %	1 %	2 %	15 %	25 %
Female	0 %	5 %	20 %	21 %	0 %	2 %	19 %	35 %

CITY OF HEWITT VS. McLENNAN COUNTY COLLISIONS - RELATIVE SHARES

CITY		TxDOT		McLENNAN COUNTY	
MODE					
Bicycle	1 %	Bicycle	1 %	Bicycle	1 %
Car	81 %	Car	85 %	Car	85 %
Motorcycle	7 %	Motorcycle	3 %	Motorcycle	4 %
Pedestrian	6 %	Pedestrian	4 %	Pedestrian	3 %
Truck	4 %	Truck	6 %	Truck	7 %
FIRST HARMFUL EVENT					
Motor Vehicle in Transport	44 %	Motor Vehicle in Transport	81 %	Motor Vehicle in Transport	72 %
Fixed Object	26 %	Fixed Object	9 %	Fixed Object	17 %
Parked Car	15 %	Pedestrian	4 %	Overturned	4 %
MANNER OF COLLISION					
Hit Object	56 %	Broadside	52 %	Broadside	42 %
Broadside	34 %	Rear End	23 %	Hit Object	28 %
Rear End	9 %	Hit Object	19 %	Rear End	24 %
Head-On	1 %	Sideswipe	3 %	Sideswipe	5 %
VIOLATION CATEGORY					
Distracted Driving	25 %	Distracted Driving	28 %	Unsafe Speed	23 %
Unsafe Speed	13 %	Automobile Right-of-Way	18 %	Automobile Right-of-Way	22 %
Automobile Right-of-Way	13 %	Traffic Signals and Signs	12 %	Traffic Signals and Signs	12 %
Other Unforeseen Reasons	9 %	Unsafe Speed	9 %	Distracted Driving	8 %
Other Improper Driving	7 %	Driving under Influence	5 %	Other Improper Driving	6 %
Driver Condition	7 %	Improper Turning	5 %	Other Unforeseen Reasons	6 %
LOCATION					
Intersection	50 %	Intersection	74 %	Intersection	59 %
Roadway	50 %	Roadway	26 %	Roadway	41 %
LIGHTING					
Daylight	69 %	Daylight	70 %	Daylight	70 %
Dark, Not Lighted	19 %	Dark, Lighted	17 %	Dark, Lighted	16 %
Dark, Lighted	6 %	Dark, Not Lighted	8 %	Dark, Not Lighted	11 %

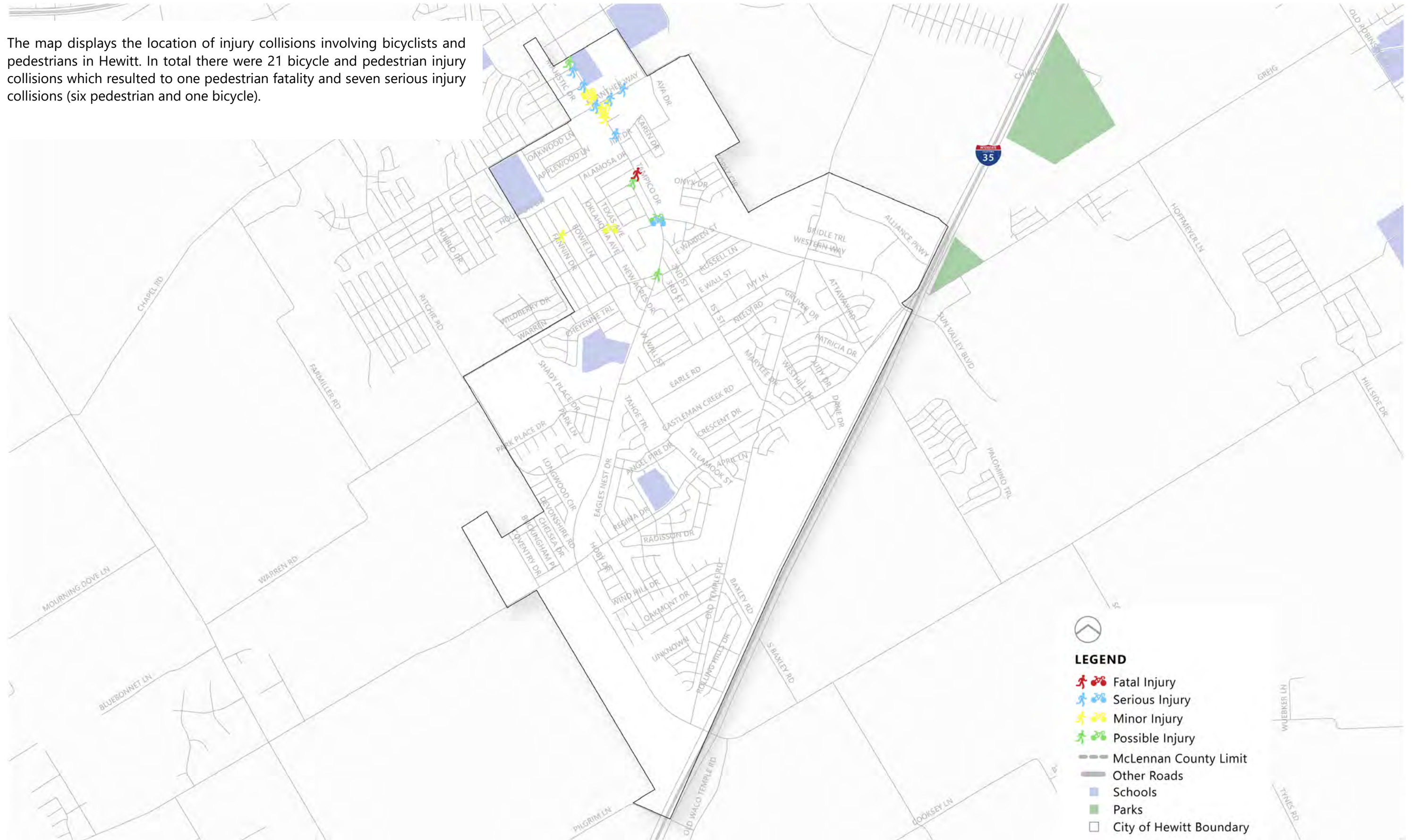
SPEED LIMIT



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

BICYCLE & PEDESTRIAN COLLISION BY SEVERITY

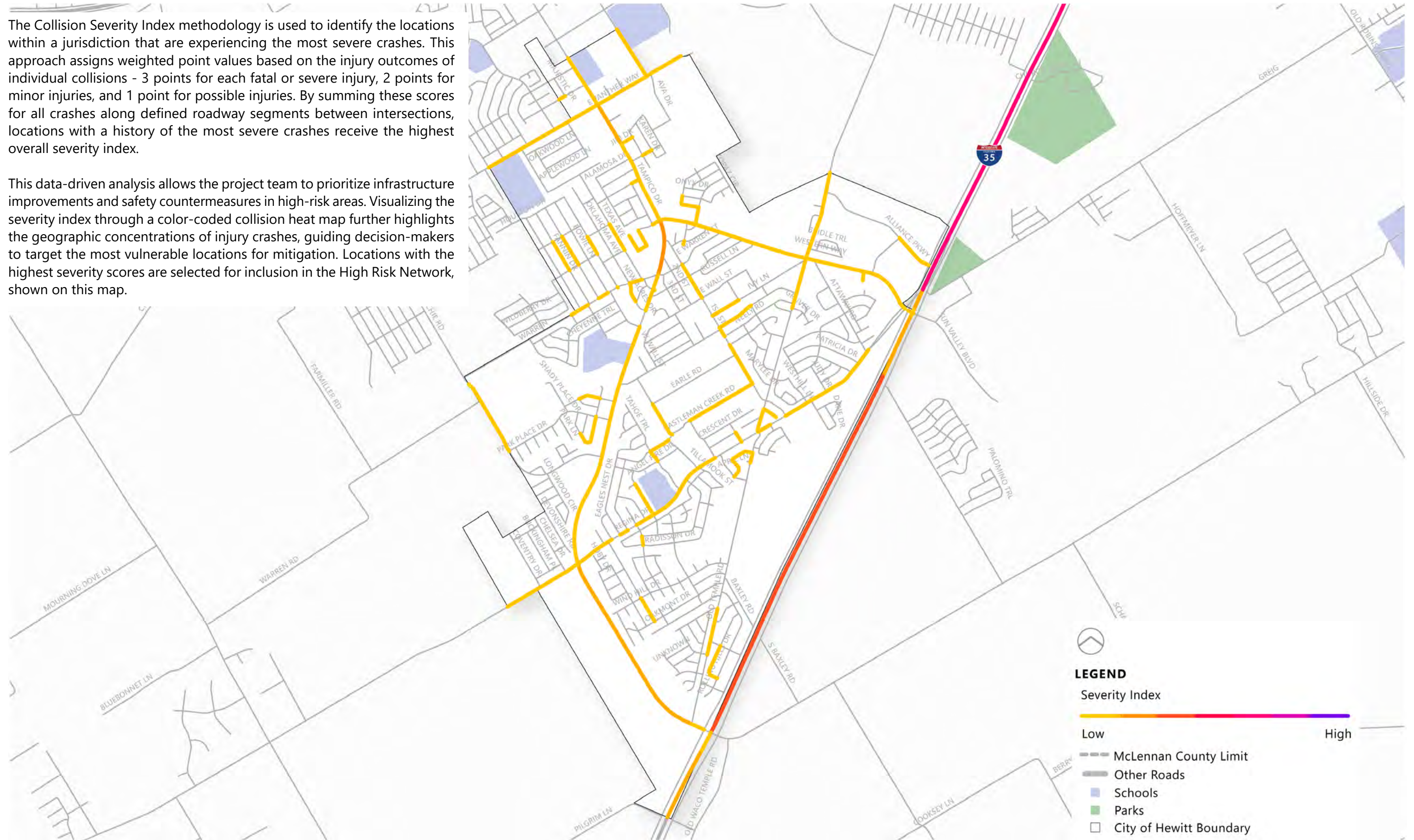
The map displays the location of injury collisions involving bicyclists and pedestrians in Hewitt. In total there were 21 bicycle and pedestrian injury collisions which resulted to one pedestrian fatality and seven serious injury collisions (six pedestrian and one bicycle).



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.



LEGEND

Severity Index

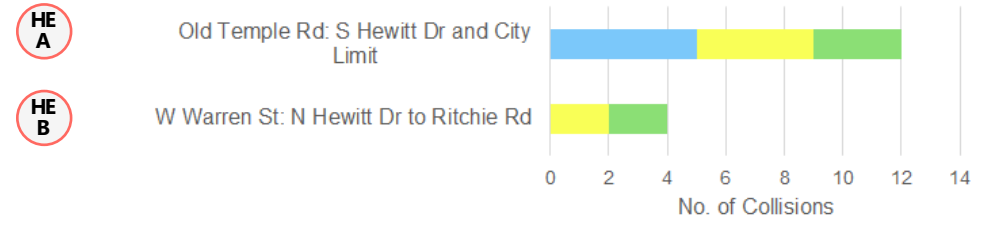
Low High

- McLennan County Limit
- Other Roads
- Schools
- Parks
- City of Hewitt Boundary

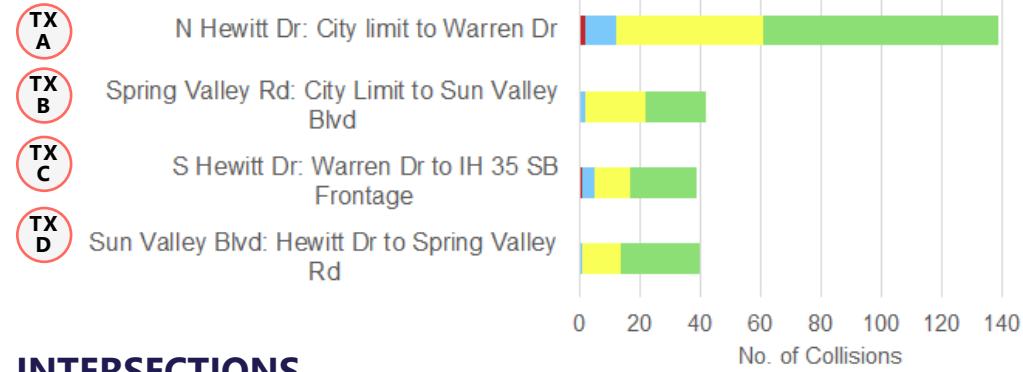
ROADWAYS & INTERSECTIONS

This section lists high risk roadway segments and intersections within Hewitt city limit. 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.

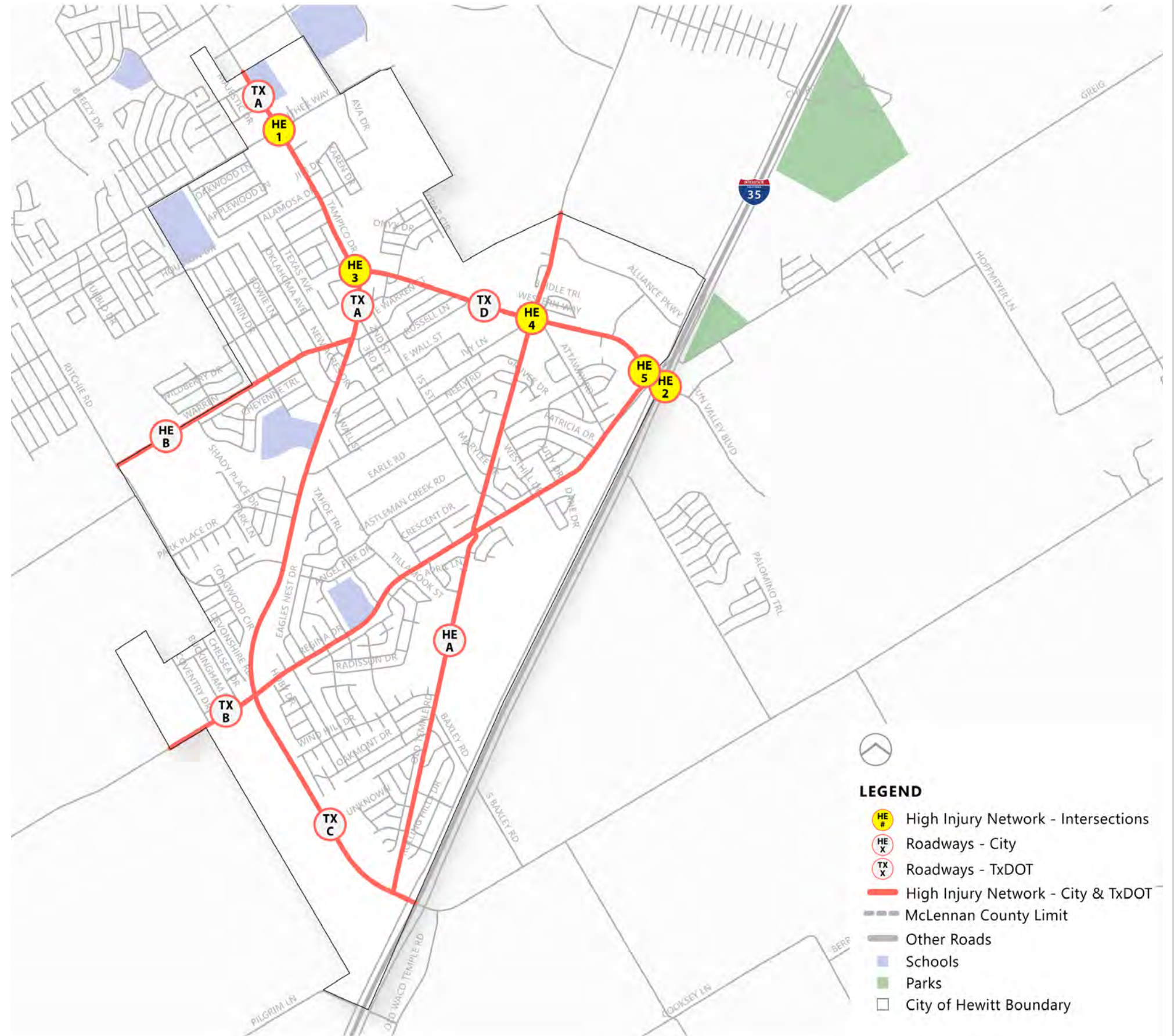
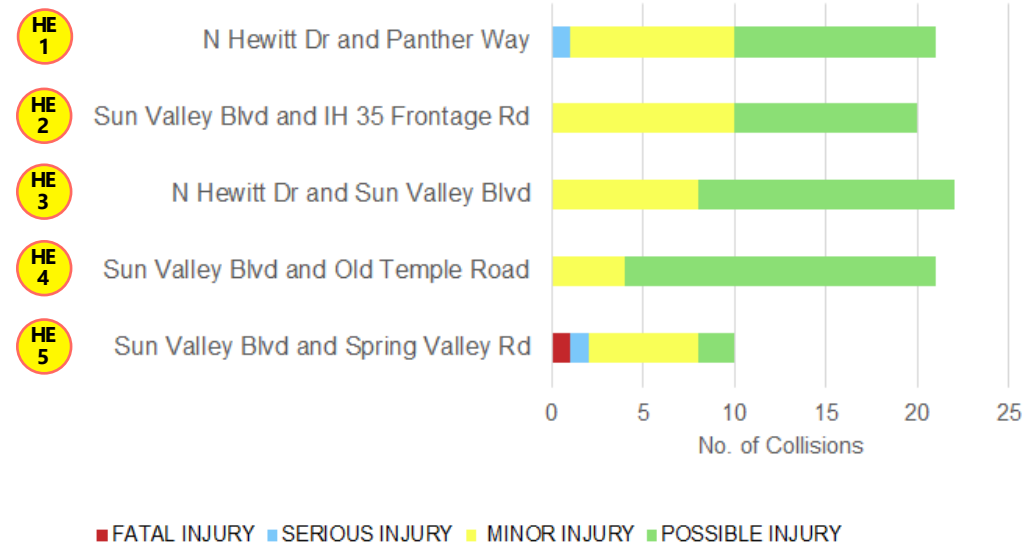
ROADWAYS



TxDOT ROADWAYS



INTERSECTIONS

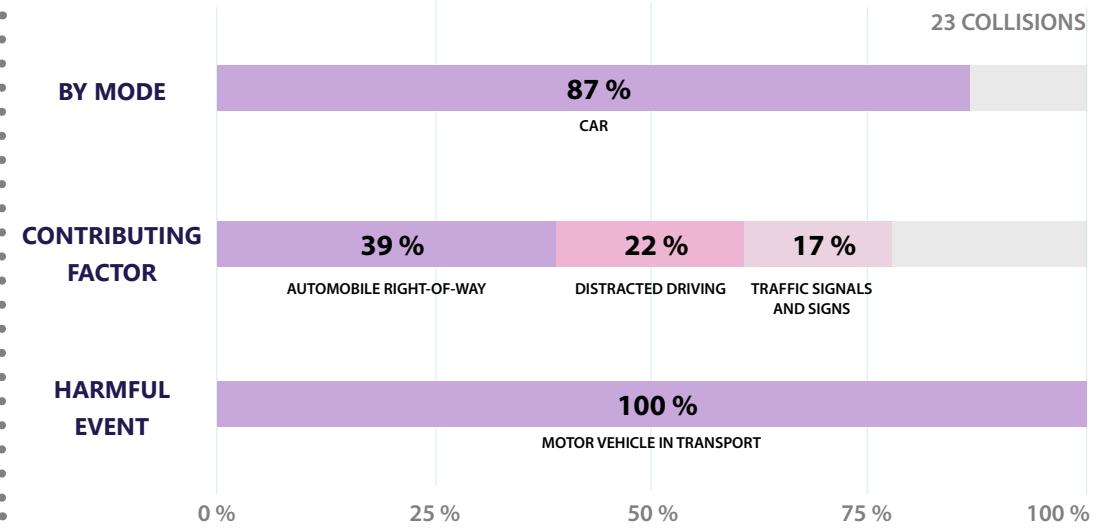
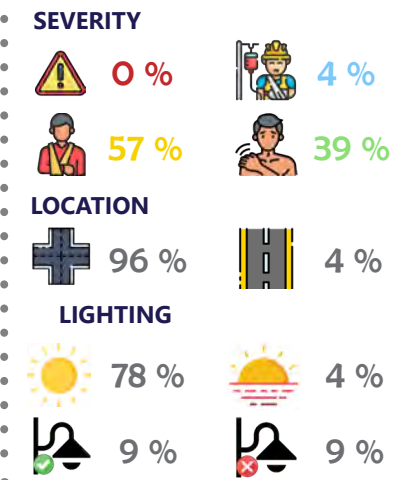
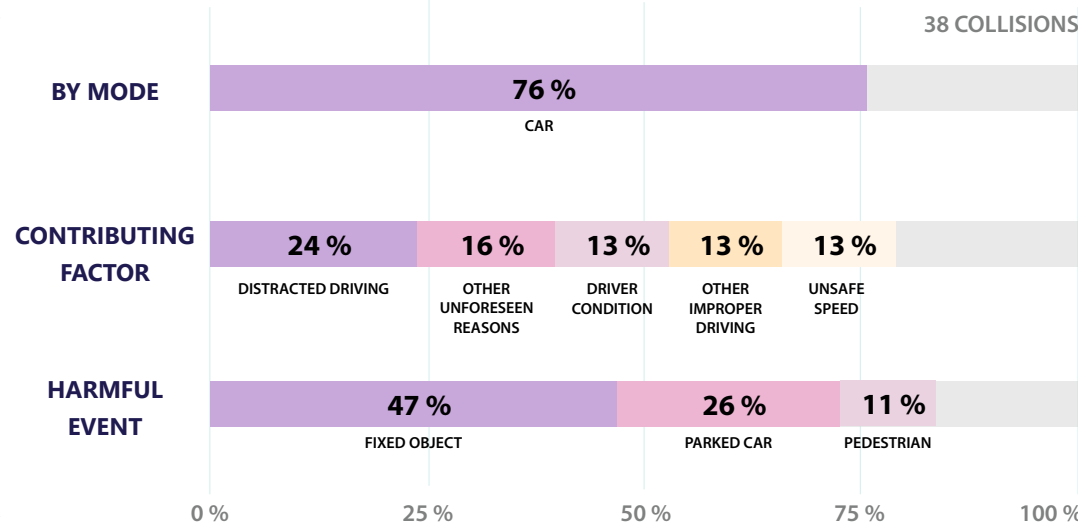
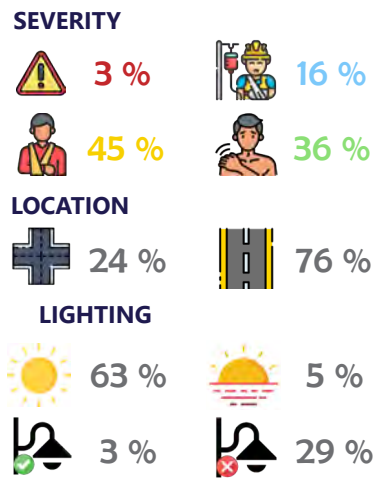
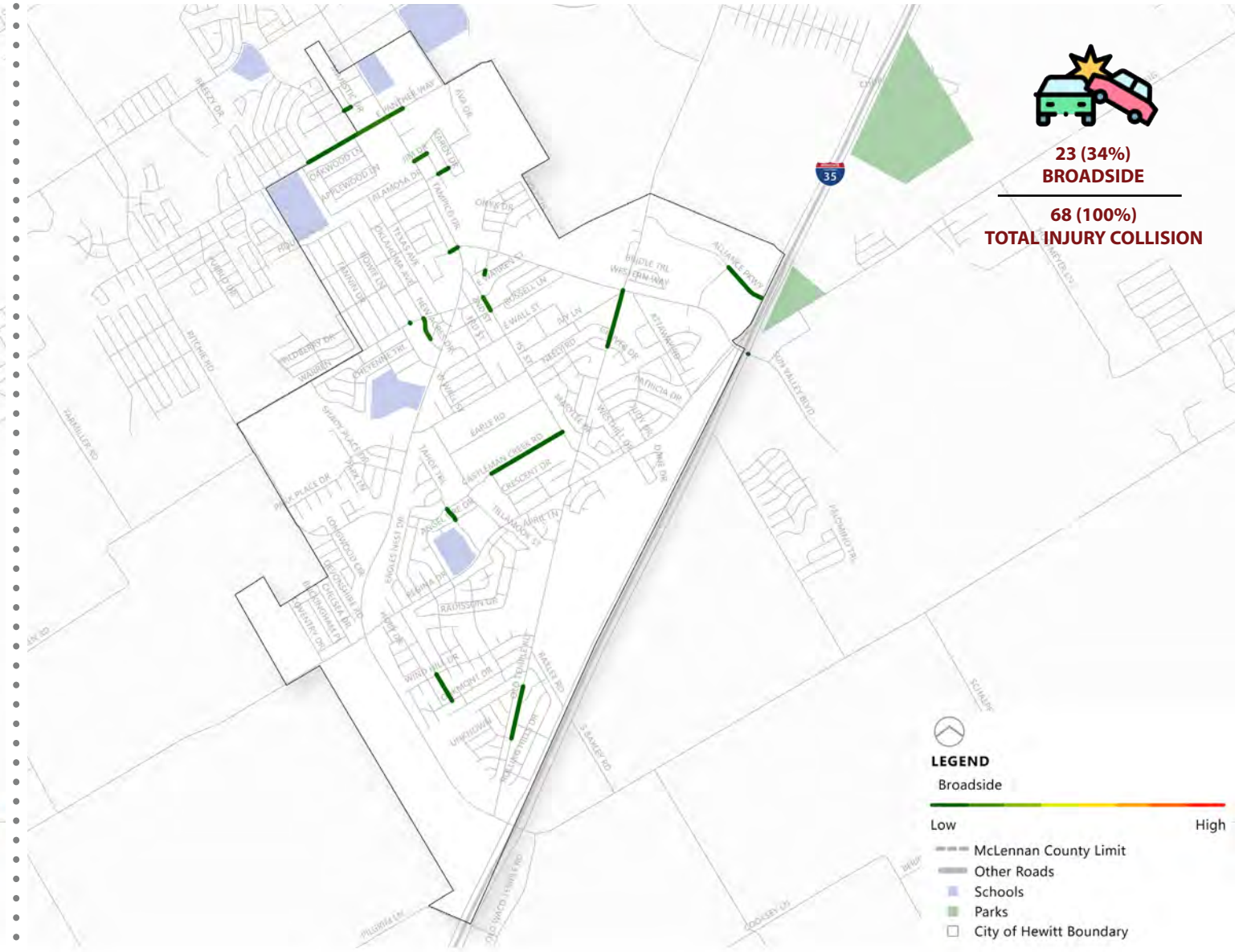


PROFILES - CITY

PROFILE 1 - HIT OBJECT



PROFILE 2 - BROADSIDE

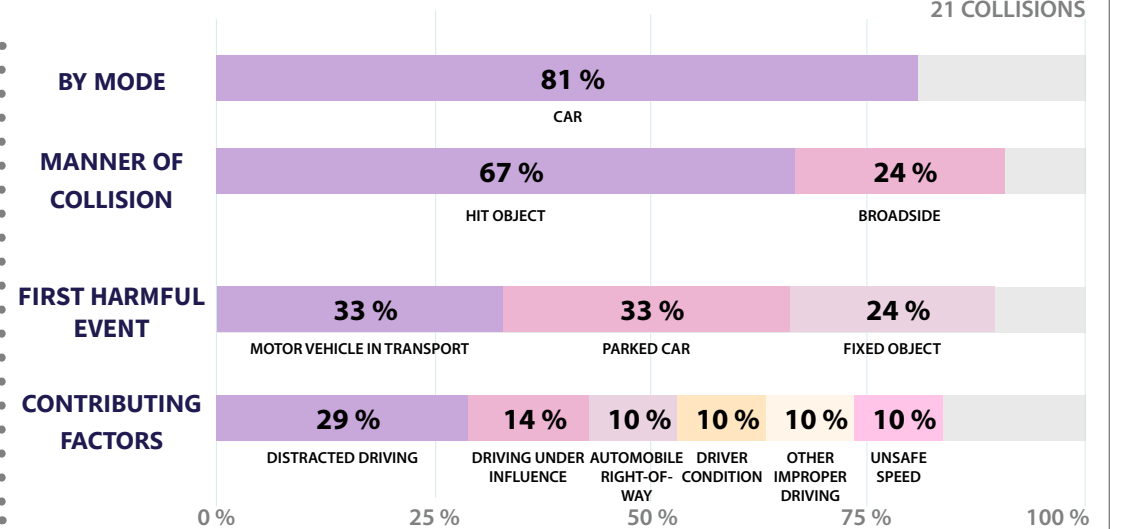
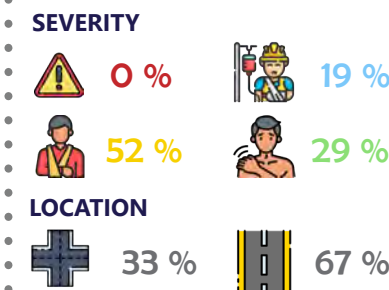
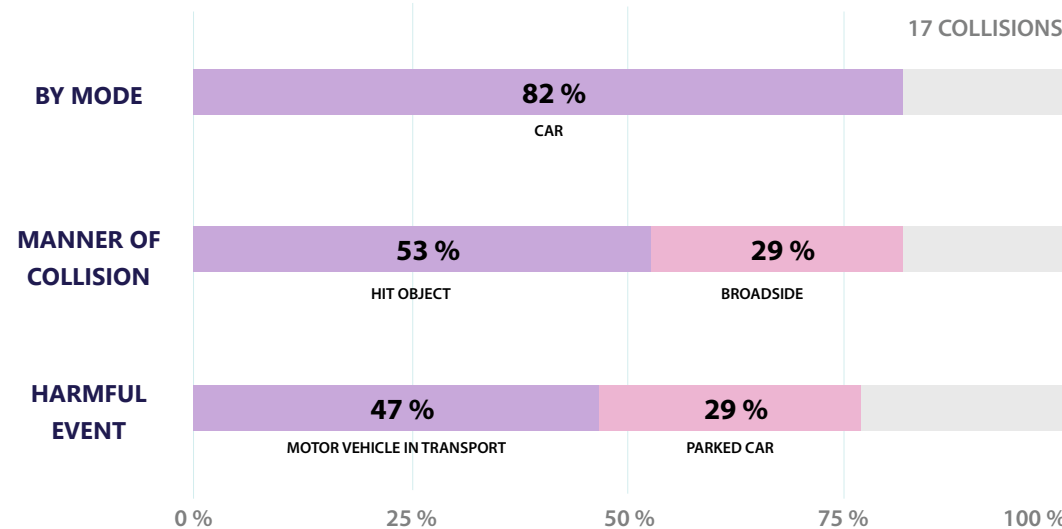
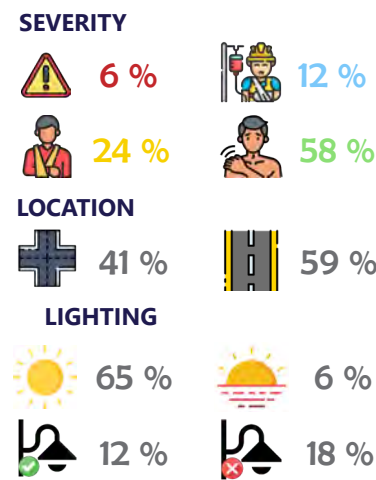


PROFILES - CITY

PROFILE 3 - DISTRACTED DRIVING

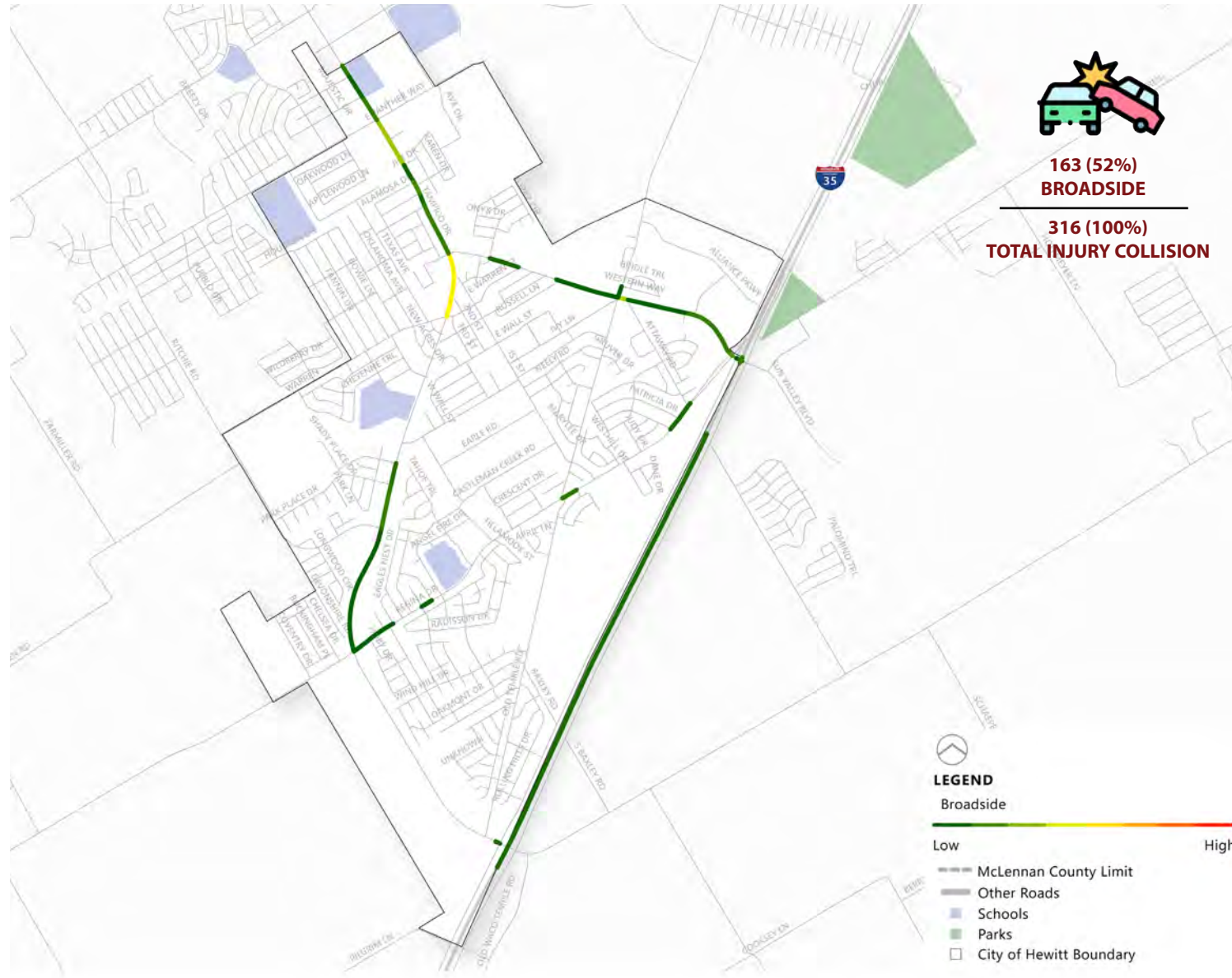


PROFILE 4 - NIGHTTIME

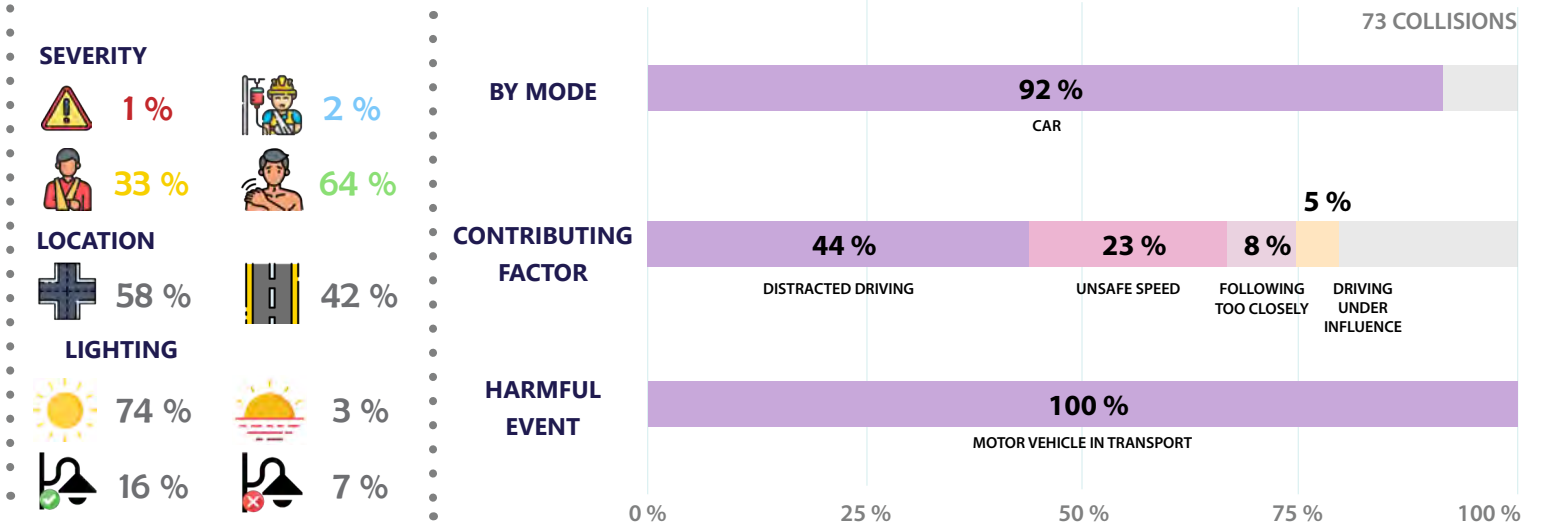
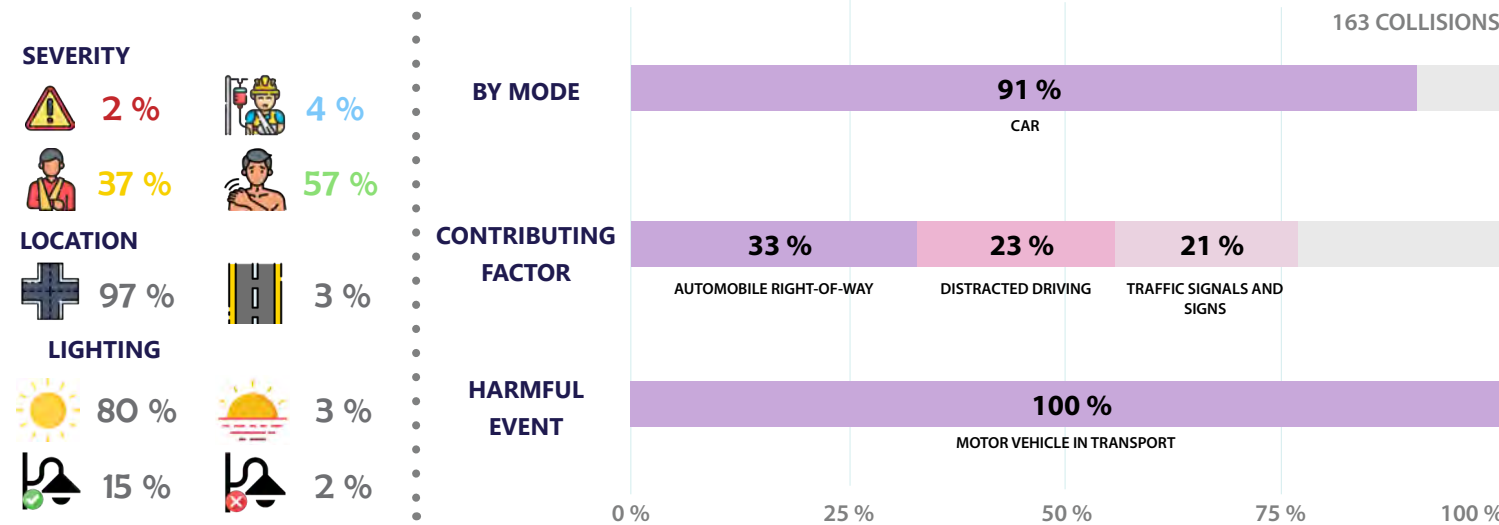
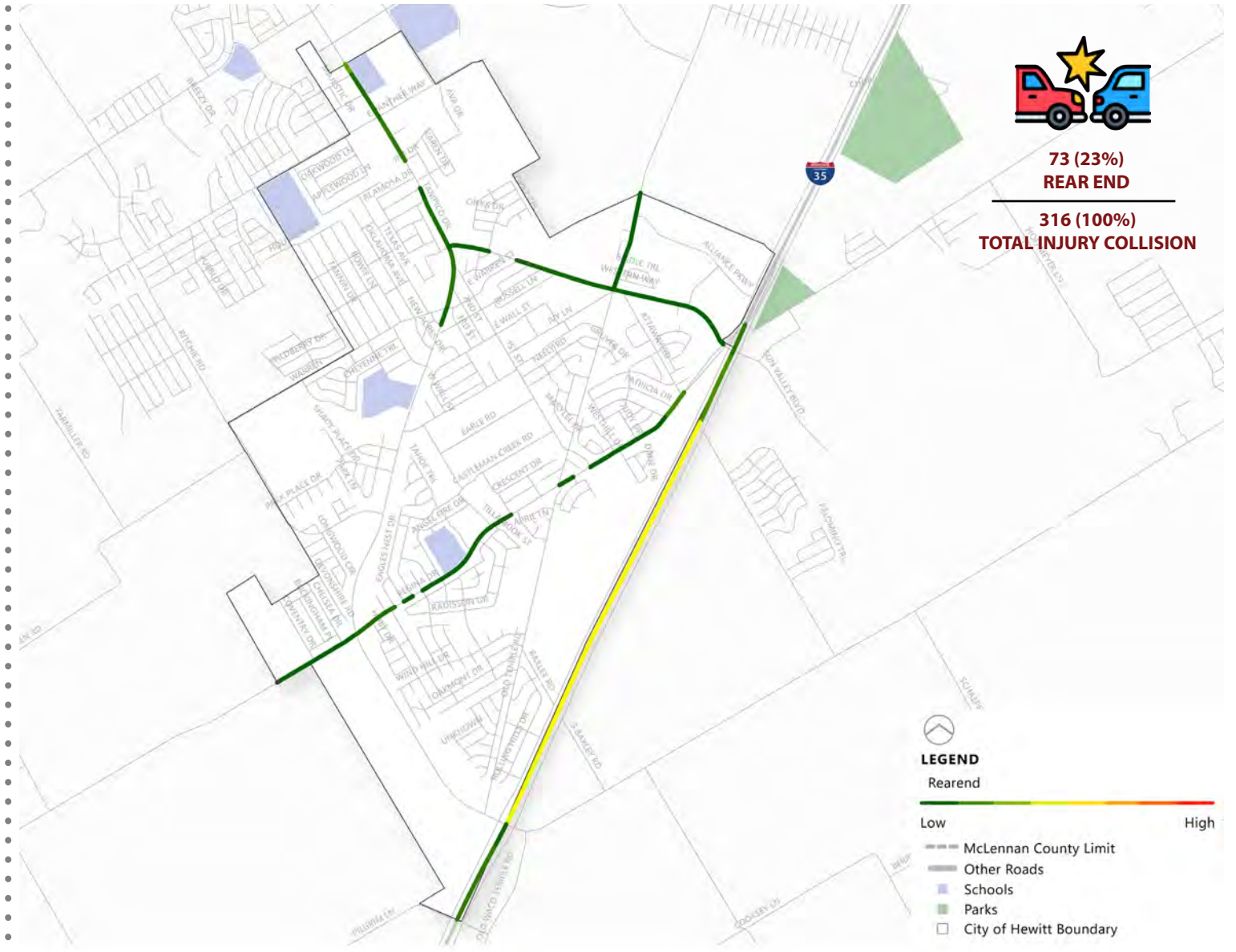


PROFILES - TXDOT

PROFILE 1 - BROADSIDE

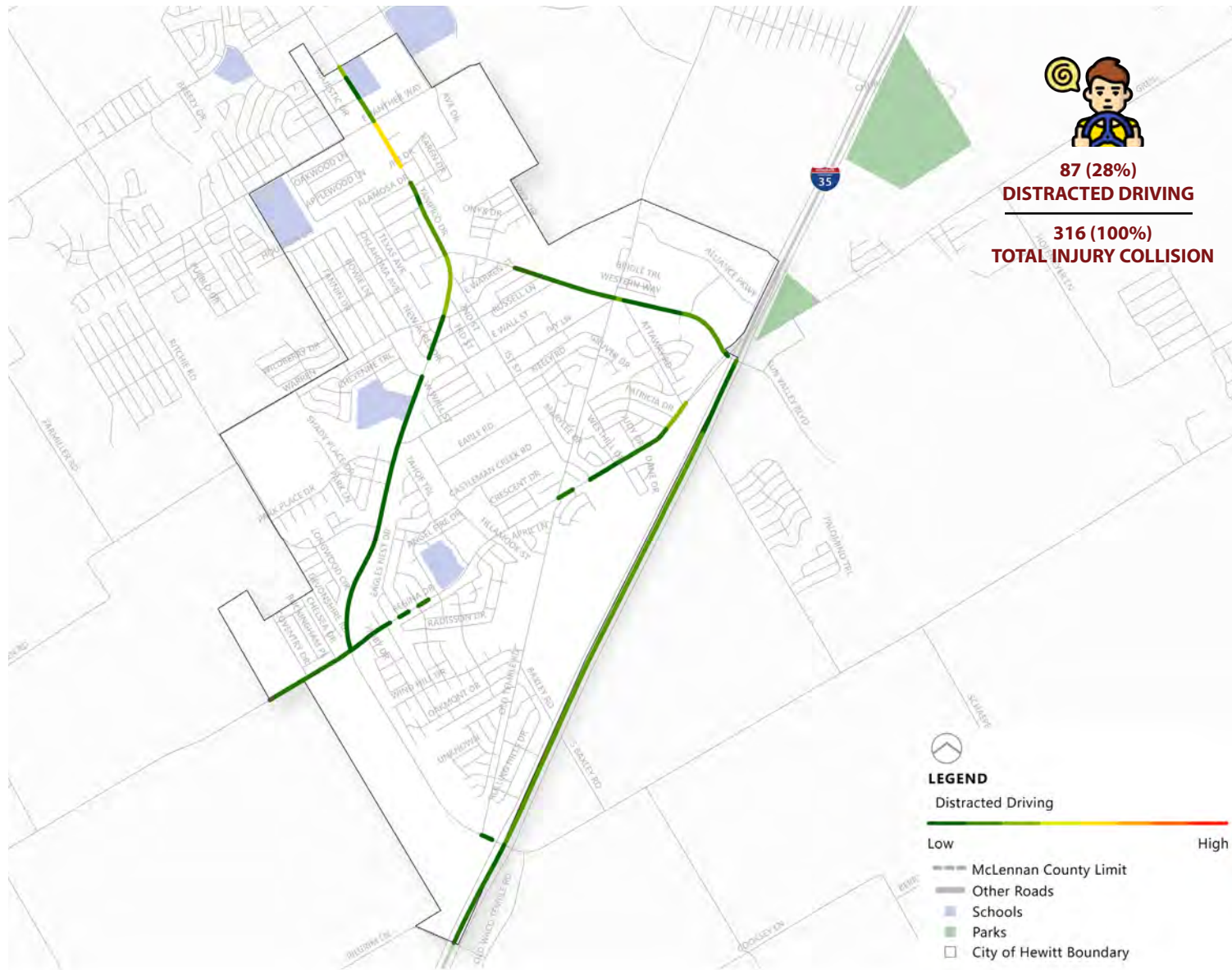


PROFILE 2 - REAR END

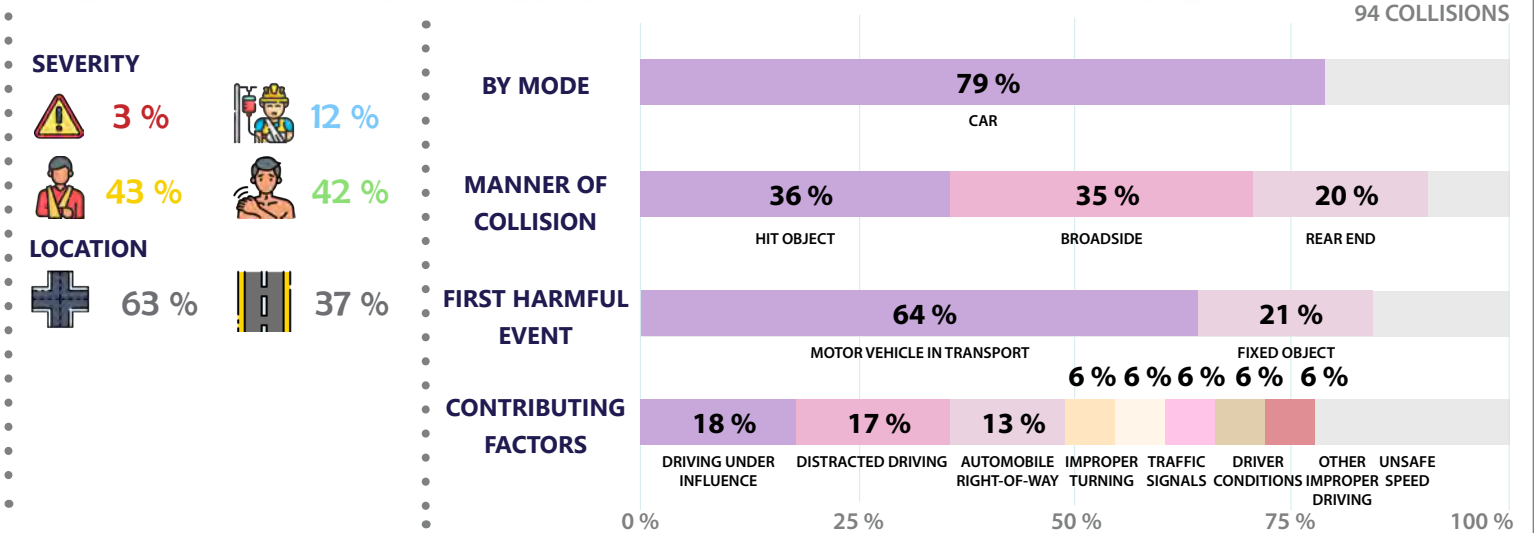
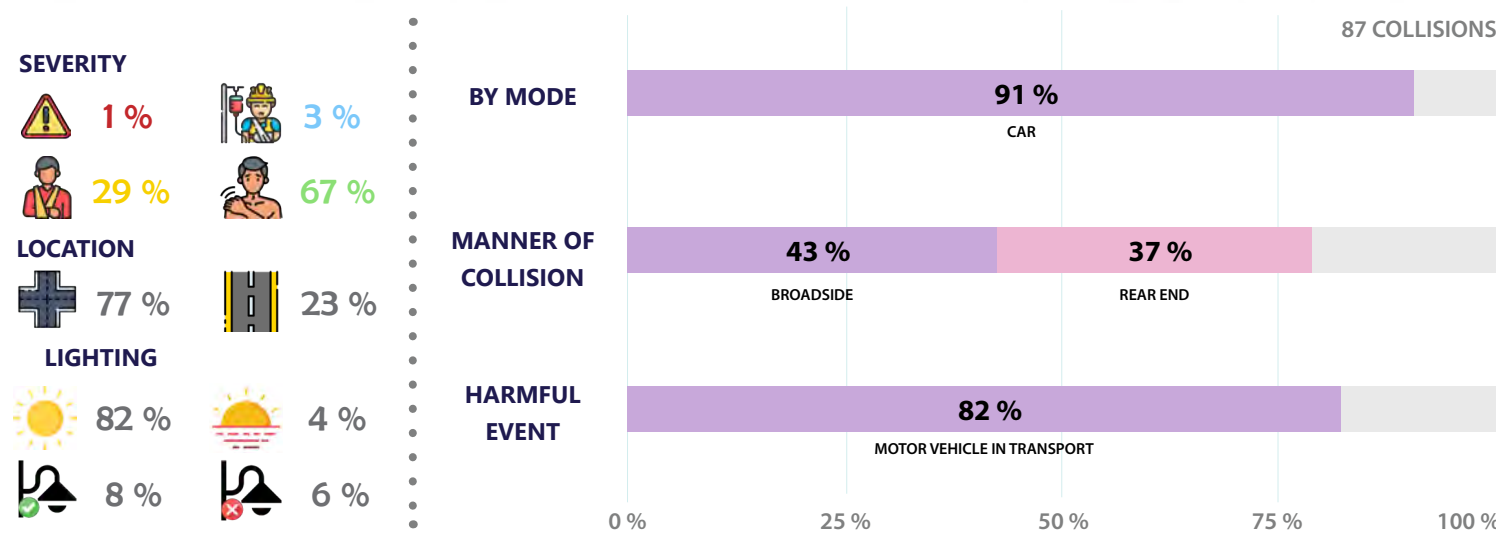


PROFILES - TXDOT

PROFILE 3 - DISTRACTED DRIVING



PROFILE 4 - NIGHTTIME

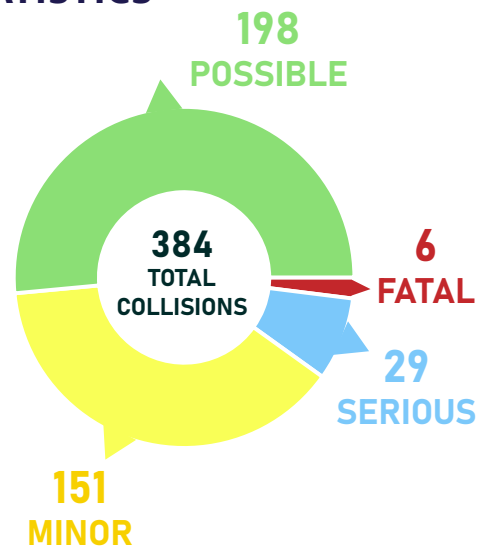


PROJECT 1: CITYWIDE SIGN INVENTORY & PAVEMENT DELINEATION

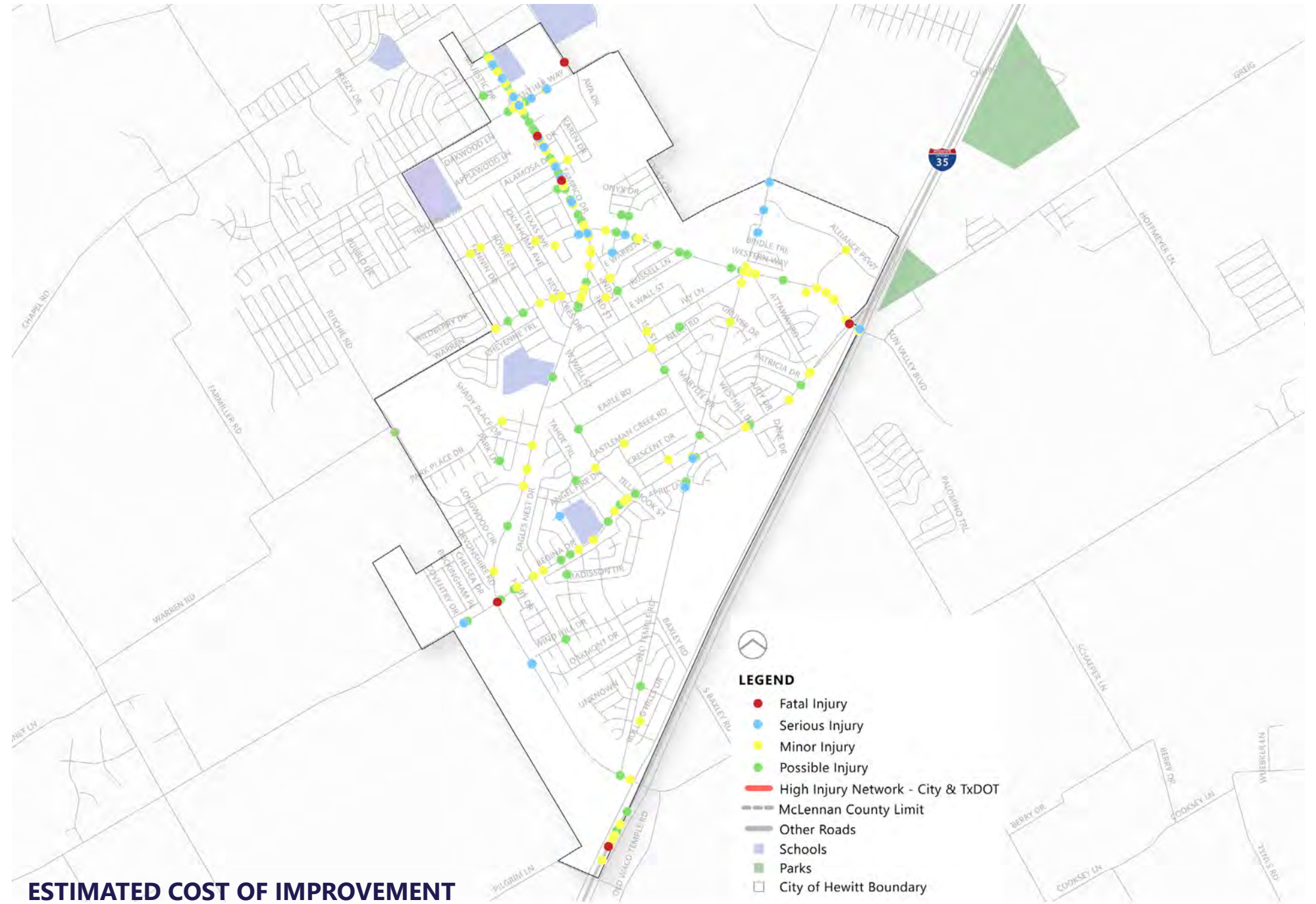
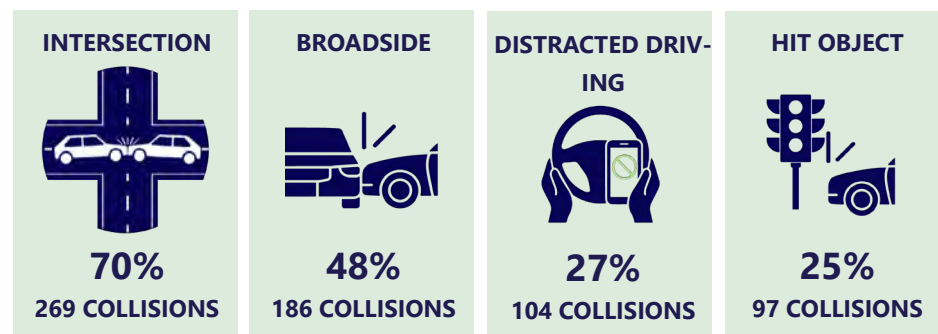
The City of Hewitt is proposing a Citywide Sign Inventory and Pavement Delineation project to improve roadway safety and navigation for drivers. The proposed initiative would commence with a thorough assessment of all existing traffic signs throughout the city to identify any that are damaged, faded, 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 city.

INJURY COLLISION STATISTICS

- 16
- 5
- 16
- 324
- 23



TRENDS



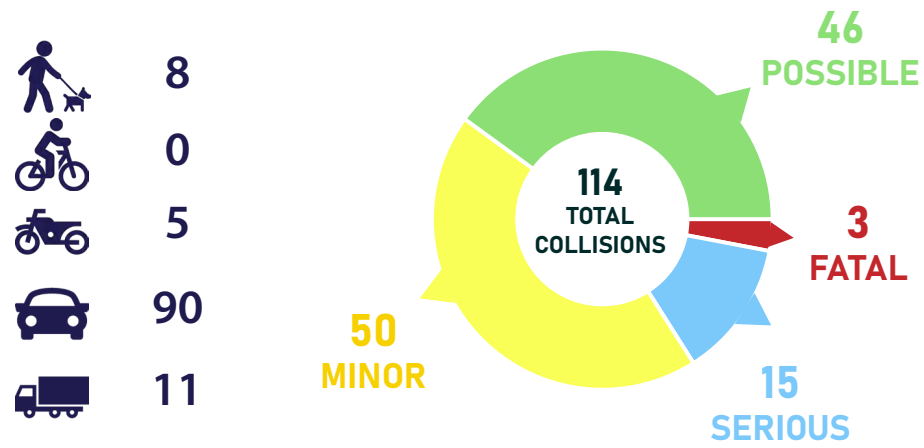
ESTIMATED COST OF IMPROVEMENT

	IMPROVEMENTS	LIMIT	ESTIMATED COST
	Sign Inventory, Replacement & Installation	Citywide	\$569,000
	Citywide Pavement Delineation	Citywide	\$3,079,800
		CONTINGENCY COST	\$729,800
		ENGINEERING COST	\$1,094,700
		TOTAL COST	\$5,473,300

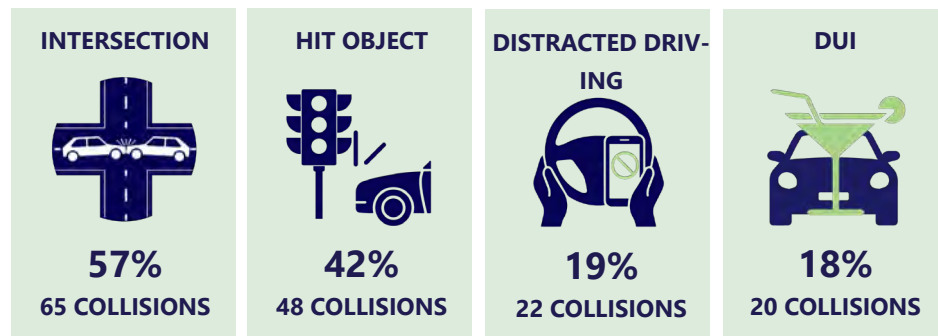
PROJECT 2: CITYWIDE STREET LIGHT INVENTORY

The City of Hewitt is proposing a Citywide Streetlight 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 city 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 Hewitt's streets during the nighttime hours.

NIGHTTIME INJURY COLLISION STATISTICS

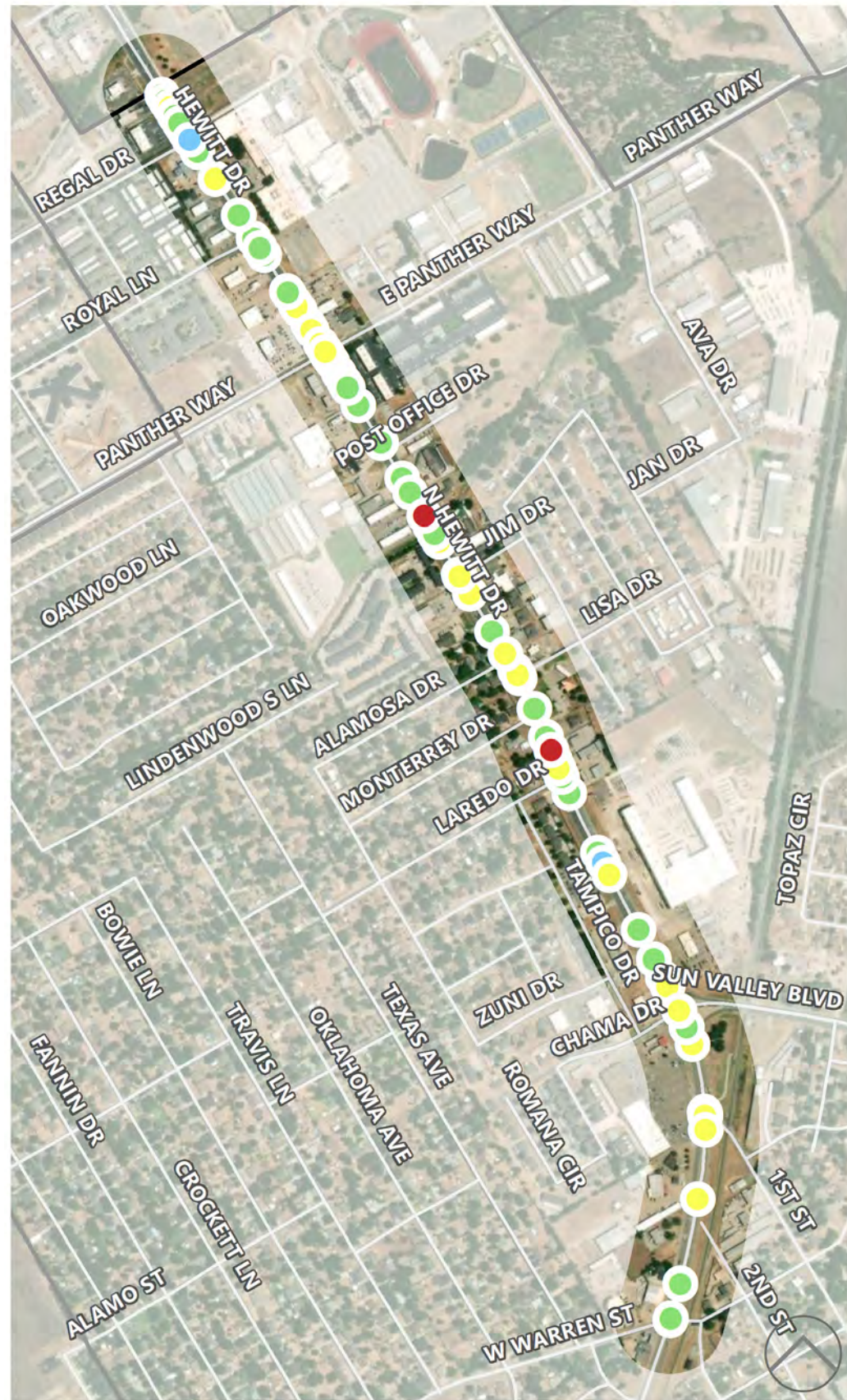


TRENDS



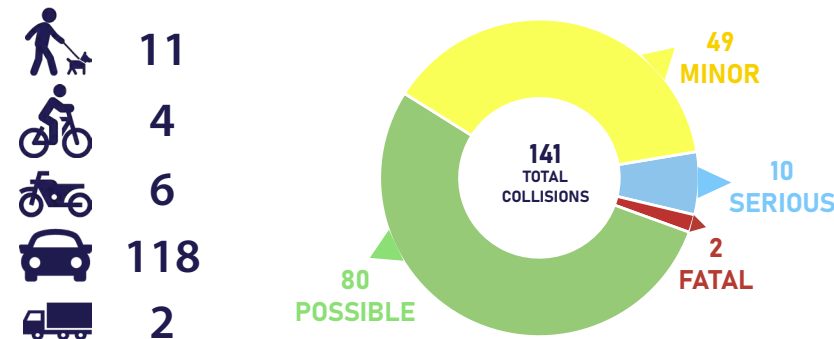
ESTIMATED COST OF IMPROVEMENT

IMPROVEMENTS	LIMIT	ESTIMATED COST
Citywide Street Light Inventory	Citywide	\$10,861,800
	CONTINGENCY COST	\$2,172,360
	ENGINEERING COST	\$4,562,000
	TOTAL COST	\$17,596,160

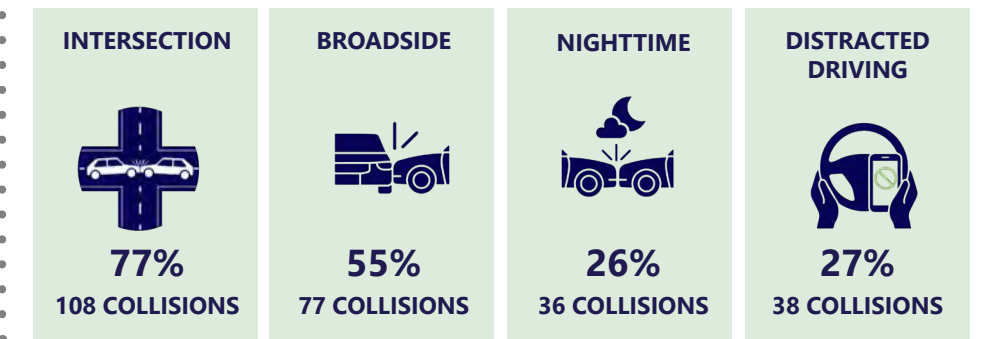


N Hewitt Drive is a four-lane minor arterial with a center two-way left turn lane, that provides access to commercial developments and residential neighborhoods. The speed limit varies throughout the corridor, from 45 mph to 55 mph. This segment of Hewitt Drive provides access to Midway Middle School.

INJURY COLLISION STATISTICS



TRENDS



EXISTING CONDITIONS



Existing Condition:
FM-1695 (N Hewitt Dr) at Laredo Dr facing north



Existing Condition:
FM-1695 (N Hewitt Dr) south of Panther Way facing south

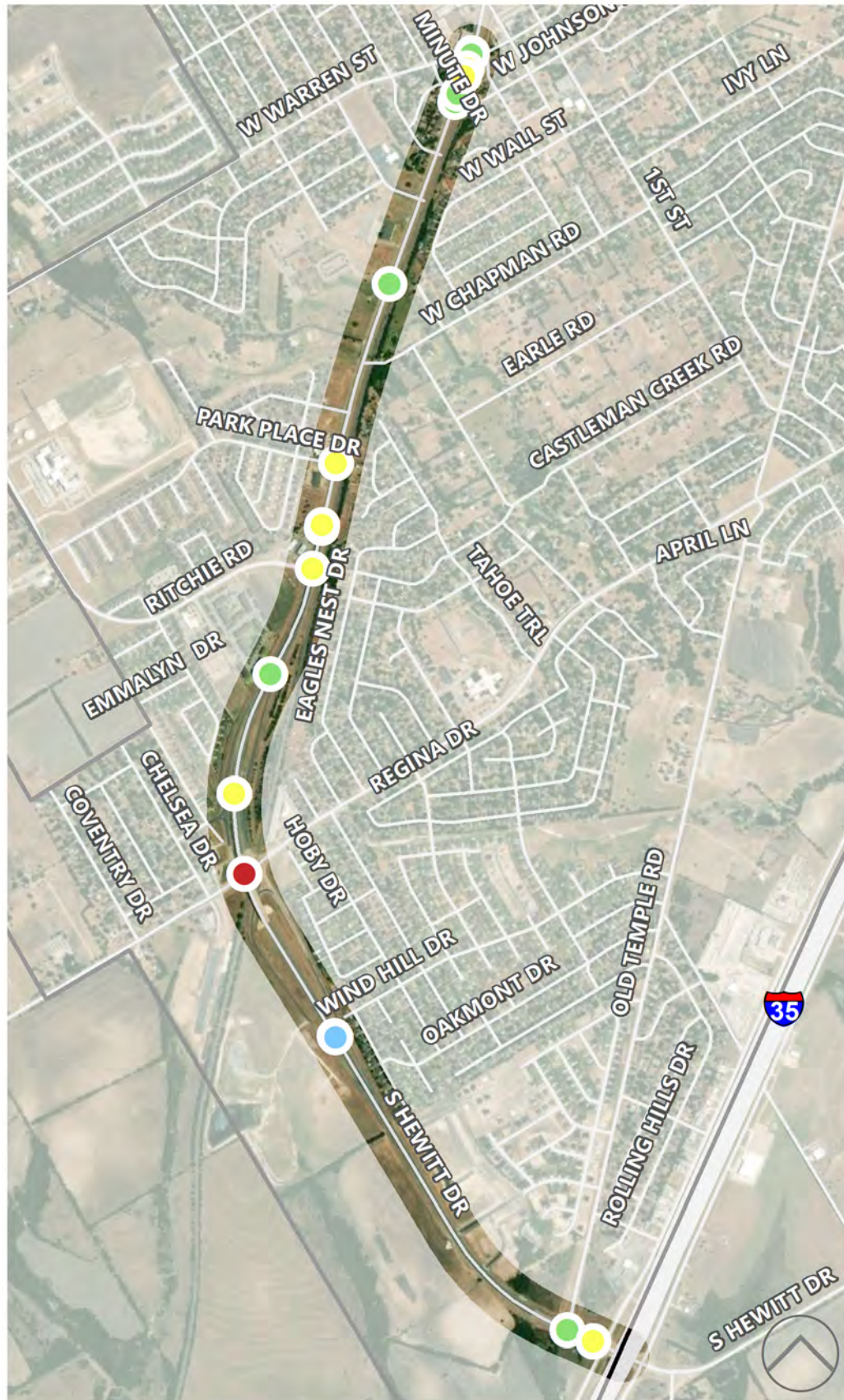
ESTIMATED COST OF IMPROVEMENT

3-A: FM-1695 (N HEWITT DR)- CORRIDOR SAFETY IMPROVEMENTS

	IMPROVEMENTS	LOCATIONS	ESTIMATED COST
	Install Median & Access Management		\$3,336,000
	Street Lighting		\$374,900
	School Zone Speed Limit Reduction	Phase 1- From North of City Limits to W Warren St	\$1,400
	Pedestrian Connectivity Improvement (Sidewalk & Crosswalk)		\$3,796,000
	Install Speed Feedback Signs		\$69,000
	Pedestrian Hybrid Beacon	Phase 1- At Jim Dr & Laredo Dr	\$462,300
	Signalized Intersections Improvements (Protected Left, Yellow Border, & Signal Timing)	Phase 1- Panther Way, FM-2063 (Sun Valley Blvd)	\$35,200
	Complete Streets with Multimodal Access	Phase 2- From North of City Limits to W Warren St	\$8,625,000
		CONTINGENCY COST	\$3,340,000
		ENGINEERING COST	\$7,014,000
		TOTAL COST	\$27,053,800

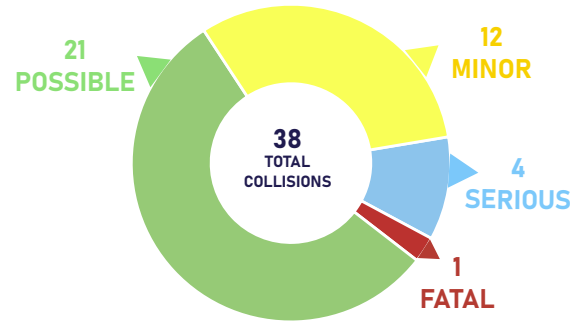
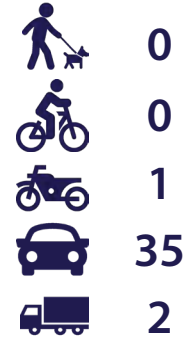
■ Fatal Injury
 ■ Serious Injury
 ■ Minor Injury
 ■ Possible Injury

PROJECT 3-B: FM-1695 (S HEWITT DRIVE)- CORRIDOR SAFETY IMPROVEMENTS

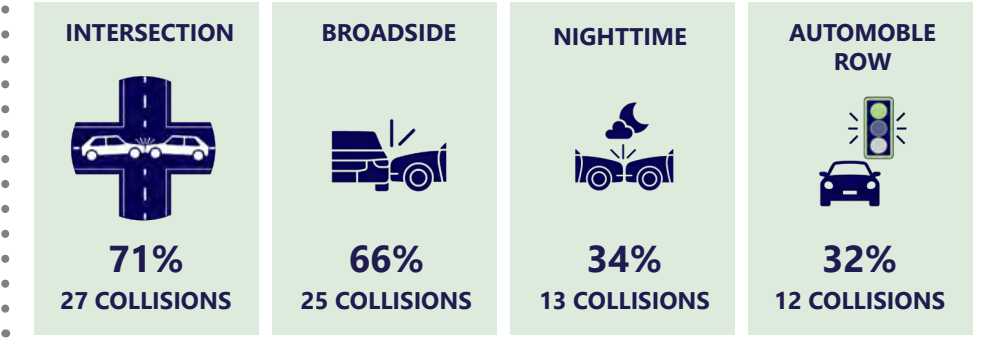


S Hewitt Drive is a four-lane minor arterial with a center two-way left turn lane, that provides access to elementary school and residential neighborhoods. Speed limits vary, set at 55 mph between W Warren Street and Spring Valley Road, and 60 mph between Spring Valley Road and I-35. S Hewitt Drive fronts the Castleman Creek Elementary School, and Hewitt Park.

INJURY COLLISION STATISTICS



TRENDS



EXISTING CONDITIONS



Existing Condition:
FM-1695 (S Hewitt Dr) at Minute Dr facing south



Existing Condition:
FM-1695 (S Hewitt Dr) at Park Place Dr facing north

ESTIMATED COST OF IMPROVEMENT

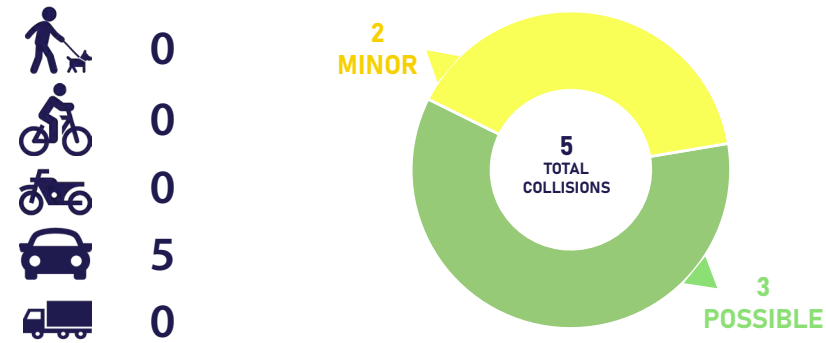
3-B: FM-1695 (S HEWITT DR)- CORRIDOR SAFETY IMPROVEMENTS			
IMPROVEMENTS	LOCATIONS	ESTIMATED COST	
Install Median	Phase 1: From W Warren St to I-35	\$6,952,200	
Install Street Lighting		\$179,400	
Sign Upgrade		\$5,200	
Speed Limit Reduction		\$3,500	
Install Speed Feedback Sign		\$34,500	
Complete Streets with Multimodal Access		Phase 2: From W Warren St to Ritchie Rd	\$6,555,000
		CONTINGENCY COST	\$2,746,000
		ENGINEERING COST	\$5,766,600
		TOTAL COST	\$22,242,400

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

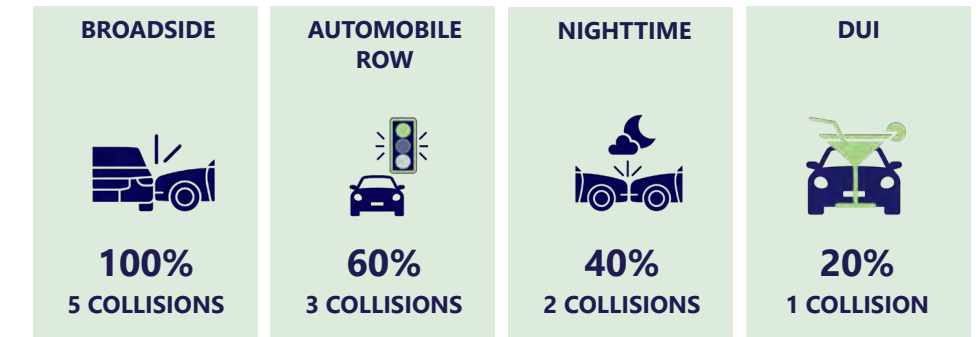


The intersection of S Hewitt Drive and Ritchie Road is a one way stop controlled T- intersection with a stop sign at Ritchie Road approach. Ritchie Road provides access to residential neighborhood and Park Hill Elementary School. The speed limit for approaching this intersection is 55 mph on S Hewitt Drive and 30 mph on Ritchie Road. This is a key intersection connecting to Hewitt City Hall, Public Library and the Fire Department.

INJURY COLLISION STATISTICS



TRENDS



EXISTING CONDITIONS



Existing Condition:
FM-1695 (S Hewitt Dr) at Ritchie Rd facing west

Existing Condition:
FM-1695 (S Hewitt Dr) at Ritchie Rd facing east



ESTIMATED COST OF IMPROVEMENT

3-C: FM-1695 (S HEWITT DR)- INTERSECTION SAFETY IMPROVEMENTS			
	IMPROVEMENTS	LOCATIONS	ESTIMATED COST
	Install Signal		\$862,500
	Upgrade Striping and Revise Lane Geometry	FM 1695 (S Hewitt Dr) and Ritchie Rd	\$34,500
	Install Approach Median		\$145,200
	Install Intersection Lighting		\$193,500
	Pedestrian Connectivity Improvements		\$151,800
			CONTINGENCY COST
		ENGINEERING COST	\$582,800
		TOTAL COST	\$2,247,800

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

PROJECT 4: SCHOOL SAFETY IMPROVEMENTS



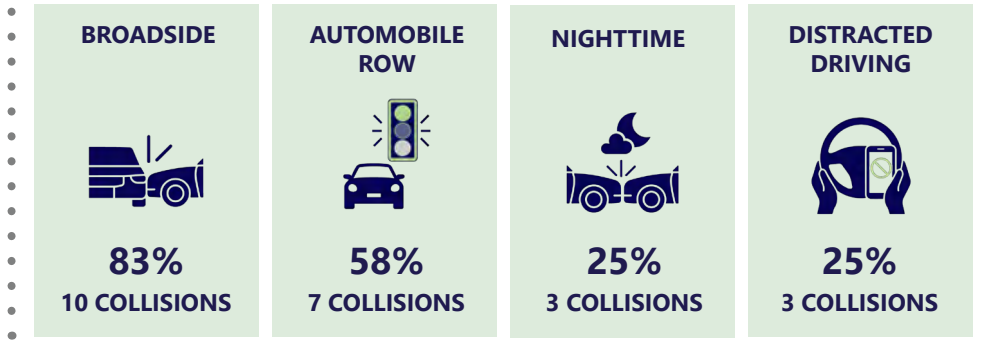
■ Fatal Injury
 ■ Serious Injury
 ■ Minor Injury
 ■ Possible Injury

S Hewitt Drive is a four-lane minor arterial with a center two-way left turn lane with a posted speed limit of 55 mph. Ritchie Road, is a two-lane major collector with a speed limit of 30 mph and Park Place Drive is a two-lane local neighborhood street with a 30 mph speed limit. This project will provide multimodal connectivity to Castleman Creek Elementary School, and Park Hill Elementary School.

INJURY COLLISION STATISTICS



TRENDS



EXISTING CONDITIONS



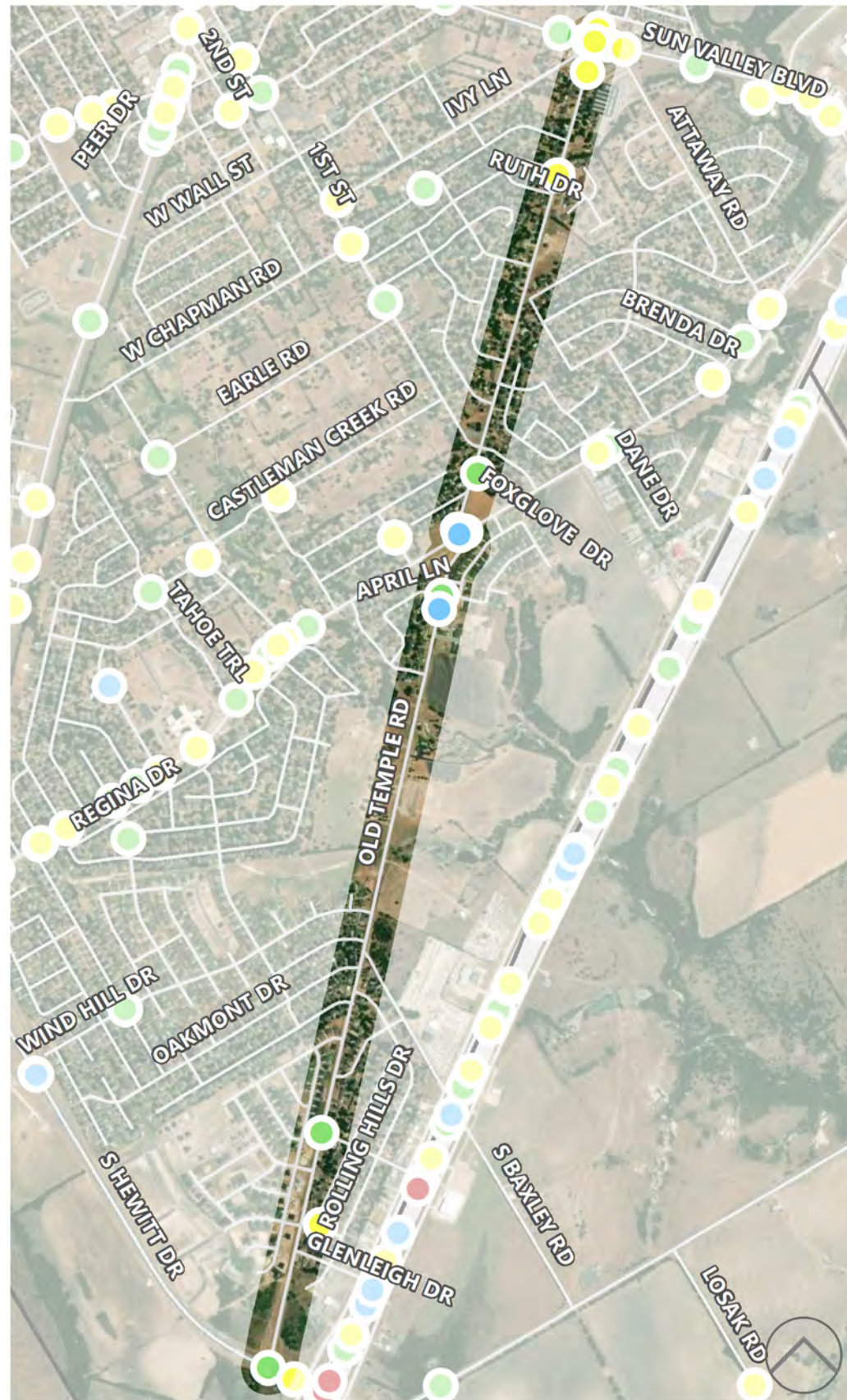
Existing Condition:
Ritchie Rd at Ellis Farm Rd facing west

Existing Condition:
Park Place Rd at Vanessa Dr facing east



ESTIMATED COST OF IMPROVEMENT

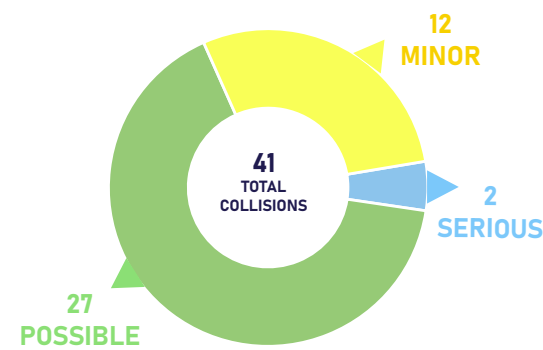
4: SCHOOL SAFETY IMPROVEMENTS		
IMPROVEMENTS	LOCATIONS	ESTIMATED COST
Pedestrian Connectivity Improvements: Sidewalks and Crosswalks	S Hewitt Dr (From Kiowa Trail to Ritchie Rd)	\$344,600
	Ritchie Rd (From Hewitt Dr to Park Place Dr)	\$1,104,900
	Park Place Dr	\$2,116,600
	CONTINGENCY COST	\$713,300
	ENGINEERING COST	\$1,497,800
	TOTAL COST	\$5,777,200



Old Temple Road, a two-lane major collector, provides access to residential neighborhoods. The speed limit is set at 30 mph.

INJURY COLLISION STATISTICS

	0
	0
	2
	37
	2



TRENDS

INTERSECTION 85% 35 COLLISIONS	BROADSIDE 66% 27 COLLISIONS	NIGHTTIME 34% 14 COLLISIONS	DISTRACTED DRIVING 22% 9 COLLISIONS
---	--	--	--

EXISTING CONDITIONS



Existing Condition:
Old Temple Rd at Glenleigh Dr facing north

Existing Condition:
Old Temple Rd at Ruth Dr facing south

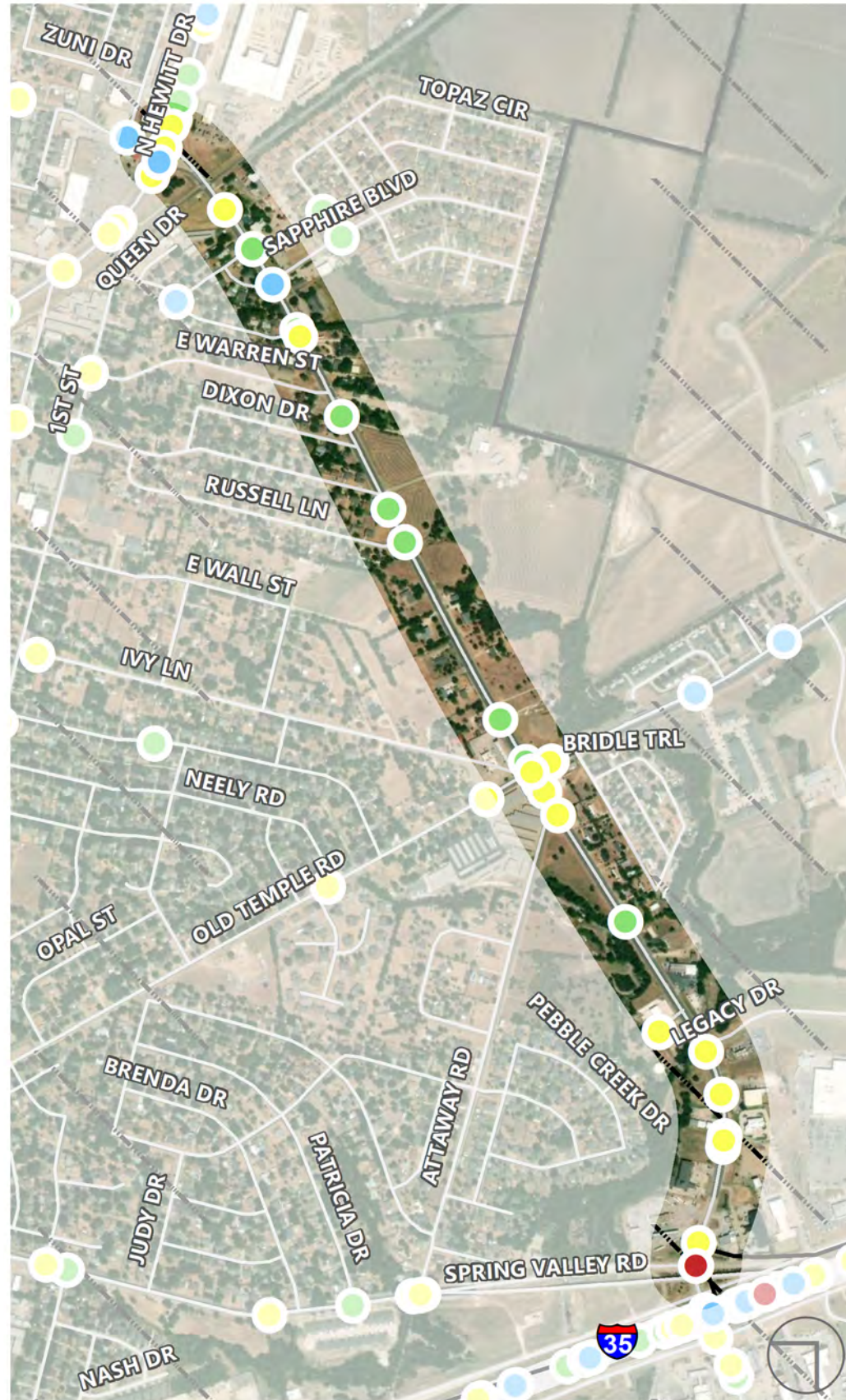


ESTIMATED COST OF IMPROVEMENT

5: OLD TEMPLE RD- CORRIDOR SAFETY IMPROVEMENTS			
	IMPROVEMENTS	LOCATIONS	ESTIMATED COST
	Install Striping		\$148,500
	Install Street Lighting	From FM-1695 (S Hewitt Dr) to FM-2063 (Sun Valley Blvd)	\$523,300
	Minor Street Improvements		\$21,500
	Install Speed Feedback Sign		\$69,000
		CONTINGENCY COST	\$152,500
		ENGINEERING COST	\$320,200
		TOTAL COST	\$1,235,000

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

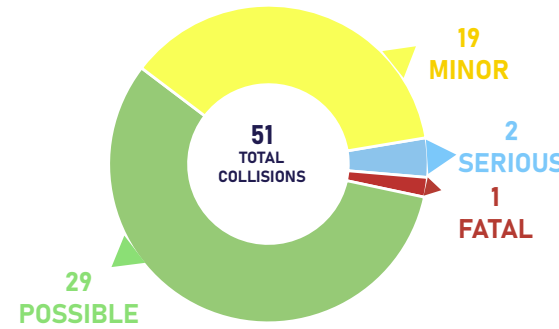
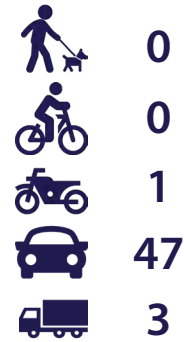
PROJECT 6: FM- 2063 (SUN VALLEY BOULEVARD)- CORRIDOR SAFETY IMPROVEMENTS



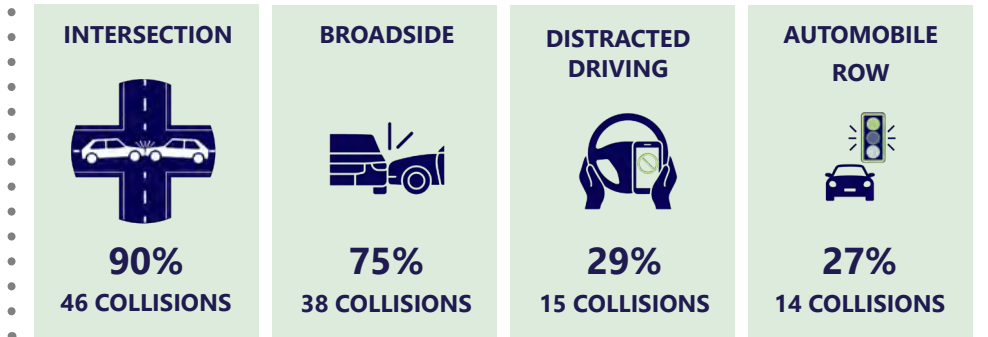
■ Fatal Injury
 ■ Serious Injury
 ■ Minor Injury
 ■ Possible Injury

Sun Valley Boulevard, a four-lane minor arterial with a center two-way left turn lane provides access to commercial developments and residential neighborhoods. The speed limit is set at 55 mph throughout the corridor.

INJURY COLLISION STATISTICS



TRENDS



EXISTING CONDITIONS



Existing Condition:
FM-2063 (Sun Valley Blvd) at Attaway Rd facing east



Existing Condition:
FM-2063 (Sun Valley Blvd) at Dixon Dr facing west

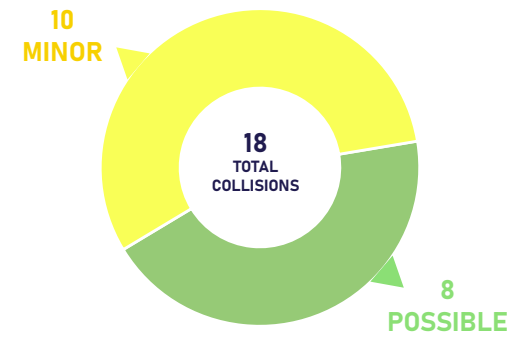
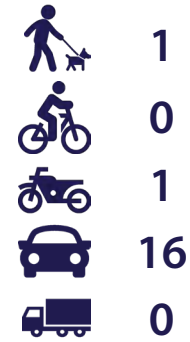
ESTIMATED COST OF IMPROVEMENT

6: FM-2063 (SUN VALLEY BOULEVARD)- CORRIDOR SAFETY IMPROVEMENTS			
	IMPROVEMENTS	LOCATIONS	ESTIMATED COST
	Install Median		\$1,472,900
	Upgrade Striping		\$119,600
	Install Speed Feedback Sign		\$34,500
	Install Street Lighting	From FM-1695 (N Hewitt Dr) to FM-2113 (Spring Valley Rd)	\$472,700
	Minor Street Striping and Sign Improvements		\$8,600
	Upgrade Signal Hardware		\$29,900
	Pedestrian Connectivity Improvements		\$2,264,100
	Protected Left Turn Improvements		\$22,100
		CONTINGENCY COST	\$884,900
		ENGINEERING COST	\$1,858,300
		TOTAL COST	\$7,167,600

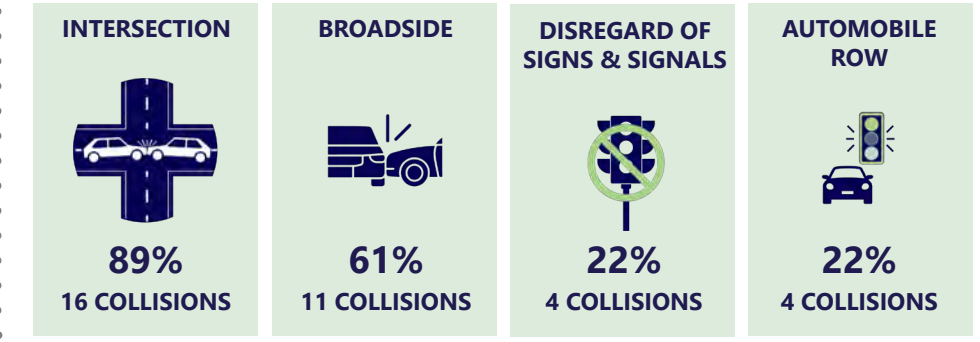


W Warren Street, between S Hewitt Drive and Ritchie Road is a two lane major collector while the rest of the corridor is a local residential street. The posted speed limit is set at 30 mph throughout the corridor. W Warren Street transverses into E Warren Street upon intersecting with 1st Street, a minor residential road that stretches all the way to Sun Valley Boulevard. E Warren Street terminates at Sun Valley Boulevard.

INJURY COLLISION STATISTICS



TRENDS



EXISTING CONDITIONS



Existing Condition:
W Warren St at Bonham Dr facing east

Existing Condition:
W Warren St at Texas Ave facing west



ESTIMATED COST OF IMPROVEMENT

7: WARREN ST- CORRIDOR SAFETY IMPROVEMENTS			
	IMPROVEMENTS	LOCATIONS	ESTIMATED COST
	Install Striping		\$71,800
	Install Street Lighting	From FM 2063 (Sun Valley Blvd) to Ritchie Rd	\$296,700
	Minor Street Improvements		\$9,300
		CONTINGENCY COST	\$75,600
		ENGINEERING COST	\$158,700
		TOTAL COST	\$612,100

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

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