



Texas Department of Transportation

FM 2154 Widening – Frequently Asked Questions (FAQ)



Why is so much right of way (ROW) being proposed?



Additional ROW is required for the widening. TxDOT cannot acquire ROW from the railroad ROW on the west side of the project limits. The roadway widening must occur on the east side of the road, opposite of the railroad ROW. In order to accommodate the significant amount of rainfall runoff, an open ditch drainage system adjacent to FM 2154 would be required.



Why is a shared use path being proposed? There is no evidence that people would want to walk or bike along Wellborn Road.



According to the Federal Highway Administration (FHWA), accessible pedestrian facilities should be considered as part of any new transportation project where pedestrians are permitted. Additionally, feedback received during the first public meeting and recent meetings hosted by the City of College Station, indicated that there were a presence of people who support shared-use paths as part of the project and would utilize it if it were constructed. The shared use path is consistent with the draft Bryan/College Station MPO Bicycle and Pedestrian Plan (which can be viewed [here](#))



Why are raised medians being proposed?



The crash rate for FM 2154 within the project limits was calculated for the last 5 years (2018-2022) and the data shows that FM 2154 has consistently had a higher crash rate than the statewide average. In 2022 it was about 45% higher than the statewide average. TxDOT has an obligation to improve safety and one way to achieve that along this corridor is by installing raised medians. On average, roadways with two-way left turn lanes have a 20% higher crash rate than a roadway with raised medians. As cars slow down, especially when drivers are distracted, the likelihood increases for rear end collisions and other crashes.



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Data from local roadways, like Texas Avenue from FM 2818 to Deacon Drive, has been studied and it was determined that after raised medians were installed, the crash rate in this section of road was reduced by 56%. Data from University Drive from Texas Ave to Tarrow Road indicated that the crash rate was reduced by 68% after the raised medians were installed. Please refer to [graphics on raised medians](#) for more information.



Why is the speed limit so high?



At this time, the proposed speed limit for FM 2154 would match the current posted speed limit, which is 55 mph. A speed study will be conducted after construction is complete. The speed limit could be adjusted based on the results of the study.



When is construction going to begin?



Construction is anticipated to begin in 2030.



How do I get in contact with someone from the project team?



For project specific questions, please contact Sydney Fox, Bryan District Public Engagement Specialist, at (979) 778-9231. To provide feedback on any of the information presented here, feedback can be emailed to BRY_PublicComment@txdot.gov