PUBLIC MEETING

FARM TO MARKET (FM) 93 FROM WHEAT ROAD TO STATE HIGHWAY (SH) 317

BELL COUNTY, TEXAS

CSJ: 1835-01-026

JULY 16, 2026

SLIDE 1 – Title Slide

The Texas Department of Transportation would like to welcome you to this virtual public meeting with an in-person open house. This is a pre-recorded presentation. This presentation will provide information on the proposed Farm-to-Market (or FM) 93 project from Wheat Road to State Highway 317. My name is Randall Dillard, and I am part of the project team, and we would like to thank you for participating in this public meeting.

SLIDE 2 – Drive Like a Texan

Because safety is a priority at TxDOT, we begin each meeting with a safety minute. Today we will highlight TxDOT's new safety campaign, Drive Like a Texan.

No matter where we start, every mile brings us closer. And as Texans, we take care of each other along the way. We lend a hand. Slow down. And take our time. At the end of the day, we all want to get home safe. Drive like a Texan. Kind. Courteous. And safe.

SLIDE 3 – Project Location Map

The proposed project will reconstruct the existing FM 93 corridor from Wheat Road to State Highway 317 (Main Street) in Belton.

SLIDE 4 – What Has Changed Since the Last Meeting

Since the first public meeting, the project team reviewed community feedback and has made several design adjustments to minimize impacts while continuing to meet the FM 93 project's purpose and need. The following changes were incorporated into the updated proposed design.

A proposed roundabout was developed at FM 93 and Wheat Road. At Main Street, a dedicated right-turn lane from southbound Main Street onto westbound FM 93 was added in conjunction with the proposed roundabout at that location. The intersection design near Colonial Parkway was also improved to better accommodate the Belton ISD driveway.

For U-turn access and mobility, extended turning areas, known as loons, were added to the median U-turns to allow for easier movements by trucks with trailers. An additional U-turn location was added between Wheat Road and SL 121, and the U-turn accessibility out of the Church of God in Christ property was improved.

The amount of proposed right of way from Wheat Road to SL 121 was reduced by narrowing the proposed median and outside buffer. The proposed right of way between North Sparks Street and North Smith Street was also

reduced by including short-height retaining walls behind the shared-use path.

The roadway alignment was shifted slightly to the south near Colonial Parkway to eliminate the proposed right of way in front of the Oncor facility east of SL 121.

The number of proposed displacements was reduced throughout the corridor by incorporating retaining walls where feasible.

Finally, an overlook area was added to the shared-use path along the proposed bridge over Nolan Creek.

SLIDE 5 – Project Overview and Objectives

The proposed project would reconstruct the existing FM 93 corridor from Wheat Road to State Highway 317 in Bell County, Texas.

From Wheat Road to Mitchell Street the proposed improvements include widening FM 93 from two undivided lanes to four divided lanes with a raised median.

From Mitchell Street to State Highway 317, the proposed improvements include widening FM 93 from two lanes to three lanes: one lane in each direction with a two-way left-turn lane in the middle.

Additionally, along the FM 93 corridor, from Wheat Road to State Highway 317, a 10-foot shared-use path would be added along the south

side of the roadway and a six-foot sidewalk along the north side of the roadway.

Three roundabout alternatives are also proposed for this corridor: one at the intersection of FM 93 with Wheat Road, another at the intersection of FM 93 with SL 121, and third at the intersection of FM 93 with State Highway 317.

SLIDE 6 – Project Purpose and Need

The purpose of the FM 93 from Wheat Road to State Highway 317 project is to improve safety and increase mobility.

This project is needed to meet future travel demands stemming from projected population growth and traffic volumes, as well as to meet current design standards.

SLIDE 7 – Existing Typical Section

The existing roadway on FM 93 from Wheat Road to Mitchell Street consists of two, 12-foot-wide undivided travel lanes, one in each direction. There is an eight-foot-wide outside shoulder on both sides. The existing right of way is 100 feet wide. There are no existing sidewalk, bicycle or pedestrian facilities.

SLIDE 8 – Existing Typical Section

The existing roadway on FM 93 from Mitchell Street to State Highway 317 consists of two 18-foot-wide undivided travel lanes, one in each direction.

There is a two-foot-wide outside shoulder on both sides. The existing right of way is 50 feet wide. There are no existing bicycle or pedestrian facilities.

SLIDE 9 – Proposed Typical Section

The proposed project from Wheat Road to Mitchell Street includes a right-of-way width of 162 feet and would add an additional lane in each direction and a raised median. The proposed project also includes the addition of a 10-foot-wide shared-use path on one side and a six-foot-wide sidewalk on the other side of the roadway.

SLIDE 10 – Proposed Typical Section

The proposed project from Mitchell Street to State Highway 317 includes a right-of-way width of 74 feet and would widen from a two-lane undivided roadway to a two-lane roadway with a two-way left-turn lane in the middle. The proposed project also includes the addition of an eight-foot-wide shared-use path on one side and a six-foot-wide sidewalk on the other side of the roadway.

SLIDE 11 – Roundabout Information

Three roundabout alternatives are also proposed for this corridor: one at the intersection of FM 93 with Wheat Road, another at the intersection of FM 93 with SL 121, and third at the intersection of FM 93 with State Highway 317.

Compared to other types of intersections, roundabouts improve safety with more than 90 percent reduction in fatalities, 76 percent reduction in injuries, and 35 percent reduction in all crashes. Slower speeds are generally safer

for pedestrians. They reduce congestion during peak hours and at other times with typically less delays. Additionally, they reduce pollution and fuel use as vehicles have fewer stops, no hard accelerations and spend less time idling.

Roundabouts can save money as they typically do not require traffic signal equipment installations, power or maintenance. Smaller roundabouts may require less right of way than traditional intersections and often use less pavement.

Roundabouts can also complement common community values by having quieter operation in addition to being functional and aesthetically pleasing.

SLIDE 12 – Project Cost and Schedule

The FM 93 from Wheat Road to State Highway 317 project is anticipated to be "Ready to Let" by 2031. "Ready to Let" is when TxDOT notifies the construction community that a project is ready to be bid on after all right of way is acquired and utilities are relocated. Construction on a project begins after the letting process is complete. The total construction cost for the project is approximately $15 million. The project is currently unfunded for construction and cannot be let until funding is identified; however, right-of-way acquisition can proceed even if the project is not funded for construction.

SLIDE 13 – National Environmental Policy Act (NEPA) Assignment to the Texas Department of Transportation

Environmental studies will be conducted for the proposed FM 93 project to support an environmental clearance in accordance with the National Environmental Policy Act, or NEPA. These environmental analyses are necessary to identify, avoid, and minimize effects to the human and natural environments.

SLIDE 14 – Environmental Constraints

This map shows the known environmental constraints within or near the project corridor. These constraints include wetlands or jurisdictional waters at major stream crossings, threatened or endangered species, Section 4(f) and 6(f) lands, cemeteries and archeological sites, and hazardous material sites. The goal is to avoid or minimize impacts to these constraints as the design of the proposed improvements is developed.

SLIDE 15 – Right of Way and Access

This project is in its early stages, and right of way and access are not yet determined – but let's cover what this typically entails. It is important to understand that access and right-of-way recommendations vary based on the needs of any given project. The proposed right-of-way width depends on the design requirements including accommodation for required number of lanes, pedestrian and bicycle facilities, and drainage and utility requirements. Furthermore, access and right of way can be impacted by various factors. These can include construction costs, property-acquisition

costs, access costs and economic development preferences of the community.

SLIDE 16 – Project Timeline

The FM 93 project is currently in the geometric design phase with the first public meeting having taken place to collect public and stakeholder feedback in August 2024. The second public meeting is taking place today, July 16, 2026, with the schematic anticipated to be finalized later in 2026.

Looking at the following years, environmental clearance is expected in 2027, and construction is anticipated to begin in 2031. This timeline is approximate and subject to change.

SLIDE 17 – Learn More

For more information on this project, please visit www.txdot.gov/projects/hearings-meetings.html. Or you can scan the QR code.

SLIDE 18 – How to Provide Feedback and Ask Questions

Your feedback is an important component of this project and TxDOT wants to hear from you. To be included in the official project documentation, all comments must be received or postmarked by **Friday, July 31, 2026**.

Comments may be provided:

- In-person at the public meeting or online using the FM 93 project webpage

- By email sent to LRoss-c@txdot.gov

- By mail sent to:

  Nancy Ledbetter & Associates
  Attn: FM 93
  P.O. Box 14622
  Austin, TX 78761
- Or by phone at 254-566-9193

Following the public meeting and comment period, the project team will review all comments received during the comment period, assess their feasibility for incorporation into the study and develop responses, which will be available online at TxDOT.gov once they have been prepared.

SLIDE 19 – Thank You!

Thank you for your interest in the FM 93 from Wheat Road to State Highway 317 improvements in Belton. For more information, please visit www.txdot.gov/projects/hearings-meetings.html.