Welcome

Public Meeting

Farm to Market (FM) 93

From Wheat Road to State Highway (SH) 317

Bell County, TX

CSJ: 1835-01-026

Thursday, Aug. 22, 2024
Harris Community Center
401 N. Alexander St.
Belton, TX 76513

Public Meeting Purpose

- Inform the public of project status and present recommendations.
- Describe the project so the public can determine how they may be affected.
- Provide the public the opportunity to provide input.
- Develop a record of public participation.

HELP

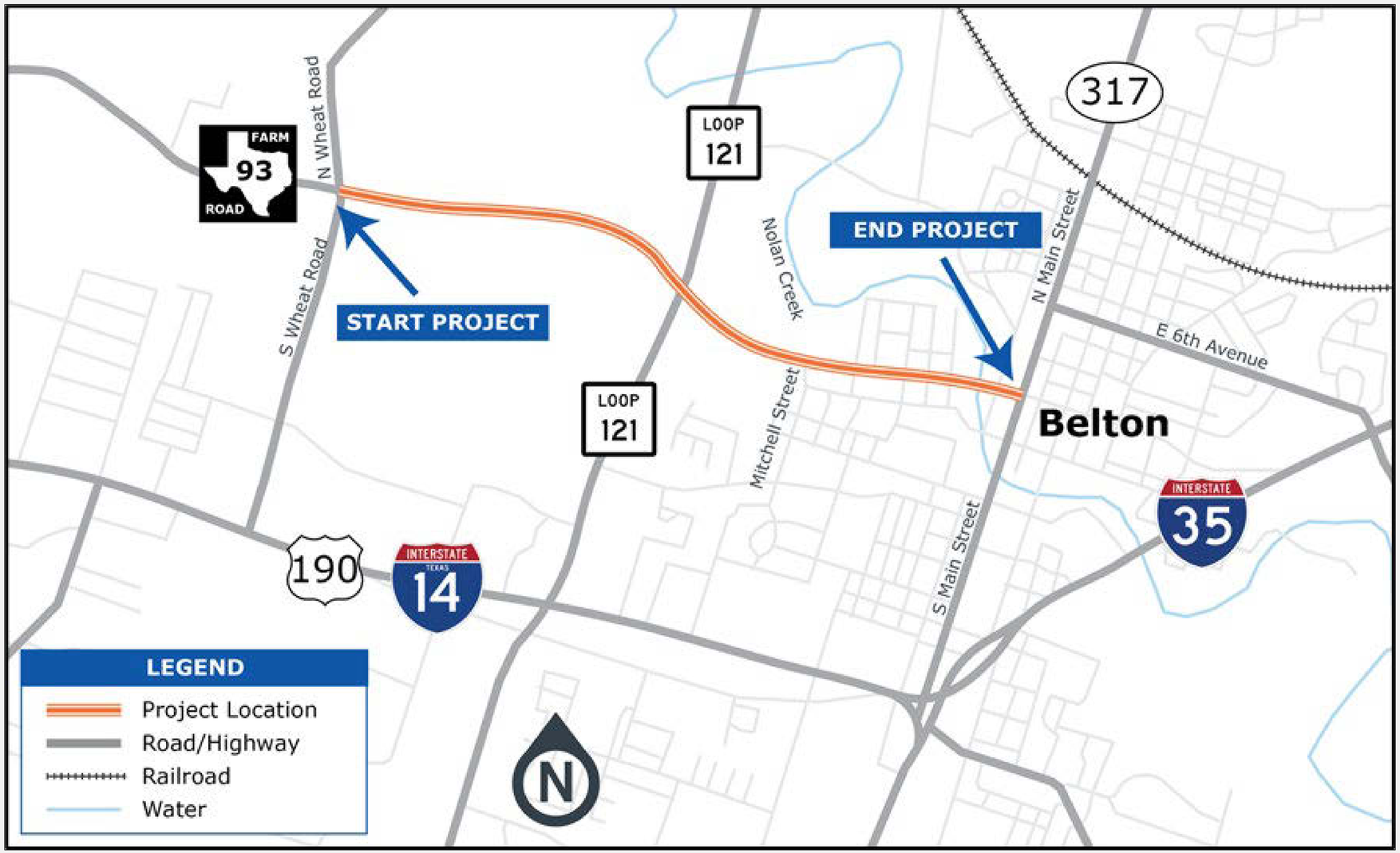
#EndTheStreakTX

End the streak of daily deaths on Texas roadways.

TxDOT.gov (Keyword: #EndTheStreakTX)

#EndTheStreakTX Toolkit

Project Location Map



Project Overview and Objectives

Proposed improvements:

- FM 93 from Wheat Road to Mitchell Street
  - Widening from two undivided lanes to four divided lanes with a raised median
  - Adding a 10-foot shared-use path on one side and a 6-foot sidewalk on the other side
  - Proposed roundabout alternative at the intersection of FM 93 with SL 121
- FM 93 from Mitchell Street to SH 317
  - Widening from two lanes to three lanes, one lane in each direction with a two-way left-turn lane in the middle
  - Adding a 10-foot shared-use path on one side and a 6-foot sidewalk on the other side
  - Proposed roundabout alternative at the intersection of FM 93 with SH 317

Project Purpose and Need

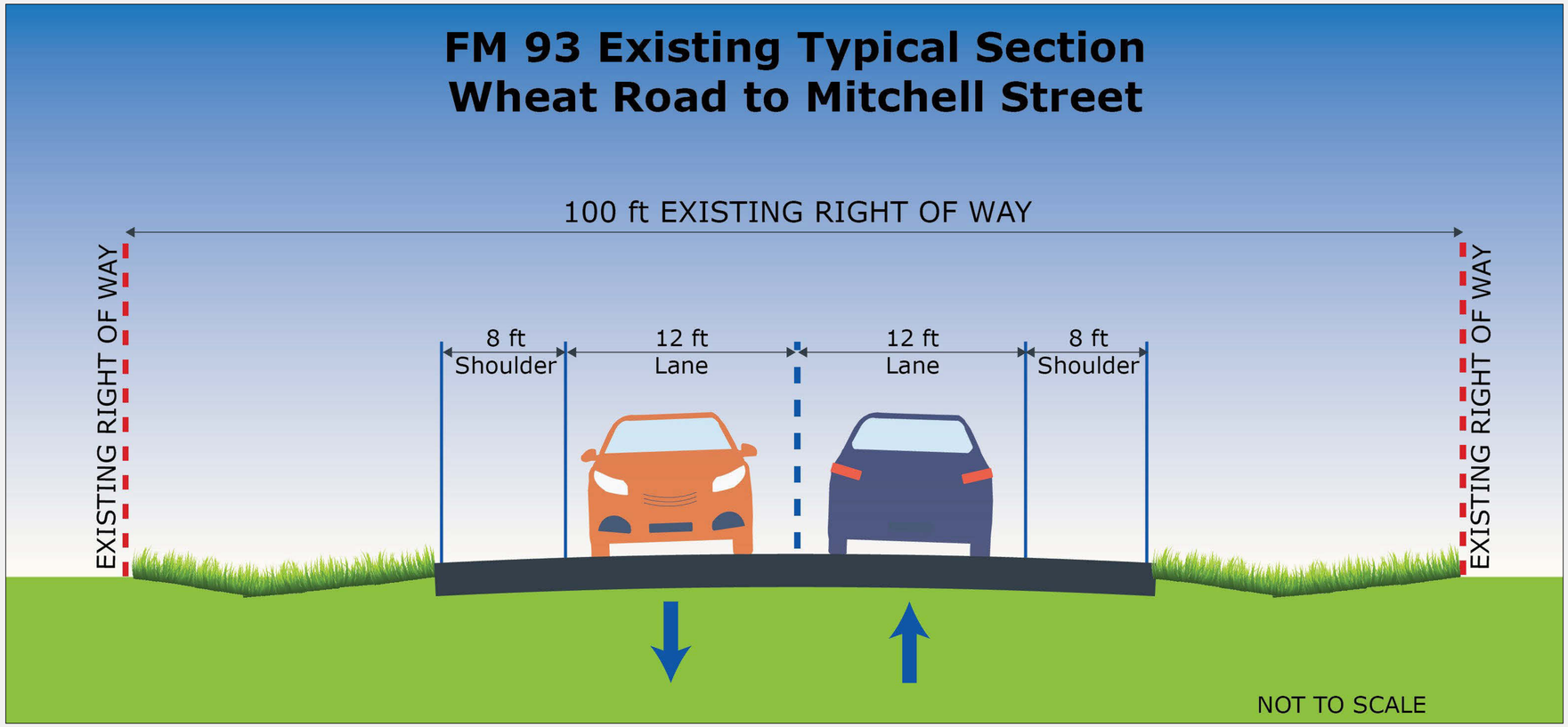
Project Purpose:

Improve safety and increase mobility

Project Need:

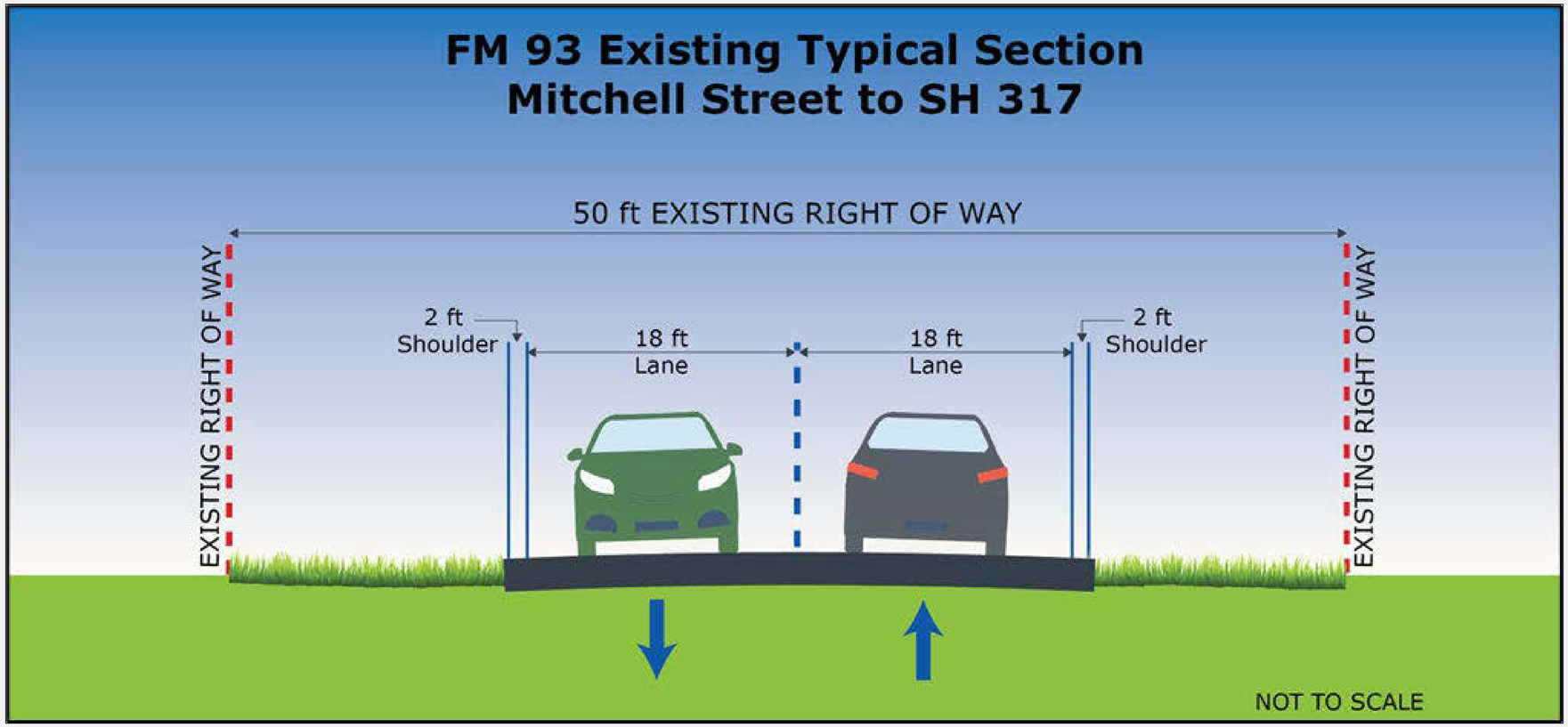
The proposed project is needed to meet future travel demands stemming from projected population growth and traffic volumes and meet current design standards

Existing Typical Section



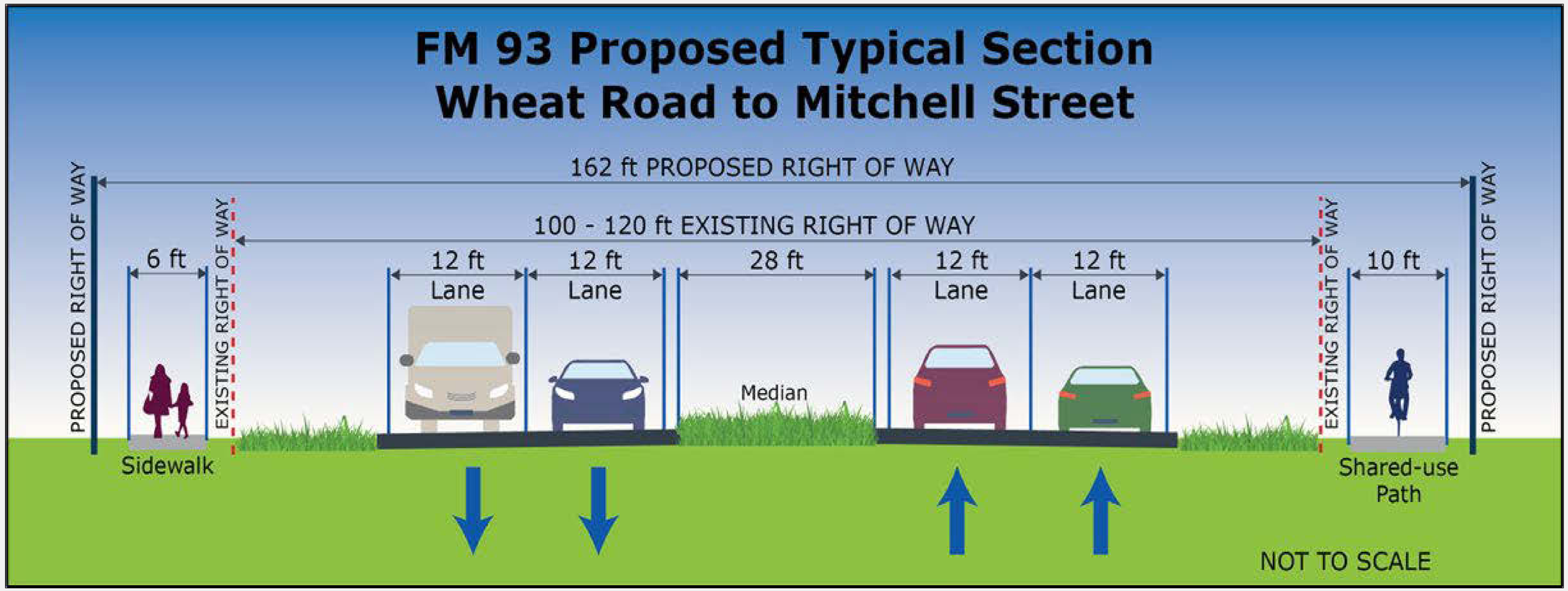
- Consists of two, 12-foot-wide undivided travel lanes in each direction with 8-foot-wide outside shoulders
- Existing right of way is 100 feet wide
- No existing bicycle or pedestrian facilities

Existing Typical Section



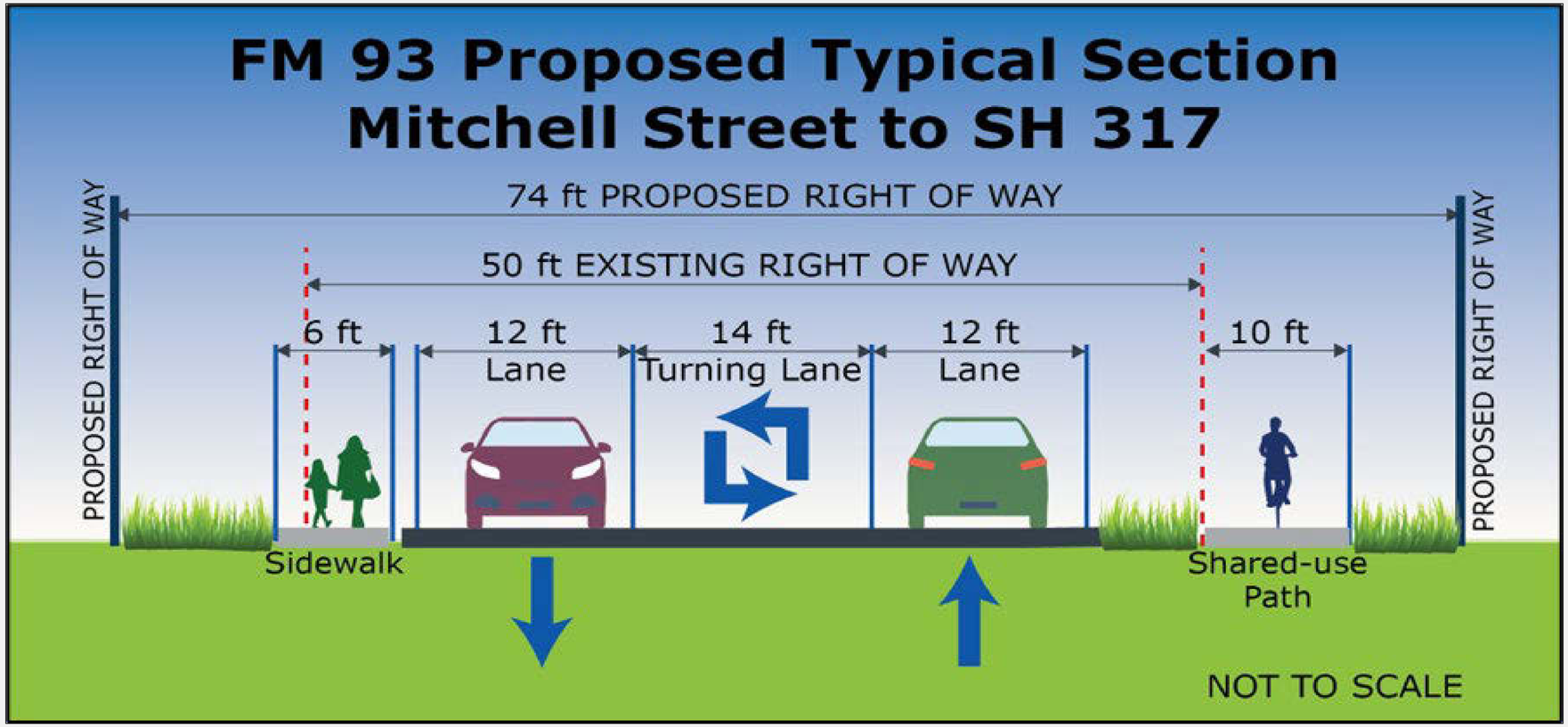
- Consists of two 18-foot-wide travel lanes in each direction with 2-foot-wide outside shoulders
- Existing right of way is 50 feet wide
- No existing bicycle or pedestrian facilities

Proposed Typical Section



- Widen to four-lane divided roadway with a raised median
- Add a 10-foot-wide shared-use path on one side and a 6-foot-wide sidewalk on the other side
- Proposed right of way is 162 feet wide

Proposed Typical Section

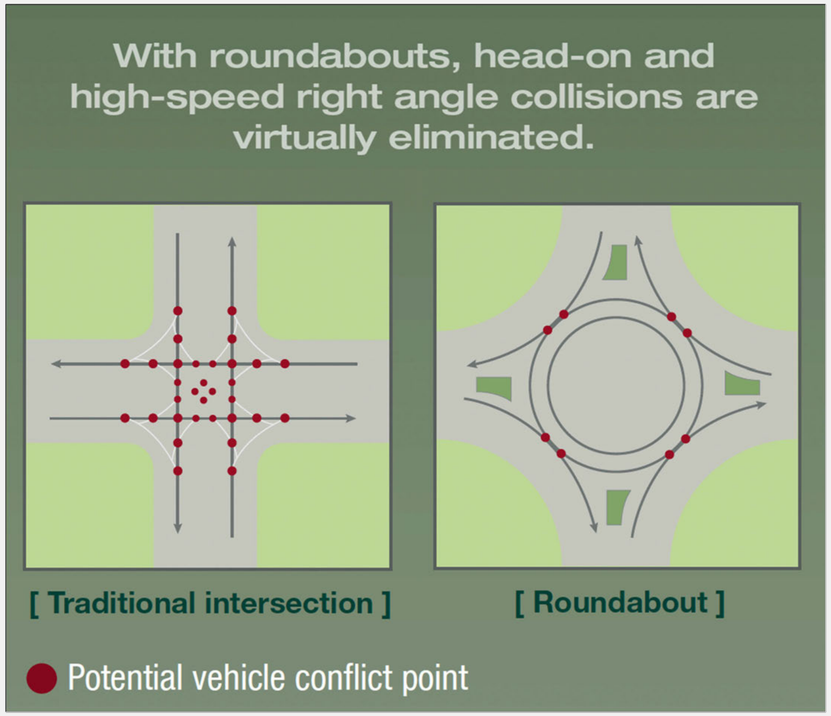


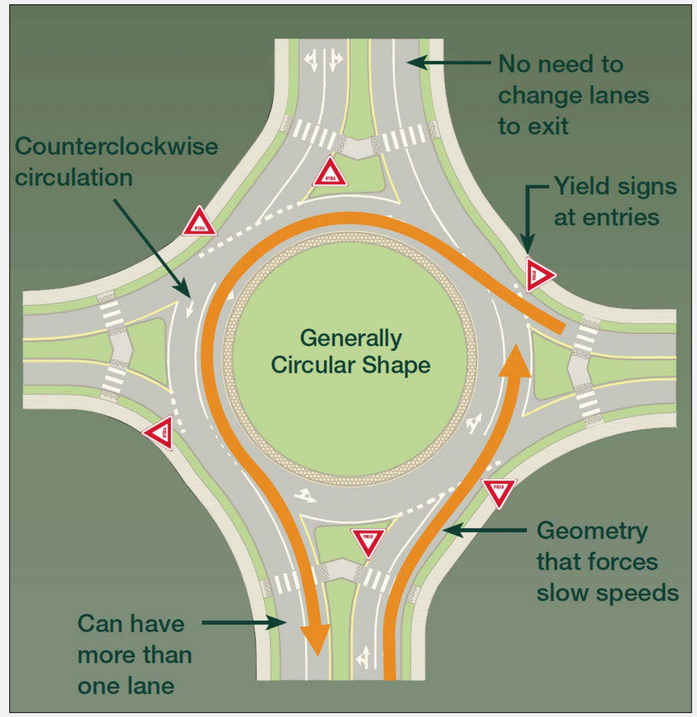
- Widen to two lanes with a two-way left turn lane
- Add a 10-foot-wide shared-use path on one side and a 6-foot-wide sidewalk on the other side
- Proposed right of way is 74 feet wide

Roundabout Information

Roundabouts can:

- Improve safety
- Reduce congestion
- Reduce pollution and fuel use
- Save money
- Complement community values





Source: U.S. Department of Transportation Federal Highway Administration (FHWA)

Project Cost and Schedule

Anticipated Ready to Let Date

2029

*Estimated Construction Cost**

$15M

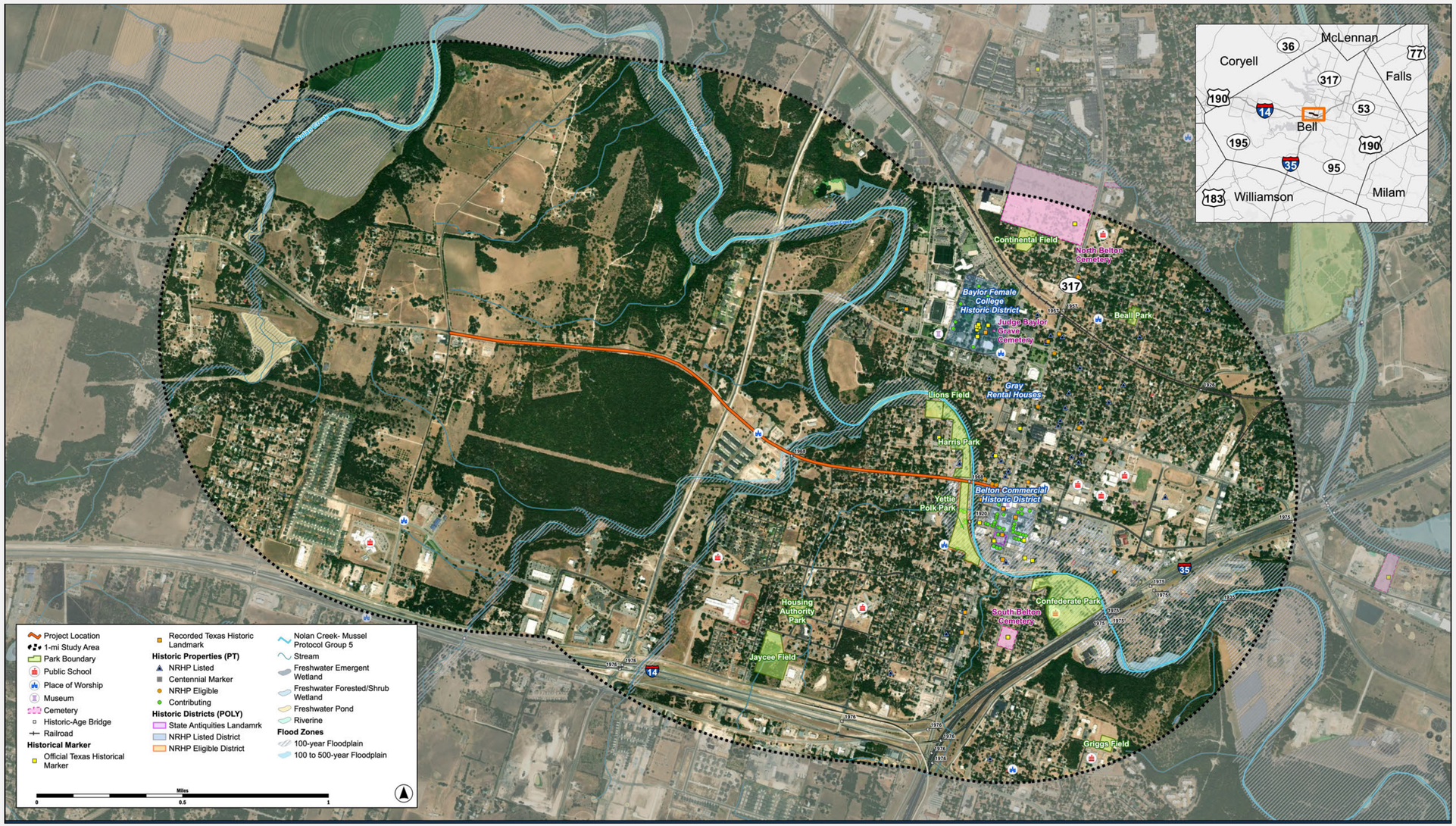
**Project is currently unfunded for construction and cannot let until funding is identified; however, right-of-way acquisition can proceed even if the project is not funded for construction.*

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

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevado a cabo por TxDOT en virtud de 23 U.S.C. 327 y un Memorando de Entendimiento fechado el 9 de diciembre del 2019, y ejecutado por la FHWA y TxDOT.

Environmental Constraints



Right of Way and Access

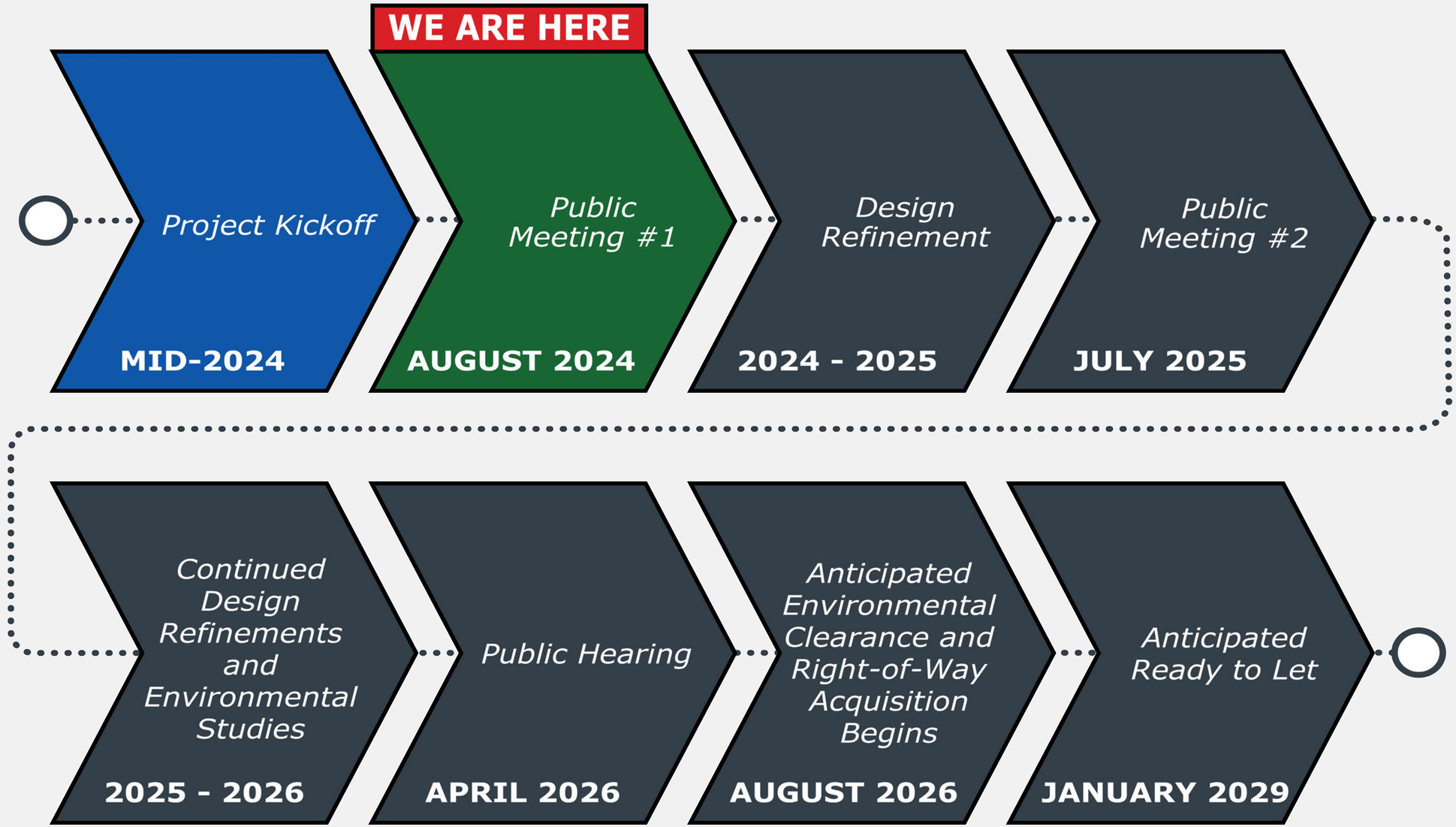
Here are some things to know about right of way and access

Access and right-of-way recommendations vary based on the needs of the project.

Right-of-way width varies depending on the amount of lanes needed (i.e., frontage roads).

Access and right of way are impacted by a variety of factors, including construction costs, property acquisition costs, access costs and economic development preferences of the community.

Project Timeline



Dates are approximate and subject to change.

Learn More

To find more information on this project, scan the QR code above or visit
www.txdot.gov/projects/hearings-meetings.html

How to Provide Feedback and Ask Questions

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

Mail:
Nancy Ledbetter & Associates
Attn: FM 93
P.O. Box 14622
Austin, TX 78761

Email:
LRoss-c@txdot.gov

Voicemail:
254-566-9193

Comments must be received or postmarked by **Friday, Sept. 6, 2024**, to be included in the official public meeting summary.

U.S. Department of Transportation
Federal Highway Administration

OFFICE OF SAFETY

Proven Safety Countermeasures

Roundabouts

The modern roundabout is an intersection with a circular configuration that safely and efficiently moves traffic. Roundabouts feature channelized, curved approaches that reduce vehicle speed, entry yield control that gives right-of-way to circulating traffic, and counterclockwise flow around a central island that minimizes conflict points. The net result of lower speeds and reduced conflicts at roundabouts is an environment where crashes that cause injury or fatality are substantially reduced.

Roundabouts are not only a safer type of intersection; they are also efficient in terms of keeping people moving. Even while calming traffic, they can reduce delay and queuing when compared to other intersection alternatives. Furthermore, the lower vehicular speeds and reduced conflict environment can create a more suitable environment for walking and bicycling.

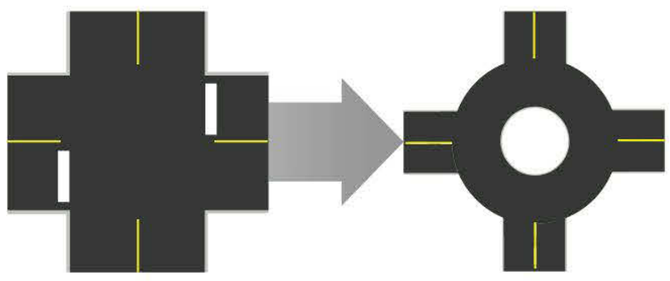
Roundabouts can be implemented in both urban and rural areas under a wide range of traffic conditions. They can replace signals, two-way stop controls, and all-way stop controls. Roundabouts are an effective option for managing speed and transitioning traffic from high-speed to low-speed environments, such as freeway interchange ramp terminals, and rural intersections along high-speed roads.

Illustration of a multilane roundabout. Source: FHWA

Example of a single-lane roundabout. Source: FHWA

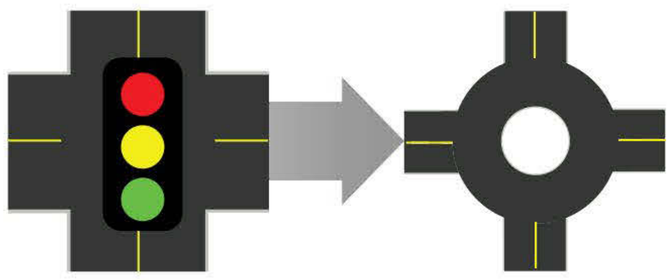
Safety Benefits:

Two-Way Stop-Controlled Intersection to a Roundabout



82%
reduction in fatal and injury crashes.[1]

Signalized Intersection to a Roundabout



78%
reduction in fatal and injury crashes.[1]

For more information on this and other FHWA Proven Safety Countermeasures, please visit https://safety.fhwa.dot.gov/provencountermeasures/ and https://safety.fhwa.dot.gov/intersection/roundabouts/index.cfm.

FHWA-SA-21-042

1 AASHTO. The Highway Safety Manual, American Association of State Highway Transportation Professionals, Washington, D.C., (2010).

ZERO IS OUR GOAL
A SAFE SYSTEM IS HOW WE GET THERE

ROUNDABOUT AND ALTERNATIVE INTERSECTION DESIGN

MODERN ROUNDABOUT

Here are some key points to emphasize when discussing modern roundabout intersections.

WHAT IS A MODERN ROUNDABOUT?

A modern roundabout is a circular intersection to move traffic in a counterclockwise direction around a central island. Traffic entering a roundabout must yield to traffic already circulating in the roundabout.

WHAT ARE THE TYPICAL DESIGN CHARACTERISTICS OF A MODERN ROUNDABOUT?

The modern roundabout design may use one of the following configurations: mini, single-lane and multi-lane (Figure 6). Based on traffic volumes and project constraints or impacts, the roundabout design can be used in both urban and rural settings. This intersection type can be adjusted to facilitate traffic bypass (via a channelized right-turn design) or accommodate large vehicular traffic (a traversable central island or use of a split islands design approach).

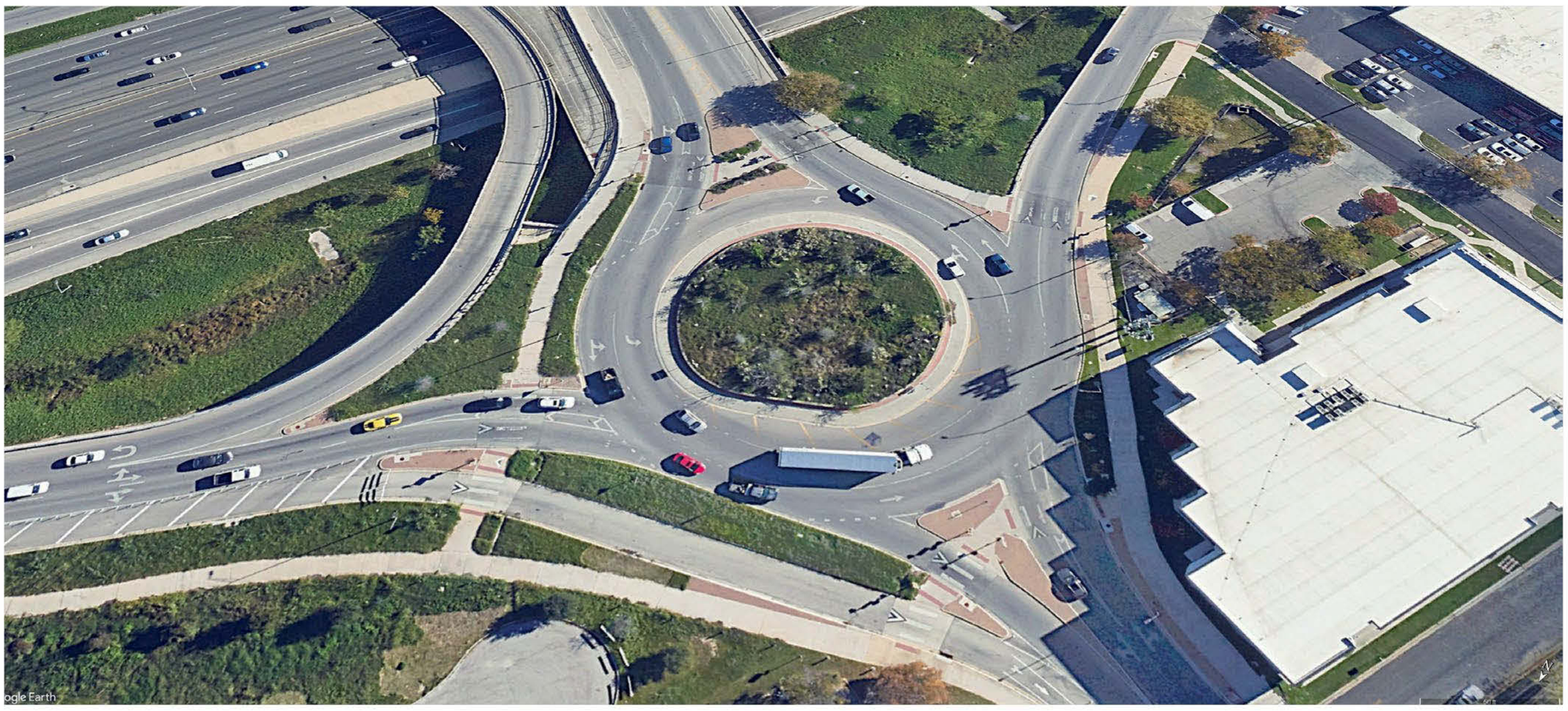


FIGURE 6 - TXDOT 51 ST. MULTI-LANE ROUNDABOUT (AUSTIN, TX)

WHAT ARE THE BENEFITS OF USING MODERN ROUNDABOUTS?

This design improves safety by promoting lower speeds, reducing conflict points and minimizing head-on and right-angle collision potential as a result. The low number of conflict points also make roundabouts bicyclist and pedestrian friendly. In addition, modern roundabouts reduce traffic delays and vehicle back-ups by distributing traffic volume across two intersections instead of one. Modern roundabouts are not signalized, and as a result, they reduce potential maintenance costs relative to a signalized intersection. The roundabout design also allows for landscaping and beautification.