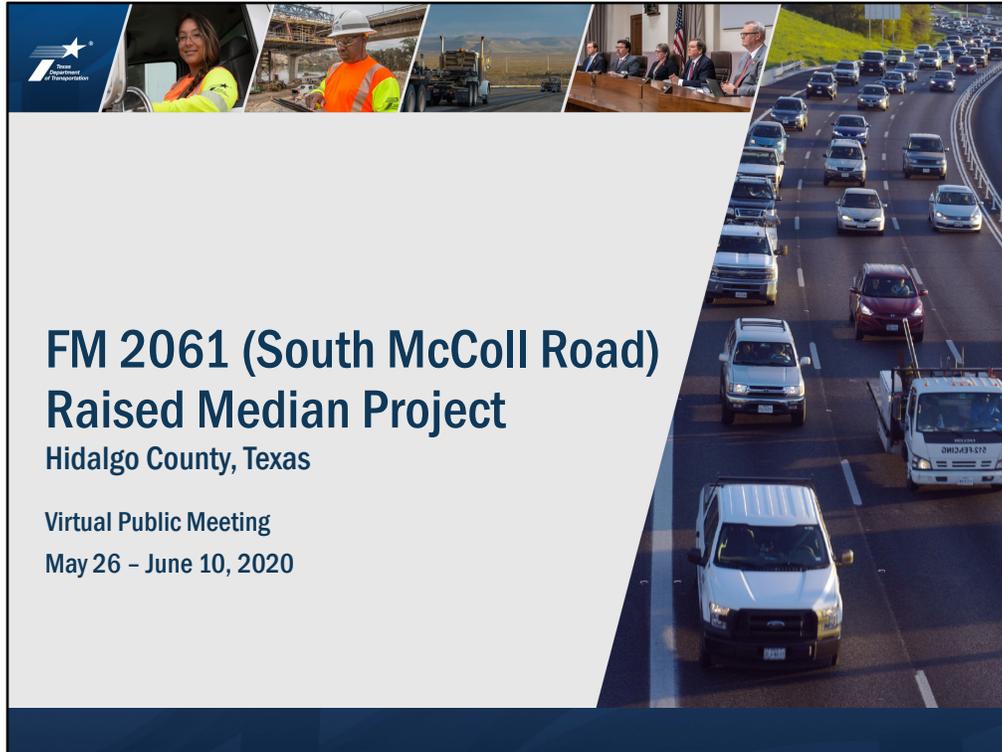




*Texas
Department
of Transportation*



FM 2061 (South McColl Road) Raised Median Project

Hidalgo County, Texas

Virtual Public Meeting

May 26 - June 10, 2020

Welcome to the Virtual Public Meeting for the FM 2061 Raised Median Project. We appreciate you taking the time to view the details of this project and welcome you to contact our project team if you have any questions. We are also interested in your comments on the project. Contact information for questions or comments is noted at the end of this presentation. During the virtual meeting, you may pause the presentation and navigate forward or backward using your video player.

Your comments or questions are welcome any time but to be documented in the public meeting record, we must receive them by June 10, 2020. If you haven't done so already, please sign in to the virtual meeting by clicking the link on the meeting webpage after the presentation.

Project Overview

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Project Overview



FM 2061 (South McColl Road)

From SH 107 to Trenton Road

Project Details:

Construct a raised median and provide continuous sidewalks

Project Length:

Approximately 2.8 miles

The Texas Department of Transportation, or TxDOT, has begun designing improvements to FM 2061, or South McColl Road, to enhance safety along the roadway and improve the way traffic flows.



TxDOT is proposing to construct a raised median and provide sidewalks for the section between SH 107 and Trenton road, which is a distance of just under 3 miles.

Project Overview

FM 2061 (South McColl Road)

From SH 107 to Trenton Road

Project Details:

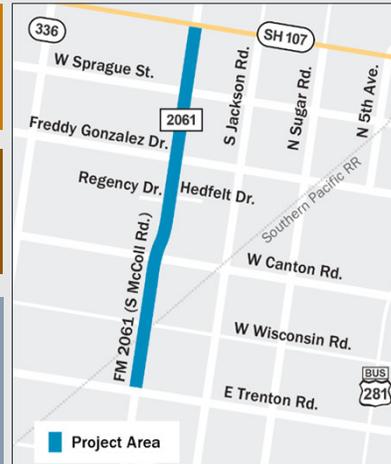
Construct a raised median and provide continuous sidewalks

Project Length:

Approximately 2.8 miles

Project Manager:

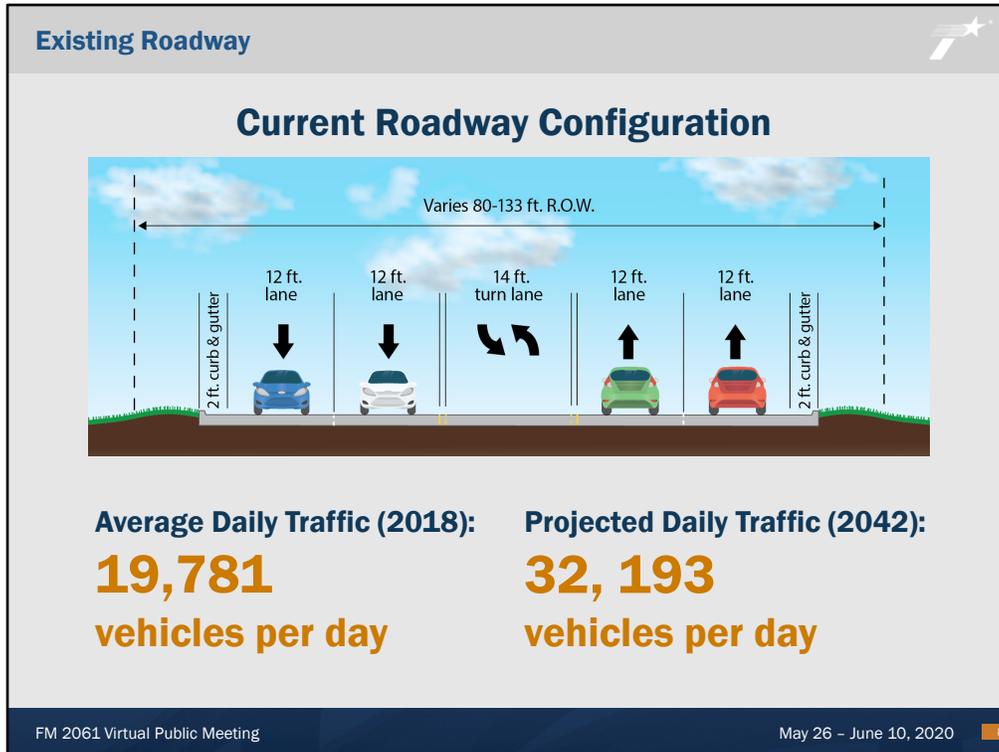
Samantha Lozano
956-702-6334 or
Samantha.Lozano@txdot.gov



If you have questions about this project that are not answered in our virtual meeting, you may contact the project manager, Samantha Lozano for additional information.

Existing Roadway

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The existing roadway provides two travel lanes in each direction, separated by a two-way left turn lane.

There is currently an average of over 19,000 vehicles traveling through this corridor daily and that number is expected to increase to over 32,000 per day in the next 20 years.

Project Need and Purpose

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Project Need and Purpose

Project Need:	Project Purpose:
 <p style="margin-left: 20px;">Increase in crashes</p>	 <p style="margin-left: 20px;">Enhance safety</p>
 <p style="margin-left: 20px;">Decrease in mobility</p>	 <p style="margin-left: 20px;">Improve Mobility</p>
 <p style="margin-left: 20px;">Increase in traffic volumes</p>	 <p style="margin-left: 20px;">Improve pedestrian facilities and connectivity</p>

329 Crashes

From 2017 to April 2020

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As the area has grown, we have seen an increase in traffic along FM 2061 which has resulted in increased congestion and an increase in crashes.

In the last 3 years alone, there have been well over 300 crashes reported along this section of the road.

This project is being developed to provide solutions that enhance safety, improve mobility, and improve sidewalks for pedestrians.

Proposed Improvements

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To provide safer and more reliable travel along FM 2061, TxDOT is proposing to:

Construct a raised median

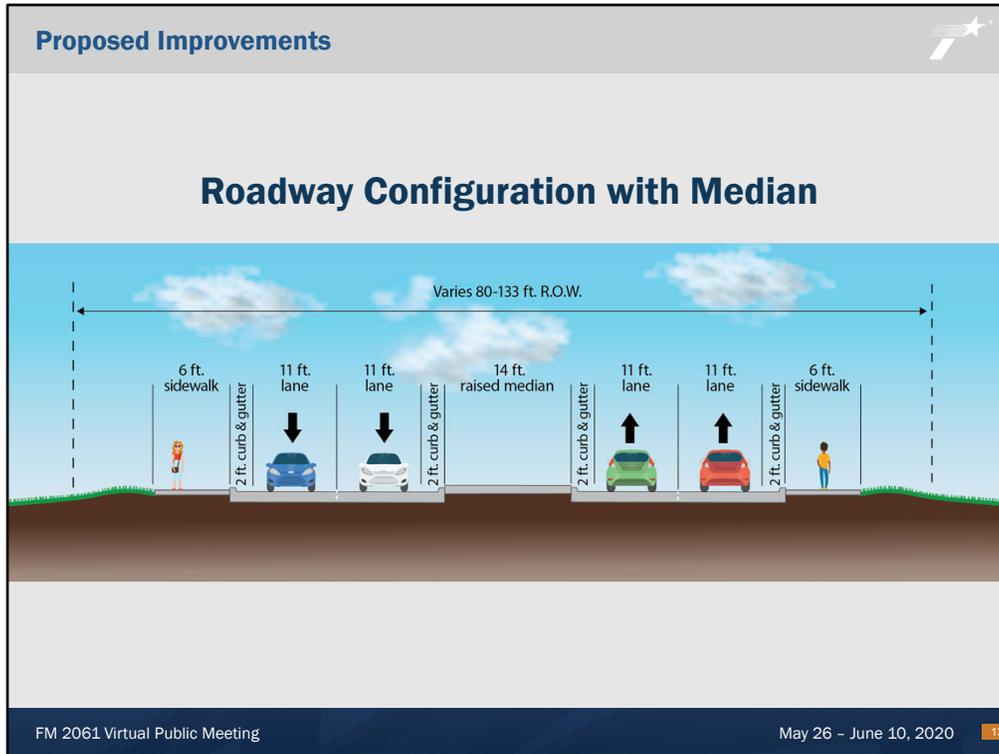
Provide extended left-turn lanes

Widen intersections for U-turns

Construct continuous sidewalks

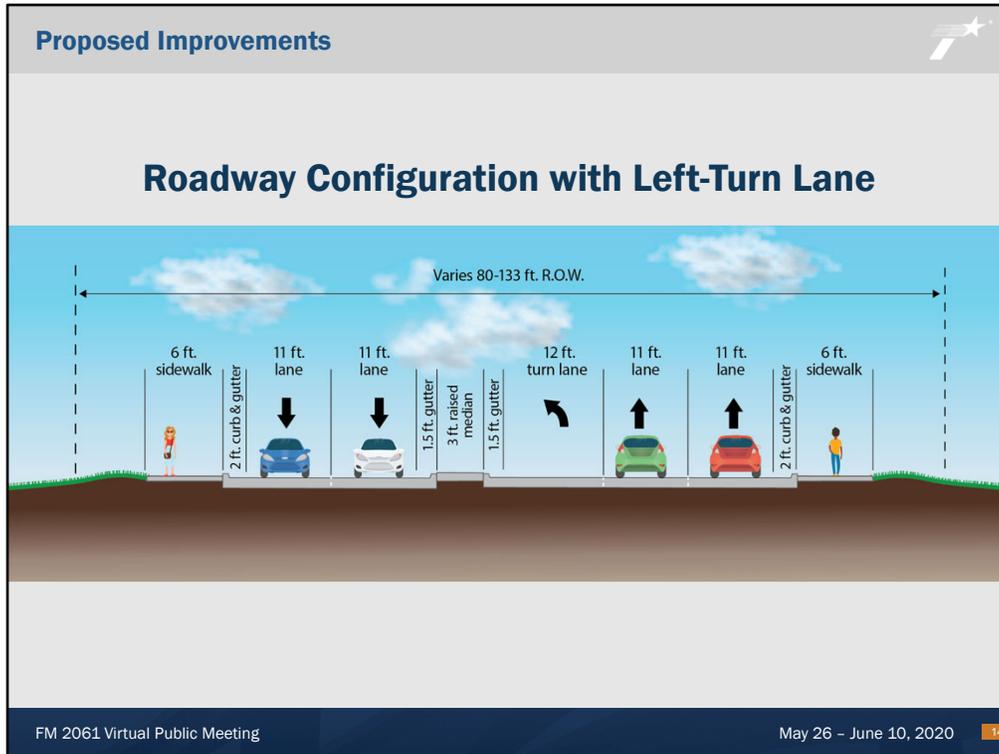
To provide safer and more reliable travel along FM 2061, TxDOT is planning to construct a median down the center of the roadway and add left turn lanes and U-turns.

We are also planning to provide continuous sidewalks on both sides of the street, connecting to existing ones and completing them where they are missing.



The road will still provide two lanes in each direction and include a 14 foot concrete median separating the two directions. 6 foot sidewalks will be completed on both sides to connect with the existing sidewalks in the area.

In most sections, these improvements will fit in the existing right of way owned by TxDOT.



Extended left-turn lanes will be provided at signalized intersections.



Medians Enhance Safety and Mobility

Medians are recommended where Average Daily Traffic is greater than 20,000 vehicles per day and the demand for mid-block turns is high.

Constructing a median along FM 2061 will address safety concerns with increasing numbers of vehicles using the road and the large number of driveways and side streets where cars are turning. Medians are recommended where traffic is greater than 20,000 vehicles per day. Current traffic volumes are close to reaching that number today and will greatly exceed these numbers in the next 20 years.

Medians enhance safety by:

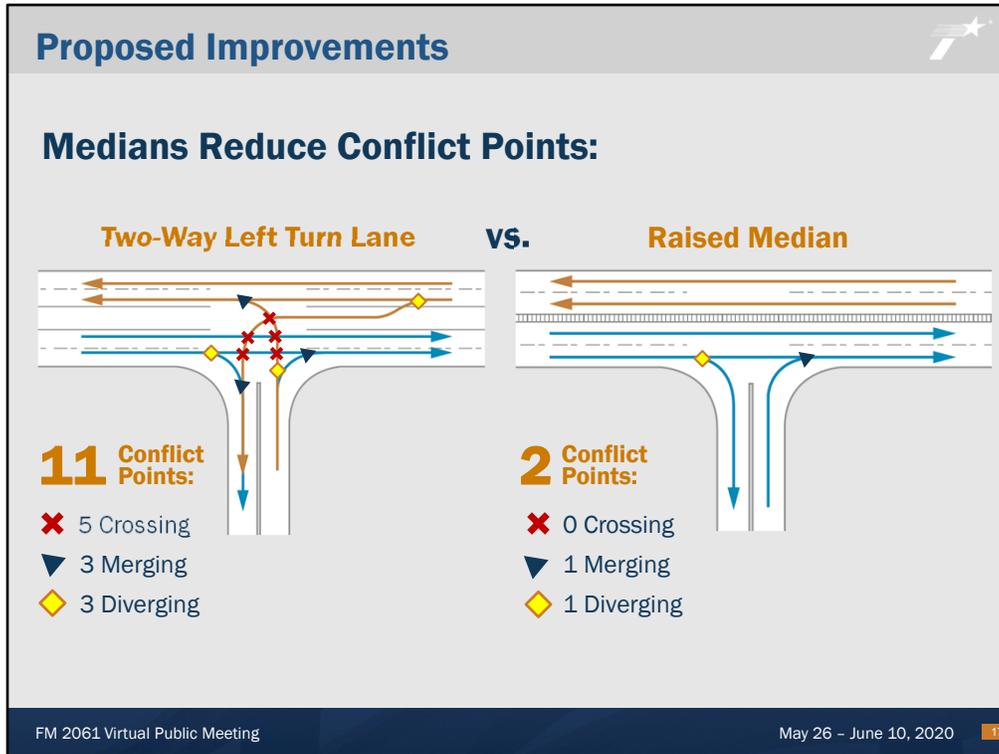
- Reducing turning conflicts
- Reducing crashes caused by conflicts between traffic turning left, head-on traffic, and crossing traffic
- Allowing for protected left turns and helping traffic flow by removing turning traffic from the through lanes

So how do medians help?

Medians reduce turning conflicts. Cars turning left across traffic are at risk of collisions with through traffic in both directions.

Medians also reduce crashes caused by head-on traffic and crossing traffic. The median creates a barrier for opposing directions of traffic and allows for a safer way to cross the road.

Medians allow for protected left turns and help traffic flow by removing traffic from the through lanes. Longer protected left turn lanes will give cars waiting to turn a dedicated space, keeping those vehicles from stopping through traffic.

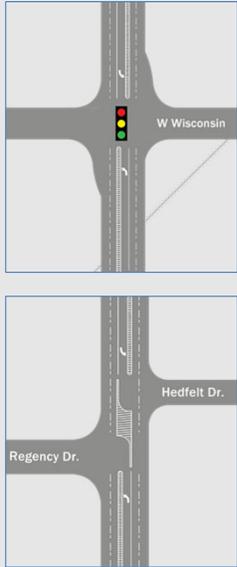


Constructing raised medians will reduce the number of turn conflict points from 11 with the current two-way left-turn lane, to just 2.

Proposed Improvements

Median Breaks

- Typically located at signalized intersections
- Must be spaced to allow for left turn lane storage
- Two types of median breaks for FM 2061
 - Intersections
 - Hooded left turn
- Intersections will allow U-turns



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Since the median creates a physical barrier, we then have to determine the best places for traffic to make those left turns, cross the street to access businesses and side streets, and to turn to drive the other direction.

Intersections controlled with signals create the most logical locations for traffic to turn.

The median breaks must be spaced far enough apart to allow for longer left turn lanes. Left turn lanes must be long enough to hold the cars waiting to turn left. Longer turn lanes also provide enough distance for cars to safely slow down for the turn.

For these reasons, not all intersections will have median breaks.

We have included two types of median breaks for this project. Intersections as described – and hooded left turns. These median breaks provide a protected left turn at an intersection. Traffic can turn left to access the side street but no other turns can be made at the intersection.

Proposed Improvements

Intersection median breaks are proposed for:

- W SH 107
- W Sprague Street
- W Freddy Gonzalez Drive
- W Canton Rd.
- W Wisconsin Road
- W Trenton Road

Hooded Left turns are proposed for:

- Hedfelt Drive
- Regency Drive

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Median breaks are proposed for:
 W SH 107
 W Sprague Street
 W Freddy Gonzalez Drive
 W Canton Rd
 W Wisconsin Road
 W Trenton Road

A hooded left turn will allow left turns only onto Hedfelt Drive and Regency Drive.

Proposed Improvements

U-turns

- Can be made at all intersections with signals
- Allow travel in the opposite direction and access to properties on the opposite side of the street
- U-turns will require some widening at intersections



With the addition of the median, turning traffic will need to get used to a new traffic pattern. U-turns are being designed at each signalized intersection to allow traffic to turn and travel the opposite direction or to reach residences or businesses.



To allow traffic to make the U-turn, certain intersections will be slightly widened so that larger vehicles can safely turn around. We will work individually with property owners in these locations to purchase small amounts of land, referred to as right of way, so that the widened pavement can be constructed. We do not expect to have any displacements due to this ROW purchasing.



Additional Improvements:



Continuous sidewalks will be constructed on both sides of the roadway to improve safety for pedestrians and cyclists



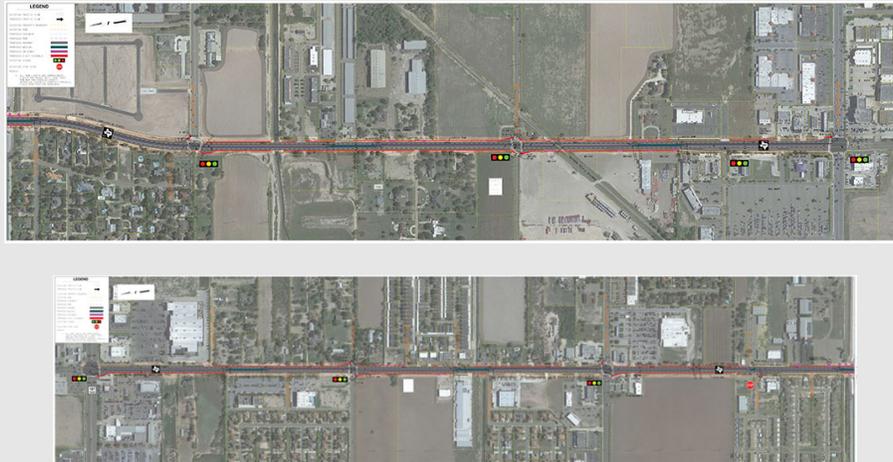
The road will be repaved with construction of the median

In addition to constructing the median, sidewalks will be completed along both sides of the road to enhance safety for pedestrians.

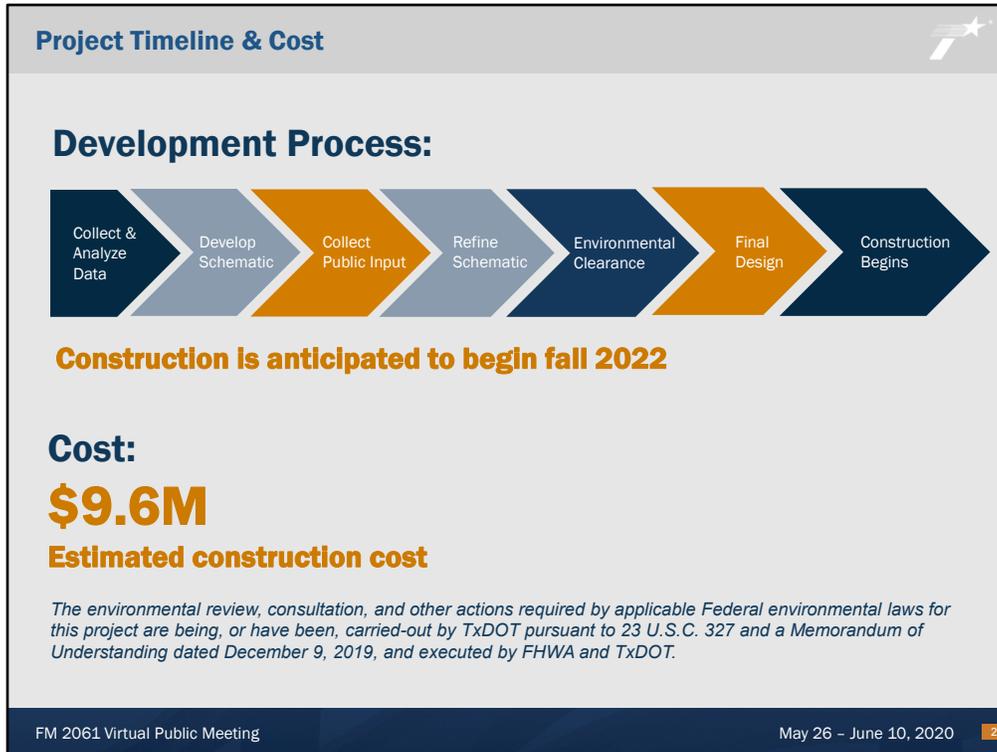
The road will also be repaved during construction of the median.



Project Schematic



The full project schematic is available for viewing or download on the meeting webpage. The schematic provides a more in depth look at details such as sidewalk locations, how long the turn lanes will be, and where small amounts of right of way is needed to accommodate U-turns.



There are several steps in developing this project before construction begins. The project engineers have collected and analyzed technical data and developed the initial design plans which are available for viewing on the project webpage. We are collecting feedback from the community and will use that feedback in conjunction with additional technical evaluations to refine the plans.

The project is evaluated for environmental impacts and compliance and should receive environmental clearance.

The engineers will then develop final plans used for construction bidding and TxDOT will put the project out for construction bids.

We anticipate this process to move forward over the next two years and to begin construction in late 2022.

The current estimate for construction is 9.6 million dollars.



Tell us what you think

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How to Provide Comments

Your comments and questions are welcome. To submit an official comment for the meeting report, please use one the following methods:



Mail:

TxDOT Pharr District
Attn: Robin Gelston
600 W I-2
Pharr, TX 78577



Email: Robin.Gelston@txdot.gov



Fax: 956-702-6110



Voicemail: 956-230-6986

All comments must be received or postmarked by Wednesday, June 10, 2020 to be included in official meeting documentation.

VO: The information shared in this virtual meeting will continue to be available on our meeting webpage. We are interested in hearing any feedback you might have on the information presented and the proposed project plans. Send your comments by mail, email, fax, or voicemail.

Your input will be evaluated in conjunction with the technical evaluations as we move forward with design. Responses to comments received by June 10th will be published with the virtual meeting report on the meeting webpage in the coming weeks. Thank you for your interest and we look forward to hearing from you.



Thank you

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