

Welcome Public Meeting

US 84/Spur 298 Projects

US 84 from FM 1695 to Spur 298
Spur 298 from US 84 to Cheddar's Drive

CSJs: 0055-08-120, Etc.

Tuesday, April 12, 2022, 4:30 p.m.

Sign In

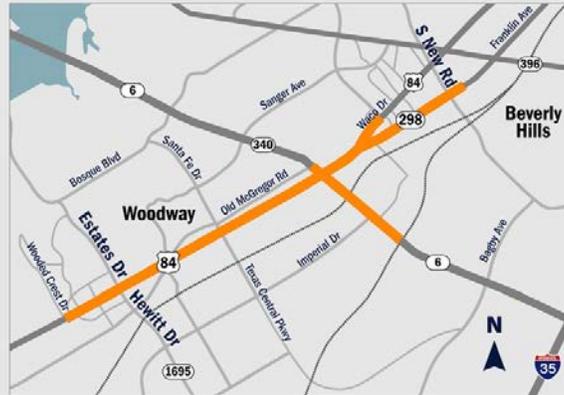
Slide 1 – Welcome

The Texas Department of Transportation, or TxDOT, welcomes you to the Public Meeting for the US 84/Spur 298 projects. We appreciate you taking the time to view this information and welcome your comments. Please click the button to sign in and let us know that you participated.

Project Overview



The Texas Department of Transportation is planning for improvements to US 84 and Spur 298 (Franklin Avenue) in the Woodway-Waco area to address increasing traffic volumes throughout the corridor. This project would provide improvements to both roadways, upgrades at intersections, and accommodations for pedestrians.

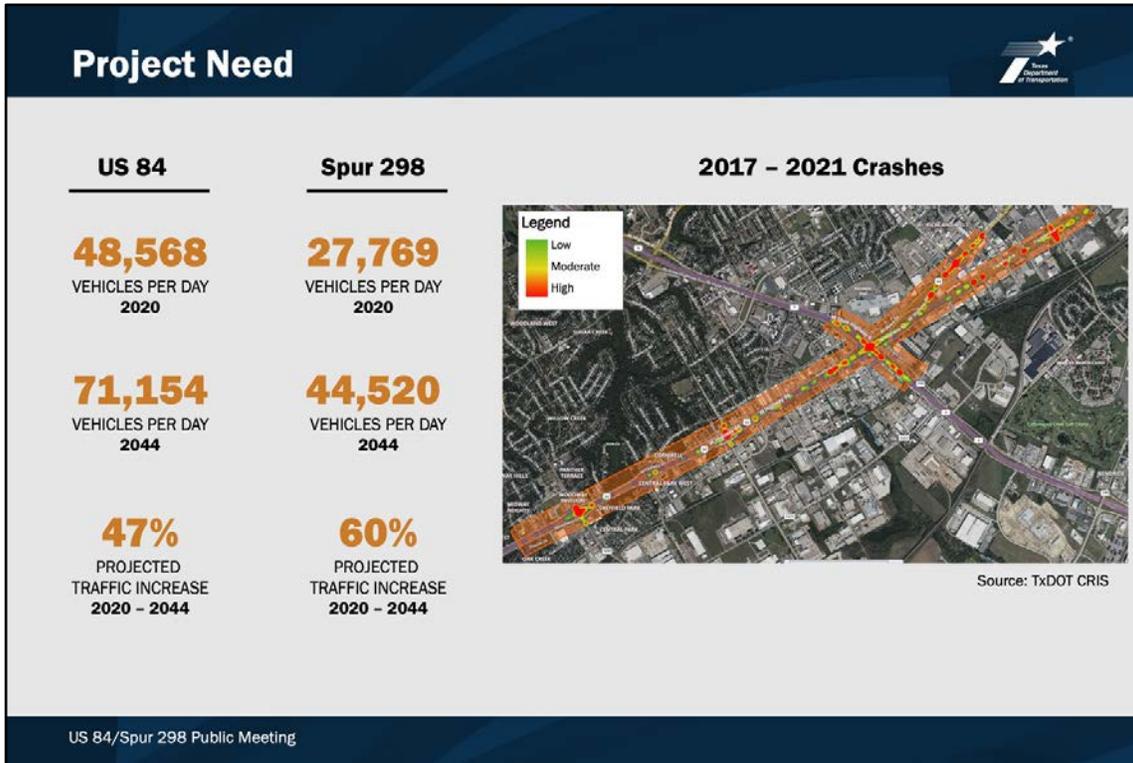


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Slide 2 – Project Overview

In this meeting, we will focus on the segments of US 84 from FM 1695, also known as Estates Drive or Hewitt Drive, to Spur 298, also known as Franklin Avenue, and Spur 298 from US 84 to Cheddar's Drive.

TxDOT is planning for improvements to US 84 and Spur 298 in the Woodway-Waco area to address increasing traffic volumes throughout the corridor. These projects would provide improvements to both roadways, upgrades at intersections, and accommodations for pedestrians.



Slide 3 – Project Need

Waco and surrounding communities are experiencing significant growth affecting how people and goods move throughout the community.

Traffic volumes on are expected to grow 47% on US 84 and 60% on Spur 298 over the next 20 years.

In 2020 there was an average of over 48,000 vehicles traveling on the segment of US 84 from FM 1695 to SH 6 each day. An additional 20,000 vehicles are expected to travel through this section each day by the year 2044.

The segment of Spur 298 west of New Road carried more than 27,000 vehicles each day in 2020. By 2044, This is expected to increase by almost 18,000 vehicles each day.

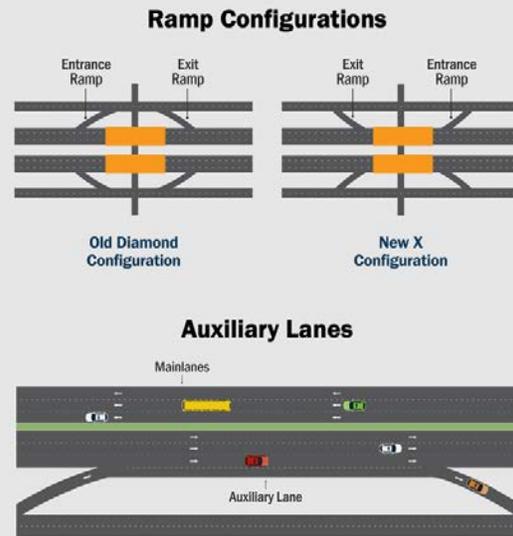
The crash heat map image shows the frequency and location of crashes within the project limits. Proposed improvements to the intersections at FM 1695, SH 6, and New Road will improve traffic flow and will provide safer conditions for the current and projected volumes of traffic.

US 84 Improvements



Improvements include:

- Constructing auxiliary lanes between ramps to improve merging safety
- Reconfiguring entrance and exit ramps to reduce conflict points and improve traffic flow
- Implementing innovative intersection improvements at FM 1695 (Estates Drive/Hewitt Drive)
- Constructing flyover ramps at SH 6 to provide direct connections at the interchange
- Providing continuous pedestrian facilities



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Slide 4 – US 84 Improvements

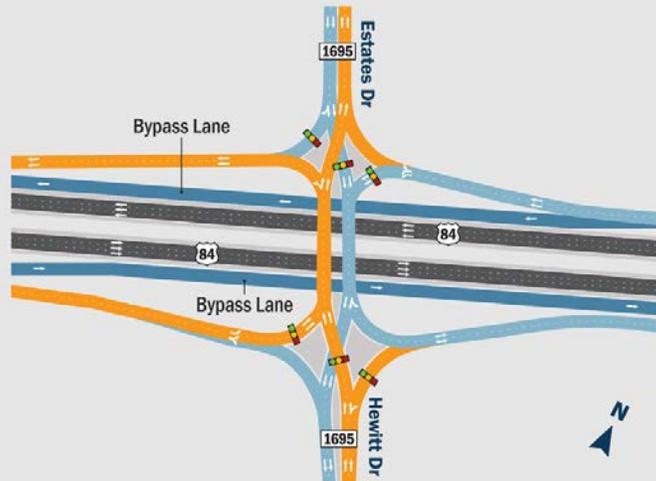
TxDOT is proposing upgrades throughout the US 84 corridor to address increasing traffic volumes. These upgrades will provide improved mobility for vehicles and pedestrians with efficient and innovative solutions.

Improvements to US 84 include constructing auxiliary lanes between ramps to improve merging safety; reconfiguring entrance and exit ramps to reduce conflict points and improve traffic flow; implementing innovative intersection improvements at FM 1695; constructing flyover ramps at SH 6 to provide direct connections at the interchange; and providing continuous pedestrian facilities.

US 84 and FM 1695 Intersection



TxDOT is planning to construct an innovative intersection solution to address existing and future traffic volumes.



Diverging Diamond Intersection

- Reduces potential crash points at intersections
- Allows motorists to bypass the intersection without stopping at a traffic signal
- Provides additional “green time” at traffic signals to allow more vehicles to pass through the intersection
- Is a relatively low-cost improvement

[DDI Traffic Simulation](#)

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Slide 5 – US 84 and FM 1695 Intersection

With higher traffic volumes, the efficiency of traditional intersections decreases and wait times and congestion increase.

A diverging diamond intersection reduces potential crash points compared to traditional intersections; allows motorists to bypass the intersection without stopping at a traffic signal; provides additional “green time” at traffic signals to allow more vehicles to pass through the intersection; and is a relatively low-cost improvement. This means a reduction in delays and travel time.

Click the DDI Traffic Simulation button to view a traffic simulation of this intersection.

US 84 at SH 6 Interchange



The current intersection design will not handle projected traffic volumes without increased backups and delays.

Improvements include:

- Constructing flyovers to allow traffic to bypass the intersection and improve flow
- Constructing U-turn bridges and reconstructing existing U-turns



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Slide 6 - US 84 at SH 6 Interchange

TxDOT is also planning to construct flyovers at the US 84/SH 6 interchange. The current intersection design will not handle projected traffic volumes without increased backups and delays.

Improvements in this area include constructing flyovers to allow traffic to bypass the intersection and improve traffic flow, constructing U-turn bridges, and reconstructing existing U-turns.

Spur 298 Improvements



Spur 298 (Franklin Avenue) currently consists of multiple tightly spaced intersections that restrict traffic flow and reduce safety due to a large number of conflict points.

Improvements include:

- Consolidating travel lanes and redirecting cross traffic to new U-turn lanes
- Constructing an overpass at New Road to allow east-west traffic to bypass the intersection
- Providing continuous pedestrian facilities



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Slide 7 – Spur 298 Improvements

Spur 298, also known as Franklin Avenue, currently consists of multiple tightly spaced intersections that restrict traffic flow and reduce safety due to a large number of conflict points. Improvements to this section would remove those conflict points along this section of the roadway.

Proposed improvements to Spur 298 include consolidating travel lanes and redirecting cross traffic to new U-turn lanes and constructing an overpass at New Road to allow east-west traffic to bypass the intersection.

Environmental Considerations



Environmental Documentation will be prepared in accordance with the National Environmental Policy Act (NEPA).



Social & Community
Impacts



Air Quality



Biological
Resources



Construction
Impacts



Water
Resources



Hazardous
Materials

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 (MOU) dated December 9, 2019, and executed by FHWA and TxDOT.

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Slide 8 – Environmental Considerations

As this project is developed, TxDOT is evaluating the potential impacts to the environment in accordance with the National Environmental Policy Act. Those evaluations include the study of community impacts, air quality, biological resources such as vegetation, construction impacts, water resources and drainage, and the presence and location of hazardous materials.

Project Development Process

WE ARE HERE

Collect & Analyze Data → **Develop Preliminary Schematic** → **Collect Public Input** → **Refine Schematic** → **Collect Public Input** → **Finalize Design** → **Identify Construction Funding**

↑ **PUBLIC MEETING** (SPRING 2022) ↑ **PUBLIC MEETING** (SUMMER 2022)

Funding has been identified for improvements on the segment of Spur 298 from US 84 to Cheddar’s Drive. Construction on this segment is estimated to cost \$36 million and is not expected to begin before July 2026.

Once the preliminary plans are complete, TxDOT will evaluate possible sources of funding for subsequent phases and construction on the remaining segments of the projects.

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Slide 9 – Project Development Process

There are several steps in developing this project before construction begins. The design team has collected and analyzed technical data and developed the preliminary schematic. We are collecting feedback from the community and will use that feedback in conjunction with additional technical evaluations to refine plans. We will share refined plans with the public at a second public meeting this summer before finalizing design.

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Once the preliminary plans are complete, TxDOT will evaluate possible sources of funding for subsequent phases and construction on the remaining segments of the projects.

How to Provide Comments



Your comments and questions are welcome. To submit a comment, please use one of the options below. Meeting materials will continue to be available through the Virtual Open House through Wednesday, April 27, 2022.

 Email Michael.Rhodes@txdot.gov	 Michael Rhodes US 84/Spur 298 Projects 100 S Loop Drive Waco, TX 76704	 Online Comment Form
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All comments must be received or postmarked by Wednesday, April 27, 2022 to be included in the public meeting record.

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Slide 10 – How to Provide Comments

Your comments are an important part of developing this project, and there are several ways you can share your input with TxDOT and the project team.

Click the email icon below to send us an email.

Click the mailbox icon below to print and mail a comment form.

Click the computer icon to leave a comment on the online comment form.

You are welcome to share comments at any point during this process, but comments must be received or postmarked by Wednesday, April 27, 2022 to be included in the public meeting record.