



# Welcome

## SH 6 Central BCS Expansion Project

### Public Meeting

Dec. 2, 2019, 4 – 7 p.m.

Open House

*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 16, 2014, 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 USC 327 y un Memorando de Entendimiento fechado el 16 de diciembre del 2014, y ejecutado por la FHWA y el TxDOT.*



## SH 6 Central BCS Expansion Project

Due to congestion and safety concerns in the area, TxDOT is designing improvements along SH 6 in Bryan-College Station.

### Project Limits

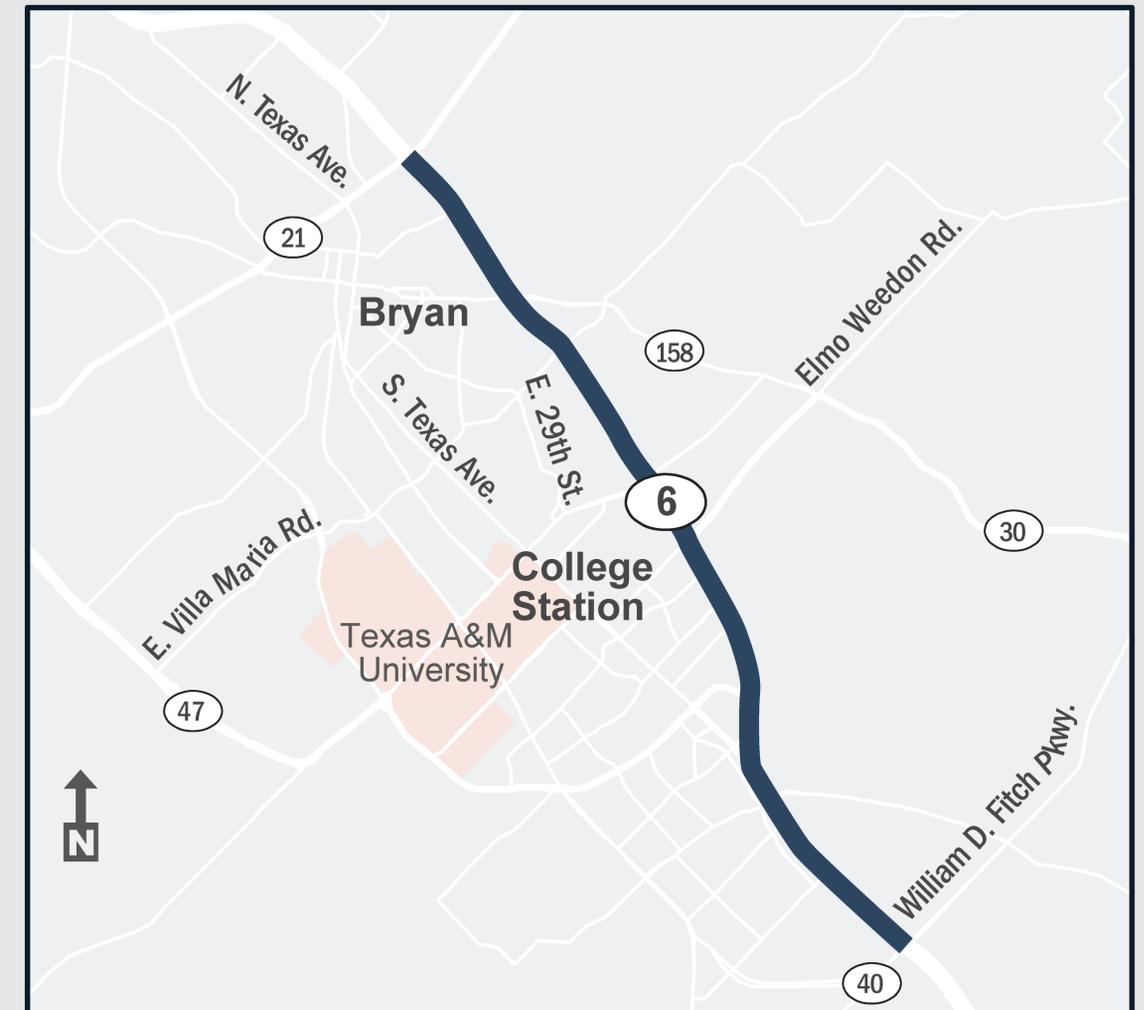
- SH 6 (Earl Rudder Freeway) from SH 21 to SH 40 (William D. Fitch Parkway)

### Project Purpose

- Increase safety and reduce congestion
- Provide for efficient freight movements
- Improve bicycle/pedestrian facilities and connectivity

### Project Cost

- Estimated construction cost of \$216M





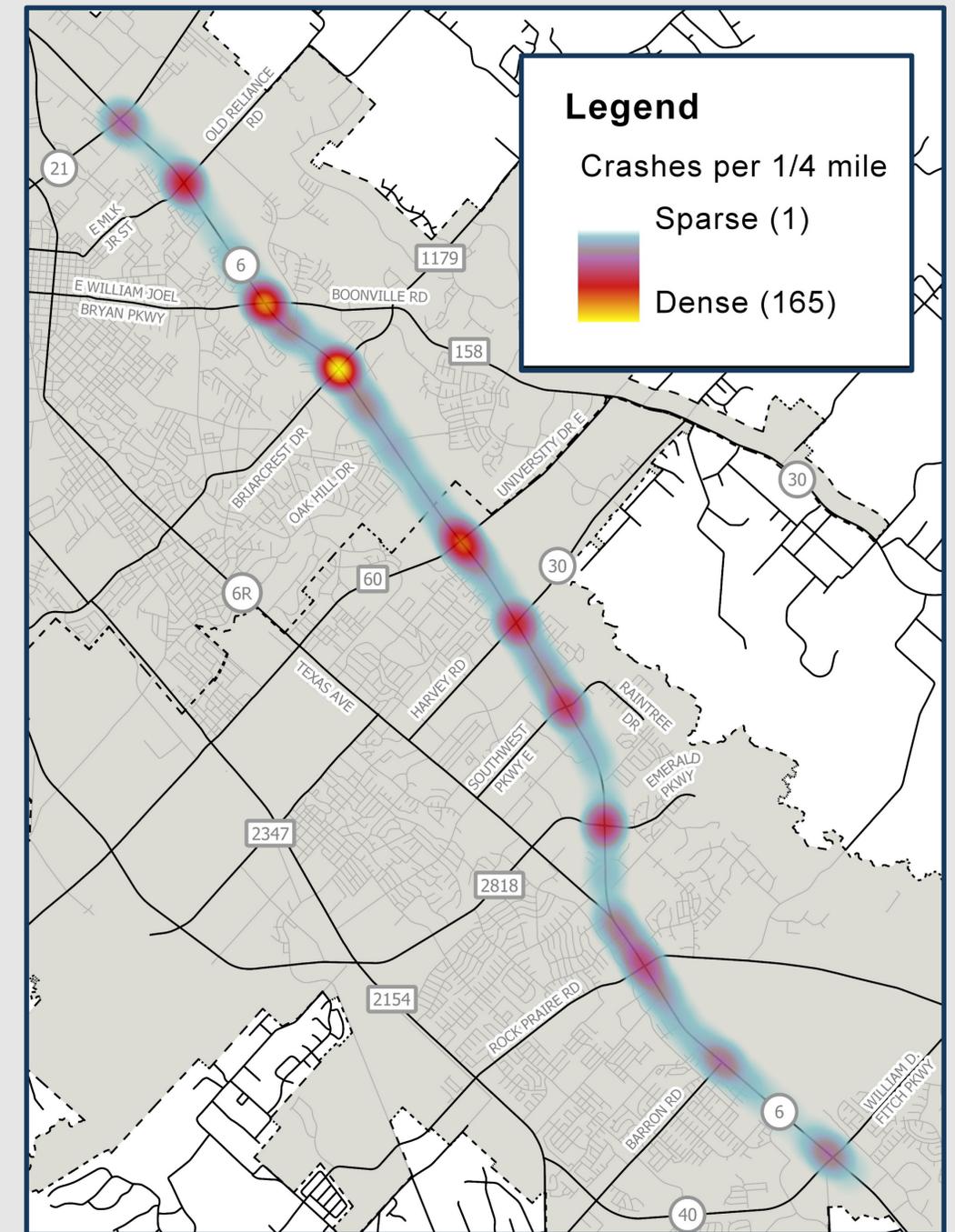
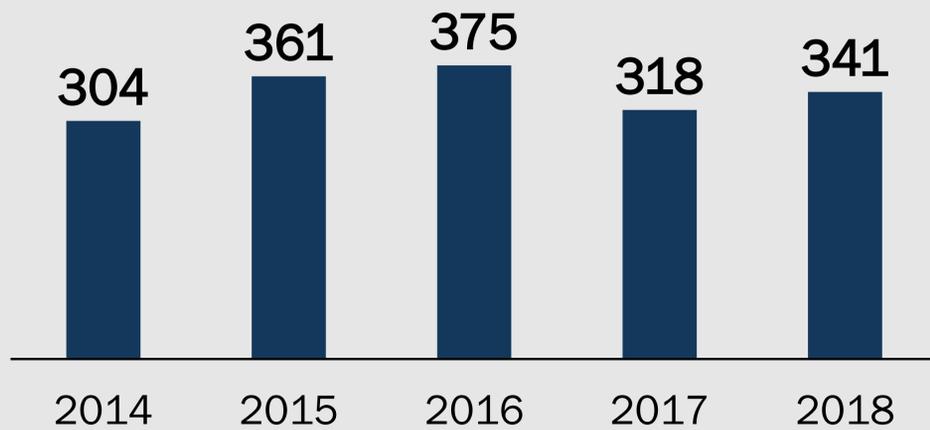
## Crash Data – 2014 to 2018

- 1,699 crashes, 9 fatalities
- 51% occurred on mainlanes
- Leading contributing factor was failure to control speed
- 76% occurred when no water on the road

### Roadway Usage

- Approx. 53% of all traffic travels less than 2 miles per trip

### Crashes Per Year





## Timeline



## Project Development Process

- Data collection and existing conditions analysis
- Forecast future needs
- Evaluate alternatives
- Conduct environmental evaluation
- Identify preferred improvements

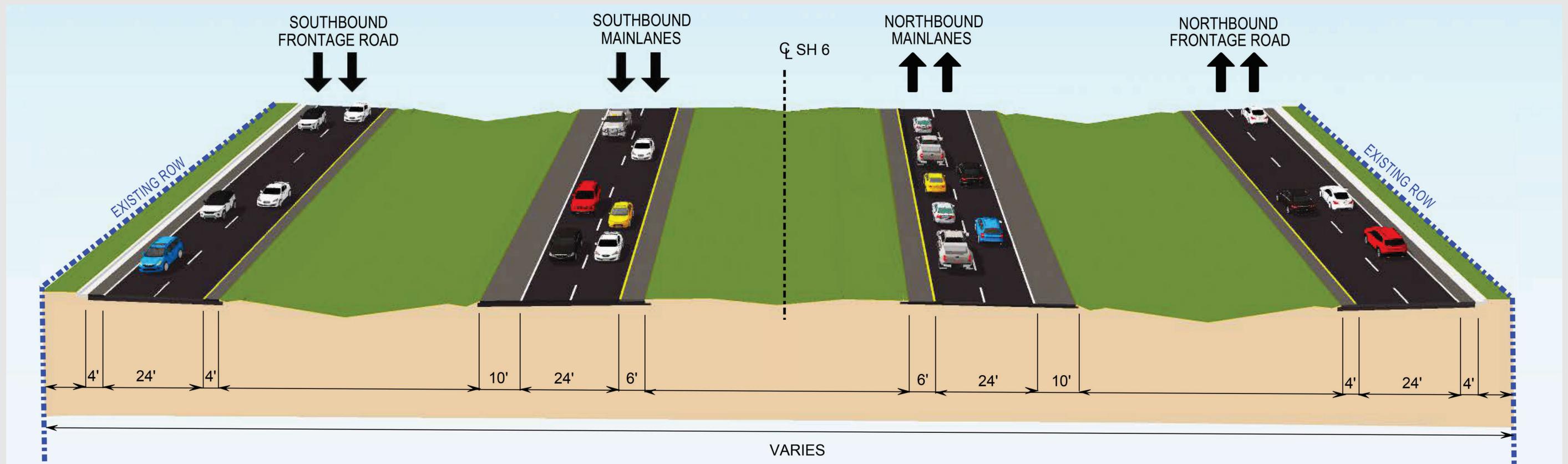
## Construction

- Anticipated to last approximately 4 years, with some overlap between Phase 1 and Phase 2
- Maintain 2 mainlanes of traffic in each direction during construction



## Existing Roadway

- 2 mainlanes in each direction
- 2 lanes on frontage roads in each direction
- Intermittent auxiliary lanes
- Discontinuous sidewalks and bicycle accommodations





## Overview of Improvements – Base Build

- Widen mainlanes from 4 to 6 lanes (3 in each direction)
- Create continuous auxiliary lanes between ramps and sections of C-D lanes for safer and more efficient merging
- Increase bridge clearance to accommodate freight movement
- Add shared use paths for bicycle and pedestrian use
- Interchange improvements
  - Add left and right turn lanes at frontage road intersections
  - Add southbound entrance ramp at FM 2818
  - Change northbound Texas Ave. ramp from left exit to right exit
  - Improve southbound ramp configuration near Graham Rd.



Existing SH 6

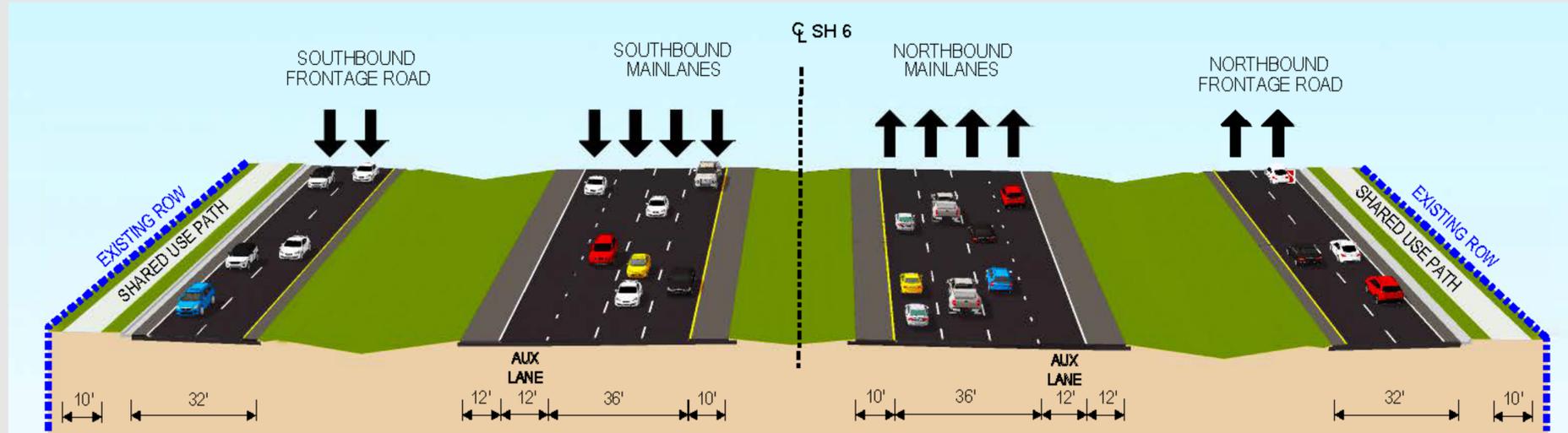


Existing SH 6 Frontage Roads



### A. Auxiliary Lane Improvements

- SH 21 to Harvey Mitchell Pkwy. (FM 2818)
- Rock Prairie Rd. to William D. Fitch Pkwy. (SH 40)

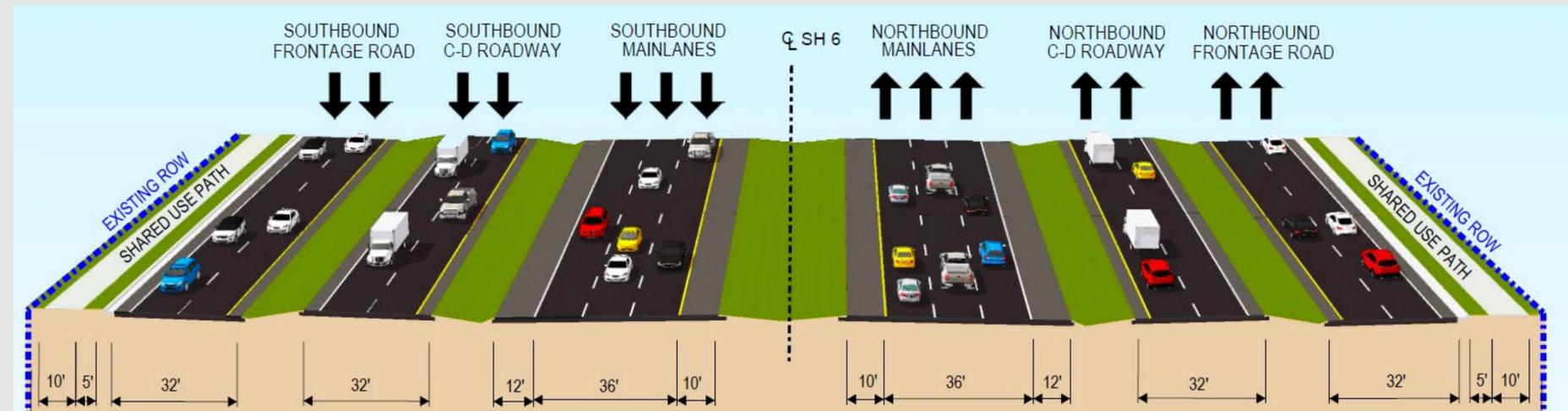


### Improvement Limits



### B. Collector-Distributor System Improvements

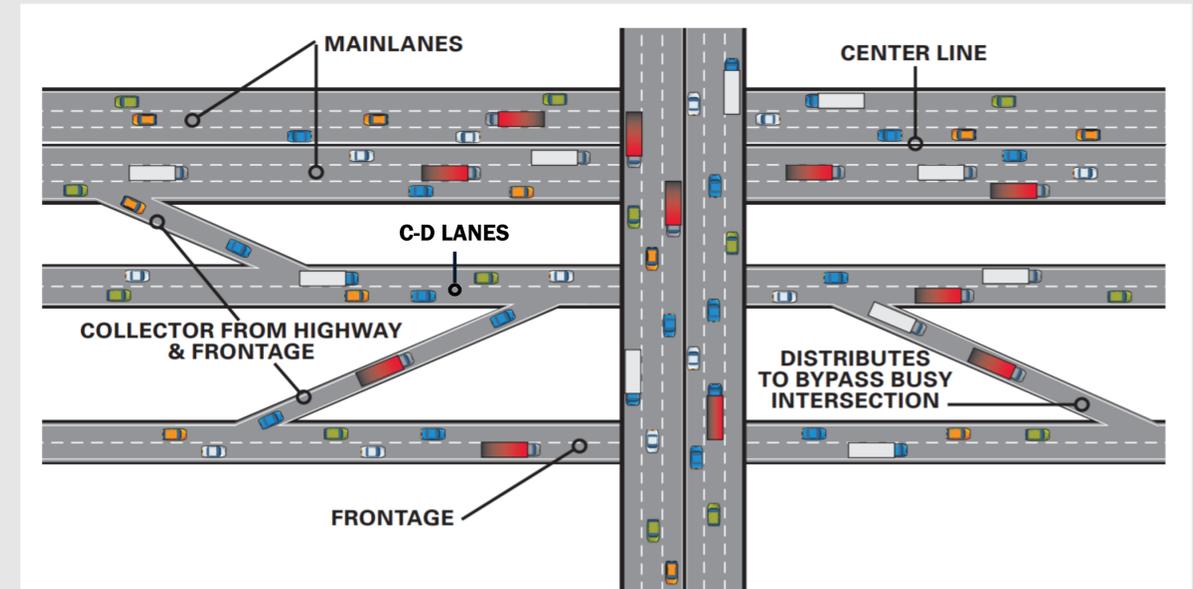
- Harvey Mitchell Pkwy. (FM 2818) to Rock Prairie Rd.



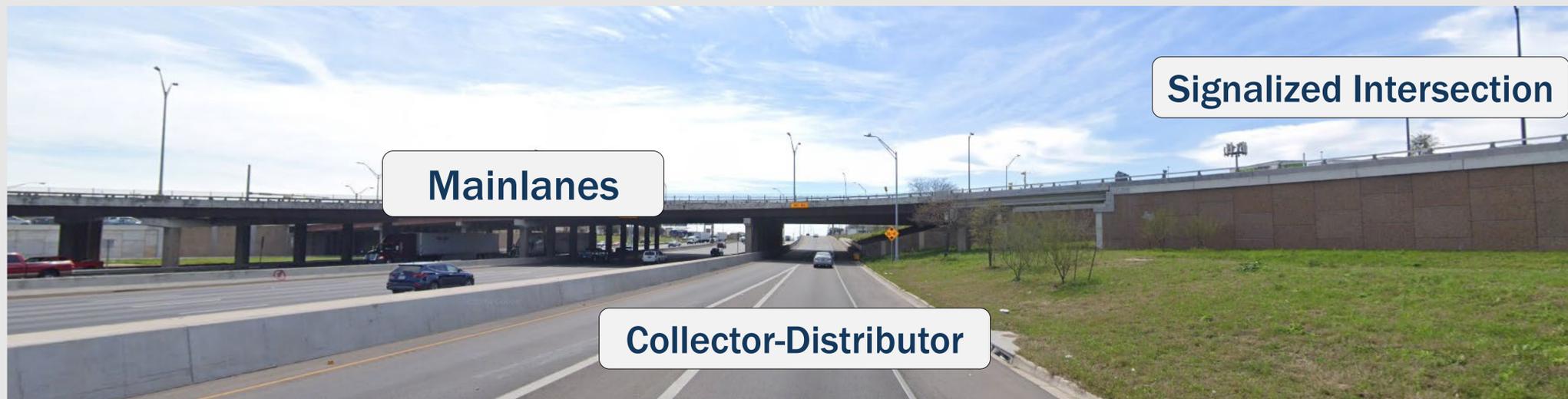


## Collector-Distributor (C-D) Lanes

- C-D lanes are extra lanes between the mainlanes and the frontage roads that improve mobility and provide more merging distance for vehicles
- C-D lanes:
  - Allow mainlane traffic to maintain continuous rate of speed
  - Provide a more direct route for local trips with fewer stops than the frontage road



Source: [tti.tamu.edu/policy/how-to-fix-congestion](http://tti.tamu.edu/policy/how-to-fix-congestion)





## Additional Improvements Being Evaluated

TxDOT will continue to evaluate additional mobility improvements and present to the public in 2020.

- Widen sections of mainlanes to 8 lanes
- Widen sections of frontage roads
- Make ramp improvements
- Add additional C-D lanes
- Consider bridge widening, U-turn bridges, and innovative interchanges

### Innovative Interchange examples:



Round-a-bouts



Single Point Urban Interchange



Diverging Diamond Interchange



Continuous Flow Interchange



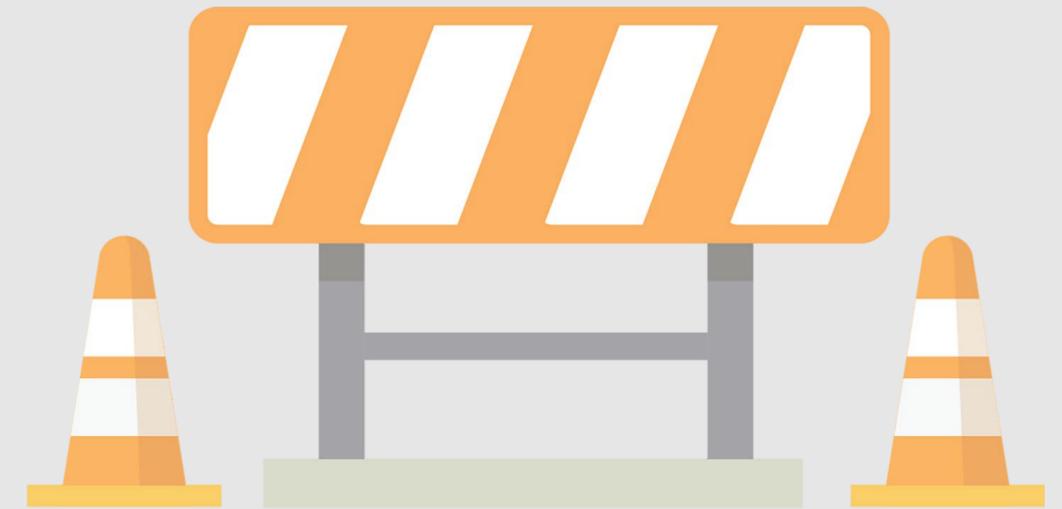
## Construction Phasing

### Phase 1 – Construction Beginning in 2022

- Upgrades within existing right of way
- Improvements along the mainlanes and frontage roads
- Intersection improvements along frontage roads

### Phase 2 – Construction Beginning in 2024

- More robust and innovative interchange improvements
- Bridge work and improvements including widening bridges and adding u-turns





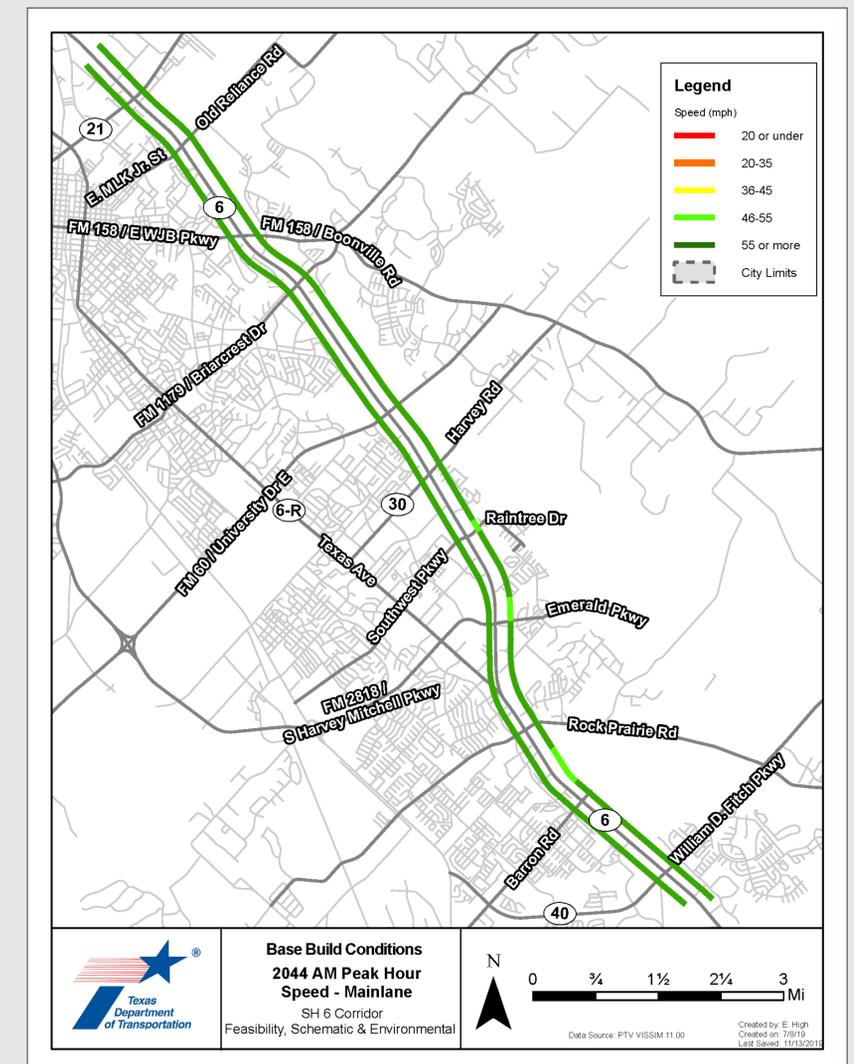
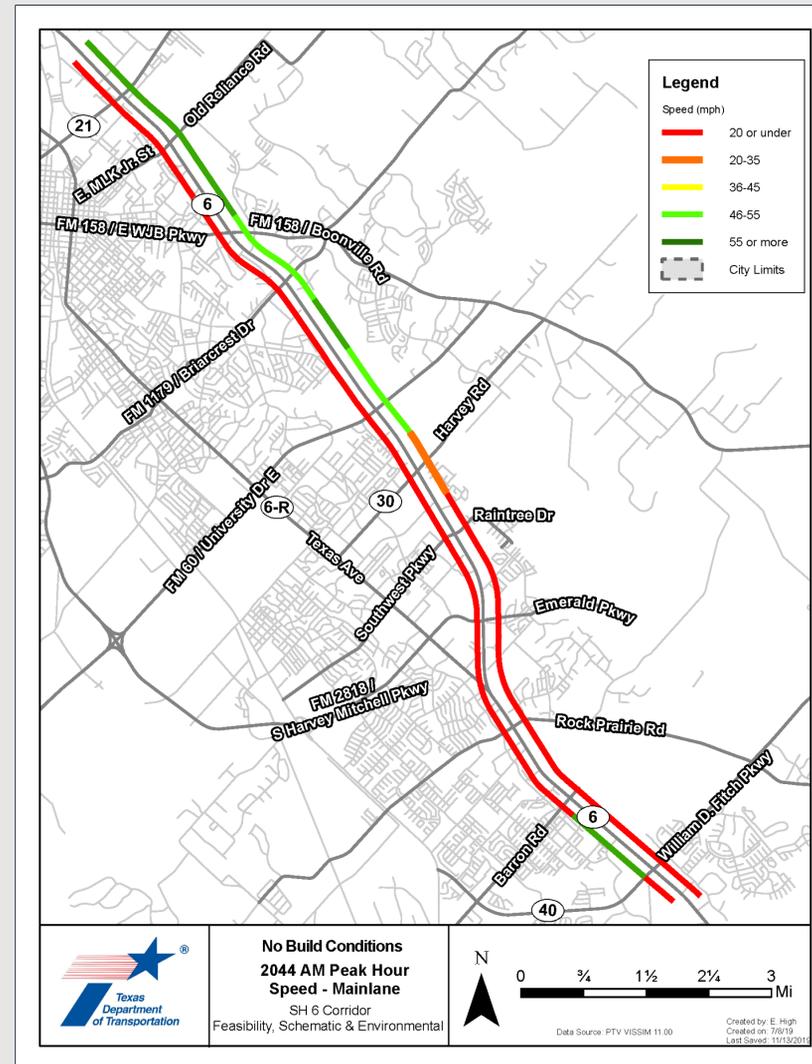
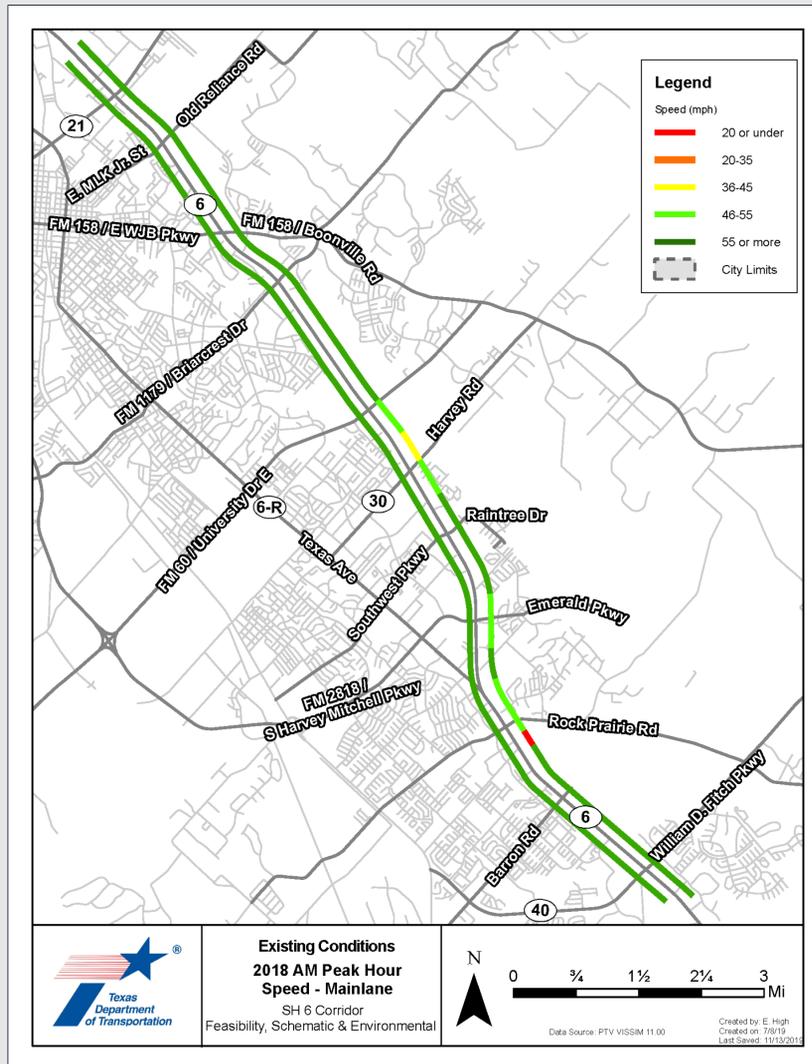
# AM Peak Travel Hour - VISSIM

VISSIM creates a simulated model of how efficiently vehicles would flow on a roadway.

## 2018 Existing

## 2044 Projected Without Improvements

## 2044 Projected With Improvements

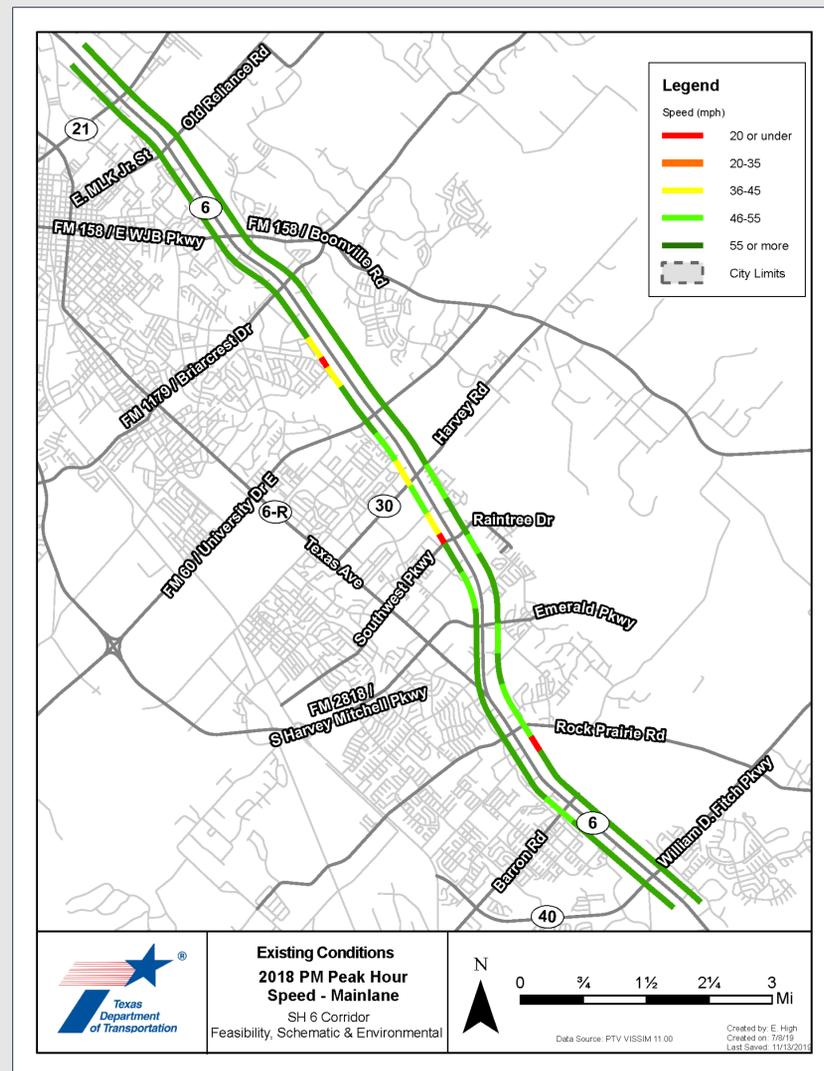




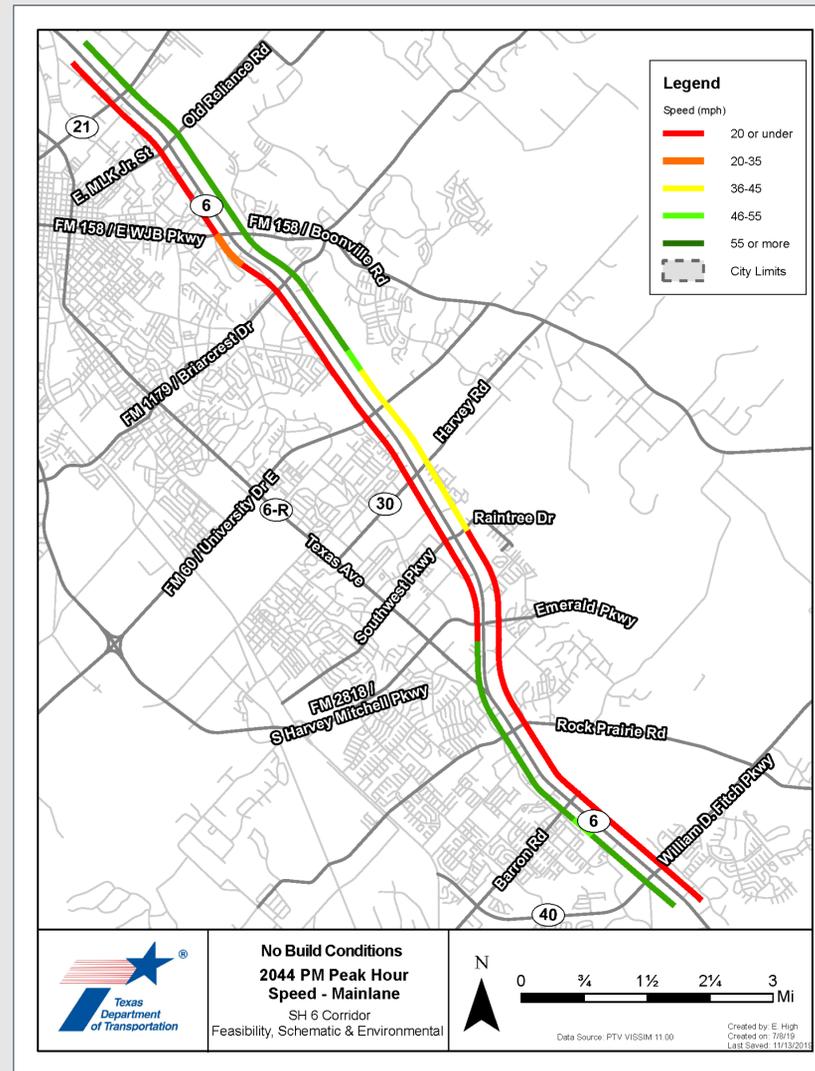
# PM Peak Travel Hour - VISSIM

VISSIM creates a simulated model of how efficiently vehicles would flow on a roadway.

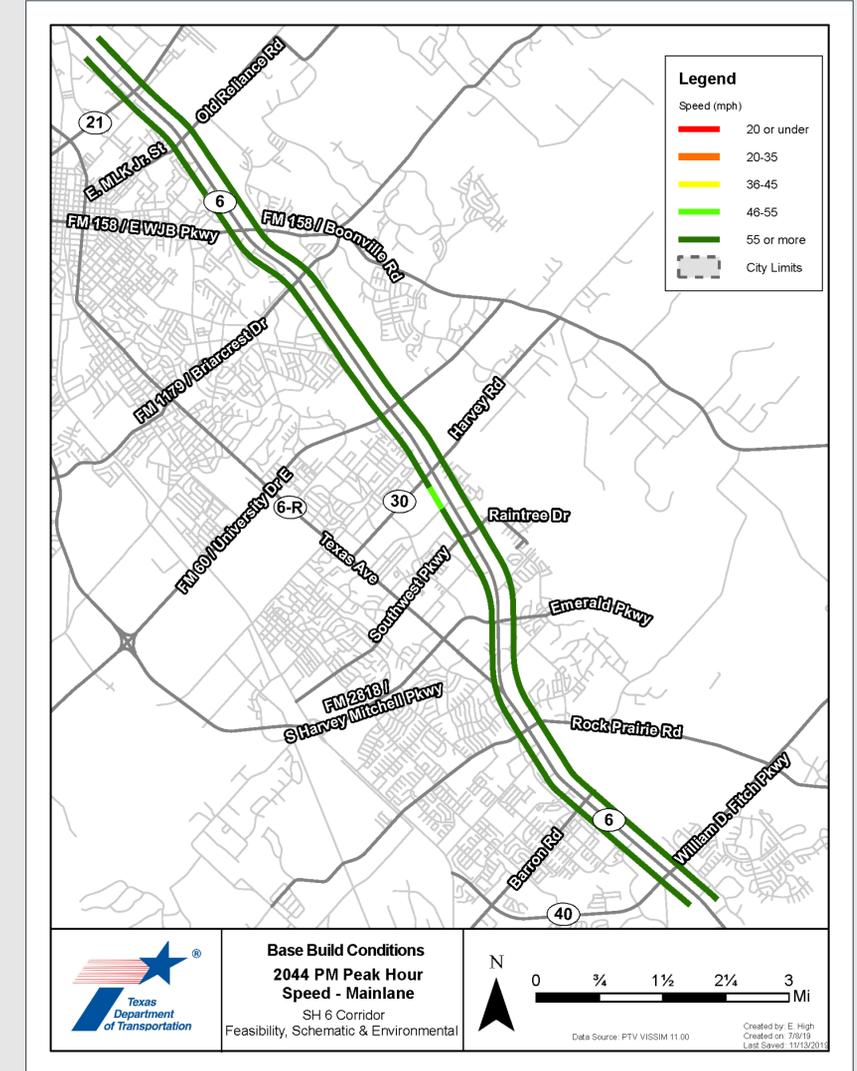
## 2018 Existing



## 2044 Projected Without Improvements



## 2044 Projected With Improvements





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# Comments

Please share comments:

- Submit a comment card tonight
- Send comments by December 17, 2019

Mail: SH 6 Central BCS Project  
2591 N. Earl Rudder Freeway  
Bryan, TX 77803

Email: [SH6CentralBCS@TxDOT.gov](mailto:SH6CentralBCS@TxDOT.gov)

- Visit webpage to take an online survey

**All comments must be received or postmarked by Tuesday, December 17, 2019 for inclusion in the Public Meeting Summary.**



[www.txdot.gov](http://www.txdot.gov)  
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