



WELCOME!

I-45 Central Walker County

Thursday, August 9, 2018 • Walker County Storm Shelter

Purpose of Tonight's Meeting?

Open House | 4:30 – 6:00 p.m.

- Review the planned improvements and ask questions
- Provide written comments for both projects (Segment 2A & 2B)

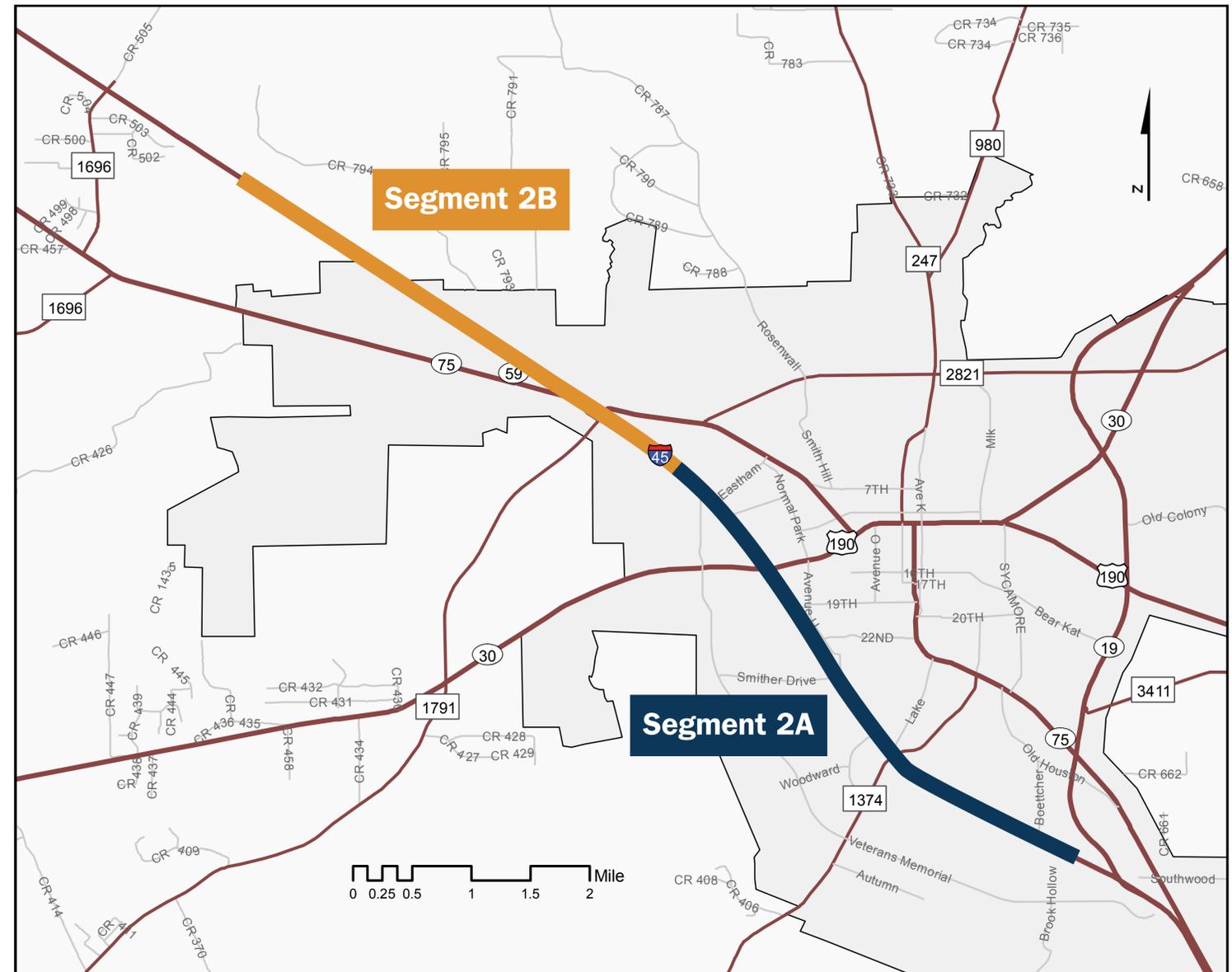
Public Hearing | 6:00 – 7:00 p.m.

- Hear formal presentation for Segment 2A
- Speak your comments during formal comment period for Segment 2A



Project Location

- The project limits for **Segment 2B** are from SH 30 to 0.7 miles south of FM 1696 in Huntsville, with a length of 4.7 miles
- The project limits for **Segment 2A** are from 0.3 miles north of SH 19 to 0.9 miles north of SH 30 in Huntsville, with a length of 4.4 miles





Proposed Improvements:

Segment 2A

The project limits are from 0.3 miles north of SH 19 to 0.9 miles north of SH 30 in Huntsville, with a length of 4.4 miles

- Widen I-45 from four to six lanes
- Reconstruct and realign the main lanes and ramps
- Improve drainage structures and bridges
- Improve frontage roads, crossroads adjacent to new ramps, and interchanges
- Add collector-distributor roads, which are roads that parallel and connect the main travel lanes and frontage roads

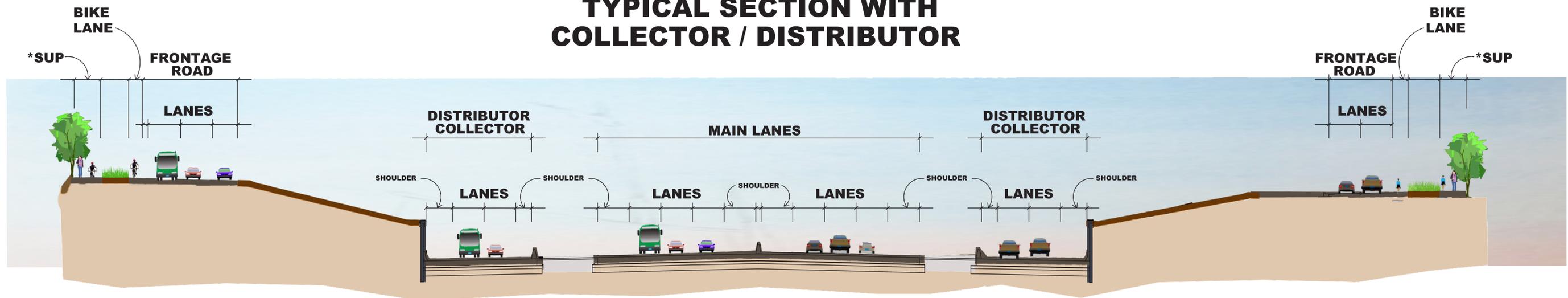
Timing: The project is estimated for letting in **Summer 2021** and construction in **Fall 2021**.



Segment 2A

Typical Section

TYPICAL SECTION WITH COLLECTOR / DISTRIBUTOR



* = 10' SHARED USE PATH FOR PEDESTRIANS AND BICYCLES



Proposed Improvements:

Segment 2B

The project limits are from SH 30 to 0.7 miles south of FM 1696 in Huntsville with a length of 4.7 miles

- Widen I-45 from four to six lanes
- Reconstruct and realign the main lanes and ramps
- Improve drainage structures and crossroads adjacent to new ramps
- Improve connectivity:
 - ▶ Replaces existing interchange at FM 1791
 - ▶ Creates new interchange for SH 75 near San Jacinto Street (west of I-45) and Moffett Springs Road (east of I-45)
 - ▶ Creates new interchange north of the TDCJ Headquarters (BOT Complex)
- Converts all frontage roads to one-way operation

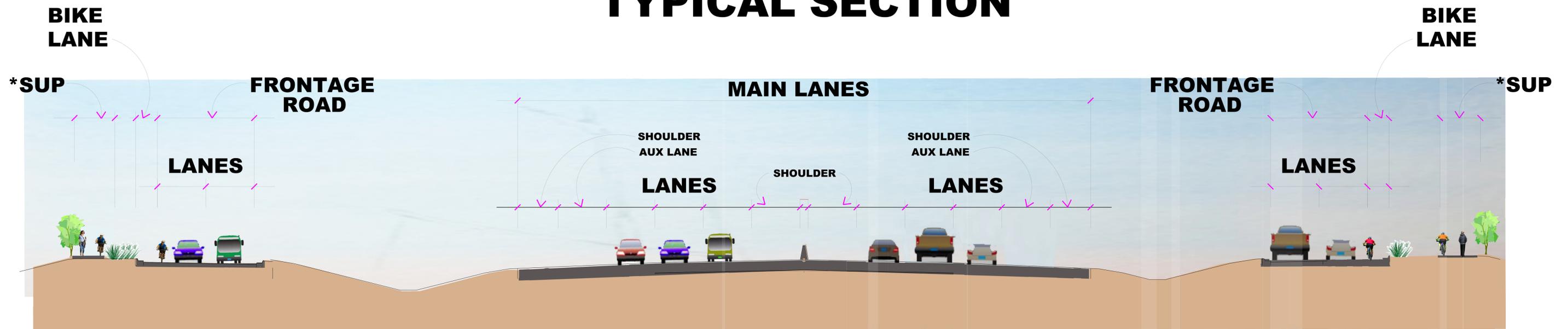
Timing: The project is estimated for letting in **Summer 2023** and construction in **Fall 2023**.



Segment 2B

Typical Section

TYPICAL SECTION



* = 10' SHARED USE PATH FOR PEDESTRIANS AND BICYCLES



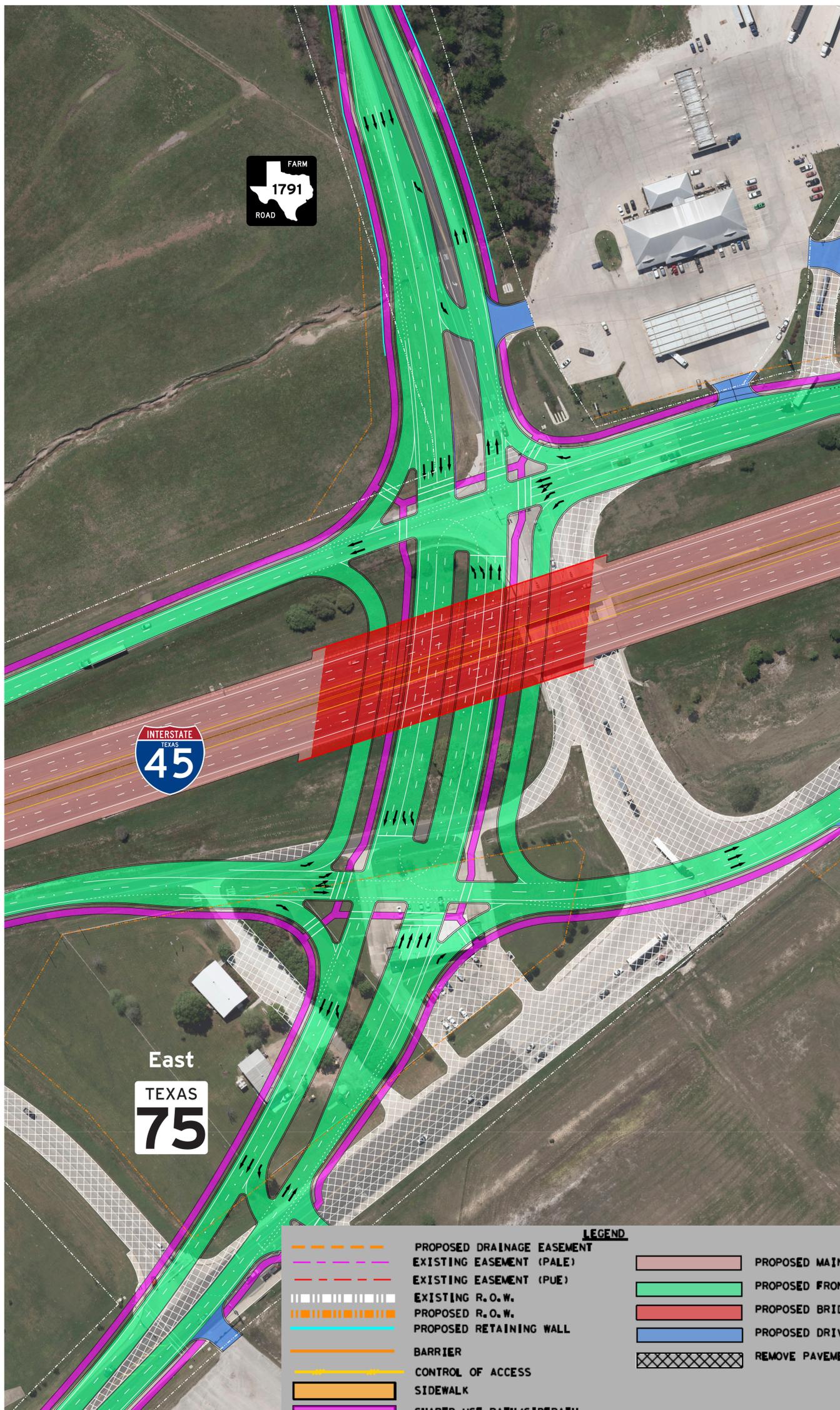
How Can I Provide Input and Stay Informed?

- Share your feedback verbally during the **Segment 2A** public hearing formal comment period:
 - ▶ Be sure to request or fill out a speaker card to indicate you'd like to speak; your name will be called to speak and you will have up to three minutes to share your comments
- Turn in the comment form today, or you can mail (comment deadline is on or before **August 24, 2018**)
- Submit your comments online at <http://bit.ly/BryanComments>
- Call: **(979) 778-2165** with any questions
- Follow us on the TxDOT Bryan District Twitter site for closure and detour information: [@TxDOTBryan](https://twitter.com/TxDOTBryan)
- Visit www.txdot.gov and Search: *I-45 Central Walker County*; or, scan with your phone or tablet using the Quick Response (QR) code reader:



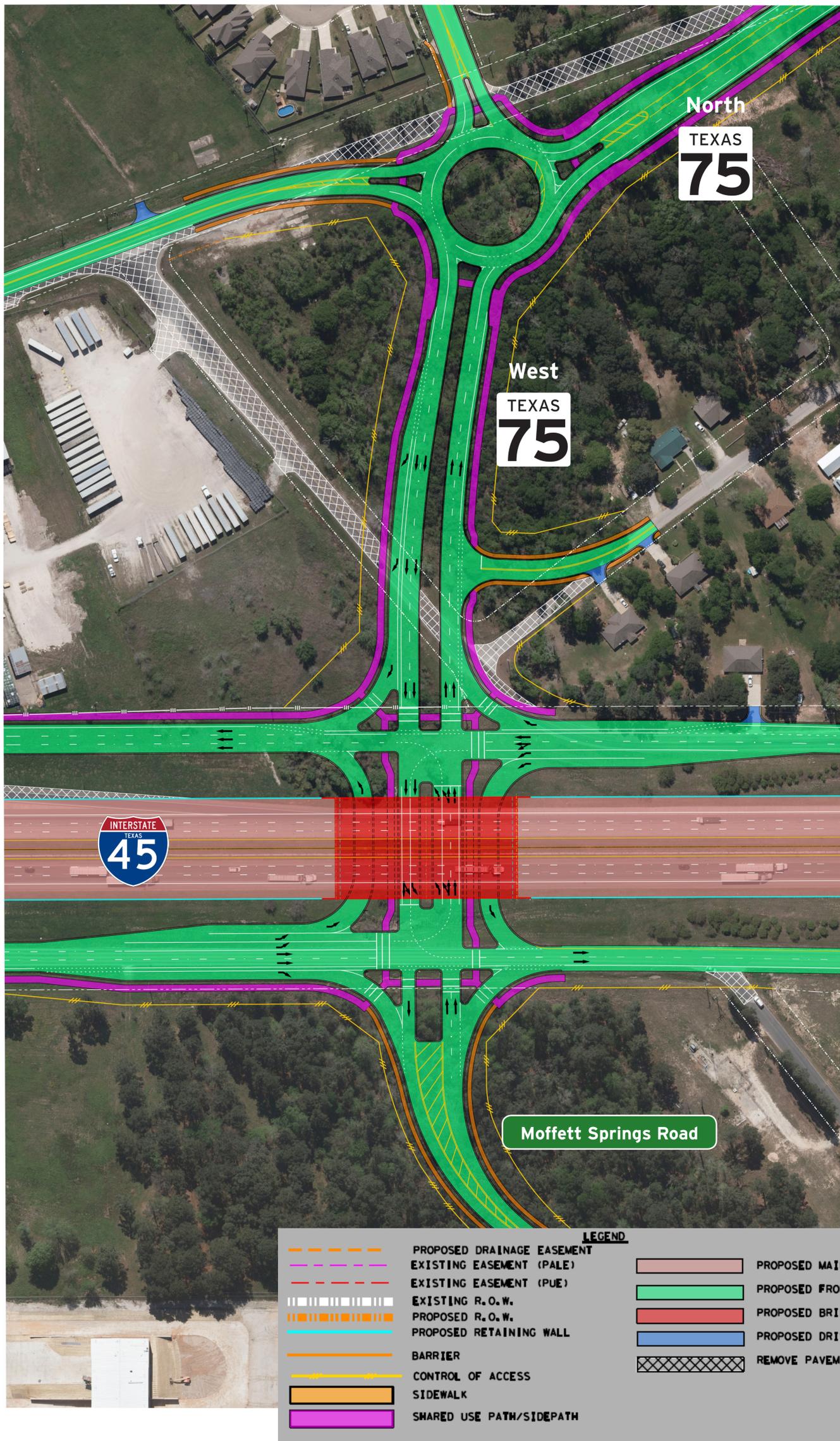
I-45 Central Walker County, Segment 2B

Traditional Freeway Interchange (Signalized Alternative FM 1791 and SH 75)



I-45 Central Walker County, Segment 2B

Traditional Freeway Interchange (Signalized Alternative at SH 75 and Moffett Springs Road)



Benefits of Roundabouts over Traditional Intersections

Traffic Safety

- Fewer total conflict points
- Traffic doesn't speed up to beat yellow signals
- Studies show there is a significant reduction of injury crashes, incapacitating injury crashes and fatality crashes

Operational Performance

- Less delay vs. signalized intersections, especially during non-peak hours
- Traffic advances slowly rather than coming to a complete stop
- Fewer lanes needed in between intersections
- Shorter bridges are required at freeway interchanges, substantially reducing construction costs

Environmental Factors

- Reduces noise and air quality impacts
- Reduces fuel consumption by reducing acceleration/deceleration cycles and the time spent idling
- Less electrical consumption since signals aren't needed
- Less maintenance required since signals aren't needed

**Federal Highway Administration Office of Safety*