



Virtual Public Meeting Pre-Recorded Presentation

I-45 Galveston Improvement Project

From the Galveston Causeway Bridge to 61st Street
Galveston, Texas

CSJ: 0500-01-119
(Project Reference Number)

Posted Online: Tuesday, August 11, 2020

Welcome to this pre-recorded presentation of the Texas Department of Transportation Houston District's Interstate Highway 45 Galveston Improvement Project.

My name is Celeste Wyble and I would like to welcome you and thank you for participating in this virtual public meeting. I am an environmental consultant working for the TxDOT Houston District. The project we are discussing today is the I-45 Galveston improvement project. The proposed project would reconstruct and widen I-45 from the Galveston Causeway Bridge to 61st Street in Galveston County, Texas.

This presentation is available for viewing starting on Tuesday, August 11, 2020.

Virtual Public Meeting Agenda



- 1 Welcome
- 2 Project Overview
- 3 Environmental Overview
- 4 Project Schedule and Next Steps
- 5 Public Comment Process
- 6 Adjournment

In this presentation we will describe the proposed project, present an overview of the environmental review process, discuss the project schedule and the methods for submitting comments on the project.



In response to the COVID-19 outbreak, TxDOT changed the in-person public meeting to an online format only.

Share Facts About COVID-19

Know the facts about coronavirus disease 2019 (COVID-19) and help stop the spread of rumors.

FACT 1 Diseases can make anyone sick regardless of their race or ethnicity.

People of Asian descent, including Chinese Americans, are not more likely to get COVID-19 than any other American. Help stop fear by letting people know that being of Asian descent does not increase the chance of getting or spreading COVID-19.

FACT 2 Some people are at increased risk of getting COVID-19.

People who have been in close contact with a person known to have COVID-19 or people who live in or have recently been in an area with ongoing spread are at an increased risk of exposure.

FACT 3 Someone who has completed quarantine or has been released from isolation does not pose a risk of infection to other people.

For up-to-date information, visit CDC's coronavirus disease 2019 web page.

FACT 4 You can help stop COVID-19 by knowing the signs and symptoms:

- Fever
- Cough
- Shortness of breath

Seek medical advice if you

- Develop symptoms

AND

- Have been in close contact with a person known to have COVID-19 or if you live in or have recently been in an area with ongoing spread of COVID-19.

FACT 5 There are simple things you can do to help keep yourself and others healthy.

- Wash your hands often with soap and water for at least 20 seconds, especially after blowing your nose, coughing, or sneezing, going to the bathroom, and before eating or preparing food.
- Avoid touching your eyes, nose, and mouth with unclean hands.
- Stay home when you are sick.
- Cover your cough or sneeze with a tissue, then throw the tissue in the trash.

 [For more information: www.cdc.gov/COVID19](https://www.cdc.gov/COVID19)

TxDOT originally scheduled an in-person public meeting for this project to take place on April 2, 2020; however, given the unique circumstance of the COVID-19 outbreak, along with the department's commitment to protecting public health during this national emergency, the department canceled the in-person meeting and is moving forward with this virtual public meeting to avoid in-person contact.

Project Website Information



The project website includes:

- Recorded presentation in English and Spanish
- Project information
- Estimated timeline for project development and construction
- Proposed schematic
- Process for submitting comments
- Project team contact information

This presentation and the other materials posted on the project web site cover the same information the Houston District would have shared at an in-person public meeting. The comment process, however, will be different and will be explained shortly. Project information can be found on the TxDOT website at txdot.gov. In the “Search TxDOT” box in the upper-right hand corner of the web page enter: I-45 South.

National Environmental Policy Act (NEPA)



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.

The I-45 Galveston improvement project is federally and state funded. Due to the project receiving federal funds, TxDOT is required to take a hard look at the potential environmental impacts of the proposed project. The process that is followed to identify and evaluate potential environmental impacts is based on the National Environmental Policy Act, otherwise known as NEPA. The NEPA process provides decision makers with information to help guide their decision on whether to proceed with the project. On December 9, 2019, TxDOT received a signed Memorandum of Understanding from the Federal Highway Administration that permits TxDOT to assume responsibility from the Federal Highway Administration for reviewing and approving certain assigned NEPA projects. The review and approval process just described applies to this project.

Outreach Methods



- **Newspaper Notice**
 - Galveston Daily News
- **Mailings**
(English and Spanish Notice Mailed)
 - Adjacent Property Owners
 - Elected Officials
- **Website Postings**
 - TxDOT (English and Spanish Notice Posted)
 - City of Galveston
- **Community Outreach**
(English and Spanish Notice Distributed)
 - Rosenberg Library (Galveston local library)
 - Island Community Center
 - Local grocery stores
 - Local churches
 - Chamber of Commerce
- **Social Media**
 - TxDOT Twitter
 - Facebook

This virtual public meeting was developed to provide project information to the public and elected officials. TxDOT encourages you to review the materials posted on the project website and to provide comments on the proposed project.

Notices for this meeting were published in English in the Galveston Daily News on Monday July 27, 2020. Notices in both English and Spanish were posted on the TxDOT website and mailed to adjacent property owners and elected public officials.

Additional outreach for this virtual public meeting included posting notices at the Rosenberg library, the Island Community Center, local grocery stores and social media including Facebook and Twitter. Notices advertising the virtual public meeting were emailed to the Galveston Chamber of Commerce and local churches that offer services in English and Spanish.

Why is the Proposed Project Needed?



- Increased and projected growth in the area causes traffic demand to exceed capacity of the existing roadway
- Current roadway layout (the geometry of the main lanes, frontage roads, intersections and ramps) creates operational issues such as congestion at the intersections, congestion on the main lanes, and access issues to adjacent neighborhoods
- Facility currently has limited bicycle and pedestrian accommodations
- Need for improved hurricane evacuation

Traffic Prediction*

Existing (2020)		75,950 vehicles per day
Projected (2025)		83,150 vehicles per day
Projected (2040)		104,350 vehicles per day
Projected (2045)		111,250 vehicles per day

*All traffic volumes are approximate.

Traffic volumes provided by the TxDOT Transportation Planning and Programming Division (2019)

Why is this proposed project needed?

As you can see in this slide, traffic predictions indicate congestion will increase along I-45 from the Causeway Bridge to 61st Street. Currently, approximately 76,000 vehicles a day travel through the project area. By 2045 this number is expected to increase to approximately 111,000 vehicles a day.

The purpose of the proposed project is to:

- improve mobility and reduce congestion by constructing additional lanes, ramps and turn lanes;
- Improve traffic operations by bringing the roadway up to current design standards;
- facilitate bicycle and pedestrian activity by upgrading bicycle and pedestrian accommodations and;
- facilitate hurricane evacuation by providing additional lanes.

Project Description



The I-45 proposed improvements include:

- Reconstructing the main lanes to add one additional main lane in each direction
- Reconstructing the main lane shoulders to provide 4-foot wide inside and 12-foot wide outside shoulders
- Reconstructing the frontage roads to:
 - Add frontage road lanes in select locations for an average of four 11-foot wide travel lanes (two in each direction)
 - Add a 5-foot wide bike path along the frontage roads behind the curb
 - Add a 5-foot sidewalk along the frontage roads adjacent to the bike path
 - Improve existing drainage infrastructure by reconstructing existing storm water collection system

The I-45 proposed improvements include:

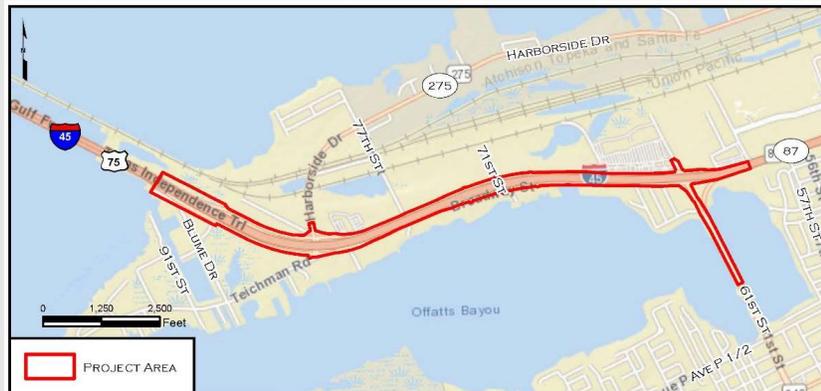
- reconstructing the main lanes to add one additional main lane in each direction, for a total of eight main lanes (four in each direction);
- reconstructing the frontage roads to add frontage road lanes in select locations for an average of two 11-foot wide travel lanes in each direction with auxiliary lanes;
- adding a 5-foot wide bike path along the frontage roads behind the curb;
- adding a 5-foot sidewalk along the frontage roads adjacent to the bike path and;
- reconstructing the existing storm water collection system.

Project Description (cont.)



The I-45 proposed improvements include:

- Reconstruct the I-45 overpasses and construct intersection improvements, including U-turn and turning lanes at the following intersections: Harborside Drive, 71st Street and 61st Street
- Construct a one-lane direct connector from northbound 61st Street to northbound I-45



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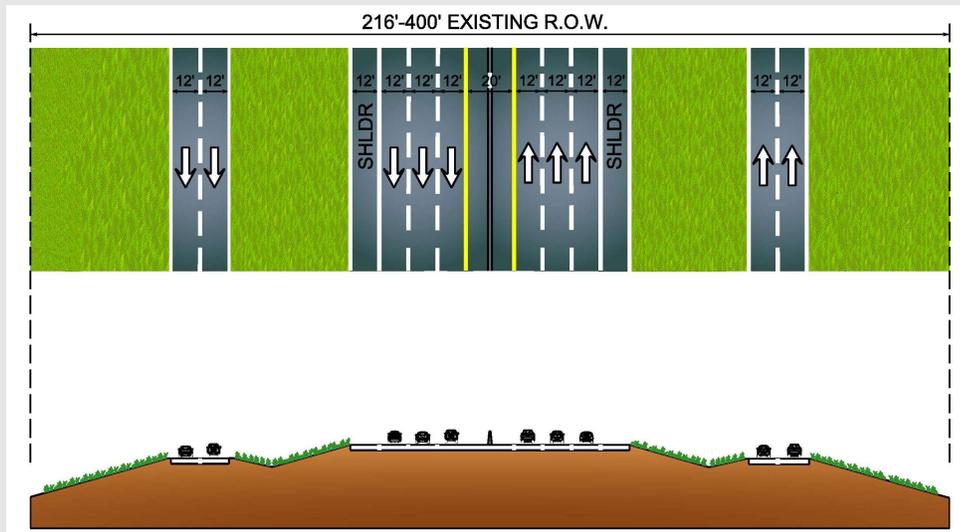
The I-45 proposed improvements would also:

- reconstruct the I-45 overpasses and add intersection improvements including U-turn and turning lanes at the at Harborside Drive, 71st Street and 61st Street intersections, and
- construct a one-lane direct connector from northbound 61st Street to northbound I-45.

The proposed improvements were designed to minimize impacts to the natural or man-made resources while still meeting project goals. The schematic exhibits are located on the I-45 South Galveston meeting page on txdot.gov. Information on how to access the meeting page on txdot.gov will be provided at the end of the presentation.

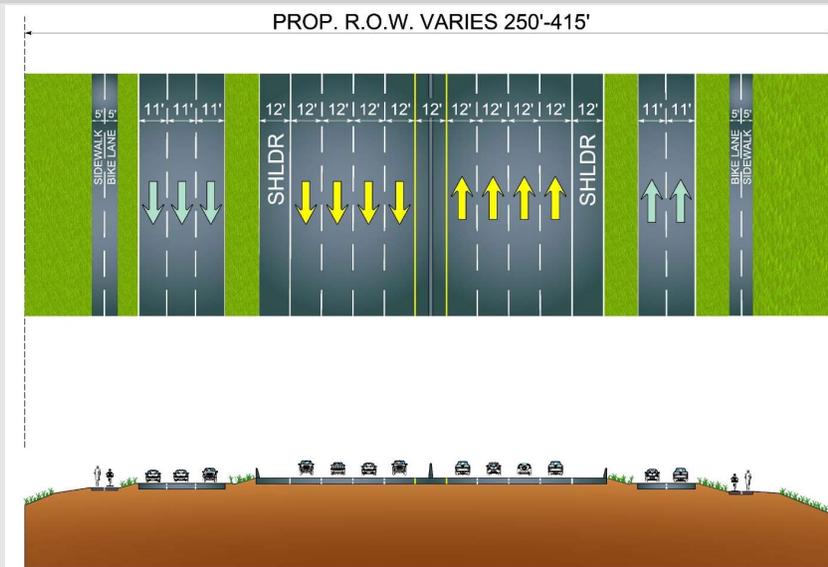
Next we will walk through the existing and proposed typical sections, how to read the schematics, and highlight three major areas of the schematics.

Existing Typical Section – Galveston Causeway Bridge to 61st Street



The existing typical section, that is, the existing roadway design, is a six-lane freeway with three twelve-foot lanes in each direction, ten-foot inside shoulders and twelve-foot outside shoulders. The frontage road varies from two to three twelve-foot lanes in each direction with curb, gutter and storm sewer. There are no pedestrian or bicycle facilities along this portion of I-45. The existing right-of-way ranges from 216 to 400-feet wide.

Proposed Typical Section – Galveston Causeway Bridge to 71st Street



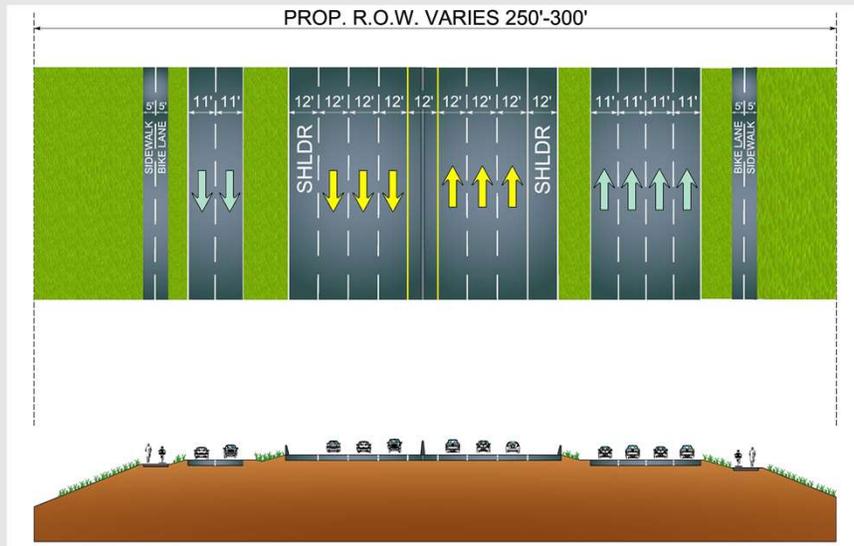
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Two different typical sections are proposed for the project. The first proposed typical section is from the Galveston Causeway Bridge to 71st Street. The proposed design in this section includes an eight-lane freeway with four twelve-foot lanes in each direction, six-foot inside shoulders and twelve foot outside shoulders. The frontage road varies from two to three eleven-foot lanes in each direction with curb, gutter and storm sewer. A five-foot bike path and a five-foot sidewalk are proposed in each direction on the outside of the frontage roads. The proposed right-of-way for this section ranges from 250 to 415-feet wide.

Proposed Typical Section – 71st Street to 61st Street



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The second proposed typical section is from 71st street to 61st street and includes a six-lane freeway with three twelve-foot lanes in each direction, six-foot inside shoulders and twelve-foot outside shoulders. The frontage road varies between two and four eleven-foot lanes with curb, gutter and storm sewer, with a five-foot bike path and a five-foot sidewalk in each direction. The proposed right-of-way in this section ranges from 250 feet to 300 feet wide. The main lanes are reduced from eight lanes in the previous section to six lanes in this section.

Schematic - Legend



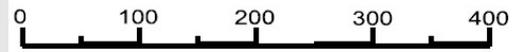
LEGEND

DESCRIPTION	SYMBOLGY	WEIGHT	COLOR CODE
PROPOSED MAIN LANES		2	BLACK -0
PROPOSED FRONTAGE ROADS		2	BLUE -1
PROPOSED RAMPS		2	GREY -236
PROPOSED DIRECT CONNECTOR		2	ORANGE -6
PROPOSED EMBANKMENT		2	RED -3
PROPOSED RETAINING WALL		6	RED -3
PROPOSED BRIDGE BENTS		2	RED -3
PROPOSED NOISE WALL		5	MAGENTA -37
PROPOSED SIDEWALKS		2	MAGENTA -37
PROPOSED STRIPING		1	ORANGE -6
PROPOSED LANE INDICATOR		1	BLACK -0
PROPOSED RIGHT-OF-WAY		5	BLACK -0
CONTROL OF ACCESS		2	RED -3
PLANIMETRIC		1	GREEN -2
EXISTING RIGHT-OF-WAY		1	BLACK -0
EXISTING ROADWAY		2	GREEN -2
EXISTING ROADWAY TO BE REMOVED		1	BLACK -0
EXISTING LANE INDICATOR		1	BLACK -0
TRAFFIC COUNT YEAR () DHV		1	BLACK -0

COLORFILL LEGEND

MAIN LANES	
RAMPS	
BRIDGE	
FRONTAGE ROAD	
RAISED MEDIANS	

SCALE



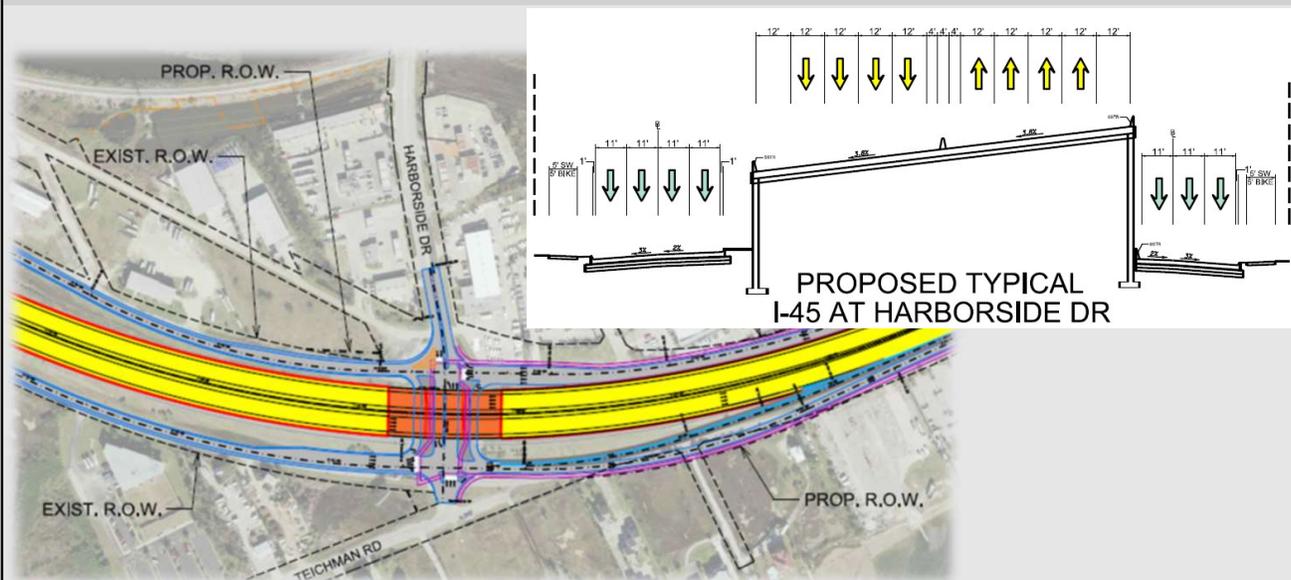
Here is a screenshot of the legend for the schematics that you can find on the website. The legend is included on each page of the schematic so you can reference it during your review.

The screenshot on the left shows the various types of lines that you'll see. Of particular note are the black lines that outline the main lanes, the blue lines that outline frontage roads, the thin black dashed lines that indicate existing right-of-way, and lastly, the thick black dashed lines that indicate proposed right-of-way.

The screenshot on the right shows the colors that fill the proposed design. These colors identify the limits and major aspects of the project. Let's walk through them.

The yellow color identifies the main travel lanes on I-45. The frontage roads are identified in light grey. In between the main lanes and frontage road lanes will be areas of blue which are the entrance and exit ramps. Lastly, areas in a dark orange color identify bridges, and small areas of dark grey are raised medians.

Harborside Drive Grade Separation



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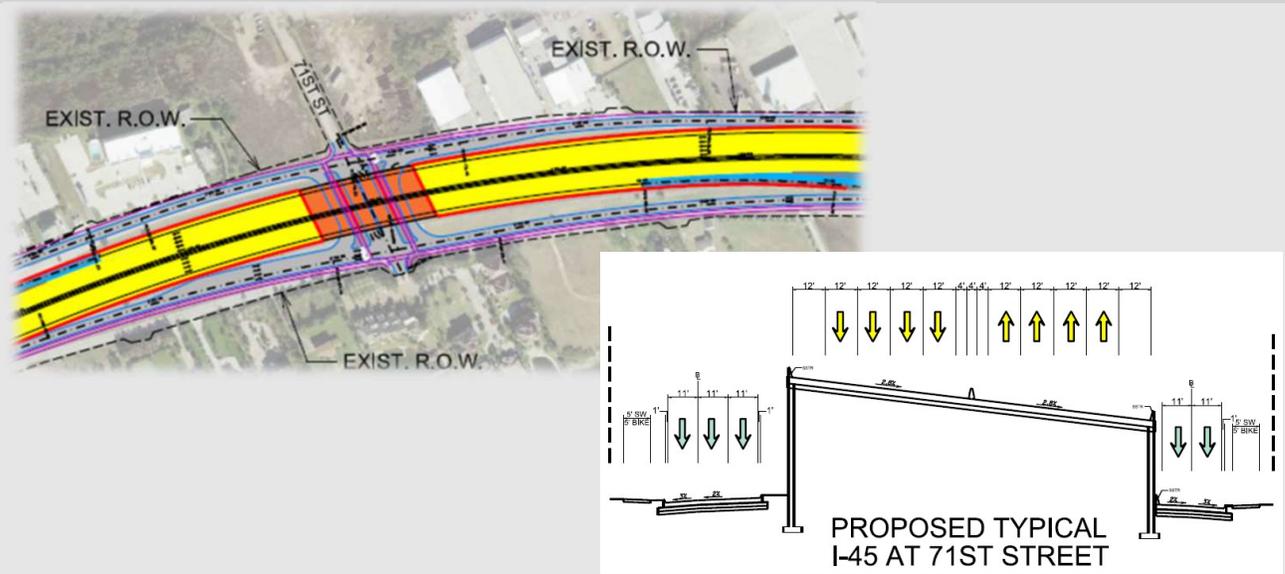
Here is a detailed look at a portion of the schematic, or design drawing, of the project. This slide shows I-45 at the intersection with Harborside Drive and the proposed typical section of I-45 at Harborside Drive. The intersection at ground level as well as the overpass would be rebuilt.

The blue lines and grey coloring on the plan identify the frontage roads and Harborside Drive. U-turns would be added to the intersection, along with left turn lanes along the frontage roads.

The typical section for this area is in the upper right corner of the slide. Notice that there is slope on the elevated mainlanes. In this view the scale is exaggerated, but note there will be a consistent cross slope due to the curvature of I-45 at this location.

We evaluated this intersection during the early stages of this project to help determine how many lanes were needed. Detailed traffic signal timing would be completed during final design. TxDOT worked closely with the City of Galveston during early stages of the project to help determine how many lanes were needed here and to ensure that the new design could accommodate heavy trucks known to frequent this intersection.

71st Street Grade Separation



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Here is a detailed look of the schematic at 71st Street. The overpass at 71st street would be rebuilt as well as the intersection at ground level. The rebuilt intersection would include U-turn lanes.

Just like at Harborside Drive, each of the major intersections in this project were evaluated during the early stages of this project to help determine how many lanes were needed. Detailed traffic signal timing would be completed during final design.

Direct Connector to 61st Street



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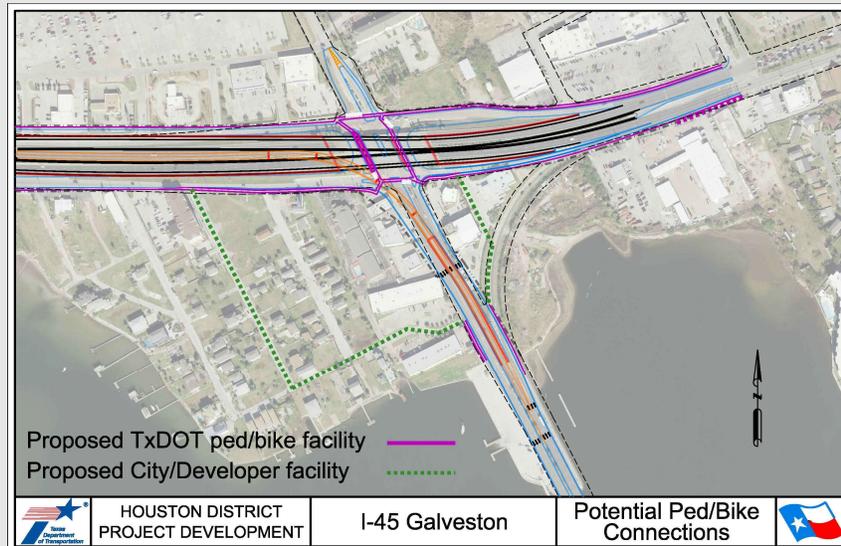
Here is a detailed look of the schematic at 61st Street. The overpass at 61st Street would be rebuilt as well as the intersection at ground level.

In addition to ground level intersection improvements, in the lower half of the screen you can see a travel lane in orange. This is called a direct connector. Vehicles would travel on an elevated lane over 61st Street and the frontage road straight onto I-45 northbound. This would allow vehicles to access I-45 northbound without stopping. This lane would also facilitate emergency evacuations.

Now look at the lower right-hand portion of the slide. Currently there is a bypass located there where vehicles can travel from northbound 61st Street and connect to Broadway, avoiding the intersection. This is shown on the slide in a black hatched pattern. Due to the high number of crashes occurring at this merge point with Broadway, we propose to eliminate the bypass and add a right turn lane at the intersection.

Although the project proposes to add a direct connector off of 61st Street and remove the right turn bypass, the total number of lanes on 61st Street would not be reduced. These changes are proposed to improve the safety and operations of the intersection.

Bicycle Accommodations



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This slide shows a tentative diagram of where the city of Galveston, TxDOT and potential private property owners would install a dedicated pedestrian and bicycle route to provide continuous access around the I-45 and 61st street area. The pink line is where TxDOT would include a bicycle path and a sidewalk as part of the proposed improvements, adjacent to the frontage roads. The green dotted lines show potential pedestrian and bicycle routes that would be constructed by the City of Galveston or private property owners, extending down 63rd street and Avenue J.

This project follows TxDOT and Federal guidelines for providing pedestrian and bicycle facilities. TxDOT has been working with the city of Galveston and adjacent property owners to determine how best to fit bicycle and pedestrian facilities through the already developed area of 61st street while minimizing impacts. The location of bicycle and pedestrian routes in the 61st street area remain tentative.



Environmental studies in progress:

- Archeological Resources
- Non-Archeological Historic Properties
- Community Impacts
- Biological Resources
- Hazardous Materials
- Traffic Noise
- Water Resources

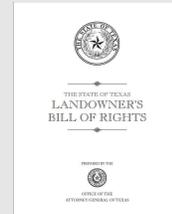
The project team is in the process of identifying and evaluating potential environmental impacts of the proposed project. Areas being reviewed include community impacts, cultural resources, biological resources including threatened and endangered species, water resources, hazardous materials and traffic noise.

The traffic noise analysis will be conducted in accordance with state and federal guidelines to determine if the project would result in a traffic noise impact. If there is a traffic noise impact, noise barriers would be analyzed to determine if they are reasonable and feasible. If noise barriers are proposed for the project, a noise workshop would be held for property owners adjacent to any proposed noise barriers.

Right-of-Way (ROW) Acquisition Information

- Approximately 2.8 acres of additional right-of-way (ROW) would be required for the proposed project
- Proposed project would potentially displace 3 commercial structures
 - **NTB-National Tire Battery**
6328 Avenue J, Galveston, TX 77551
 - **Texaco**
6101 Broadway St, Galveston, TX 77551
 - **Strip Center**
1011 61st St, Galveston, TX 77551
- No residential displacements are anticipated

42 USC Ch. 91—UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES FOR FEDERAL AND FEDERALLY ASSISTED PROGRAMS	
From Title 42—THE PUBLIC HEALTH AND WELFARE	
CHAPTER 61—UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES FOR FEDERAL AND FEDERALLY ASSISTED PROGRAMS	
SUBCHAPTER 1—GENERAL PROVISIONS	
4001	Definitions.
4002	Effect upon property acquisition.
4003	Additional appropriations for moving costs, relocation benefits and other expenses.
4004	Incurred in acquisition of lands for National Park System; waiver of benefits.
4005	Qualifications.
4006	Displaced persons not eligible for assistance.
4007	Displacement of findings and orders.
4008	Moving and related expenses.
SUBCHAPTER 8—UNIFORM RELOCATION ASSISTANCE	



Please visit www.txdot.gov for more information about the Uniform Act and TxDOT Relocation Assistance Program information

Approximately 2.8 acres of additional right-of-way would be required for the proposed project and it would potentially displace 3 commercial structures.

No residential displacements are anticipated.

TxDOT offers relocation counseling and financial assistance to residences and businesses that are displaced by the acquisition of right-of-way in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TxDOT would provide assistance to potentially displaced businesses to aid in their satisfactory relocation with minimum delay.

Potential Displacements



Contact Nena Calvin at (713) 802-5696 or at nenacalvin@txdot.gov for questions regarding the right-of-way acquisition process.

Please visit <https://www.txdot.gov/government/processes-procedures/row.html> for more information about the Uniform Act and TxDOT Relocation Assistance Program information

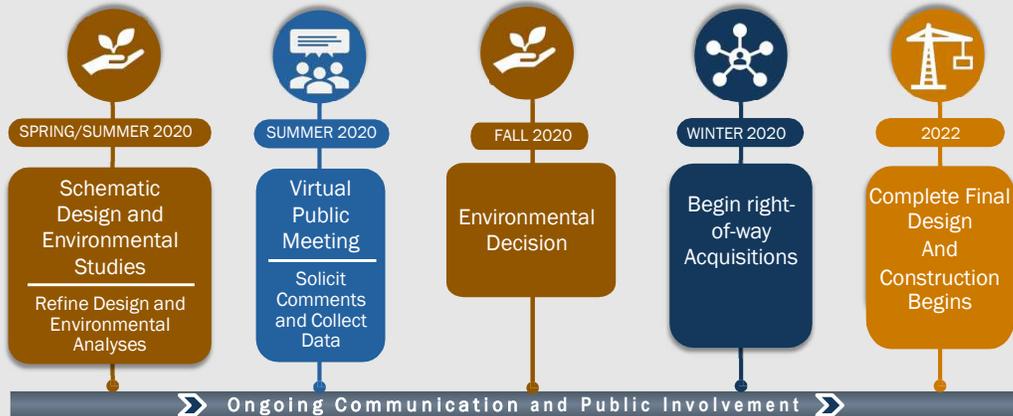
The three potentially displaced commercial structures are shown on this figure and include National Tire Battery, Texaco, and a strip center with one tenant. Potential displacements would be confirmed during final design.

Information about the TxDOT relocation assistance program concerning services and benefits for displaced persons and businesses can be found on the TxDOT website at <https://www.txdot.gov/government/processes-procedures/row.html>. For questions regarding the right-of-way acquisition process please contact Nena Calvin at (713) 802-5696 or at nenacalvin@txdot.gov.

Estimated Timeline*



WE ARE HERE



* All dates are subject to change.

We want to also highlight the estimated project timeline.

Look for the green “We are here” arrow at the top of the slide which indicates where we are in the project development process. The virtual public meeting and environmental studies phase is in progress. When the environmental studies and documentation are complete they will be evaluated and an environmental clearance decision will be made. Provided the environmental process is approved, the project would move into detailed design and right-of-way acquisition in the winter of 2020-2021.

If the project is environmentally cleared, construction is programmed to begin in 2022. Construction is anticipated to be completed in 3 to 4 years.

How to Submit Your Comments



1. **Email:**
[hou-piowebmail@txdot.gov](mailto:houston-piowebmail@txdot.gov)
2. **Mail:**
Director of Project Development
Texas Department of
Transportation
P.O. Box 1386
Houston, TX 77251-1386

**Comments must be received or postmarked by
Wednesday, August 26, 2020, to be included in the
Virtual Public Meeting summary report**

Virtual Public Meeting - I-45: Galveston Causeway Bridge to 61st Street

Texas Department of Transportation > Inside TxDOT > Get Involved
> About Public Hearings, Meetings and Notices > Hearings, Meetings and Notices Schedule

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Contact Us

Where: The pre-recorded presentation will be available starting on Tuesday, August 11, 2020 at 5:30 p.m.

When: The pre-recorded presentation will be posted on this page at the date and time above and will be available through Wednesday, August 26, 2020.

3. **Submit Online:**
 - » Visit www.TxDOT.gov
In the upper right-hand search box enter: **I-45 South**

- » **Scroll to the bottom of the page and then click:**
 - TxDOT Houston District
Public Information Office
P.O. Box 1386
Houston, Texas 77251
(713) 802-5076
 -

TxDOT encourages you to provide written comments on the materials you have seen tonight. Given our current COVID-19 situation, the Houston District is asking the public to provide their comments in the following ways:

1. Email your comments to: [hou-piowebmail@txdot.gov](mailto:houston-piowebmail@txdot.gov)
2. Mail your comments to: Director of Project Development, Texas Department of Transportation, P.O. Box 1386, Houston, Texas 77251-1386; or
3. Submit your comments online by accessing www.txdot.gov. In the "Search TxDOT" box in the upper-right hand corner of the web page enter: I-45 South, then click on the "Email" button at the bottom of the page.

The comment form may also be downloaded from the virtual public meeting webpage.

Most importantly: Please be sure to submit your comments no later than midnight on Wednesday, August 26, 2020, which is 15 days after the presentation was posted on the meeting webpage. Responses to your comments submitted during the comment period will be included in documentation of the virtual public meeting. This documentation will be posted to the meeting webpage in approximately 3 months.



Website Information:

- Notices (English and Spanish)
- Pre-Recorded Presentation and Script (English and Spanish)
- Displays including:
 - Project information boards
 - Project fact sheet
 - Schematics
 - Typical Sections
 - Other project information

Sign up for email updates by visiting www.txdot.gov and Search: **I-45 South**

Virtual Public Meeting - I-45: Galveston Causeway Bridge to 61st Street

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> [About Public Hearings, Meetings and Notices](#) > [Hearings, Meetings and Notices Schedule](#)

Subscribe to Updates

Contact Us

Where: The pre-recorded presentation will be available starting on **Tuesday, August 11, 2020 at 5:30 p.m.**

When: The pre-recorded presentation will be posted on this page at the date and time above and will be available through Wednesday, August 26, 2020.

Purpose: The purpose of the virtual public meeting is to gather public feedback on the proposed improvements to Interstate Highway I-45 from the Galveston Causeway Bridge to 61st Street in Galveston County, Texas. The virtual meeting will consist of a narrated presentation by the project team, project exhibits and other information, and an opportunity to comment. Comments must be received on or before Wednesday, Aug. 26, 2020, to be a part of the official meeting record.

There are various ways to stay informed about the project.

First, you can sign up to receive email updates. Visit www.txdot.gov and in the upper-right hand corner enter I-45 South in the search box. Click on the project page, and then click on the upper-right hand button called: Subscribe to Updates. When there is a project update, an email will be sent to you.

We also invite you to view the various project materials on txdot.gov. The meeting webpage includes all materials presented tonight including this presentation, exhibit boards, a fact sheet, the proposed schematic and a comment card.

Project Contacts



- TxDOT Houston District Office
Amanda Austin (713) 802-5270
- Galveston Area Office
Jamal Elahi (409) 978-2500
- Email HOU-piowebmail@txdot.gov
- Right-of-Way Acquisition Contact
Nena Calvin (713) 802-5696 or nenacalvin@txdot.gov

Secondly, don't hesitate to contact us with any questions.

Please feel free to contact Amanda Austin at the Houston district office at (713) 802-5270 or Jamal Elahi at the Galveston Area Office at (409) 978-2500 during normal business hours with any questions or comments about the project.

For questions regarding the right-of-way acquisition process please contact Nena Calvin at (713) 802-5696 or at nenacalvin@txdot.gov.

Please note that you can contact TxDOT at anytime during the project development process to ask questions about the project.

Quick Contacts – Engage TxDOT Online



- **Follow us: Twitter - Houston:**
<https://twitter.com/TxDOTHouston>
- **Like us: TxDOT Facebook:**
<https://www.facebook.com/txdothouston/>



In addition, don't forget to click on these links and follow us on Twitter for ongoing road closures and construction updates on the Houston District Twitter page. You can also keep up with TxDOT news on our Facebook page.



Thank you for watching!

*Please don't forget to submit your comments by
Wednesday, August 26, 2020*

Thank you for participating in this virtual public meeting and please don't forget to submit your comments by Wednesday, August 26, 2020. Thank you again and please, stay safe.