

# Welcome

## I-45 South Madison County Projects

**Segment 4 (CSJs: 0675-06-104 & 0675-05-090)**  
**From FM 2989 to 0.2 mile north of SS 104**

**Segment 5 (CSJ: 0675-05-091)**  
**From 0.93 mile north of SS 104 to 0.8 mile north of SH 75**

## Public Meeting

Thursday, April 30, 2026  
Truman Kimbro Convention Center  
111 West Trinity Street  
Madisonville, TX 77864



**Scan Me**  
or visit  
[www.txdot.gov](http://www.txdot.gov)  
keyword search:  
“I-45 South Madison County”

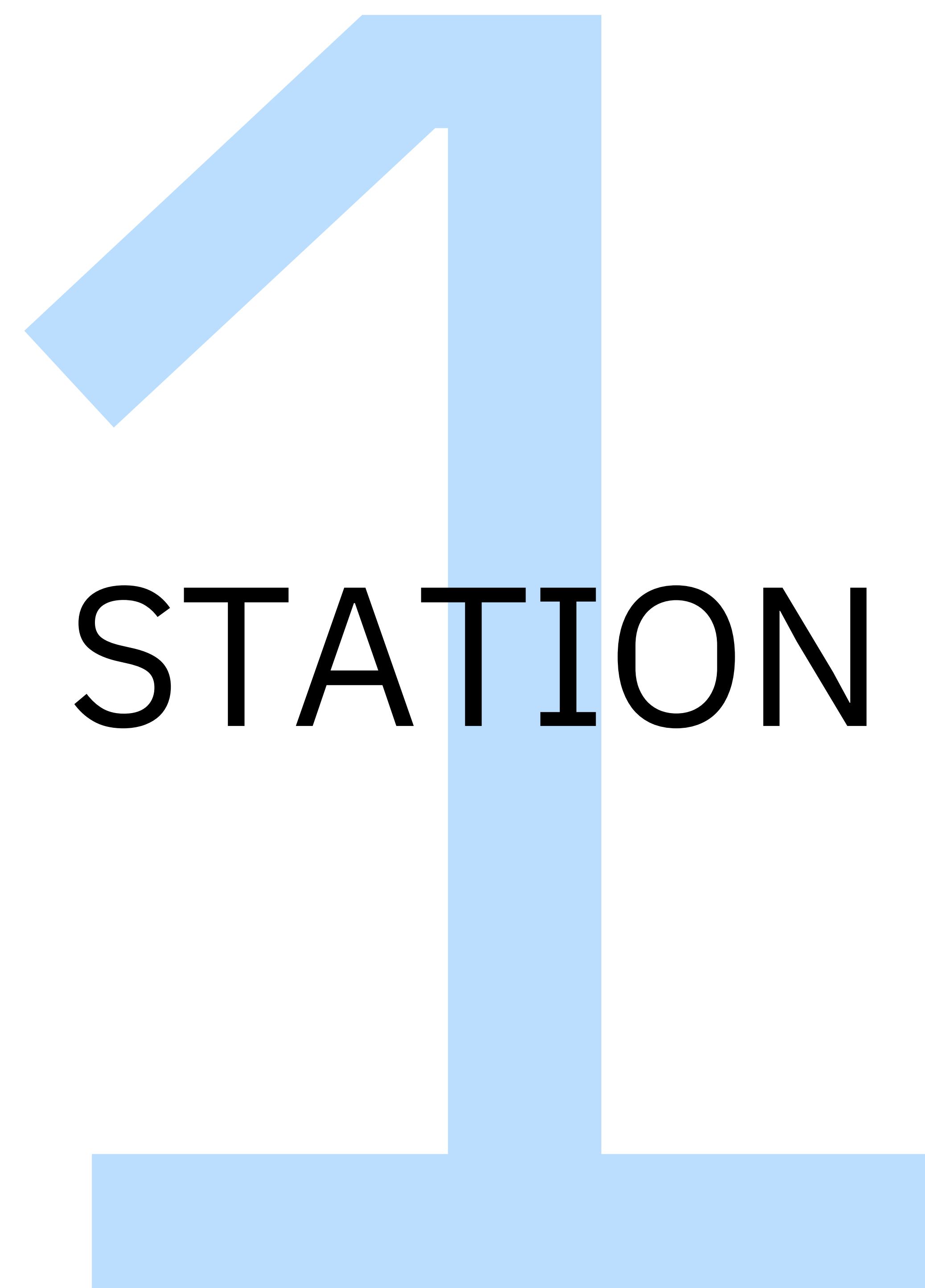
**Why am I here?**

- Learn about the projects
- Provide comments

# NEPA Assignment to TxDOT



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 July 17, 2025, and executed by FHWA and TxDOT.



# Project Overview

# Project Limits and Improvements



## CSJs (Project Numbers)

Segment 4 - CSJs: 0675-06-104 & 0675-05-090

Segment 5 - CSJ: 0675-05-091

## Location

Segment 4 - From FM 2989 to 0.2 mile north of SS 104

Segment 5 - From 0.93 mile north of SS 104 to 0.8 mile north of SH 75

## Length

Segment 4 - 7.6 miles

Segment 5 - 6.0 miles

## Ready for Construction (Pending Funding)

Segment 4 - Projected Fall 2034

Segment 5 - Projected Fall 2032

## Proposed Improvements Include:



Add capacity for current and future traffic volumes

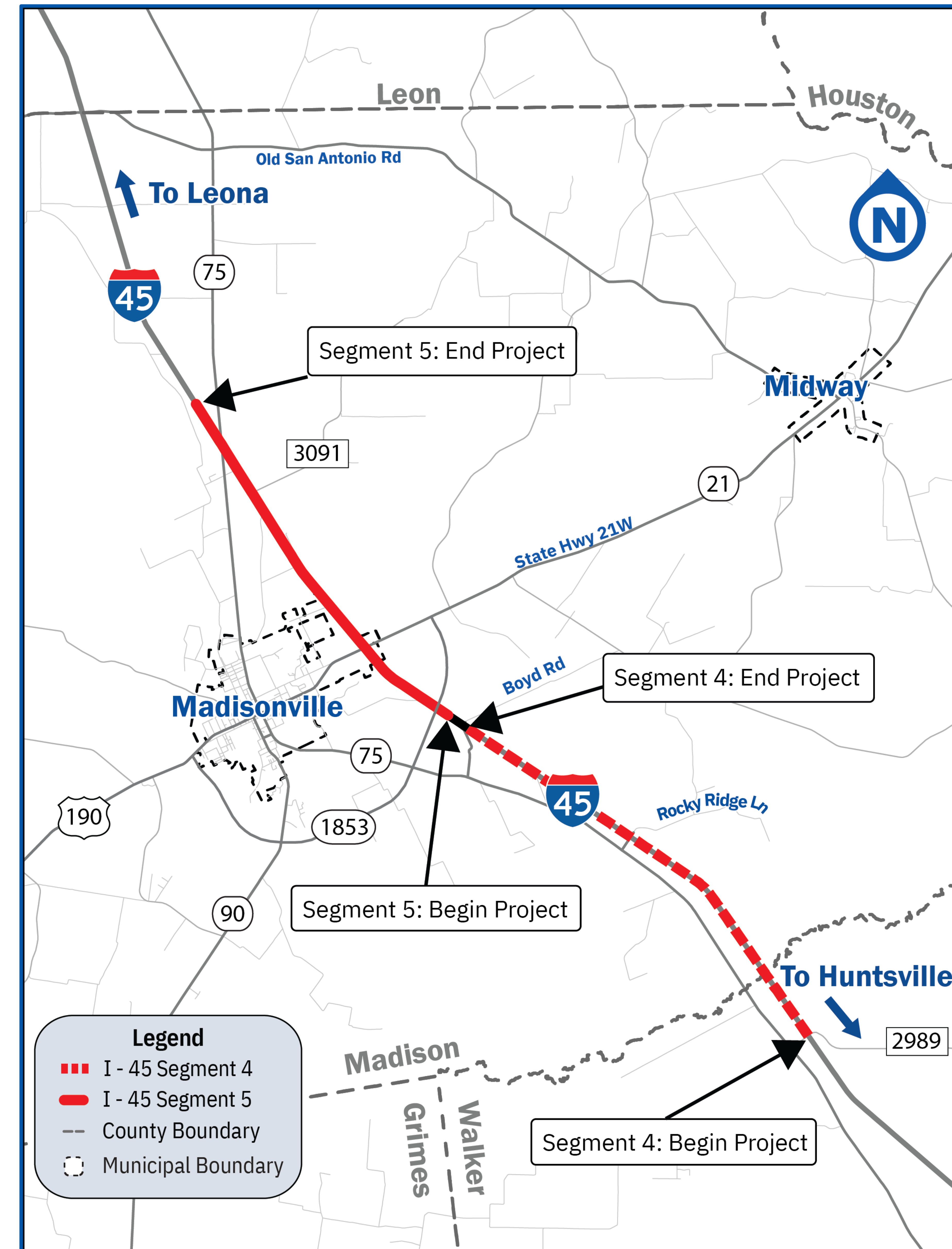


Enhance safety on I-45 mainlanes and frontage roads



Update highway to current interstate design standards

Figure 1 – I-45 South Madison County Projects (Segments 4 and 5) Project Limits



## Goals

### The project goals include:

- Enhancing safety and reducing congestion
  - Improving vehicle mobility, especially freight movements through the corridor
  - Improving hurricane evacuation effectiveness
  - Providing pedestrian and bicycle facilities as needed
- 

## Purpose

### The purpose of the project is to:

- Reduce traffic congestion by providing added roadway capacity to accommodate future traffic volumes
- Improve freight mobility by constructing infrastructure to accommodate modern freight traffic
- Enhance safety by providing a roadway that meets current interstate standards

## Environmental Analyses are Required by the National Environmental Policy Act (NEPA)

The primary purpose of the analyses are to help TxDOT determine how the projects would affect environmental resources prior to making decisions and provide the public an opportunity to review and comment on those analyses.

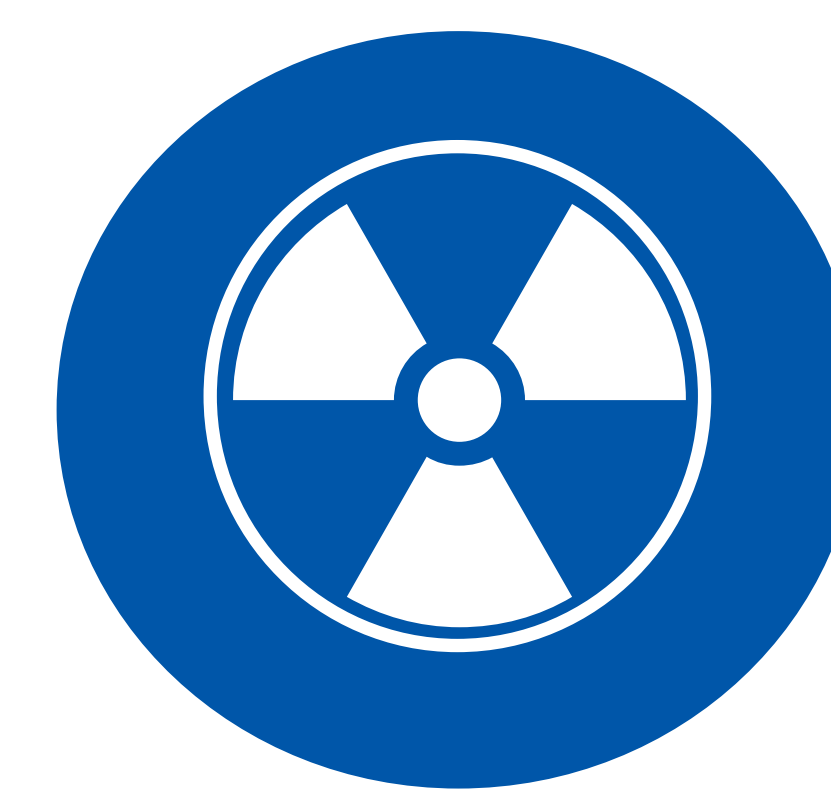
The environmental impact analysis will consider the following:



**Air Quality**



**Community Impacts**



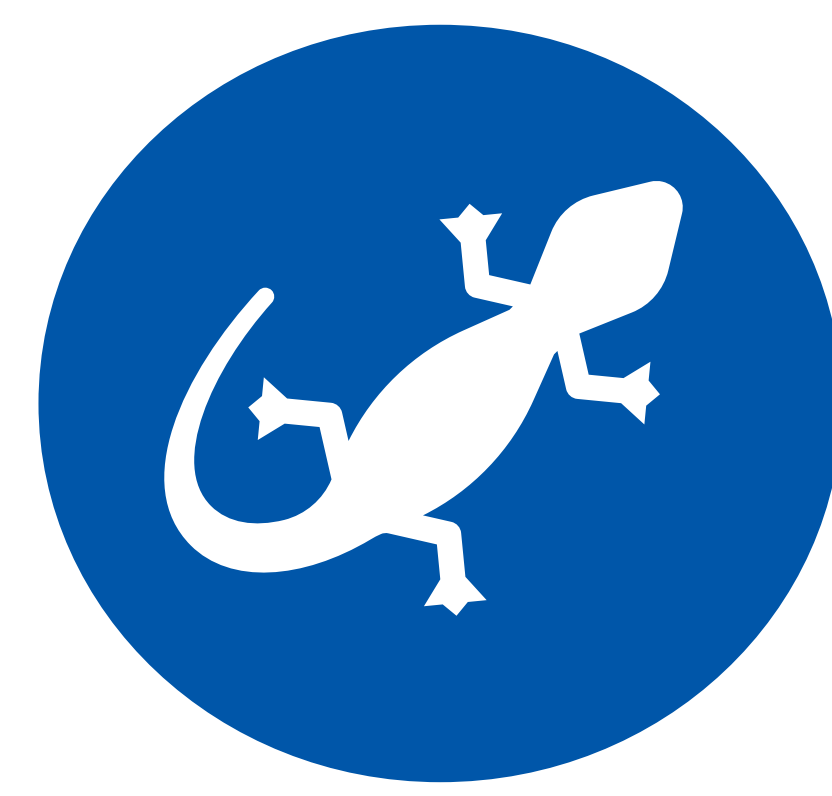
**Hazardous Material Sites**



**Historical & Archaeological Resources**



**Land Use & Parkland**



**Threatened & Endangered Species**



**Traffic Noise**

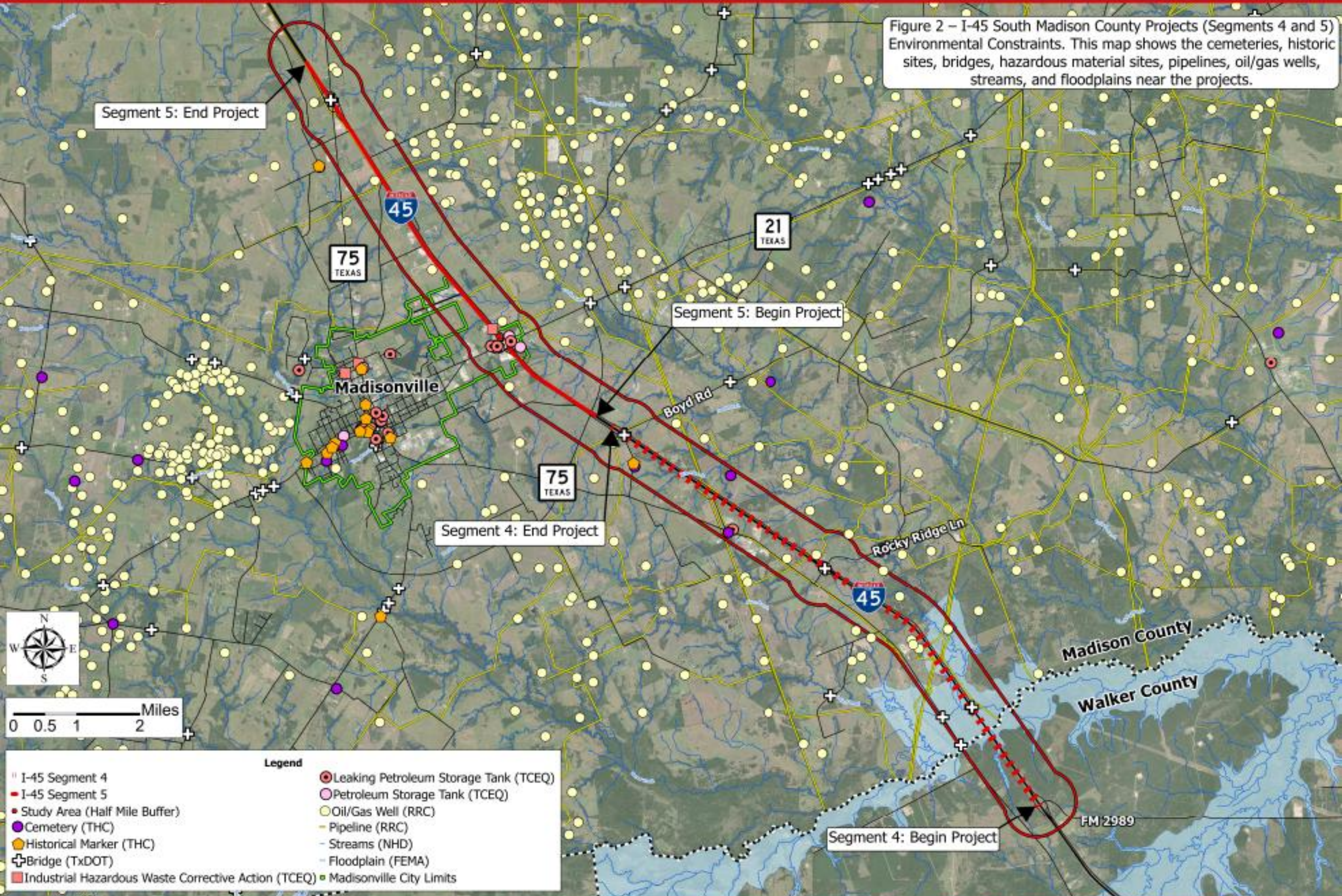


**Vegetation & Wildlife**



**Water Resources**

Figure 2 – I-45 South Madison County Projects (Segments 4 and 5) Environmental Constraints. This map shows the cemeteries, historic sites, bridges, hazardous material sites, pipelines, oil/gas wells, streams, and floodplains near the projects.



# SL 1853 Madisonville Relief Route



Figure 2 – SL 1853 Madisonville Relief Route Project Limits

Note this is a separate action from the I-45 South Madison County Projects (Segments 4 and 5). This exhibit is for informational purposes only.

## CSJs (Project Numbers)

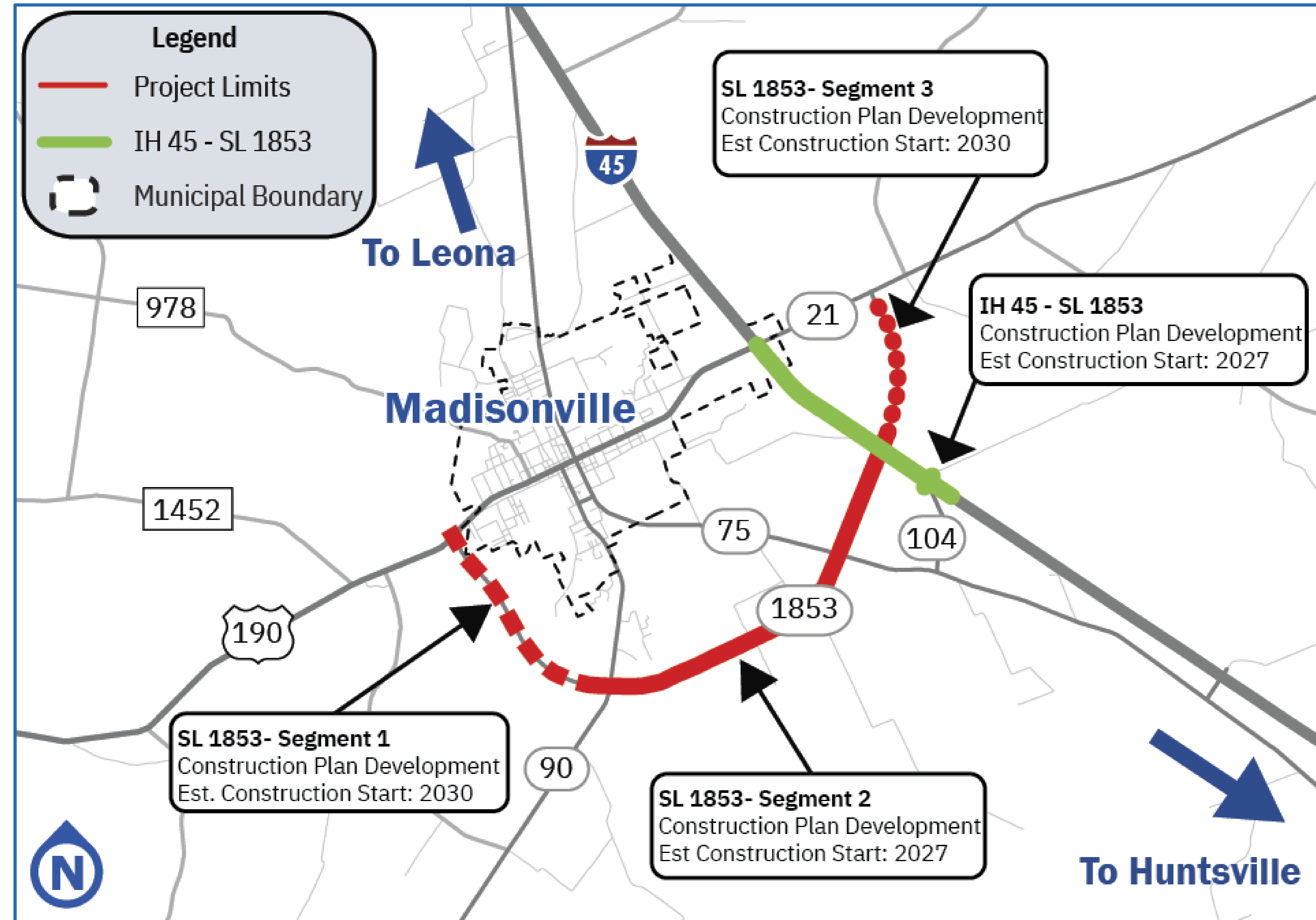
0171-11-002, 0171-11-003, 0171-11-004, 0675-05-105

## Location

From SH 21 near FM 1452 west of Madisonville to SH 21 east of Madisonville near FM 2436

## Length

7.5 Miles



## Scan Me

or visit [www.txdot.gov](http://www.txdot.gov) keyword search: "SH 21 Relief Route Madisonville"



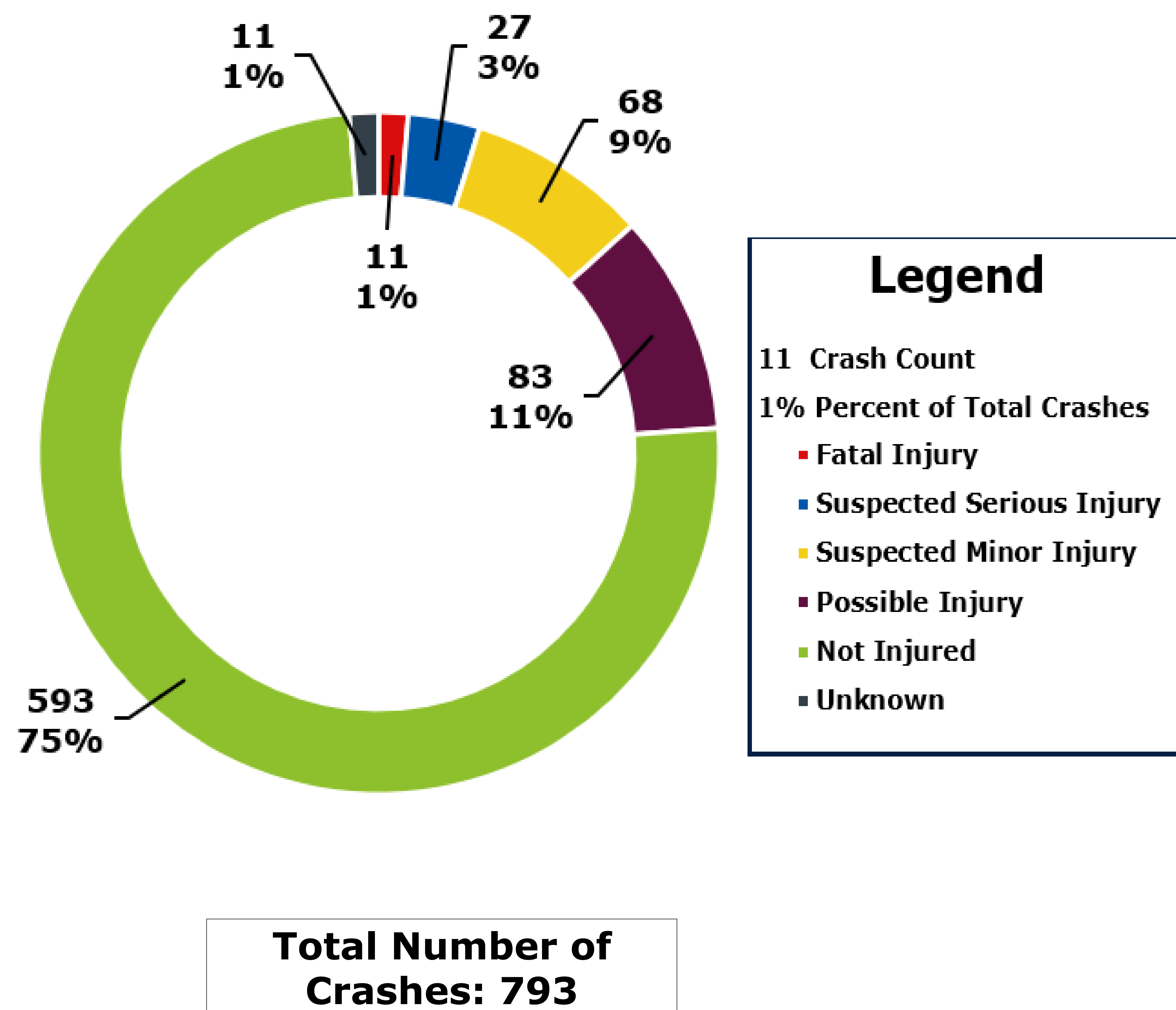
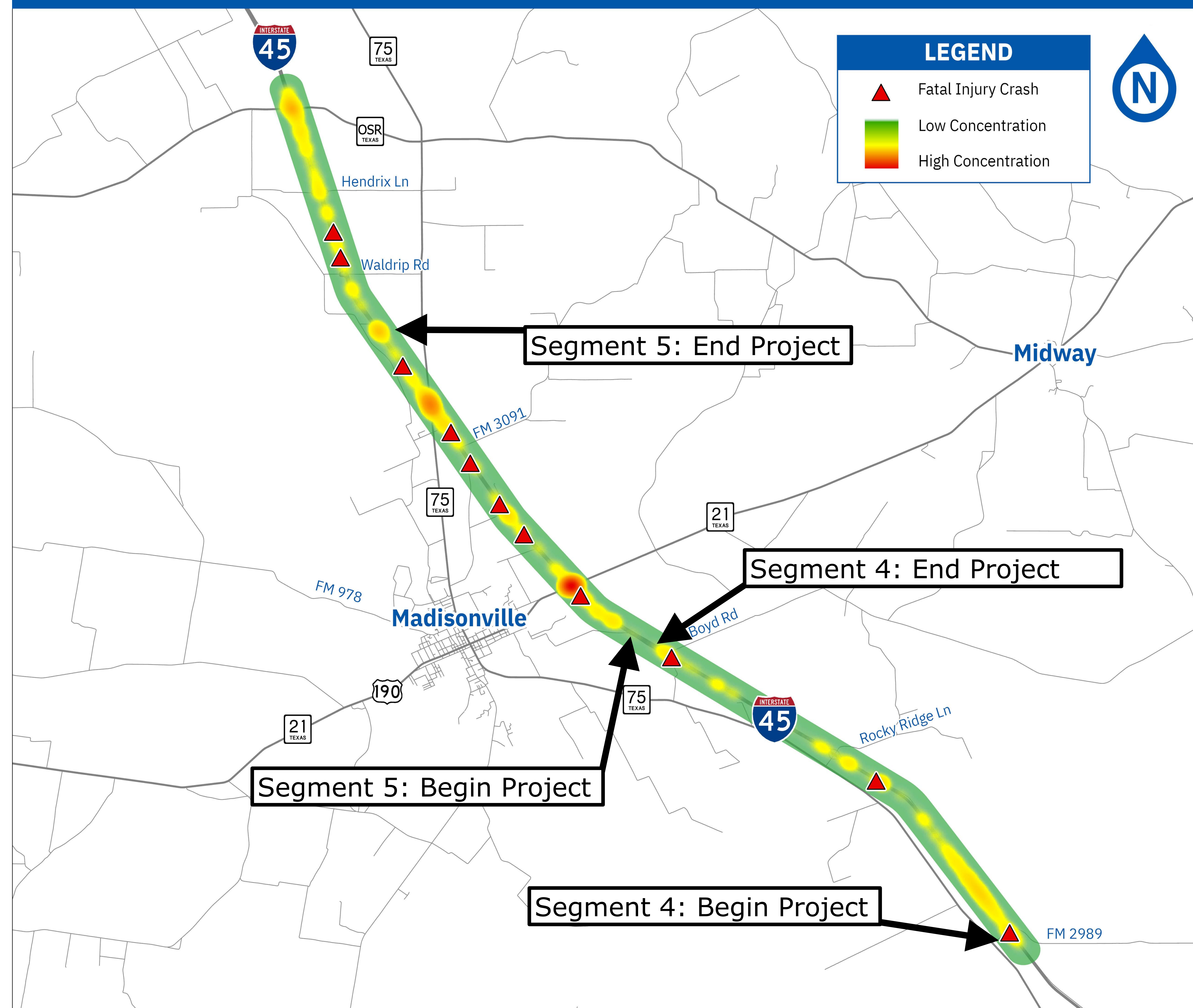
STATION

# Traffic and Safety

Figure 3 – I-45 Crash Heat Map Locations (2021-2025)

Figure 4 – I-45 Crashes by Severity (2021-2025)

## Crash Density Heat Map\*

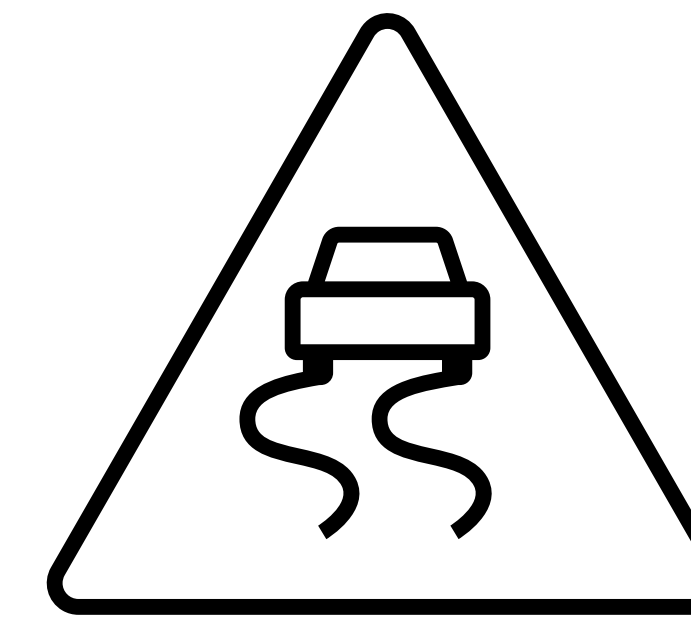


\*Source: TxDOT Crash Records Information System (2021 – 2025)

## Recent Crash Statistics

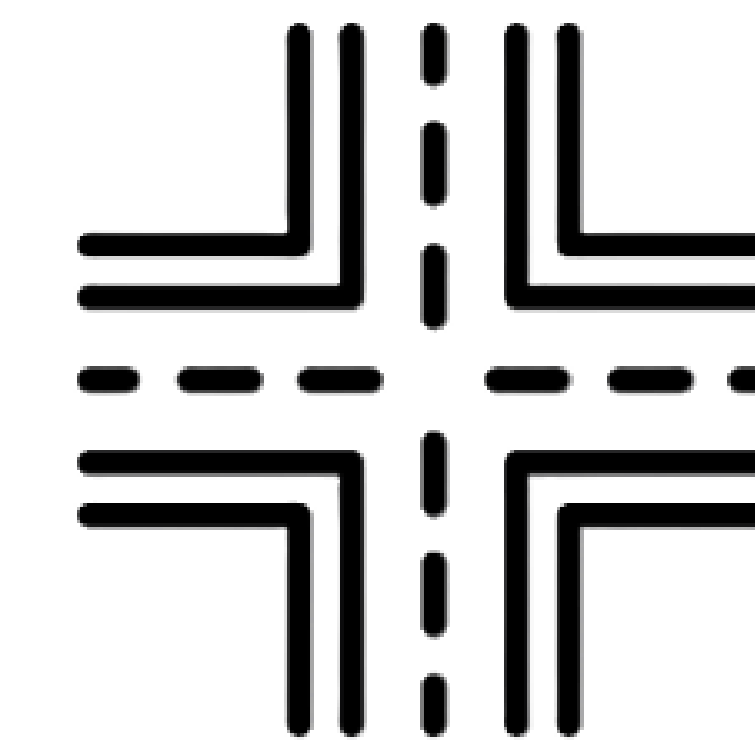


793 Crashes  
(2021-2025)

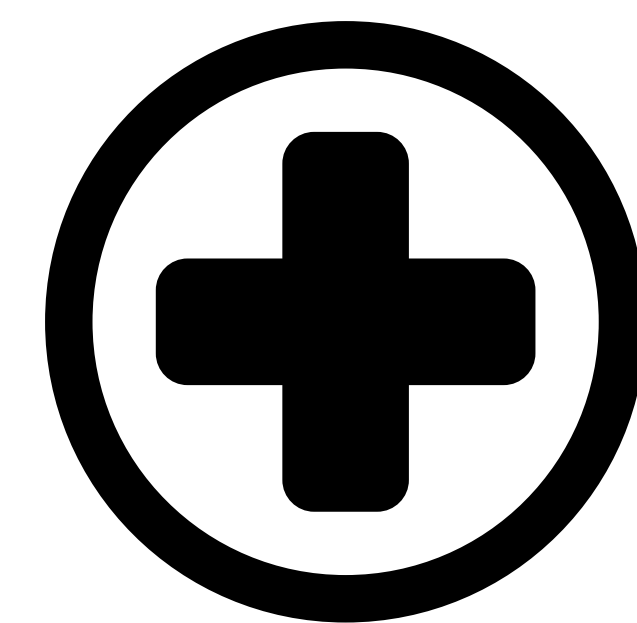


Manner of Collision

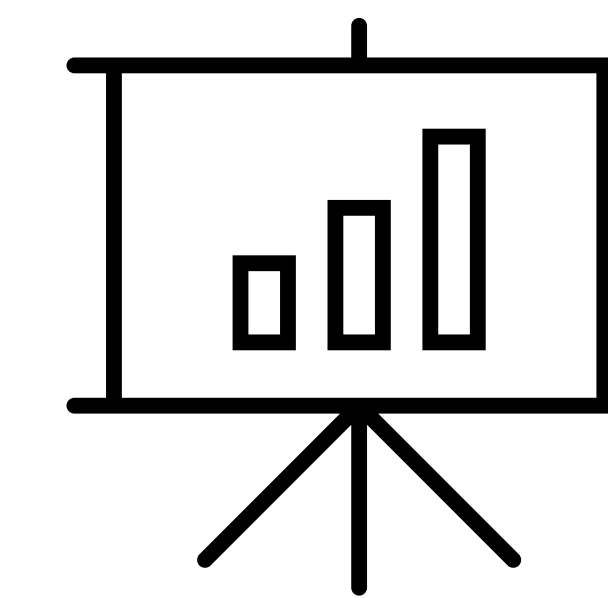
1. One Motor Vehicle
2. Same Direction
3. Angle



171 (22%)  
Intersection and Driveway  
Related Crashes



11 Fatal  
27 Serious Injury



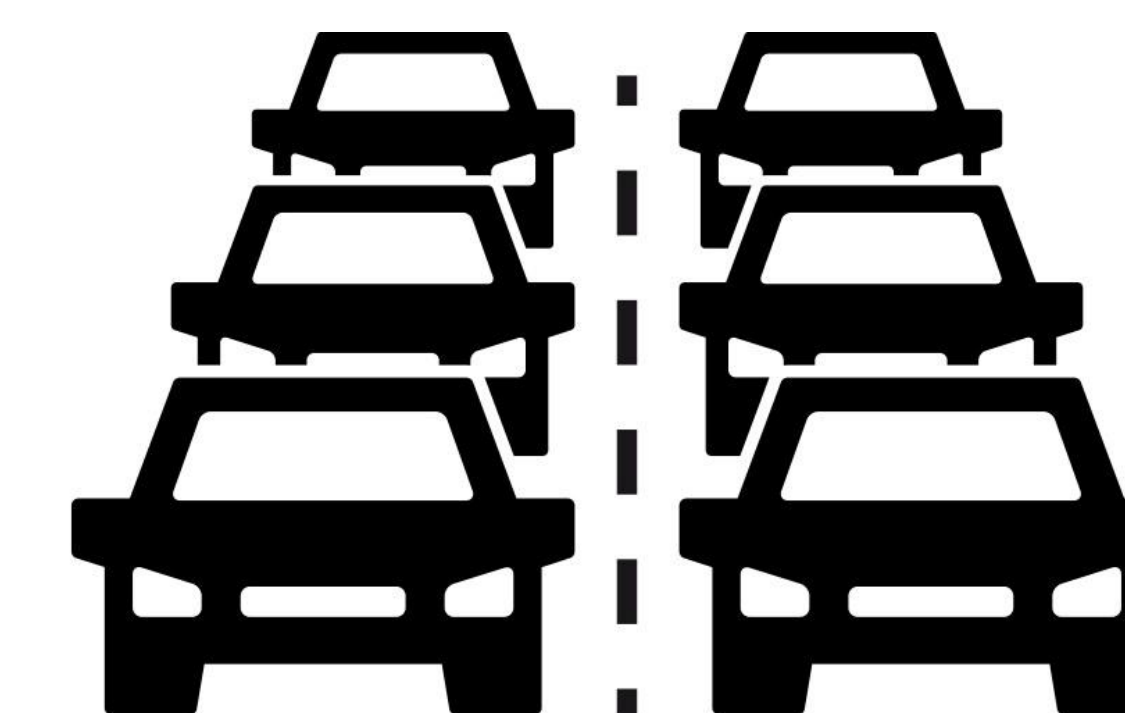
Top Contributing Factors

1. Failure to Control Speed
2. Failure to Drive in a Single Lane
3. Failure to Yield Right of Way

## Anticipated Traffic Increase



Average Daily Traffic  
85,220 vehicles  
(Year 2049)



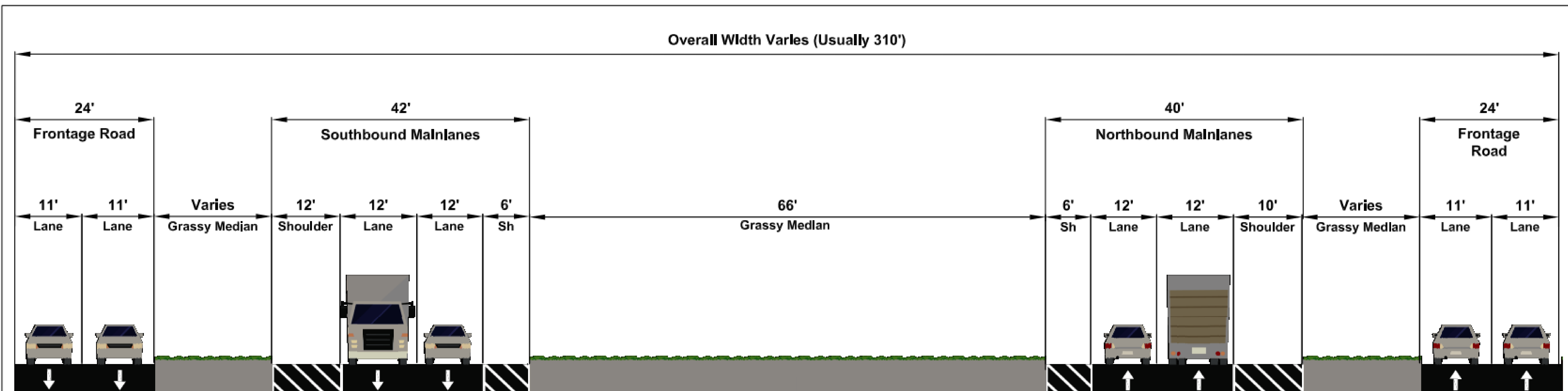
51% Traffic Increase  
Along I-45 Corridor  
(2025 to 2049)

# 3 STATION

## Existing and Proposed Design

## I-45/SR 21 (Near Buc-ee's)

Figure 5 – I-45 Existing Typical Section

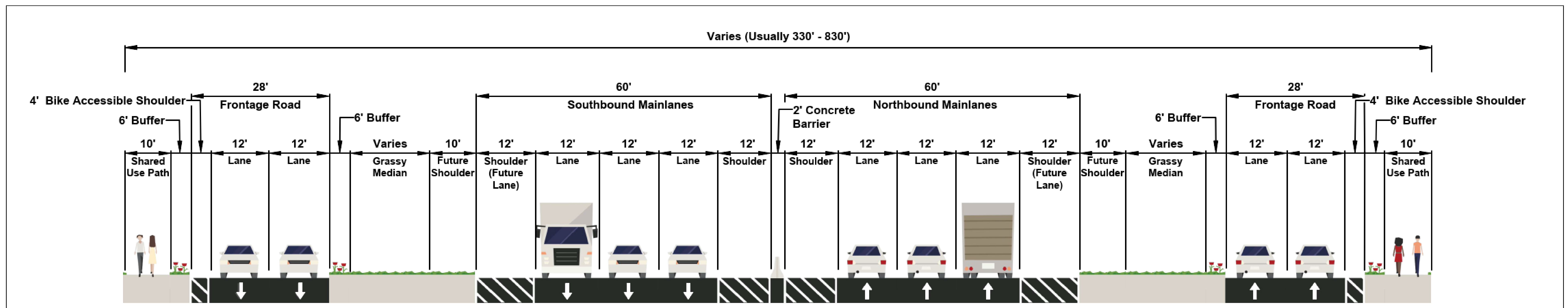


This image shows the existing I-45 highway consisting of one-way frontage roads with two lanes in each direction that are 11-foot-wide and the main travel lanes with two lanes in each direction that are 12-foot-wide. Safety shoulders exist on each side of the main travel lanes, but not the frontage roads. A wide grassy median separates the northbound and southbound travel lanes as well as the frontage roads.

# Proposed Typical Section

## I-45/SH 21 (Near Buc-ee's)

Figure 6 – I-45 Proposed Typical Section



This image shows the proposed I-45 highway consisting of one-way frontage roads with two lanes in each direction that are 12-foot-wide and a 10-foot-wide shared use path (wide sidewalk). One new main travel lane in each direction is added for a total of three main travel lanes in each direction that are 12-foot-wide. Safety shoulders exist on each side of the main travel lanes and frontage roads. A tall concrete barrier separates the northbound and southbound travel lanes, while a grassy median separates the main travel lanes and the frontage roads.

## Roundabouts

### Safety

- Fewer conflict points (8)
- 78% reduction in fatal and injury crashes. Effective in reducing high speed angle and left-turn crashes

### Operation

- Reduced delay and lesser congestion
- “Yield-on-entry” system ensures lesser stops

### Pedestrians and Bicycles

- Lower speeds lead to enhanced pedestrian and bicycle safety
- 50% fewer pedestrian-vehicle conflict points

### Resiliency

- Can function without power
- Need minimal to no maintenance during outages

### Environmental

- Fewer stops and hard acceleration leads to less idling and reduced pollution

## Signalized Intersections

### Safety

- More conflict points (32)
- 54% higher crashes overall

### Operation

- Higher delay and congestion
- More stops at signalized intersections

### Pedestrians and Bicycles

- Higher speeds put vulnerable road users at risk
- Higher pedestrian-vehicle conflict points

### Resiliency

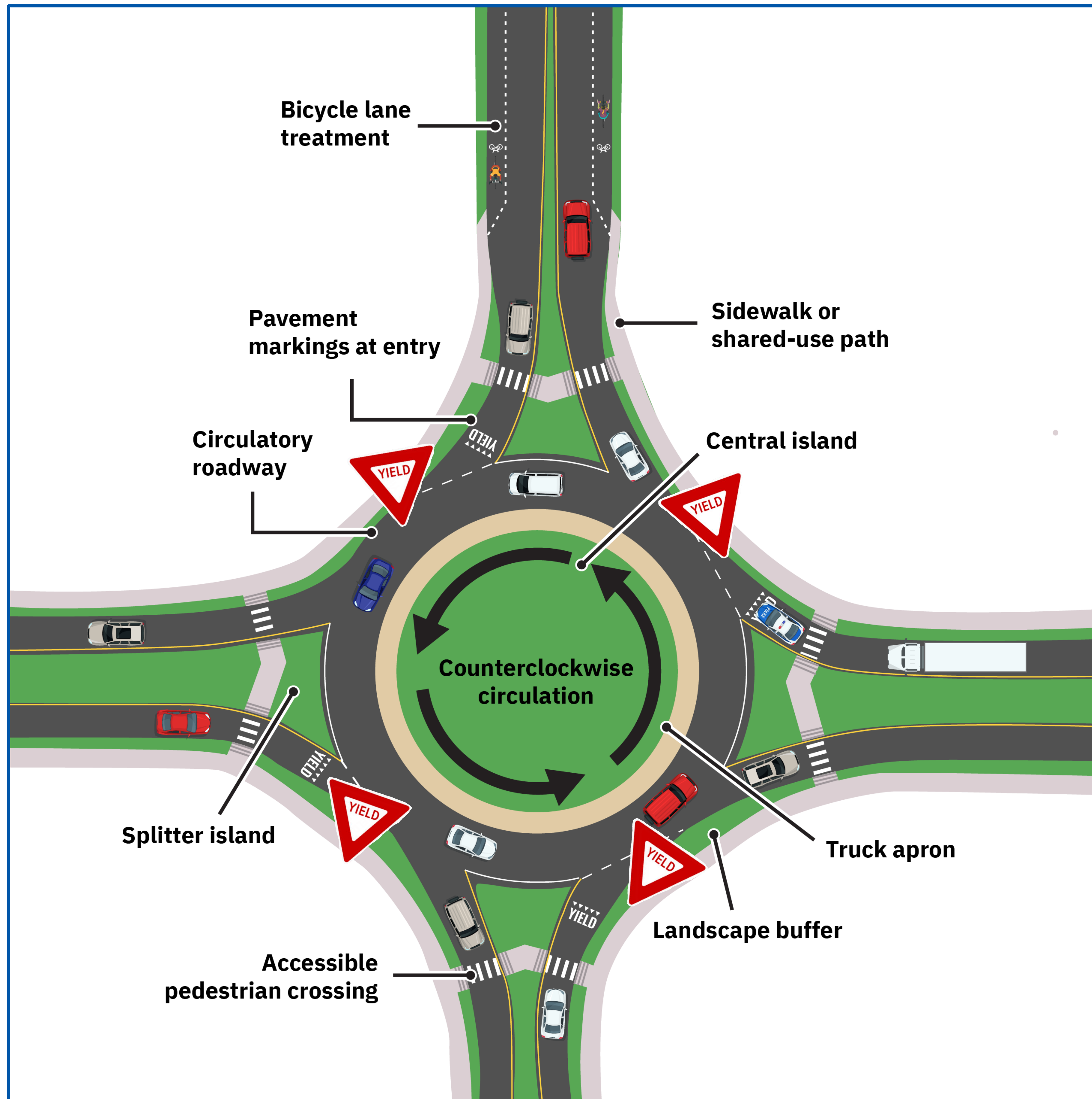
- Higher power consumption and a costlier alternative
- Outages can lead to signals going into “flash” mode causing disruptions

### Environmental

- More stops and hard acceleration events causes increased emissions

# How to Navigate a Single Lane Roundabout

Figure 7 – Typical Single Roundabout



## What is a roundabout?

A roundabout is an intersection with a circular configuration that safely and efficiently moves traffic. They can be used in place of signalized, two-way stop, and all-way stop intersections.

Roundabouts are effective at safely slowing vehicles that are transitioning high-speed to low-speed, such as those exiting I-45.

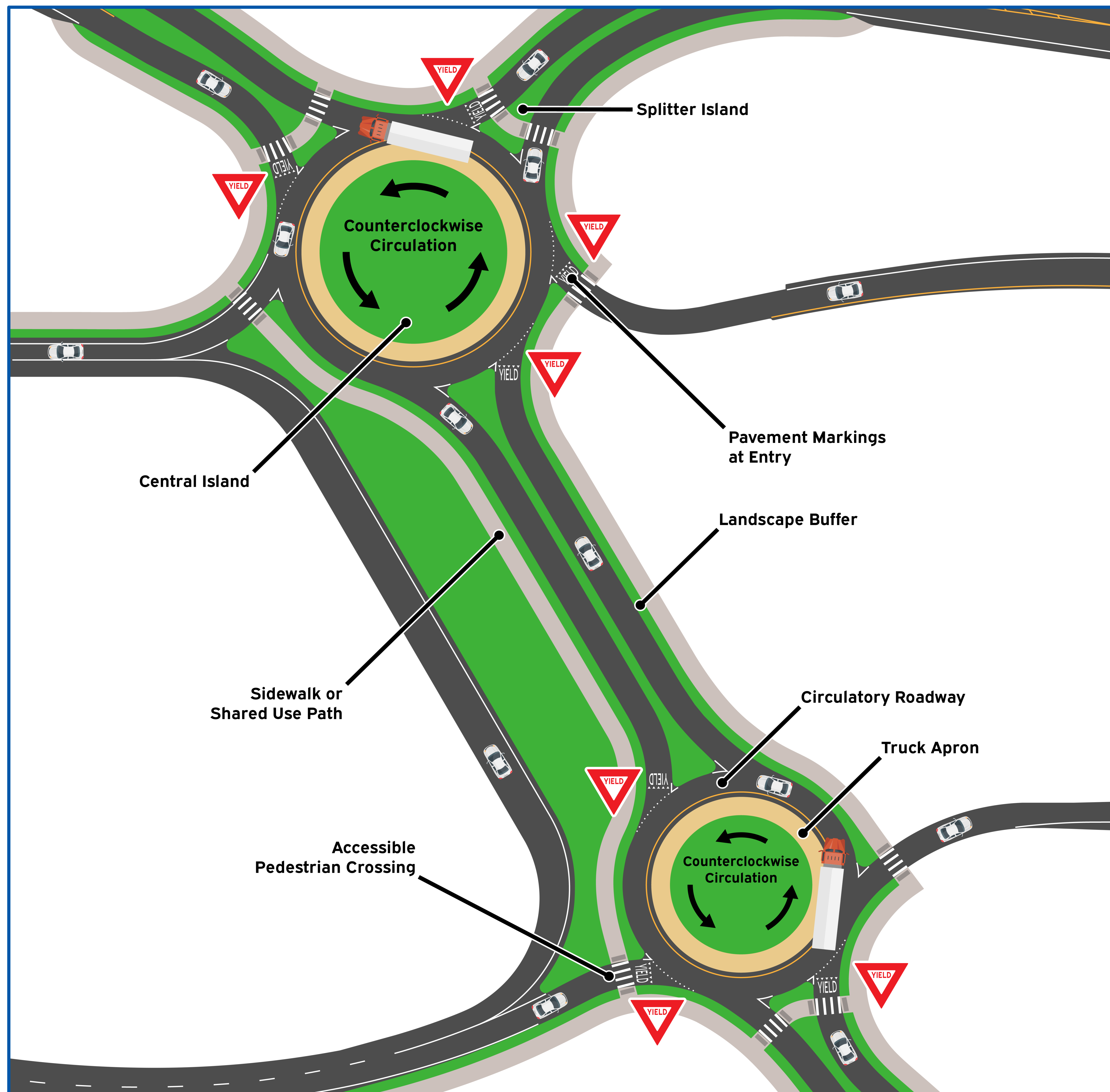
## Why roundabouts?

- Reduce number and severity of crashes
- Reduce conflict points where vehicles collide with each other
- Improve traffic flow through the intersection for connecting streets

Source: Federal Highway Administration

# How to Navigate a Double Roundabout

Figure 8 – Typical Double Roundabout



## What is a double roundabout?

A double roundabout is a variation of the single lane roundabout that features two circular intersections connected by a short, straight section, making a dumbbell shape.

## Why double roundabouts?

- Improve traffic flow with closely spaced intersections
- Provide better control at freeway ramps compared to a single lane roundabout
- Minimize conflict points while accommodating heavier traffic volume

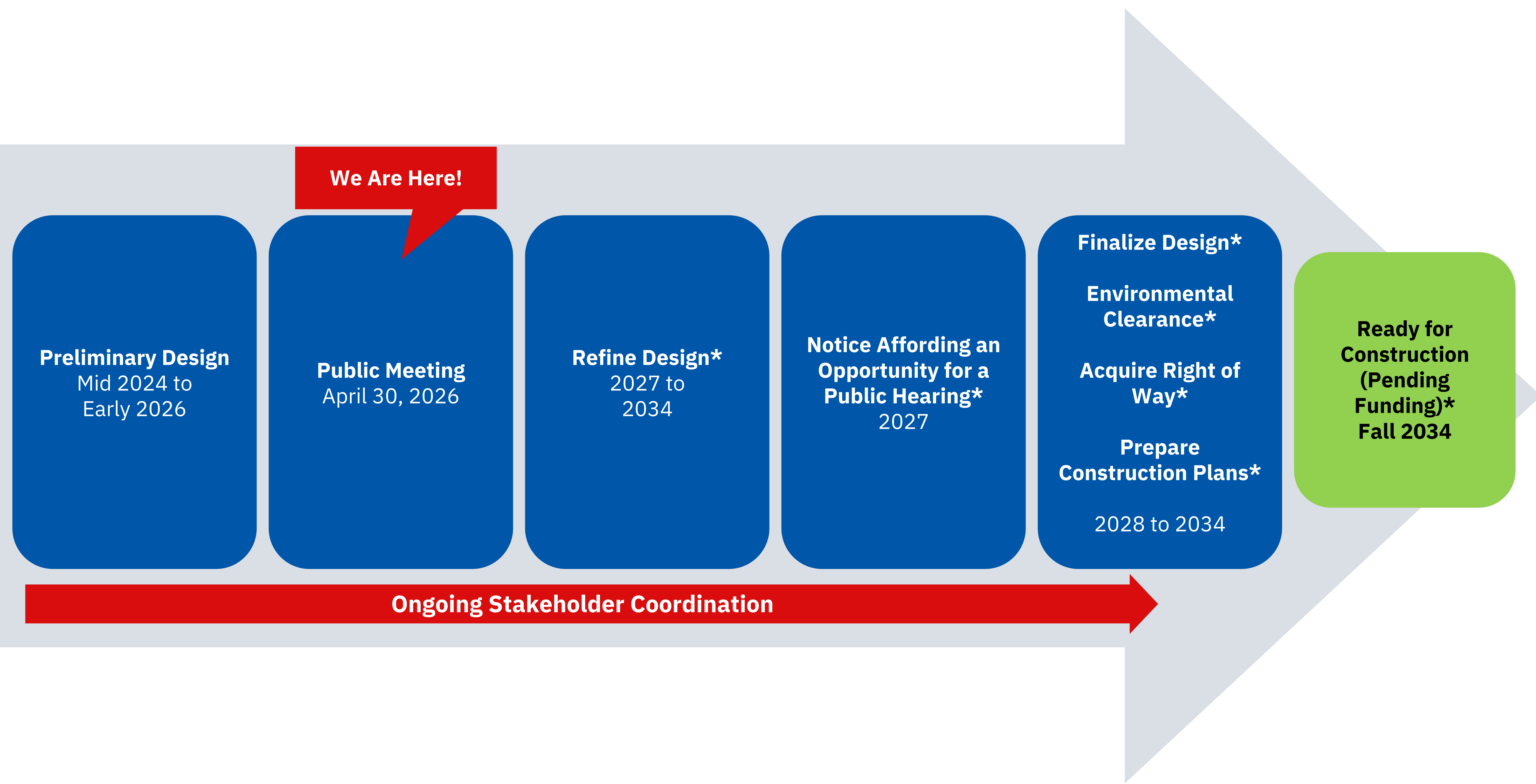
Source: Federal Highway Administration

# 4 STATION

## Timeline and Next Steps

# Timeline and Next Steps

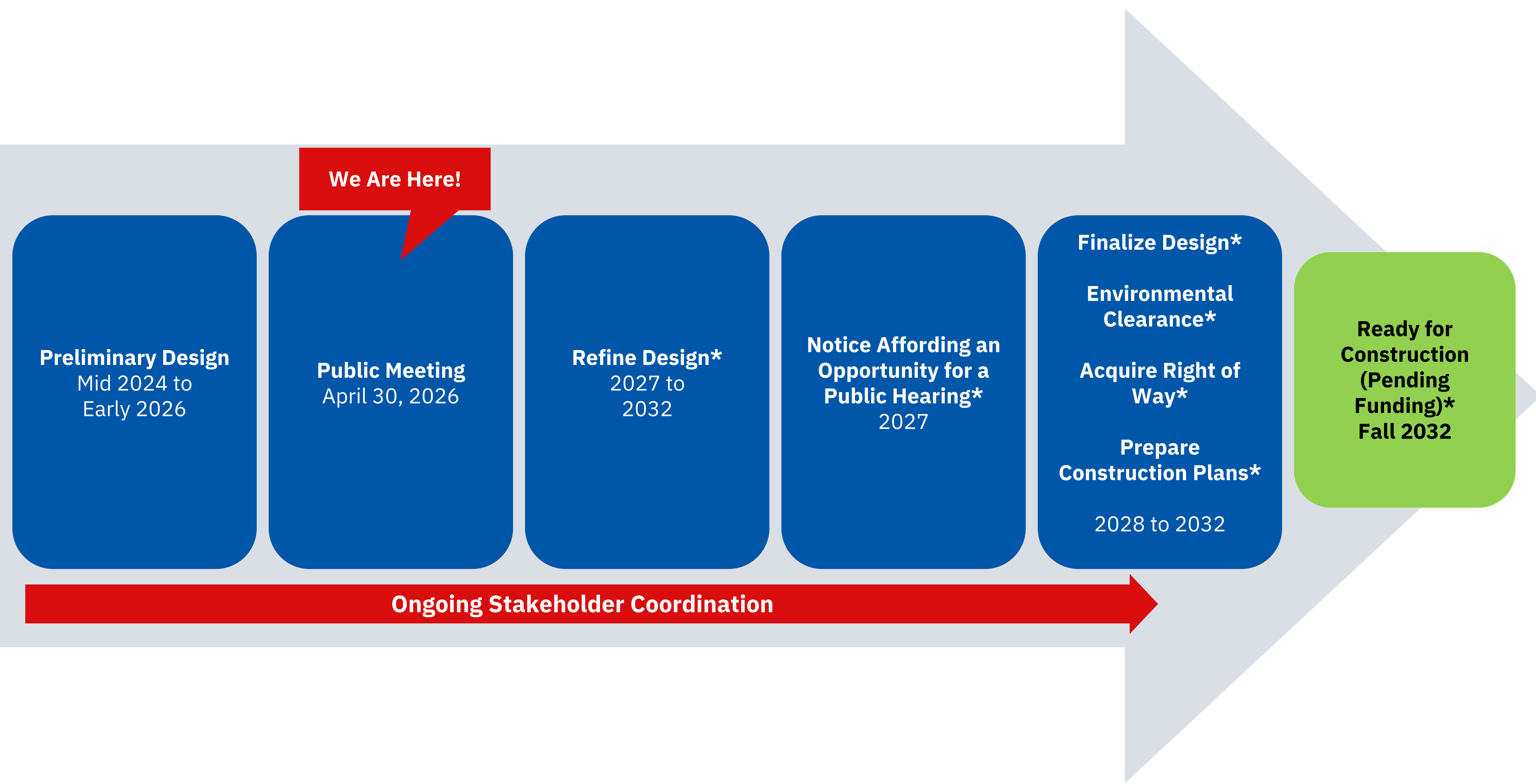
## I-45 Segment 4 (CSJs: 0675-06-104 & 0675-05-090)



\* Note Project schedule and dates are preliminary and subject to change.

# Timeline and Next Steps

## I-45 Segment 5 (CSJ: 0675-05-091)



We Are Here!

### Preliminary Design

Mid 2024 to  
Early 2026

### Public Meeting

April 30, 2026

### Refine Design\*

2027 to  
2032

### Notice Affording an Opportunity for a Public Hearing\*

2027

### Finalize Design\*

Environmental  
Clearance\*

Acquire Right of  
Way\*

Prepare  
Construction Plans\*

2028 to 2032

Ready for  
Construction  
(Pending  
Funding)\*  
Fall 2032

Ongoing Stakeholder Coordination

\* Note Project schedule and dates are preliminary and subject to change.

# 5 STATION

Right of Way /  
Bike and Pedestrian  
Coordinator





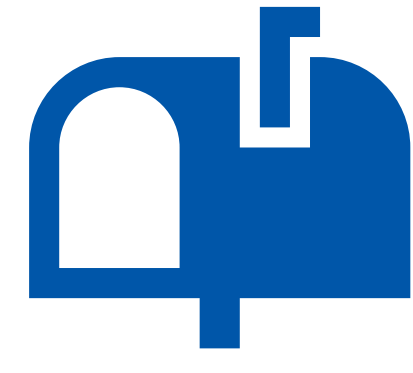



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Comments

**We appreciate your feedback! TxDOT is available to answer questions anytime during the project development process.**

Visit **www.TxDOT.gov** keyword search “I-45 South Madison County” for additional project information and downloads.

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|---|--|--|--|---|
|  <h3>Comment Box</h3> <p>Place in comment box at in-person public meeting</p> |  <h3>Online</h3> <p>TxDOT.gov, keyword search “I-45 South Madison County”</p>  |  <h3>Email</h3> <p>BRY45@txdot.gov</p> |  <h3>Mail</h3> <p>I-45 South Madison County Projects</p> <p>Segment 4 and Segment 5</p> <p>c/o Jacobs Engineering<br/>2705 Bee Cave Road,<br/>Suite 300<br/>Austin, TX 78746</p> |  <h3>Voicemail</h3> <p>936-209-4174</p> |
|---|--|--|--|---|

All comments must be received or postmarked by **Monday, May 18, 2026**, to be included in the official public meeting record.