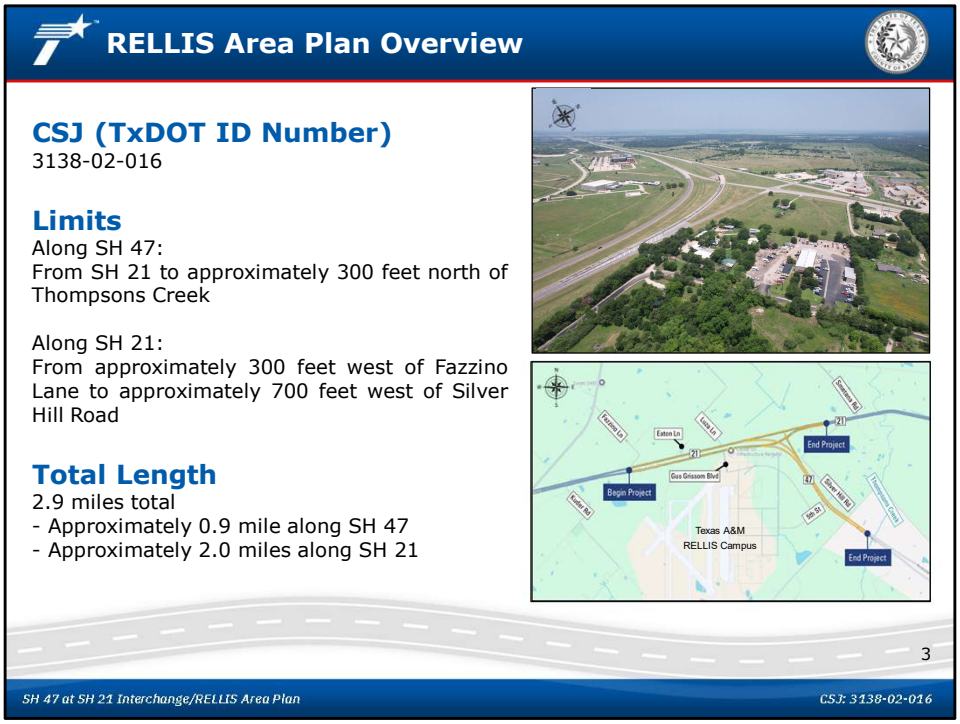
The Texas Department of Transportation Bryan District and Brazos County would like to welcome you to this virtual public meeting for the State Highway 47 at State Highway 21 Interchange / RELLIS Area Plan in Bryan, Texas.

This is a pre-recorded presentation made available starting Friday, October 24, 2025. TxDOT and Brazos County appreciate your interest and thank you for your participation. Details on how to submit comments will be provided later in the presentation.

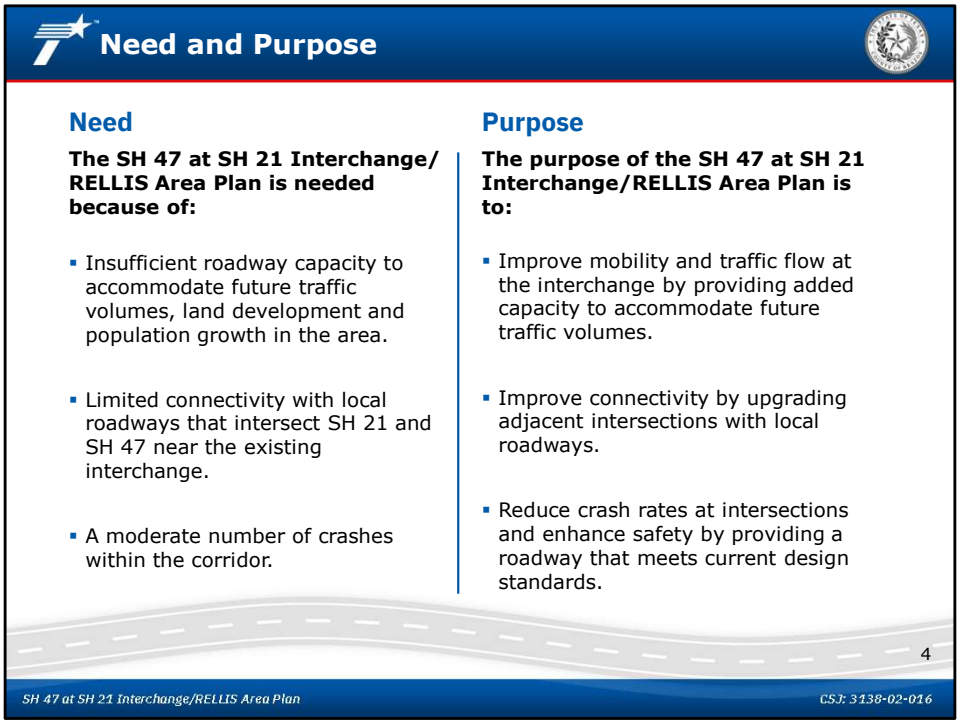
Drive like a Texan, TxDOT's newest safe driving initiative, is about embracing what makes our state great — the way we look out for each other. Whether you were born here or got here as fast as you could, Texans share a common bond in our commitment to doing the right thing and treating everyone with kindness and respect. On the road, this means driving with care, patience, and respect for everyone around us. By making thoughtful choices, we can all help keep each other safe.



The SH 47 at SH 21 Interchange / RELLIS Area Plan is located within the City of Bryan in Brazos County, Texas. SH 47 is generally oriented in a north-south direction while SH 21 is oriented in a west-east direction.

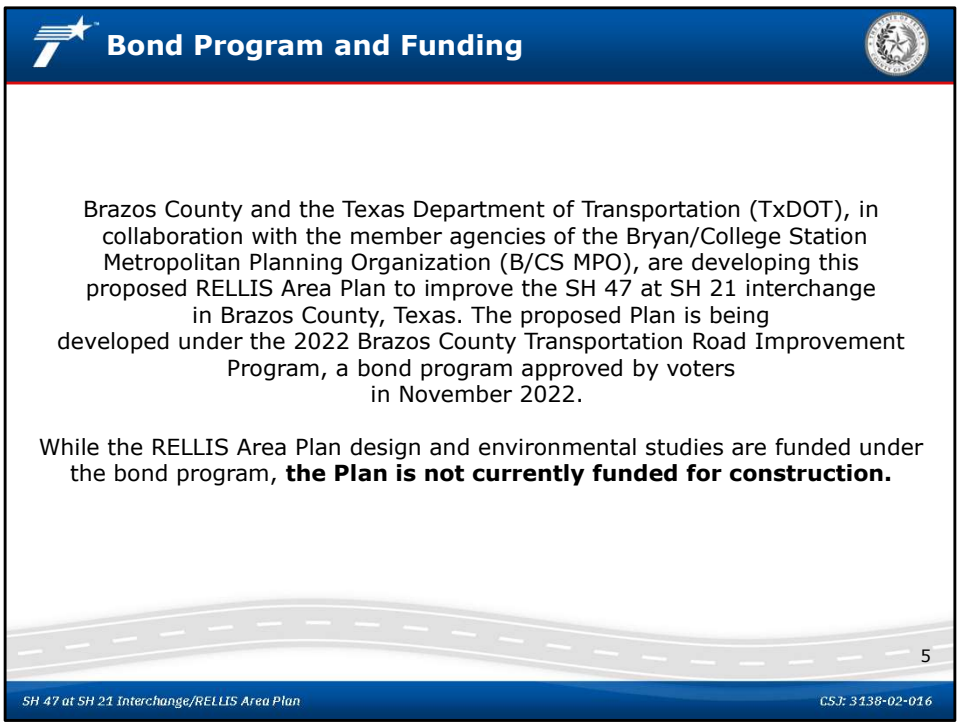
Along SH 47, the limits of the Area Plan extend approximately 0.9 mile from SH 21 to approximately 300 feet north of Thompsons Creek.

Along SH 21, the limits of the Area Plan extend about 2 miles from approximately 300 feet west of Fazzino Road to approximately 700 feet west of Silver Hill Road. The total length of the RELLIS Area Plan is 2.9 miles.



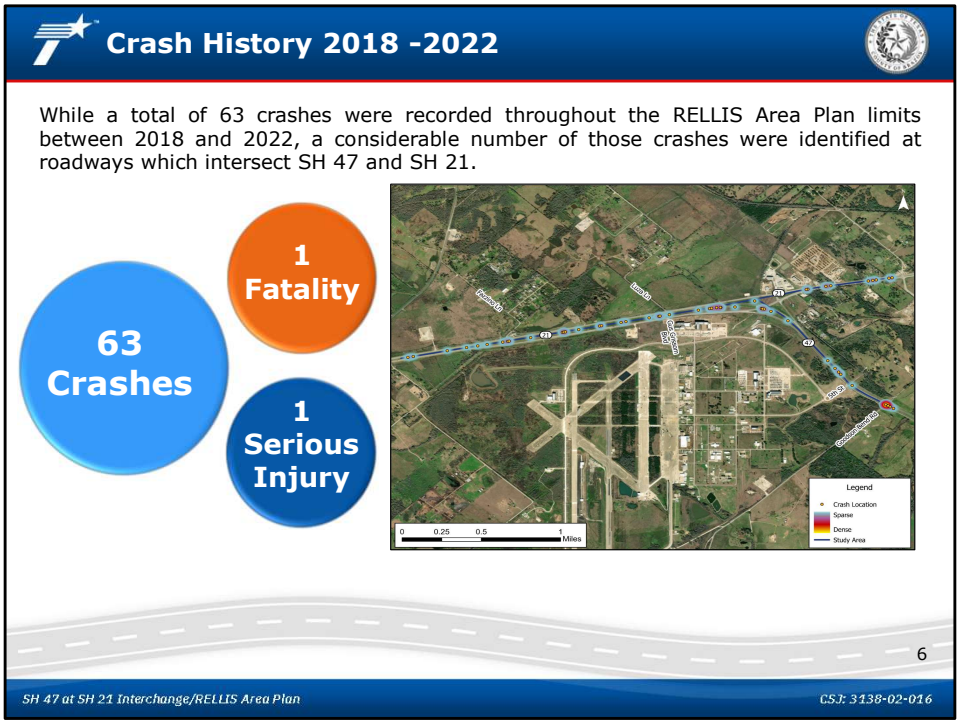
The SH 47 at SH 21 Interchange / RELLIS Area Plan is needed to address several regional and local challenges. At present, the roadway does not have enough capacity to handle future traffic expected from ongoing and future land development and anticipated population growth. Connectivity between local roads and the two highways is limited, which makes travel less efficient. Additionally, the area has seen a moderate number of crashes along the corridor.

This Area Plan is being developed to optimize mobility and traffic flow by upgrading the interchange to meet future traffic demands. This Plan is also designed to improve connections with local roads, where appropriate, by reconfiguring key intersections. By upgrading the intersections to modern design standards, the RELLIS Area Plan would help reduce crash rates along the corridor and improve overall driver safety.



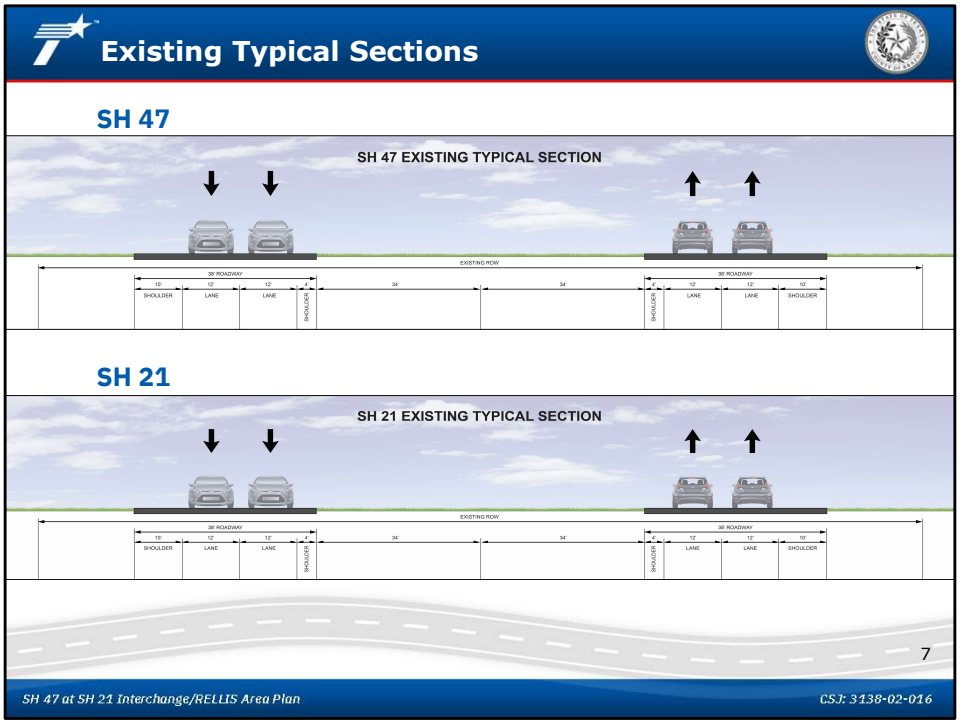
Brazos County and TxDOT are collaborating with the member agencies of the Bryan/College Station Metropolitan Planning Organization to develop the RELLIS Area Plan in order to improve the SH 47 at SH 21 interchange. The proposed Plan is being developed under the 2022 Brazos County Transportation Road Improvement Program which consists of a bond program approved by voters in November 2022.

While the design and environmental studies of the Plan are funded under the bond program, the Plan itself is not currently funded for construction.



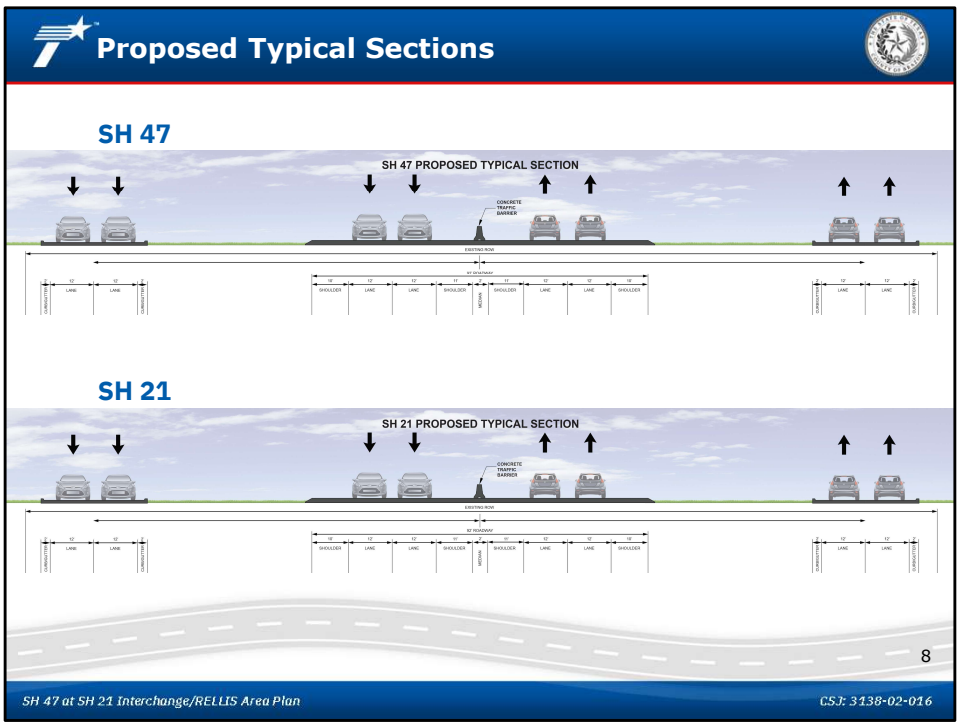
From 2018 to 2022, a total of 63 crashes have been reported within the area of the SH 47 at SH 21 interchange, including one fatality and one serious injury.

To improve safety for the traveling public, proposed improvements include the addition of roundabouts, reconfiguration of key intersections, roadway realignments, and modifications to access points along the SH 47 and SH 21 corridors. Notable changes include a new entrance and exit to the RELLIS Campus along SH 21, closure of the SH 21 access to the RELLIS Campus via Gus Grissom Boulevard, and the removal of Silver Hill Road access to SH 47 via Goodson Bend Road.



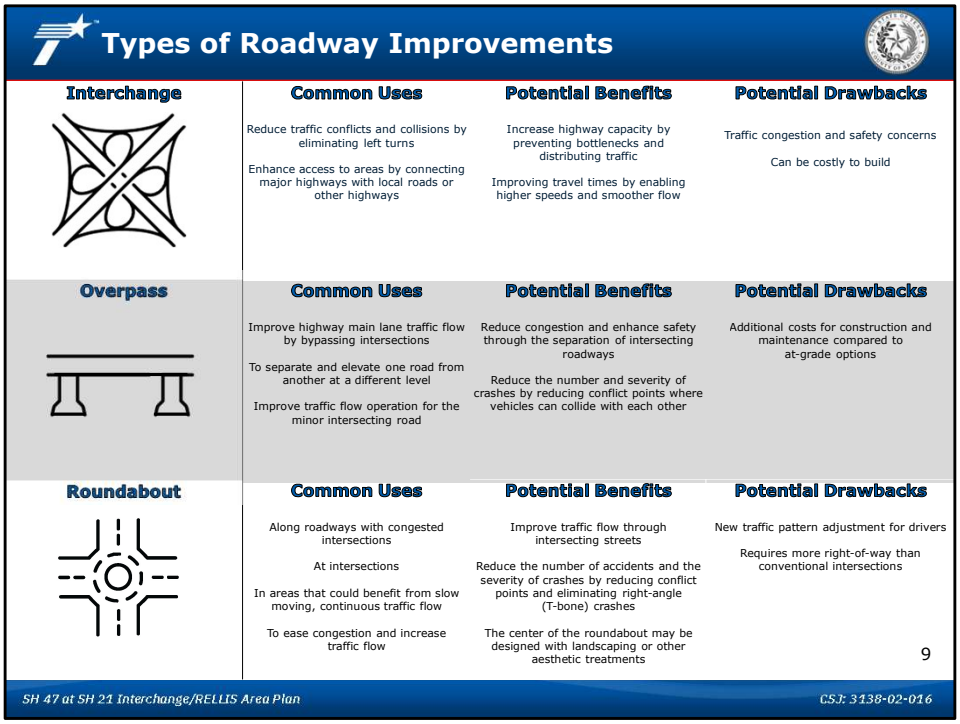
The existing SH 47 roadway consists of a 4-lane roadway, which includes two 12-foot-wide main lanes in each direction, 10-foot-wide outside and 4-foot-wide inside shoulders, and a 68-foot-wide grassy median between the northbound and southbound main lanes.

The existing SH 21 roadway consists of a 4-lane roadway, which includes two 12-foot-wide main lanes in each direction, 10-foot-wide outside and 4-foot-wide inside shoulders, and a variable width grassy median between the eastbound and westbound main lanes in the vicinity of the interchange.



The proposed SH 47 improvements include a new north-south 4-lane roadway consisting of two lanes in each direction with shoulders separated by a concrete traffic barrier. In addition, 2-lane frontage roads, going north and south, will be built parallel to the SH 47 main lanes.

The proposed SH 21 improvements include a new west-east 4-lane roadway consisting of two lanes in each direction with shoulders separated by a concrete traffic barrier. In addition, 2-lane frontage roads, going west and east, will also be constructed parallel to the SH 21 main lanes.

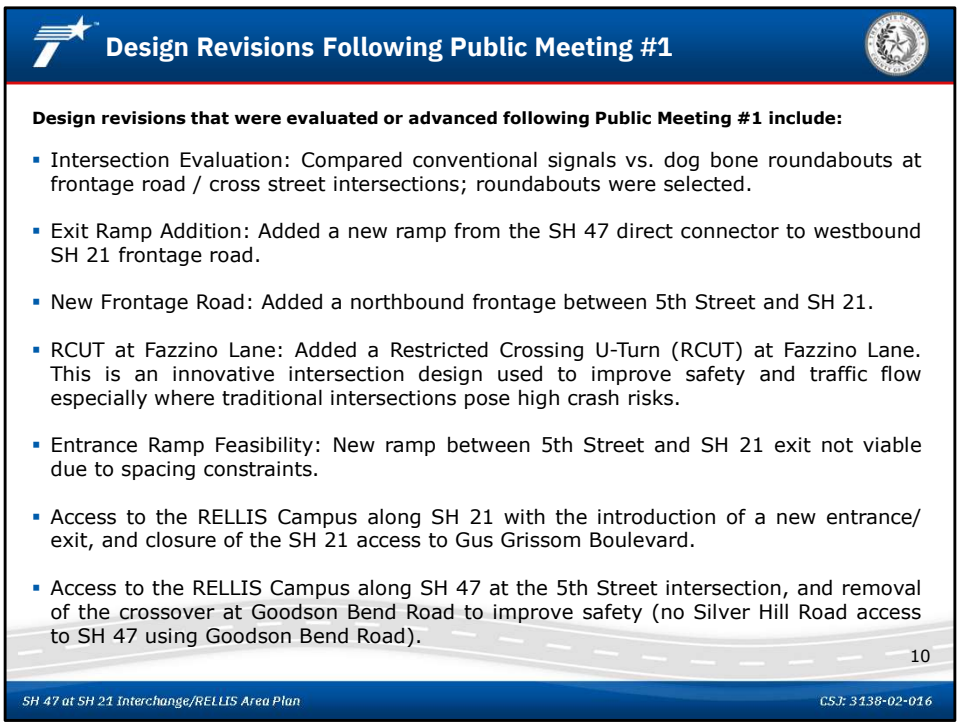


There are three different types of roadway improvements proposed at this time. These three improvements include an interchange upgrade, overpasses and roundabouts.

An interchange is commonly used to reduce traffic conflicts and collisions by eliminating left turns, while also linking major highways with local roads or other highways. Potential benefits include increased highway capacity by preventing bottlenecks and distributing traffic more efficiently, along with improved travel times through higher speeds and smoother traffic flow.

An overpass is typically used to improve highway main lane traffic flow by allowing vehicles to bypass intersections by separating roads at different levels. This design helps reduce congestion and enhances safety by eliminating intersection conflict points between roadways. Overpasses also lower the number and severity of crashes efficiently managing traffic movements through an intersection.

A roundabout is often used along roadways with congested intersections, especially in areas that benefit from slow-moving, continuous traffic flow. Roundabouts can ease congestion and increase traffic flow by facilitating vehicle movements through intersecting streets. Roundabouts also help reduce the number and severity of crashes by limiting conflict points where vehicles typically collide and eliminating right-angle or T-bone crashes which are typically the most severe.

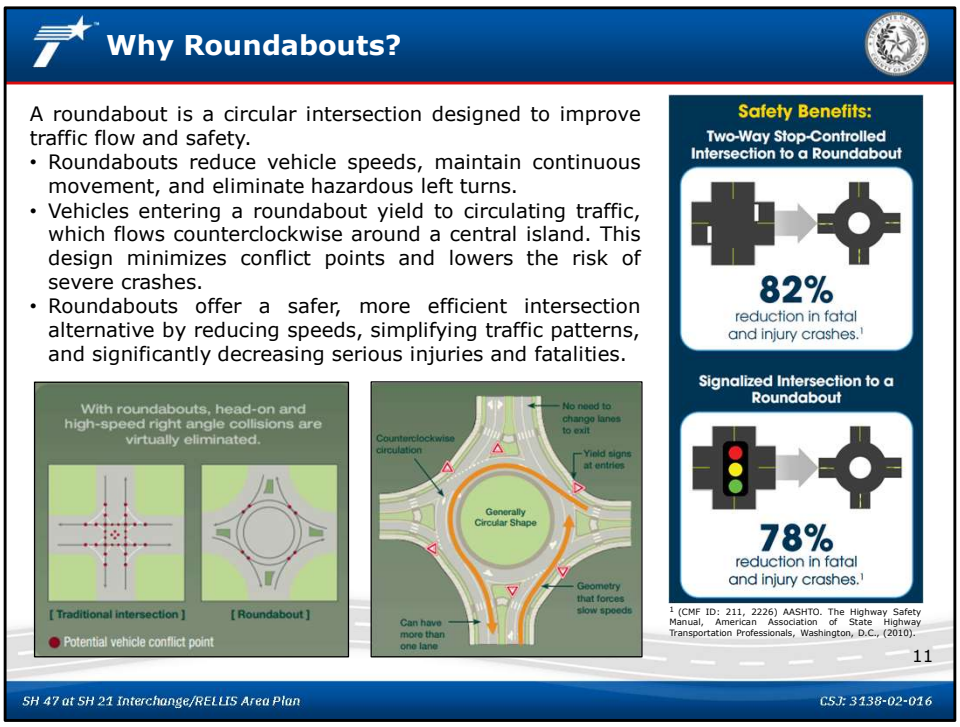


Based on public comments received at Public Meeting #1, several design revisions were advanced to improve safety, mobility, and access throughout the SH 47 at SH 21 interchange. After evaluating conventional signalized intersections versus dog-bone roundabouts at key frontage road and cross street locations, roundabouts were selected for their proven advantages in reducing delays and enhancing traffic flow.

A new exit ramp was added to the design from the SH 47 direct connector to the westbound SH 21 frontage road, improving connectivity for westbound travelers. Access to the area north of SH 21 was provided via the proposed frontage road to accommodate future development.

To address safety concerns at Fazzino Lane, a Restricted Crossing U-Turn, which is known as an RCUT, was incorporated into the roadway design. This innovative design reduces conflict points and improves traffic operations, especially at intersections with a history of crashes.

A northbound frontage road segment was introduced between 5th Street and SH 21 to support local circulation and access. While a proposed entrance ramp between 5th Street and the SH 21 exit was evaluated, the entrance ramp was not feasible due to limited spacing. Finally, access to the RELLIS Campus along SH 47 was improved at the 5th Street intersection, and the crossover at Goodson Bend was removed to enhance safety by eliminating a high crash rate area.

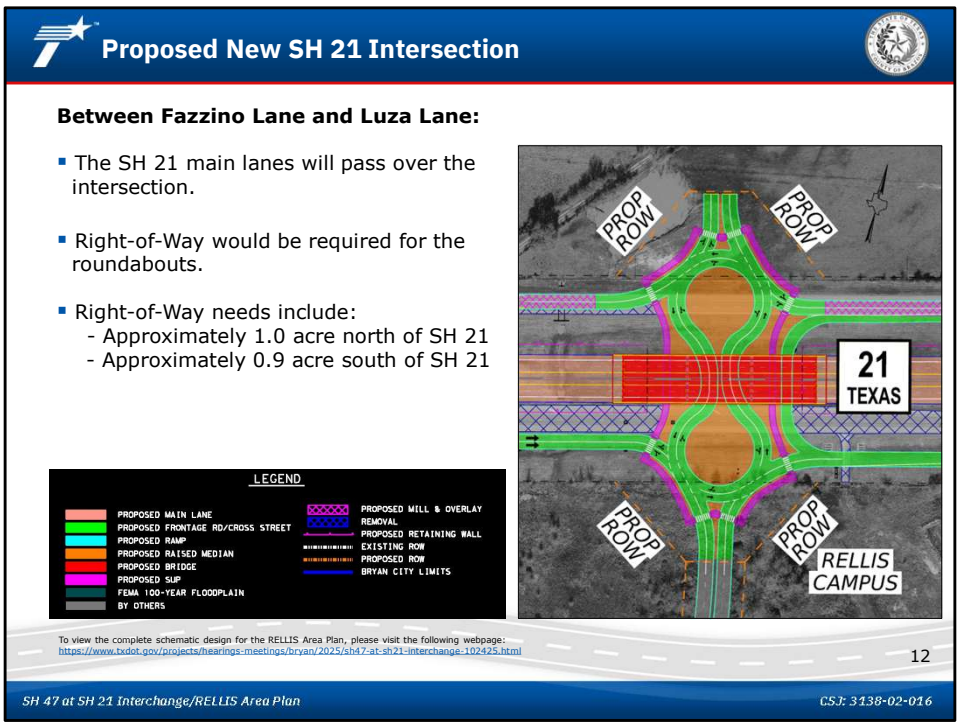


From 2018 to 2022, a total of 63 crashes have been reported within the SH 47 at SH 21 interchange, including one fatality and one serious injury.

To improve safety for the traveling public, proposed improvements include the addition of roundabouts.

In terms of long-term benefits, the proposed roundabouts on SH 21 and SH 47, along with improved turning movements along SH 21, are designed to enhance safety, improve traffic flow, and increase roadway connectivity within the RELLIS Area Plan limits. These design improvements are expected to increase the efficiency of vehicle movements and reduce congestion during peak travel periods.

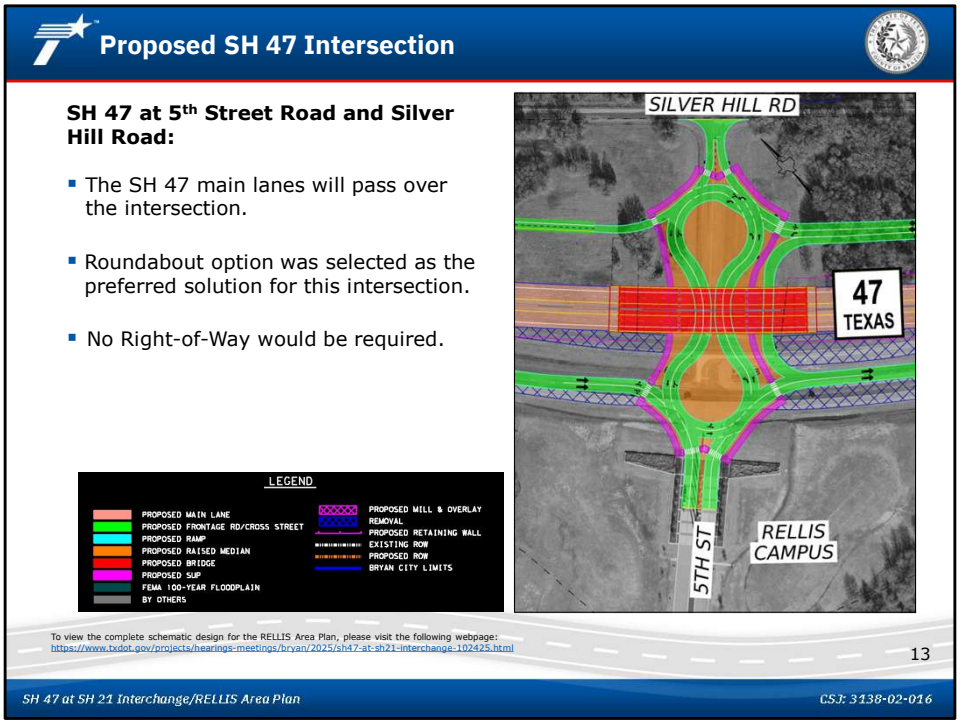
As a result of these changes, adjustments will be required from the traveling public. Several local roads including Fazzino Lane, Eaton Lane, Luza Lane, Silver Hill Road, and Goodson Bend Road will experience altered travel patterns.



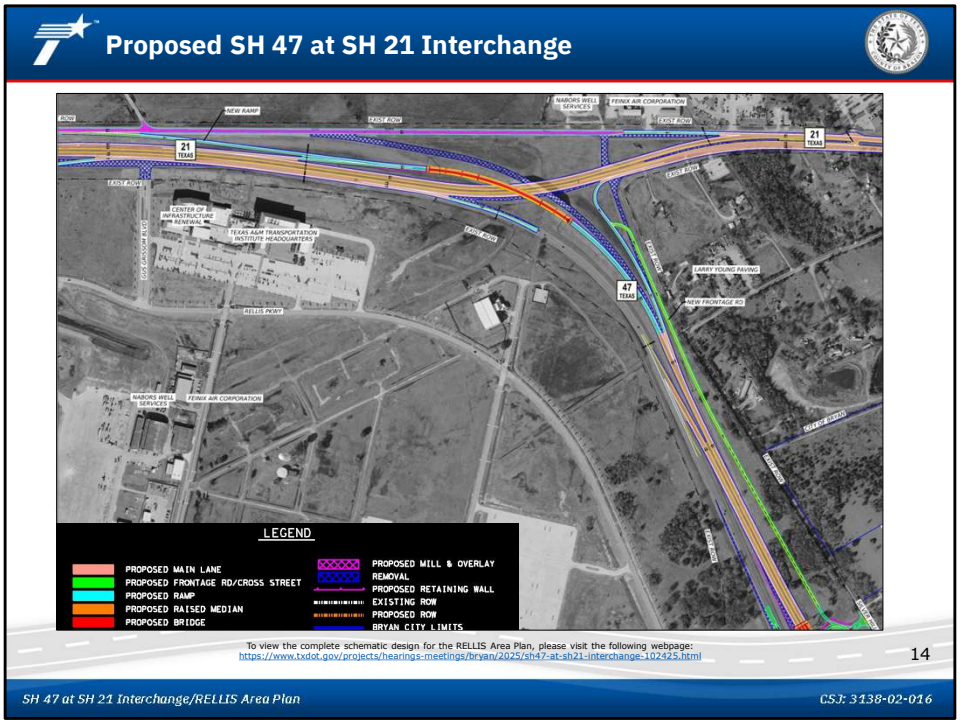
Roundabouts are proposed along SH 21 and SH 47. Roundabouts are an option to traditional signalized intersections and are intended to enhance traffic flow by minimizing stop-and-go conditions and reduce vehicle idling.

From a safety perspective, roundabouts offer significant advantages by lowering travel approach speeds, allowing continuous movement through the intersection, and eliminating hazardous left-turn maneuvers.

The roundabout on SH 21 would provide access to a future RELLIS Campus entrance south of SH 21 and connectivity to areas north of SH 21. Approximately 1.9 acres of right-of-way would be required to implement the proposed roundabout design in this area.

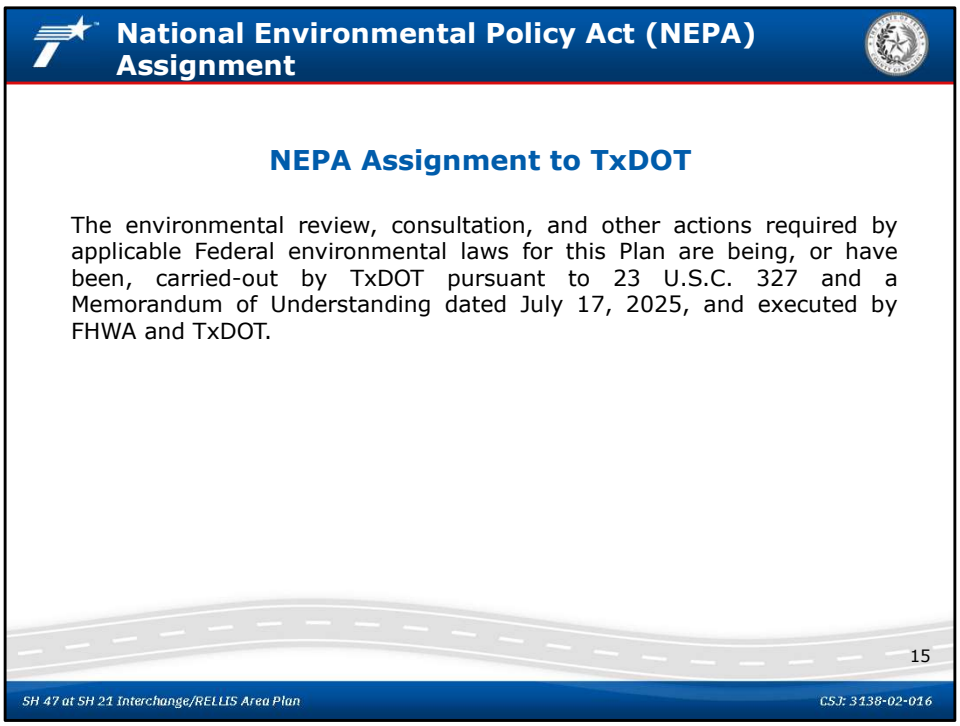


The proposed roundabout on SH 47 would provide access to the existing RELLIS Campus entrance west of SH 47 and connectivity to other roadways along SH 47 including a new northbound frontage road proposed between 5th Street and SH 21. No additional land would be required to implement the proposed roundabout design in this area.



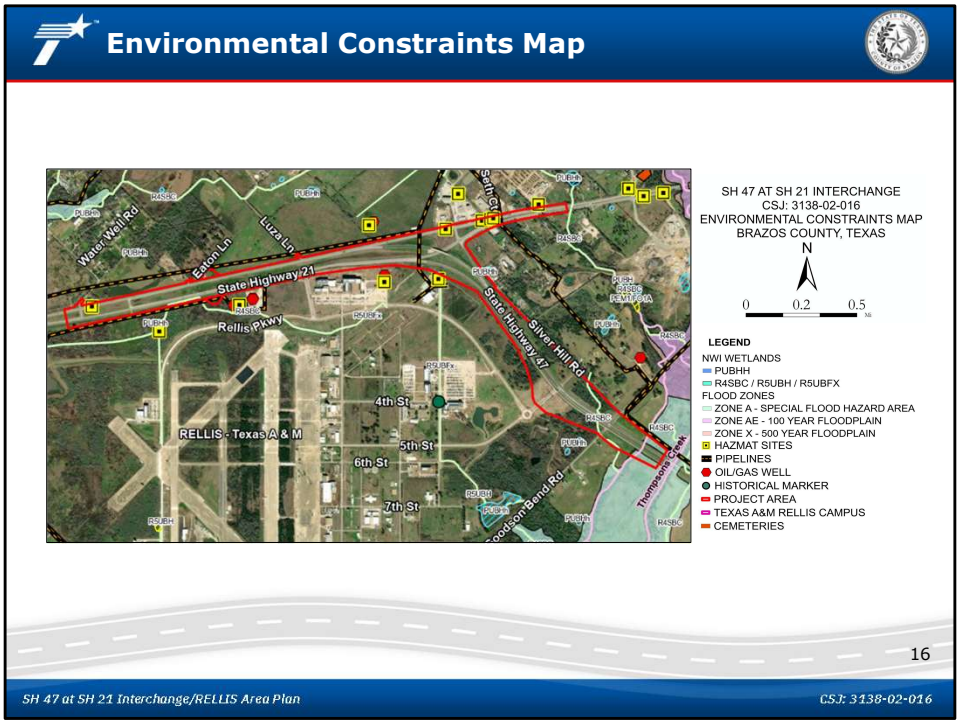
Here you see the proposed SH 47 at SH 21 interchange. Based on public feedback from Public Meeting #1, the design added a new exit ramp from the SH 47 direct connector to the westbound SH 21 frontage road and a new frontage road between 5th Street and SH 21.

To see the complete RELLIS Area Plan, please go to the TxDOT website at www,txdot.gov and keyword search “SH 47 at SH 21 Interchange.”



The proposed Plan is expected to receive federal funding, therefore TxDOT is required to evaluate potential environmental impacts with respect to federal regulatory standards. This evaluation follows the National Environmental Policy Act, commonly known as NEPA.

On July 17, 2025, TxDOT signed a Memorandum of Understanding with the Federal Highway Administration. This agreement allows TxDOT to take the responsibility from the FHWA for reviewing and approving certain NEPA-related projects. The assignment of this responsibility from the FHWA to TxDOT is called NEPA-assignment. This assignment applies to this Plan and guides the environmental review process which is currently underway.

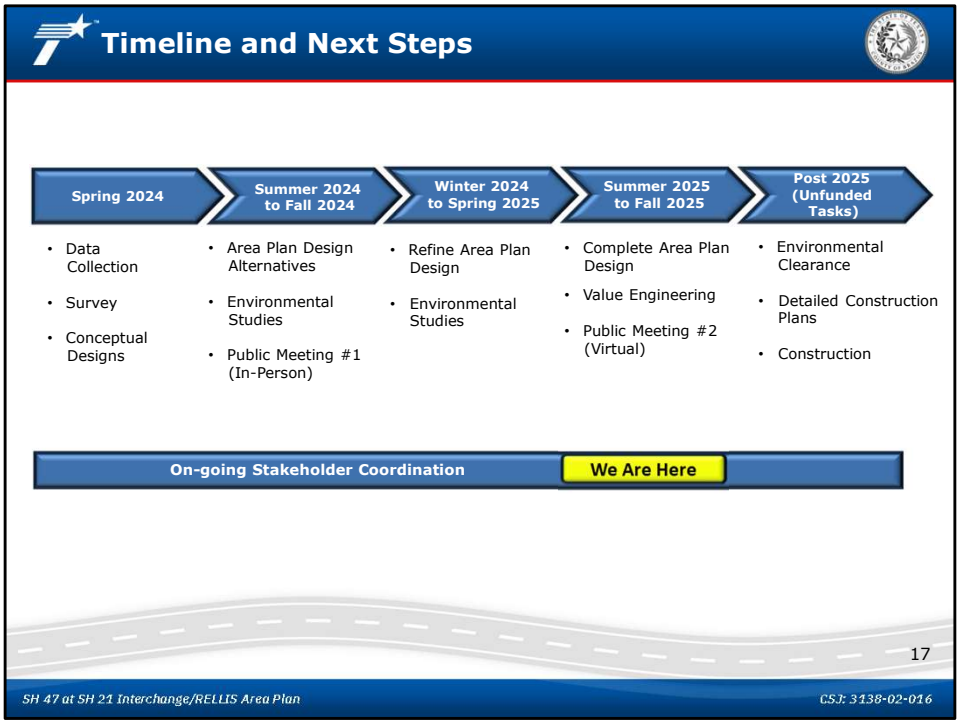


As part of the NEPA process, the assessment of environmental constraints helps to identify sensitive features that may be affected by the proposed Plan. The identification of environmental constraints early in the planning, design, and environmental review process allows for the avoidance and minimization of potential environmental impacts as the design advances.

Areas that are under review include air quality, community impacts, environmental justice, archaeological resources, historic resources, hazardous materials, indirect and cumulative impacts, biological resources, traffic noise, and water resources.

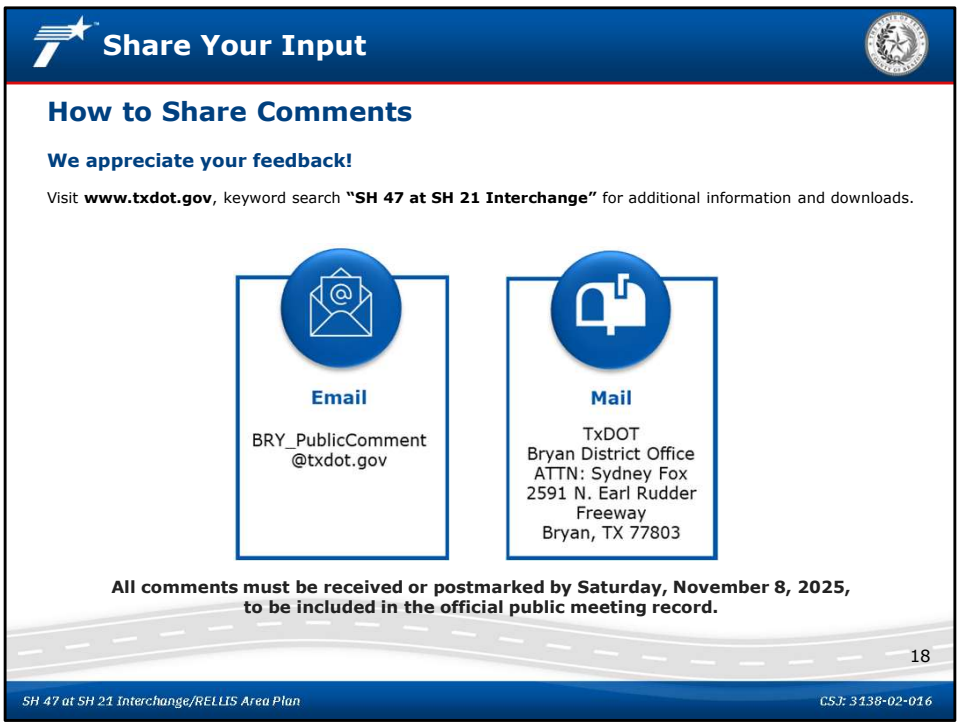
The Plan is being designed to avoid or minimize impacts to the greatest amount practicable.

Once completed, technical reports documenting the analysis and conclusions of these studies will be available for review upon request.



On your screen, you see a “We Are Here” bar indicating the current phase of RELLIS Area Plan development. This phase includes completing the Area Plan design, finalizing the results of a value engineering study, and presenting this virtual public meeting.

Once the public comment period closes, the design team will review all feedback, consider design adjustments, and prepare the official virtual public meeting documentation. The Area Plan design and environmental review are expected to wrap-up this winter. A construction start date will depend on when construction funding becomes available.



We encourage you to share your feedback with us on the SH 47 at SH 21 Interchange / RELLIS Area Plan.

Please remember to submit your comments no later than Saturday, November 8, 2025, to be included in the official public meeting documentation for this plan.

Visit www.txdot.gov, keyword search "SH 47 at SH 21 Interchange" for additional information. Comment forms may be downloaded from the website.

Comments may be submitted by email to BRY_PublicComment@txdot.gov or by mail to the TxDOT Bryan District Office, Attention: Sydney Fox. The mailing address is 2591 N. Earl Rudder Freeway, Bryan, Texas 77803.

Thank you for participating in the virtual public meeting.

Please remember to submit your comments no later than Saturday, November 8, 2025, to be included in the official public meeting documentation.