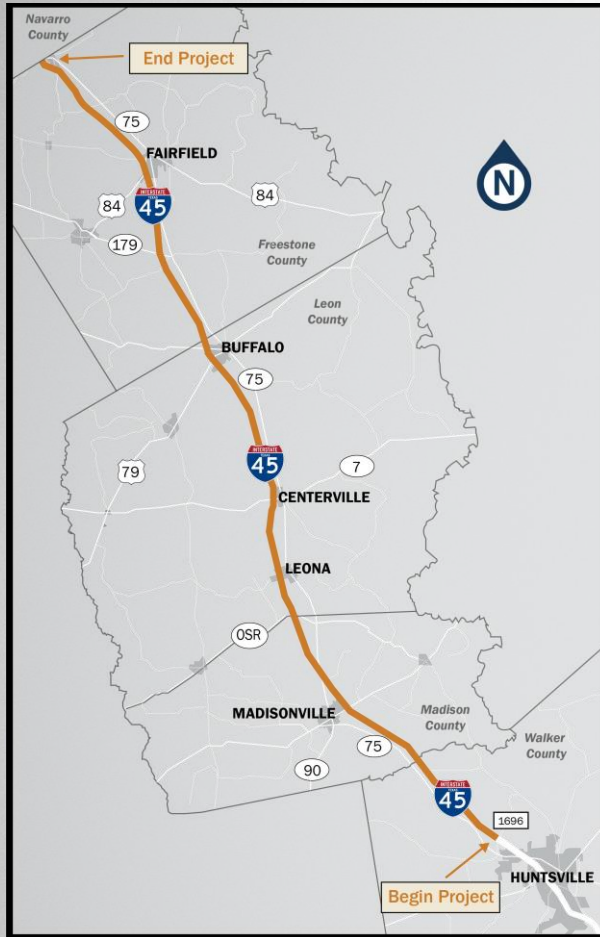


BRY-45 CORRIDOR PROGRAM

BRYAN DISTRICT

November 2023



PROJECT DETAILS

Limits: From FM 1696 to the Freestone/Navarro County line

Counties: Walker, Madison, Leon and Freestone

Length: 90.4 miles

Estimated Cost: \$2.4 billion

PROJECT HISTORY

Interstate 45 (I-45) was approved in 1962 by the Texas State Highway Commission. Built in the 1960s and 1970s, I-45 in Walker, Madison, Leon and Freestone counties is approximately 40-60 years old. As the main connection between Dallas and Houston, I-45 is a key corridor serving Texas travelers. I-45 is one of the three interstate highways that make up the Texas Triangle, a region of Texas containing the state's three main urban centers (Dallas/Fort Worth, Houston and San Antonio). The triangle is connected by Interstate 45, Interstate 10 and Interstate 35. According to the Texas Demographic Center, it is estimated that nearly 87% of Texas's total population lives within this area.

PROJECT BENEFITS

- Improve safety and mobility.
- Prepare for future traffic volumes.
- Update the roadway to current design standards.
- Provide better traffic flow at interchanges.
- Improve access for hurricane evacuation.
- Enhance freight movement.
- Enhance bicycle and pedestrian accommodation.
- Increase truck parking at rest areas.

PROJECT GOALS

- Improve:
 - Safety and mobility.
 - Bicycle and pedestrian operations.
 - Hurricane evacuation effectiveness.
 - Freight movement.
- Minimize need for utility relocations and right-of-way acquisition.

CURRENT PROJECT STATUS

- Public involvement will be continuous throughout project development.
- Preliminary planning and engineering are in the early stages.
 - Planning includes a detailed environment review and identification of right-of-way needs.
- Construction is underway outside of the BRY-45 Corridor Program in Huntsville. Construction on the BRY-45 Corridor Program will not begin until completion and approval of the environmental review.
- I-45 improvements from FM 1696 to the Freestone/Navarro County line will be developed in several smaller segments.

PROPOSED IMPROVEMENTS

- Adding one main lane in each direction.
- Converting two-way frontage roads to one-way frontage roads in communities.
- Improving traffic flow at interchanges (including the use of innovative intersections).
- Replacing bridges to increase vertical clearance to 19 feet
- Enhancing bicycle and pedestrian accommodation.
- Updating the roadway to current TxDOT design standards.

SEGMENT STATUS

- Segments currently under contract:
 - S03, S04, S05, S10, S11, S14, S15
- Remaining segments scheduled for contract execution mid 2025:
 - S06, S07
 - S08, S09
 - S12, S13
 - S16, S17