


VIRTUAL PUBLIC HEARING
PRE-RECORDED PRESENTATION

**IH 45 Central Walker County Widening
Segment 2B**

From SH 30 to 0.7 miles south of FM 1696


Walker County

CSJ: 0675-06-103

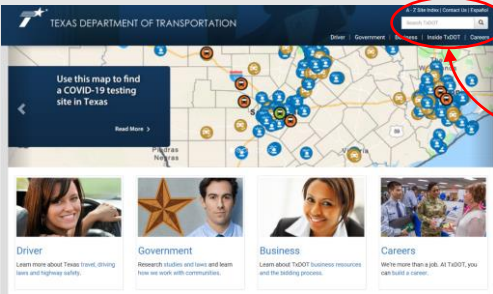
January 13, 2022 

Welcome to the IH 45 Central Walker County Widening, Segment 2B Virtual Public Hearing, which has been pre-recorded. The proposed project extends from State Highway 30 to 0.7 miles south of FM 1696 in Huntsville, Walker County, Texas.

Welcome



Doug Marino, P.E.
 Director of Transportation Planning and Development for the Bryan District,
 Hearing Officer
 Texas Department of Transportation (TxDOT)



Virtual Public Hearing documents available online at the website www.txdot.gov.
 Type "IH 45 Segment 2B Hearing" in the keyword search box.

IH 45, Segment 2B Widening Project – Walker County

January 13, 2022

On behalf of the Texas Department of Transportation, better known as TxDOT, the Bryan District and Doug Marino, the **Director of Transportation Planning and Development** for the Bryan District and Hearing Officer, thank you for participating in this virtual public hearing.

This pre-recorded virtual public hearing, presented by TxDOT, is provided to share information and encourage comments from the public regarding the proposed **IH 45 Central Walker County Widening Project, Segment 2B**. This virtual public hearing presentation is available online at our TxDOT website www.txdot.gov, just type **"IH 45 Segment 2B Hearing"** in the keyword search box.

As indicated in the Legal Notice for this public hearing, TxDOT is providing an in-person option for individuals who would like to participate in-person instead of online. In-person attendees will be able to: view the same presentation delivered in the online-virtual public hearing which will be playing on a screen; review hard copies of project materials; ask questions of TxDOT staff from a socially distanced approach; and leave written comments. The in-person public hearing option will be held on Thursday, January 13, 2022, from 4 p.m. to 6:30 p.m. at the Walker County Storm Shelter located at 455 State Highway 75, Huntsville Texas.

Virtual Public Hearing Contents	
Virtual Public Hearing Format and Procedures	4-5
Public Involvement Purpose and Timeline	6-8
Project Description	9-10
Purpose and Need	11-12
Proposed Improvements	13-20
Project Funding and Anticipated Project Schedule	21-23
Environmental Process	24-31
TxDOT Right of Way Process	32-34
Provide Hearing Comments	35-37

IH 45, Segment 2B Widening Project – Walker County January 13, 2022

This presentation will provide: the public hearing format and procedures; a summary of the public involvement activities for the project; a description of the proposed Segment 2B - IH 45 Widening Project including the Purpose and Need; the funding status and anticipated project schedule; an overview of the Environmental Process and findings; an explanation of the TxDOT Right of Way process; and how to provide hearing comments.

This virtual public hearing will present the same information as that shared at the in-person public hearing. However, the comment process for this virtual public hearing will be different from what we normally conduct at an in-person public hearing and will be explained shortly.



Virtual Public Hearing Format and Procedures

Virtual Public Hearing Format and Procedures

Purpose:

- Present the proposed project
- Collect public comments
- Compile comments and include them as part of the formal environmental and project documentation

Format:

- Slide and script will become a part of the final project documentation
- TxDOT will not provide formal responses to comments during the comment period

How to Submit Comments:

- Call the established TxDOT phone line for this public hearing
- Mail or email to the addresses presented at the end of this presentation
- Comment box provided for the in-person hearing option

IH 45, Segment 2B Widening Project – Walker County

January 13, 2022



The purpose of this virtual public hearing is to present the proposed project, and collect public comments, then compile and include them as formal part of the environmental and project documentation.

There are items that must be covered as part of the process. **The slides and script of this virtual public hearing will serve as the verbatim transcript for all that is presented in this hearing and will be included in the final project documentation.**

There are several ways to comment on the proposed project. All comments must be submitted or postmarked by **Friday, January 28, 2022**, to be part of the official public hearing record. Comment submittal instructions will be provided at the end of this presentation and are summarized here.

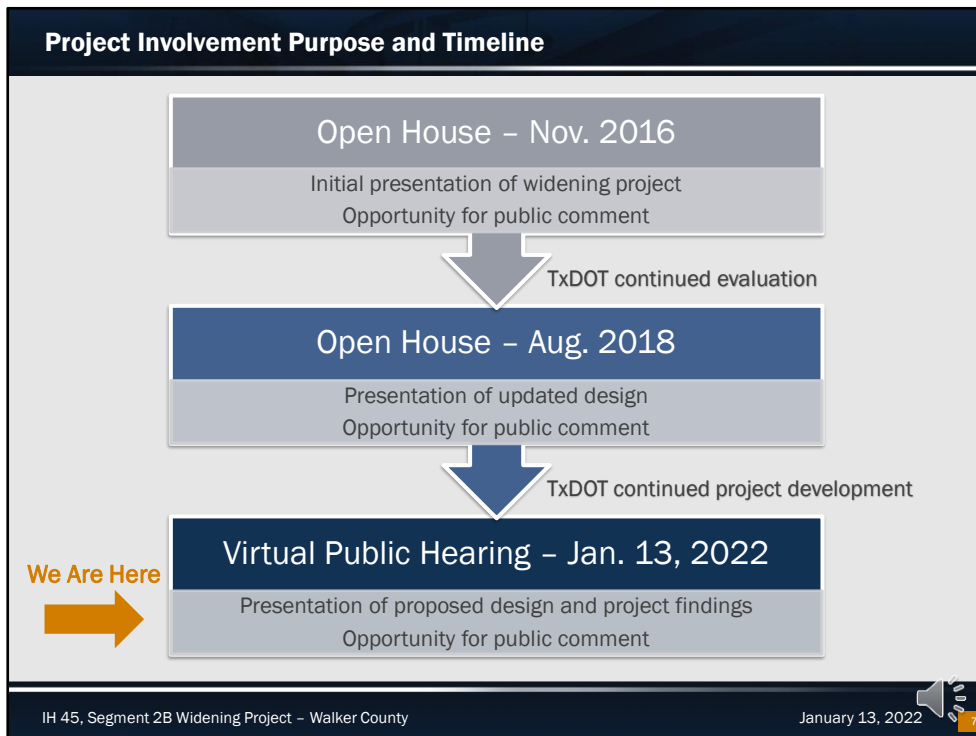
- You may submit a verbal comment by calling the TxDOT public comment line established for this project immediately following this virtual public hearing presentation or any time during the formal comment period for this hearing,
- You may submit a written comment through the comment box provided for the in-person hearing,
- You may submit a written comment by mail to our TxDOT District office, or
- You may submit a written comment by email to a designated TxDOT Project Manager.

Both written and verbal comments will be considered equally. If you submit your comments in writing, it is not necessary to repeat your comments verbally.

As part of the TxDOT hearing procedure, we will not provide formal responses to your comments during the comment period. However, we will be available to answer your questions once the hearing has adjourned.



Public Involvement Purpose and Timeline



The public involvement purpose for the proposed project includes providing public involvement opportunities for stakeholders, roadway users, and the public to engage with the project team.

Two public meetings have been held for this project. The first public meeting was held in November 2016, and the second held in August 2018. TxDOT has also held stakeholder meetings with the City of Huntsville and Walker County officials throughout the project development process.

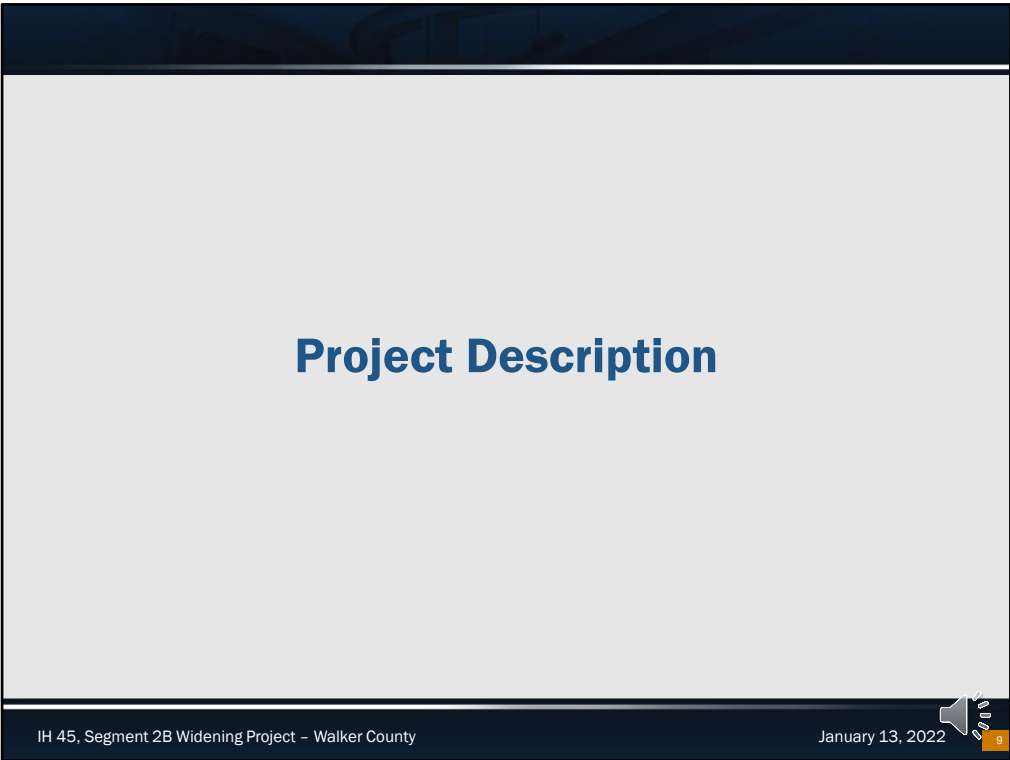
This Virtual Public Hearing is being held to: present the proposed design; present project findings; and gather public comments. As previously mentioned, an in-person hearing option will also be provided on January 13, 2022 from 4 p.m. to 6:30 p.m. at the Walker County Storm Shelter. You are encouraged to submit comments on the proposed project after reviewing the hearing materials and listening to this presentation.

Project Involvement Purpose and Timeline

- Virtual Public Hearing Notices were published in the Huntsville Item on December 18 and 26, 2021
- Notice was posted to the TxDOT website on December 20, 2021
- Notices were mailed directly to adjacent property owners on and elected officials on December 16, 2021

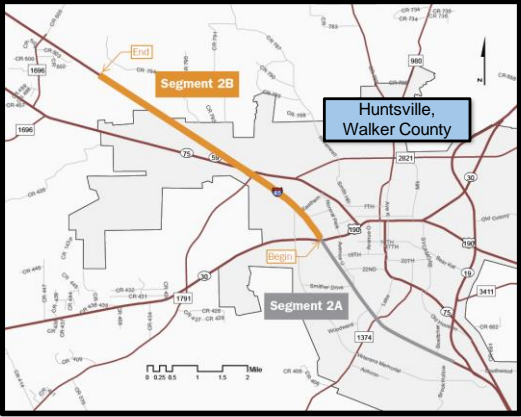


Notices for this Virtual Public Hearing were published in the Huntsville Item on December 18th and 26th, 2021. The notice was posted on the TxDOT website on December 20, 2021. Notices were mailed to elected officials and adjacent property owners on December 16th, 2021.



Project Description

Project Description



IH 45, Segment 2B Widening Project:

Limits:
 From: SH 30
 To: 0.7 miles south of FM 1696

Location:
 Walker County

Project Length:
 Approximately 4.7 miles

IH 45, Segment 2B Widening Project – Walker County

January 13, 2022

The proposed project extends along IH 45 for approximately 4.7 miles from State Highway 30 to 0.7 miles south of FM 1696 in Huntsville, Walker County.

The proposed Segment 2B project would widen IH 45 from four to six lanes including reconstruction and realignment of freeway main lanes and ramps. In addition, the project would create two new interchanges—the first would be located near San Jacinto Street, west of IH 45, and Moffett Springs Road, east of IH 45; and the second would be located north of the Texas Department of Criminal Justice Headquarters. A raised median along State Highway 75 from Brookview Drive to FM 2821 would be constructed to reduce vehicle turning conflicts. The project would also improve drainage structures, bridges, frontage roads, and crossroads adjacent to new ramps and interchanges.

Please note the Segment 2A widening project along IH 45 in Huntsville from State Highway 30 to State Highway 19 is currently under construction with expected completion in the fall of 2026.



Purpose and Need

Purpose and Need

Purpose:

- Enhance freight mobility and address congestion

Need:

- IH 45 in its existing configuration is not sufficient to accommodate the traffic expected with predicted population growth

Average Daily Traffic Projections

(vehicles per day)

Location \ Year	2020	2040	2050
From FM 1696 To SH 19	49,800	68,000	76,600

54% Increase
(2020-2050)

- 56% vehicle crash rate increase from 2012 to 2016

The purpose of this project is to enhance freight mobility, address congestion along the IH 45 corridor and locally for the citizens of Huntsville. The project will increase safety by utilizing the latest design standards and improve the corridor's function as a primary hurricane evacuation route.

The Texas Demographic Center predicts that the State's population could double between now and 2050, much of which will be within the areas between Houston and Dallas; and with additional people comes additional traffic. Traffic projections from TxDOT's Transportation Planning and Programming Division indicate an increase in average daily traffic of approximately 54% between 2020 and 2050. The existing roadway will not be able to accommodate the expected traffic growth. The corridor also exhibited a 56% crash rate increase between 2012 and 2016. Finally, the corridor currently exhibits peak-hour congestion that will only worsen over time without the proposed improvements



Proposed Improvements

Proposed Improvements

- Widen main lanes from four to six travel lanes and shoulder improvements
- Replace existing IH 45 main lane pavement with concrete pavement
- Improve frontage roads and shoulders and convert to one-way frontage roads
- Increase vertical clearance under main lane bridges to 18.5 ft
- Provide pedestrian and bicycle accommodations along urban frontage roads
- Improve drainage structures, as needed, along the corridor
- Update existing interchanges to enhance traffic operations
- Construct two new interchanges: (i) near San Jacinto Street and Moffett Springs Road; and (ii) north of the Texas Department of Criminal Justice (TDCJ) Headquarters

IH 45, Segment 2B Widening Project – Walker County

January 13, 2022

14

The proposed improvements for the IH 45, Segment 2B Widening Project include:

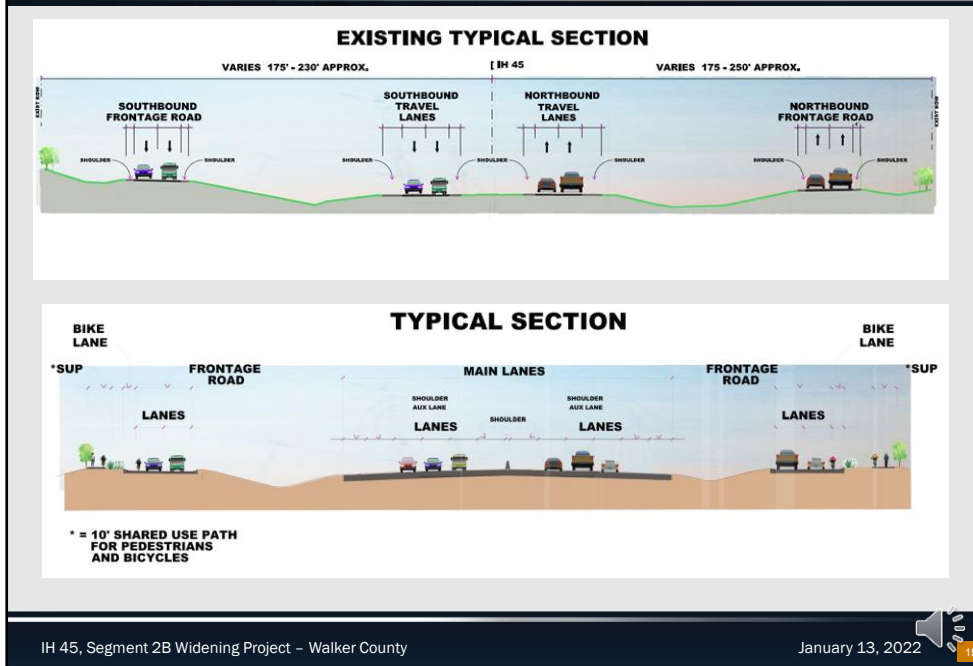
- Widening the IH 45 main lanes from four to six lanes, three in each direction, and improving main lane shoulders,
- Replacing the existing IH 45 main lane pavement with concrete pavement,
- Improving the frontage roads including shoulder improvements and converting the existing two-way frontage roads to one-way frontage roads,
- Increasing the vertical clearance under IH 45 main lane bridges to 18.5 ft,
- Providing pedestrian and bicycle accommodations along the urban area frontage roads within the corridor,
- Improving drainage structures, as needed, along the corridor,
- Updating existing interchanges to improve their traffic operation, and
- Constructing two new interchanges—the first would be located near San Jacinto Street, west of IH 45, and Moffett Springs Road, east of IH 45; and the second would be located north of the Texas Department of Criminal Justice (or TDCJ) Headquarters.

The design schematic which illustrates the proposed design presented in this virtual public hearing is available for viewing and download at the TxDOT website:

www.txdot.gov, just type “IH 45 Segment 2B Hearing” in the keyword search box.

The following slides will present key features of the proposed project.

Proposed Improvements



IH 45, Segment 2B Widening Project - Walker County

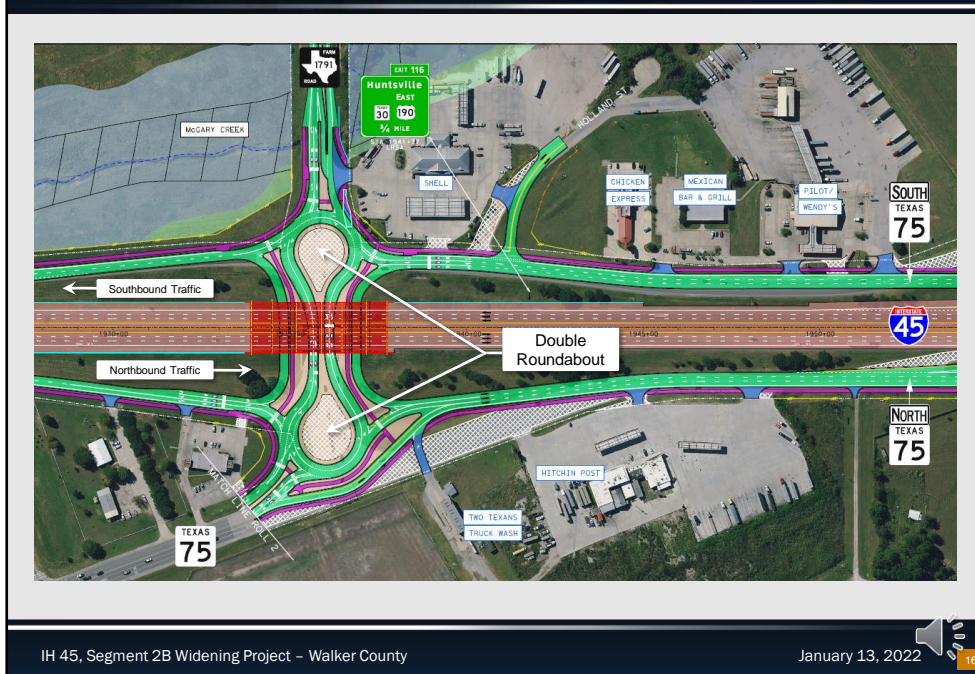
January 13, 2022

15

The existing conditions along IH 45, as shown in the Existing Typical Section, consist of a four-lane divided rural freeway, two lanes in each direction separated by a grassy median, and two-lane frontage roads.

The proposed design, as shown in the Typical Section, would consist of a six-lane divided urban highway, three lanes in each direction separated by a concrete traffic barrier, and shoulder improvements. The frontage roads would be reconstructed to include a 4 ft shoulder to allow for on-street bicycle traffic. All two-way frontage roads within the project limits would be converted to one-way frontage roads. In addition, a shared use path would be constructed along urban area frontage roads to accommodate bicyclists and pedestrians. The 10 ft wide shared use paths would allow bicyclists and pedestrians to travel safely in each direction along the corridor.

Proposed Improvements



IH 45, Segment 2B Widening Project – Walker County

January 13, 2022

The existing interchange at the intersection of IH 45 and FM 1791 will be upgraded and replaced with a double roundabout, often referred to as a “dog bone” roundabout, as shown in this slide. Roundabouts have several advantages over traditionally signalized intersections because they reduce the number of conflict points at an intersection, they improve traffic flow through the intersection since there would be less delay without traffic signals, especially during non-peak hours, and studies have shown that there is a significant reduction of injury crashes, incapacitating crashes, and fatalities.

At this intersection:

- A new bridge, shown in red, over the intersection will be constructed for the IH 45 main lanes.
- The double roundabout configuration consists of a roundabout on each side of IH 45 where traffic would be able to flow through the intersection unsignalized. The roundabouts would operate with traffic coming from FM 1791, State Highway 75 and the IH 45 frontage roads.
- The underpass area will be widened to accommodate the double roundabout configuration and resulting northbound and south bound through lanes, as well as U-turn lanes from the frontage roads so that U-turning traffic can continue to by-pass the intersection.
- Bicycle and pedestrian accommodations, shown in purple, consisting of sidewalks and crosswalks will be provided to allow for safe crossing under IH 45.

Regarding ramps near the FM 1791 interchange:

- The two ramps south of FM 1791 and the north bound ramp between FM 1791 and Moffett Springs Road would be upgraded to current standards.
- The south bound ramp between FM 1791 and Moffett Springs Road would be reconfigured from an exit ramp to an entrance ramp.

Proposed Improvements

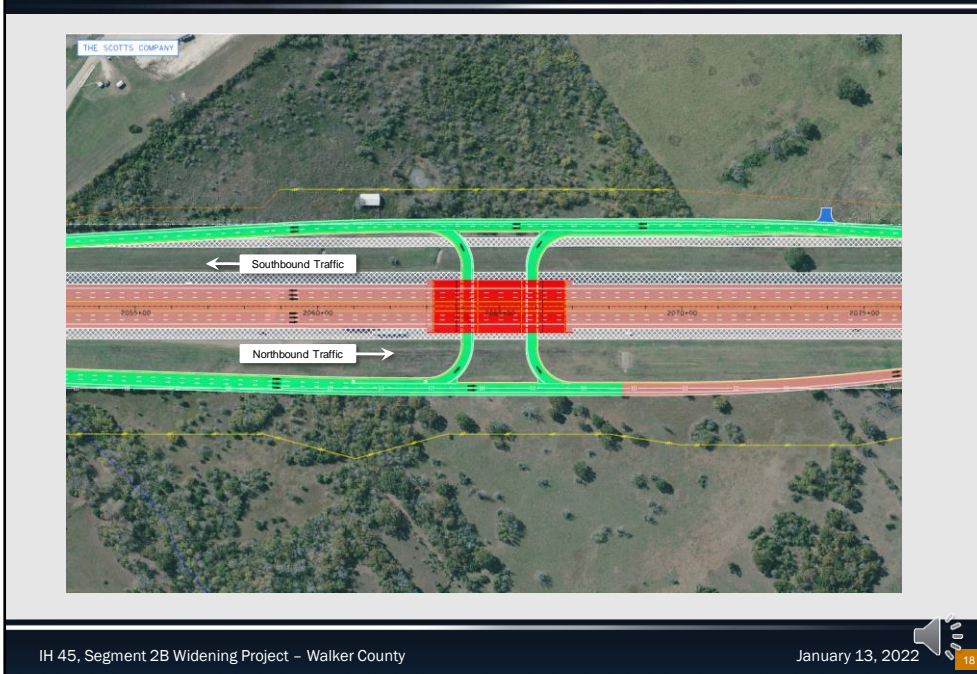


As illustrated in this slide, a new double or “dog bone” roundabout interchange would be constructed near San Jacinto Street, west of IH 45, and Moffett Spring Road, east of IH 45. In addition, a traditional roundabout would be constructed at the intersection of State Highway 75 and Brookview Drive to improve general traffic flow and local connectivity through this area, as well as maintain access to residential neighborhoods.

At this intersection:

- A new bridge, shown in red, over the intersection will be constructed for the IH 45 main lanes.
- The double roundabout configuration consists of a roundabout on each side of IH 45 where traffic would be able to flow through the intersection unsignalized. The roundabouts would operate with traffic coming from Moffett Springs Road, the IH 45 frontage roads, and the new access road west of IH 45 coming from a new roundabout that would be constructed at the intersection of State Highway 75 and Brookview Road.
- Moffett Springs Road, east of IH 45, would be re-aligned as shown to provide access to the new double roundabout interchange.
- The underpass area would accommodate the double roundabout configuration and resulting north bound and south bound through lanes, as well as U-turn lanes from the frontage roads so that U-turning traffic can by-pass the intersection.
- Bicycle and pedestrian accommodations, shown in purple, consisting of sidewalks and crosswalks will be provided to allow for safe crossing under IH 45.

Proposed Improvements



As shown on this slide, a new interchange would be constructed along IH 45 at a location approximately 0.5 miles north of the TDCJ Headquarters. The objective of the interchange is to establish circulation for the proposed one-way frontage roads. It is noted that the north bound frontage road would be new frontage road construction.

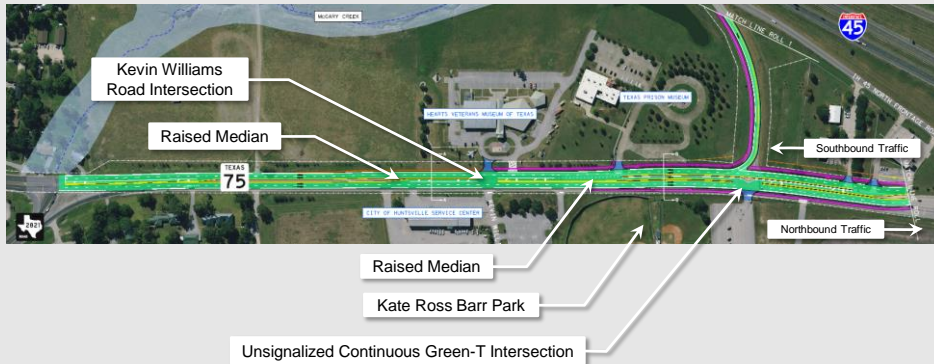
At this intersection:

- A new bridge, shown in red, over the intersection would be constructed for the IH 45 main lanes.
- The underpass area, shown in green would accommodate U-turn lanes from the frontage roads so that U-turning traffic can access both sides of the IH 45 frontage.

Regarding ramps near the interchange:

- The north bound ramp between Moffett Springs Road and the new interchange would be a new location ramp.
- The south bound ramp between Moffett Springs Road and the new interchange would be reconfigured from an entrance ramp to an exit ramp.
- North of the new interchange, a new location north bound entrance ramp to IH 45 and a new location south bound exit ramp to the south bound frontage road would be constructed.

Proposed Improvements



IH 45, Segment 2B Widening Project – Walker County

January 13, 2022

20

This slide presents the raised median configuration that would be constructed from the proposed double roundabout interchange at FM 1791 to FM 2821. A median break will be provided at Kevin Williams Road to allow access to the HEARTS Veterans Museum of Texas and City of Huntsville Service Center.

Also shown on this slide is the raised median configuration for an unsignalized Continuous Green-T Intersection that would provide access to Kate Barr Ross Park for north bound vehicles on State Highway 75. South bound vehicles on State Highway 75 would proceed uninterrupted through this location.



**Project Funding
and
Anticipated Project Schedule**

IH 45, Segment 2B Widening Project - Walker County

January 13, 2022

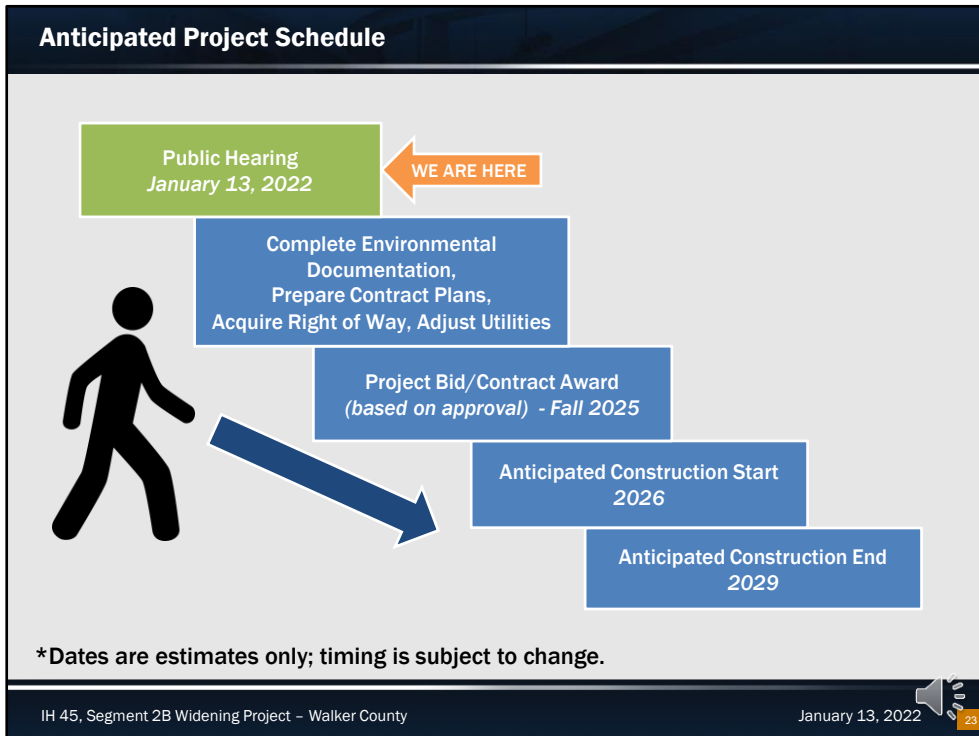
Project Funding and Anticipated Project Schedule

Project Funding

- Project CSJ: 0675-06-103
- Total Estimated Construction Cost: \$210,000,000
- The proposed project is included within:
 - **Statewide Transportation Improvement Program (STIP)**
 - 10-year **Unified Transportation Program (UTP)**
- Funding Source – Federal and State Funds:
 - Category 4 Rural Connectivity
 - Category 12 Strategic Priority



The proposed project has an estimated construction cost of approximately \$210 million dollars. This estimate is preliminary and subject to change. The project is included within the Statewide Transportation Improvement Program and the 10-year Unified Transportation Program. The source of funds are from TxDOT's Category 4 Rural Connectivity Program, which consists of a 90% federal and 10% state funding contribution and TxDOT's Category 12 Strategic Priority Program, which consists of 80% federal and 20% state funding.



The general project development schedule is shown on this slide.

We are currently in the process of completing the environmental documentation and developing contract construction plans for the project.

The anticipated let date for contractor bidding is fall of 2025 with an expected construction start date in early 2026. Construction would take approximately three years to complete.

Environmental Process

IH 45, Segment 2B Widening Project - Walker County

January 13, 2022

24

Environmental Process

Environmental Process

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 TxDOT Bryan District conducted the environmental study and documentation for this IH 45 Segment 2B project in compliance with the National Environmental Policy Act (NEPA).

We are required to share the statement shown on this slide at all of our public outreach activities and environmental documentation. Its purpose is to notify the public and other agencies that the Federal Highway Administration (FHWA) has delegated some of its responsibilities to TxDOT when it comes to the environmental review and approval of certain types of transportation projects.

Environmental Process

An Environmental Study was conducted for the proposed project to comply with the National Environmental Policy Act (NEPA).

The study identified and assessed potential impacts to the natural and human environment, including:

- Air Quality
- Archeological Resources
- Non-Archeological Historic Properties
- Community Impacts
- Biological Resources
- Hazardous Materials
- Section 4(f)/Chapter 26
- Traffic Noise
- Water Resources

As mentioned earlier, the environmental study and documentation was conducted to comply with NEPA. The study identified and assessed potential impacts by the proposed project regarding specific aspects of the natural and human environment listed on the slide.

Environmental Process

Project Coordination

- City of Huntsville
- Walker County
- Sam Houston State University
- Chamber of Commerce
- Law enforcement and emergency medical services
- Adjacent property owners
- Federally-recognized Tribes with interest in TxDOT projects
- Texas Parks and Wildlife Department (TPWD)

TxDOT coordinated with various state and federal agencies, as well as local stakeholders. This was done in order to develop a project that complies with all applicable regulations and takes in to account the concerns of civic and business interests as well as private citizens.

Environmental Process

Air Quality

- National Ambient Air Quality Standards (NAAQS)
- No Impact

Archeological Resources


- Research/Databases
- Archeological Background Study
- No Impact

Non- Archeological Historic Properties

- National Register of Historic Places – no properties listed or eligible
- No Impact

Community Impacts

- No disproportionately high or adverse impacts to Environmental Justice or Limited English Proficiency populations

IH 45, Segment 2B Widening Project – Walker County January 13, 2022  28

The results of the environmental study for the proposed IH 45 is summarized as follows:

The project will not impact air quality.

There will be no impact to undisturbed archeological resources or any historic properties.

A community impact analysis determined that any minor impacts to community cohesion would be offset by the improved mobility and connectivity as a result of the project. Therefore, no permanent community impacts are anticipated.

It was also determined that there would be no disproportionately high or adverse impacts to Environmental Justice or Limited English Proficiency populations.

Environmental Process

Biological Resources

- Threatened and Endangered Species - Walker County
 - No impacts to any federally-listed species
 - Potential habitat is present for state-listed species
- Vegetation Types – potential impacts
 - Urban
 - Mixed woodlands and grasslands

Hazardous Materials

- Initial Site Assessment
 - Regulatory Databases / Site Visit –leaking petroleum storage tank sites identified
- Testing
 - Lead-based paint – not present
 - Asbestos containing materials – not present

The project will have no effect on any federally listed species or its habitat. Potential habitat for state listed species is present within the study area. TxDOT will implement best management practices as specified in its programmatic agreement with the Texas Parks & Wildlife Department to avoid impacts to state listed species.

The proposed project was reviewed by the Texas Parks and Wildlife Department's Wildlife Habitat Assessment Branch and they had no comments.

An assessment was performed to identify hazardous materials within the project area. Leaking petroleum storage tank sites were identified through a regulatory database review. Additional investigations are on-going regarding these sites to determine if any remediation measures are needed.

Bridges to be replaced within the study area were tested for both asbestos containing materials and lead-based paint. No asbestos or lead-based paint was identified.

Environmental Process

Traffic Noise

- Traffic Noise Model – TNM (FHWA approved)
- 23 representative receivers modeled; 16 showed a noise increase
- Greatest noise increase +4 decibels
- Noise abatement measures were determined to be not feasible or reasonable for any of the impacted representative receivers

Water Resources

- Construction General Permit is applicable (coordinate with TCEQ)
- Waters of the US are present. Work will be covered under Individual Permit authorized by the US Army Corps of Engineers



Existing and predicted traffic noise levels were modeled using the approved FHWA traffic noise model. An increase of no greater than 4 decibels was predicted. Noise abatement measures were evaluated where the noise impacts were anticipated. But this evaluation determined that noise abatement measures are not reasonable and feasible for this project.

For impacts to water resources, TxDOT will comply with all state construction permitting, storm water management, and notification requirements.

It is anticipated that work within Waters of the U.S. will be authorized under an individual permit issued by the US Army Corps of Engineers.

Environmental Process

CATEGORICAL EXCLUSION

A class of action that normally does not individually or cumulatively have significant environmental impacts. This action does not induce significant impacts to planned growth or land use for the area; does not require the relocation of significant numbers of people; does not have a significant impact on any natural, cultural, recreation, or historic resource; does not involve significant air, noise, or water quality impacts; does not have significant impacts on traffic patterns; or does not otherwise, either individually or cumulatively, has any significant environmental impact.

The findings of the environmental study show that this project has no significant impact on the environment and that no unusual circumstances exist and thus, the project qualifies to be categorically excluded from the requirements to prepare an environmental assessment or environmental impact statement under NEPA.

The proposed project plans and details on the environmental studies performed and the conclusions reached, will continue to be available for review at the TxDOT Bryan District Office.

TxDOT Right of Way Process

IH 45, Segment 2B Widening Project - Walker County

January 13, 2022

32

The image is a screenshot of a presentation slide. It features a dark blue header bar at the top. The main content area is light gray with the title 'TxDOT Right of Way Process' centered in a bold, dark blue font. At the bottom, there is a dark blue footer bar containing the project name 'IH 45, Segment 2B Widening Project - Walker County' on the left, the date 'January 13, 2022' on the right, and a small speaker icon and the number '32' in the bottom right corner.

TxDOT Right of Way Process

TxDOT Right-of-Way Process

Project Impact

- 37.6 acres of new right-of-way
- Two commercial property displacements

Uniform Act

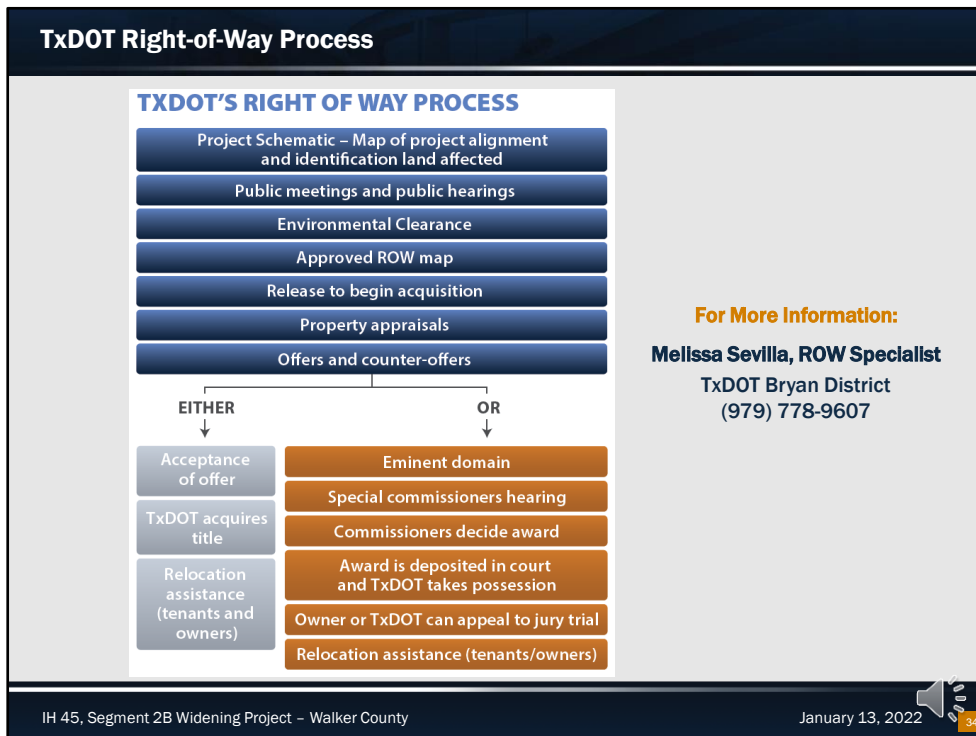
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended, commonly called the **Uniform Act**, is the primary law for acquisition and relocation activities on Federal or federally-assisted projects and programs. This law was passed by Congress in 1970 for making public acquisition of private property as fair and equitable as possible. Several provisions of the law were amended in 1987 as part of Surface Transportation and Uniform Relocation Assistance Act of 1987 (STURAA).
- **State of Texas Landowner's Bill of Rights** prescribed by the Texas Legislature in Texas Government Code Sec. 402.031 and Chapter 21 of the Texas Property Code.



The project requires approximately 37.6 acres of new right-of-way which includes displacements of two commercial properties.

When acquiring right-of-way, TxDOT follows the Federal Uniform Act and the State of Texas Landowner's Bill of Rights.

TxDOT Right-of-Way Process



The right-of-way acquisition process begins with a survey at each tract of land of the proposed right-of-way parcels as identified in the project schematic. A registered professional land surveyor will produce a map of all rights-of-way for the project as well as a parcel sketch and legal land description for each parcel of land requiring acquisition. As a general rule, the next step is to obtain environmental clearance for the project, after which the survey documents are then turned over to a contracted independent appraiser who will notify the landowner to set a meeting time to conduct an appraisal of the parcel and property.

The independent appraiser will determine the fair market value of the parcel, including the value of any damages to the remainder, and the value of all improvements on the parcel. TxDOT will provide the landowner with a copy of that report along with a letter offering that value as the purchase price. The landowner may make one counteroffer if there are elements affecting the value that have been neglected in the report.

TxDOT has an administrative settlement team who will consider a counteroffer and recommend whether to accept it or not. If the landowner agrees to the offered value or an administrative settlement value, then TxDOT will process the necessary records of the transaction to take possession of the right-of-way.

If the landowner does not agree with the value of the offer and an administrative settlement is not reached, then the next avenue available to the landowner is a special commissioners hearing. The special commissioners are three local citizens knowledgeable of local land values who are appointed by the judge whose court has jurisdiction over the area. These commissioners hear from the landowner and from TxDOT as to the value of the property, and then make their own judgment as to that value. The amount of that judgment is deposited by the state in the registry of the court and the state takes possession of the right-of-way at that time. The landowner may decide whether to withdraw the awarded funds or seek further remedy through a jury trial. The state may also seek a jury trial if the state does not agree with the commissioners' award. The trial is heard before a jury in the district court and the jury decides the appropriate award. This jury award may also be appealed by either side through the civil appeals process.

The Uniform Act also provides for relocation assistance to those who are displaced by a project. This assistance may cover moving expenses, business losses during the move, and other expenses for a commercial displacement. It may cover moving expenses for relocating residents, whether they are tenants or owners. Eligible expenses may include the costs of moving real or personal property and possibly supplemental funds if similarly valued properties are not available. The move must be to a decent, safe, and sanitary location that is of equal or greater value than the original location. Relocation resources would be made available to all eligible displaced residents, including tenants, without discrimination.

If you have any questions about the right of way process, you can contact the TxDOT – Bryan District Right of Way Specialist, Melissa Sevilla, at (979) 778-9607.

Provide Hearing Comments

IH 45, Segment 2B Widening Project - Walker County

January 13, 2022

35

Provide Hearing Comments

Provide Hearing Comments

The public hearing comment period is open from 4 p.m., Thursday, January 13, 2022 until 11:59 p.m., Friday, January 28, 2022.

Submit Comments by:

☎ Phone: 936-241-8802 TxDOT Public Comment Line for this project

✉ Email: JannKeong.Kam@txdot.gov

✉ Mail: TxDOT Bryan District
Attn: Jann Keong Kam, P.E.
2591 N. Earl Rudder Freeway
Bryan, Texas 77803-5190

💻 Comment form available online at www.txdot.gov
Type "IH 45 Segment 2B Hearing" in the keyword search box

Project Staff Contact Information – General Questions:

☎ (979) 778-2165 between the hours of 8 a.m. and 5 p.m., Monday through Friday

As previously mentioned, TxDOT is interested in receiving comments you might have on the information presented about this project. We understand this virtual meeting format is a bit different, so let's take a few minutes and explain the comment process. Comments can be submitted in a variety of ways:

- If you are attending the in-person hearing option, you may submit a written comment through the comment box provided for the in-person hearing—hard copy comment forms will be made available.
- You may submit a verbal comment by calling the TxDOT Public Comment Line established for this project at 936-241-8802 immediately following this virtual public hearing presentation or any time during the formal comment period for this hearing from 4 p.m., Thursday, January 13, 2022, until 11:59 p.m., Friday, January 28, 2022.
- You may submit a written comment by email to Jann Keong Kam, P.E. at JannKeong.Kam@txdot.gov
- You may submit a written comment by mail to our TxDOT District office—mail comments to:
TxDOT Bryan District Office
Attn: Jann Keong Kam, P.E.
2591 North Earl Rudder Freeway
Bryan, Texas 77803
- A comment form is available online and can be found at our TxDOT website www.txdot.gov, just type "IH 45 Segment 2B Hearing" in the keyword search box.

Both written and verbal comments will be considered equally. If you submit your comments in writing, it is not necessary to repeat your comments verbally.

While comments are always welcome, all public hearing comments must be submitted or postmarked by **Friday, January 28, 2022**, to be part of the official public hearing record.

If you have general questions or concerns regarding the proposed project or virtual public hearing, please contact Neal Riddle, P.E., TxDOT Project Manager by phone at (979) 778-2165 between the hours of 8 a.m. and 5 p.m., Monday through Friday, at any time during the project development process.

Thank You!



Thank you for participating in the virtual public hearing. This concludes the public hearing for the IH 45 Walker County Widening Project, Segment 2B. This Hearing is adjourned.