



I-14 Existing Conditions Public Meeting FAQ

[What is the I-14 Central Texas Corridor Study?](#)

In November 2021, the Infrastructure Investment and Jobs Act (IIJA) designated the I-14 System in Texas, along with Loop I-214 around the Cities of Bryan and College Station. The TxDOT Bryan District is studying the future I-14 Central Texas Corridor to determine the feasibility of a corridor and route for a roadway facility that meets interstate standards.

[What is the purpose of the I-14 Central Texas Corridor Study?](#)

The I-14 Central Texas Corridor will align with on-going I-14 development and planning efforts in Texas to ensure consistency and continuity of the interstate corridor from west Texas to Louisiana. The primary goals of the I-14 project are to provide safe and reliable east-west connectivity, improve traffic mobility including freight, relieve congestion caused by increasing traffic demand, and support deployment from our military bases to strategic ports.

[What are the study limits?](#)

The study area includes 11 counties from Rogers in Bell County to Huntsville in Walker County, approximately 125 miles in length. The new, future interstate will generally follow portions of US 190 eastward but may utilize other existing roadways or even follow a new alignment.

[What is the Loop I-214 Corridor Study?](#)

Loop I-214 is a recently designated future loop around the Cities of Bryan and College Station, which is anticipated to co-align with I-14 as it passes through the Bryan-College Station area.

[Why are I-14 and Loop I-214 both being evaluated in this Study?](#)

The I-214 loop is located entirely within the Study area and anticipated to co-align with I-14 as it passes through the Bryan-College Station area, as such evaluation of Loop I-214 will be included as part of the I-14 Study.

[Has TxDOT already decided on a 'route'?](#)

No. The purpose of this study is to determine the preferred route of the future I-14.

[How does TxDOT determine a route?](#)

TxDOT starts by collecting available information about the existing conditions in the Study area and analyzing that information to develop a baseline understanding. This existing conditions understanding will help in the development of alternative Conceptual Corridors that would be approximately one mile-wide. After continued technical evaluation and public input, the alternative Conceptual Corridors would be further refined and combined across the Study area to create one-mile-wide Feasible Corridors. Within the Feasible Corridors, viable routes approximately 1,000-ft wide would be developed factoring in existing conditions, identified constraints, and impact to the environment and surrounding communities. The outcome would be to identify a preferred route.

(Note: Future development phases beyond this Study include development of the interstate alignment within the preferred route corridor. The new roadway facility would typically require 300 to 500 ft of right of way, potentially wider depending on geography and other considerations.)

What is the next phase of the Study?

We are currently in the Corridor Feasibility Study Phase, this will evaluate the feasibility of an interstate highway corridor in the Study area by collecting data to understand existing conditions, evaluating growth projections, identify environmental considerations and constraints, engage resource agencies, and collect public and stakeholder input on needs and preferences. The outcome of this phase is to develop a Feasible Corridor.

The next phase is the Transition Phase. This phase will evaluate public input, any changes to interstate highway legislation, and the environmental coordination process in an effort to identify any data gaps or adjustments that would be needed to progress the Study. Additional data collection not captured during Phase 1 may be conducted during this phase, and a Route Study Implementation Plan will be developed in preparation for the next phase.

The concluding phase is the Route Study. This phase will establish viable routes approximately 1,000-foot-wide for further analysis within the feasible corridors considering the Needs and Purpose of the Study, right of way and environmental impacts, and public and stakeholder input. The outcome of this phase is to develop a preferred Route.

What factors are considered in the planning process?

There are numerous factors that go into the development of a feasible corridor and preferred route. The Study will review existing conditions such as natural and cultural resources, land use, park land, water resources, flood plains, hazardous materials sites, and projected traffic demand. The Study will consider future planned developments, economic development potential, right of way impacts, other state-wide and local transportation planning efforts, projected population growth trends, and potential social and community impacts. The engineering analyses and technical evaluations performed throughout the Study will consider stakeholder and public input.

How are environmental concerns going to be documented?

Environmental constraints will be identified and documented throughout all phases of the Study and will follow the NEPA (National Environmental Policy Act) guidelines where applicable in an attempt to streamline the environmental approval process for future phases of project development.

Environmental impacts will be avoided to the extent possible. If the impacts cannot be avoided, they will be minimized or mitigated appropriately. The Study team has also reached out to the appropriate environmental resource agencies to receive input about the Study and facilitate the identification of sensitive environmental resources.

Will eminent domain be used to acquire property?

At present, TxDOT has not determined where additional right of way will be required for the future interstate highway. Once the project is further developed beyond this Study, areas of right of way acquisition will be identified including a timeline for the right of way acquisition process.

When will the I-14 Central Texas Corridor Study be completed?

TxDOT has identified a study process that will take about 7 to 8 years to complete. This process begins with an evaluation of an approximately 5,000 square mile Study area and concludes with identification of an approximately 1,000-foot wide preferred route corridor for a future I-14 highway and Loop I-214 around Bryan-College Station. TxDOT is committed to conducting a thorough public involvement process and will adjust the Study as needed to ultimately provide a preferred I-14 interstate route alternative.

Why is this study taking 8 years?

TxDOT is committed to leading a thorough technical evaluation and robust public engagement process. The Study area includes 11 counties and spans an east-west distance of approximately 125 miles from Rogers in Bell County to Huntsville in Walker County. An 8-year timeframe to complete the Study is reasonable given the variability of existing transportation infrastructure across the corridor, not to mention communities, terrain, and environmental constraints.

When will I-14 be completed?

The I-14 system development in Texas is a multi-decades long process. TxDOT is committed to identifying preferred routes that minimize impacts to the built and natural environment, while taking into consideration public input every step along the way. TxDOT will accelerate segments of I-14 as funding comes available and the process allows.

How can I stay informed?

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