

Frequently Asked Questions

Who is responsible for the proposed Inner Loop East roadway?

The proposed Inner Loop East roadway is currently in the early stages of project development. Brazos County is conducting preliminary engineering. This includes schematic and environmental approval, the first phase in roadway planning and project development which is a multi-phase process that can take several years.

The County is working in partnership with local transportation partners, TxDOT is the state agency in charge of ensuring the [National Environmental Policy Act \(NEPA\)](#) process is followed, as outlined by the United States National Environmental Protection Agency. Additional project development phases and construction would likely be conducted by other agencies in continued partnership with Brazos County.

The County is conducting the preliminary engineering now to facilitate the process early and provide a local perspective in preserving the corridor before more development occurs and the impacts are more significant.

Why is a loop needed around Bryan and College Station?

The area around east Bryan and College Station is rapidly growing, with more developments being constructed and expanded each year. According to the Texas State Demographer, Brazos County can expect to see the population nearly double by 2060. Anticipated population growth and higher future traffic demand in the Bryan-College Station area, particularly east of SH 6, will result in more congestion on existing roadway infrastructure.

The BCS MPO identified the need for a new roadway considering the projected growth and the lack of north-south connectivity through the County. This Loop is not intended as a reliever route around the area or as an alternative for SH 6. It is intended to enhance and work with the existing system by meeting future local traffic needs while reducing congestion and improving safety and mobility long term.

What is the purpose of this study?

The purpose of this study is to identify a footprint and preserve a feasible corridor for a future roadway before more development occurs. Corridor preservation is key in keeping up with development and population growth for maintaining effective transportation for the future.

Today, there is no viable north-south route to handle additional traffic that will come from future development. It is the responsibility of the County to plan for the future, and the

expected growth requires transportation and infrastructure planning to keep pace with the influx of new residents and vehicles to ensure residents have safe travel options as the community continues to grow.

The Inner Loop East project will improve local mobility and connectivity east of SH 6, similar to FM 2818 west of SH 6.

What alternatives have been considered?

The Study Team recognizes the value of evaluating other travel options through the area rather than constructing new roadways and impacting residents. Considering the amount of development occurring to the east and the lack of north-to-south travel options through the area, a new roadway corridor appears to be the most feasible option in maintaining mobility through eastern Brazos County.

How did we get here, and what are the next steps?

The need for the Inner Loop East was first formally identified in the [BCS MPO 2050 Master Thoroughfare Plan](#), which was adopted at the June 26, 2017 Policy Board Meeting. The MPO 2050 Master Thoroughfare Plan was developed for regional planning purposes throughout the County and considered several factors, including expected population growth, the existing and future roadway network, the anticipated development, and community input. The MPO received and considered over 2,000 written comments through ten public meetings over the course of the plan's development.

Since then, the County received funds to begin the early stages of project development through the voter-approved Transportation Road Improvement Bond Program (TRIP) 2022 bond. A Commissioner's Court Bond Workshop was held on July 28, 2022, prior to the call for a bond election in August 2022, to discuss potential studies and projects where bond funds would be used. This workshop was open to the public and included representatives from Brazos County, BCS MPO, the cities of Bryan and College Station, Texas A&M University, Texas A&M Transportation Institute (TTI), State Representative John Raney, Bryan and College Station ISDs, KBTX, Brazos Valley Economic Development Corporation, Bryan/College Station Chamber of Commerce and community members. A full list of projects funded through the voter-approved Transportation Road Improvement Bond Program (TRIP) 2022 bond can be found here: https://www.brazoscountytexas.gov/DocumentCenter/View/4141/MASTER_Brazos-County-Bond-Program_2022---072822. Additional information on the bond, the election, and proposed projects and studies to be funded can also be found here: <https://wtaw.com/brazos-county-commissioners-support-asking-voters-for-a-100-million-bond-issue-for-roads/>

Additionally, Brazos County Commissioners Court approved the contract to move forward with the Inner Loop East Study and hired the design engineer at a regular Commissioner's Court meeting on February 6, 2024. An update on the status of the bond and studies/projects was shared with Commissioner's Court on April 9, 2024.

The design engineer developed a feasible study area in collaboration with Brazos County based on the area identified in the MPO plan and developed several alignment options. As technical and environmental evaluations were conducted, alignments that were no longer identified as feasible were removed.

On November 7, 2024, the Study Team held its first of three public meetings to introduce the planning effort and a variety of feasible alignment options for public comment.

Public comments shared with the study team through Wednesday, February 19, 2025 were included in the official meeting record. Input collected was used to refine alignment concepts for further evaluation and public comment.

Beginning spring 2025, the Study Team began meeting with individual property owners who could be directly impacted by the preferred alignment options to collect feedback, answer questions, and address concerns.

Following the meetings with property owners, the Study Team will hold a second public meeting in mid-2025 to share the preferred alignment options with the public, study evaluations, and collect additional feedback from the community.

Additionally, the Study Team will continue to meet with elected officials and community leaders throughout the study and project development to listen to their feedback while keeping them informed.

The Study Team will then use technical evaluations along with input received to identify the preferred alignment option and refine the schematic design. The Study Team will hold a public hearing in late 2026 and could receive environmental clearance following the public hearing. The community will have an opportunity to share additional feedback and comments to be included in the final documentation at this time as well.

The Inner Loop East Study is following the [National Environmental Policy Act \(NEPA\)](#) process as outlined by the United States Environmental Protection Agency.

Is the project already finalized?

The Study Team is in the early stages of the project development. While several potential alignment options and a no-build option are being evaluated, nothing is final at this point, and the Study Team is actively working with the community to share information and collect feedback.

What is the timeline for the current phase of the Study?

The current timeline for this phase includes:

Late 2023 to Mid-2024:

Environment Studies, Data Collection and Analysis, Alternatives Development

November 7, 2024:

Public Meeting #1

Six Conceptual Alignments Presented

Mid-2024 to Early 2025:

Environmental Studies, Data Collection and Analysis,

Early 2025 to Mid-2025

Public Meeting #2

Select Preferred Alternative

We Are Here

Mid-2025 to Mid-2026:

Public Meeting #3

Public Hearing and Environmental Clearance

Schematic Approval

What is the timeline for Construction?

The primary purpose of the study is to identify and follow the environmental process to preserve the corridor. Only the preliminary engineering which includes the schematic and environmental study is currently funded. Should the study determine the roadway is needed, additional funding will be needed for detailed design, right-of-way acquisition, and construction.

The Study Team expects to complete a schematic design for the potential roadway and could receive environmental clearance in late 2026. An anticipated timeline has not been established for the remaining phases of development.

If the study determines that moving forward with the identified alternative addresses the Need and Purpose of the proposed roadway, there will be a multi-year process that includes additional opportunities for the community to be involved and provide input.

Advancement from step to step is contingent upon the outcome of the previous step and the availability of funding.

Alignment Alternatives Analysis, Schematic and Environmental Study/Clearance

WE ARE HERE.

- Identify Purpose and Need
- Develop, Evaluate, & Screen Alternatives
- Potentially Identify Preferred Alternative(s)
- Analyze Build and No-Build Alternatives
- Develop High-Level Schematic
- Identify Environmental Effects
- Obtain Environmental Decision

Final Design, Construction Plans, Cost Estimates, Utilities Relocation, and Right-of-Way Acquisition (this phase is determined based on traffic demand and available funding)

- Offers & Negotiations with Property Owners
- Right-of-Way Acquisition
- Utility Relocations
- Plans, Specifications, & Estimates
- Bid Ready

Are objections from the community being considered?

All feedback from the community is considered during the study phase and throughout project development.

What are the other major projects within this area?

SH 6 Expansion Project

Project Led by the Texas Department of Transportation

The current timeline for the SH 6 expansion project is to start construction in the second half of 2025. The project will reduce congestion, improve regional mobility, and enhance safety along the corridor—allow traffic to move efficiently through the corridor.

Major improvements include:

- widening the main travel lanes from two lanes to three lanes in each direction;
- upgrading the major intersections to improve traffic flow;

- providing pedestrian and bicycle accommodations along the corridor via a shared use path—a wide sidewalk that can be used by both pedestrians and bicyclists.

While keeping SH 6 operationally efficient is important, providing additional options for travel is key in managing efficient travel times for the future as the area continues to grow and developments continue to expand to the east.

I-14 Central Texas Corridor and Loop I-214 Study

Study Led by the Texas Department of Transportation

TxDOT is currently studying the future I-14 Central Texas Corridor, which generally follows US 190 eastward from Rogers in Bell County to Huntsville in Walker County as well as the future Loop I-214 around the Cities of Bryan and College Station. Loop I-214 is anticipated to co-align with I-14 as it passes through the Bryan-College Station area.

The I-14 Study will determine the feasibility of a corridor and route for a roadway that meets interstate standards. The I-14/I-214 Study will use the outer loop as a starting point when developing potential alignment corridor alternatives. The final I-214 alignment corridor will be determined by following the NEPA process, which includes public involvement and environmental assessments throughout the I-14/I-214 Study.

An optimized, safe, and reliable east-west interstate corridor would improve mobility for local, regional, and interstate freight traffic, provide connectivity for military operations and strategic ports, and add capacity to meet future traffic demands resulting from rapid population growth in Texas. Similarly, I-214 would enhance safety, reduce congestion and improve mobility.

What evaluations are included in this study?

Understanding the environment and potential impacts is an important aspect of project development and selecting a preferred alignment. Several factors are considered during environmental evaluations and include some of the following:

- Biological Resources
- Pollution and Noise
- Water Resources
- Community and Social Impacts
- Historic and Archeological Impacts
- Hazardous Materials

The study team recognizes the potential impacts to the community and property owners and is committed to working with property owners throughout the study and project development.

Will Right of Way be needed, what is the process, and when would it be acquired?

Right of way would be needed to construct the new roadway, and the team is committed to working with property owners throughout project development. As the study moves forward and a preferred location is selected, property owners will be notified and kept engaged throughout the process. We recognize the potential impact of the proposed roadway and are committed to working with property owners throughout the study and project development.

The timeline and funding for right-of-way acquisition are undetermined at this early stage. More information on acquisition will be shared as the study moves forward. The purpose of this study is to identify a footprint and preserve a feasible corridor for a future roadway before more development occurs. Corridor preservation is key in keeping up with development and population growth for maintaining effective transportation for the future.

When and where will construction start?

The Study Team is still very early in the project development process. Additional funding would be needed for detailed design, right-of-way acquisition, and construction. The anticipated construction start date and location are typically determined during detailed design when construction plans are developed. The Study Team expects to have a schematic design for the potential roadway and could receive environmental clearance in late 2026.

What will be the speed limit on the road?

The Study Team is still in the early stages of project development and working through what the roadway could look like. However, the design speed could be from 45 to 60 mph due to roadway location and area topography. Speed studies are typically conducted once construction is complete and will follow all established TxDOT procedures for establishing speed zones.

What would be done about noise from a new roadway?

Studying the environment and potential impacts to adjacent property owners and residents are part of this study and project considerations. Should the study determine the roadway is needed, a noise analysis would be conducted in a future phase of project development. Noise analysis includes data collection for the proposed roadway, sound level measurements, and

noise modeling to predict traffic noise levels, determine impacts, and provide noise mitigation recommendations if warranted and feasible.

Noise abatement measures are evaluated according to a set of social, economic, and environmental criteria. For more information on TxDOT's traffic noise policies, please visit <https://www.txdot.gov/inside-txdot/division/environmental/compliance-toolkits/traffic-noise.html>.

Environmental evaluations, including noise analysis, are ongoing and will require approval from multiple regulatory agencies before the project can receive environmental clearance.