



August 8, 2024

WELCOME Public Meeting No. 1

SH 146 from North of IH 10 at Langston Road to North of Ferry Road

Counties: Chambers and Harris

CSJ: 0389 02 058, etc.

Hello and welcome to the first public meeting for the State Highway 146 Feasibility Study. My name is Sarah, and I'm an Environmental Planner at Stantec, a consultant for this study. Today, I will be presenting on behalf of the Texas Department of Transportation, or TxDOT.

This presentation has been pre-recorded. During the virtual presentation you may pause this video and navigate forward or backward using your video player.



Thank you for Coming!

Your Attendance is Much Appreciated!



August 8, 2024

Thank you for your participation in this meeting. We look forward to your input and continued engagement in the State Highway 146 Feasibility Study.



November 7, 2000, was the last deathless day on roadways in Texas. That means for over two decades, at least one person has died every single day. We all have a part to play to change that. This message is that reminder – to End the Streak of deaths on Texas highways. We need drivers and passengers to act more responsibly and help us reach our goal of zero deaths by 2050. Texans can play a major role in ending fatal crashes with a few simple driving habits: wear seatbelts, drive the speed limit, put away the phone and other distractions, and never drive under the influence of alcohol or drugs. So please do your part and share this message with your friends and family.



Why We are Here...




- **Share our Findings Regarding Existing Conditions, Key Issues and Needs Along the Study Corridor**
- **Present Three Conceptual Alternatives**
- **Receive Your Input & Feedback**

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In today's public meeting, we will present an overview of the existing conditions, key issues, and needs within the study corridor.

Additionally, we will introduce three conceptual alternatives. We value your input and feedback on these alternatives, as they are essential for guiding and shaping the study planning and development efforts.

Purpose of the Study

-  Enhance Safety
-  Improve Mobility
-  Accommodate Future Traffic Demand
-  Accommodate Industrial Growth in the Study Area
-  Address Heavy Vehicle Traffic Along the Study Corridor



The exhibit on the right shows the study corridor which is a 4.9-mile corridor of State Highway 146, stretching from North of Interstate-10 at Langston Road in Chambers County to North of Ferry Road in Harris County, Texas.

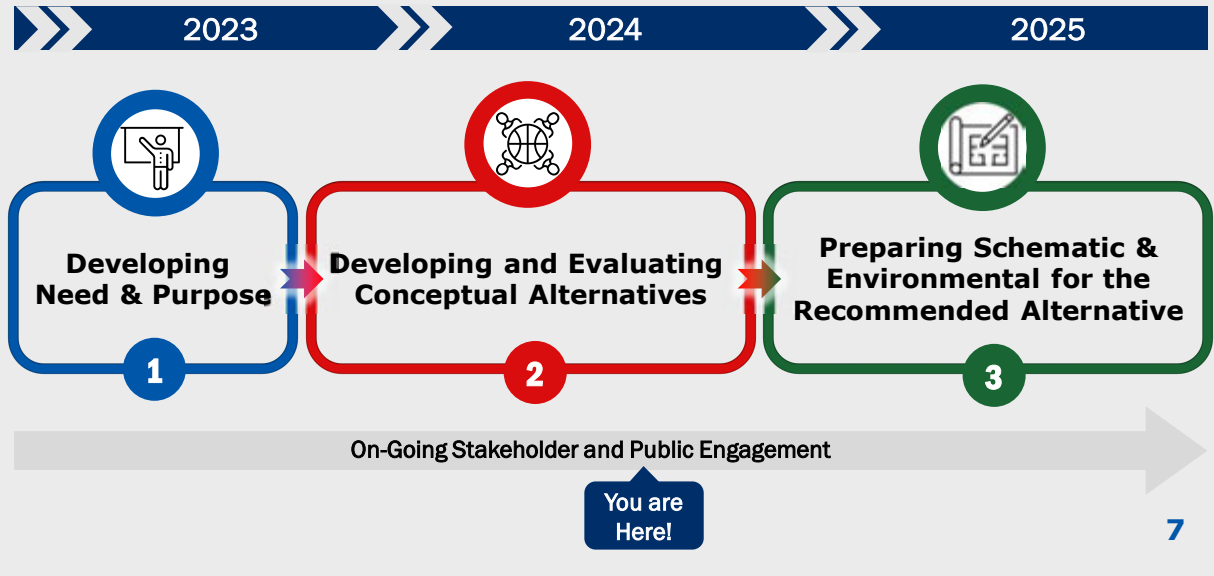
The purpose of the State Highway 146 Feasibility Study is to enhance safety and mobility, effectively accommodate future traffic demand and industrial growth, and address heavy vehicle traffic along the study corridor.

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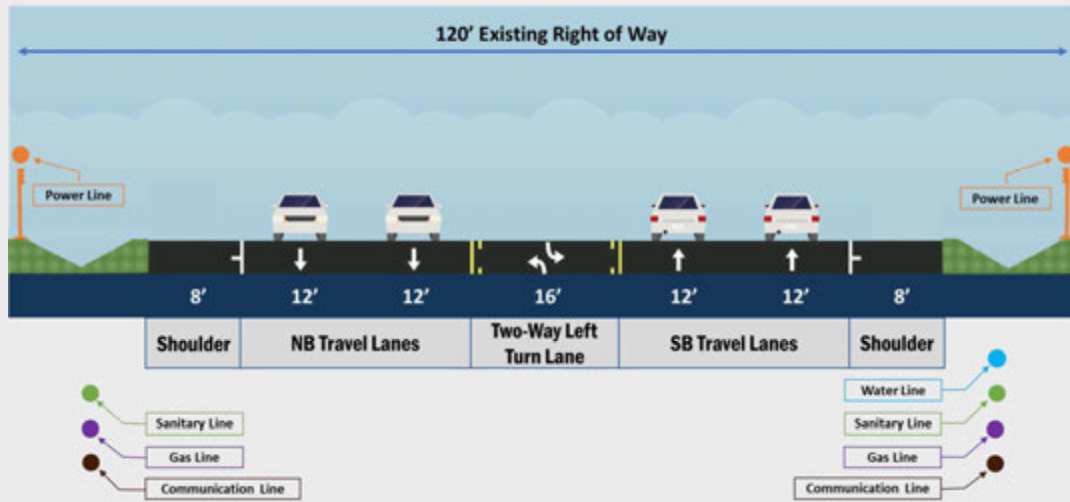
In this public meeting, we will cover the following topics: First, we'll provide an overview of the study, detailing the existing conditions, current issues, and identified needs. Next, we'll discuss the benefits of access management and how it can improve traffic flow and safety. We'll then present the three conceptual alternatives for the corridor. Finally, we'll outline the next steps in the process and explain how you can share your comments and ask questions.

Study Process & Timeline



On this slide, you'll see a timeline outlining the major phases of the State Highway 146 Feasibility Study. We are currently in the 'Developing and Evaluating Conceptual Alternatives' phase, as indicated by the 'You are Here' box.

Existing Typical Section

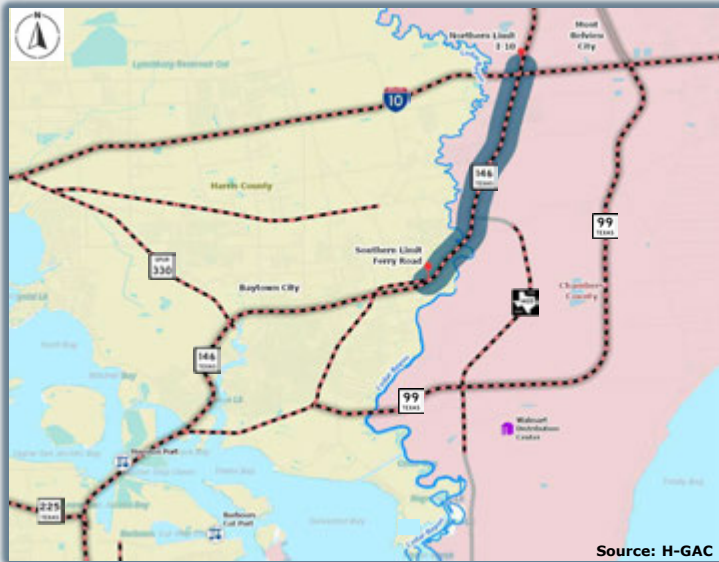


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This slide shows a typical section of how the road looks today. A typical section is an illustration of a roadway that shows design elements including main lanes, sidewalks, and right-of-way widths.

The existing roadway layout for State Highway 146 consists of four 12-ft lanes with a 16-ft continuous center left-turn lane, and 8-foot outside shoulders. Utilities are located underground on both sides, while power lines run above ground along both sides of the study corridor. Next, we will present an overview of the study corridor characteristics, current issues, and identified needs.

Texas Highway Freight Network



Texas Highway Freight Network is designated by TxDOT which includes Interstates, NHS, Texas Trunk System, and Emerging Freight Corridors.

Legend

- Corridor Limit
- Corridor Study Area
- Port
- Walmart Distribution Center
- Texas Highway Freight Network

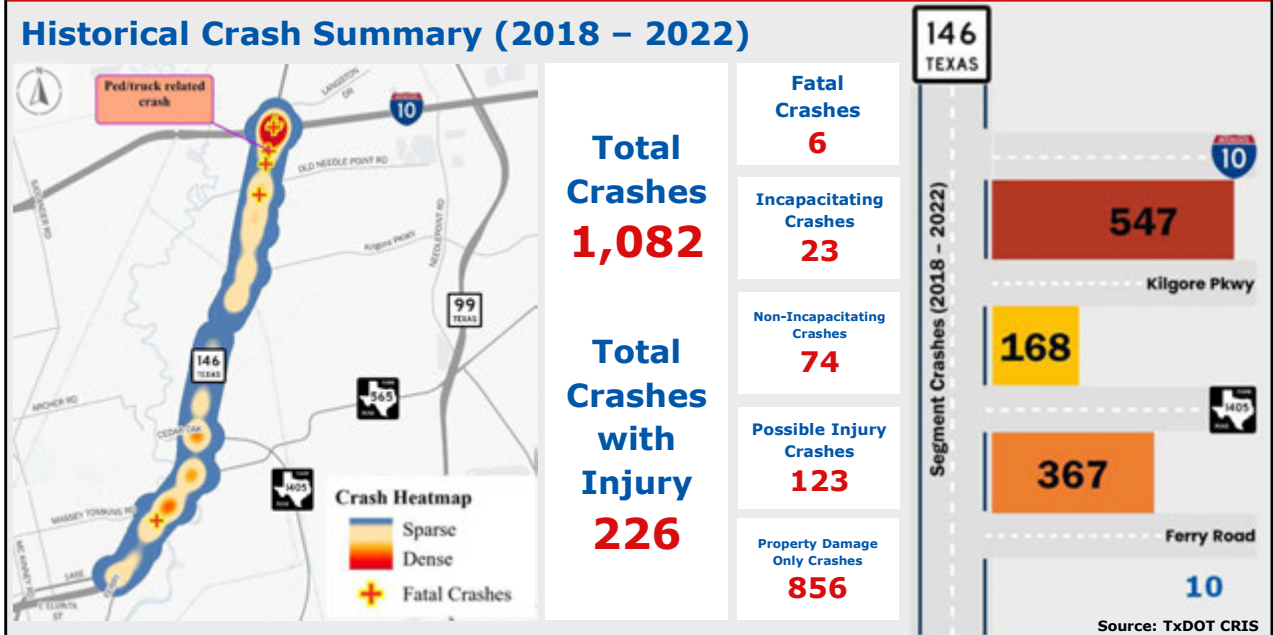
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This slide shows the Texas Highway Freight Network map.

On the map, roads highlighted in orange and black indicate routes that are part of the Texas Highway Freight Network. These routes play a crucial role in supporting freight movement across the state.

The State Highway 146 study corridor is part of the Texas Highway Freight Network.

Historical Crash Summary (2018 – 2022)

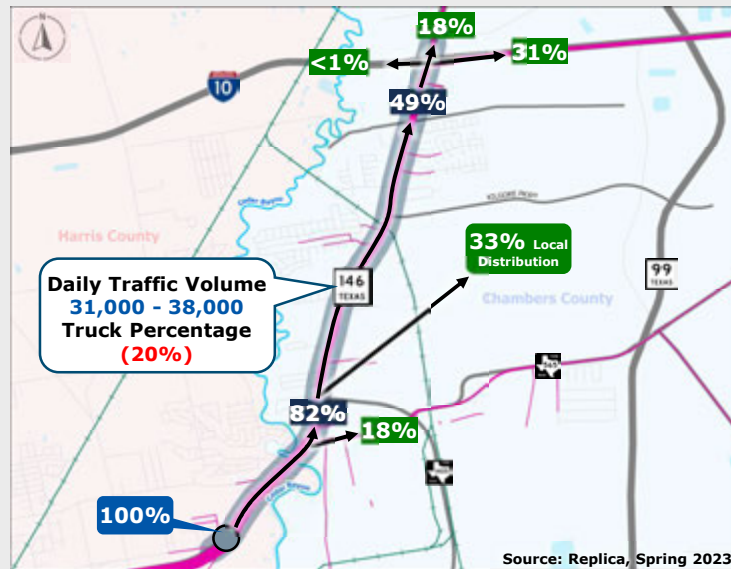
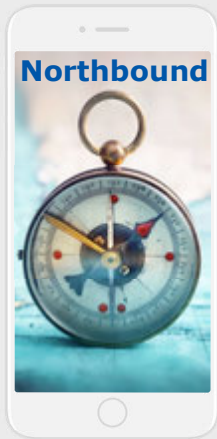


This slide provides a summary of the historical crash data along the State Highway 146 study corridor over the past five years from 2018 to 2022. In this period, there have been a total of 1,082 crashes, of these crashes, 226 were injury crashes, 23 were incapacitating crashes, and 6 were fatal crashes.

On the left, you can see a heatmap illustrating the concentration of crashes, including fatal incidents, throughout the corridor. The right side of the slide breaks down the crash data into three segments of the corridor.

Existing Origin-Destination (All Vehicular Traffic)

**Originating from
SH 146 @ Ferry Rd**



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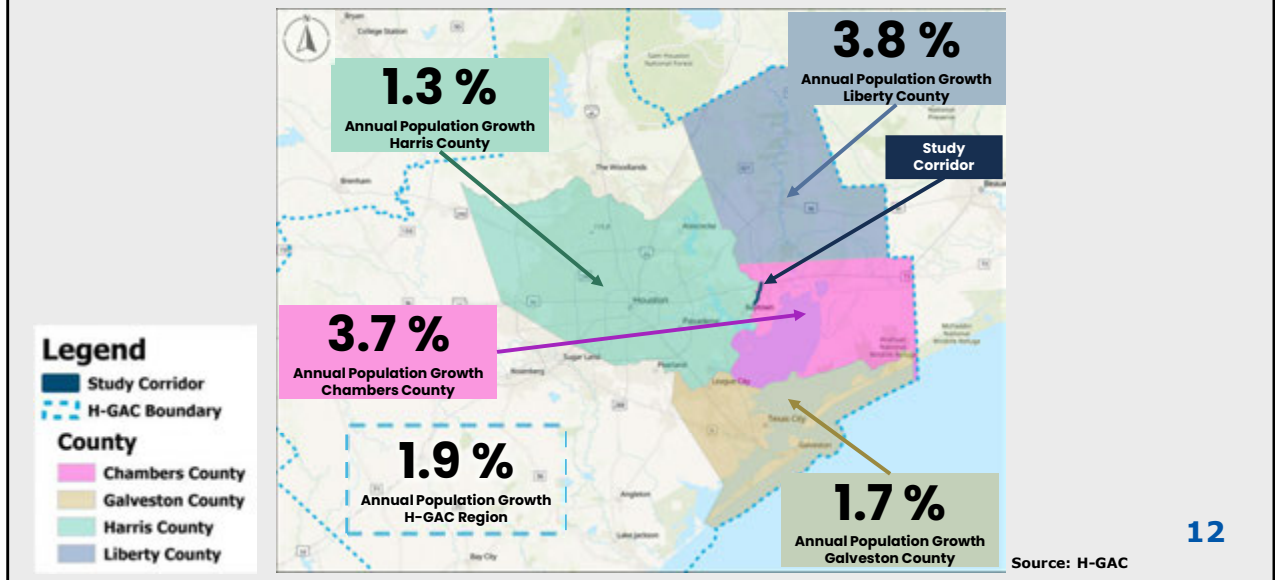
This exhibit shows the origin and destination of the vehicular traffic on the study corridor.

The gray dot represents traffic originating from Ferry Road going northbound.

Out of this total vehicular traffic, 49% is through traffic. 31% of the through traffic heads eastbound on Interstate-10.

Local neighborhood traffic within the study corridor accounts for 33% of the total vehicular traffic.

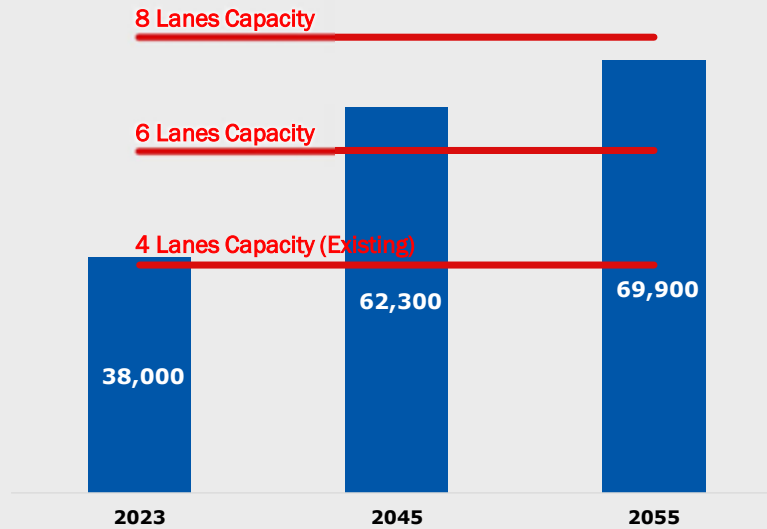
Regional Growth (2020-2045)



This exhibit highlights regional growth around the study corridor.

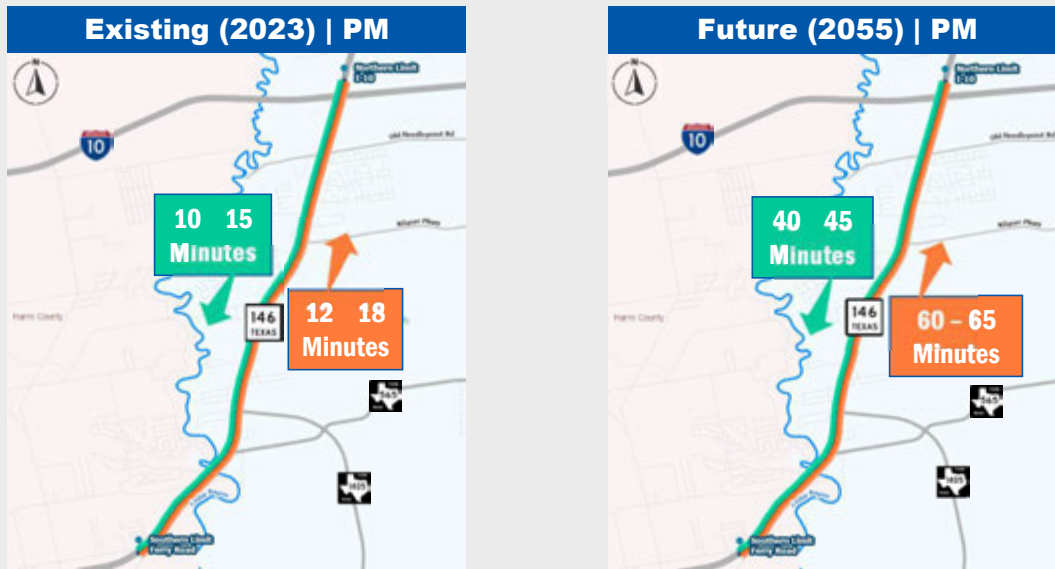
Chambers and Liberty Counties are experiencing significant growth with annual growth rates of 3.7% and 3.8%, respectively. These rates are twice as high as the regional average of 1.9%.

Future Traffic Volumes



This slide depicts projected traffic demand versus road capacity over the years 2023, 2045, and 2055. The blue bars represent the increasing traffic demand, and the horizontal lines show the capacities for 4-lane, 6-lane, and 8-lane configurations. As can be seen, demand surpasses the capacity of 4-lane and 6-lane configurations in both 2045 and 2055, while an 8-lane configuration can adequately accommodate the projected traffic demand along the study corridor.

Study Corridor Travel Time | No Build Scenario



This exhibit presents the operational analysis of the study corridor for 2023 and for the projected Design Year 2055, assuming no improvements are made to the study corridor.

The analysis shows that, for the projected Design Year 2055, travel times during the peak afternoon hour are expected to increase. Northbound travel times could potentially quadruple to approximately 60 minutes, while southbound travel times could potentially triple to 40 minutes. These estimates assume that no improvements are made to the existing condition of the roadway and that the study corridor maintains its existing configuration.

Now that we have presented an overview of the study, we will now move to access management.

What is Access Management?

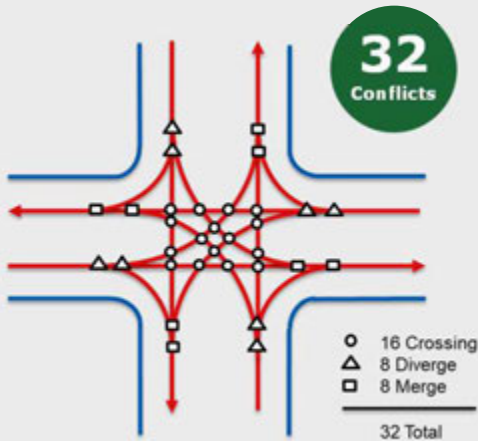


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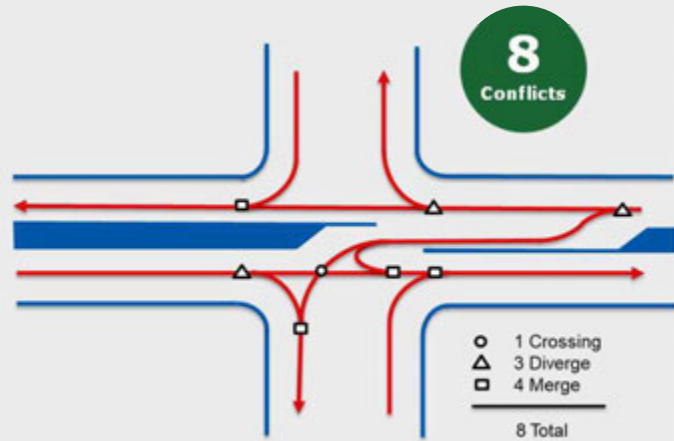
This exhibit shows different types of Access Management. Beyond just installing raised medians, Access Management integrates several key measures including dedicated left and right turn lanes, optimized signal timing, and pedestrian and bicyclist accommodations. Together, these elements enhance safety and efficiency along the study corridor. Access Management options are being reviewed for the study corridor. Next, we will cover the potential benefits of Access Management.

Safety Benefits of Access Management | Reduced Conflict Points

Typical Intersection



Access Management



28% Percent Reduction in Fatal Crashes & **44%** Percent Reduction in Fatal and Incapacitating Crashes

Source: CMF Clearinghouse (Installing Raised Medians)

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Source: FHWA

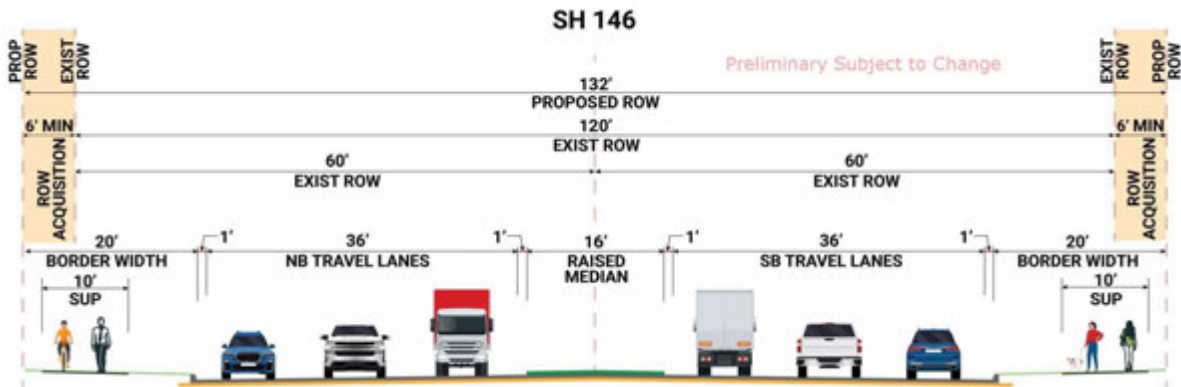
This exhibit compares a typical intersection of a major roadway and a cross street with and without access management.

On the left, it illustrates the scenario where there is no access management; a total of 32 potential conflict points can be seen between various traffic movements. Conversely, the exhibit on the right demonstrates that implementing access management potentially reduces these conflicts to only 8 potential conflict points. A conflict point is a point where vehicles could collide.

This significant reduction in conflicts translates to enhanced safety and better traffic flow, enabling more efficient movement of people and goods along the corridor.

Now we will present three conceptual alternatives for the State Highway 146 study corridor.

Conceptual Alt 1 | From North of IH-10 to North of Ferry Road Six At Grade Lanes with Raised Median



*SUP = Shared-Use Path



PROS

- Safety and Mobility Improvements
- Lowest Construction Cost
- Access Management



CONS

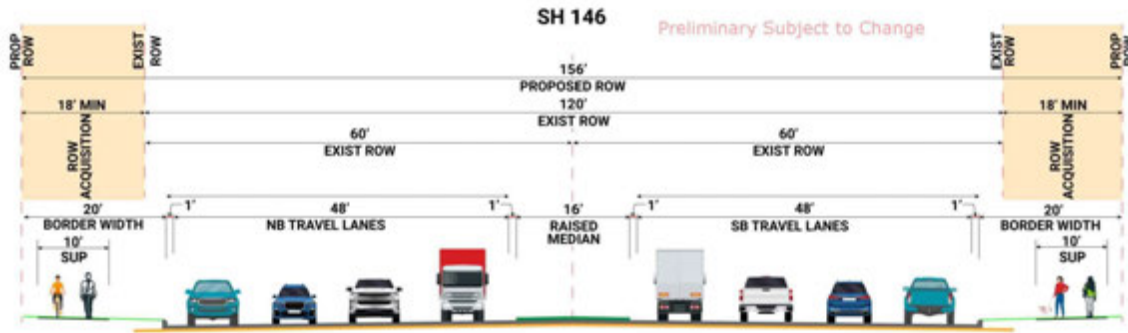
- ROW Acquisition (Moderate)
- No Separation of Through and Local Traffic

This slide presents Conceptual Alternative 1: a six-lane at-grade roadway with a raised median. The pros and cons of this alternative are highlighted at the bottom of the slide.

Pros: This alternative enhances safety and mobility, offers the lowest construction cost among all alternatives, and provides access management benefits.

Cons: It requires moderate right-of-way and lacks separation between through and local traffic.

Conceptual Alt 2 | From North of IH-10 to North of Ferry Road Eight At Grade Lanes with Raised Median



*SUP = Shared-Use Path

- ↑ PROS**
- Safety and Mobility Improvements
 - Ease at Making U-Turns for Heavy Vehicles
 - Access Management

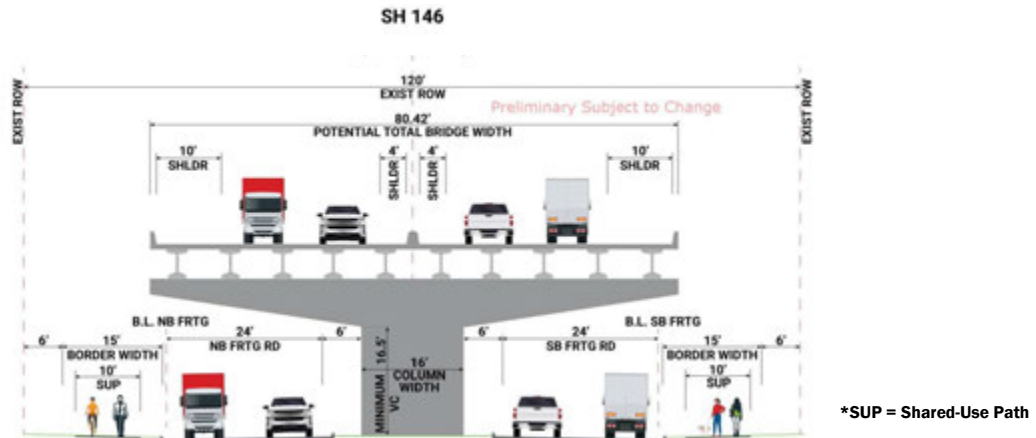
- ↓ CONS**
- ROW Acquisition (Extensive)
 - No Separation of Through and Local Traffic
- 18**

This slide presents Conceptual Alternative 2: an eight-lane at-grade roadway with a raised median.

Pros: This alternative enhances safety and mobility, offers ease at making U-Turns for Heavy Vehicles, and provides access management benefits.

Cons: It requires extensive right-of-way and lacks separation between through and local traffic.

Conceptual Alt 3 | From North of IH-10 to North of Ferry Road Four Elevated Lanes and Four At Grade Lanes



PROS
 Significant Safety and Mobility Improvements
 Through Traffic Separated from At-Grade Traffic
 Access Management

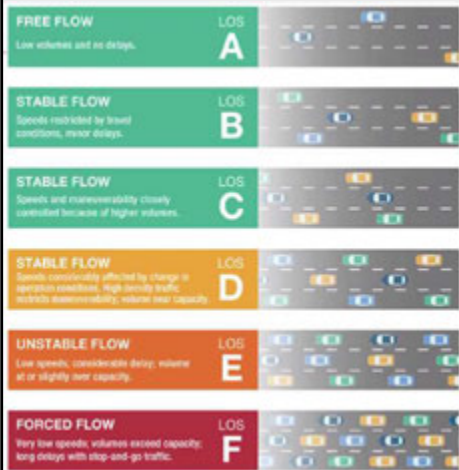
CONS
 ROW Acquisition (Corner Clips at Major Intersections)
 Higher Construction Cost

This slide presents Conceptual Alternative 3: a four elevated lane and four at-grade lane corridor.

Pros: This alternative significantly enhances safety and mobility, separates through traffic from local at-grade traffic, and provides access management benefits.

Cons: It requires right-of-way acquisition which clips corners of major intersections and has higher construction cost.

Level of Service



Source: Transportation for America

Year	Alternative	Number of Lanes	Level of Service
2023	Existing (Four At Grade Lanes)	4	E
	No Build (Four At Grade Lanes)	4	F
2055	Alt 1 (Six At Grade Lanes)	6	E
	Alt 2 (Eight At Grade Lanes)	8	D
	Alt 3 (Four Elevated & Four At Grade Lanes)	8	C

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This slide shows the Level of Service thresholds for traffic operations, ranging from A to F.

On the left, the ranking criteria are outlined, with 'A' representing the most favorable traffic conditions and 'F' indicating severe congestion and poor performance.

On the right, the table shows these Level of Service rankings for existing conditions, future no-build scenario, and for the three conceptual alternatives.

National Environmental Policy Act (NEPA) Assignment to the Texas Department of Transportation

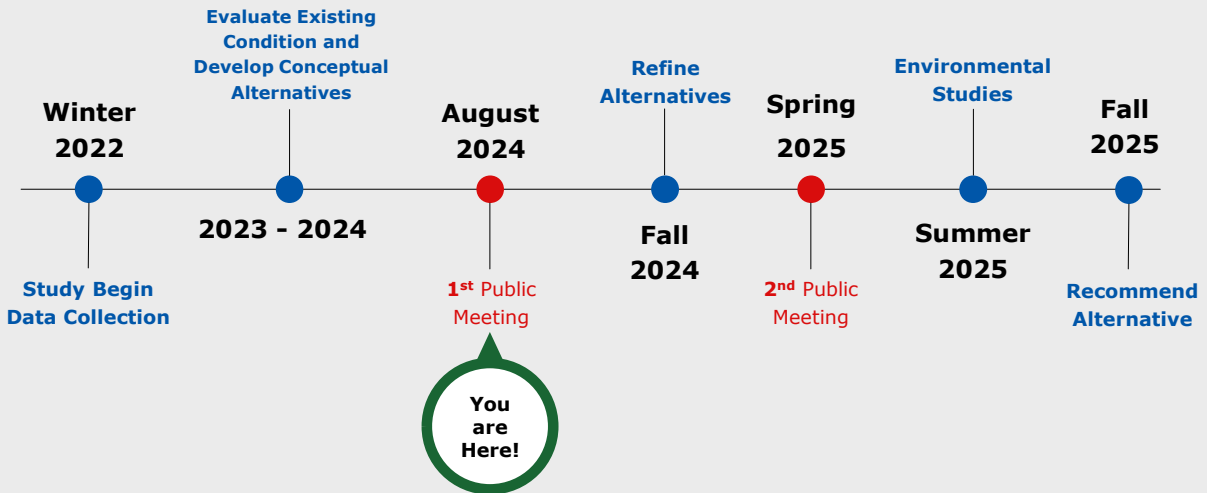
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

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Potential projects resulting from this study are anticipated to receive federal funds, and because of the federal component, TxDOT is required to assess the potential environmental effects of the proposed project in accordance with Federal standards. The process that is followed is called the National Environmental Policy Act process, otherwise known as NEPA. The NEPA process provides analyses of the potential impacts to the natural and manmade environments and helps the decision maker to make an informed decision on whether or not to proceed with the project. On Dec. 9, 2019, TxDOT received a signed Memorandum of Understanding from the Federal Highway Administration that permits TxDOT to assume responsibility from the Federal Highway Administration for reviewing and approving certain assigned NEPA projects. This review and approval process would apply to projects resulting from this study.

Next, we will discuss the study timeline.

Timeline



Timeline is estimated and subject to change.

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Notice the “We are here” circle below the timeline, which is where the State Highway 146 Feasibility Study is in the development process. After the comment period closes, the study team will review the comments received and prepare a public meeting documentation. The documentation will be posted to the TxDOT.gov project webpage when complete.

In the next steps of study development, the study team will continue to evaluate the environmental impacts, address public comments from this public meeting, and continue refining the alternatives. A 2nd Public Meeting is expected to be held in Spring 2025. The environmental studies will be conducted in Summer 2025 and a recommended alternative is anticipated in Fall 2025.

This is an estimated timeline and is subject to change.

How to Provide Comments and Ask Questions

STEP ONE: REVIEW



Visit www.TxDOT.gov, keyword search "SH 146 Feasibility Study"



Download and review materials



If you have any questions or need technical assistance, **contact the project team** at (409) 898-5732

STEP TWO: COMMENT



Comment Box

Place in comment box at in-person option



Email

bmtprojects@txdot.gov



Mail

TxDOT Beaumont District
SH 146 Feasibility Study
8350 Eastex Fwy.
Beaumont, TX 77708-1701

All comments must be received or postmarked by **Friday, Aug. 23, 2024**

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Let's take a moment to explain the public meeting comment process.

The first step to commenting is to review the meeting materials. Please visit the virtual public meeting webpage by going to www.TxDOT.gov, keyword search "SH 146 Feasibility Study".

We encourage you to download and review the materials on this webpage at your convenience. If you have any questions or if you need technical assistance, please contact the project team by calling the number on your screen (409) 898-5732.

The next step is to provide your comment. You can provide your comment in the following ways. You can place your comment in the comment box at the in-person option. Or you can email us at bmtprojects@txdot.gov or mail your comment to the TxDOT Beaumont District, at the address listed on the screen.

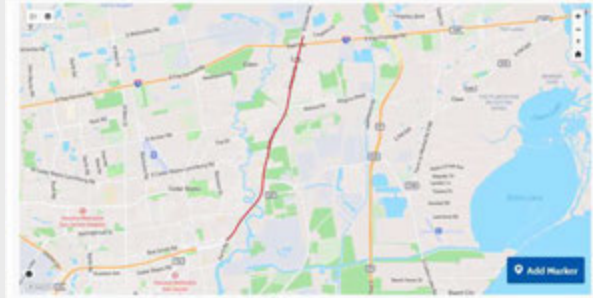
You may also submit comments using the online engagement site. Details regarding the online engagement site will be provided on the next slide.

All comments must be received by Friday, Aug. 23, 2024, at midnight. If you are mailing a comment, be sure that it is postmarked by Friday, Aug. 23, 2024, to be included in the record. You can send us more than one comment via any of the methods mentioned.

Visit our online engagement site

Visit our online engagement site, which is live until Friday, Aug. 23, 2024.

- Mark areas of interest and provide comments on an interactive map route
- Learn about the study
- Review the purpose and need
- Provide input via survey

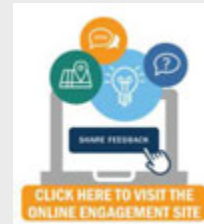


Visit www.TxDOT.gov

In the upper right-hand

Search box enter: SH 146
Feasibility Study

From the project page, click the
Share Feedback Image



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We encourage the public to visit our online engagement site, which is live until Friday, Aug. 23, 2024. On the site you have the options to do the following:

- Mark areas of interest and provide comments on an interactive map
- Learn more about the study
- Review the purpose and need
- Provide input via survey

To access the online engagement site:

Visit www.txdot.gov

In the “Search TxDOT” box in the upper-right hand corner, click the magnifying glass and enter: SH 146 Feasibility Study

Click on the “Share Feedback” button on the bottom-right side of the page



August 8, 2024

Thank You

Please remember to submit your comments by Friday, Aug. 23, 2024.

Thank you for your time and attention today. We appreciate your interest and participation in this public meeting. Please remember to submit your comments no later than Friday, Aug. 23, 2024, to be included in the official public meeting documentation.