



PUBLIC HEARING

US 290 at SH 36 Interchange Project

From FM 389 (Prairie Lea Road)

To CR 49 (Windy Acres Road)

Washington County

CSJs: 0186-06-082, 0114-09-091



January 18, 2024



Elected Officials





PURPOSE OF THE PUBLIC HEARING

- To present the planned improvements and receive comments from the public.

OPTIONS FOR COMMENTING

- 1) Register to speak during the verbal comment period following the presentation of the project
- 2) Complete a comment form and place in the comment box
- 3) Comment form available online at www.txdot.gov - type “**US 290 at SH 36 Interchange**” in the keyword search box
- 4) E-mail comments to: BRY_PublicComment@txdot.gov
- 5) Mail comments to: TxDOT – Bryan District
 ATTN: Sydney Fox
 2591 N. Earl Rudder Freeway
 Bryan, Texas 77803-5190

Deadline for Comments is Monday, February 5, 2024



HELP
#EndTheStreakTX

End the streak of daily deaths on Texas roadways.

TxDOT.gov (Keyword: #EndTheStreakTX)



#EndTheStreakTX Toolkit





- 1 Introduction
- 2 Project Overview
- 3 Environmental Overview
- 4 Right-of-Way Acquisition Overview
- 5 Verbal Comment Period
- 6 Adjournment



US 290 at SH 36 Interchange Project

Limits:

From: FM 389 (Prairie Lea Street)

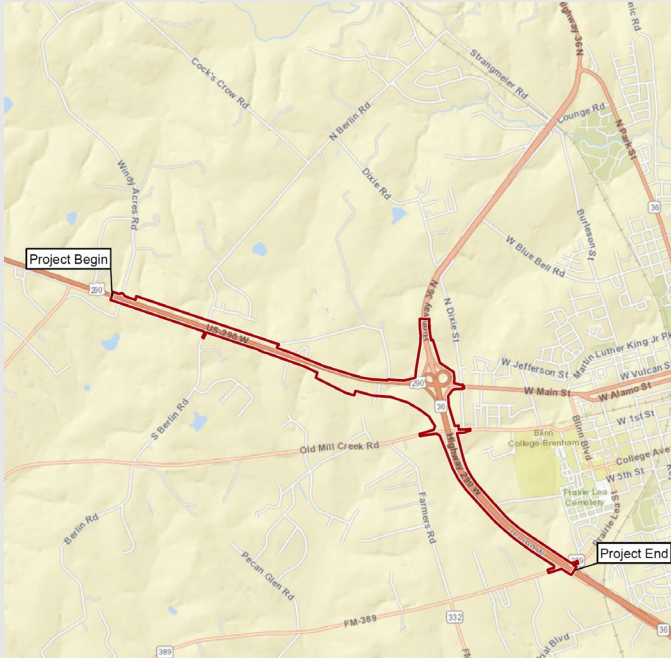
To: CR 49 (Windy Acres Road)

Location:

Washington County

Project Length:

Approximately 3.25 miles





Need

- Safety concerns due to high number of vehicular crashes within the limits of the project
- Deficient traffic operations for current and future traffic volumes due to outdated design of existing interchange

Purpose

- Improve safety:
 - Improve roadways and ramps
 - Improve frontage road operations
 - Accommodate bicyclists and pedestrians
- Improve traffic mobility:
 - Reduce traffic congestion
 - Improve connectivity to state and local roadways

Basis of Need





Safety

- Upgrade roadways and ramps to current design standards
- Separate regional and local traffic
- Convert frontage roads from one-way to two-way
- Provide shared-use paths and sidewalks for bicyclists and pedestrians

Mobility

- Reduce traffic congestion by allowing for continuous traffic flow along US 290
- Improved connectivity to SH 36 and local roadways



Identify Study Area

Develop Route Alternatives

Recommended Alternative



Alternative Selection and Public Involvement



Brenham City Council/Washington County Commissioner's Court
March 2019

Presented initial study area and Concepts A, B and C



TxDOT Continued Evaluation

Revised Concept B and added Concepts D and E



Virtual Public Meeting – November 19, 2020

Presented Concepts A, Revised B, C, D and E for public comment



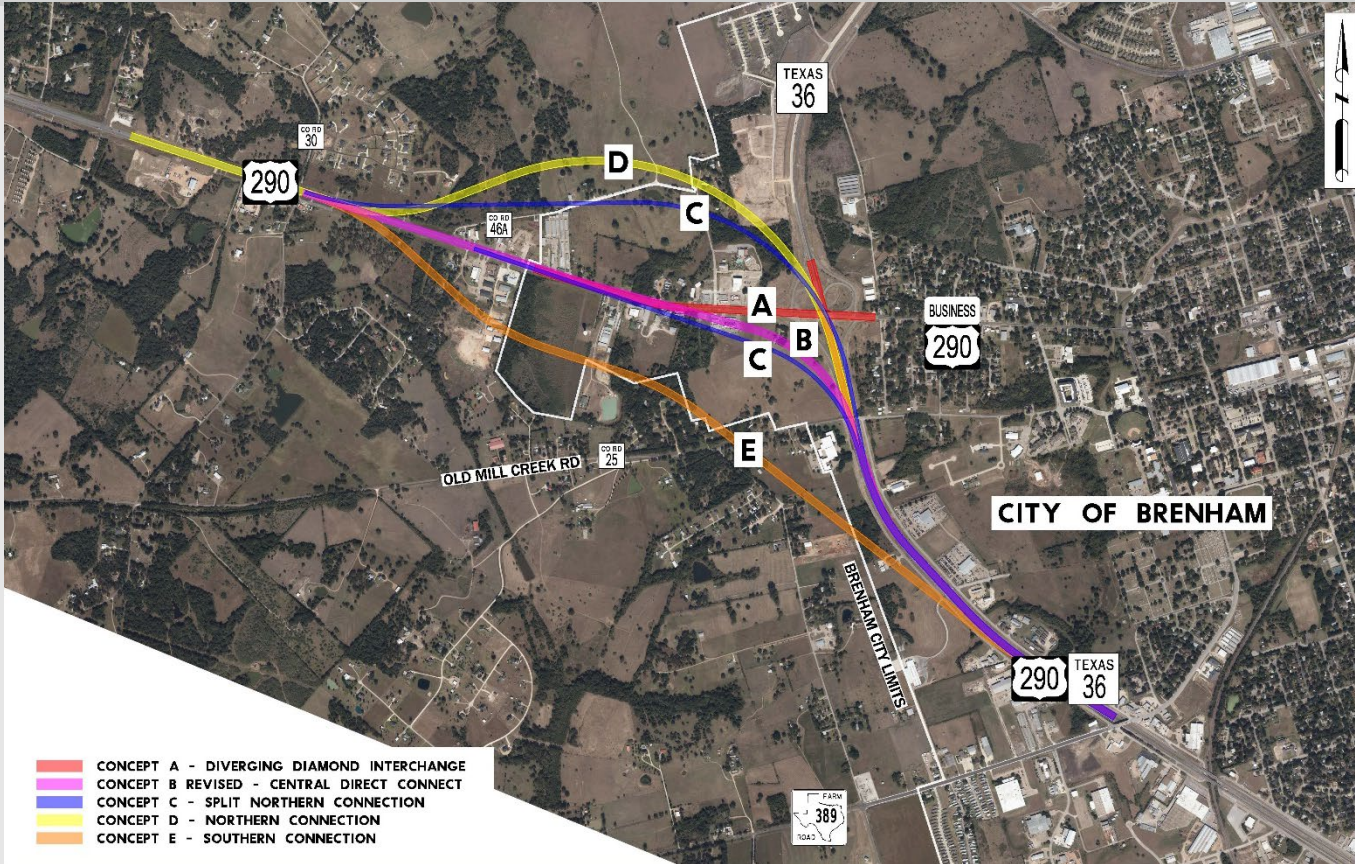
Public Hearing – January 18, 2024

Presentation of Proposed Schematic Design and Project Findings

We Are Here

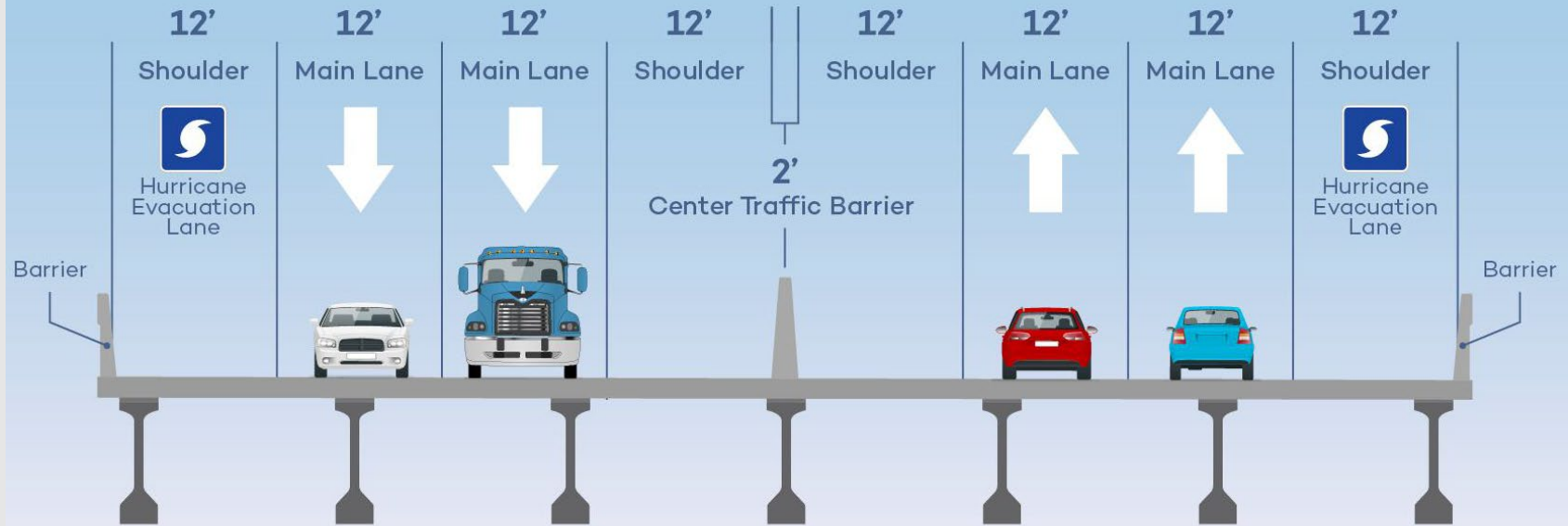


Alternative Selection – Route Alternatives



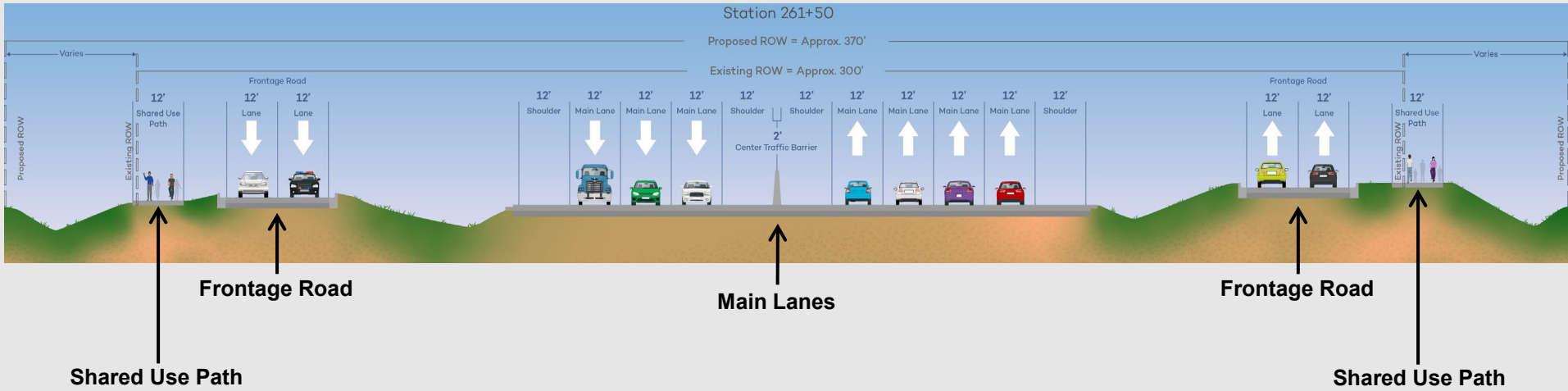


Proposed US 290 Bridge

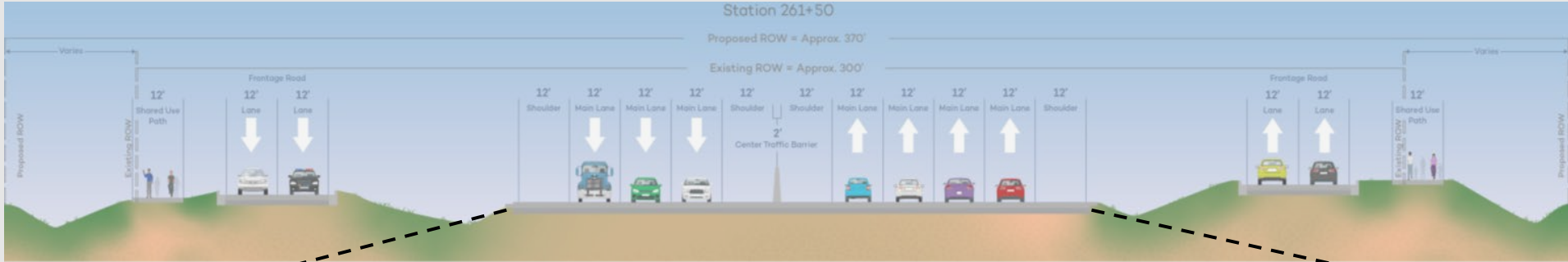


Approx. Overall Bridge Width = 100'

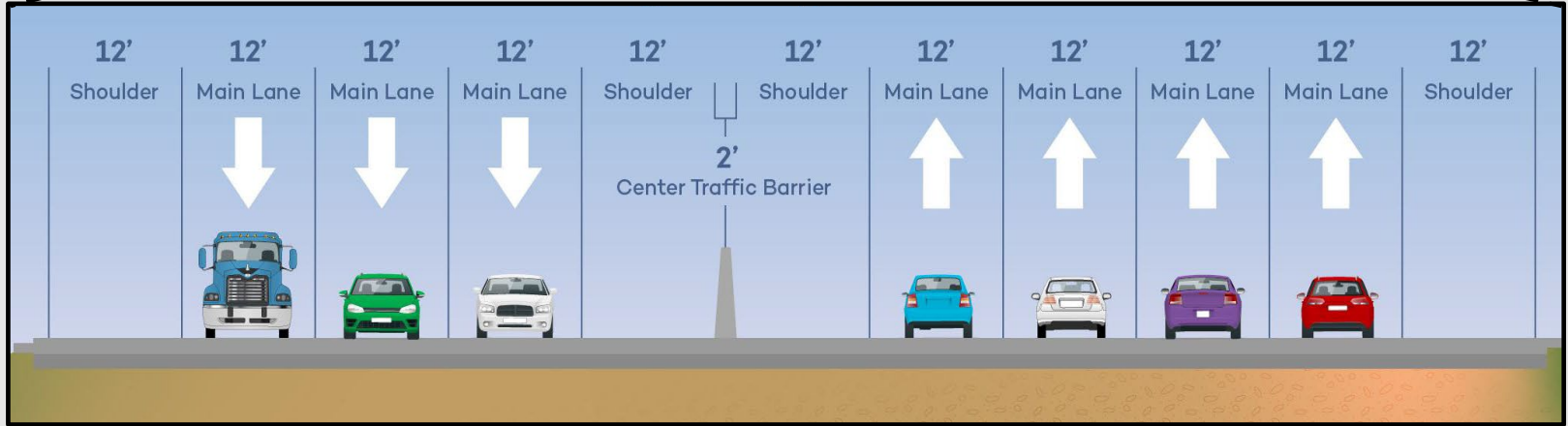
Representative Section – Old Mill Creek Road to Prairie Lea Street



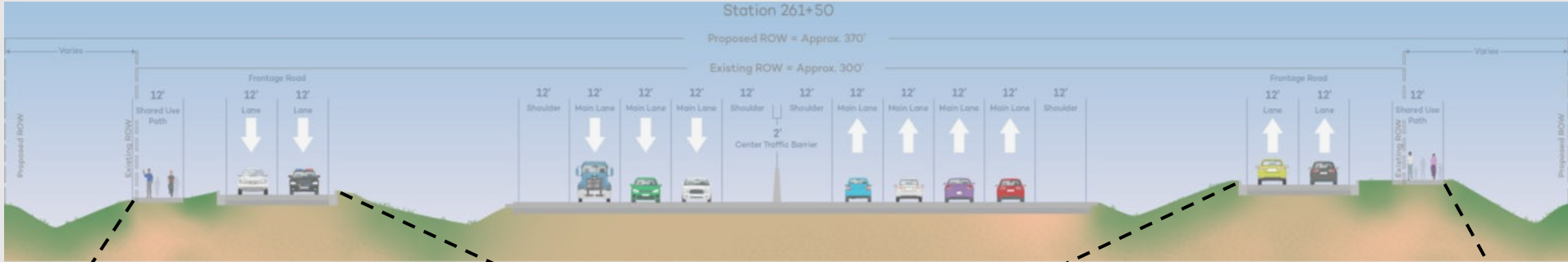
Representative Section – Old Mill Creek Road to Prairie Lea Street



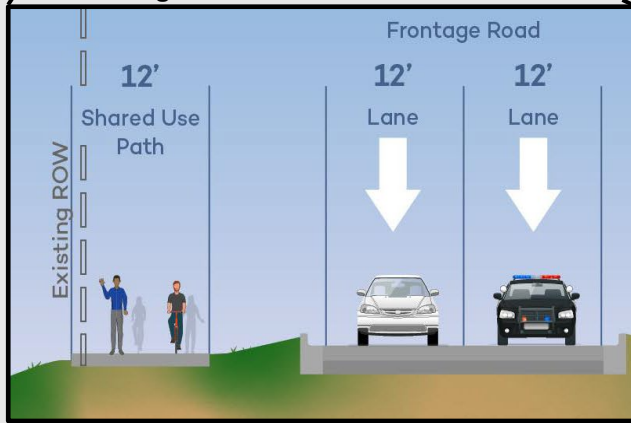
Main Lane Configuration



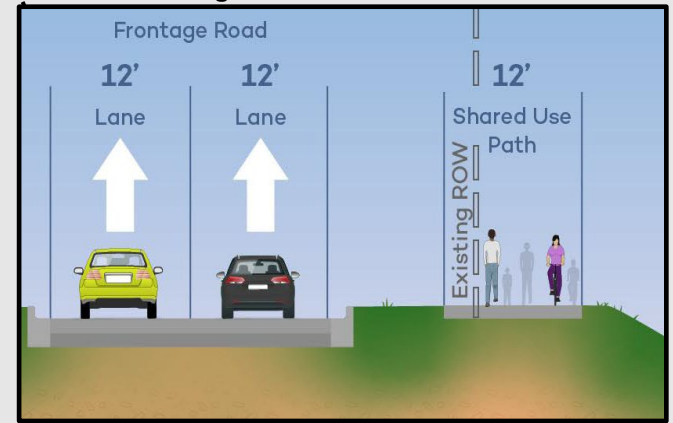
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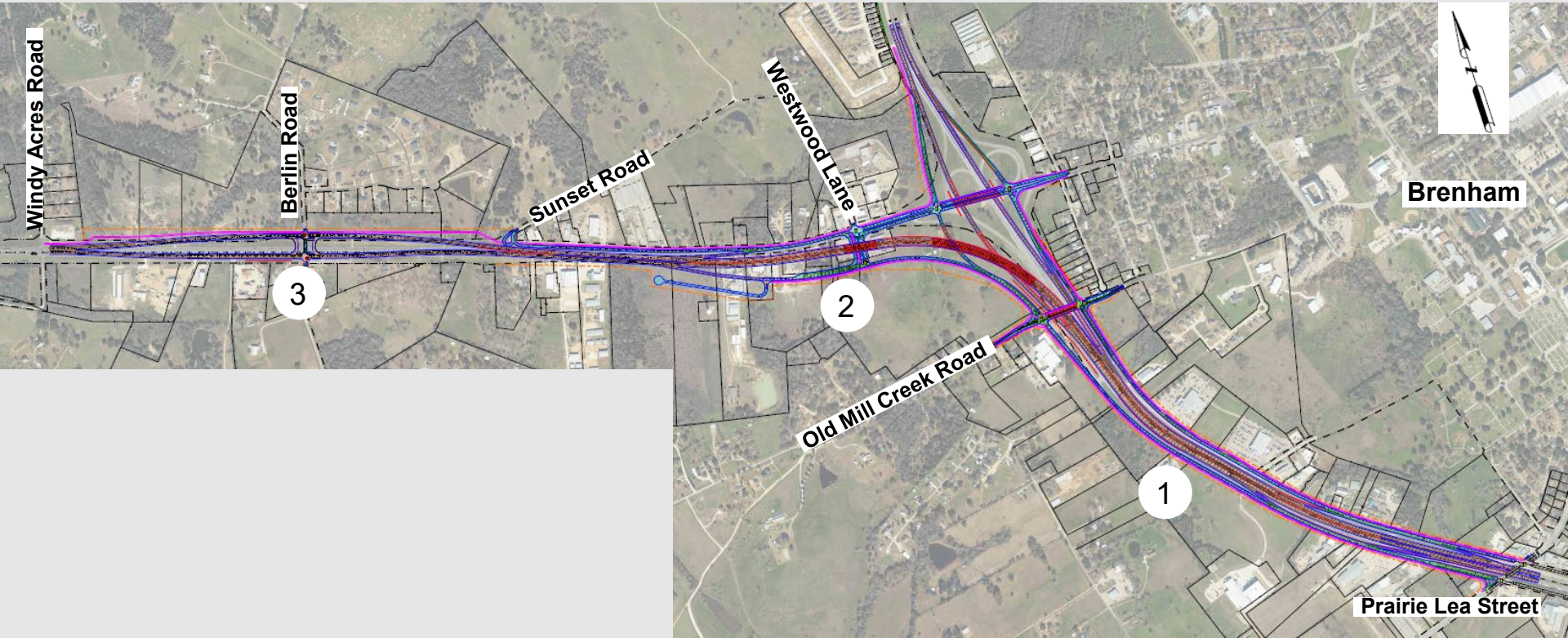
Frontage Road and Shared Use Path



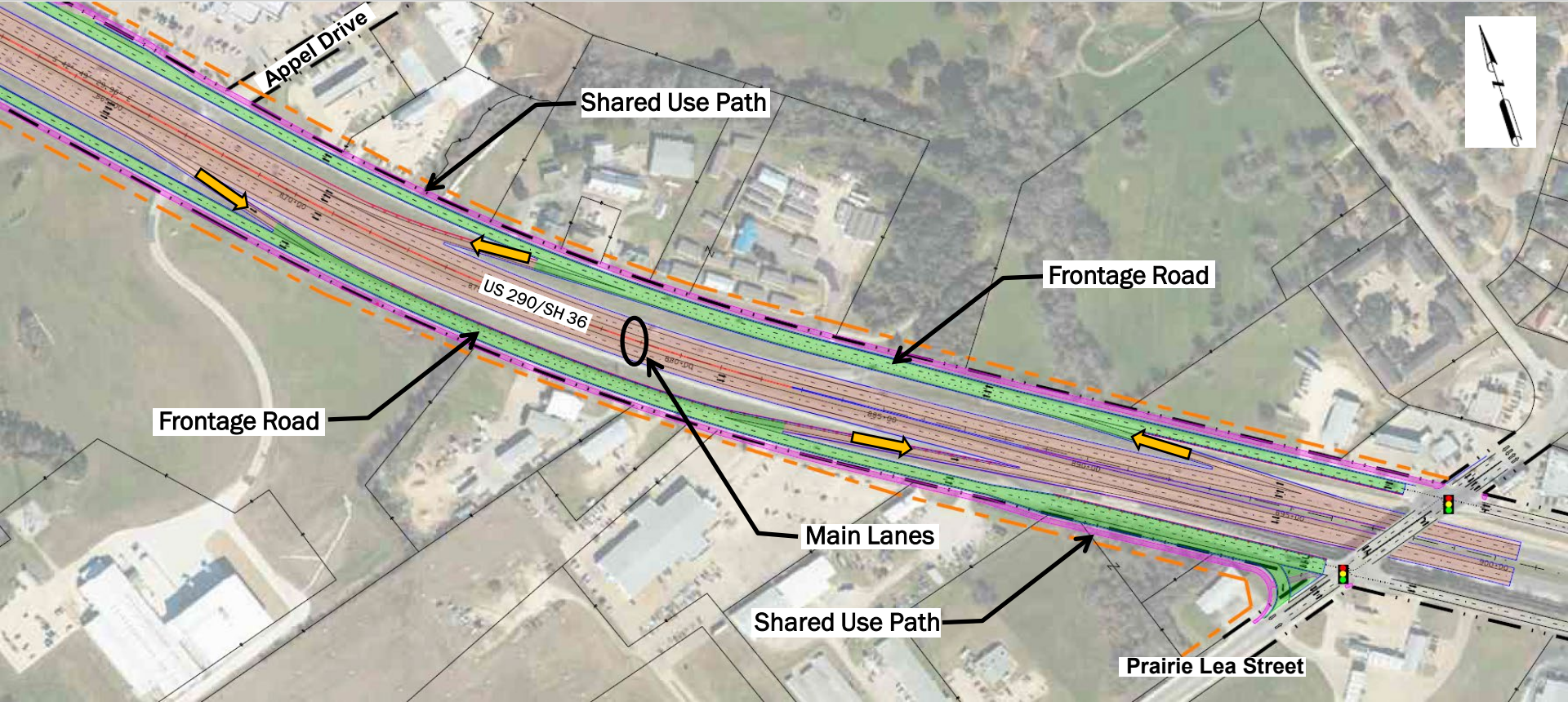
Frontage Road and Shared Use Path



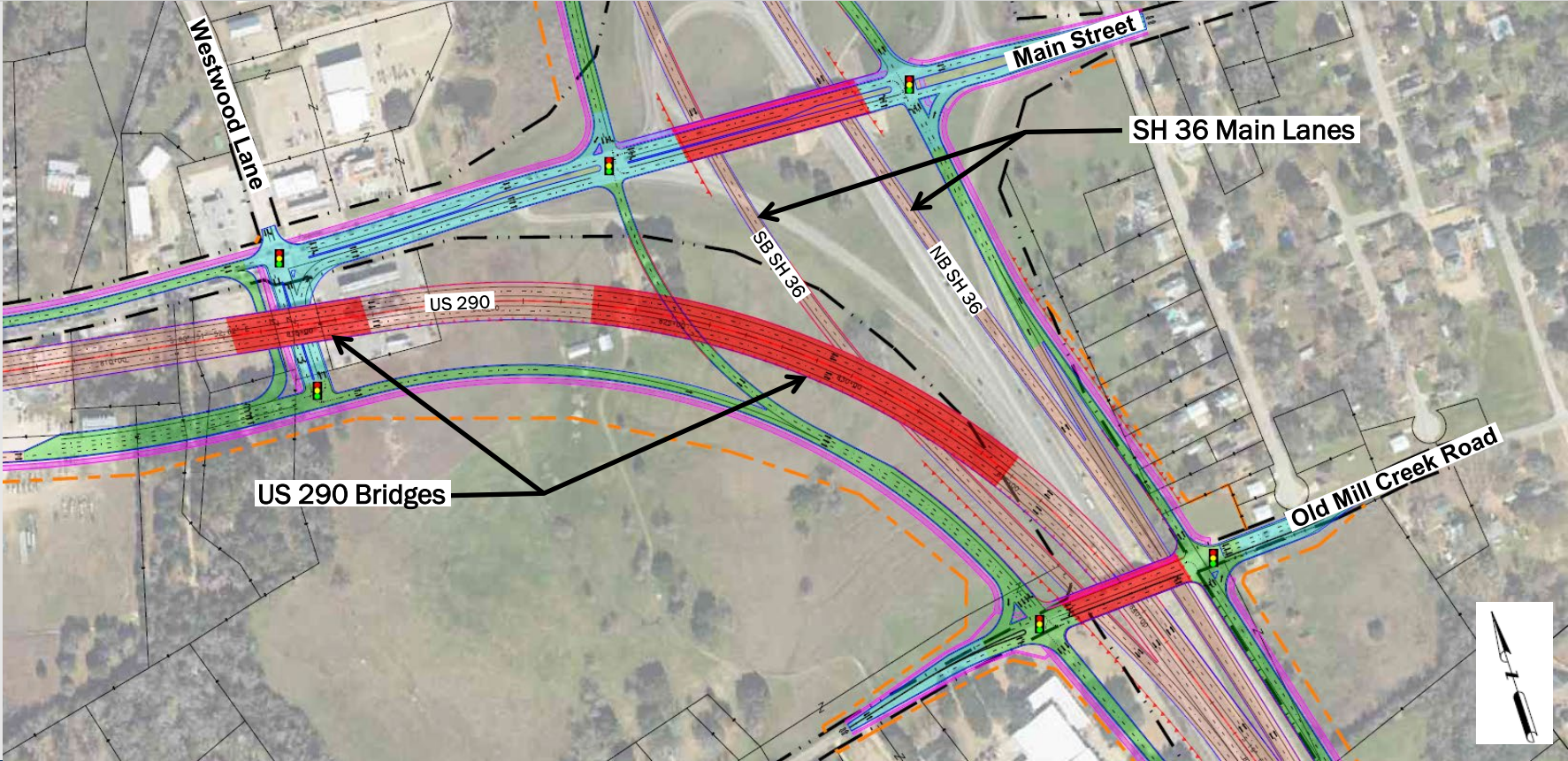
US 290 at SH 36 Interchange



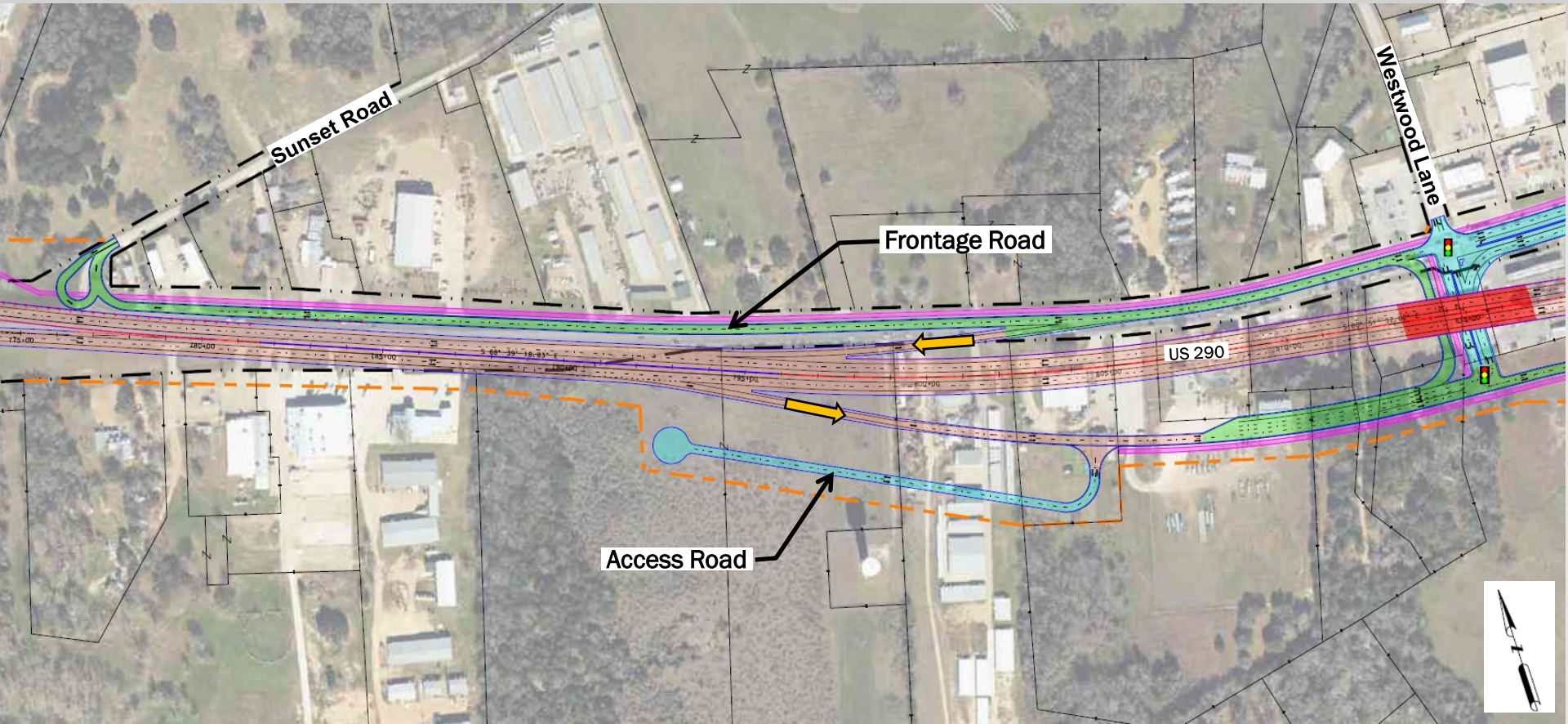
US 290 and SH 36 from Old Mill Creek to FM 389



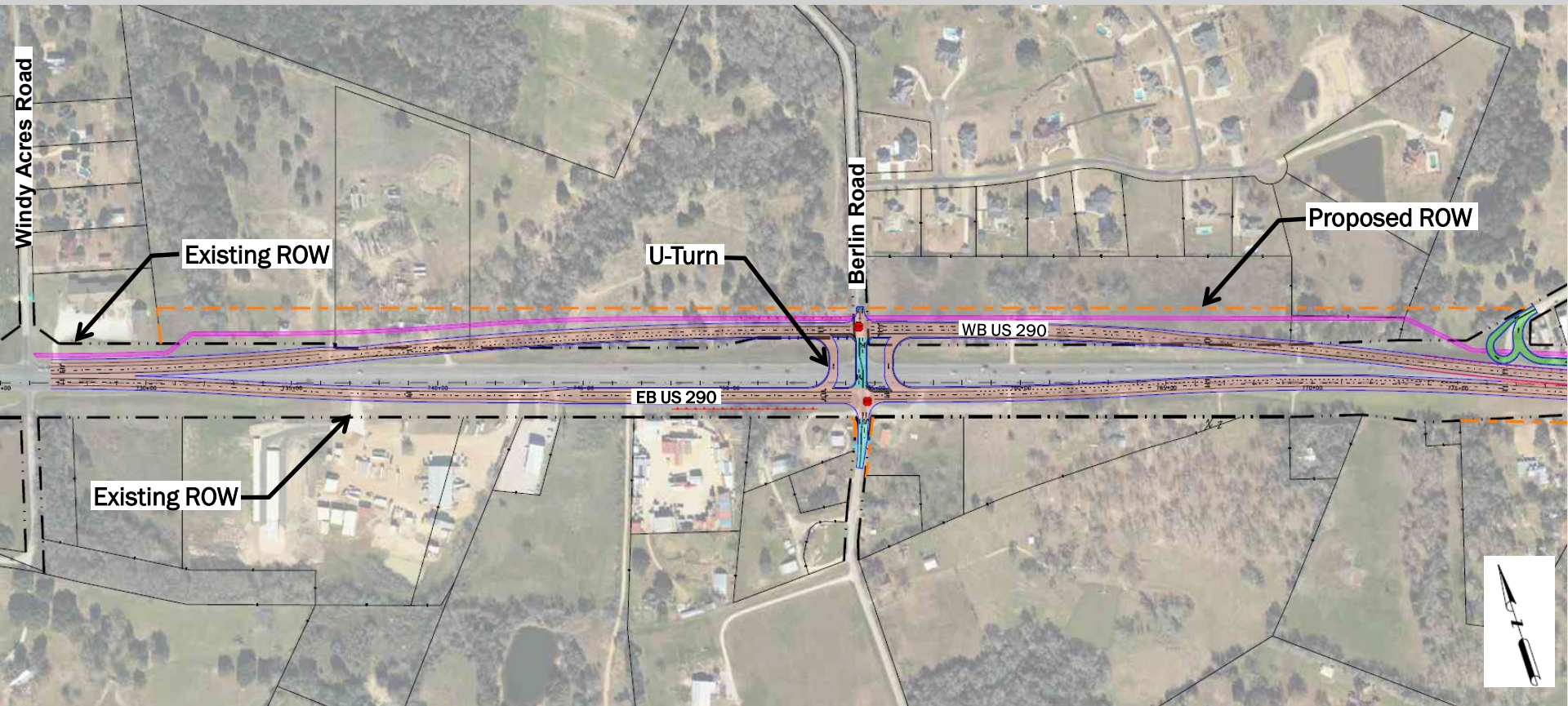
US 290 at SH 36 Intersection



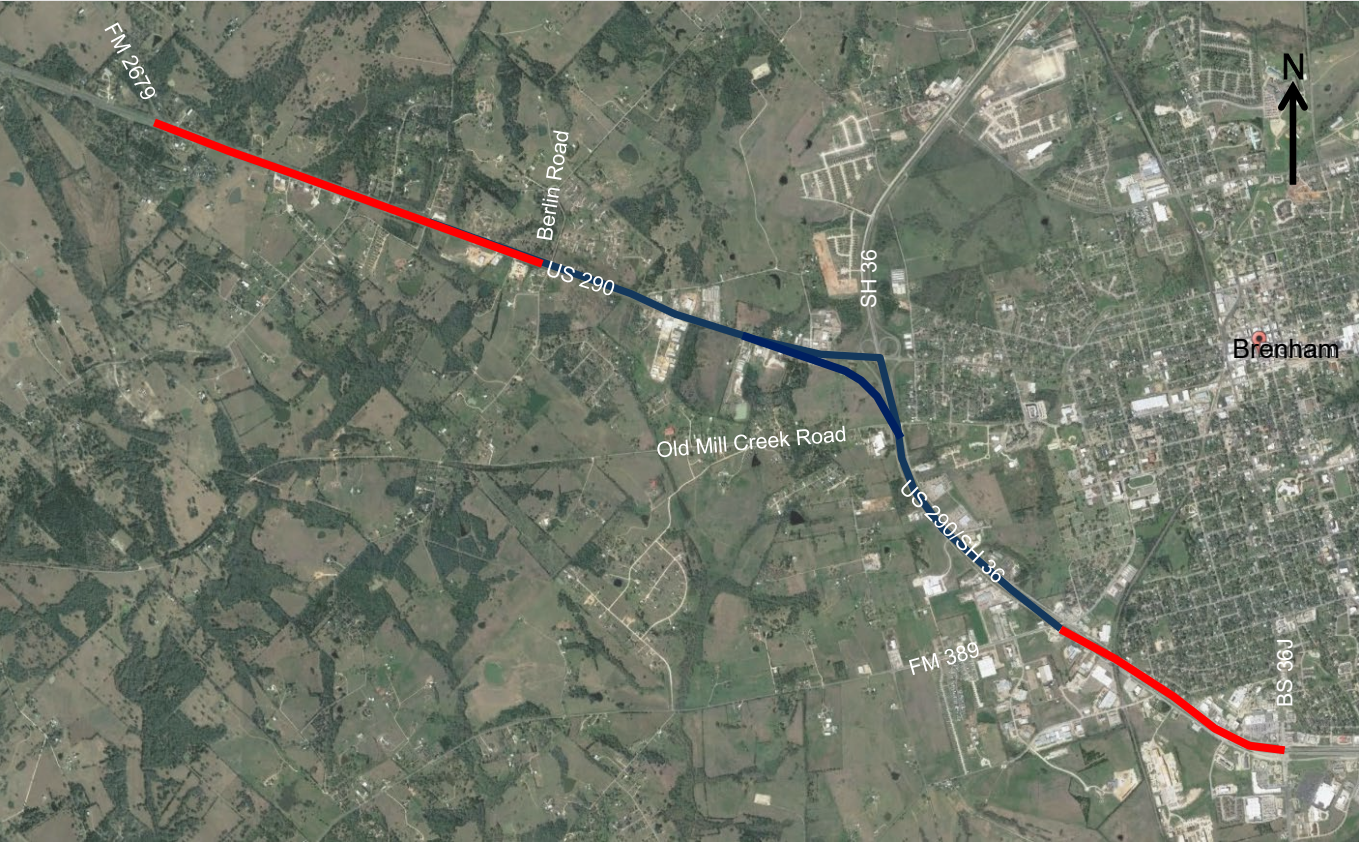
US 290 West of Westwood Lane to Sunset Road



US 290 Berlin Road Intersection



Proposed Future Work





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.



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

An Environmental Assessment, is required when the significance of the environmental impacts are uncertain. The purpose of this process is to clarify any uncertainty and document the finding. If no significant impacts are found, the process is concluded with a Finding of No Significant Impact, referred to as a FONSI.

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



Project Coordination

- Texas Commission on Environmental Quality (TCEQ)
- U.S. Army Corps of Engineers (USACE)
- Federally-recognized Tribes with an interest in TxDOT projects
- Texas Historical Commission (THC)
- Texas Parks and Wildlife Department (TPWD)



Air Quality

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

Archeological Resources

- Research/Databases
- Archeological Intensive Resources Survey
- No Impact

Non-Archeological Historic Properties

- National Register of Historic Places – no impacts to any listed or eligible properties.
- Replacement of the 1958 Old Mill Creek Road Bridge over US 290 would be adversely impacted.



Biological Resources

- Threatened and Endangered Species - Washington County
 - Project is within the range of and with suitable habitat present for federal candidate species, state-listed species, and species of greatest conservation

- Vegetation Types – potential impacts
 - Disturbance or Tame Grassland
 - Deciduous Woodland
 - Deciduous Shrubland
 - Post Oak Motte and Woodland
 - Savanna Grassland
 - Urban High Intensity
 - Urban Low Intensity



Hazardous Materials

- Initial Site Assessment
 - Six high risk sites of concern were identified
 - No hazardous material impacts are anticipated

Community Impacts

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



Traffic Noise

- Traffic Noise Model – TNM (FHWA approved)
- 19 representative receivers modeled
- Proposed Noise Barrier is recommended at the Vintage Farms Neighborhood
 - Determination of feasibility by constructability analysis would be completed

Water Resources

- Construction General Permit is applicable (coordinate with TCEQ)
- Waters of the US are present. Work would be covered under Nationwide Permit with a Pre-Construction Notification authorized by the US Army Corps of Engineers

Conclusion

- Environmental studies, analyses, and evaluation of the proposed project indicate no significant impacts



- Project CSJs: 0186-06-082, 0114-09-091

- The proposed project is included within:
 - Statewide Transportation Improvement Program (STIP)
 - 10-year Unified Transportation Program (UTP)

- Total Estimated Construction Cost: \$233 million

- Funding Source – Federal and State Funds
 - UTP Funding Category 4 – Connectivity Corridors (Rural)



Project Impact

- 75.6 acres of new right of way
- Potential displacements: 11 residences and 20 non-residential structures

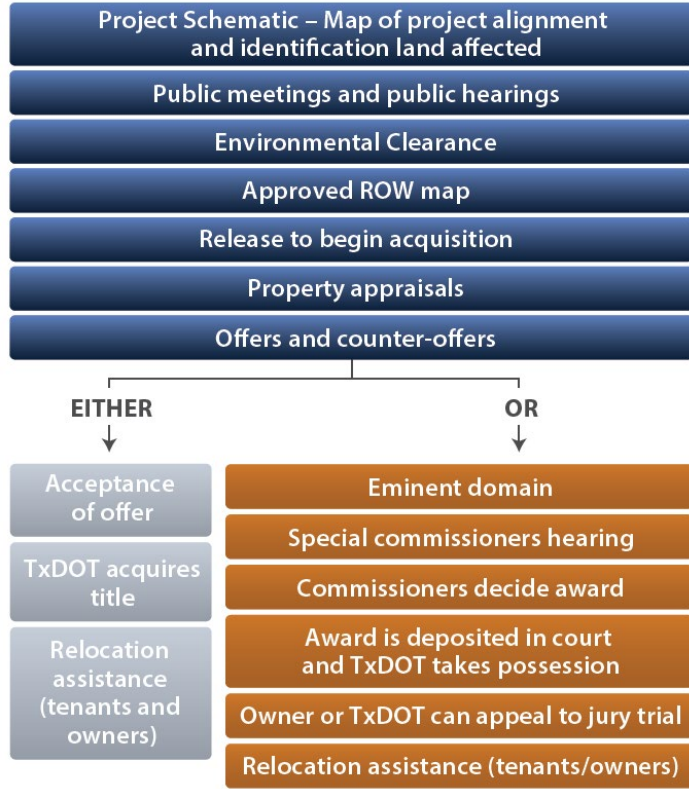
Laws and Regulations

- 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.

Right-of-Way Acquisition Overview



TXDOT'S RIGHT OF WAY PROCESS



← We are here in the Right-of-Way Process

For More Information:

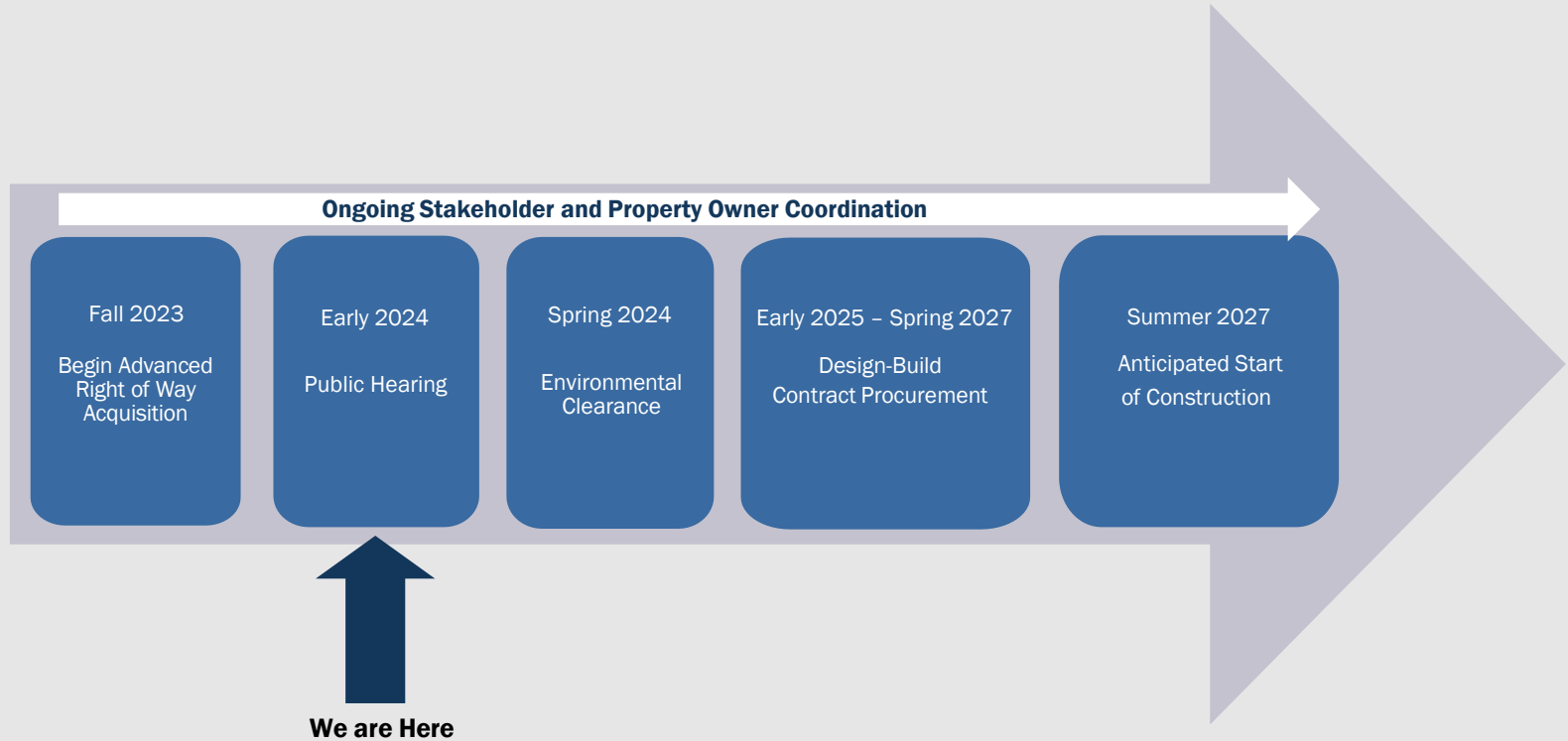
Christine Solomon

ROW Project Manager

TxDOT Bryan District

Christine.Solomon@txdot.gov

Anticipated Project Schedule





Comment Period



OPTIONS FOR COMMENTING

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 ATTN: Sydney Fox
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**All comments must be submitted or postmarked by
Monday, February 5, 2024
to be included in the public hearing documentation**



Public Comment Session

- Submit a Speaker Registration card
- Limit your comments to 3 minutes
- Use the microphone
- State your name and whom you represent (if applicable)
- Unused time may not be given to another speaker

Q&A



Thank You For Your Participation!

Please remember to submit your comments on or before
Monday, February 5, 2024
to be included in the Public Hearing Summary Report

- Written comments can be placed in the comment box
- E-mail comments to: BRY_PublicComment@txdot.gov
- Mail comments to: TxDOT – Bryan District
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Project questions are welcome anytime during the project development process