



Virtual Public Meeting with In-Person Option

Pre-Recorded Presentation

FM 646 Re-evaluation From Edmund Way to FM 3436

Galveston County, Texas

CSJs: 3049-01-022 & 3049-01-023

February 2022

The Texas Department of Transportation Houston District would like to welcome you to the virtual public meeting with in-person option for the proposed Farm-to-Market Road 646 Improvement project from Edmund Way to FM 3436 in Galveston County, Texas. This is a pre-recorded presentation.

My name is Joshua Geyer and I am part of the project team that is working on this project. On behalf of the Texas Department of Transportation, I would like to welcome you and thank you for participating in this public meeting.

Please note this virtual public meeting only concerns the design modifications being re-evaluated between Edmund Way and FM 3436. This presentation is available for viewing starting on February 15, 2022.

During the virtual meeting, you may pause the presentation and navigate forward or backward using your video player.

Public Meeting Questions and Concerns



Please phone 713-802-5256 if you have:

- Problems accessing public meeting information online
- Request for special accommodations
- Language or interpretation needs other than English and Spanish

Details on how to submit an official comment will be provided further in the presentation

If you experience technical difficulties with the public meeting, please call Sabrina Stachowski at 713-802-5256. You may also request special accommodation assistance accessing public meeting information and materials and language interpretation needs other than English and Spanish. The methods for submitting a public comment on the project will be explained at the end of this presentation.



IN-PERSON OPTION
Wednesday, February 16, 2022
3:00 P.M. TO 7:00 P.M.
American Legion Post 554
1650 Highway 3 S, League City, TX 77573

This virtual public meeting is being held in conjunction with an in-person public meeting, which will be held on Wednesday, February 16, 2022, from 3:00 P.M. TO 7:00 P.M. at the American Legion Post 554, 1650 Highway 3 S, League City, Texas 77573. The information presented in the virtual public meeting and the in-person public meeting is identical, and the opportunities to comment do not differ.

Public Meeting Agenda



- Welcome
- Project Background
- Outreach and Notification Methods
- Purpose of Public Meeting
- Project Overview
- Project Next Steps
- Public Comment Process
- Closing



This virtual public meeting with in-person option is being held to introduce the proposed project and gather public input. You are encouraged to submit comments on the proposed project after reviewing the meeting materials and listening to this presentation.

In this presentation, I will describe the proposed project and explain the purpose of the public meeting, provide a project overview, explain the proposed project's next steps and outline the methods for submitting comments.

Outreach and Notification Methods



- Elected Official Letters were mailed/e-mailed on Tuesday, February 1, 2022
- Notices were mailed directly to adjacent property owners on Tuesday, February 1, 2022
- EveryDoor Direct Mailouts were sent to the project area on Friday, February 4, 2022
- Information was posted to the TxDOT website on Friday, January 26, 2022
- Flyers were posted at high-traffic businesses along the corridor on Thursday, February 3, 2022
- A notice in English was published in the Bay Area Citizen on Wednesday, February 2, 2022
- A notice in Spanish was published in La Información on Thursday, February 3, 2022
- Links to meeting notices were posted on TxDOT Facebook and Houston District Twitter accounts

Notices about the public meeting were emailed to elected officials on Tuesday, February 1, 2022, and were sent to adjacent property owners on Tuesday, February 1, 2022. EveryDoor Direct Mailers were mailed to the project area on Friday, February 4, 2022. The public meeting notice was posted on the TxDOT website on Friday, January 26, 2022. Flyers were posted at high-traffic businesses along the corridor on Thursday, February 3, 2022. A notice was posted in the Bay Area Citizen on Wednesday, February 2, 2022, and also posted in Spanish in La Información on Thursday, February 3, 2022. In addition, links to the meeting notice were posted on the TxDOT Facebook page and TxDOT Houston District Twitter page.



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 the Federal Highway Administration (FHWA) and TxDOT.

The FM 646 Improvement Project is receiving 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 environment and helps the decision maker to make an informed decision on whether or not to proceed with the project. On December 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 applies to this project.

Project Background



- Original Project Length: 8.9 miles (from I-45 to Bayshore Boulevard)
- Finding of No Significant Impact issued May 2011
- I-45 to Edmund Way has been constructed



The original project proposed improvements were from I-45 to Bayshore Boulevard. These proposed improvements were shown to the public at a Public Meeting on September 7, 2006, and a Public Hearing on July 13, 2010. The Environmental Assessment was approved by the Federal Highway Administration in May 2011. The portion between I-45 and Edmund Way approximately 1.3 miles has since been constructed.

Project Background



Original Design: FM 646 from I-45 to Bayshore Boulevard

- Add one travel lane in each direction
- Increase the shoulder width from a varying 7-10 feet to a uniform 12 feet
- Construct a 16-foot-wide raised median
- Construct an overpass at the Union Pacific railroad, with the current at-grade crossing remaining to maintain access to adjacent properties
- Convert the existing open ditch to curb-and-gutter (in some sections)
- 25.6 acres of proposed right of way
- 6 potential displacements
 - 4 single-family residences
 - 2 commercial facilities

The original plan to improve FM 646 from I-45 to Bayshore Boulevard largely remains the same. The approved project constructs and widens the existing roadway from one lane in each direction to two lanes in each direction and a 16-foot-wide raised median. The design also converted open ditches into a curb and gutter system in some sections with 25.6 acres of proposed right of way. The original design included six potential displacements including four single-family residences and two commercial facilities.

Purpose and Need of the Original Project



Project Needs

- Improved mobility, both locally and regionally, due to the projected increases in traffic, population, and development
- Decrease congestion during hurricane evacuations
- Improved safety and operational efficiency
- Reduce congestion and address safety concerns at the at-grade railroad crossing

Project Purpose

The purpose of the proposed project is to increase capacity and mobility and to improve the roadway design of the existing FM 646 facility. Additional travel lanes will accommodate the projected increase in traffic volumes during hurricane evacuations and projected future corridor traffic demands. Improving the existing roadway design by adding two travel lanes, adding a median, expanding the shoulder widths, and constructing an overpass at the railroad crossing will improve safety, efficiency, and mobility in the project area.

The improvements are needed because current and projected growth in the area has caused traffic demand to increase and therefore congestion has increased along the corridor. Additional raised medians and an overpass at the railroad crossing are needed to improve safety.

The purpose of the approved project is to accommodate future anticipated traffic demand and growth in the region, accommodate hurricane evacuation and improve safety and mobility by constructing a divided roadway with raised medians and adding an overpass at the railroad crossing.

Crash Analysis (Years 2015-2021)



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One of the goals for the project is to reduce crashes along the corridor. Regarding safety, the project team analyzed crash data for the project corridor for the years 2015-2021. Locations of crashes are shown on this map, and circles were placed, and color coded where multiple crashes occurred in the same general location; these are called 'hot spots.' Crash rates within the project limits are significantly higher than the statewide average and five fatalities have occurred during the 6-year study timeframe. Locations of fatalities are shown on the slide.

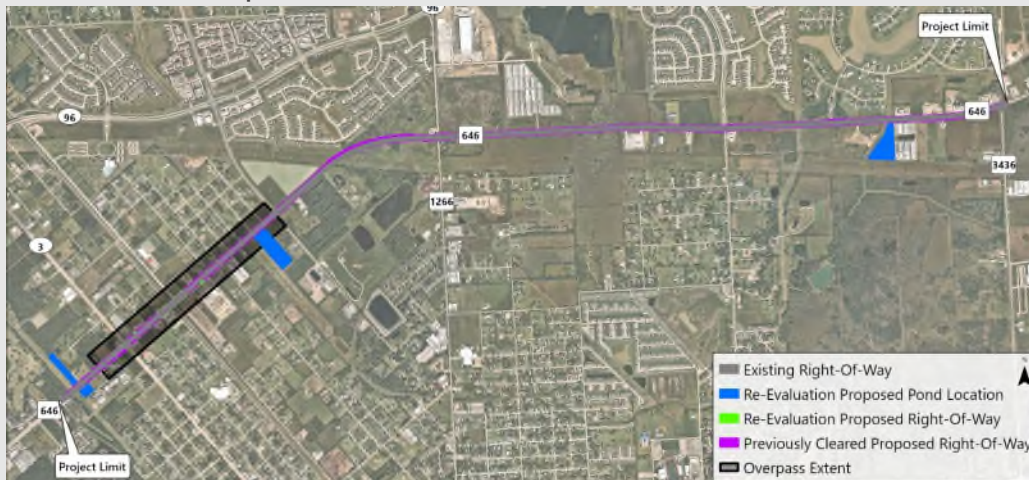
The majority of crashes along the FM 646 corridor are near major intersections due to the higher volume of turning movements at many intersections that currently have no traffic signals. This, too, applies to driveways along the project roadway, as those are all locations where vehicles may make unprotected left turns on to or off of FM 646. The previously approved project would install a raised median in order to reduce the volume of traffic crossing the roadway between major intersections.

Proposed Design Changes - Why Is The Re-evaluation Needed?



Design Changes: Proposed Detention Ponds

- Additional 18.5 acres of proposed right of way to construct four off-site stormwater detention ponds



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Detailed engineering and hydraulic analysis began in 2016 for the section from Edmund Way to FM 3436. At that time, TxDOT determined that stormwater detention ponds would be needed, and the design at the railroad crossing was modified to improve the access roadway alignment. The changes in design require approximately 20 acres of additional right of way. The map shown on this slide shows the locations of the four detention ponds outside of the existing right of way, displayed in blue, totaling 18.5 acres of additional right of way. Three additional stormwater detention ponds are proposed within the existing right of way at the railroad crossing and are not shown on this slide. To see locations of the three stormwater detention ponds proposed within existing right of way please refer to the schematic on the meeting webpage. The black box on this slide shows the location of the design modification at the railroad crossing and is discussed on the following slide.

For more detailed exhibits illustrating the proposed changes, please download the schematic file from the meeting webpage.

Proposed Design Changes - Why Is The Re-evaluation Needed (Cont.)?



Design Changes: Access Roadway Improvements

- Additional 1.3 acres of proposed right of way to improve the access roadways at the overpass at the Union Pacific railroad
- 9 additional potential displacements
 - 1 single-family residence (1610 SH 3)
 - 7 commercial facilities (Vanderford Air, Texas First Bank ATM, Big 7 Used Cars, Valero, WellCare Pet Clinic, Hill Ave. Clinic, & Turner's Vehicle Inspection Station)
 - 1 place of worship (Tempo Roca Fuerte)



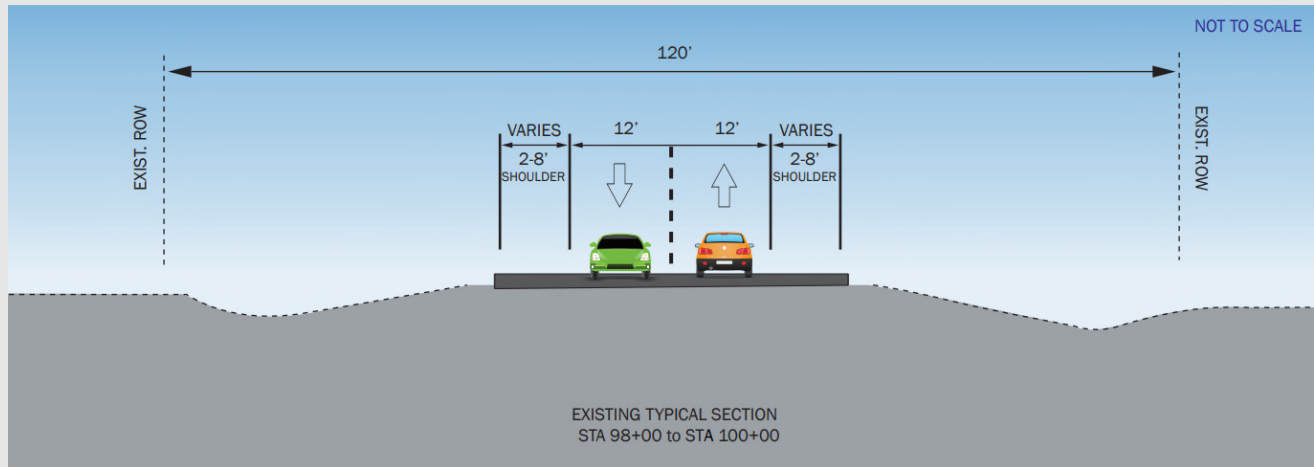
The map on this slide shows the location of the proposed design changes near the Union Pacific railroad; this includes an additional 1.3 acres of right of way. This design change may result in nine additional potential displacements including one single-family residence, seven commercial facilities on six properties, and one place of worship.

The next few slides show the existing conditions typical section, the 2011 approved design typical section, and the typical section for the railroad overpass area where there are proposed design changes.



Existing Typical Section

- Two-lane undivided roadway (12-foot-wide travel lanes)
- 2- to 8-foot-wide outside shoulders

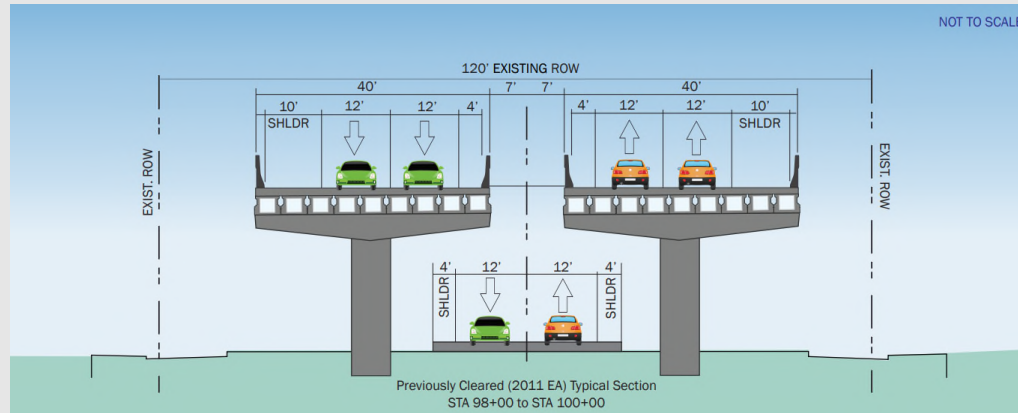


The existing FM 646 facility in the project area is a two-lane undivided roadway including 12-foot-wide travel lanes and 2- to 8-foot-wide outside shoulders.

Proposed Typical Section – 2011 Design



- Widen from two-lane undivided to four-lane divided roadway
- Construct overpass at the Union Pacific railroad within existing right of way
- 12-foot-wide travel lanes, 10-foot-wide outside, and 4-foot-wide inside shoulders
- 12-foot-wide access lanes with 4-foot-wide outside shoulders beneath bridge

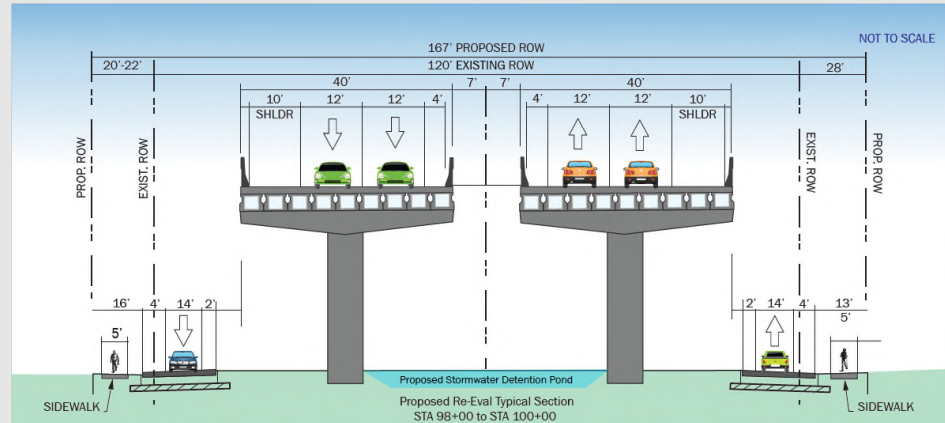


This picture shows the design from the 2011 original approved project. The design was to be constructed in existing right of way on two bridge structures with two 12-foot-wide travel lanes, 10-foot-wide outside shoulders, and 4-foot-wide inside shoulders in each direction. The access roads at the railroad overpass were designed as an hourglass configuration with 12-foot-wide travel lanes and 4-foot-wide outside shoulders. No sidewalks were proposed at this location.



Proposed Typical Section – Re-Evaluation Design

- Overpass at the Union Pacific railroad
 - 12-foot-wide travel lanes, 10-foot-wide outside, and 4-foot-wide inside shoulders
- 14-foot-wide access lanes with 4-foot-wide outside and 2-foot-wide inside shoulders parallel to the bridge structures shoulders with 5-foot-wide pedestrian sidewalks
- Proposed shallow stormwater detention ponds beneath the overpass



This picture shows the design we are now proposing at the railroad overpass area. This proposed design would realign the previously approved access roads from an hourglass configuration to a straight alignment that parallels the FM 646 bridge. This configuration is more conventional and eliminates curves at the railroad crossing, reducing potential crashes at the overpass. In addition, 5-foot-wide pedestrian sidewalks and shallow stormwater detention ponds are also proposed at this location.

Additional right of way from both sides of the existing right of way would be required to construct the improved access roads at this location. The proposed right of way width would increase 47 feet from 120-foot-wide to 167-foot-wide.

Environmental Analysis Resource Areas



- Biological Resources
- Community Impacts and Environmental Justice
- Water Resources
- Hazardous Materials
- Archeological Resources
- Historic Resources
- Air Quality
- Traffic Noise Analysis

The project team is identifying and evaluating potential environmental impacts that could occur as a result of constructing the proposed design modifications.

Areas that are under review include biological resources, community impacts, environmental justice, water resources, hazardous materials, archaeological resources, historic resources, air quality, and traffic noise.

The project would be designed to avoid or minimize impacts to the greatest amount practicable.

Once completed, technical reports documenting the analysis and conclusions of these studies will be available for review upon request.

Project Funding



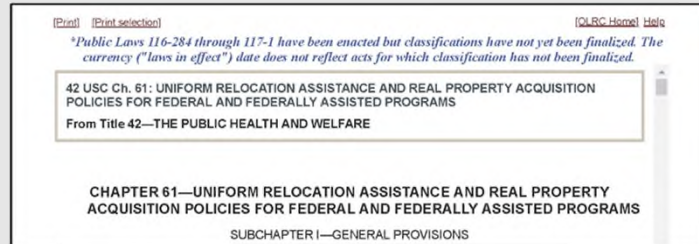
- Total Project Estimated Cost: approximately \$56 million
 - Edmund Way to FM 1266: approximately \$34 million
 - FM 1266 to FM 3436: approximately \$22 million
- The proposed project would be funded with a combination of Federal and State funds

The project would be funded with a combination of federal and state funds for a total of approximately 56 million dollars.

TxDOT Right-of-Way Process



- Approximately 20.0 acres of additional right of way would be required
- One potential single-family residence displacement
- Seven potential commercial facility displacements on six properties
- One potential place of worship displacement

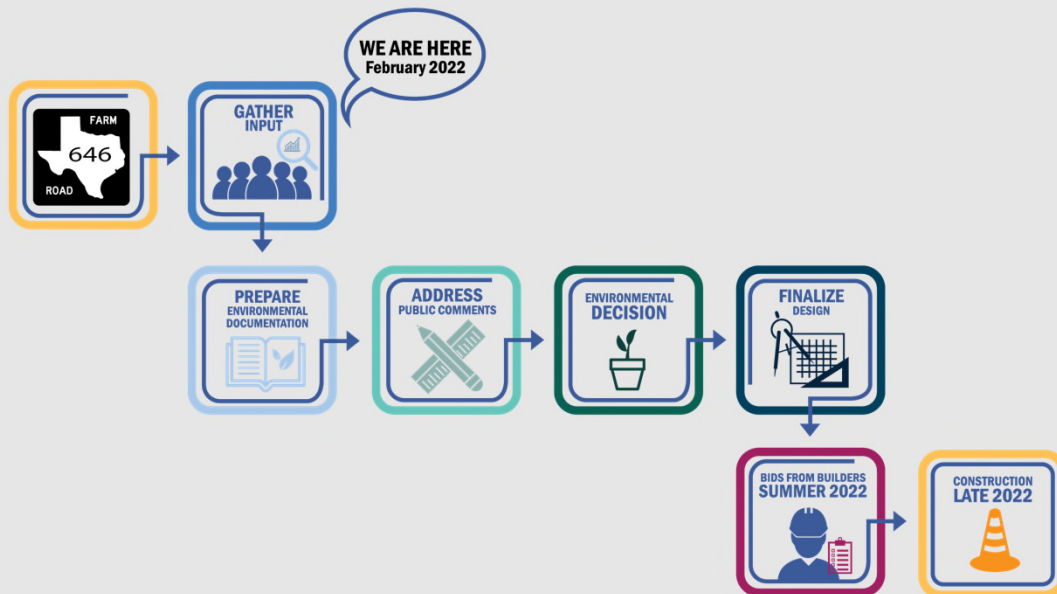


Please visit www.txdot.gov for more information about the Uniform Act and TxDOT Relocation Assistance Program information.

As described earlier in this presentation, approximately 20 acres of additional right of way would be required for the proposed design changes, which may result in nine potential displacements on eight properties. TxDOT offers relocation counseling and financial assistance to residences and businesses that are displaced by the acquisition of highway right of way in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. TxDOT would provide assistance to owners, residents, community facilities and businesses for displaced properties.

This concludes the project information presentation for the proposed FM 646 improvement project. The next few slides describe the next steps, the ways you may comment on the proposed project, and contact information for general project questions.

Project Next Steps



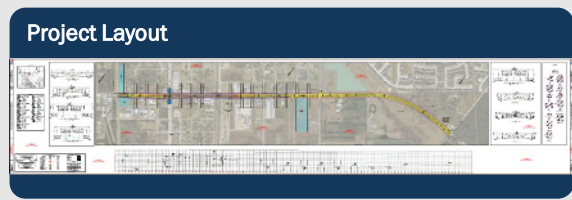
TxDOT would like to highlight the estimated project timeline. Look for the “We are here” bubble at the top of the slide. This public meeting is being held to present the proposed project and gather public and stakeholder input. After the comment period closes TxDOT will review the comments received and prepare a public meeting summary report. The summary report will be posted to the meeting webpage approximately three months after the close of the comment period. The next steps include finalizing the design, and construction is anticipated to begin in late 2022. The project team anticipates that construction would take approximately 1.5 to 2 years to construct Edmund Way to FM 1266 and 1.5 to 2 years to construct FM 1266 to FM 3436.



Public Meeting Materials

Public meeting materials are provided on the TxDOT meeting webpage:

- Presentation
- Comment card
- Fact sheet
- Project layout



The meeting webpage contains all materials presented in this public meeting including this presentation in both English and Spanish, a comment card, a project fact sheet, and a project layout. These files are large and may require more time to download than the other project materials.

How to Submit Your Written Comments



All comments must be received or postmarked by March 3, 2022.

Comments can be provided by:

Comment Card

Download the comment card from the meeting webpage, fill it out and email or mail it to TxDOT

Email

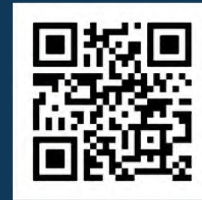
Submit to:
HOU-PIOwebmail@txdot.gov

Mail

TxDOT Houston District Office
Advanced Project Development Director
P.O. Box 1386
Houston, TX 77251

Online

www.txdot.gov
Keyword Search: **FM 646 from Edmund**
Click on the online comment form
under the Downloads Section



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TxDOT encourages you to review the materials posted on the virtual public meeting webpage and to provide written comments.

The comment form is located on the meeting webpage. Comments must be received by email or mailed and postmarked by March 3, 2022, to be included in the official virtual public meeting summary report.

You can submit written comments in the following ways:

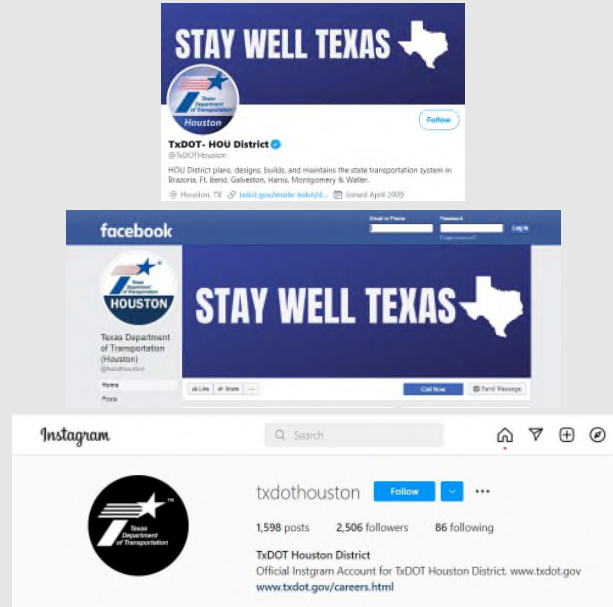
- Using the comment card found in the Downloads section of the virtual public meeting webpage. Fill it out and email or mail it to the addresses shown on this screen.
- By email to HOU-PIOwebmail@txdot.gov
- By mail to the TxDOT Houston District, Attention: Advanced Project Development Director, P.O. Box 1386, Houston, Texas, 77251-1386
- Online by visiting www.txdot.gov and searching in the upper right-hand search box for "FM 646 from Edmund." Click on the online comment form under the Downloads section.

Again, responses to comments received during the comment period will be included in the Virtual Public Meeting Summary Report that will be posted on the meeting webpage in approximately three months. The meeting webpage can be accessed by visiting www.txdot.gov; key word search "FM 646 from Edmund".

Quick Contacts – Engage TxDOT Online



- Contact the TxDOT Project Manager anytime during project development
Sabrina Stachowski
(713) 802-5256
Email: Sabrina.Stachowski@txdot.gov
- Follow us: Twitter - Houston:
<https://twitter.com/TxDOTHouston>
- Like us: TxDOT Facebook:
<https://www.facebook.com/txdothouston/>
- Follow us: Instagram
<https://www.instagram.com/txdothouston/>



Secondly, don't hesitate to contact us with any questions.

Please feel free to contact Sabrina Stachowski at the TxDOT Houston District office at (713) 802-5256 or Sabrina.Stachowski@txdot.gov with any questions or comments at any time during the project development process. And don't forget to click on these links and follow us on Twitter for ongoing road closures and construction updates on the Houston District Twitter page. You can also keep up with TxDOT news on our Facebook page or Instagram.



**Thank you for participating in
this public meeting!**

**Please remember to submit comments by
March 3, 2022**

Thank you for participating in this public meeting. Please remember to submit comments by March 3, 2022.