

**Virtual Public Meeting with  
In-Person Option  
Pre-Recorded Presentation**

**State Highway 105 Re-evaluation  
From Mount Mariah Road to  
FM 149**

Montgomery County, Texas

CSJ: 0338-02-032

November 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 State Highway 105 Mount Mariah Road to Farm to Market 149 project in Montgomery County, Texas. This is a pre-recorded presentation.

My name is **xxxx**, I am part of the project team that is working on this project. I would like to welcome you and thank you for participating in this public meeting.

Please note this public meeting introduces the design modifications being re-evaluated on State Highway, or SH, 105 from Mount Mariah Road to Farm to Market, or FM, 149. The remainder of the project has not changed.

This presentation is available for viewing starting on November 8, 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 713-502-5132 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 David Jamar at 713-502-5132. 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**

**Thursday, November 10, 2022**

**5 to 7:30 p.m.**

**Montgomery High School Cafeteria**

**22825 Highway 105 West**

**Montgomery, Texas 77359**



This virtual public meeting is being held in conjunction with an in-person public meeting that will be held on November 10<sup>th</sup>, 2022, from 5 to 7:30 P.M. at the Montgomery High School Cafeteria, located at 22825 Highway 105 West in Montgomery. 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



Outreach and Notifications



Purpose of Meeting



Project Background



Project Overview



Project Next Steps



How to Comment

In this presentation, I will provide an overview of the original State Highway 105 project, describe the proposed design changes, explain the proposed project's next steps, and outline the methods for submitting comments.

## SH 105 at Mount Mariah Road Outreach/Notification Methods



Information was posted to the TxDOT website on October 4, 2022



Social Media posts were made on TxDOT Twitter and Facebook pages



Elected Official Letters were sent by mail on October 20, 2022, and e-mailed on October 20, 2022



Notices were mailed directly to adjacent property owners and local schools, emergency services, and neighborhood associations on October 26, 2022



Every Door Direct Mail postcards were mailed directly to residents adjacent to the project on October 26, 2022



A notice in English was published in the *Conroe Courier* on October 26, 2022  
A notice in Spanish was published in *La Voz* on October 26, 2022



Changeable message boards with meeting information were placed along SH 105 from October 26, 2022, to November 10, 2022

The public meeting notice was posted on the TxDOT website on Tuesday October 4th, 2022.

Notices about the public meeting were sent to elected officials by mail and email on Thursday October 20<sup>th</sup>, 2022.

Notices were sent to adjacent property owners on Wednesday, October 26, 2022.

Every Door Direct Mail postcards were sent to residents adjacent to the project on October 26, 2022

The notice was posted in English in the *Conroe Courier* on Wednesday, October 26, 2022.

A notice was also posted in Spanish in *La Voz* on Wednesday October 26, 2022.

Changeable message boards with meeting information were also placed along State Highway 105 from Wednesday, October 26, 2022, to Thursday, November 10, 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 SH105 from Mount Mariah Road to FM 149 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.

## Purpose and Need of the Previously Approved Project



### Project Needs

- Current and projected growth in the area has caused traffic demand to increase
- Two-lane undivided roadway does not provide adequate mobility to accommodate population growth or alleviate congestion
- Increased number of serious accidents along the proposed project corridor

### Project Purpose

The purpose of the project is to improve traffic flow within the study area and larger region and reduce the number of traffic accidents from Mt. Mariah Road to FM 149

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.

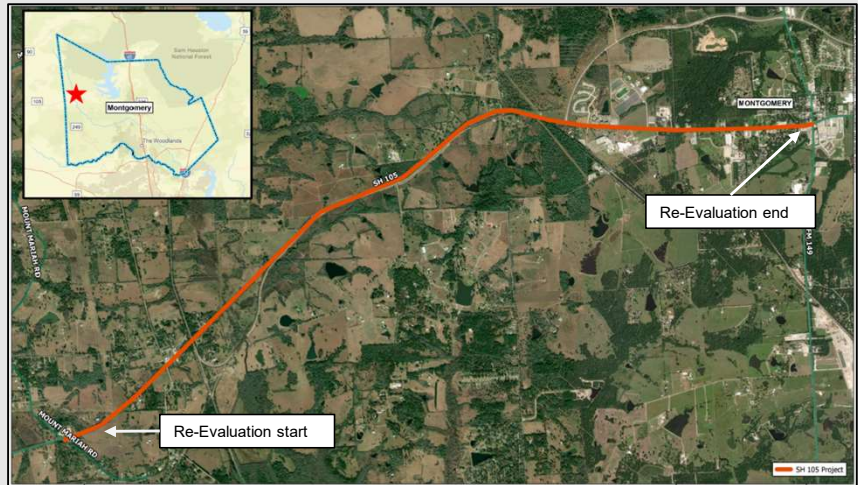
The purpose of the project is to improve traffic flow within the study area and larger region and reduce the number of traffic accidents from Mt. Mariah Road to FM 149.

This re-evaluation would result in no change to the project's purpose and need or environmental clearance classification.

## Previously Approved Project Description



- Widen existing two-lane undivided roadway to four-lane divided roadway
- Add detention ponds
- Add intermittent sidewalks
- Requires 23 acres of additional right-of-way
- Five displacements anticipated



SH 105 Mt Mariah to FM 149 Project

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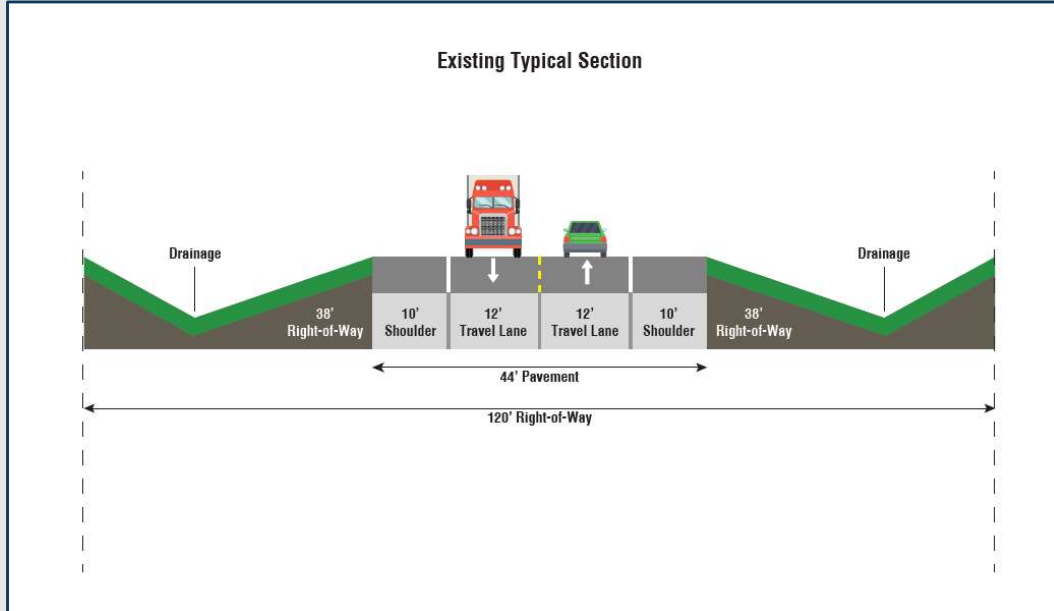
To give a brief overview of the previously approved project, the original SH105 project generally consisted of widening the two-lane portion of SH 105 to four lanes from Mount Mariah Road to FM 149 and constructing medians, detention ponds, and intermittent sidewalks.

These improvements were shown to the public at three public meetings that occurred in 2005, 2006, and 2007, and in two public hearings held in 2017. The environmental assessment prepared for the project, or EA, was environmentally cleared in July 2017.

Approximately 23 acres of additional right of way was identified as needed for the approved project resulting in 5 displacements including 1 residential structure, 3 commercial structures, and 1 billboard. To date, acquisition of right-of-way has not begun.



## Existing Typical Sections



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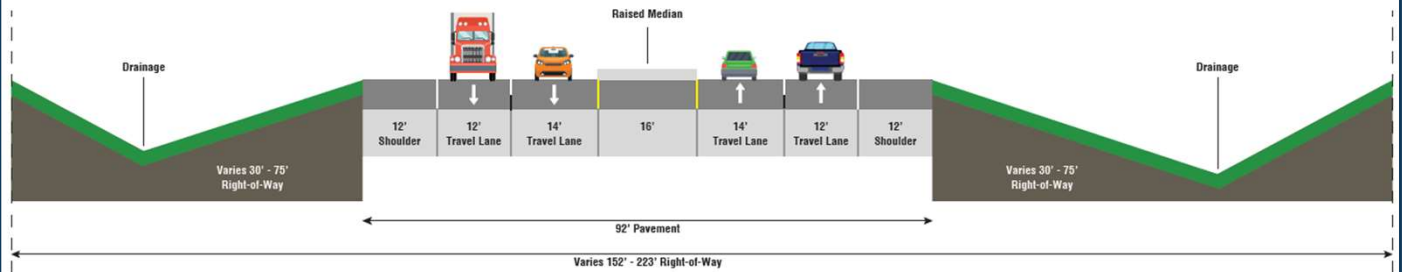
This is the existing typical section, or the roadway design as it is today, looking along SH 105 between Mount Mariah Road and FM 149.

The existing SH 105 right-of-way in this area is typically 120 feet wide and contains one 12-foot-wide travel lane in each direction with 10-foot-wide outside shoulders.

## Approved 2017 Typical Section



Approved SH 105 Typical Section



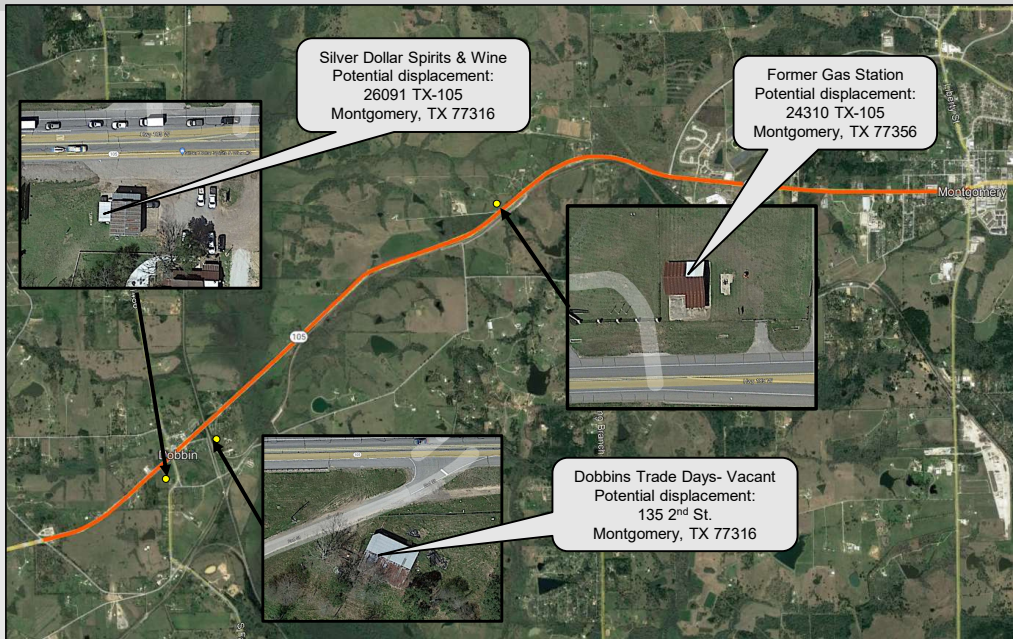
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In the 2017 project, the roadway design changed from a two-lane facility with one travel lane and shoulders in each direction, to a four-lane facility, with two travel lanes and shoulders in each direction and a raised median. The typical section consisted of a 12-foot-wide outside travel lane, a 14-foot-wide inside travel lane, and 12-foot-wide shoulders in each direction, with a 16-foot-wide raised median to separate the direction of travel. The right-of-way for the typical section ranged from 152 to 223-feet-wide. Although the project proceeded into the detailed design phase, the 2017 project has not yet been constructed.

## Commercial Displacements from 2017 Approved Design



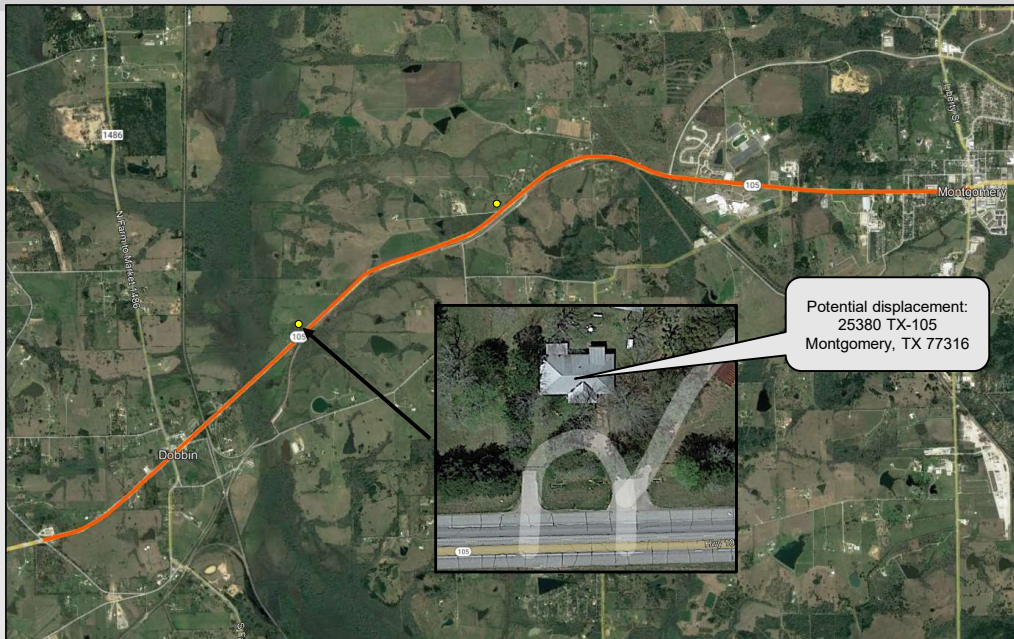
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This exhibit shows the three potential commercial displacements identified as a result of the 2017 design. The potential displacements are located at 26091 SH 105, 24310 SH 105, and 135 2<sup>nd</sup> St., all in Montgomery.

## Residential Displacements from 2017 Approved Design




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This exhibit shows the location of one potential residential displacement as a result of the 2017 approved design. The potential displacement is located at 25380 SH 105 in Montgomery.

# Project Background




## Final Environmental Assessment

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**SH 105, Houston District**  
 SH 105 (From Mount Mariah to FM 149)  
 CSJ-0338-02-032  
 Montgomery County, Texas  
 July 2017

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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 16, 2014, and executed by FHWA and TxDOT.



## Documentation of Public Hearing

**Project Location**  
 Montgomery County  
 State Highway 105  
 CSJ 0338-02-032

**Project Limits**  
 Mount Mariah Road to Farm-to-Market 149

**Hearing Location**  
 Montgomery Junior High School

**Hearing Date and Time**  
 February 28, 2017 at 6:30 p.m.

**Translation Services**  
 Notice and public hearing materials provided in Spanish

**Presenters**  
 Christine Bergen – Manager of the Houston District Environmental Program  
 Patrick Gant – Texas Department of Transportation Project Engineer  
 Lisa De La Cruz – Jacobs Environmental Project Manager

**Elected Officials in Attendance**  
 None


**Total Number of Attendees (approx.)**  
 85 – General Public

**Total Number of Commenters**  
 Seven

**Contents**

- Comment/response matrix
- Public hearing officer certification
- Notices
- Signs in sheets
- Verbatim transcript
- Comments received
- Figures

7/16/18 TDM



## Finding of No Significant Impact for a FHWA Project

**Proposed Action:** SH 105  
**Project Limits:** Mount Mariah to FM 149  
**City:** Montgomery/Cosby County: Montgomery State: Texas  
**TxDOT CSJ#:** 0338-02-032

In accordance with 23 CFR Section 771.119 and Section 771.121, the Texas Department of Transportation (TxDOT) has determined that the SH 105 project, from Mount Mariah to FM 149, will not have a significant impact on the human or natural environment.

This Finding of No Significant Impact (FONSI) for the Preferred Alternative is based on the final Environmental Assessment (EA) dated July 2017 and the entire project record. This decision documents the selection of the Build Alternative, presented in the final EA as the Preferred Alternative, which is described as:

The Preferred Alternative would widen SH 105 both to the north and south side of the existing highway from an undivided, two-lane highway to a four-lane divided highway with outside shoulders, intermittent sidewalks within the urban section of the project and at the Montgomery High School, and open ditches for most of the highway's length. The additional ROW required would be approximately 23 acres. There are five detention ponds located within the proposed ROW. Proposed SH 105 would typically consist of two, 12-foot-wide travel lanes in each direction, with a 16 to 40-foot-wide median and 10-foot-wide shoulders that could serve as a shared use with bicycles. The width of the proposed ROW would range from 160 feet near the project's western terminus at Mt. Mariah Road to 305 feet at the bridge crossing areas.

A Notice of Availability of the draft EA was issued on February 12 and 13, 2017 in the La Voz and Houston Chronicle, respectively.

A public hearing for the project was held on February 28, 2017.

No changes to the draft EA were made as a result of comments received on the Draft EA during the posted comment period, or from comments made at the public hearing.

Public Hearing Documentation has been prepared and is available for review on request.

The final EA and reports contained in the file record have been independently evaluated by TxDOT and determined to adequately and accurately discuss the need, purpose, alternatives, environmental issues, impacts of the proposed project, and appropriate mitigation measures. These documents provide sufficient evidence and analysis for determining that preparation of an Environmental Impact Statement is not required. These documents are incorporated by reference into this decisional document.

Based upon TxDOT's review and consideration of the analysis and evaluation contained in the EA for this project, and after careful consideration of all social, economic, and environmental factors, including input from the public involvement process, TxDOT hereby issues this Finding of No Significant Impact for the SH 105 project from Mount Mariah to FM 149.

TxDOT will ensure adherence and completion of all project commitments described in the Final EA July 2017. Section 17, TxDOT will ensure that any and all local, state, or federal permit requirements and

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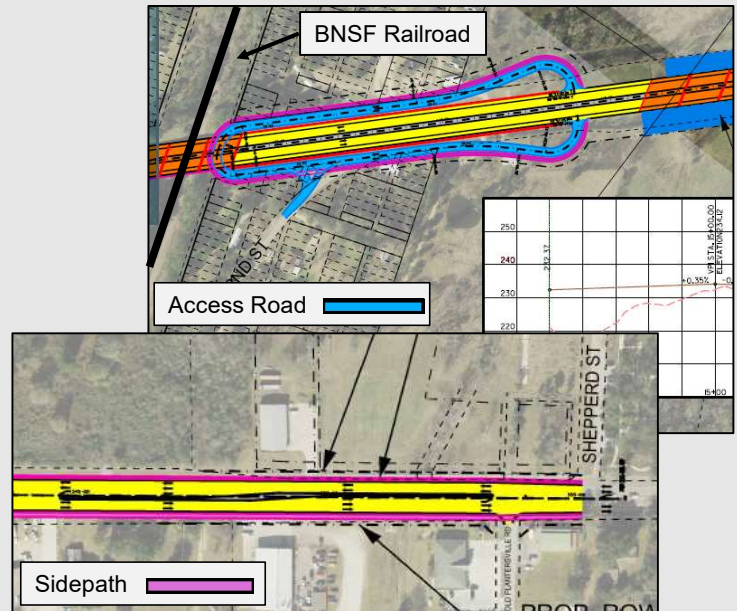
Historical information on the SH 105 project may be found on the virtual meeting webpage for those interested in additional information. If you do not have access to the internet, information may be requested from the District Office. Methods of contacting TxDOT for this project will be provided at the end of this presentation.

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



### Proposed design changes include:

- Addition of an access road and turnaround at the BNSF railroad in Dobbin
- Addition of continuous sidewalks and shared use paths for pedestrian and bicyclists from Lone Star Parkway to Sheppard Street
- Proposed design changes would require approximately 6 acres of additional right-of-way



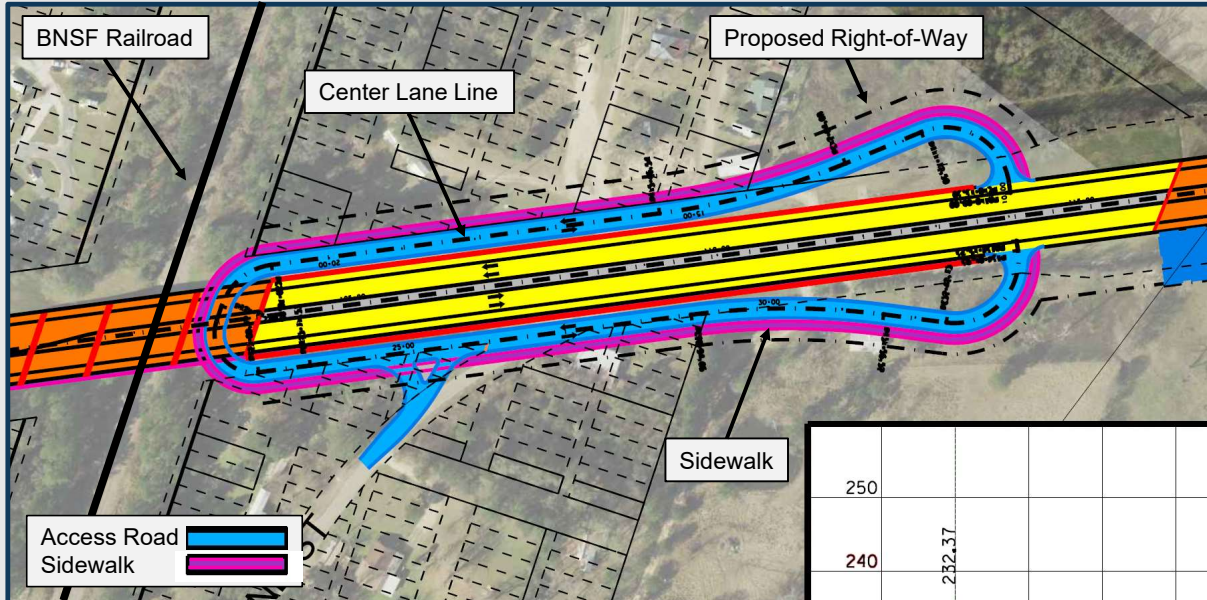
So why are we here? As mentioned earlier, the SH 105 widening project was environmentally approved in 2017. Since environmental clearance, detailed engineering design has been occurring, and the detailed design effort is resulting in two proposed design changes for the project. And on the environmental side, per regulations, when there are design changes on a project a re-evaluation of environmental studies is needed.

This slide shows the proposed changes to the project. The first change proposes to add an access road and turnaround at the Burlington Northern Santa Fe, or BNSF, railroad in Dobbin.

The second proposed change includes constructing continuous sidewalks and shared use paths for pedestrian and bicyclists use between Lone Star Parkway and Sheppard Street.

The next few slides discuss these changes in more detail.

## Proposed Design Changes at BNSF Railroad in Dobbin



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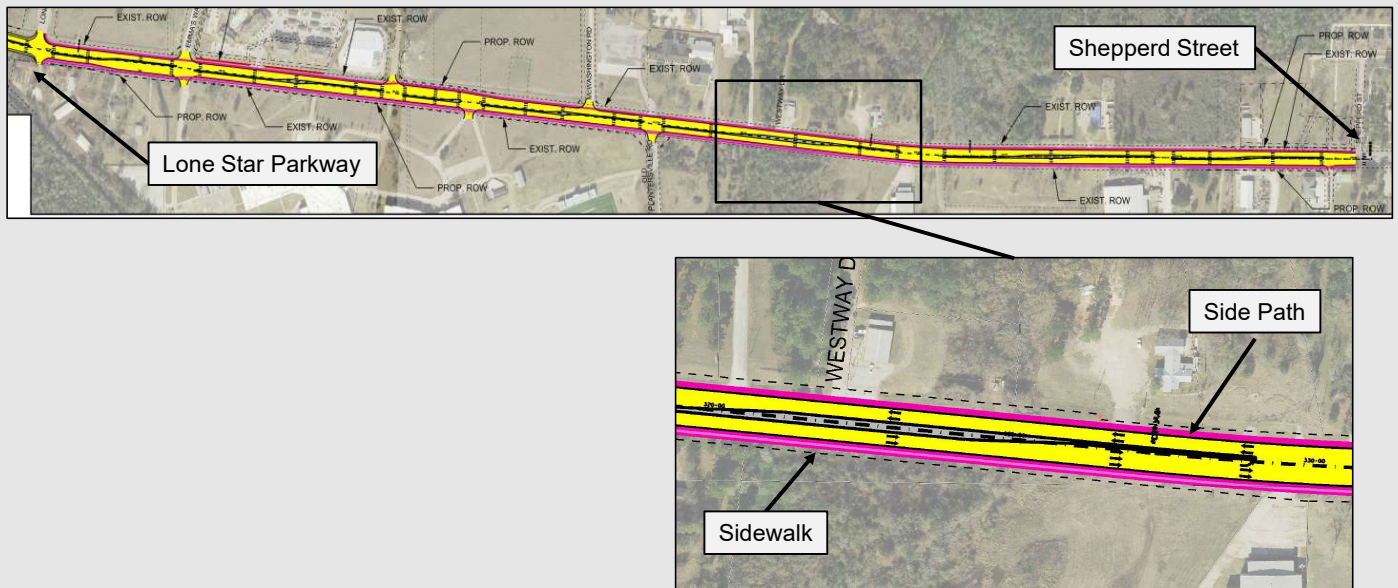
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This slide illustrates the addition of an access road and turnaround at the BNSF railroad in Dobbin. The turnaround would consist of two 12-foot-wide travel lanes and is shown in blue. The proposed sidewalk would be 10-foot-wide and is shown as the purple line outlined in pink.

The proposed design changes would require approximately 3 acres of additional right-of-way, which is shown by a black dashed line around outside of the access road turnaround.

The proposed design changes would result in two potential residential displacements which are discussed further in the presentation.

## Proposed Design Changes Between Lone Star Parkway and Shepperd St.



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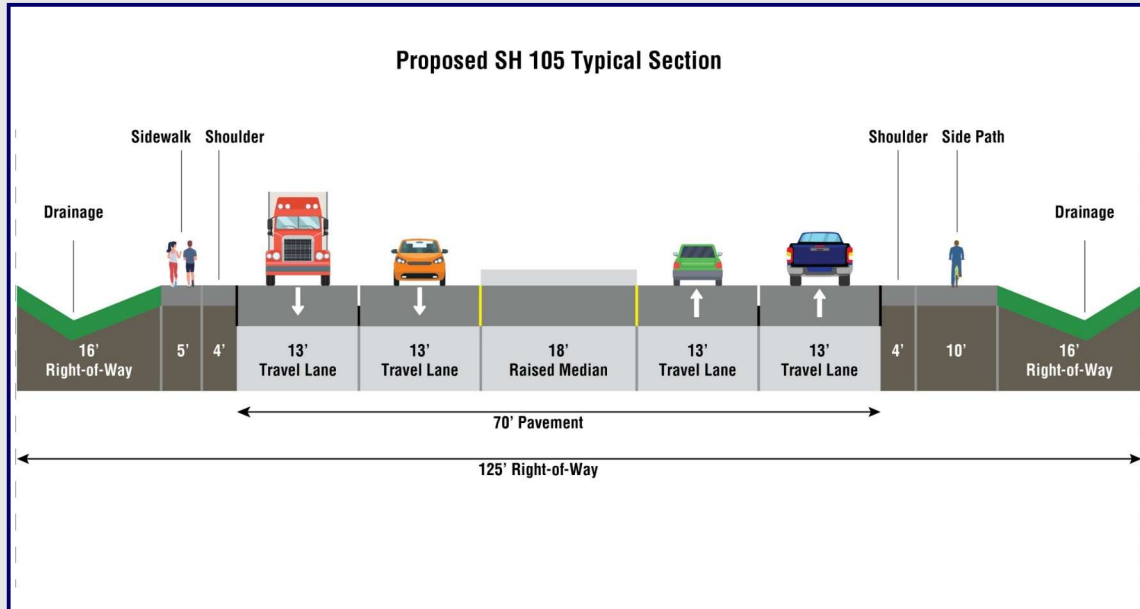
The design change to add a shared use path and sidewalk between Lone Star Parkway and Shepperd Street is shown in pink.

This proposed design change would require approximately 2 acres of additional right-of-way, which is indicated by a black dashed line around the outside of the shared use path.

The addition of a shared use path and sidewalk are not anticipated to result in displacements between Lone Star Parkway and Shepperd Street.



## Proposed Typical Section with Design Changes Lone Star Parkway to Shepperd Street



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This slide shows the typical section with the design changes that are proposed between Lone Star Parkway and Shepperd Street.

The proposed SH105 right-of-way in this area would be 125 feet wide and contain two 13-foot-wide travel lanes in each direction with an 18-foot-wide raised median, 4-foot-wide shoulders, a 10-foot-wide side path on the north side and a 5-foot-wide sidewalk on the south side.

## Environmental Analysis Resource Areas



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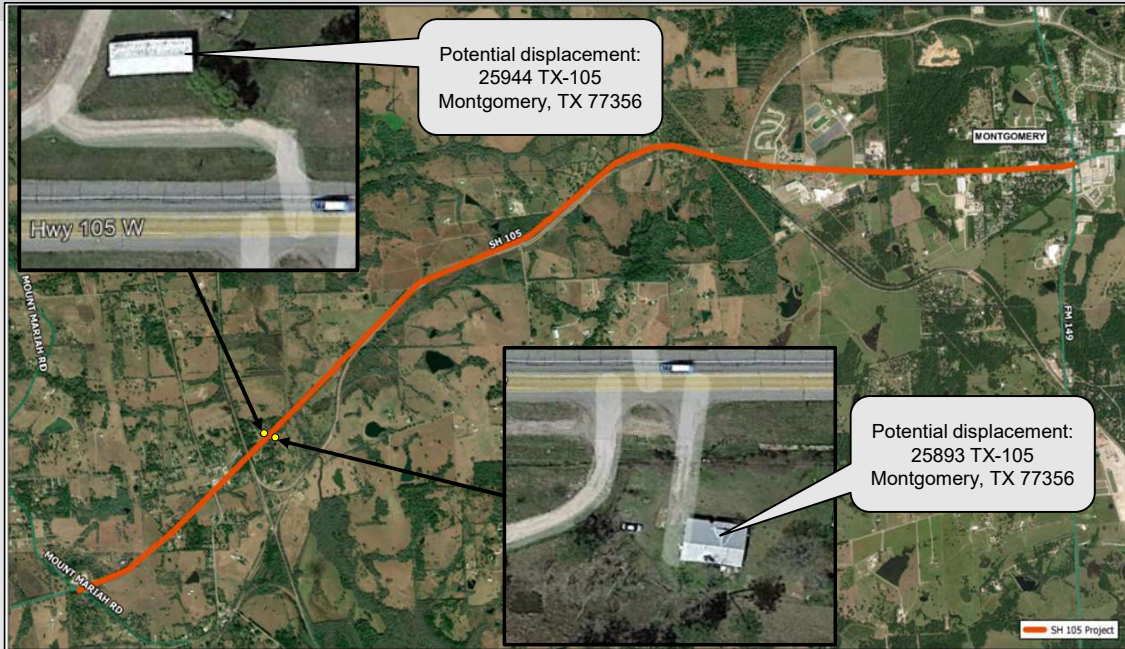
Since the proposed design has changed slightly from what was originally studied, the project team is identifying and re-evaluating the potential environmental impacts of the updated design.

Areas being reviewed include community impacts, biological resources, environmental justice, water resources, hazardous materials, cultural resources, and traffic noise.

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

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

## Proposed Potential Displacements from Design Changes



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The design changes discussed in this presentation and studied in this reevaluation would require 6 acres of additional right-of-way. The proposed access road and turnaround design change at the BNSF railroad in Dobbin may result in two additional residential displacements.

This exhibit shows the locations of these two potential residential displacements as a result of the proposed design changes. The potential new displacements are located at 25893 SH105 and at 25944 SH 105, in Montgomery.

# Schematic – Legend



## COLOR LEGEND

COLORFILL LEGEND	
MAIN LANES	
RAISED MEDIAN	
GRASSY MEDIAN	
SIDEWALK	
SIDEPATH	
BRIDGE	
ACCESS ROAD	

DESCRIPTION	SYMBOL
PROPOSED MAIN LANES	
PROPOSED TOLL LANES	
PROPOSED FRONTAGE ROADS	
PROPOSED RAMPS	
PROPOSED DIRECT CONNECTOR	
PROPOSED EMBANKMENT	
PROPOSED RETAINING WALL	
PROPOSED BRIDGE BENTS	
PROPOSED NOISE WALL	
PROPOSED SIDEWALKS	
PROPOSED STRIPING	
PROPOSED LANE INDICATOR	
PROPOSED RIGHT-OF-WAY	
CONTROL OF ACCESS	
PLANIMETRIC	
EXISTING RIGHT-OF-WAY	
EXISTING ROADWAY	
EXISTING ROADWAY TO BE REMOVED	
EXISTING LANE INDICATOR	
TRAFFIC COUNT YEAR ( ) DHV	

The full schematic for the project and proposed design changes may be found on the project web page. Note that the file is large and may take a minute to download.

A legend, as shown above, is provided on the schematic. The legend shows what the different colors, shapes and lines mean. Let's walk through some of them.

As seen on the screenshot on the left, yellow shows main lanes, grey the raised median, green the median, and orange the bridge over the BNSF railroad in Dobbin.

Blue identifies the access road for the turnaround at the railroad crossing, and pink and purple identify shared use path and sidewalk areas.

The screenshot on the right shows the various types of lines and shapes you will see. Of particular note are the black dashed lines that indicate the proposed right of way.

## Right-of-Way (ROW) Acquisition Information



- Approximately 6 acres of additional right-of-way (ROW) would be required for the proposed design changes
- Proposed design changes would potentially displace an additional 2 residential structures
- The location of potential displacements may be seen in detail on the following slide and on the schematic that is available on the public meeting website

42 USC Ch. 61—UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES FOR FEDERAL AND FEDERALLY ASSISTED PROGRAMS  
From Title 42—THE PUBLIC HEALTH AND WELFARE

CHAPTER 61—UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES FOR FEDERAL AND FEDERALLY ASSISTED PROGRAMS

SUBCHAPTER I—GENERAL PROVISIONS

61-01. Definitions.

61-02. Effect upon property acquisition.

61-03. Additional appropriations for moving costs, relocation benefits and other expenses incurred in acquisition of lands for National Park System; waiver of benefits.

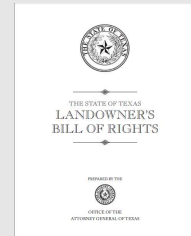
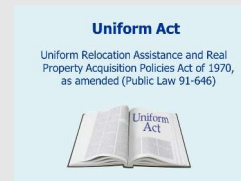
61-04. Certification.

61-05. Displaced persons not eligible for assistance.

SUBCHAPTER II—UNIFORM RELOCATION ASSISTANCE

61-11. Declaration of findings and policy.

61-12. Moving and related expenses.



Please visit [www.txdot.gov](http://www.txdot.gov) for more information about the Uniform Act and TxDOT Relocation Assistance Program information

FM 1488 from BU 290 to Joseph Road

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 potentially displaced residences and businesses. Information about the TxDOT relocation assistance program concerning services and benefits for displaced persons and businesses may be found on the TxDOT website.

## Project Planning and Funding



- The proposed project is consistent with Houston-Galveston Area Council's long range transportation plan:
  - 2045 Regional Transportation Plan
  - FY 2021-2024 Transportation Improvement Program
- Total Project Estimated Cost: approximately \$120.5 million
- The project is currently funded

The proposed project is consistent with the Houston-Galveston Area Council's 2045 Regional Transportation Plan for the eight-county Houston-Galveston region, and the 2021-2024 Transportation Improvement Program. The proposed project is currently funded with a combination of federal and state funds for a total of approximately 120.5 million dollars.

## Next Steps



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We want to highlight the estimated project timeline. Look for the orange “We are here” arrow toward the top of the slide. This public meeting with an in-person option is being held to engage with the community on the proposed design changes to the 2017 approved project and gather input.

After the comment period closes, TxDOT will consider all comments received and prepare public meeting documentation. The public meeting documentation will include responses to comments received. The documentation will be posted to the project website approximately three months after the close of the comment period.

The next steps include finalizing the design and environmental documentation. Provided the environmental documents are approved, TxDOT would then begin right of way acquisition. Construction is programmed to begin in Summer 2025. The project team anticipates that construction would take approximately 2.5 years.





## How to Submit Your Written Comments



**All comments must be received or postmarked by December 2, 2022**

**Comments can be provided by:**

### Comment Card

Download the comment card from the website, fill it out, and email or mail it to TxDOT.

### Email

Submit to:  
[HOU-PIOwebmail@txdot.gov](mailto:HOU-PIOwebmail@txdot.gov)

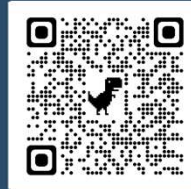
### Mail

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

### Online

[www.txdot.gov](http://www.txdot.gov)

Keyword Search: "SH 105 from Mount Mariah Rd"



SCAN ME



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

The comment form is located on the meeting website. Comments must be received by email or mailed and postmarked by December 2, 2022, to be included in the official Virtual Public Meeting Documentation.

You may submit written comments in the following ways:

- Using the comment card found in the public meeting section on the project website. Fill it out and email or mail it to the addresses shown on this screen.
- By email to [HOU-PIOwebmail@txdot.gov](mailto:HOU-PIOwebmail@txdot.gov)
- By mail to the TxDOT Houston District, Attention: Advanced Project Development Director, P.O. Box 1386, Houston, Texas, 77251
- Online by visiting [www.txdot.gov](http://www.txdot.gov) and searching in the upper right-hand search box for "SH 105 from Mount Mariah Rd". Click on the online comment form under the Downloads section.
- Or by scanning the QR code link to the project webpage.

Again, responses to comments received during the comment period will be included in the Public Meeting Documentation that will be posted on the project website in approximately three months. The project website is [www.txdot.gov](http://www.txdot.gov); key word search "SH 105 from Mount Mariah Rd".

## Quick Contacts – Engage TxDOT Online



- TxDOT Houston District Office  
Environmental Coordinator  
(713) 802-5766
- Montgomery Area Office  
Area Engineer (936) 538-3301
- Email [HOU-PIOwebmail@txdot.gov](mailto:HOU-PIOwebmail@txdot.gov)
- Follow us: Twitter - Houston:  
<https://twitter.com/TxDOTHouston>
- Like us: TxDOT Facebook:  
<https://www.facebook.com/txdothouston>



Secondly, don't hesitate to contact us with any questions at any time during the project development process.

Please feel free to contact the TxDOT Environmental Coordinator at the Houston District Office at (713) 802-5766 or the TxDOT Montgomery Area Office Area Engineer at (936) 538-3301 with any questions or comments.

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 may also keep up with TxDOT news on our Facebook page.



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

**Please remember to submit comments by  
December 2, 2022**

Thank you for participating in this public meeting. Please remember to submit comments by December 2, 2022.



# HELP #EndTheStreakTX

End the streak of daily deaths on Texas roadways.

TxDOT.gov (Keyword: #EndTheStreakTX)



#EndTheStreakTX Toolkit



November 7, 2000, was the last deathless day on roadways in Texas. That means for nearly 22 years, 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