



**Virtual Public Hearing with  
In-person Option**  
Pre-Recorded Presentation

**United States Highway 90 Improvement Project**  
from Interstate Highway 10 to Farm-to-Market 1463

CSJs: 0271-09-025, 0271-09-026, 0271-10-011

April 2022

**Script:**

The Texas Department of Transportation Houston District, known as TxDOT, would like to welcome you to the virtual public hearing with in-person option for the United States Highway 90 Improvement Project from Interstate Highway 10 to Farm-to-Market 1463. This is a pre-recorded presentation. My name is Daisy Orona, and 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 hearing.

This presentation is available for viewing starting on April 12, 2022.

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



**Please contact Ms. Reina Gonzalez at 713-802-5269 should you have:**

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

**Details on how to submit an official comments will be provided later in the presentation.**

Script:

If you experience technical difficulties with the public hearing, please call Reina Gonzalez at 713-802-5269. You may also request special accommodation assistance accessing public hearing 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, April 14, 2022  
5:00 p.m. to 7:30 p.m.  
Katy High School Cafeteria  
6331 Highway Boulevard  
Katy, Texas 77494**

### Script:

This virtual public hearing is being held in conjunction with an in-person public hearing, which will be held on April 14, 2022, from 5:00 p.m. to 7:30 p.m. at the Katy High School cafeteria, located at 6331 Highway Boulevard, Katy, Texas 77494.

The information presented in the virtual public hearing and the in-person public hearing is identical, and the opportunities to comment do not differ.



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

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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 9, 2019, and executed by FHWA and TxDOT.

### Script:

The US 90 improvement project is anticipated to be federally funded. Due to the project receiving federal funds, TxDOT is required to assess the potential environmental effects of the proposed project. 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 to inform the decision makers 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.

## Agenda

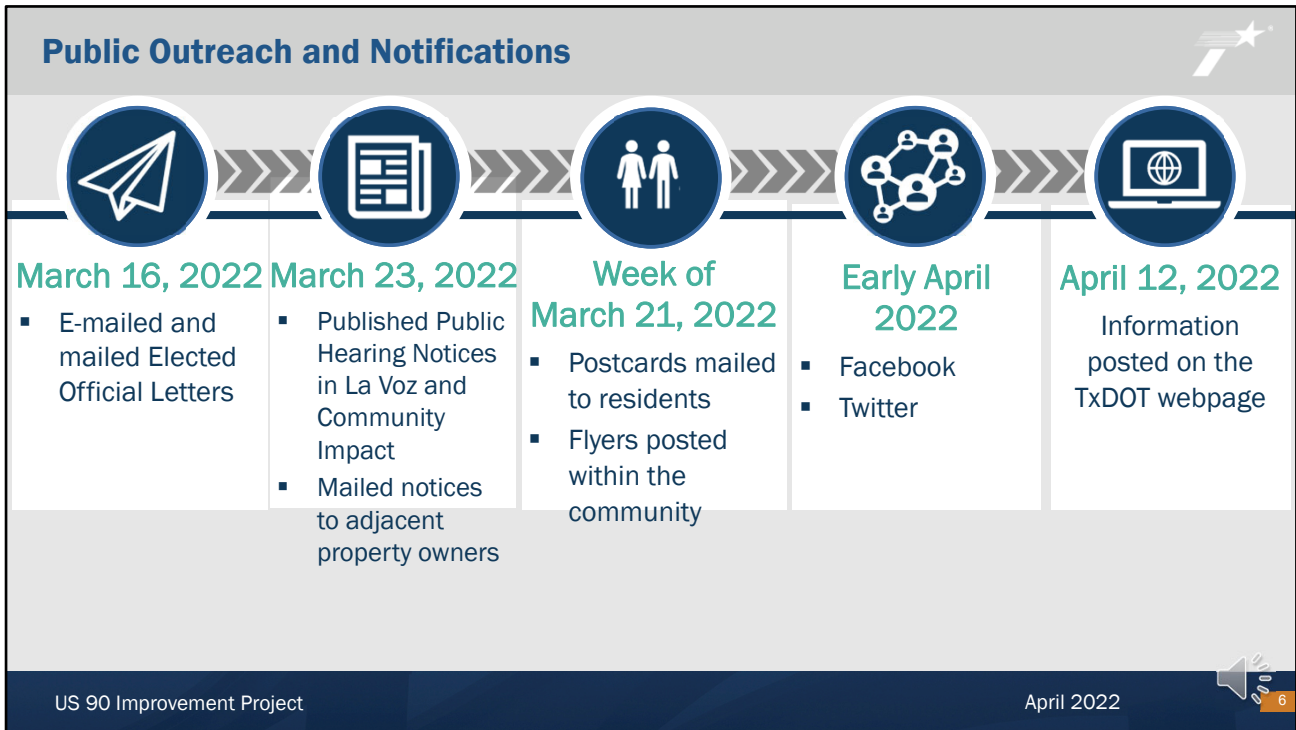


- 1 Welcome
- 2 Project Overview
- 3 Environmental Overview
- 4 Right-of-Way Process
- 5 Project Next Steps
- 6 Public Comment Process
- 7 Closing Remarks

### Script:

This virtual public hearing with an in-person option is being held to introduce the preferred alternative for the US 90 Improvement Project and gather public input. You are encouraged to submit comments on the proposed improvements after reviewing the hearing materials and listening to this presentation.

In this presentation, I will describe the proposed project and explain the purpose of the virtual public hearing, provide an overview of the environmental studies being performed, explain TxDOT's Right-of-Way process, explain the next steps in the project development process, and outline the methods for submitting comments.



**Script:**

The Elected Official Letters for this public hearing were mailed on Wednesday, March 16, 2022. Notices were mailed to adjacent property owners on Wednesday, March 23, 2022.

The notice for this public hearing was published in Community Impact and La Voz on Wednesday, March 23, 2022. The notice was also mailed to community residents beginning Wednesday, March 23, 2022.

Informal hearing advertisements were distributed within the community during the week of March 21, 2022.

Information was posted to the TxDOT webpage on Tuesday, April 12, 2022, and advertised on TxDOT’s social media beginning in early April.

## Project Overview



US 90 Improvement Project

April 2022



### Script:

The US 90 Improvement Project's study limits extend from Interstate Highway 10 to Farm-to-Market 1463 for a length of approximately 10 miles. The project is located in Waller, Fort Bend, and Harris counties.

The project area consists of existing roadway right-of-way, developed land, and adjacent parcels of farming land. Land use surrounding the proposed project includes industrial, residential, commercial, and vacant lots.



## Purpose and Need – Why is this Project Needed?



### What Are the Issues? Project Needs

The current two-lane undivided roadway capacity is inadequate to meet future year (2045) traffic volumes, resulting in increased congestion and reduced mobility.

Crash rates on this segment of US 90 are higher than the average crash rates on similar roadways in Texas, resulting in potentially unsafe travel conditions and reduced mobility.

### What Are We Trying to Do? Project Purpose



Improve mobility within the project area

Improve safety within the project area



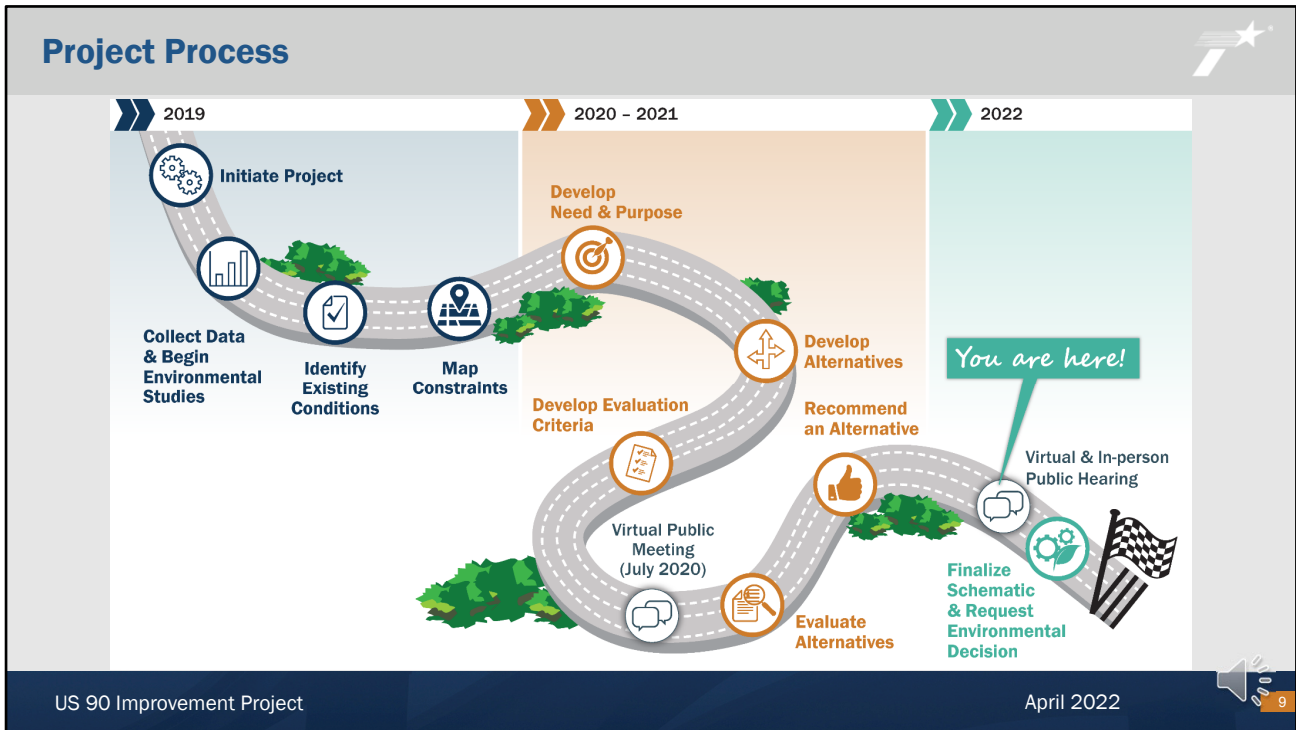
### Script:

The purpose of the proposed project is to improve mobility and safety within the project corridor. The proposed project is being developed to address these two major needs.

Throughout the past few years, the project area has experienced growth in commercial development, including warehousing and distribution centers, which is projected to continue. The increased development has created traffic congestion and delays along US 90 and at intersections. The existing 2-lane undivided roadway west and east of Brookshire and the 4-lane undivided roadway through Brookshire do not provide adequate mobility to accommodate traffic volumes projected for the next 25 years.

In addition, crash rates on this segment of US 90 are higher than average crash rates on similar roadways in Texas, which results in potentially unsafe travel conditions and reduced mobility. The existing US 90 lacks dedicated median space to allow for vehicle turns and does not have appropriate accommodations for pedestrians or bicyclists, which is also a safety concern.

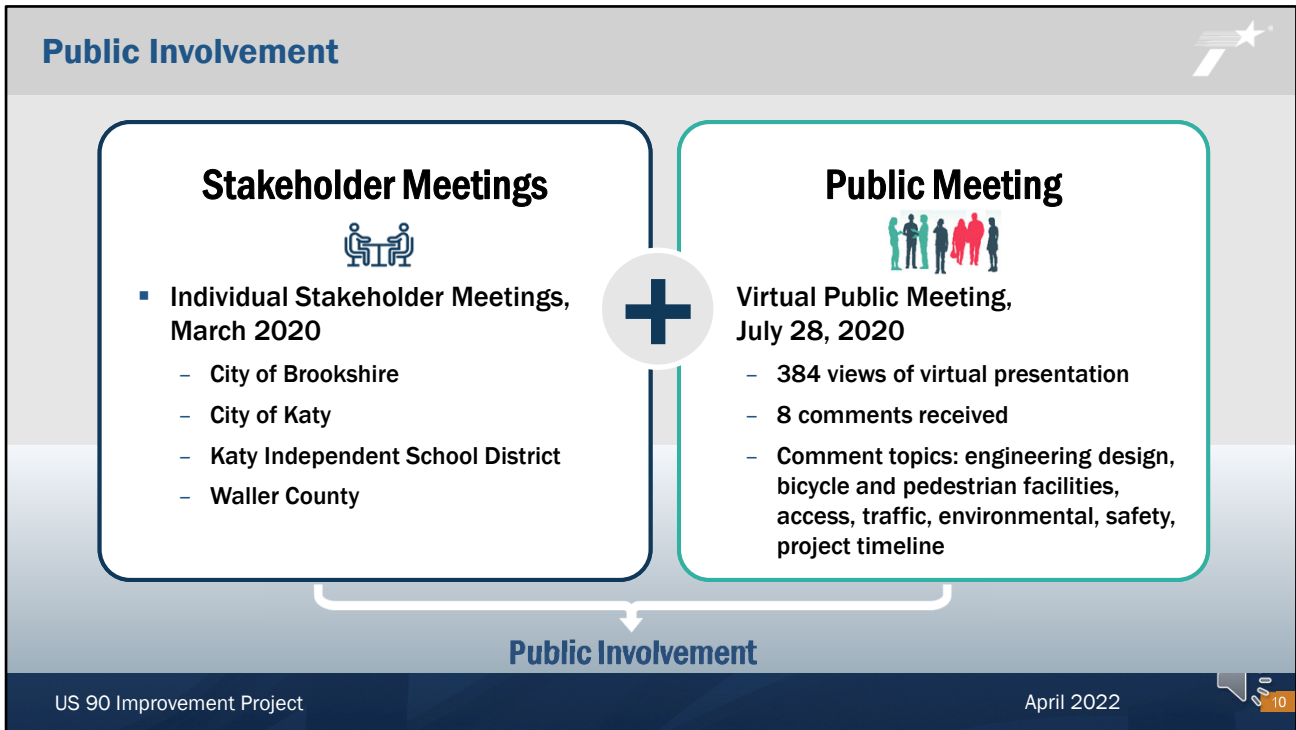




Script:

This slide shows a timeline of the US 90 Improvement Project. At the start of the project in early 2019, existing conditions data was collected and evaluated to identify constraints and needs in the project area. Once these were identified, the project team began developing project alternatives. A virtual public meeting was held on July 28, 2020, to present the proposed project and two design alternatives to the public, and to solicit comments. Documentation of this public meeting can be found on the project webpage.

Following the public meeting, TxDOT and the project team reviewed the comments received and continued to refine the design to one recommended alternative. Following the refinement to one alternative, the environmental analysis was conducted. This public hearing is being held to present the proposed improvements and the findings of the environmental analysis, and to receive your comments on the proposed project.



**Script:**

The TxDOT Houston District conducted an extensive public involvement program for the US 90 project. This included both stakeholder and public outreach activities.

In March 2020, TxDOT met one-on-one with stakeholders to gather feedback. These stakeholders were the City of Brookshire, the City of Katy, Katy Independent School District, and the Waller County Judge.

In July 2020, TxDOT held a virtual public meeting. The virtual public meeting presentation video drew 384 views, and 8 participants provided comments on topics including engineering design, bicycle and pedestrian facilities, access, traffic, environmental, safety, and the project timeline. These comments and the comments from stakeholders were considered during the continued planning of the project.

## US 90 Daily Traffic Volumes and Level of Service



US 90 Improvement Project

April 2022



Script:

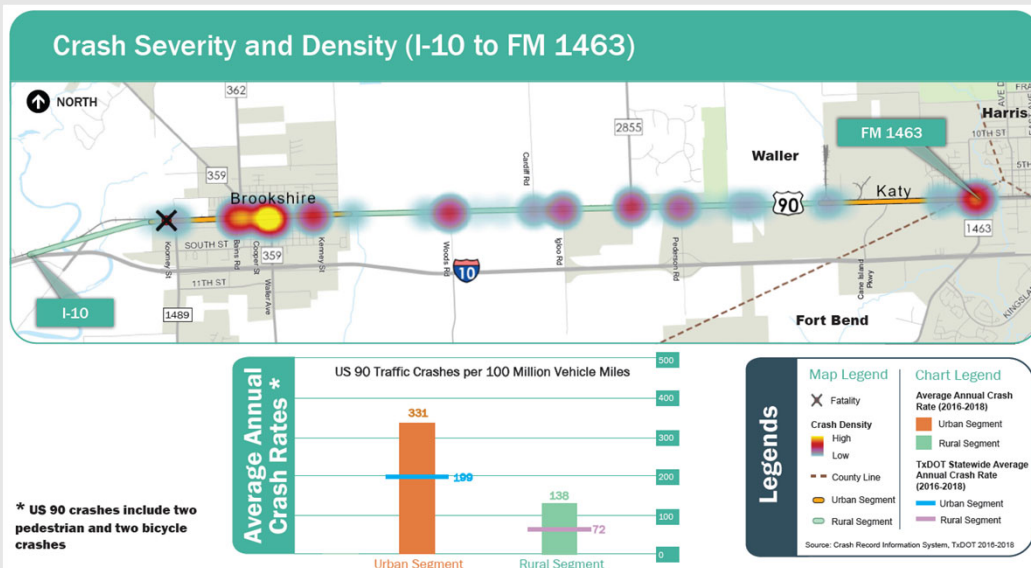
Now let's talk about daily traffic volumes and level of service along US 90--what it is today and what is projected for the future. Level of service is illustrated in the graphic on the right. Level of service ranges from A, which is free flowing traffic as shown in green, to F, which is heavily congested as shown in red. In terms of delays experienced by the traveling public, a level of service A through D is considered acceptable, and a level of service E or F is considered unacceptable.

By the year 2045, traffic volumes on US 90 are projected to grow by 40 percent from Interstate Highway 10 to Koomey Road, and by almost 50 percent from Koomey Road through the City of Brookshire to Farm-to-Market 1463 in the City of Katy.

With no improvements, the current capacity of US 90 from Koomey Road to Farm-to-Market 1463 would not be adequate to accommodate traffic volumes in 2045 and therefore, will have significant traffic congestion. At this level of congestion, the roadway is projected to operate at level of service E. The intersections at Koomey Road, Bains Street, Waller Avenue, Woods Road, Igloo Road, Farm-to-Market 2855, Pederson Road and Cane Island Parkway are projected to operate at a level of service F, or what is referred to as a failing level of service with significant to considerable traffic delays.

One of the goals of the proposed project is to improve mobility to an acceptable level of service.

## US 90 Safety and Crash Analysis (Years 2016 – 2018)



\* US 90 crashes include two pedestrian and two bicycle crashes

US 90 Improvement Project

April 2022

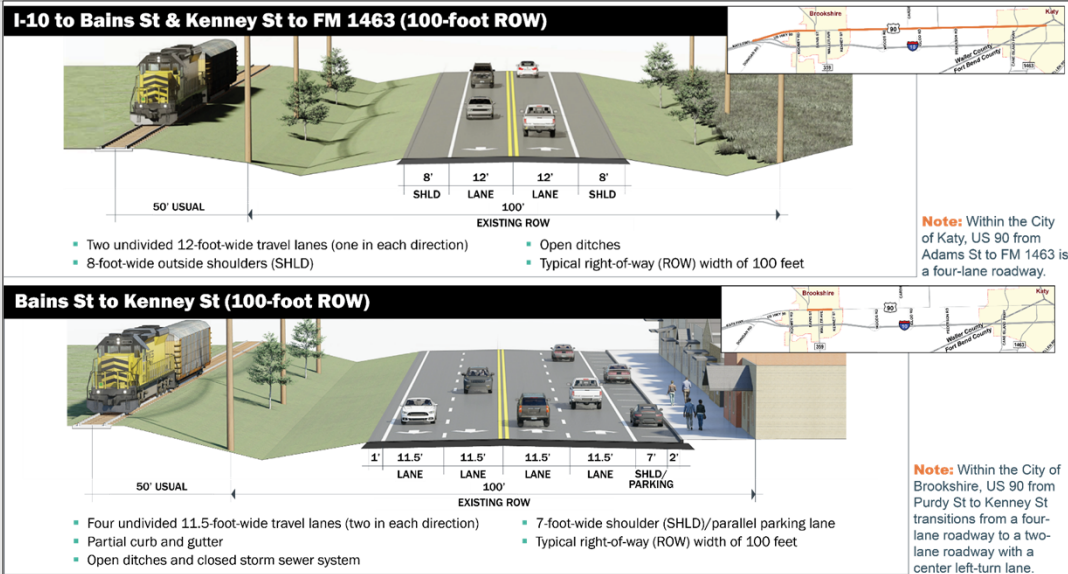


Script:

Regarding safety, the project team analyzed crash data for the US 90 project corridor for the years 2016 through 2018. Crash locations were placed on a map, and color-coded circles were placed where multiple crashes occurred in the same general location; these are called 'hot spots.' Blue dots indicate a low crash density, pink a moderate crash density, and yellow a high crash density. The top 5 crash locations, or 'hot spots,' are at Waller Avenue, Bains Street, Farm-to-Market 1463, Cooper Street and Farm-to-Market 2855. For example, between 2016 and 2018 there were 154 crashes in the project corridor, with 83 crashes, or 54 percent, occurring at these 5 hot spot locations. In addition, two of the crashes involved pedestrians and two involved bicyclists.

The chart presents the crash rates along the project corridor. The state average crash rate for a similar roadway is 199 crashes per 100 million vehicle miles for an urban segment, as shown by the blue line on the chart, and 72 crashes per 100 million vehicle miles for a rural segment, as shown by the purple line. Crash rates on both urban and rural segments of US 90 from Interstate Highway 10 to Farm-to-Market 1463 between 2016 and 2018 were above the state average, as shown by the orange bar crash rate of 331 and the green bar crash rate of 138.


## US 90 Existing Typical Section




### Script:


US 90 from Interstate Highway 10 to Bains Street in the City of Brookshire and from Kenney Street to Farm-to-Market 1463 currently has one travel lane in each direction, 8-foot-wide shoulders on the outside of the travel lanes and open ditches for drainage. Through the City of Brookshire, US 90 widens to four travel lanes with parallel parking and a sidewalk on the south side. The Union Pacific Railroad is north of and adjacent to the roadway right-of-way. The average roadway right-of-way width throughout the project area is 100 feet.

**Proposed Project Improvements**







**Add Capacity**  
1 additional travel lane in each direction (4 total lanes)  
Install raised medians and left-turn bays



**Multimodal Improvements**  
Add continuous pedestrian and bicycle accommodations




**Bridge Improvements**  
Reconstruct and widen bridges at: Kellner, Brookshire, Willow Fork, and Snake Creeks



**Improve Corridor Drainage**  
Install closed stormwater system

US 90 Improvement Project April 2022



Script:

The US 90 proposed improvements include:

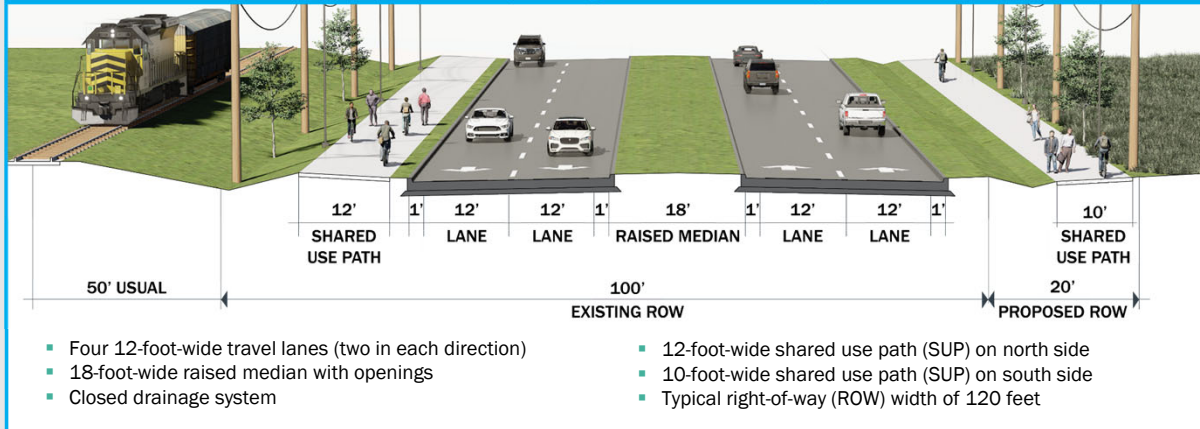
- Reconstructing the roadway and increasing the number of travel lanes from two to four lanes (two lanes in each direction);
- Installing raised medians and left-turn bays in the suburban sections of the project to improve safety and mobility;
- Reconstructing and widening the existing bridges at Kellner Creek, Brookshire Creek, Willow Fork Creek, and Snake Creek;
- Constructing pedestrian and bicycle facilities; and
- Converting the existing open-ditch drainage to a closed stormwater system.



## Proposed Typical Sections



### Preferred Alternative (120-foot ROW) Donigan Rd to Koomey Rd & Kenney St to FM 1463



**Note:** Improvements from I-10 to Donigan Rd would be limited to pavement upgrade and striping. US 90 from Koomey Rd to Bains St includes 10-foot-wide shared use paths in both directions. Improvements to US 90 between Donigan Rd and Koomey Rd will be constructed within existing ROW. Improvements to US 90 between Kenney St and FM 1463 will be constructed within additional ROW (120-feet).

### Script:

Two main typical sections show the project design proposed in most of the project area.

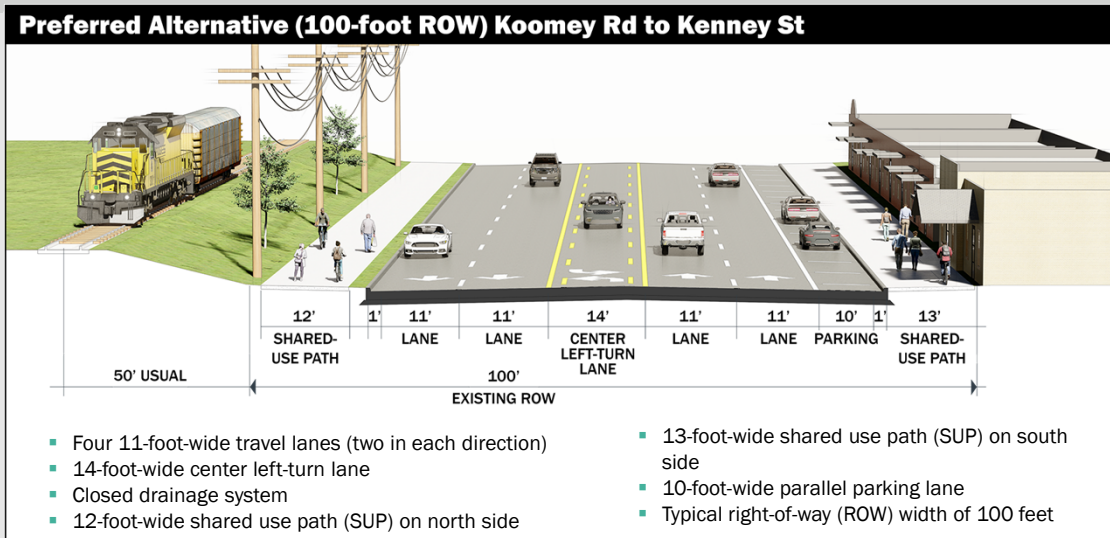
The proposed US 90 from Donigan Road to Koomey Road would be a four-lane roadway constructed within the existing right-of-way that would include two 12-foot-wide travel lanes in each direction separated by an 18-foot-wide raised median. Bicycle and pedestrian facilities would include a 12-foot-wide shared use path for pedestrians and bicyclists along the north side, and a 10-foot-wide shared use path along the south side. The proposed roadway would convert the existing open ditch drainage system to curb and gutter.

The proposed US 90 from Kenney Street to Farm-to-Market 1463 would require 20 feet of additional right-of-way along the south side of the existing roadway to create a four-lane roadway that would include two 12-foot-wide travel lanes in each direction separated by an 18-foot-wide raised median. Bicycle and pedestrian facilities would include a 12-foot-wide shared use path on the north side, and a 10-foot-wide shared use path on the south side.

Proposed improvements from Interstate Highway 10 to Donigan Road for the preferred alternative only include pavement upgrades and striping. No additional right-of-way would be required for the proposed improvements from Interstate Highway 10 to Koomey Road.



## Proposed Typical Sections



**Note:** US 90 from Koomey Rd to Bains St includes 12-foot-wide travel lanes and 10-foot-wide shared use paths in both directions.

### Script:

The proposed improvements in Brookshire from Koomey Road to Kenney Street would be constructed within the existing right-of-way to accommodate four 12-foot-wide travel lanes from Koomey Road to Bains Street and four 11-foot-wide travel lanes from Bains Street to Kenney Street, separated by a 14-foot-wide center left-turn lane. The proposed roadway would maintain the existing parallel parking lane on the south side of US 90, which would be widened from 7 feet to 10 feet. There would be a 12-foot-wide shared use path along the north side in this section of the roadway, and along the south side, the 10-foot-wide shared use path from Koomey Road to Bains Street would become a 13-foot-wide shared use path.

No additional right-of-way would be required for the proposed improvements in this section due to constraints on both sides of the roadway; the Union Pacific Railroad on the north side and buildings on the south side.

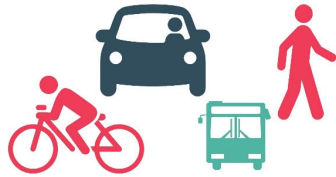
During the study process, TxDOT also evaluated drainage needs for the proposed project. It was determined that approximately 15 acres of additional right-of-way would be required to accommodate stormwater detention and associated access for the proposed project alternative. Four proposed detention areas to accommodate stormwater drainage for the roadway improvements are shown in blue on the schematic design files.

## Proposed Bicycle and Pedestrian Accommodations



### Objective

Balance needs and provide equitable access for all roadway users



### Design Considerations for Bicyclists and Pedestrians

Proximity to a school

Commercial development with multiple driveways on the south side

Adjacent railway with limited road crossings on the north side

Input from City of Katy, City of Brookshire, Katy ISD and Waller County, and the public



US 90 Improvement Project

April 2022



Script:

TxDOT considered various factors when developing the proposed roadway alternatives to provide equitable access for all roadway users, including bicyclists and pedestrians. These considerations include:

- The roadway's proximity to Katy High School in the eastern portion of the project corridor.
- Commercial development within the City of Brookshire, with multiple driveways for businesses on the south side of US 90.
- The adjacent Union Pacific Railroad along the north side of US 90, with limited roads crossing the railroad tracks.
- Input from the City of Katy, the City of Brookshire, Katy Independent School District, Waller County, and the public.

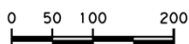
The proposed US 90 improvements incorporate state and federal guidelines for providing pedestrian and bicycle facilities. TxDOT has worked with the City of Brookshire and the City of Katy, the Waller County Judge, and Katy High School officials to determine how best to include bicycle and pedestrian facilities while minimizing impacts.

## How to Read a Schematic



LEGEND				COLORFILL LEGEND	
DESCRIPTION	SYMBOLGY	WEIGHT	COLOR CODE		
ALIGNMENT $\text{C} / \text{E}$		2	RED (3)	PROPOSED ROW	
EXISTING ROW		2	BLACK (0)	FEMA 100 YEAR FLOOD	
EXISTING PARCEL BOUNDARY		2	GREEN (2)	PROPOSED MAINLANES	
PROPOSED ROW		4	BLACK (0)	PROPOSED RAISED MEDIAN	
PROPOSED SOLID STRIPING		1	BLACK (0)	EXISTING/PROPOSED BRIDGE WIDENING	
PROPOSED BROKEN STRIPING		1	BLACK (0)	PROPOSED CROSSING STREETS/ MAJOR DRIVEWAYS	
				PROPOSED SHARED USE PATH (SUP)	
				EXISTING PAVEMENT TO BE REMOVED	
				EXISTING PAVEMENT TO BE OVERLAYED	
				I-10 WIDENING (BY OTHERS)	
				POTENTIAL DISPLACEMENTS	

SCALE



### Script:

Here is a screenshot of the legend for the schematics that you can find on the project website. The legend is included on each page of the schematics so you can reference it during your review.

The legend on the left shows the various types of lines that you will see on the schematics. Of particular note are the red dashed lines that indicate the proposed roadway alignment, and the black dashed lines that identify the existing and proposed right-of-way.

The legend on the right shows the fill colors that you will see on the schematics. These colors identify the limits and major aspects of the project. Let's review them.

The area of proposed right-of-way for the preferred alternative is shown in blue. The yellow color identifies the proposed travel lanes on US 90. The proposed raised median is shown in gray and the existing and proposed bridge widenings are shown in maroon. The proposed cross streets and major driveways are shown in orange, and the proposed shared use paths are shown in purple. Any pavement to be removed is noted with the cross-hatch pattern, and new pavement overlays are shown in blue diagonal lines. Areas in red indicate potential impacts to adjacent properties.



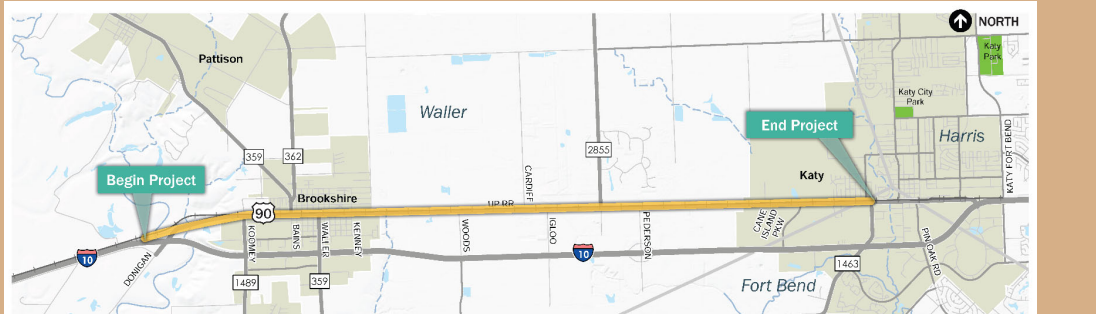
### Not Funded

- H-GAC Regional Transportation Plan 2045
- FY 2019-2022 Transportation Improvement Program



**\$100 Million (2021)**

Approximate cost of proposed  
corridor improvements  
(from I-10 to FM 1463)



### Script:

The proposed project is consistent with the Houston-Galveston Area Council's 2045 Regional Transportation Plan for the eight-county Houston-Galveston region. It is also consistent with the 2019-2022 Transportation Improvement Program. The proposed project would be funded with a combination of federal and state funds for a total of approximately 100 million dollars. Currently, the project is not funded.



### Environmental Studies

- Air Quality
- Archeological Resources
- Biological Resources
- Community Impacts
- Hazardous Materials
- Non-Archeological Historical Resources
- Traffic Noise Analysis
- Water Resources



### Coordination:

- FHWA, H-GAC, TCEQ, THC, TPWD, and USFWS

### Public Involvement:

- Stakeholder Meetings
- Virtual Public Meeting

### Script:

The project team has evaluated the potential environmental impacts that could occur as a result of constructing the proposed improvements. Technical reports documenting the analyses and conclusions of these studies are available for review on the project webpage at [www.txdot.gov](http://www.txdot.gov), keyword search “US 90 from I-10.”

TxDOT considered air quality, archeological resources, biological resources, community impacts, hazardous materials, non-archeological historical resources, traffic noise, and water resources. The project was designed to avoid or minimize environmental impacts to the greatest extent practicable. Overall, impacts to the natural and manmade environments as a result of the proposed project are anticipated to be minimal.



## Air Quality

### Minimal concern for:



- Carbon Monoxide
- Mobile Source Air Toxics (MSATs)
- Ozone

### Air Quality Compliance



- The proposed project is consistent with the Houston-Galveston Area Council's Regional Transportation Plan, relative to air quality

### Script:

Projected traffic volumes on the improved roadway are not expected to exceed 140,000 vehicles per day. TxDOT studies have demonstrated that the carbon monoxide air quality standard is unlikely to be exceeded for projects with average annual daily traffic below 140,000 vehicles.

The proposed project would not result in changes to the project location, traffic volumes, the types of vehicles traveling on the roadway, or any other factors; therefore, a meaningful increase in emissions of Mobile Source Air Toxics is not anticipated.

The proposed project is located within an area that has been designated by the U.S. Environmental Protection Agency as a nonattainment area for the ozone National Ambient Air Quality Standard.

In nonattainment areas, it is necessary to demonstrate that a project conforms with local and state plans relative to air quality. The proposed project is consistent with the Houston-Galveston Area Council's Regional Transportation Plan.



## Archeological Resources

### Field Surveys



- Intensive archeological surveys were conducted in areas where permission to access properties was granted
- No archeological sites or historical artifacts were encountered for the properties where permission to access was granted

### Future Survey



- Approximately 13 acres of the project area not investigated due to lack of permission to access the properties will be surveyed following the acquisition of right-of-way

### Script:

Intensive archeological surveys of the project area were conducted on properties where permission to access the properties had been granted. The surveys included shovel tests for near-surface archeological deposits, and backhoe trenches for the identification of possible deeply buried cultural deposits.

No cultural materials, such as archeological sites or historical artifacts, were identified within the properties where permission to access the properties was granted.

Approximately 13 acres of the project area were not able to be investigated because permission to access the properties was not granted. An intensive pedestrian survey of these properties would be conducted when right-of-way is acquired for the proposed project.





# Biological Resources

## Existing Conditions



- Habitat of limited quality for wildlife is present in the project corridor
- No suitable habitat for federally-listed species was identified
- Project is within the range of state-listed threatened and endangered species, and species of greatest conservation need

## Conclusions



- No adverse effects or impacts to the listed species or their habitats are anticipated in the project corridor

### Script:

Investigations for biological resources were conducted within the project corridor. Agricultural, commercial, and residential development in the project area has limited the overall quality of available habitat for wildlife. Several federally-listed species are known to occur in Fort Bend, Harris, and Waller Counties. Field investigations conducted in the project corridor by qualified biologists revealed that the project area is primarily urban and developed in nature. No suitable habitat was identified for any of the federally-listed species.

The proposed project is within the range of, and contains suitable habitat for, state-listed threatened and endangered species, and species of greatest conservation need. However, the proposed project is not anticipated to adversely affect any of these species.



## Community Impacts

### Potential Impacts



- Potential displacements include two businesses, parking or storage areas, and other minor structural impacts
- Improved access due to additional travel lanes and dedicated turn lanes at major street crossings
- Improved access and mobility due to continuous shared use paths

### Mitigation



- Right-of-way acquisition was minimized to reduce impacts to adjacent property owners
- Limited English Proficiency outreach includes newspaper and mailed notices, comment forms, and other outreach material in English and Spanish

### Script:

During the development phase of the project, TxDOT selected an alternative that minimized right-of-way acquisition to reduce impacts to adjacent property owners. No residential displacements are anticipated to occur.

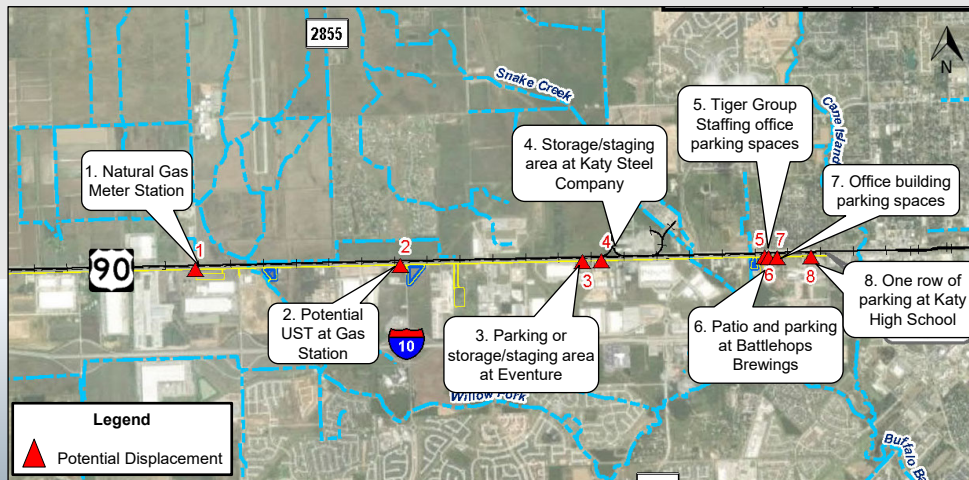
Even though the need for additional right-of-way has been minimized, the proposed project would potentially displace two businesses, and impact parking, storage, and minor structural elements of other businesses. Potential impacts to adjacent properties are shown in the next slide.

The proposed project would improve safety and access by providing dedicated left-turn lanes and turn bays at major street crossings. There would also be continuous dedicated shared use paths on both sides of the roadway for bicyclists and pedestrians.

Outreach to Limited English Proficiency populations would continue through the distribution of public notices, comment forms, and other outreach material in both English and Spanish.



# Potential Displacements



## Script:

This exhibit depicts the locations of eight properties potentially impacted by the new right-of-way of the proposed US 90 improvements. The first potential impact is a metering station associated with an underground natural gas pipeline. The second is the possible relocation of underground storage tanks at a recently constructed gas station. The third is the potential loss of parking and a storage or staging area at the Eventure property. The fourth is a storage or staging area at Katy Steel Company. The fifth is the possible loss of vehicle parking at the Tiger Group Staffing and Executive Search property. The sixth is the possible loss of a portion of a patio and parking at Battlehops Brewing. The seventh is the potential loss of parking at an office building. And the eighth is the possible loss of a row of vehicle parking spaces at Katy High School located adjacent to US 90.



## Hazardous Materials

### Assessment



- A hazardous materials assessment identified 2 sites of concern
- One site involves underground storage tanks
- One site involves an above-ground storage tank

### Conclusion



- Responsibility for removal and disposition of the tanks at the identified sites of concern would be addressed during the right-of-way acquisition process

### Script:

A Hazardous Materials Initial Site Assessment was completed to determine the potential for encountering hazardous substances and/or contamination within the vicinity of the proposed project. Two sites of concern were identified. One site involves underground petroleum storage tanks at a gas station near the proposed project right-of-way. The other site involves an active above-ground storage tank near the proposed project right-of-way.

The responsibility for the removal and disposition of the underground storage tanks and the above-ground storage tank would be addressed in the right-of-way negotiation and acquisition phase of the project in accordance with established TxDOT procedures and applicable regulations.



## Non-Archeological Historical Resources

### Field Surveys



- Two areas were identified for possible listing in the National Register of Historic Places
  - The Brookshire Historic Commercial District would not be impacted
  - Impacts to the J.D. Woods Farm parcel would be a *de minimis* impact

### Conclusions



- No adverse effects to historical resources would occur
- No mitigation would be required

### Script:

Project historians surveyed the project area for non-archeological historical resources and identified two areas that may be eligible for listing in the National Register of Historic Places. The project historians recommended a one-block portion of the City of Brookshire commercial core, located on the south side of US 90, as being eligible for listing in the National Register of Historic Places. The proposed project would not impact this historic commercial district.

The other area recommended by the project historians as being eligible for listing in the National Register of Historic Places is the J. D. Woods Farm parcel, located southeast of the intersection of Woods Road and US 90. The acquisition of a small area of right-of-way along the northern boundary of the Woods parcel would be considered a minimal *de minimis* impact to that parcel. A *de minimis* impact means that there would be no adverse effect on the features, attributes, or activities associated with the historical property identified for protection.

The proposed project activities would not have the potential to adversely affect historical resources; therefore, mitigation coordination with the State Historic Preservation Officer would not be required.



## Traffic Noise

### Traffic Noise Modeling



- Traffic Noise was modeled using Federal Highway Administration's TNM 2.5 software
- Existing and predicted noise levels were modeled
- No receivers are impacted by traffic noise at an actionable level

### Conclusion



- Noise barriers are not proposed for the project

### Script:

A traffic noise analysis was conducted for the proposed project using the Federal Highway Administration's traffic noise modeling software, TNM 2.5.

Existing and predicted traffic noise levels were modeled. Based on the modeling conducted, predicted noise levels at the modeled receivers either remained the same or increased slightly. Although there would be increases in traffic volumes, traffic noise levels would not rise to an actionable level as defined by the Federal Highway Administration. Therefore, none of the receivers included in the noise modeling would experience a traffic noise impact.

Because none of the modeled receivers are anticipated to be impacted by traffic noise, no noise barriers, such as noise walls, are recommended to be included in the project.



## Water Resources

### Identified Waters



- Nine water resources:
  - Bessies Creek
  - Kellner Creek
  - Brookshire Creek
  - Willow Fork Creek
  - Snake Creek
  - 1 unnamed stream
  - 3 wetlands

### Conclusion



- Project impacts to be determined during detailed design
- U.S. Army Corps of Engineers authorization would be through Nationwide Permits

### Script:

Nine water resources occurring within the project area were identified as being potentially jurisdictional waters of the United States, meaning that they are regulated by the U.S. Army Corps of Engineers. These resources include five named creeks, which are Bessies Creek, Kellner Creek, Brookshire Creek, Willow Fork Creek, and Snake Creek, an unnamed stream, and three wetlands.

These identified water resources may be impacted by construction of the proposed roadway improvements and the associated stormwater detention areas. Impacts to the identified water resources would be assessed during the future detailed design phase of the project. These impacts would be authorized prior to construction through the U.S. Army Corps of Engineers' nationwide permit program.



## TxDOT Right-of-Way (ROW) Process



Approximately 33 acres of additional right-of-way (ROW) would be required for the proposed project



Potential impacts to commercial properties and utilities



No residential displacements are anticipated



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

US 90 Improvement Project

April 2022



Script:

Approximately 33 acres of additional right-of-way would be required for the proposed project.

TxDOT offers relocation counseling and financial assistance to businesses that are impacted 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 businesses.

This concludes the project information presentation for the US 90 Improvement Project. The next few slides describe the ways you may provide written comments and verbal testimony on the proposed project.



**Script:**

This public hearing is being held to present the proposed project, including the schematic design for the preferred alternative and the associated environmental technical reports, and to gather public and stakeholder input. After the comment period closes, the project team will review the comments received and prepare the public hearing documentation.

The public hearing documentation will be posted to the project webpage approximately three months after the close of the comment period. The next steps include refining the schematics and finalizing the environmental documentation. Provided the environmental documents and process are approved, the project would then move into detailed design, and right-of-way acquisition could begin. Although the proposed project is not currently funded, it is anticipated that state and federal funding would be secured. Construction is tentatively scheduled to begin in 2025. The project is estimated to cost approximately 100 million dollars.

## Public Hearing Materials

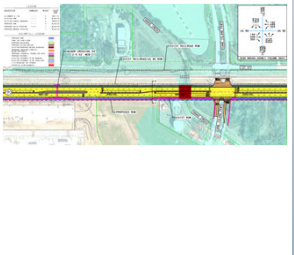


Public hearing materials are provided on the TxDOT website:

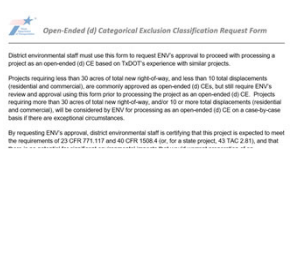
**Public Hearing Presentation and Script (English & Spanish)**



**Proposed Schematic Design, Exhibit Boards, and Environmental Constraints Map**



**Environmental Technical Reports**



**Fact Sheet and Comment Card (English & Spanish)**



### Script:

The project website contains all materials presented in this public hearing, including this presentation in both English and Spanish, exhibit boards, the environmental constraints map, a comment card, a project fact sheet, the schematics and the environmental technical reports. The schematic design provides a more in-depth look at details such as intersection improvements, shared use paths, center left-turn lanes, and the existing and proposed right-of-way.

The proposed schematic design files are large and may require more time to download than the other project materials.

## How to Submit Your Comments



All comments must be received or postmarked by **Friday, April 29, 2022**.



**Phone:** Call the project phone line at 346-291-7719 to leave verbal testimony



**Comment Card:** Download the comment card from the project webpage: [www.txdot.gov](http://www.txdot.gov), keyword search "US 90 from I-10"



**In-person:** Fill out the comment card at the public hearing and drop in the comment box



**Email:** Email the comment card to [hou-piowebmail@txdot.gov](mailto:hou-piowebmail@txdot.gov)



**Mail:** Mail the comment card to the TxDOT Houston District:

Attn: Director of Project Development  
P.O. Box 1386  
Houston, Texas 77251-1386

US 90 Improvement Project

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### Script:

TxDOT encourages you to review the materials posted on the project website and to provide verbal or written comments.

You can submit comments in the following ways:

- By phone: Call the project phone line 346-291-7719 to leave verbal testimony
- On a comment card: Download the comment card from the project webpage - [www.txdot.gov](http://www.txdot.gov), keyword search "US 90 from I-10"
- At the in-person hearing: Fill out the comment card at the public hearing and drop in the comment box
- By email: Email the comment form to [hou-piowebmail@txdot.gov](mailto:hou-piowebmail@txdot.gov)
- Mail the comment card to: TxDOT Houston District  
Attention: Director of Project Development  
P.O. Box 1386  
Houston, Texas 77251-1386

Comments must be received or postmarked by Friday, April 29, 2022, to be included in the public hearing documentation. Responses to verbal and written comments received during the comment period will be included in the public hearing documentation that will be posted on the project webpage when complete.

## Contact Information – Engage with TxDOT Online



Don't hesitate to contact us with any questions anytime during project development.

### TxDOT Houston District Office

Environmental Coordinator

Reina Gonzalez

713-802-5269 or [reina.gonzalez@txdot.gov](mailto:reina.gonzalez@txdot.gov)

Right-of-Way Project Manager

Angela Leach-Jayroe

(713) 802-5753

### Social Media



Follow us on Twitter:

[twitter.com/TxDOTHouston](https://twitter.com/TxDOTHouston)



Like us on Facebook:

[www.facebook.com/txdothouston](https://www.facebook.com/txdothouston)

Script:

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

Please feel free to contact the TxDOT Environmental Coordinator at the Houston District Office at 713-802-5269 or the Right-of-Way Project Manager at 713-802-5753 with any questions or comments.

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.

Questions and comments can be submitted at any time during the project development process, but comments will only be included as part of the official public hearing documentation if received during the comment period.



# Thank you!

Please submit comments by  
Friday, April 29, 2022

**Script:**

Thank you for your participation and interest in this project. Please submit comments by Friday, April 29, 2022. This concludes our hearing presentation for the US 90 Improvement Project.