



PUBLIC MEETING
BAY CITY RELIEF ROUTE FEASIBILITY STUDY
MATAGORDA COUNTY, TEXAS

CSJ: 0179-04-114

FEB. 19, 2026

SLIDE 1 – Title Slide

Hello and welcome to the virtual public meeting for the Bay City Relief Route Feasibility Study in Matagorda County, Texas. We appreciate you taking the time to view this information and welcome your comments.

Please note, you may pause this presentation at any point to allow more time to review the information.

SLIDE 2 – Drive Like A Texan

Because safety is a priority at TxDOT, we begin each meeting with a safety minute. Today we will highlight TxDOT's new safety campaign, Drive Like a Texan.

No matter where we start, every mile brings us closer. And as Texans, we take care of each other along the way. We lend a hand. Slow down. And take our time. At the end of the day, we all want to get home safe. Drive like a Texan. Kind. Courteous. And safe.

SLIDE 3 – Table of Contents

In this presentation we will cover several topics regarding the Bay City Relief Route Feasibility Study. We will begin with an overview of the study, including its location and objectives. We will then look at the existing conditions for this corridor, discuss the proposed improvements, as well as provide an overview of the area's environmental constraints.

Finally, we'll explain the anticipated timeline for this project, and how you can provide input.

SLIDE 4 – Study Location and Overview

TxDOT is conducting a feasibility study to explore a potential relief route around the City of Bay City. The purpose of the relief route is to help reduce congestion, while also improving safety and mobility.

SLIDE 5 – Existing Typical Sections – SH 35

The existing State Highway 35 roadway west of Bay City consists of four travel lanes (two in each direction separated by a grassy median), with 4-foot inside and 10-foot outside shoulders.

The existing State Highway 35 roadway east of Bay City consists of four travel lanes, two in each direction with a two-way left-turn lane and 10-foot outside shoulders.

SLIDE 6 – Existing Typical Sections – SH 60

The existing State Highway 60 roadway north of Bay City consists of two travel lanes, one in each direction with a two-way left-turn lane and 4-foot outside shoulders.

The existing State Highway 60 roadway south of Bay City consists of four travel lanes, two in each direction with 2-foot outside shoulders.

SLIDE 7 – Crash Summary

A crash analysis was performed for years 2020 through 2024 using TxDOT's Crash Records Information System data. A total of 1,056 crashes were reported along State Highway 35 from the Colorado River to FM 457 and State Highway 60 between FM 3156 and FM 2668.

Two fatal crashes occurred within the study area as marked by a red "X" on the map. One fatal crash, located near the intersection of State Highway 35 and FM 457, was a rear-end crash caused by the driver being under the influence of alcohol. The second fatal crash occurred at the intersection of State Highway 60 and Golden Avenue. This involved an opposite direction crash where the driver failed to yield while making a left turn. There were also 29 suspected serious injury crashes identified along State Highway 35 and State Highway 60. These crashes are shown on the map with yellow circles and are located primarily near FM 2668 along State Highway 35 and south of State Highway 35 along State Highway 60. The remaining crashes were

classified as suspected minor injuries, possible injuries, or property damage only crashes.

A total of 30 crashes were identified as involving commercial motor vehicles.

This data is a valuable tool for planning safer roads and protecting everyone who travels through the City of Bay City.

Please see the exhibit board file to view the crash summary map in greater detail.

SLIDE 8 – Crash Summary – Commercial Motor Vehicles

Let's take a closer look at traffic safety along State Highway 35 and State Highway 60 in Bay City for commercial vehicles. All 30 crashes involving commercial motor vehicles were classified as low severity and property damage only crashes.

Twenty percent of these crashes resulted in injuries.

The most predominant contributing factor was unsafe lane changing, followed by turning improperly on right turns.

The map highlights crash locations along State Highway 35, State Highway 60 and nearby roads. This study helps us understand where and why crashes are happening, so we can make improvements and keep our roads safer.

SLIDE 9 – Average Annual Daily Traffic: SH 35

Let's take a look at traffic trends along State Highway 35 through Bay City. This chart shows the average number of vehicles per day, or Average Annual Daily Traffic, over time. The blue line represents all vehicles, and the red line represents commercial vehicles.

Here's what we see:

- In 2015, traffic was about 16,200 vehicles per day.
- It dipped in 2020 to around 14,800 vehicles per day, likely due to changes in travel from the COVID-19 pandemic.
- In 2025, traffic is projected to rise again to about 16,700 vehicles per day and then level off slightly to around 16,000 vehicles per day through 2035.

For commercial vehicles, the numbers stay fairly steady, about 1,500 to 1,600 per day throughout the years. That's roughly 1 out of every 10 vehicles on this stretch of highway.

What does this mean? Traffic volumes are expected to remain stable and strong, which is important for planning improvements. It tells us that State Highway 35 will continue to be a busy corridor for both local drivers and freight movement. This helps us prioritize safety and mobility improvements.

SLIDE 10 – Average Annual Daily Traffic: SH 60

Now let's take a look at traffic trends along State Highway 60 through Bay City. This chart shows Average Annual Daily Traffic over time. The blue line represents all vehicles, and the red line represents commercial vehicles.

Here's what we see:

- In 2015, traffic was nearly 10,000 vehicles per day.
- It rose in 2020 to around 10,500 vehicles per day.
- In 2025, traffic is projected to level out to about 10,000 vehicles per day through 2035.

For commercial vehicles, the numbers stay fairly steady, about 1,500 to 1,600 per day throughout the years. That's roughly 15 percent of total vehicles on this stretch of highway.

Traffic volumes are expected to remain stable and strong, which is important for planning improvements. It tells us that State Highway 60 will also continue to be a busy corridor for both local drivers and freight movement.

SLIDE 11 – Safety Analysis – Summary Charts

After a safety analysis, here is what the total crash data is telling us about driving conditions in this area.

Most of the crashes were low severity and property damage only crashes. Fatal and serious injury crashes made up three percent of the total crashes.

Looking at the top contributing factors for the crashes, it can be concluded that the crashes were primarily caused by human errors. Most crashes were angle and rear-end collisions and happened at signal-controlled intersections.

SLIDE 12 – Safety Analysis – Crash Rates

Over the five-year study period from 2020 to 2024, we looked at crash rates in the project area and compared them to similar roads across the state. These roads include highways with four or more lanes that are undivided.

What we found is important: every single year, the crash rates in our project area were consistently higher than the state-wide average for similar roads. This tells us that safety concerns in this area are greater than what we typically see elsewhere in the state.

Looking at the safety analysis, TxDOT is proposing both rural and suburban section improvements to make up the relief route around the City of Bay City.

SLIDE 13 – SH 35 and SH 60 Origin and Destination Study

A study looking at traffic movements for State Highway 35 and State Highway 60 was conducted in December 2025. The results of this study indicate that the predominant external traffic movements within the city occur from north to west and from south to east.

It also implies that approximately 36 percent of the total incoming traffic, using both of the highways, into the city is through traffic.

Travel time estimated from the study suggests that about 10 percent of the external-to-external trips make intermediate stoppages inside the city.

Daily flow pattern reveals that usually traffic enters the city from the north and west in the morning and returns in the afternoon.

SLIDE 14 – Proposed Typical Sections

The proposed rural typical section would consist of four travel lanes. There would be two in each direction separated by a 76-foot grassy median, with 4-foot inside and 10-foot outside shoulders.

The proposed suburban typical section would consist of four travel lanes, two in each direction with a raised median and potentially include a 10-foot shared-use path on each side.

SLIDE 15 – Study Area Environmental Constraints

In addition to the existing roadway conditions and safety analyses, TxDOT examines constraints within the study area. These analyses provide additional factors to consider when developing potential solutions such as roadway improvements, realignment, or identifying an alternate route for commercial vehicle traffic. This map identifies a variety of constraints TxDOT must consider such as biological, water, historical and community resources. In addition to the environmental constraints, TxDOT must consider geographic and topographic constraints such as steep grades and land characteristics which can affect constructability and cost.

Findings from the environmental constraints map will be used in conjunction with field observations and engineering considerations to support the selection and refinement of accessibility alternatives for further analysis.

This environmental constraints map shows the full study area. Please see the following slides for a close-up map of each of the four study area quadrants (northwest, northeast, southwest and southeast).

Please see the exhibit board files to view the full study area of environmental constraints map as well as each of the four quadrants in greater detail.

SLIDE 16 – Study Area Environmental Constraints - Northwest

The environmental constraints map quadrants display a variety of natural and man-made features, such as roads, rivers, and political boundaries and are intended to provide a broad overview of an area. The environmental constraints map was created by identifying environmental, physical, and regulatory features that may influence the feasibility and alignment of proposed accessible routes.

The northwest quadrant includes the Colorado River, Cottonwood Creek, the Union Pacific Railroad, State Highway 35, State Highway 60 and the northwest corner of Bay City.

SLIDE 17 – Study Area Environmental Constraints - Northeast

The northeast quadrant includes Bucks Bayou, Hardeman Slough, the Union Pacific Railroad, State Highway 35 and the northeast corner of Bay City.

SLIDE 18 – Study Area Environmental Constraints - Southwest

The southwest quadrant includes the Colorado River, Live Oak Creek, Cottonwood Creek, the Union Pacific Railroad, State Highway 35, State Highway 60 and the southwest corner of Bay City.

SLIDE 19 – Study Area Environmental Constraints - Southeast

The southeast quadrant includes Cottonwood Creek, Bucks Bayou, the Union Pacific Railroad, the BNSF Railroad, and the southeast corner of Bay City.

SLIDE 20 – Project Development Process

As you can see here, the Bay City Relief Route Feasibility Study is in the initial stage of the project development process. Should TxDOT choose to move forward with the development of alternatives identified through the feasibility study, a multi-year process will begin, which includes additional opportunities for the community to be involved and provide input. Advancement from step to step is contingent upon the outcome of the previous step and the availability of funding.

A schedule for construction of the Bay City Relief Route has not been identified. This timeline includes many variables which are subject to change.

SLIDE 21 – Feasibility Study Process

The feasibility study process will help TxDOT more clearly define potential improvements and identify financially and environmentally feasible options for improvements.

TxDOT is currently in the process of collecting data. Your input at this public meeting is integral to that process. The next step in the process will be to develop conceptual designs and evaluate conceptual alternatives, then to present a preferred concept at a second public meeting anticipated in mid-2026. The final step is to prepare the feasibility report, which is anticipated to be available in mid-to-late 2026.

Please note that this schedule is preliminary and subject to change.

SLIDE 22 – Your feedback helps develop solutions

Your feedback is important and helps TxDOT develop solutions. Here are a few things to consider when providing your comments to the TxDOT team.

- What would you consider a priority that a potential relief route should address?
- Are there any local community impacts of which TxDOT should be aware of as they continue the feasibility study that are not currently identified on the environmental constraint maps?
- How do you think transportation needs in this area may change over the next 10 to 20 years?

- What other important information would you like the project team to know?

SLIDE 23 – How to Provide Comments

Your feedback is an important component of this project and TxDOT wants to hear from you. To be included in the official project documentation, all comments must be received or postmarked by Friday, March 6, 2026.

Comments may be provided:

- In-person at the public meeting or online
- By email sent to Jonathan.Rogers@txdot.gov
- By postal mail sent to:
 - TxDOT Yoakum District
 - ATTN: Jonathan Rogers
 - 403 Huck St.
 - Yoakum, TX 77995
- Or online by visiting www.txdot.gov, keyword search “Bay City Relief Route” and completing the online comment form.

Following the public meeting and comment period, the project team will review all comments received, assess their feasibility for incorporation into the study and develop responses, which will be available online at TxDOT.gov once they have been prepared.

SLIDE 24 – Learn More

For more information about this project, please scan the QR code above or visit www.txdot.gov, and search the keyword “Bay City Relief Route.”

SLIDE 25 – Thank You!

Thank you for your interest in the Bay City Relief Route Feasibility Study and for participating in this public meeting.