



Documentation of Public Meeting

Project Location
Matagorda County

Relief Route Feasibility Study
CSJ: 0179-04-114

Project Limits
N/A

Meeting Location
Virtual Option: www.txdot.gov, keyword search "Bay City Relief Route"
In-Person Option: Bay City Civic Center, 201 7th St., Bay City, TX 77414

Meeting Date and Time
Virtual Option: Thursday, Feb. 19, 2026, by 4:30 p.m. through
Friday, March 6, 2026, at 11:59 p.m.
In-Person Option: Thursday, Feb. 19, 2026, 4:30 - 6:30 p.m.

Translation Services
N/A

Presenters
N/A

Elected Officials in Attendance
Gloria Millsap, Senator Joan Huffman's Office
Ethan Kasmir, Congressman Troy Nehls's Office
Bobby Seiferman, Matagorda County Judge
Mike Estlinbaum, Matagorda County Commissioner, Pct. 2
Rick DeLeon, Matagorda County Sheriff
Robert K. Nelson, Bay City Mayor
Benjamin Flores, Bay City Councilmember, PI 1

Total Number of Attendees (approx.)
112

Total Number of Commenters
37



A.

**COMMENT / RESPONSE
MATRIX**

**Bay City Relief Route
Public Meeting – Feb. 19, 2026
Comment / Response Matrix**

#	Commenter Name	Date Received	Source	Verbatim Comment	Response
1	Anonymous	2/19/2026	Comment Form	This public meeting seems more like a joke. You have no potential routes to show any of us. If possible, form a few options as far as routes go, then have a meeting	<p>Thank you for your comment. All comments will be carefully considered by TxDOT.</p> <p>The purpose of the feasibility study is to identify and evaluate potential improvements to SH 35 and or SH 60 in Bay City and to address safety concerns related to through traffic and truck traffic along the corridor. Goals of the feasibility study include reducing truck-related crashes and improving mobility for local and through traffic. TxDOT is using community input along with technical and environmental evaluations to develop initial concepts for identifying an alternate route for truck traffic and through traffic. These concepts will be further evaluated and refined to a preferred alternative, and the study will conclude with a recommended route or no-build alternative. Public involvement and solicitation of public feedback is an important part of the process. Two public meetings are anticipated for the relief route project: the first public meeting was held on Feb. 19, 2026, with a second public meeting tentatively scheduled for May 21, 2026. The purpose of the first public meeting was to introduce the study and present initial findings to the public. The second public meeting will present updated information and provide the public with an opportunity to review preliminary route alternatives and provide comments that will help guide next steps.</p>

#	Commenter Name	Date Received	Source	Verbatim Comment	Response
2	Anonymous	3/6/2026	Online	It may be safer to swing the southern portion of the route further south to alleviate the current neighborhoods that sit directly along the current available right of way.	<p>Thank you for your comment. All comments will be carefully considered by TxDOT.</p> <p>TxDOT will consider the viability of routes that were suggested during the comment period of the Feb. 19, 2026, public meeting. Preliminary project routes are developed based on design and safety standards, as well as the overall goals of the project. Environmental constraints and public input play a key role in the evaluation of routes. Preliminary project routes are developed to the same level of detail so that each route can be evaluated equally. During this evaluation, modifications can be made to the route(s) to reduce impacts or improve roadway design, community connectivity, among other considerations. The decision to eliminate certain routes is based on a combination of many factors including environmental constraints, public input, cost, and constructability. The final route must meet safety design standards and improve the mobility of the corridor.</p>
3	Anonymous	3/6/2026	Online	Thank you for a great presentation and map options. I agree that this is something Bay City and Matagorda county definitely need. Please continue to move forward.	Thank you for your comment and support.
4	Anonymous	2/20/2026	Online	I support the concept of building a relief route. I think it would improve the quality of life and enhance the Bay City downtown shopping experience if we were to route commercial vehicles around the downtown area. I live outside the city limits, but own two downtown businesses.	Thank you for your comment and support. All comments will be carefully considered by TxDOT.

#	Commenter Name	Date Received	Source	Verbatim Comment	Response
5	Anonymous	2/19/2026	Online	Stop 18 wheelers from parking in neighborhoods. Stop trucks from using Nichols road by junior high going to Shelly road	<p>Thank you for your comment. All comments will be carefully considered by TxDOT.</p> <p>The purpose of the feasibility study is to identify and evaluate potential improvements to SH 35 and/or SH 60 in Bay City to address safety concerns related to truck traffic along the corridor. TxDOT will consider community input along with technical and environmental evaluations to develop improvements and further refine the alternatives which will be presented at a second public meeting tentatively scheduled for May 21, 2026.</p> <p>TxDOT understands your concerns about truck parking and truck traffic in neighborhoods. However, decisions about truck parking and truck restrictions on local streets, like Nichols Road and Shelly Road, are made by city and county authorities, not TxDOT. These agencies set and enforce local parking rules and truck routes.</p> <p>We encourage you to share your feedback with your local city or county officials so they can review it. TxDOT will continue working with local partners to support safe and efficient travel in the area.</p>
6	Antoine	2/21/2026	Online	After watching the Bay City Relief Route Feasibility Study Virtual Public Meeting on YouTube and that most of the traffic comes from North to West in the morning then returns in the afternoon, 12th St could be upgraded to 4 lane divided suburban section and that would allow more connectivity to Hardeman Park and LeTulle Park and then proceed the connectivity to Bay City Sports Complex. Also, the redoing of the Nile Valley Rd from Texas 35 to Texas 60 and finish it off to 2668.	<p>Thank you for your comment. All comments will be carefully considered by TxDOT.</p> <p>TxDOT will consider the viability of routes that were suggested during the comment period of the Feb. 19, 2026, public meeting. Preliminary project routes are developed based on design and safety standards, as well as the overall goals of the project. Environmental constraints and public input play a key role in the evaluation of routes. Preliminary project routes are developed to the same level of detail so</p>

#	Commenter Name	Date Received	Source	Verbatim Comment	Response
					<p>that each route can be evaluated equally. During this evaluation, modifications can be made to the route(s) to reduce impacts or improve roadway design, community connectivity, among other considerations. The decision to eliminate certain routes is based on a combination of many factors including environmental constraints, public input, cost, and constructability. The final route must meet safety design standards and improve the mobility of the corridor.</p>
7	Barry W Midgett	2/19/2026	Comment Form	<p>1. The main concern for me & most Bay City residents is there is no easy way to get across the Railroad tracks on the east side of town. (Santa Fe tracks) The trains are usually 100+ train cars long. And sometimes the train stops and backs up & then goes forward. I was late getting to the public hearing because of it.</p> <p>2. If that problem could be addressed in addition to easing traffic congestion that would be great.</p>	<p>Thank you for your comment. All comments will be carefully considered by TxDOT.</p> <p>As part of the project development process, TxDOT will coordinate closely with the appropriate railroad authorities and local jurisdictions to assess the existing conditions and potential impacts at any railroad crossing.</p> <p>TxDOT will consider the viability of routes that were suggested during the comment period of the Feb. 19, 2026, public meeting. Preliminary project routes are developed based on design and safety standards, as well as the overall goals of the project. Environmental constraints and public input play a key role in the evaluation of routes. Preliminary project routes are developed to the same level of detail so that each route can be evaluated equally. During this evaluation, modifications can be made to the route(s) to reduce impacts or improve roadway design, community connectivity, among other considerations. The decision to eliminate certain routes is based on a combination of many factors including environmental constraints, public input, cost, and constructability. The final route must meet safety design standards and improve the mobility of the corridor.</p>

#	Commenter Name	Date Received	Source	Verbatim Comment	Response
8	Bob King	2/19/2026	Online	I believe it is time for a route around BC, considering these thoughts: commercial truck traffic continues to be a danger in the slower speed zones within the city, most are in a hurry to get through town, twice a day there are multiple school zones they must pass through; with the large amount of highly volatile products traveling through the heart of the city, a major accident would pose a serious health issue to a large number of people; a large number of people traveling hwy35 and hwy60 are merely passing through and bring no significant commerce to the merchants of BC but do significantly clog the flow of traffic.	<p>Thank you for your comment. All comments will be carefully considered by TxDOT.</p> <p>The purpose of the feasibility study is to identify and evaluate potential improvements to SH 35 and/or SH 60 in Bay City to address safety concerns related to truck traffic along the corridor. TxDOT will consider community input along with technical and environmental evaluations to develop improvements and further refine the alternatives which will be presented at a second public meeting tentatively scheduled for May 21, 2026.</p> <p>Any potential relief route proposed would be designed to meet current roadway design standards to improve the safety and efficiency of existing and future traffic volumes, including vehicles transporting hazardous materials.</p>

#	Commenter Name	Date Received	Source	Verbatim Comment	Response
9	Coy McDonald/McDonald Svc Inc	2/19/2026	Comment Form	I am for a a bypass around Bay City to help with traffic congestion and truck traffic. The north side looks like the most effective and least costly way to move forward. If possible it could be tied in with Nile Valley to help move commercial traffic around from south to north.	<p>Thank you for your comment. All comments will be carefully considered by TxDOT.</p> <p>The purpose of the feasibility study is to identify and evaluate potential improvements to SH 35 and/or SH 60 in Bay City to address safety concerns related to truck traffic along the corridor. TxDOT will consider community input along with technical and environmental evaluations to develop improvements and further refine the alternatives which will be presented at a second public meeting tentatively scheduled for May 21, 2026.</p> <p>TxDOT will consider the viability of routes that were suggested during the comment period of the Feb. 19, 2026, public meeting. Preliminary project routes are developed based on design and safety standards, as well as the overall goals of the project. Environmental constraints and public input play a key role in the evaluation of routes. Preliminary project routes are developed to the same level of detail so that each route can be evaluated equally. During this evaluation, modifications can be made to the route(s) to reduce impacts or improve roadway design, community connectivity, among other considerations. The decision to eliminate certain routes is based on a combination of many factors including environmental constraints, public input, cost, and constructability. The final route must meet safety design standards and improve the mobility of the corridor.</p>

#	Committer Name	Date Received	Source	Verbatim Comment	Response
10	Debbie Christian	2/24/2026	Mailed Comment	<p>Think the road should start before entering Van Vleck on the north side come out on the other side of river</p> <p>The turning lanes on 457 and 2668 by Walgreens need to be addressed.</p> <p>Also all the roads have issues with the painting not bold enough or no lines at all</p>	<p>Thank you for your comment. All comments will be carefully considered by TxDOT.</p> <p>TxDOT will consider the viability of routes that were suggested during the comment period of the Feb. 19, 2026, public meeting. Preliminary project routes are developed based on design and safety standards, as well as the overall goals of the project. Environmental constraints and public input play a key role in the evaluation of routes. Preliminary project routes are developed to the same level of detail so that each route can be evaluated equally. During this evaluation, modifications can be made to the route(s) to reduce impacts or improve roadway design, community connectivity, among other considerations. The decision to eliminate certain routes is based on a combination of many factors including environmental constraints, public input, cost, and constructability. The final route must meet safety design standards and improve the mobility of the corridor.</p>

#	Commenter Name	Date Received	Source	Verbatim Comment	Response
11	Geneive Hahn West	2/19/2026	Comment Form	<p>Please Do Not Divide our family farm!</p> <p>Best case in my opinion is a bypass in Van Vleck to FM 3156</p>	<p>Thank you for your comment. All comments will be carefully considered by TxDOT.</p> <p>TxDOT understands the importance of farmland to the community and the concerns about losing productive agricultural land. TxDOT follows both state and federal guidelines to minimize impacts wherever possible. While farmland itself cannot be physically replaced, TxDOT will coordinate with landowners to address concerns and provide fair compensation for any land acquisition, in accordance with state and federal laws. TxDOT's goal is to balance transportation needs with protecting agricultural resources.</p> <p>TxDOT recognizes that any change in local infrastructure can raise uncertainties about property desirability and resale value. TxDOT conducts detailed environmental and economic assessments, including property impact studies, as part of the project process. TxDOT is committed to welcoming your input, working with property owners to explore mitigation strategies, and being transparent in our outreach and next steps in project development. Additional public involvement opportunities will be available throughout the project development process and public input is carefully considered.</p> <p>TxDOT will consider the viability of routes that were suggested during the comment period of the Feb. 19, 2026, public meeting. Preliminary project routes are developed based on design and safety standards, as well as the overall goals of the project. Environmental constraints and public input play a key role in the evaluation of routes. Preliminary project routes</p>

#	Commenter Name	Date Received	Source	Verbatim Comment	Response
					<p>are developed to the same level of detail so that each route can be evaluated equally. During this evaluation, modifications can be made to the route(s) to reduce impacts or improve roadway design, community connectivity, among other considerations. The decision to eliminate certain routes is based on a combination of many factors including environmental constraints, public input, cost, and constructability. The final route must meet safety design standards and improve the mobility of the corridor.</p>

#	Commenter Name	Date Received	Source	Verbatim Comment	Response
12	Gerry Authement	2/19/2026	Comment Form	<p>Do not build on my property.</p> <p>Do not build on Riverside Park Road.</p>	<p>Thank you for your comment. All comments will be carefully considered by TxDOT.</p> <p>TxDOT recognizes that any change in local infrastructure can raise uncertainties about property desirability and resale value. If a preferred relief route is chosen, TxDOT will work to further refine the alignment to minimize impacts to property owners as much as possible. For any property acquisitions that would be needed, TxDOT would coordinate with landowners to address concerns and provide fair compensation in accordance with state and federal laws. TxDOT's goal is to balance transportation needs with protecting agricultural resources. TxDOT conducts detailed environmental and economic assessments, including property impact studies, as part of the project process. TxDOT is committed to welcoming your input, working with property owners to explore mitigation strategies, and being transparent in our outreach and next steps in project development. Additional public involvement opportunities will be available throughout the project development process and public input is carefully considered.</p> <p>TxDOT will consider the viability of routes that were suggested during the comment period of the Feb. 19, 2026, public meeting. Preliminary project routes are developed based on design and safety standards, as well as the overall goals of the project. Environmental constraints and public input play a key role in the evaluation of routes. Preliminary project routes are developed to the same level of detail so that each route can be evaluated equally. During this evaluation, modifications can be made to the route(s) to reduce impacts or</p>

#	Commenter Name	Date Received	Source	Verbatim Comment	Response
					<p>improve roadway design, community connectivity, among other considerations. The decision to eliminate certain routes is based on a combination of many factors including environmental constraints, public input, cost, and constructability. The final route must meet safety design standards and improve the mobility of the corridor.</p>

#	Commenter Name	Date Received	Source	Verbatim Comment	Response
13	Greg Westmoreland	2/19/2026	Comment Form	<p>Please move the bypass way away from the city limits. The original Nile Valle Route comes right next to housing subdivisions. The noise levels would be horrible. Most importantly our property values would take a dramatic hit. Who would buy a home with the bypass less than 50 yards from my front door.</p> <p>The bypass is needed to relief Hwy 35 traffic but put it out in the countryside not next to the city.</p>	<p>Thank you for your comment. All comments will be carefully considered by TxDOT.</p> <p>TxDOT will consider the viability of routes that were suggested during the comment period of the Feb. 19, 2026, public meeting. Preliminary project routes are developed based on design and safety standards, as well as the overall goals of the project. Environmental constraints and public input play a key role in the evaluation of routes. Preliminary project routes are developed to the same level of detail so that each route can be evaluated equally. During this evaluation, modifications can be made to the route(s) to reduce impacts or improve roadway design, community connectivity, among other considerations. The decision to eliminate certain routes is based on a combination of many factors including environmental constraints, public input, cost, and constructability. The final route must meet safety design standards and improve the mobility of the corridor.</p> <p>Should TxDOT move forward with subsequent phases of project development, a traffic noise study would be completed as part of the environmental process. The traffic noise study would identify land use activities that may be impacted by traffic noise, determine existing noise levels, predict noise levels 20 years in the future based on projected traffic volumes, identify possible noise impacts, and evaluate ways to reduce noise impacts with abatement measures. The traffic noise study will be included in the draft Environmental Assessment and made available. Air quality analyses would also be completed and included in the Environmental Assessment.</p>

#	Commenter Name	Date Received	Source	Verbatim Comment	Response
					<p>TxDOT recognizes that any change in local infrastructure can raise uncertainties about property desirability and resale value. TxDOT conducts detailed environmental and economic assessments, including property impact studies, as part of the project process. TxDOT is committed to welcoming your input, working with property owners to explore mitigation strategies, and being transparent in our outreach and next steps in project development. Additional public involvement opportunities will be available throughout the project development process and public input is carefully considered.</p>

#	Commenter Name	Date Received	Source	Verbatim Comment	Response
14	Herb Blomquist	2/27/2026	Email	<p><i>Text from email chain starting 1/29/26 at 10:15 am.:</i> Please find my comments attached.</p> <p><i>Text from attached comment form:</i> I was surprised to see in the presentation charts that the northwest quadrant of Bay City was designated as the preferred area for the Relief Route. I became Public Works Director for City of Bay City in October 2023 and have spent a lot of time assessing the various quadrants and potential traffic relief corridors around Bay City. The research I have done and the input that I have received led me to believe that the northeast quadrant of the city would likely be the preferred route (corridor). Key factors driving my perspective are:</p> <ul style="list-style-type: none"> (1) Development east/northeast of Bay City (2) The amount of inbound and out-bound traffic on SH 35 (3) Evacuation from coastal communities using SH35/SH 60 heading away from the coast <p><i>Reply 3/3/26 at 10:17 a.m.:</i> Yes, it would be a great idea to meet with the City prior to the second public meeting. I know our City Manager will be interested.</p>	<p><i>Email response provided by Jonathan Rogers, TxDOT, on 3/3/26 at 9:09 a.m.</i> Thank you for your comments on the Bay City Relief Route feasibility study. I think there was some confusion on what the chart that you referenced was showing. The chart was just an Origin & Destination chart showing the amount of traffic for each quadrant. TxDOT has not taken a stand on a preferred route yet. We plan to propose several possibilities at the next public meeting, which was just scheduled for May 21st. After getting everyone's input at that 2nd meeting, we'll determine a preferred route.</p> <p>Please let me know if the city would like to meet before the 2nd public meeting to review the possible routes that we've developed. We're planning to develop about 5 possibilities. Those are still a work in progress, so it may be a month or 2 before we'd be ready to share.</p> <p><i>Email response provided by Jonathan Rogers, TxDOT, on 3/3/26 at 12 p.m.</i> 10-4. We'll reach out to setup a meeting when we get the draft potential alignments developed.</p> <p>Thank you for your comment. All comments will be carefully considered by TxDOT. As discussed via email, TxDOT will reach out to the city to review some preliminary alignments prior to the second public meeting tentatively planned for May 21, 2026.</p>
15	Jackson Hurst	2/23/2026	Online	I approve and support TxDOT's Bay City Relief Route Feasibility Study.	Thank you for your comment and support.

#	Commenter Name	Date Received	Source	Verbatim Comment	Response
16	James Folse	3/4/2026	Online	<p>I believe the most needed of the 4 quadrants are;</p> <ol style="list-style-type: none"> 1. Hwy 35 E to Hwy 60 N (McCrosky to 60 following the electrical line and water line connections 2. Nile Valley from Hwy 35 W by Hospital to Hwy 60 S over to FM 2668 3. FM 2668 to Hwy 35 E around Showboat Road 4. Hwy 60 N to Hwy 35 W <p>This is not what your maps showed as the most traveled. but as a long time resident it is what I see most trucks as their paths thru the city.</p>	<p>Thank you for your comment. All comments will be carefully considered by TxDOT.</p> <p>TxDOT will consider the viability of routes that were suggested during the comment period of the Feb. 19, 2026, public meeting. Preliminary project routes are developed based on design and safety standards, as well as the overall goals of the project. Environmental constraints and public input play a key role in the evaluation of routes. Preliminary project routes are developed to the same level of detail so that each route can be evaluated equally. During this evaluation, modifications can be made to the route(s) to reduce impacts or improve roadway design, community connectivity, among other considerations. The decision to eliminate certain routes is based on a combination of many factors including environmental constraints, public input, cost, and constructability. The final route must meet safety design standards and improve the mobility of the corridor.</p>

#	Commenter Name	Date Received	Source	Verbatim Comment	Response
17	Jessamyn De Vos	2/6/2026	Email	<p>I'm Jessamyn De Vos, a lifelong resident and homeowner in Bay City. Word is out in Bay City that you're heading the study for a possible bypass? I'm hoping it means bypass, but I am biased. Hahaha</p> <p>I don't know how much info I can give you as my expertise begins at Sim City and ends with Anno, but I can tell you that we are really hurting over here. It's bad.</p> <p>I welcome you, if you're able, to come have a cup of coffee at Mainstreet Coffee and Wine bar and see how bad it really is.</p> <p>I meet there with friends every Friday morning at 9am to have breakfast tacos, and have been doing so for many years now. Back when we started around 2016, we would regularly sit outside at the tables there. We can no longer sit at those tables. The noise is too much and it's unsafe. Sometimes people sit there, but it's rare.</p> <p>Just last week, a woman struck a parked car there. There was some confusion with the city and the state about parking in that particular stretch, and now there are both parallel and angled parking lines. The road is measured for parallel parking, but people get confused. The woman whose suv got hit had parked at an angle. The woman who hit her parked car was speeding and not paying attention. Thankfully, all parties were uninjured, but both cars were likely totaled.</p> <p>There are a lot of speeders through there, particularly the semis. And there are A LOT of semis that come through. I mean, what choice do they have? And they know that the lights will catch them if they aren't booking it, so book it they do.</p> <p>There are even times when we have to pause conversations inside the coffee shop because the road noise is so great. On a road with a speed limit of 30.</p> <p>On Saturdays, we have a run club that goes from the courthouse to the high school and back up 35. We start early in the morning because we have to. It's not safe to walk that during the day. Heck, it gets scary about 7:15 on a Saturday! My husband and I will walk down the north side of 35 instead of the south during the summer because there's more shade, and it's very hard to cross back over 35 to get to our car.</p>	<p>Thank you for your comment. All comments will be carefully considered by TxDOT.</p> <p>The purpose of the feasibility study is to identify and evaluate potential improvements to SH 35 and/or SH 60 in Bay City to address safety concerns related to truck traffic along the corridor. TxDOT will consider community input along with technical and environmental evaluations to develop improvements and further refine the alternatives which will be presented at a second public meeting tentatively scheduled for May 21, 2026.</p> <p>Should TxDOT move forward with subsequent phases of project development, a traffic noise study would be completed as part of the environmental process. The traffic noise study would identify land use activities that may be impacted by traffic noise, determine existing noise levels, predict noise levels 20 years in the future based on projected traffic volumes, identify possible noise impacts, and evaluate ways to reduce noise impacts with abatement measures. The traffic noise study will be included in the draft Environmental Assessment and made available. Air quality analyses would also be completed and included in the Environmental Assessment.</p> <p>The roadway would be designed to meet current TxDOT roadway criteria. These standards and criteria are based on the analyses of driving safety factors for all vehicles, including trucks.</p> <p>TxDOT will consider the viability of routes that were suggested during the comment period of the Feb. 19, 2026, public meeting. Preliminary project routes are developed based on design</p>

#	Commenter Name	Date Received	Source	Verbatim Comment	Response
				<p>People run the lights on 35 constantly. Everyone just gets impatient because the road is too congested and you spend forever waiting at lights. I don't take 35 when I can avoid it, personally. But it's our main artery through town, what choice do we have?</p> <p>When it's slow, it's speeding semis. When it's busy, it's a madhouse.</p> <p>Again, my cousin is the civil engineer, I just play a lot of city simulators. But I can tell you that the biggest rookie mistake in every game is to cross two highways as an X. You'll get about 10 to 20 minutes in and it'll all lock up. That's where we're at here. Honestly, we were probably there in 2010.</p> <p>People here will cite El Campo and say that bypasses kill downtown, but it's the traffic killing downtown. Nobody wants to walk there. It's not peaceful, it's loud and frightening. And, also, El Campo had a small downtown to begin with, and it just happens to be the home of one of the most beloved restaurants that everyone in Bay City has been to. It's also not the county seat, it's not a comparable city at all. So I really don't know what they're talking about.</p> <p>And Wharton has a beautiful downtown, and I know its bypass has been there forever because the TeePee motel is from the '50s! Wharton is clearly the comparable city here. The fixation on El Campo and its supposed "dying downtown" that's doing just fine and is smaller because it's not a county seat is, frankly, baffling.</p> <p>I don't know where that information comes from, but it seems like fear mongering. As far as I can see, the only cities that died because a road was built were on Route 66. But we live in a different time now where people are more willing to drive just to be out of a big city. I mean, who saw Fulshear becoming a suburb of Katy? Those towns died before we had digital maps on cell phones that could tell us there was a McDonald's two miles from the highway just because we verbally asked our car if one existed.</p> <p>I think a lot of people here get really afraid of change and are also a bit behind on how the world works. I say that lovingly, because I see where the fear and misunderstanding comes from. They are convinced that people will see our downtown while driving through and decide to</p>	<p>and safety standards, as well as the overall goals of the project. Environmental constraints and public input play a key role in the evaluation of routes. Preliminary project routes are developed to the same level of detail so that each route can be evaluated equally. During this evaluation, modifications can be made to the route(s) to reduce impacts or improve roadway design, community connectivity, among other considerations. The decision to eliminate certain routes is based on a combination of many factors including environmental constraints, public input, cost, and constructability. The final route must meet safety design standards and improve the mobility of the corridor.</p>

#	Commenter Name	Date Received	Source	Verbatim Comment	Response
				<p>stop. But nobody can see our downtown while driving through, they're too busy trying to not be crushed by a semi.</p> <p>I'll stop jabbering at you. As you may guess, many of us have been advocating for this for a very long time. I'm sure you'll have some people get quite cross with you, but I hope they aren't too bad. The powers that were when they were young purposefully stifled any progress or growth. They wanted Bay City to remain small, it didn't. It just grew too much too fast without the infrastructure to support it. It's unsustainable.</p> <p>I hope you have a lovely day! I'd say to join us for tacos some Friday, but that's probably not allowed. Hahaha</p> <p>Best of luck, no matter what the decision is!</p>	

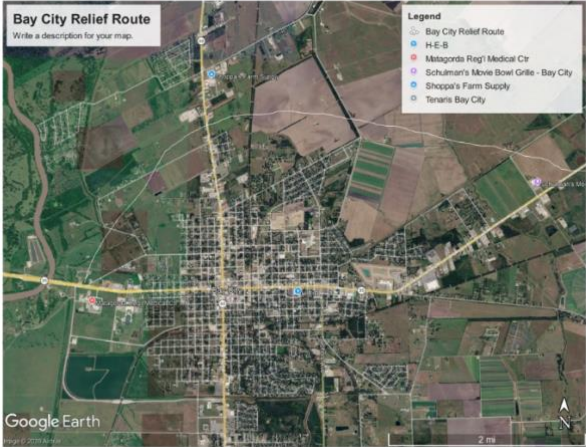
#	Commenter Name	Date Received	Source	Verbatim Comment	Response
18	Jessie Stone	2/19/2026	Online	I am for the first option for route around Bay City. It's too dangerous downtown with big trucks turning and all other traffic that has increased in town.	<p>Thank you for your comment. All comments will be carefully considered by TxDOT.</p> <p>The purpose of the feasibility study is to identify and evaluate potential improvements to SH 35 and or SH 60 in Bay City and to address safety concerns related to through traffic and truck traffic along the corridor. Goals of the feasibility study include reducing truck-related crashes and improving mobility for local and through traffic. TxDOT is using community input along with technical and environmental evaluations to develop initial concepts for identifying an alternate route for truck traffic and through traffic. These concepts will be further evaluated and refined to a preferred alternative, and the study will conclude with a recommended route or no-build alternative. Public involvement and solicitation of public feedback is an important part of the process. Two public meetings are anticipated for the relief route project: the first public meeting was held on Feb. 19, 2026, with a second public meeting tentatively scheduled for May 21, 2026.</p> <p>No route options were presented at the first public meeting. However, the first public meeting did include an exhibit board depicting a current traffic origin and destination chart. The purpose of the first public meeting was to introduce the study and present initial findings to the public. The second public meeting will present updated information and provide the public with an opportunity to review preliminary route alternatives and provide comments that will help guide next steps.</p>

#	Commenter Name	Date Received	Source	Verbatim Comment	Response
19	Jim Poux	2/19/2026	Comment Form	Please include a shoulder suitable for safe bicycle traffic.	<p>Thank you for your comment. All comments will be a carefully considered by TxDOT.</p> <p>TxDOT remains committed to delivering a project that supports safe, accessible, and multimodal transportation for all users. During the public meeting on Feb. 19, 2026, an exhibit board, as well as the pre-recorded presentation (see slide 14) included information regarding the proposed typical section. 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.</p> <p>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. For more information about the project, please visit www.txdot.gov and search keywords "Bay City Relief Route."</p>
20	Johnnie Hahn	2/19/2026	Comment Form	go to showmans Take old V V Rd. to 3156 (great Rd.) comes out at Hwy 60 next to John Deere shoppas - Dont have to cross any bodies property they are all county & state Roads	<p>Thank you for your comment. All comments will be carefully considered by TxDOT.</p> <p>TxDOT will consider the viability of routes that were suggested during the comment period of the Feb. 19, 2026, public meeting. Preliminary project routes are developed based on design and safety standards, as well as the overall goals of the project. Environmental constraints and public input play a key role in the evaluation of routes. Preliminary project routes are developed to the same level of detail so that each route can be evaluated equally. During this evaluation, modifications can be made to the route(s) to reduce impacts or improve roadway design, community connectivity, among other considerations. The</p>

#	Commenter Name	Date Received	Source	Verbatim Comment	Response
					<p>decision to eliminate certain routes is based on a combination of many factors including environmental constraints, public input, cost, and constructability. The final route must meet safety design standards and improve the mobility of the corridor.</p>
21	Marilyn Alvarado	2/19/2026	Comment Form	<p>Just expressing my interest in protecting our downtown & school areas as a pedestrian safety advocate & healthy/wellness professional.</p> <p>As much as walkability is foundational to community health, this relief route is necessary for me to be able to convince our community that its safe enough to come outside</p>	<p>Thank you for your comment. All comments will be carefully considered by TxDOT.</p> <p>TxDOT remains committed to delivering a project that supports safe, accessible, and multimodal transportation for all users. During the public meeting on Feb. 19, 2026, an exhibit board, as well as the pre-recorded presentation (see slide 14) included information regarding the proposed typical section. 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.</p> <p>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. For more information about the project, please visit www.txdot.gov and search keywords "Bay City Relief Route."</p>

#	Committer Name	Date Received	Source	Verbatim Comment	Response
22	Marvin Littlefield	3/4/2026	Mailed Comment	<p>Did anyone bring up the unfinished truck route in south Bay City? If this route were to be overhauled, for heavy trucks, and the traffic lights were set for traffic flow, on 7th Street, this could solve Bay City's congestion in town. In town big trucks, are a big part of the congestion. These two changes, also could be cost effective. The loss of traffic, on 7th street, would be devastating, for any business that depends on traffic, to stay in busines.</p> <p>One other suggestion is, to turn 7th St., into a one way street going west, and turn 6th St., into a one way street going east. Thin set the traffic lights, for smooth traffic flow.</p>	<p>Thank you for your comment. All comments will be carefully considered by TxDOT.</p> <p>The purpose of the feasibility study is to identify and evaluate potential improvements to SH 35 and/or SH 60 in Bay City to address safety concerns related to truck traffic along the corridor. TxDOT will consider community input along with technical and environmental evaluations to develop improvements and further refine the alternatives which will be presented at a second public meeting tentatively scheduled for May 21, 2026.</p> <p>TxDOT understands and recognizes the importance of local businesses, employment opportunities, and community prosperity, and we appreciate your engagement in this planning process. We understand that construction and changes in traffic patterns can raise questions about customer access, revenue stability, and long-term economic growth. TxDOT remains dedicated to reducing disruptions, enhancing community benefits, and supporting Bay City's long-term economic vitality through the relief route project.</p> <p>TxDOT will consider the viability of routes that were suggested during the comment period of the Feb. 19, 2026, public meeting. Preliminary project routes are developed based on design and safety standards, as well as the overall goals of the project. Environmental constraints and public input play a key role in the evaluation of routes. Preliminary project routes are developed to the same level of detail so that each route can be evaluated equally. During this evaluation, modifications can be made to the route(s) to reduce impacts or improve roadway design, community</p>

#	Commenter Name	Date Received	Source	Verbatim Comment	Response
					<p>connectivity, among other considerations. The decision to eliminate certain routes is based on a combination of many factors including environmental constraints, public input, cost, and constructability. The final route must meet safety design standards and improve the mobility of the corridor.</p>

#	Commenter Name	Date Received	Source	Verbatim Comment	Response
23	Mike Griffith	2/12/2026	Email	<p>To continue the route around the south of Bay City requires additional railroad crossings and there is less space for the size of right-of-way needed. I believe this is a less desirable option.</p> <p>A northerly route near Van Vleck around the north of Bay City has one rail crossing of a dead-end rail storage line, not an active rail line. There is a lot of wide open space for the 4 lane and median right of way and a better layout given the angle of SH 35 through Bay City.</p> <p>There is a plan in the works to construct a new rail yard south of Bay City which would replace the rail storage north of Bay City, meaning there would be no rail crossing on a north relief route.</p> <p>I have attached a google earth map with my idea of a route drawn from just east of Schulman's around the north side of BC intersecting 35S near 12th Street just before the River Bridge. This is a bit of a cave man drawing but gives the general idea for a route.</p> 	<p><i>Email response provided by Jonathan Rogers, TxDOT on 2/12/26:</i> Thank you for your comments and suggestion for a potential relief route. We'll look into the feasibility of a north option as we move forward with this study. If you haven't heard, we're having a public meeting on Feb. 19th from 4:30-6:30 at the Civic Center. Hope to see you there!</p> <p>Thank you for your comment. All comments will be carefully considered by TxDOT.</p> <p>As part of the project development process, TxDOT will coordinate closely with the appropriate railroad authorities and local jurisdictions to assess the existing conditions and potential impacts at any railroad crossing.</p> <p>TxDOT will consider the viability of routes that were suggested during the comment period of the Feb. 19, 2026, public meeting. Preliminary project routes are developed based on design and safety standards, as well as the overall goals of the project. Environmental constraints and public input play a key role in the evaluation of routes. Preliminary project routes are developed to the same level of detail so that each route can be evaluated equally. During this evaluation, modifications can be made to the route(s) to reduce impacts or improve roadway design, community connectivity, among other considerations. The decision to eliminate certain routes is based on a combination of many factors including environmental constraints, public input, cost, and constructability. The final route must meet safety design standards and improve the mobility of the corridor.</p>

#	Commenter Name	Date Received	Source	Verbatim Comment	Response
24	Mike Smith	2/19/2026	Comment Form	We are for a relief route	Thank you for your comment and support.
25	Nellie Green	2/19/2026	Comment Form	<p>I assume you are looking into Hwy 35.</p> <p>My suggestion is to start after the bridge over Colorado river. (Closer to the city) If you have to build another bridge, that is a enormous burden on our tax dollars.</p>	<p>Thank you for your comment. All comments will be carefully considered by TxDOT.</p> <p>The Bay City Relief Route study includes the area for both State Highway 35 and State Highway 60. Please visit www.txdot.gov and search keywords "Bay City Relief Route" for additional information about the study and to view related materials.</p> <p>TxDOT will consider the viability of routes that were suggested during the comment period of the Feb. 19, 2026, public meeting. Preliminary project routes are developed based on design and safety standards, as well as the overall goals of the project. Environmental constraints and public input play a key role in the evaluation of routes. Preliminary project routes are developed to the same level of detail so that each route can be evaluated equally. During this evaluation, modifications can be made to the route(s) to reduce impacts or improve roadway design, community connectivity, among other considerations. The decision to eliminate certain routes is based on a combination of many factors including environmental constraints, public input, cost, and constructability. The final route must meet safety design standards and improve the mobility of the corridor.</p>
26	None Provided	2/19/2026	Map 1 Comment 1.1	EMS (<i>noted in red</i>)	Thank you for your comment. Comment noted.
27	None Provided	2/19/2026	Map 2 Comment 2.1	Red Bluff Cemetery X (<i>noted in red</i>)	Thank you for your comment. Comment noted.

#	Commenter Name	Date Received	Source	Verbatim Comment	Response
28	None Provided	2/19/2026	Map 3 Comment 3.1	East Water Well (<i>noted in red</i>)	Thank you for your comment. Comment noted.
29	None Provided	2/19/2026	Map 4 Comment 4.1	North Water Well (Future) (<i>noted in red</i>)	Thank you for your comment. Comment noted.
30	None Provided	2/19/2026	Map 5 Comment 5.1	<i>Curved, red line drawn east and north from FM 2668 to 7th Street</i>	<p>Thank you for your comment. All comments will be carefully considered by TxDOT.</p> <p>TxDOT will consider the viability of routes that were suggested during the comment period of the Feb. 19, 2026, public meeting. Preliminary project routes are developed based on design and safety standards, as well as the overall goals of the project. Environmental constraints and public input play a key role in the evaluation of routes. Preliminary project routes are developed to the same level of detail so that each route can be evaluated equally. During this evaluation, modifications can be made to the route(s) to reduce impacts or improve roadway design, community connectivity, among other considerations. The decision to eliminate certain routes is based on a combination of many factors including environmental constraints, public input, cost, and constructability. The final route must meet safety design standards and improve the mobility of the corridor.</p>
31	Ronnie P. Reeves	2/19/2026	Comment Form	Let's hope all this hard work comes true. We do need more improvements in Matagorda County as it continues to grow!!!	Thank you for your comment and support.

#	Commenter Name	Date Received	Source	Verbatim Comment	Response
32	Scott Wagner	2/19/2026	Comment Form	<p>I don't think we have a problem.</p> <p>2 issues that I feel that affect traffic</p> <ul style="list-style-type: none"> - Multiple trains that stop traffic on 35 & 60 - When schools start and let out there are so many roads that completely close for people to pick up kids 	<p>Thank you for your comment. All comments will be carefully considered by TxDOT.</p> <p>As part of the project development process, TxDOT will coordinate closely with the appropriate railroad authorities and local jurisdictions to assess the existing conditions and potential impacts at any railroad crossing.</p> <p>TxDOT understands traffic congestion near schools during drop-off and pick-up times can cause frustration. However, how traffic is managed around schools, including road closures or pickup line procedures, is managed by the school district and local city/county, not TxDOT. These agencies set the rules for traffic flow on local streets and school property. We encourage you to share your concerns with your local ISD so they can review operations.</p>

#	Commenter Name	Date Received	Source	Verbatim Comment	Response
33	Sean Lavelle	2/21/2026	Online	<p>I live just off Highway 60 on the edge of town, where the posted speed limit is 45 mph. The constant flow of heavy load semi trucks and trailers is significantly impacting my home and quality of life. In particular, trucks hauling steel pipe from Tenaris create severe vibrations when passing. When these loaded trailers drive by, my entire house shakes and the vibration is strong enough to be felt while sitting inside. As a result of this ongoing heavy traffic, I have already had to complete foundation repairs twice. The repeated structural stress from heavy loads traveling directly through town is causing real financial hardship and long term damage to residential properties. In addition, I frequently witness and hear vehicles exceeding the posted 45 mph speed limit as they leave town. Drivers often appear frustrated with traffic congestion and accelerate significantly once they approach the edge of town. This creates additional safety concerns for residents, pedestrians, school children and other motorists. A bypass route for semi trucks, trailers, and other heavy loads would reduce structural damage to homes, improve safety for residents, decrease noise and vibration levels, and protect both private property and city infrastructure. Diverting industrial freight traffic away from residential areas is a reasonable and necessary step to protect the community. I strongly support the development of a bypass around the city for heavy commercial traffic.</p>	<p>Thank you for your comment and support. All comments will be carefully considered by TxDOT.</p> <p>The purpose of the feasibility study is to identify and evaluate potential improvements to SH 35 and/or SH 60 in Bay City to address safety concerns related to truck traffic along the corridor. TxDOT will consider community input along with technical and environmental evaluations to develop improvements and further refine the alternatives which will be presented at a second public meeting tentatively scheduled for May 21, 2026.</p> <p>Should TxDOT move forward with subsequent phases of project development, a traffic noise study would be completed as part of the environmental process. The traffic noise study would identify land use activities that may be impacted by traffic noise, determine existing noise levels, predict noise levels 20 years in the future based on projected traffic volumes, identify possible noise impacts, and evaluate ways to reduce noise impacts with abatement measures. The traffic noise study will be included in the draft Environmental Assessment and made available. Air quality analyses would also be completed and included in the Environmental Assessment.</p> <p>The roadway would be designed to meet current TxDOT roadway criteria. These standards and criteria are based on the analyses of driving safety factors for all vehicles, including trucks.</p>
34	Shane Bricker	2/19/2026	Comment Form	Proceed with implementation	Thank you for your comment and support.

#	Commenter Name	Date Received	Source	Verbatim Comment	Response
35	Vickie Jones	2/19/2026	Comment Form	Bay City is in need of a relief route for commercial trucks but it needs to be far away from existing neighborhoods, either far north or south of town; not extension of current Nile Valley Road.	<p>Thank you for your comment. All comments will be carefully considered by TxDOT.</p> <p>TxDOT will consider the viability of routes that were suggested during the comment period of the Feb. 19, 2026, public meeting. Preliminary project routes are developed based on design and safety standards, as well as the overall goals of the project. Environmental constraints and public input play a key role in the evaluation of routes. Preliminary project routes are developed to the same level of detail so that each route can be evaluated equally. During this evaluation, modifications can be made to the route(s) to reduce impacts or improve roadway design, community connectivity, among other considerations. The decision to eliminate certain routes is based on a combination of many factors including environmental constraints, public input, cost, and constructability. The final route must meet safety design standards and improve the mobility of the corridor.</p> <p>The purpose of the feasibility study is to identify and evaluate potential improvements to SH 35 and/or SH 60 in Bay City to address safety concerns related to truck traffic along the corridor. TxDOT will consider community input along with technical and environmental evaluations to develop improvements and further refine the alternatives which will be presented at a second public meeting tentatively scheduled for May 21, 2026.</p>

#	Commenter Name	Date Received	Source	Verbatim Comment	Response
36	Walter Phillips	2/19/2026	Comment Form	I believe completing the Nile Rd By Pass would be a better Route to lighten the truck traffic downtown Bay City. This would also provide opportunities for continued growth in Bay City.	<p>Thank you for your comment. All comments will be carefully considered by TxDOT.</p> <p>TxDOT will consider the viability of routes that were suggested during the comment period of the Feb. 19, 2026, public meeting. Preliminary project routes are developed based on design and safety standards, as well as the overall goals of the project. Environmental constraints and public input play a key role in the evaluation of routes. Preliminary project routes are developed to the same level of detail so that each route can be evaluated equally. During this evaluation, modifications can be made to the route(s) to reduce impacts or improve roadway design, community connectivity, among other considerations. The decision to eliminate certain routes is based on a combination of many factors including environmental constraints, public input, cost, and constructability. The final route must meet safety design standards and improve the mobility of the corridor.</p> <p>As part of the project development process, TxDOT is working closely with local jurisdictions, planning agencies, and stakeholders to ensure that the proposed project would align with both current needs and future growth projections in the area.</p>
37	William Popek/Popek's Turf	2/19/2026	Comment Form	I am for alleviating the traffic that Flows through Bay City and Van Vleck. One of my Farms is OFF FM 3156. The plant people already use that road to get around Bay City and Van Vleck. My suggestion is by using FM 1728 to CR 112 to FM 3156 and cross Hwy 60 and proceed west to the LCRA easment property and turn south still you tie back into Hwy 35 prior to the Colorado bridge. You could use already TxDot roads and Finally incorporate CR 112 to FM 3156. It would be the least disruptive and likely the least Expensive route. If you look south of Bay City there are many homes (mostly newly built) and	<p>Thank you for your comment. All comments will be carefully considered by TxDOT.</p> <p>TxDOT will consider the viability of routes that were suggested during the comment period of the Feb. 19, 2026, public meeting. Preliminary project routes are developed based on design and safety standards, as well as the overall goals of the project. Environmental constraints and public input play a key role in the</p>

#	Commenter Name	Date Received	Source	Verbatim Comment	Response
				improved Farmland (turf farms). North is your (TxDot) property and pastures.	evaluation of routes. Preliminary project routes are developed to the same level of detail so that each route can be evaluated equally. During this evaluation, modifications can be made to the route(s) to reduce impacts or improve roadway design, community connectivity, among other considerations. The decision to eliminate certain routes is based on a combination of many factors including environmental constraints, public input, cost, and constructability. The final route must meet safety design standards and improve the mobility of the corridor.