



Documentation of Public Meeting

Project Location

Austin County

SH 36 Sealy Relief Route Feasibility Study

CSJ: 0187-03-085

Project Limits

N/A

Meeting Location

Virtual Option: www.txdot.gov, keyword search "Sealy Relief Route"

In-Person Option: Sealy Columbus Club, 1310 Hwy 90 West, Sealy, TX 77474

Meeting Date and Time

Virtual Option: Thursday, Jan. 22, 2026, by 4:30 p.m. through

Friday, Feb. 6, 2026, at 11:59 p.m.

In-Person Option: Thursday, Jan. 22, 2026, 4:30 - 6:30 p.m.

Translation Services

Spanish

Elected Officials in Attendance

Tim Lapham, Austin County Judge

Chip Reed, Austin County Commissioner, Pct. 4

Carolyn Bilski, City of Sealy Mayor

Total Number of Attendees (approx.)

48

Total Number of Commenters

14



A.

**COMMENT / RESPONSE
MATRIX**

Sealy Relief Route Feasibility Study
Public Meeting – Jan. 22, 2026
Comment/Response Matrix

#	Commenter Name	Date Received	Source	Verbatim Comment	Response
1	Adam Jochech	1/22/2026	Comment Form	<ul style="list-style-type: none"> * Traffic study of wher people argoing. Is needed * What is the goal of an alternet rout * Crash study does not dictate an alterne rout. * Through put shold dictate a new rout. * How is the growing community of new subdivisions gowng to impact the growing population of more vehicals. 	<p>Thank you for your comment. All comments will be carefully considered by TxDOT.</p> <p>TxDOT traffic analyses are in progress and will evaluate both directional traffic flow and safety performance. Directional traffic volumes (northbound and southbound), turning movements, and historical crash data for SH 36 were reviewed in accordance with TxDOT standards. This data is evaluated together to understand travel patterns and identify operational and safety needs.</p> <p>The purpose of the feasibility study is to identify and evaluate potential improvements to SH 36 in Sealy 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 Jan. 22, 2026, with a second public meeting tentatively scheduled for May 7, 2026.</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>

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					<p>Planned and approved residential and commercial developments, along with regional population growth forecasts for the City of Sealy and surrounding areas, were considered in the traffic analysis. Future traffic volumes reflect anticipated growth and its effects on surrounding roadways, consistent with TxDOT and regional planning assumptions. These data were used to evaluate future roadway operations and identify transportation needs.</p>
2	Adam Johech	1/22/2026	Email	<p>Here are my thoughts about the Sealy Relief Rout.</p> <ol style="list-style-type: none"> 1. There needs to be a traffic study of the flow of traffic. Meaning if coming from the north or south on highway 36, which direction do motorists travel. This is more concrete evidence. Showing how many accidents has happened, does not have merit. 2. What is the goal of the alternate rout. What are we trying to solve? There was not any information as to why there needs to be an alternate rout around Sealy. 3. Have all the new neighborhood developments been taken into consideration? How does the rising population of Sealy impact the surrounding roads? 4. Throughput of the traffic needs to be taken into consideration. I have yet to travel threw Sealy and the roads be bumper to bumper grid lock. I never have to wait for two light cycles on any of the traffic intersections on highway 36. One light change, and good to move on. 5. The only time traffic truly backs up is when there is a train that crosses highway 36 in sealy. This is the only concern for me so first responders can get to where they need without being stopped at the train track. 	<p>Thank you for your comment. All comments will be carefully considered by TxDOT.</p> <p>TxDOT traffic analyses evaluate both directional traffic flow and safety performance. Directional traffic volumes (northbound and southbound), turning movements, and historical crash data for SH 36 were reviewed in accordance with TxDOT standards. This data is evaluated together to understand travel patterns and identify operational and safety needs.</p> <p>The purpose of the feasibility study is to identify and evaluate potential improvements to SH 36 in Sealy 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 Jan. 22, 2026, with a second public meeting tentatively scheduled for May 7, 2026.</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</p>

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					<p>would align with both current needs and future growth projections in the area.</p> <p>Planned and approved residential and commercial developments, along with regional population growth forecasts for the City of Sealy and surrounding areas, were considered in the traffic analysis. Future traffic volumes reflect anticipated growth and its effects on surrounding roadways, consistent with TxDOT and regional planning assumptions. These data were used to evaluate future roadway operations and identify transportation needs.</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 coordinate with local emergency services to ensure they have reliable access at all times.</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>
3	Barbara Hajdik	2/5/2026	Mailed	<p>My husband and I attended the 1-22-26 mtg. in Sealy. I found your exhibits very informative. Thank you. A consultant was helpful in showing us the large map and talking about the two ways a relief route could go. We both favor going "West" with this project from a stand point of better use of "west" land, less person displacement, less cost (i.e., rr crossings and creek crossings). It is our hope that any enhancements made to I10 in recent years will not be replaced or destroyed but relief route. This relief route was talked about years back and I hope it gets off the burner and actually gets built. - congestion at I10 and 36 is bad. Our location to get on to 36 is at Gebhardt and 36. We've sat 5 minutes before to merge left onto 36. Your data shows increasing vehicles in future years. I hate to even think about 19,000 vehicles in 2030 or 2035. I do not</p>	<p>Thank you for your comment. All comments will be carefully considered by TxDOT.</p> <p>TxDOT understands the concern of impacts to existing roadway infrastructure. Impacts to existing state-owned roadways would be evaluated as part of the route selection process. Any route selected would maximize the use of existing infrastructure, including roadways and bridges, and the state's existing right of way, where feasible.</p> <p>TxDOT will consider the viability of routes that were suggested during the comment period of the Jan. 22, 2026, public meeting. Preliminary project routes are developed based on design and safety standards, as well as the overall goals of the project. Environmental</p>

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				<p>fell routing traffic around Sealy will hurt commercials businesses. If someone wants to eat...they will stop... Sealy will survive We look forward to your "next" step in providing Sealy "relief".</p>	<p>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>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 Sealy's long-term economic vitality through the relief route project.</p>
4	Casey Picard	2/4/2026	Email	<p>I hope this email finds you well. I am a resident of Austin County and live near HWY 36 south of town, approximately 1/2 mile south of FM 3013. Although the feasibility study TXDOT has conducted was south to FM 3013, please look into improvements for safety and traffic further south near the intersection of Stockeld/Stockold Road and hwy 36 as well as Orange Hill road and hwy 36. These intersections are very dangerous and have seen many accidents, as well as cars passing on the shoulders daily! I hope TXDOT is considering this in the plans to hopefully have turning lanes as well as widening HWY 36 near these areas. Please reach out if you have any questions or if I can assist in any way!</p>	<p>Thank you for your comment. All comments will be carefully considered by TxDOT.</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 Jan. 22, 2026, public meeting comment period. 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</p>

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5	Charles Stigall	2/2/2026	Mailed	<p>My view and opinion on the Sealy "Relief Route" is that it another unnecessary expenditure by TxDot. The idea that Hwy 36 through Sealy is congested is nonsense, traffic moves freely with little issue.</p> <p>The reported accidents are usually caused by careless drivers, who seem to possess little knowledge of how to drive properly. Case in point is how few people know how to use the center lane for merging into traffic. Then there is the Walmart entrance/exit, Overcreek Way, where a number of accidents occur. These could be avoided by simply making the exit from Walmart onto Hwy 36 a right turn only, that way the exiting cars are merging with the traffic, not crossing traffic.</p> <p>My main objective is the "Relief Route" takes land from it's current usage and owners, resulting in further habitat destruction and relocating existing businesses to the new route which then causes even more congestion along the new route.</p> <p>I know my comments will be viewed as simplistic and perhaps sophomoric but there are enough roads and highways now and more are not needed because of the:</p> <ul style="list-style-type: none"> Cost Maintenance expense Habitat destruction Reducing agricultural land to a roadway <p>I'm sure that at some point TxDot will "determine" this is</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 36 in Sealy 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 option. 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 Jan. 22, 2026, with a second public meeting tentatively scheduled for May 7, 2026.</p>

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				needed despite what the people want because that what TxDot does.	
6	Cookie Curry	1/22/2026	Comment Form	We do need an alternate express route around Hwy 36 to I-10. Use the flood plane area so it does not affect citizens and residential housing	<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 36 in Sealy 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</p>

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					<p>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 option. 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 Jan. 22, 2026, with a second public meeting tentatively scheduled for May 7, 2026.</p> <p>If a preferred route is chosen at the conclusion of the study, it will be refined to minimize impacts to residential areas to the extent possible. TxDOT will consider the viability of routes that were suggested during the Jan. 22, 2026, public meeting comment period. 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>
7	Dwayne Virnau	1/22/2026	Comment Form	<p>A comprehensive bypass would involve Sealy and Bellville together.</p> <p>How much of the traffic stays on 36 and how much goes east or west on 10? If most of the big trucks are going through Houston then a route around Sealy to the west will not really help us.</p>	<p>Thank you for your comment. All comments will be carefully considered by TxDOT. TxDOT traffic analyses are in progress and will evaluate both directional traffic flow and safety performance. Directional traffic volumes (northbound and southbound), turning movements, and historical crash data for SH 36 were reviewed in accordance with TxDOT standards. This data is evaluated together to understand travel patterns and identify operational and safety needs.</p>

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				<p>A full loop might not be necessary. A spur north of Sealy around 2187 to I-10 might reduce traffic through town.</p>	<p>The purpose of the feasibility study is to identify and evaluate potential improvements to SH 36 in Sealy 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 option. 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 Jan. 22, 2026, with a second public meeting tentatively scheduled for May 7, 2026.</p> <p>TxDOT will consider the viability of routes that were suggested during the Jan. 22, 2026, public meeting comment period. 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>
8	Edward Zapalac	2/6/2026	Email	<p>Please see attached feedback on the proposed Sealy Relief Route.</p> <p><i>Text from attached comment form:</i> Almost all of the recently completed (Cane Crossing,</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 is working closely with local jurisdictions, planning agencies,</p>

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				<p>Westward Point, Hunters Crossing, Riverwood Village, Southfork Ranch, Dove Landing, ect.) current and in-design development happening in the Sealy area West of SH36. Check publicly available information with the City of Sealy and you will find out about HighTen Subdivision on FM3013 past FM3538 and additional Hunters Crossing Phase 3 development around Sealy PBW park near the Hill Center. Check with the County as the newspaper said there is planned development north of Quail Circle. The relief route needs to be west of Hwy36 to handle all that new traffic near Sealy so it doesn't all end up clogging HWY36 at IH10. Consider starting the relief route south on HWY36 just north of Klopsteck Rd, go west toward Mahogany Lane (west of planned HighTen development on FM3013), staying East of Little Bernard Creek and going north through IH10, ideally East of Pkya Rd, through the open land west of Jackrabbit and east of Bernard Dr, cutting through FM1094 just north of Quail Circle, and then rounding East towards SH36 northward. Maybe you merge with SH36 or perhaps it connects to the south piece of your Bellville Relief Route. This is a project that needs to happen.</p>	<p>and stakeholders to ensure that the proposed project would align with both current needs and future growth projections in the area.</p> <p>Planned and approved residential and commercial developments, along with regional population growth forecasts for the City of Sealy and surrounding areas, were considered in the traffic analysis. Future traffic volumes reflect anticipated growth and its effects on surrounding roadways, consistent with TxDOT and regional planning assumptions. These data were used to evaluate future roadway operations and identify transportation needs.</p> <p>TxDOT will consider the viability of routes that were suggested during the Jan. 22, 2026, public meeting comment period. 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>
9	Fred Strauss	1/22/2026	Comment Form	We own 292 acrea on Klopsteck Road Planning on putting in a solar farm 186 ac.	Thank you for your comment. All comments will be carefully considered by TxDOT.
10	Heather Hartt	2/5/2026	Email	My family and I live in San Felipe and we are woe concerned about what this project will do to our historical small town. I would like to be kept informed of any future meetings or communications.	<p>Thank you for your comment. All comments will be carefully considered by TxDOT.</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</p>

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					<p>questions about customer access, revenue stability, and long-term economic growth. TxDOT remains dedicated to reducing disruptions, enhancing community benefits, and supporting Sealy's long-term economic vitality through the relief route project.</p> <p>The purpose of the feasibility study is to identify and evaluate potential improvements to SH 36 in Sealy 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 option. 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 Jan. 22, 2026, with a second public meeting tentatively scheduled for May 7, 2026.</p> <p>You have been added to our mailing list and will be informed of upcoming public involvement opportunities.</p>
11	James Killion	1/22/2026	Comment Form	<p>By pass is long overdue</p> <p>I think it should be west + paraall to Hwy 36. Red + yellow</p> <p>Lites mean nothing these last 5-10 years. Have been commuting thru Sealy for 30 yrs, now live in Sealy for 10 yrs. Over the yrs. 1st the commercial trucks were blowing thru yellow & red lits for the last 5-10 yrs, now everyone blows thru the lights. This should have been the responsibility of local police, but it's gotten worse & worse over the yrs.</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 Jan. 22, 2026, public meeting comment period. 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>

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					<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> <p>Enforcement of local traffic laws is the responsibility of the local police department.</p>

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12	Jim Lane	1/29/2026	Email	<p><i>Text from email chain starting 1/29/26 at 10:15 am:</i> I recently learned about the Sealy Relief Route Feasibility Study currently underway and am interested in learning more.</p> <p>Our family owns property in the Sealy area that may be affected by the project. You may recall we worked together on a previous TxDOT project that impacted this same land. Could you please direct me to the appropriate contact to discuss the study and its potential impact on our property? Thank you for your time, and I look forward to reconnecting.</p> <p><i>Reply 1/29/26 at 10:26 am:</i> Thanks for the quick response, Blaise. Hi Jonathan - our family has property near I-10 and Little Bernard Creek, so we're interested in how the relief route study might affect us.</p> <p>I know specific alignments haven't been shown yet, but please keep us in the loop as things progress. If you have any materials from the first public meeting or have time for a quick chat, let me know.</p> <p><i>Reply 1/29/26 at 11:03 am:</i> I am submitting this comment regarding the Sealy Relief Route Feasibility Study. Our family owns approximately 1,200 acres in the study area.</p> <p>We are supportive of efforts to address traffic congestion on Highway 36 and recognize the potential benefits a relief route could bring to the Sealy community and surrounding area.</p> <p>As the study progresses, we respectfully request that TxDOT give careful consideration to the following:</p> <p>Property Access and Connectivity: We are concerned about potential routes that could divide existing landholdings or limit access. We encourage</p>	<p><i>Email response provided by Blaise Dreitner, TxDOT, on 1/29/26 at 10:22 a.m.</i> Good morning, Jim. Jonathan Rogers is handling that project, CCed above. The first public meeting was held to see what the locals' thoughts were about constructing a relief route around Sealy, but there weren't any possible alignments shown.</p> <p><i>Email response provided by Jonathan Rogers, TxDOT, on 1/29/26 at 10:35 a.m.</i> I think we were emailing each other at the same time. I had just hit send on a separate email to you. As I said in that email, we're currently taking the feedback we got from the 1st meeting and developing some possible routes. We're planning to have a 2nd public meeting this summer, where we'll show those potential routes to the public and get more of their input.</p> <p>You can find all the information that we shared at the 1st public meeting at the link below:</p> <p>Sealy Relief Route Feasibility Study</p> <p>You can still make comments to be included in the formal public meeting documents through Feb. 6th.</p> <p>.....</p> <p>Thank you for your comment. All comments will be carefully considered by TxDOT.</p> <p>TxDOT recognizes landowner concerns regarding access and property division. Route alternatives are evaluated to minimize impacts, maintain reasonable access, and preserve long term property usability where practicable, and landowner input is considered throughout the process.</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>

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				<p>TxDOT to evaluate route options that maintain connectivity for landowners and preserve the long-term usability of properties in the corridor.</p> <p>Coordination with Local Growth: Sealy and Austin County are experiencing continued growth and development. We believe the relief route presents an opportunity to support that growth if designed thoughtfully. We encourage TxDOT to work closely with the City of Sealy and Austin County to ensure the route aligns with local land use plans and economic development goals.</p> <p>Stakeholder Engagement: We have previously worked with TxDOT on a project affecting this same property and valued that collaborative experience. We welcome the opportunity to engage early and constructively as route options are developed. Thank you for the opportunity to comment. Please feel free to contact me directly with any questions.</p>	<p>Planned and approved residential and commercial developments, along with regional population growth forecasts for the City of Sealy and surrounding areas, were considered in the traffic analysis. Future traffic volumes reflect anticipated growth and its effects on surrounding roadways, consistent with TxDOT and regional planning assumptions. These data were used to evaluate future roadway operations and identify transportation needs.</p> <p>The purpose of the feasibility study is to identify and evaluate potential improvements to SH 36 in Sealy 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 option. 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 Jan. 22, 2026, with a second public meeting tentatively planned for May 7, 2026. You have been added to our mailing list and will be informed of upcoming public involvement opportunities.</p>

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13	Patricia Castro	1/24/2026	Email	<p>comment form attached.</p> <p><i>Text from attached comment form:</i></p> <p>The entrance ramps to I-10 confuse a lot of people that are no familiar with area. There is adequate signage but it is not intuitive to turn right to go left. There are also 2 side streets on the east and west sides of Rt36 and North of I-10 that cause trouble with cross traffic near the I-10 service road light. Limiting the amount of cross traffic there would also be helpful. A road bypassing downtown and going over the railroad tracks would also improve the flow of traffic. However, it will likely affect many property owners who live between Sealy and San Felipe.</p>	<p>Thank you for your comment. All comments will be carefully considered by TxDOT.</p> <p>Existing signage meets standards, and ramp operations and intersection conditions are evaluated using TxDOT criteria, with public input considered as potential improvements are assessed.</p> <p>TxDOT will consider the viability of routes that were suggested during the Jan. 22, 2026, public meeting comment period. 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>
14	Stacy Minor	1/22/2026	Comment Form	<p>Would like to see clear arrows on 3013 showing drivers how to use the center turn lane.</p>	<p>Thank you for your comment. All comments will be carefully considered by TxDOT.</p> <p>Your comment regarding pavement markings on FM 3013 has been shared with the TxDOT Yoakum District for further consideration.</p>