



PUBLIC MEETING
SEALY RELIEF ROUTE FEASIBILITY STUDY
AUSTIN COUNTY, TEXAS
CSJ: 0187-03-085
MAY 7, 2026

SLIDE 1 – Title Slide

Hello and welcome to the virtual public meeting for the Sealy Relief Route Feasibility Study in Austin 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 Sealy 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, show the relief route alternatives, provide a summary of public input received from the first public meeting, and offer an overview of the 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 Sealy. The purpose of the relief route is to help reduce congestion, while also improving safety and mobility.

SLIDE 5 – Existing Roadway Characteristics

The existing roadway north of Sealy is primarily four lanes with a center left-turn lane and 10-foot shoulders that merges into a four-lane divided facility with a grassy median.

The existing roadway south of Sealy is a four-lane undivided highway that merges into a two-lane undivided highway with 10-foot outside shoulders.

SLIDE 6 – Crash Summary

Here is a crash summary for State Highway 36 through Sealy from 2020 to 2024. During this time, there were 280 reported crashes along State Highway 36 from Jurica Road to FM 3013. The map highlights where these incidents occurred, helping us understand which areas may need extra attention or safety improvements.

Although there were no fatal crashes, eight crashes led to suspected serious injuries (Injury A) along State Highway 36. These crashes are represented on the map with yellow circles.

The remaining crashes shown in blue triangles were either suspected minor injuries (Injury B), possible injuries (Injury C), or property damage only (PDO) crashes.

A total of 28 crashes were identified as involving commercial motor vehicles. These crashes are represented on the map with purple pins, located primarily near the intersection of Interstate Highway 10 and State Highway 36.

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

SLIDE 7 – Crash Summary - CMV

Let's take a closer look at traffic safety along State Highway 36 in Sealy for commercial vehicles. According to recent data, seventy-nine percent of crashes resulted in no injuries, while seven percent led to possible injuries,

and seven percent were suspected to be serious. While most incidents were minor, even one serious injury is too many.

Out of 28 crashes, two crashes involving commercial motor vehicles were classified as high-severity crashes.

The most predominant contributing factors for commercial vehicle crashes were driver inattention and unsafe lane changing, followed by failure to control speed.

The map highlights crash locations along State Highway 36 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 8 – Average Annual Daily Traffic (AADT)

Traffic is growing along State Highway 36 within Sealy's city limits. This chart shows the Average Annual Daily Traffic (AADT) — essentially, how many vehicles travel the road each day on average. Back in 2015, over 12,000 vehicles used State Highway 36 daily. By 2025, that number has grown to over 16,000, and it's projected to reach over 19,500 by 2035.

Commercial traffic is also on the rise. In 2015, there were about 1,800 commercial vehicles using State Highway 36 daily. That number is expected to reach over 2,800 by 2035.

This steady increase in traffic highlights the importance of planning for roadway improvements and safety measures.

SLIDE 9 – SH 36 Origin and Destination Study

A study looking at traffic movements from Interstate Highway 10 and State Highway 36 was conducted in March 2026. The results of this study indicate that the predominant external traffic movements within the city occur from south to east and from north to east.

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

Travel time estimated from the study suggests that most of the external-to-external trips directly pass through the city without stopping inside the city.

The study also indicates noticeable differences in how drivers use certain routes throughout the day. For instance, approximately 806 vehicles travel from the Interstate Highway 10 west frontage road to State Highway 36 south each day, compared to about 425 vehicles making the same trip in the opposite direction. These heavier one-way patterns suggest broader regional travel behaviors, including freight activity. Similar directional trends were identified along several other key movements in the study area.

SLIDE 10 – What We Heard

During the previous public meeting on Jan. 22, 2026, community members provided input on potential solutions to meet the purpose of the proposed relief route.

At the first public meeting, the public also helped to identify their top three issues. The number one priority was travel safety and congestion. Second priority was addressing truck traffic and/or congestion, and the third priority was identified as travel lanes and/or left and right turn lanes.

The proposed alignments shared today were initiated based on suggestions from community input gathered during the first public meeting. These suggestions were refined using engineering and environmental criteria and developed into three feasible alternatives for further analysis.

SLIDE 11 – Study Area Environmental Constraints

In addition to the existing roadway conditions and safety analyses, TxDOT examines constraints within the study area. This analysis provides additional factors to consider when developing potential solutions such as roadway improvements, realignment, or identifying an alternate route for truck 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.

This environmental constraints map shows the full study area.

SLIDE 12 – Ultimate Roadway Typical Section

An ultimate roadway typical section would include two 12-foot lanes in each direction with 10-foot outside shoulders and 4-foot inside shoulders. It would also include a depressed grassy median.

SLIDE 13 – Relief Route Alternative 1

Alternative one starts at State Highway 36 north of Grubbs Road, extends west around Sealy, bridges the Union Pacific railroad and Interstate Highway 10 at US Highway 90, then turns east to reconnect with State Highway 36 near Cannon Hill Road/Machala Road.

SLIDE 14 – Relief Route Alternative 2

Alternative two begins at State Highway 36 north of Grubbs Road, crosses the BNSF railroad at Jurica Road, and extends east around Sealy. It bridges the Union Pacific railroad, intersects US Highway 90 and bridges over Interstate Highway 10 near Ward Bend Road. It then turns west to cross the BNSF railroad again near Klopsteck Road and reconnects with State Highway 36.

SLIDE 15 – Relief Route Alternative 3

Alternative three begins at State Highway 36 north of Grubbs Road, crosses the BNSF railroad at Jurica Road, and extends east around Sealy. It bridges the Union Pacific railroad, meets the Interstate Highway 10 at US Highway 90 frontage roads at-grade, passes under Interstate Highway 10 at the

existing interchange, then turns west to cross the BNSF railroad again near Klopsteck Road and reconnects with State Highway 36.

SLIDE 16 – Alternatives Analysis

The study team has performed an initial analysis of each proposed alternative, identifying various impacts to the community and natural environment. The analysis also includes a no build alternative which does not meet the goals of the study but is still an option being considered and serves as a baseline for comparison. The comparison of alternatives is provided in the chart.

SLIDE 17 – Alternatives Analysis (cont.)

The comparison of alternatives is continued here. Additionally, this slide shows the approximate cost associated with each alternative. This matrix helps us compare different options but is just one of many tools we use to decide which alternative moves forward in the project development process. Please also note that this information is preliminary and subject to change pending any alignment adjustments.

SLIDE 18 – Project Development Process

As you can see here, the Sealy Relief Route Feasibility Study is in the initial stage of the project development process. Should TxDOT choose to move forward with the development of a preferred alternative 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 potential construction of a Sealy Relief Route has not been identified. This timeline includes many variables which are subject to change.

SLIDE 19 – 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 to identify a preferred concept. Your input at this public meeting is integral to that process. The next step in the process will be to prepare the feasibility report, which is anticipated to be available in late 2026.

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

SLIDE 20 – 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.

- How do you feel about the proposed alternatives?
- Do you prefer a specific alternative? If so, why?
- 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 21 – 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, May 22, 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 “Sealy 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 21 – Thank You!

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