Oct. 16, 2025

SH 36 Relief Route Feasibility Study

From Old Highway 36 to FM 2429
Austin County, Texas
CSJ: 0187-02-076

Public Meeting

Hello and welcome to the virtual public meeting for the State Highway 36 Relief Route Feasibility Study. The study limits are from Old Highway 36 to FM 2429 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.

Table of Contents

In this presentation we will cover several topics regarding the SH 36 Relief Route Feasibility Study. We will begin with an overview of the project, including its location, project limits and objectives, followed by the project's purpose and need. We will then look at the existing conditions for this corridor, discuss the proposed improvements, as well as provide an overview of the area's environmental constraints.

Finally, we'll explain what the anticipated timeline of this project looks like, and how you can provide input.

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Drive Like A Texan

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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.

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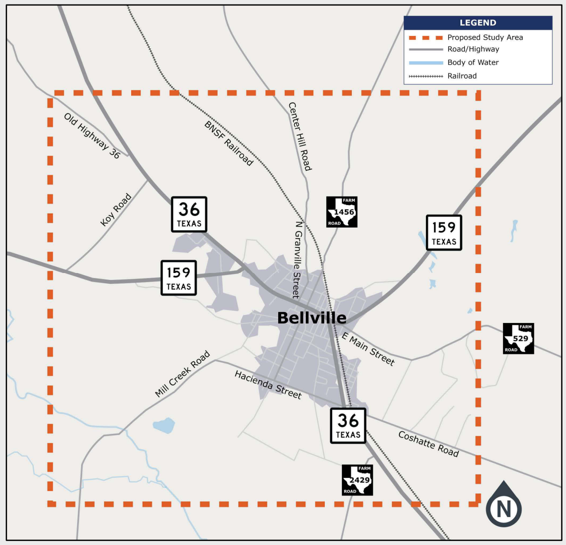
Study Location and Overview

- TxDOT is conducting a feasibility study to explore a potential relief route around the City of Bellville.
- The relief route study limits are from Old Highway 36 to FM 2429 in Austin County.
- The purpose of the relief route is to help reduce congestion, while also improving safety and mobility.



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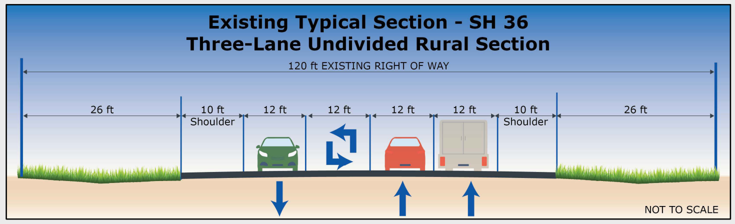
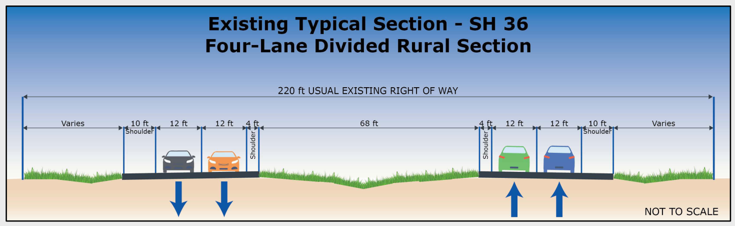
TxDOT is conducting a feasibility study to explore a potential relief route around the City of Bellville. The relief route study limits are from Old Highway 36 to FM 2429 in Austin County. The purpose of the relief route is to help reduce congestion, while also improving safety and mobility.

Existing Roadway Characteristics

- The existing roadway north of Bellville consists of three travel lanes (two northbound and one southbound), a two-way left turn lane, and 10-foot shoulders.



- The existing roadway south of Bellville consists of four travel lanes (two in either direction), four-foot inside shoulders, 10-foot outside shoulders, and a depressed median.



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The existing roadway north of Bellville consists of three travel lanes (two northbound and one southbound), a two-way left turn lane, and 10-foot shoulders.

The existing roadway south of Bellville consists of four travel lanes (two in either direction), four-foot inside shoulders, 10-foot outside shoulders, and a depressed median.

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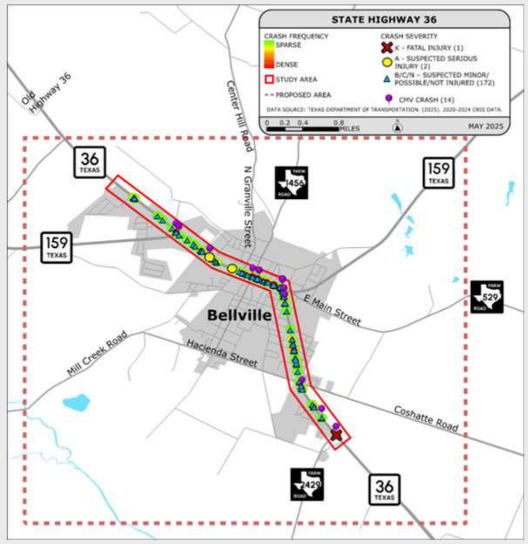
Crash Summary

- 175 crashes
- 1 fatal injury crash
- 2 suspected serious injury crashes
- 14 involved commercial motor vehicles (CMV)



Data from 2020 to 2024

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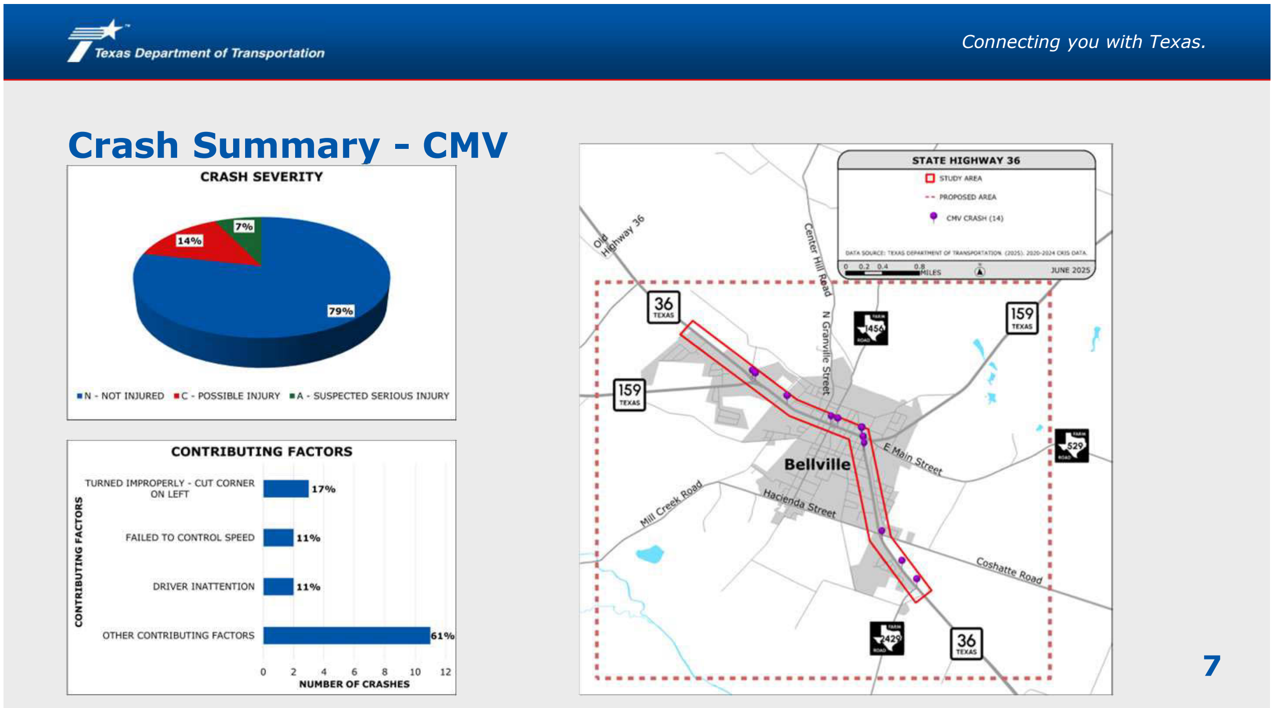
Here is crash summary for State Highway 36 in Bellville from 2020 to 2024. During this time, there were 175 reported crashes along the highway. Out of 175 crashes, one crash resulted in a fatal injury, two crashes led to suspected serious injuries, and 14 crashes involved commercial motor vehicles.

The map highlights where these incidents occurred, helping us understand which areas may need extra attention or safety improvements.

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

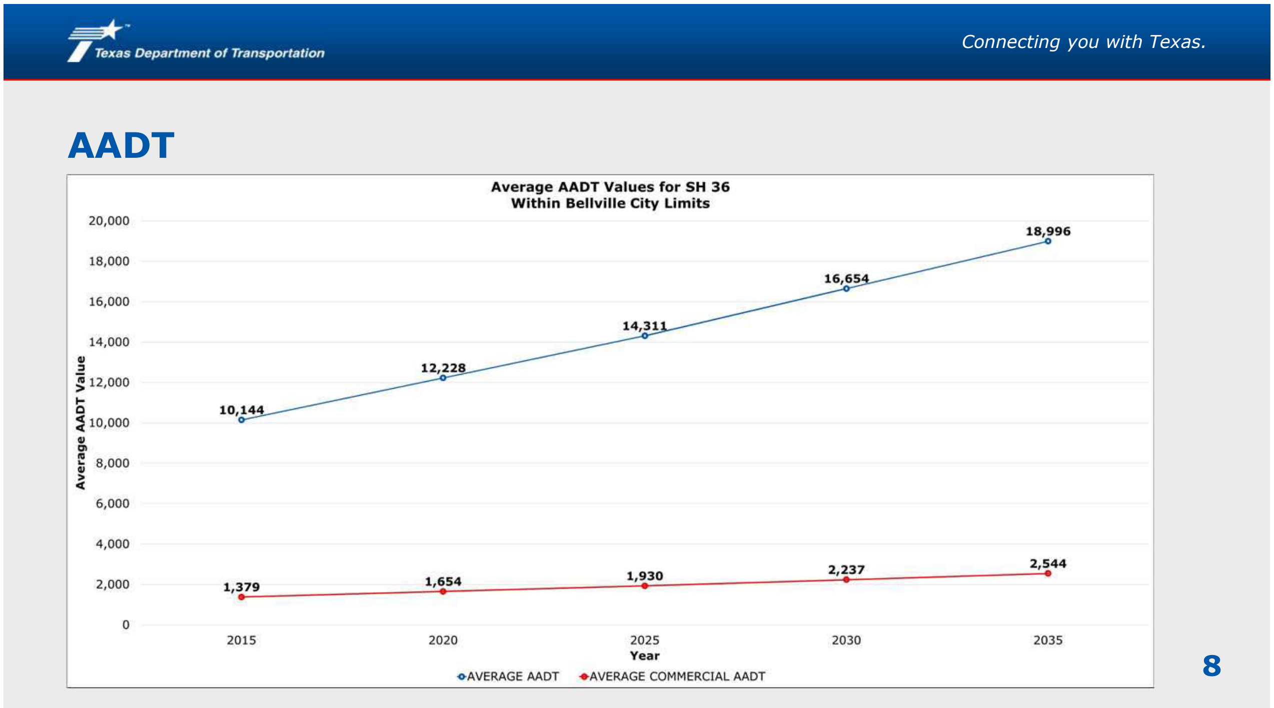


Let’s take a closer look at traffic safety along State Highway 36 in Bellville for commercial vehicles. According to recent data, seventy-nine percent of crashes resulted in no injuries, while fourteen percent led to possible injuries, and seven percent were suspected to be serious. While most incidents were minor, even one serious injury is too many.

The top contributing factors for the crashes include:

- Improper left turns, especially cutting corners were responsible for seventeen percent of crashes
- Speeding and driver inattention each accounted for eleven percent of crashes;
- A wide range of other factors, made up the remaining sixty-one percent of crashes

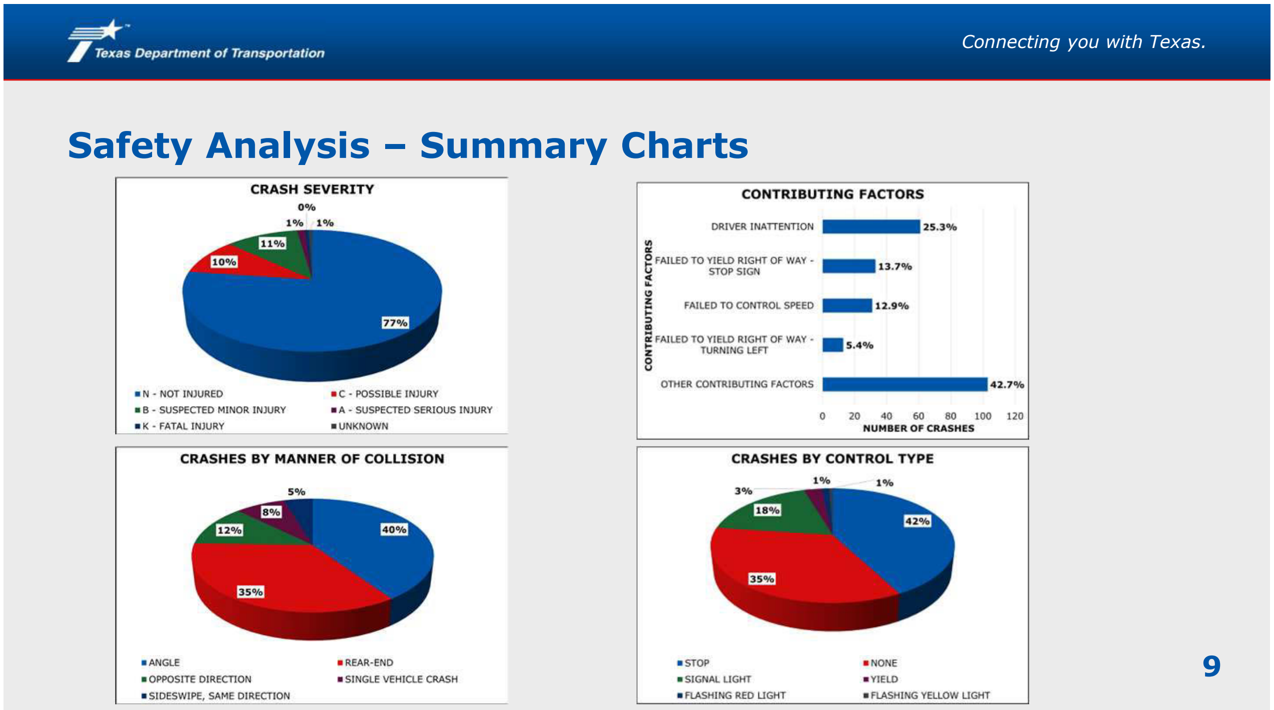
The map highlights crash locations along State Highway 36 and nearby roads such as FM 1456, FM 529 and Main Street. This study helps us understand where and why crashes are happening, so we can make improvements and keep our roads safer.



Traffic is growing along State Highway 36 within Bellville'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, about 10,000 vehicles used State Highway 36 daily. By 2025, that number has grown to over 14,000, and it's projected to reach nearly 19,000 by 2035.

Commercial traffic is also on the rise. In 2015, there were about 1,400 commercial vehicles daily using State Highway 36. That number is expected to nearly double by 2035, reaching over 2,500.

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



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

First, let’s talk about injuries. Out of all reported crashes, seventy-seven percent resulted in no injuries, eleven percent had possible injuries, and ten percent were suspected minor injuries. Approximately one percent each were suspected serious or fatal injuries.

Next, we looked at the cause for these crashes. The biggest issue is driver inattention, which is responsible for over twenty-five percent of crashes. Other common causes include failing to yield at stop signs and speeding. In addition, a large portion, nearly forty-three percent, fall under ”other contributing factors.”

When it comes to how these crashes happen, angle collisions are the most common at forty percent. Rear-end crashes at thirty-five percent take the second spot and opposite direction collisions place third at twelve percent.

Finally, we examined where crashes occur based on traffic control. Data shows that forty-two percent happened at stop signs and thirty-five percent occurred where there was no traffic control. Eighteen percent were at signal lights and the rest involved yield signs or flashing lights.

What We Heard

- During the previous public meeting on July 17, 2025, community members provided input on potential solutions to meeting the project purpose.
- The public also helped to identify their top three issues:
  1. Travel lanes / left and right turn lanes
  2. Truck traffic / congestion
  3. Travel safety and congestion

During the previous public meeting on July 17, 2025, community members provided input on potential solutions to meeting the project purpose. The majority of the input received expressed support for a relief route, with many citing the need for an alternate route due to heavy truck traffic.

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

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.

Relief Route Alternative 1

PRELIMINARY AND SUBJECT TO CHANGE

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Alternative 1 begins on State Highway 36 just south of Sikes Road, then travels west of the city. It crosses State Highway 159 and reconnects with State Highway 36 just south of Bellville, near Gindorf Road.

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Relief Route Alternative 2

PRELIMINARY AND SUBJECT TO CHANGE

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Alternative 2 begins on State Highway 36 just south of Old Highway 36 and travels east of the city. It crosses State Highway 159 and reconnects with State Highway 36 south of Bellville, near Gindorf Road. This option also includes proposed improvements at the State Highway 159 intersection, including a new interchange to enhance traffic flow and safety.

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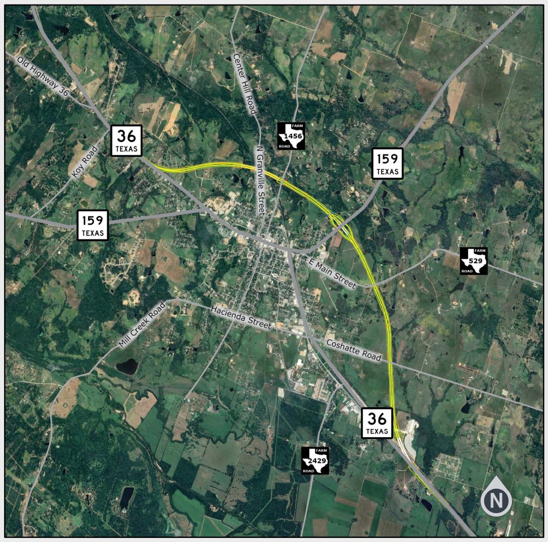
Relief Route Alternative 3



PRELIMINARY AND SUBJECT TO CHANGE

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Alternative 3 begins on State Highway 36 near Studio Lane and travels east of the city. It crosses State Highway 159 and reconnects with State Highway 36 south of Bellville, near Gindorf Road. Aside from its starting point, this alternative closely follows the same route as Alternative 2 but also includes a proposed interchange at the State Highway 159 intersection to improve traffic operations.

Alternatives Analysis

PRELIMINARY AND SUBJECT TO CHANGE

ALTERNATIVE FEATURES AND POTENTIAL IMPACTS	BELLVILLE RELIEF ROUTE ALTERNATIVES From SH 36 North of Bellville to SH 36 South of Bellville		
	Alternative 1	Alternative 2	Alternative 3
ENGINEERING/DESIGN FEATURES			
Alignment Length (miles)	8.9	7.2	6.4
Length on Grade (miles)	8.6	6.1	5.3
Length on Bridge (miles)	0.3	1.1	1.1
Estimated Proposed ROW Acquisition (ac)	284.3	261.8	226.4
COMMUNITY AND SOCIO-ECONOMIC IMPACTS			
# of Displaced Residences	2	9	10
# of Displaced Commercial / Industrial / Offices	-	1	2
# of Displaced Barns/Sheds/Detached Garages	3	4	2
# of Displaced Buildings	5	14	14
# of Commercial / Industrial / Offices (Near Miss)	1	2	2
# of Barns/Sheds/Detached Garages (Near Miss)	-	4	1

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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.

Alternatives Analysis

PRELIMINARY AND SUBJECT TO CHANGE

ALTERNATIVE FEATURES AND POTENTIAL IMPACTS	BELLVILLE RELIEF ROUTE ALTERNATIVES From SH 36 North of Bellville to SH 36 South of Bellville		
	Alternative 1	Alternative 2	Alternative 3
ENVIRONMENTAL IMPACTS			
# of Creek / Tributary Crossings	9	6	5
Proposed ROW Impact within 100-yr Floodplain (ac)	64.1	6.4	6.4
Proposed ROW Impact to Open Waters (Ponds & Lakes) (ac)	0.3	4.3	1.6
Proposed ROW Impact to Wetlands (ac)	18.2	7.8	4.2
OTHER IMPACTS			
# of Railroad Crossings (Grade-Separated)	-	2	2
# of Groundwater Wells Impacted	1	1	-
Public Acceptance	+	++	++
PROJECT COST (IN $ MILLIONS)			
Estimated Construction Costs ($M)			
Estimated Right-of-Way Costs ($M)			
Allowances ($M)			
Construction Contingency ($M)			
Estimated Total Costs ($M)	$	$$$	$$

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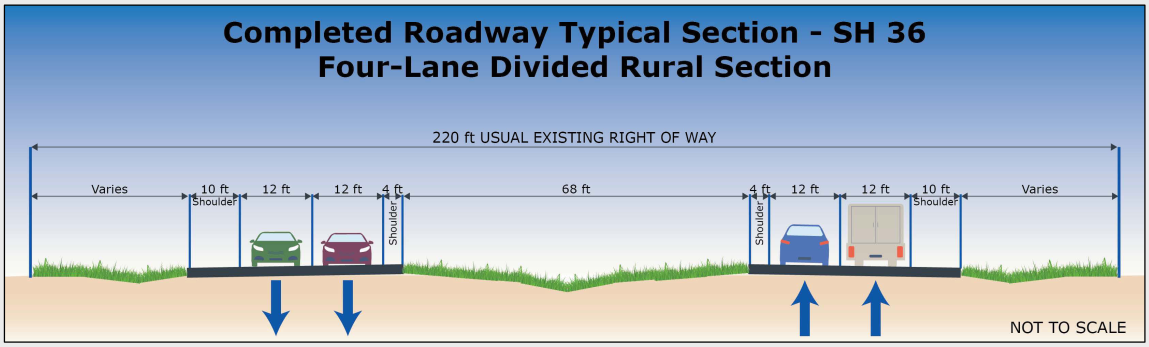
The comparison of alternatives is continued here. Additionally, this slide shows the approximate cost associated with each alternative. This matrix helps us compare different options, but it is just one of many tools we use to decide which alternative moves forward in the project development process.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

Completed Roadway Typical

- Two 12-foot lanes in each direction, with 10-foot and four-foot shoulders and a depressed median



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The completed roadway typical section would include two 12-foot lanes in each direction, with 10-foot and four-foot shoulders. It will also include a depressed median.

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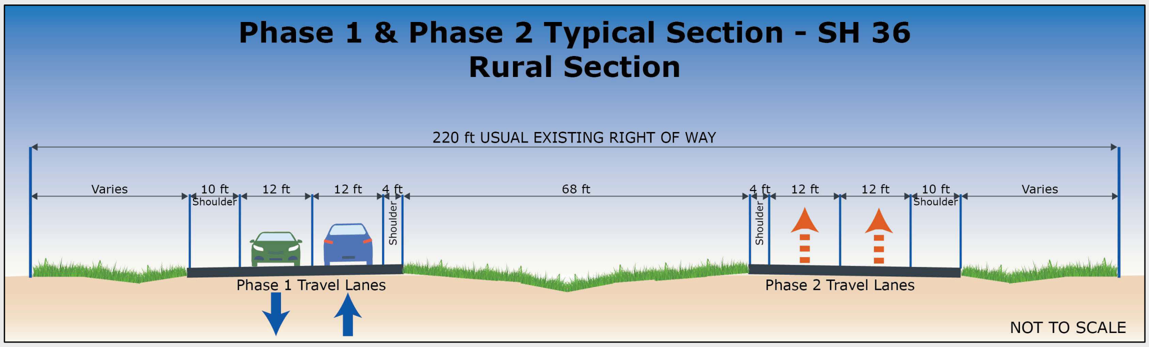
Phase 1 & 2 Typical

- Two 12-foot lanes, one in each direction, with 10-foot and four-foot shoulders and a depressed median



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Phase one during project construction would utilize both directions of travel on one side of the median. Phase 2 would allow for two lanes of travel in the same direction. The phase one and two typical section would include two 12-foot lanes, one in each direction, with 10-foot and four-foot shoulders. It will also include a depressed median.

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Study Area Environmental Constraints

- In addition to safety analysis, TxDOT considers environmental features such as biological resources, water resources, historical resources, and community resources when developing solutions.

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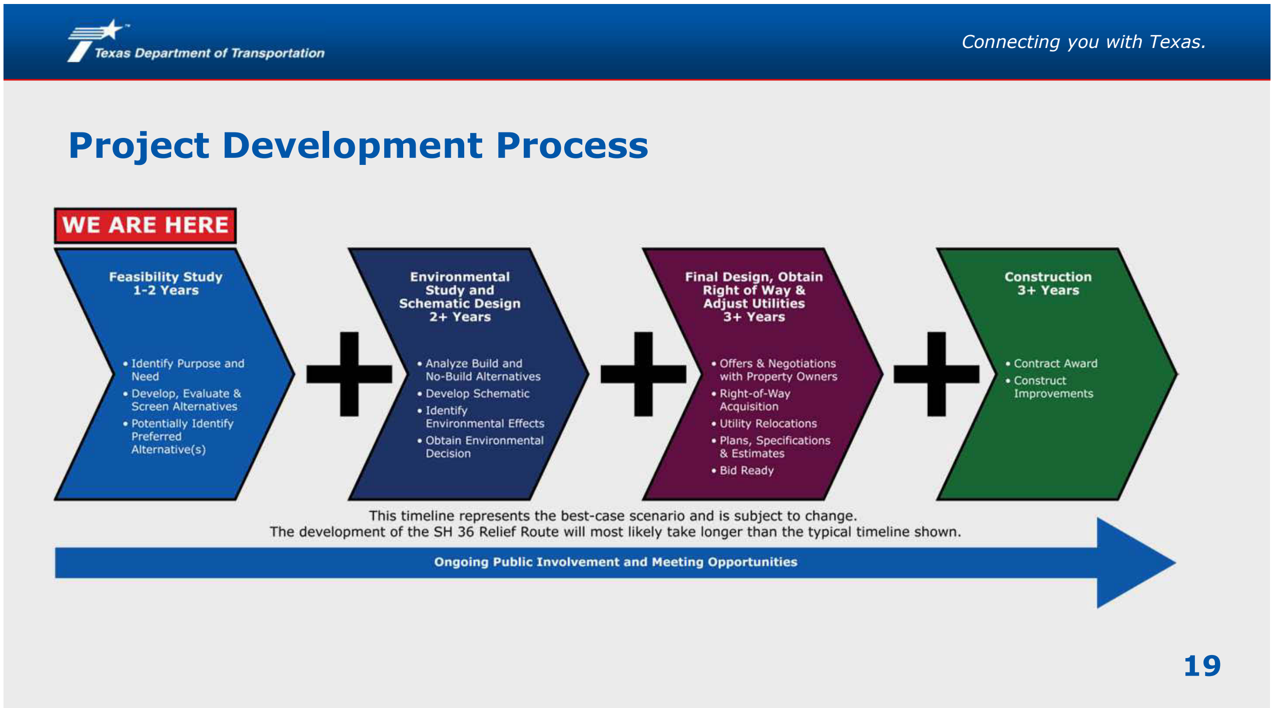
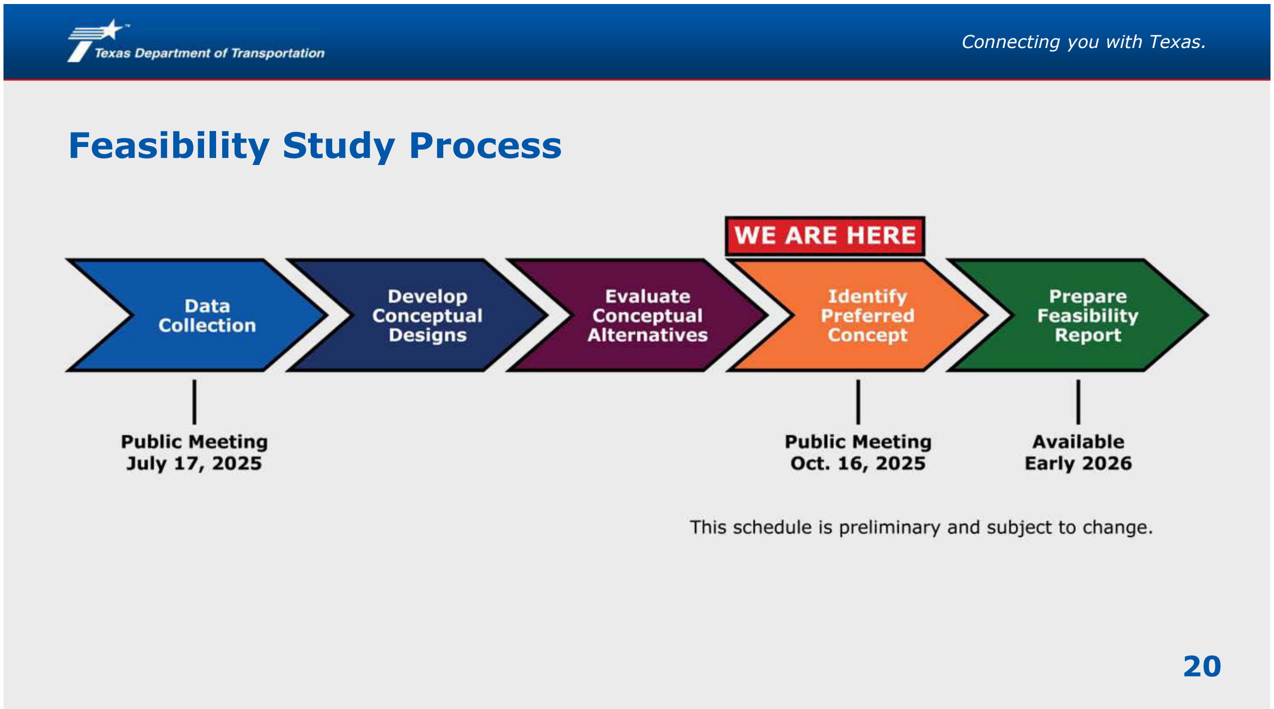
In addition to the existing roadway conditions and safety analysis, TxDOT examines constraints within the study area. This analysis provides additional factors to consider when developing potential solutions such as roadway improvements, realignment, or identifying an alternate route for truck traffic.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



As you can see here, the State Highway 36 Relief Route Feasibility Study is in the initial stage of the project development process. Should TxDOT choose to move forward with the recommended 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.

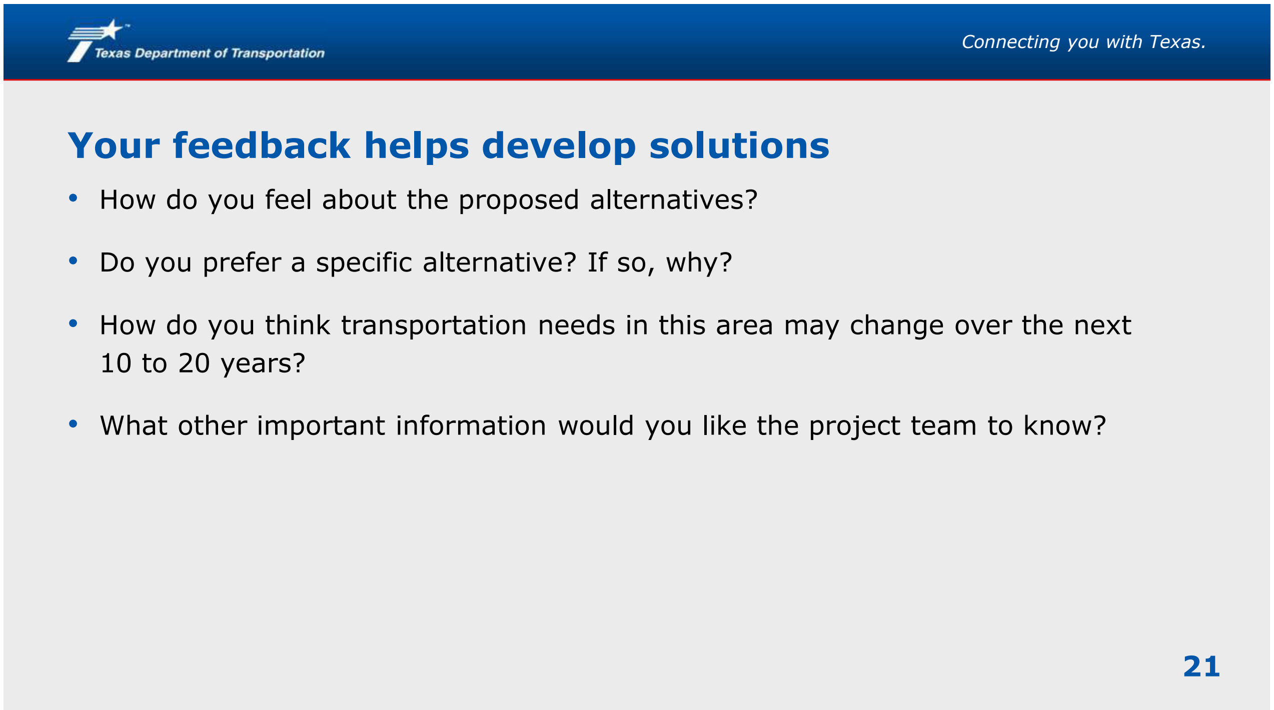
A schedule for construction improvements to State Highway 36 has not been identified. This timeline represents the best-case scenario and is subject to change.



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

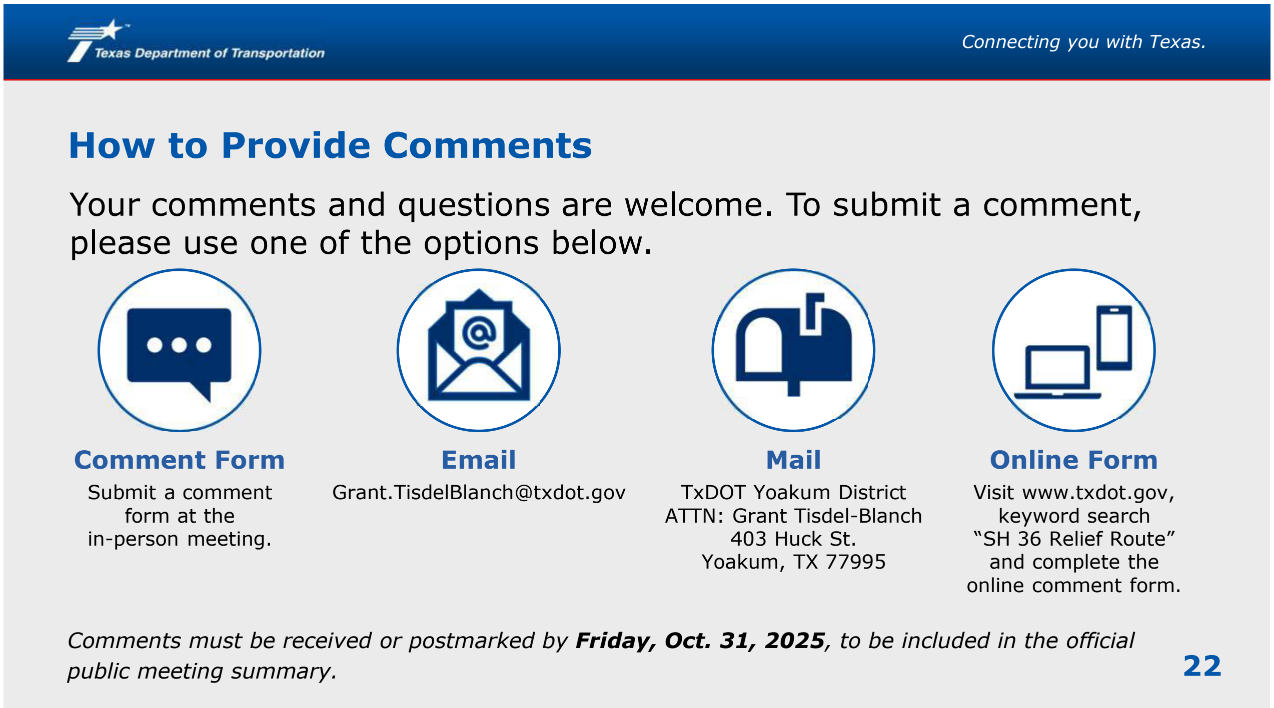
TxDOT is currently in the process to identify a preferred concept. Your input at this public meeting is integral to that process. The next step in the process will be to prepare the feasibility report, which is anticipated to be available in early 2026.

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



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?



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, Oct. 31, 2025.

Comments may be provided:

- In-person at the public meeting or online
- By email sent to Grant.TisdelBlanch@txdot.gov
- By postal mail sent to:

  TxDOT Yoakum District
  ATTN: Grant Tisdel-Blanch
  403 Huck St.
  Yoakum, TX 77995
- Or online by visiting www.txdot.gov, keyword search "SH 36 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.

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Learn More

For more information about this project, please scan the QR code above or visit www.txdot.gov, keyword search “SH 36 Relief Route.”

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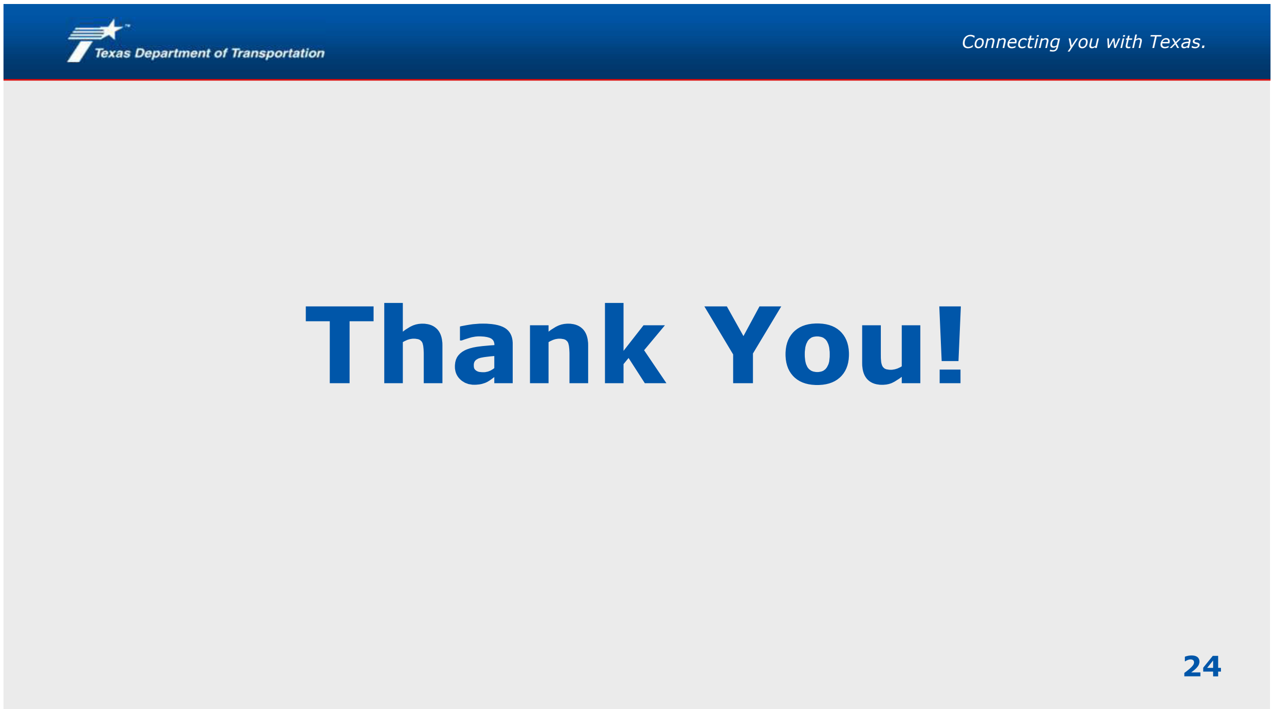

Thank you for your interest in the State Highway 36 Relief Route Feasibility Study and for participating in this public meeting.