



**Notice of Public Hearing
US 59 from CR 227 to Spur 10**

The Texas Department of Transportation (TxDOT), Houston District, will conduct a public hearing on the proposed improvements to U.S. Highway (US) 59 in Wharton and Fort Bend Counties, Texas. The hearing will be conducted on **Thursday, March 5, 2015, beginning at 5:30 pm in the Gymnasium of Beasley Elementary School, 7511 Avenue J, Beasley, TX 77417**. The purpose of the hearing is to discuss the social, economic and environmental effects of the proposed project and receive comments from the public. The hearing will begin with an open house from 5:30 to 6:30 pm. Project staff will answer questions on the proposed project during the open house. The formal public hearing will be presented at 6:30 pm, followed by a public comment period.

TxDOT proposes to improve an approximately 10.5-mile-long, four-lane section of US 59 from County Road (CR) 227 (Tom Taylor Road) to Spur 10 (Patton Road/State Highway (SH) 36 Bypass). The entire facility would be upgraded to interstate highway standards, and an additional main lane would be added in each direction. The facility would have 12-foot wide main lanes and frontage lanes, with 12-foot wide shoulders on the main lanes and 6-foot wide inside and 6- to 10-foot wide outside shoulders on the frontage lanes. Crossover intersections would be eliminated at Darst Road, Grunwald Road and Daily Road. Existing two-way frontage roads would be converted to one-way operation, and frontage roads would be extended where access is permitted. Grade separations within the project limits have already been constructed at Farm-to-Market (FM) 2919/Lum Road, FM 360, Isleib Road, and Spur 10. The proposed project would provide a continuous roadway between intersections, transitioning back to a four-lane facility at the east side of the San Bernard River Bridge.

The signalized intersections (FM 2919/Lum Road, FM 360, and Isleib Road) would include 14-foot wide outside curb lane for shared use that would allow for safe crossing of the US 59 corridor by bicyclists and pedestrians.

The project would require approximately 2.69 acres of additional right-of-way in two locations on the north side of US 59 between Isleib Road and Loop (LP) 540 (aka, Spur 540) and would not require displacements. The purpose of the project is to reduce congestion and enhance safety.

The Environmental Assessment, project exhibits, maps and design drawings will be available for review at the hearing. This information is available by appointment for review and copying at TxDOT's Houston District Office, 7600 Washington Avenue, Houston, Texas



77007 and at TxDOT's Fort Bend Area Office, 4235 SH 36, Rosenberg, Texas 77471. The TxDOT offices are open Monday through Friday from 8:00 am to 5:00 pm, excluding state holidays.

All interested people are invited to attend this hearing. Persons interested in attending the hearing that have special communication or accommodation needs are encouraged to contact the TxDOT District Public Information Officer at (713) 802-5072 at least two working days before the hearing. The public hearing will be conducted in English. Requests for language interpreters or other special communication needs should be made at least two working days before the public hearing. TxDOT will make every reasonable effort to accommodate these needs.

Oral and written comments about this project may be presented at the hearing. Written comments may also be submitted in person to the TxDOT Houston District office at 7600 Washington Avenue, Houston, or mailed to the Director of Project Development, TxDOT Houston District, P.O. Box 1386, Houston, Texas 77251, or emailed to hou-piowebmail@txdot.gov. Comments must be postmarked or emailed by March 19, 2015 to be included in the public hearing record.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.