



WELCOME

Virtual Public Meeting

**United States Highway 90 Improvement Project
from Interstate Highway 10 to Farm-to-Market 1463**

CSJs: 0271-09-025, 0271-09-026, & 0271-10-011

July 28, 2020

Script:

Welcome to the Texas Department of Transportation Houston District's virtual public meeting for the United States Highway 90 Improvement Project from Interstate Highway 10 to Farm-to-Market 1463.

This is the first public meeting being conducted for the US 90 Improvement Project. This is a prerecorded presentation developed to present the proposed project and describe the proposed improvements.

During the virtual meeting, you may pause the presentation and navigate forward or backward using your video player.



National Environmental Policy Act (NEPA) Assignment to the Texas Department of Transportation

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 9, 2019, and executed by the Federal Highway Administration (FHWA) and TxDOT.

Script:

The US 90 improvement project is anticipated to be federally funded and construction is tentatively scheduled to begin in 2025. Due to the project receiving federal funds, TxDOT is required to assess the potential environmental effects of the proposed project. The process that is followed is called the National Environmental Policy Act process, otherwise known as NEPA. The NEPA process provides analyses of the potential impacts to the natural and manmade environment, and helps the decision maker to make an informed decision on whether or not to proceed with the project. On December 9, 2019, TxDOT received a signed Memorandum of Understanding from the Federal Highway Administration that permits TxDOT to assume responsibility from the Federal Highway Administration for reviewing and approving certain assigned NEPA projects. This review and approval process applies to this project.



TxDOT changed the traditional in-person public meeting to an online format in response to the COVID-19 outbreak.

The virtual public meeting and TxDOT website provide the same information as an in-person meeting:

- Study information
- Estimated study timeframe
- Process for submitting comments
- Key contacts

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Given the unique circumstances of the COVID-19 pandemic, along with the department's commitment to protecting public health during this national emergency, TxDOT is conducting this virtual public meeting to avoid in-person contact. At this time, the online public meeting is being conducted in-lieu of an in-person public meeting.

This presentation covers the same information that the Houston District would have presented at an in-person public meeting. The comment process for the virtual public meeting will be described near the end of this presentation.

All meeting materials can be found on the TxDOT website on the US 90 meeting notice page. The website for the project is www.txdot.gov; key word search "US 90 from I-10."

US 90 Public Meeting



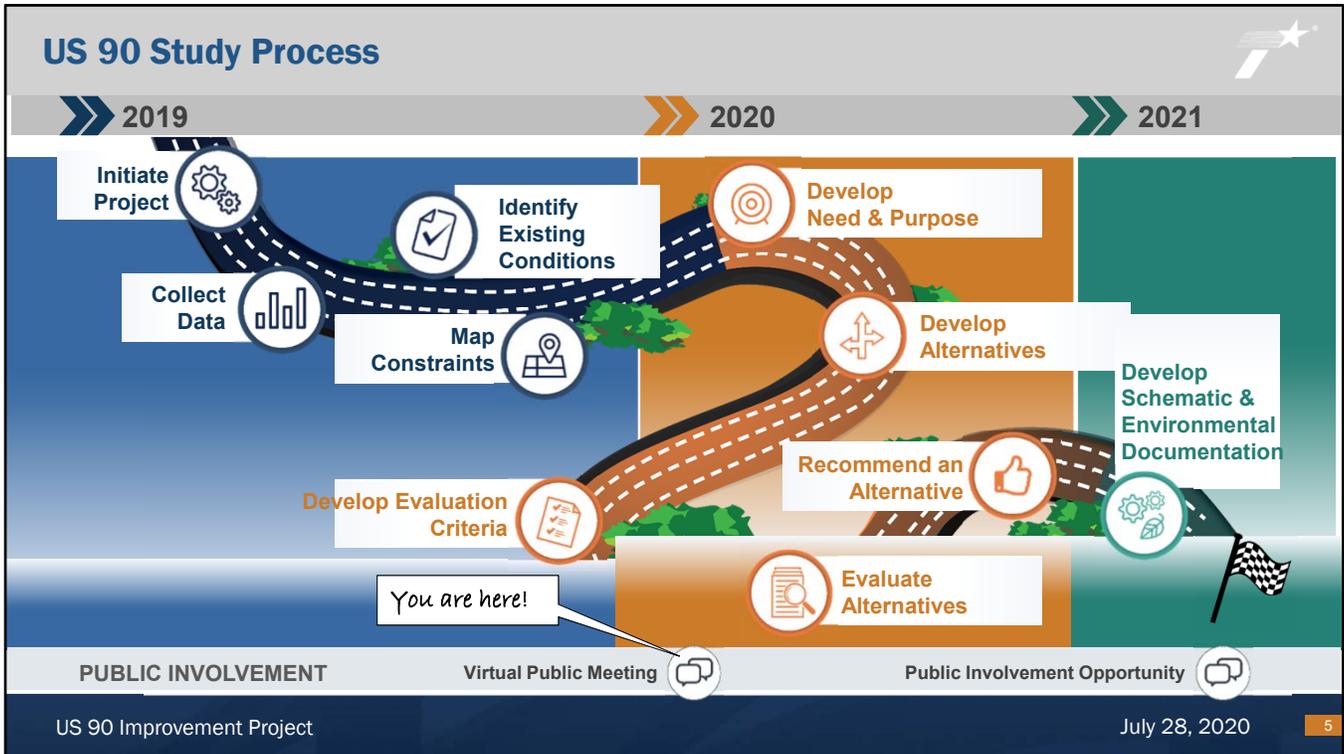
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Script:

This virtual public meeting is being held to introduce the proposed project, present the alternatives being considered and gather public input. You are encouraged to submit comments on the proposed project after reviewing the meeting materials and listening to this presentation.



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As a quick review, TxDOT began the project development process in 2019 by collecting data and reviewing current conditions and constraints that exist in the project corridor. From reviewing the data collected, the project team developed two build alternatives and then began evaluating both options. Existing conditions, the project's purpose and need and the preliminary build alternatives are being presented at this virtual public meeting.

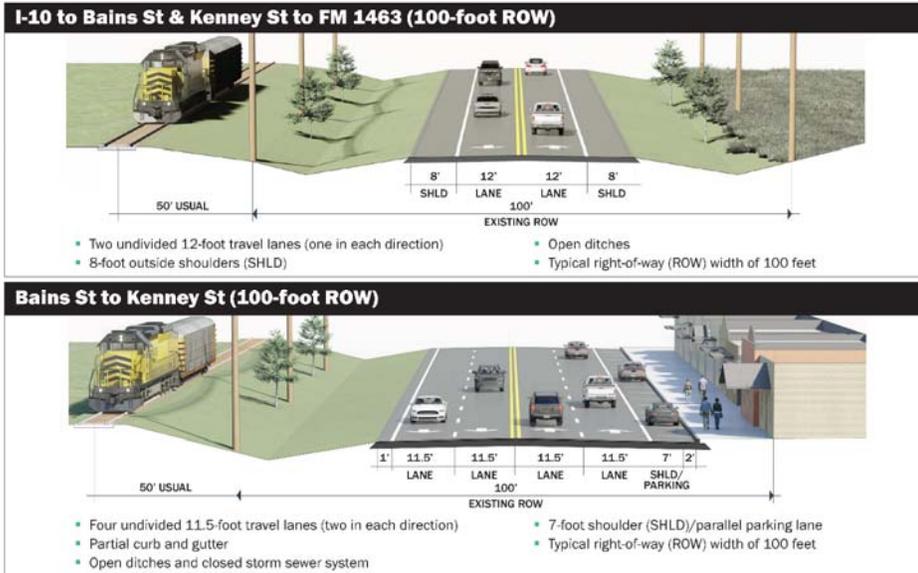
US 90 Project Overview



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The project's study limits extend from I-10 to FM 1463 for a length of approximately 10 miles. The project is located in Waller, Fort Bend and Harris counties.

US 90 Existing Typical Section



Note: Within the City of Katy, US 90 from Adams St to FM 1463 is a four-lane roadway.

Note: Within the City of Brookshire, US 90 from Purdy St to Kenney St transitions from a four-lane roadway to a two-lane roadway with a center left-turn lane.

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US 90 from I-10 to Bains Street in the City of Brookshire and from Kenney Street to FM 1463 currently has one travel lane in each direction, 8-foot shoulders on the outside of the travel lanes and open ditches for drainage. Through the City of Brookshire, US 90 widens to four travel lanes with parallel parking and sidewalks on the south side. A Union Pacific railway is north of and adjacent to the roadway right-of-way. The average roadway right-of-way width throughout the project area is 100 feet.

Study Purpose and Need



What Are the Issues? Study Needs

The current two-lane undivided roadway capacity is inadequate to meet future year (2045) traffic volumes, resulting in increased congestion and reduced mobility.

Crash rates on this segment of US 90 are higher than the average crash rates on similar roadways in Texas, resulting in potentially unsafe travel conditions and reduced mobility.

What Are We Trying to Do? Study Purpose

Improve mobility within the project area

Improve safety within the project area



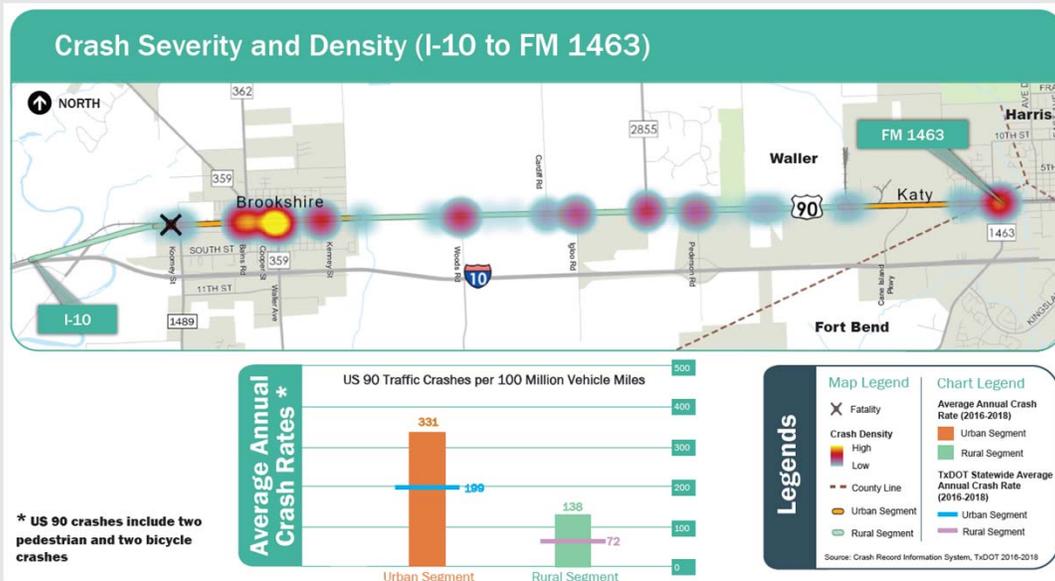
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The purpose of the proposed project is to improve mobility and safety within the project corridor. The proposed project is being developed to address these two major needs.

Throughout the past few years, the project area has experienced growth in commercial development, including warehousing and distribution centers, which is projected to continue. The increased development has created congestion and delays along US 90 and at intersections. The existing 2-lane undivided roadway and 4-lane undivided roadway through Brookshire do not provide adequate mobility to accommodate traffic volumes projected for the next 25 years.

Second, crash rates on this segment of US 90 are higher than average crash rates on similar roadways in Texas, which results in potentially unsafe travel conditions and reduced mobility. The existing US 90 lacks dedicated median space to allow for vehicle turns and it does not have appropriate accommodations for pedestrians or bicyclists, which is also a safety concern.

US 90 Safety and Crash Analysis (Years 2016 – 2018)



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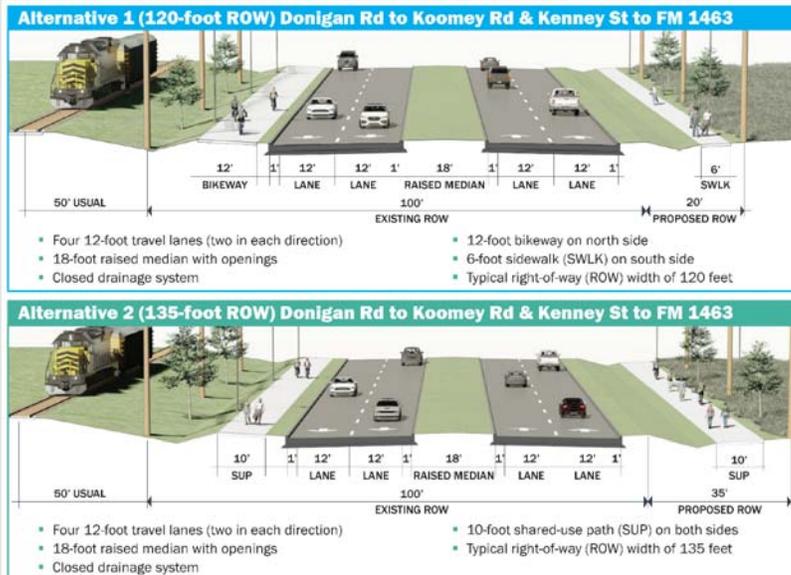
Script:

Regarding safety, the project team analyzed crash data for the US 90 project corridor for the years 2016 through 2018. Locations of crashes were placed on a map, and circles were placed and color coded where multiple crashes occurred in the same general location; these are called 'hot spots.' Blue dots indicate a low crash density, pink a moderate crash density, and yellow a high crash density. The top 5 crash locations, or 'hot spots', are at Waller Avenue, Baines Street, FM 1463, Cooper Street and FM 2855. For example, between 2016 and 2018 there were 154 crashes in the project corridor with 83 crashes, or 54 percent, occurring at these 5 hot spot locations. In addition, two of the crashes involved pedestrians and two involved bicyclists.

The chart at the bottom presents the crash rate along the project corridor. The state average crash rate for a similar roadway is 199 crashes per 100 million vehicle miles for an urban segment, as shown by the blue line on the chart, and 72 crashes per 100 million vehicle miles for a rural segment, as shown by the purple line. Crashes on both urban and rural segments of US 90 from I-10 to FM 1463 between 2016 and 2018 were above the state average, as shown by the orange and green bars.

Proposed improvements to the project corridor are explained in the next few slides.

US 90 Alternatives Typical Sections



Note: For both Alternatives 1 and 2, improvements from I-10 to Donigan Rd would be limited to pavement upgrade and striping.

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As we noted earlier, two build alternatives were developed for the project. In both alternatives improvements include four travel lanes, two in each direction, an 18-foot raised median with openings for turning movements and a closed drainage system. The difference between the two alternatives is with the sidewalks and bikeway.

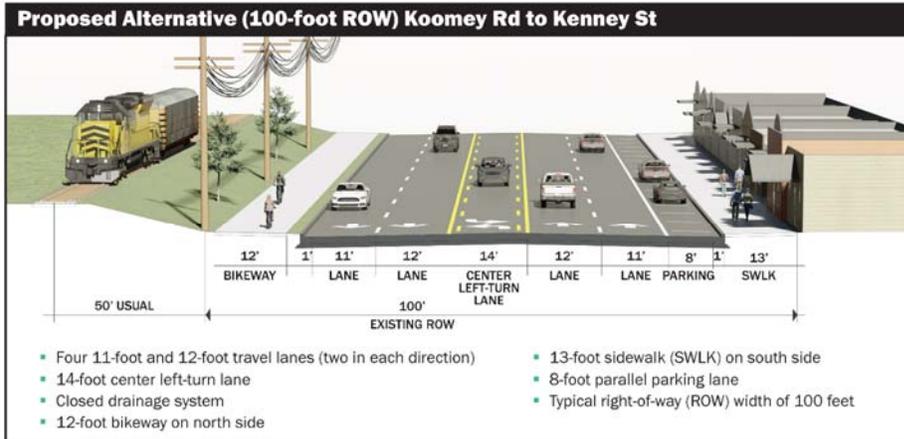
For Alternative 1 there would be a 12-foot bikeway on the north side of the project corridor and a 6-foot sidewalk on the south side. The proposed right-of-way width would be 120 feet, which is an increase of 20 feet from the existing right-of-way width.

For Alternative 2 there would be a 10-foot shared use path on both sides of the roadway for pedestrians and cyclists. The proposed right-of-way width for this alternative would be 135 feet, which is an increase of 35 feet from the existing right-of-way width.

Improvements from I-10 to Donigan Road for both alternatives only include pavement upgrades and striping.

During the study process, TxDOT also evaluates drainage needs for proposed projects. For this project, TxDOT determined that it would need approximately 15.8 acres of additional right-of-way to accommodate the stormwater detention needs for either of the proposed build alternatives. Four potential detention areas are shown on the schematic layouts either in green or blue depending on the build alternative.

US 90 Proposed Typical Section within the City of Brookshire



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The proposed improvements in Brookshire from Koomey Road to Kenney Street would include an urban roadway section with four travel lanes, two in each direction, and a closed drainage system. The roadway would include a 14-foot center left turn lane, a 12-foot bikeway on the north side and an 8-foot parallel parking lane. The 13-foot existing sidewalk on the south side would remain in place. From Koomey Road to Bains Street there would be 10-foot shared-use paths for cyclists and pedestrians in both directions.

No additional right-of-way would be required for improvements in this section due to constraints on both sides of the roadway, the Union Pacific railway on the north side and buildings on the south side.

How to Read a Schematic



LEGEND

DESCRIPTION	SYMBOL	WEIGHT	COLOR CODE
ALIGNMENT C / B		2	RED (3)
EXISTING ROW		2	BLACK (0)
EXISTING PARCEL BOUNDARY		2	BLACK (0)
PROPOSED ROW		4	BLACK (0)
PROPOSED SOLID STRIPING		1	BLACK (0)
PROPOSED BROKEN STRIPING		1	BLACK (0)

SCALE



COLORFILL LEGEND

PROPOSED ROW ALTERNATIVE 1	
PROPOSED ROW ALTERNATIVE 2	
PROPOSED MAINLANES	
PROPOSED RAISED MEDIAN	
EXISTING/PROPOSED BRIDGE WIDENING	
PROPOSED CROSSING STREETS/ MAJOR DRIVEWAYS	
PROPOSED SIDEWALK/ SHARED USE PATH	
PROPOSED BIKEWAY	
EXISTING PAVEMENT TO BE REMOVED	
EXISTING PAVEMENT TO BE OVERLAYED	
I-10 WIDENING (BY OTHERS)	
POTENTIAL DISPLACEMENTS	

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Here is a screenshot of the legend for the schematics that you can find on the website. The legend is included on each page of the schematic so you can reference it during your review.

The screenshot on the left shows the various types of lines that you will see. Of particular note are the red dashed lines that show the proposed alignments and the black dashed lines that identify existing and proposed right-of-way.

The screenshot on the right shows the colors that fill the proposed design. These colors identify the limits and major aspects of the project. Let's walk through them.

The proposed right-of-way for Build Alternatives 1 and 2 are shown in blue and light green, respectively. The yellow color identifies the proposed main travel lanes on US 90. The proposed raised median is shown in gray and the existing and proposed bridge widenings in maroon. The proposed cross streets and major driveways are shown in orange and the proposed sidewalks and shared use paths in purple. The proposed bikeway is identified in dark green. Any pavement to be removed is noted with the large crosshatching and new pavement overlays are shown in purple diagonal lines. Areas in red indicate potential displacements.



Objective

Balance needs and provide equitable access for all roadway users



Design Considerations for Bicyclists and Pedestrians

Proximity to a school

Commercial development with multiple driveways on the south side

Adjacent railway with limited road crossings on the north side

Input from City of Katy, City of Brookshire, Katy ISD and Waller County



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TxDOT considered a number of factors when developing alternatives to provide equitable access for all roadway users including bicyclists and pedestrians. These factors include:

- The roadway's proximity to a school on the east end of the project corridor;
- Commercial development within the City of Brookshire with multiple driveways for businesses on the south side of US 90;
- The adjacent railway along US 90 with limited road crossings on the north side; and
- Input from the City of Katy, City of Brookshire, Katy ISD and Waller County

US 90 Evaluation of Build Alternatives



Note: The No Build Alternative will be evaluated during the environmental review process.

Evaluation Criteria	Alternative 1	Alternative 2
	120-foot ROW	135-foot ROW
ROW Acreage of ROW required, in addition to the existing TxDOT ROW	17.4	29.8
Acreage of Proposed Detention Ponds & Access	15.8	15.8
Utilities Linear feet of utilities Count of major utility crossings	Electr. Trans. Lines: 16,690 Pipelines: 1,216 7 Electr. Trans. Lines 27 Pipelines	Electr. Trans. Lines: 16,735 Pipelines: 1,872 7 Electr. Trans. Lines 27 Pipelines
Traffic Control / Constructability High/Neutral/Low traffic control/constructability impacts	Neutral	Neutral
Drainage Assessment High/Neutral/Low drainage impacts	Neutral	Neutral
Waters of the United States, Including Wetlands Linear feet of streams, creeks, bayous, etc. Acreage of wetlands as mapped by National Wetlands Inventory	126 0.8	187 1.4
Floodplains Acreage within 100-year floodplain Acreage within 500-year floodplain	3.2 2.7	4.1 3.5
Floodway Acreage of floodways	0.5	0.7
Hazardous Materials Count of potential hazmat sites within project ROW	4	4
Number of Structures Displaced Count of residential displacements Count of business displacements Count of other displacements	0 0 0	0 3 0
Cultural Resources Acreage of surface survey recommended Count of National Register of Historic Places sites	1.5 0	2.2 0
Environmental Justice Areas Adjacent to Project Census Block Groups	2	2

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The table shown here summarizes how the two build alternatives will be evaluated to determine each alternative’s potential impacts on the natural and built environment. Evaluation criteria include the following:

- Right-of-way;
- Utility impacts;
- Constructability;
- Drainage;
- Waters of the United States, including Wetlands;
- Floodplains and floodways;
- Hazardous materials;
- Residential, commercial and other displacements;
- Cultural resources; and
- Environmental justice communities.

These subject matters are currently being evaluated and technical reports summarizing the anticipated impacts are being prepared. Alternative 2 potentially has three displacements as shown in red on the schematic layout sheets 4 and 5

US 90 Improvements Next Steps



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This virtual public meeting is being held to present preliminary alternatives for the proposed project and gather public and stakeholder input. After the comment period closes TxDOT will review the comments received and prepare a virtual public meeting summary report. The summary report will be posted to the project website approximately three months after the close of the comment period. The next steps include refining the schematic for the recommended alternative; further evaluating environmental impacts and presenting the recommended alternative at a future public involvement opportunity. Provided the environmental documents and process are approved, the project would then move into detailed design and right-of-way acquisition could begin. Although the proposed project is not currently funded, it is anticipated that state and federal funding will be secured. The project is estimated to cost 113 million dollars.

Public Meeting Materials

Public meeting materials are provided on the TxDOT website:

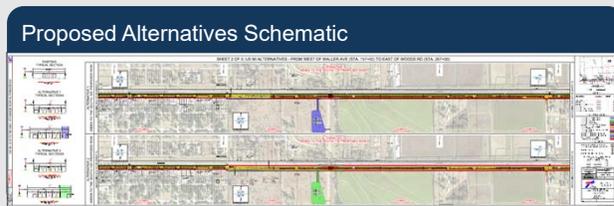
- Public meeting exhibit boards
- Comment card
- Fact sheet
- Proposed alternatives schematic
- Environmental constraints map



A public meeting comment form titled "PUBLIC MEETING COMMENT FORM (Forma Para Comentarios)". It includes fields for Name, Address, City, State, and Zip. The form asks for comments on the project and provides checkboxes for "I support the proposed project" and "I do not support the proposed project". It also includes a section for "How did you find out about the project?" with options like "Through the media", "Through a friend", "Through a sign", "Other (specify)", and "I don't know".



A fact sheet titled "United States Highway (US) 90 From Interstate Highway (I) 10 From Fort Worth-Meritt (FM) 2443". It includes a "Welcome to the Virtual Public Meeting" section, a "Project Summary" section with details on project location, length, and estimated construction cost, and a "Proposed Improvements" section. It also lists "Project Reference Numbers" and "Project Milestones".



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The project website contains all materials presented in this virtual public meeting including this presentation in both English and Spanish, exhibit boards, a comment card, a project fact sheet, schematic layouts for the two proposed build alternatives and the environmental constraints map. The schematic layouts provide a more in-depth look at details such as intersection improvements, sidewalks, shared use paths, center left-turn lanes, and the existing and proposed right-of-way. These files are large and may require more time to download than the other project materials.

How to Submit Your Written Comments



All Comments must be received or postmarked by August 12, 2020

Comments can be provided:

Comment Card
Download the comment card from the website, fill it out and email or mail it to TxDOT

By Email
Submit to:
[hou-piowebmail@txdot.gov](mailto:houstonpiowebmail@txdot.gov)

By Mail
TxDOT Houston District
Attn: Advanced Project Development Director
P.O. Box 1386
Houston, Texas 77251-1386

Online
www.txdot.gov
Keyword Search: US 90 from I-10

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TxDOT encourages you to review the materials posted on the project web site and to provide written comments.

The comment form is located on the project's website. Comments must be received via email or mailed and postmarked by Wednesday, August 12, 2020, to be included in the official virtual public meeting summary report. But you may submit comments or questions at anytime during project development by contacting Zain Walkabout, TxDOT project manager, at (713) 569-3540 or zaineb.walkabout@txdot.gov.

You can submit written comments in the following ways:

- Via email to [hou-piowebmail@txdot.gov](mailto:houstonpiowebmail@txdot.gov)
- Via mail to the TxDOT Houston District, Attention: Advanced Project Development Director, P.O. Box 1386, Houston, Texas, 77251-1386
- Online by visiting www.TxDOT.gov and searching in the upper right-hand search box for "US 90 from I-10." Click on the email link at the bottom of the project page to open the comment form.

Again, responses to comments received during the comment period will be included in the Virtual Public Meeting Summary report that will be posted on the project website in approximately three months. The project website is www.txdot.gov; key word search "US 90 from I-10."



Thank you!

Please remember to submit comments by
Wednesday, August 12, 2020.

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Thank you for participating in this virtual public meeting.