

Welcome

BS 36 (S. Day Street)/SH 36 Roadway Improvements

Open House Public Meeting

Thursday, March 19, 2026

Blinn College – Student Center

1007 Walter Schwartz Way, Brenham, TX 77833

Why am I here?

- Learn about the proposed roadway improvements
- Provide comments on the proposed project

Limits

From 0.17 miles north of US 290 to 0.27 miles south of US 290

Project Length

Approx. 0.4 miles

Traffic Volume

~20,000 vehicles/day

Anticipated Construction Start

Early 2027

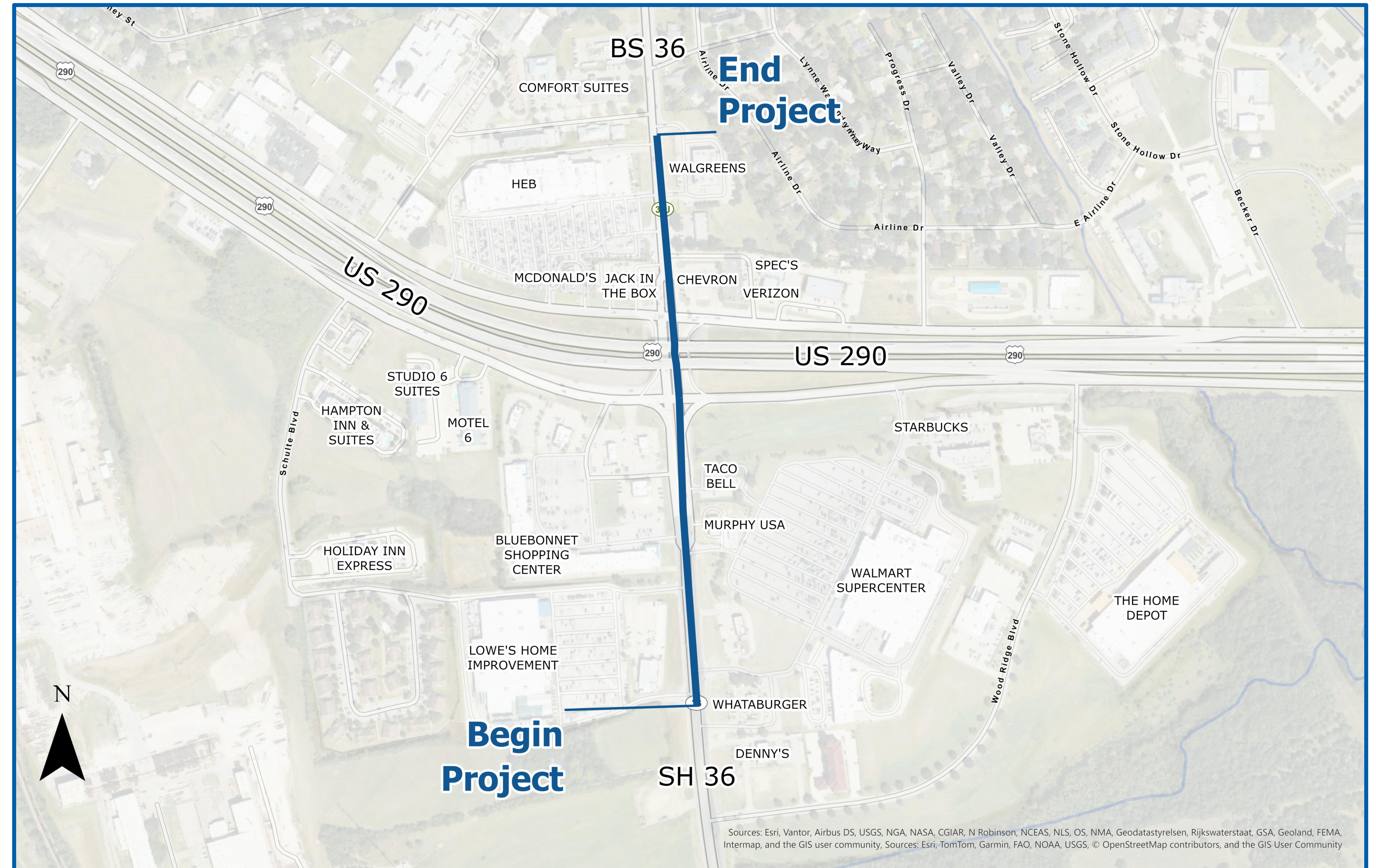


Figure 1: Project Limits Map

Goals & Objectives



Reduce congestion and improve traffic flow near the US 290 intersection



Provide access to businesses near the intersection



Enhance safety by reducing crashes near the US 290 intersection

Proposed Improvements

- Extend and reconfigure the existing medians by an additional **550 ft** along S. Day Street north of US 290
- Extend and reconfigure the existing medians by an additional **660 ft** along SH 36 south of US 290
- Construct left turn locations along each raised median segment to **provide access** to adjacent businesses

Crash Density Heat Map 2015 to 2024

→ North

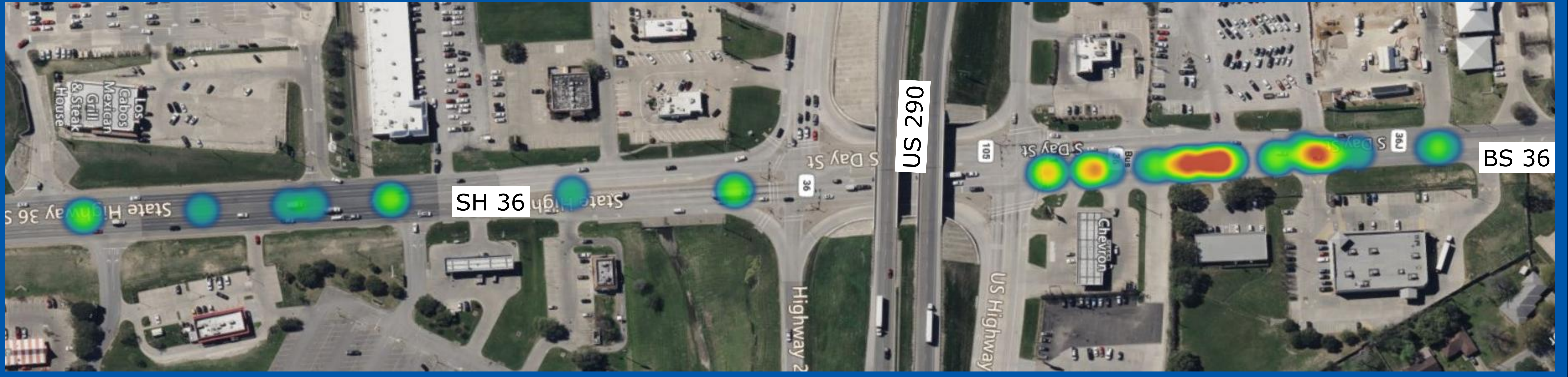


Figure 2: Crash Density Heat Map 2015 to 2024

Crash Data

- Average Daily Traffic = 20,000 vehicles /day
- 44 Crashes from 2015 to 2024
 - 30 Driveway Related
 - 6 Intersection Related
 - 8 Congestion Related
- Brenham's population is expected to grow by as much as 50% over the next 20 years.

Crashes by Manner of Collision (2015-2024)

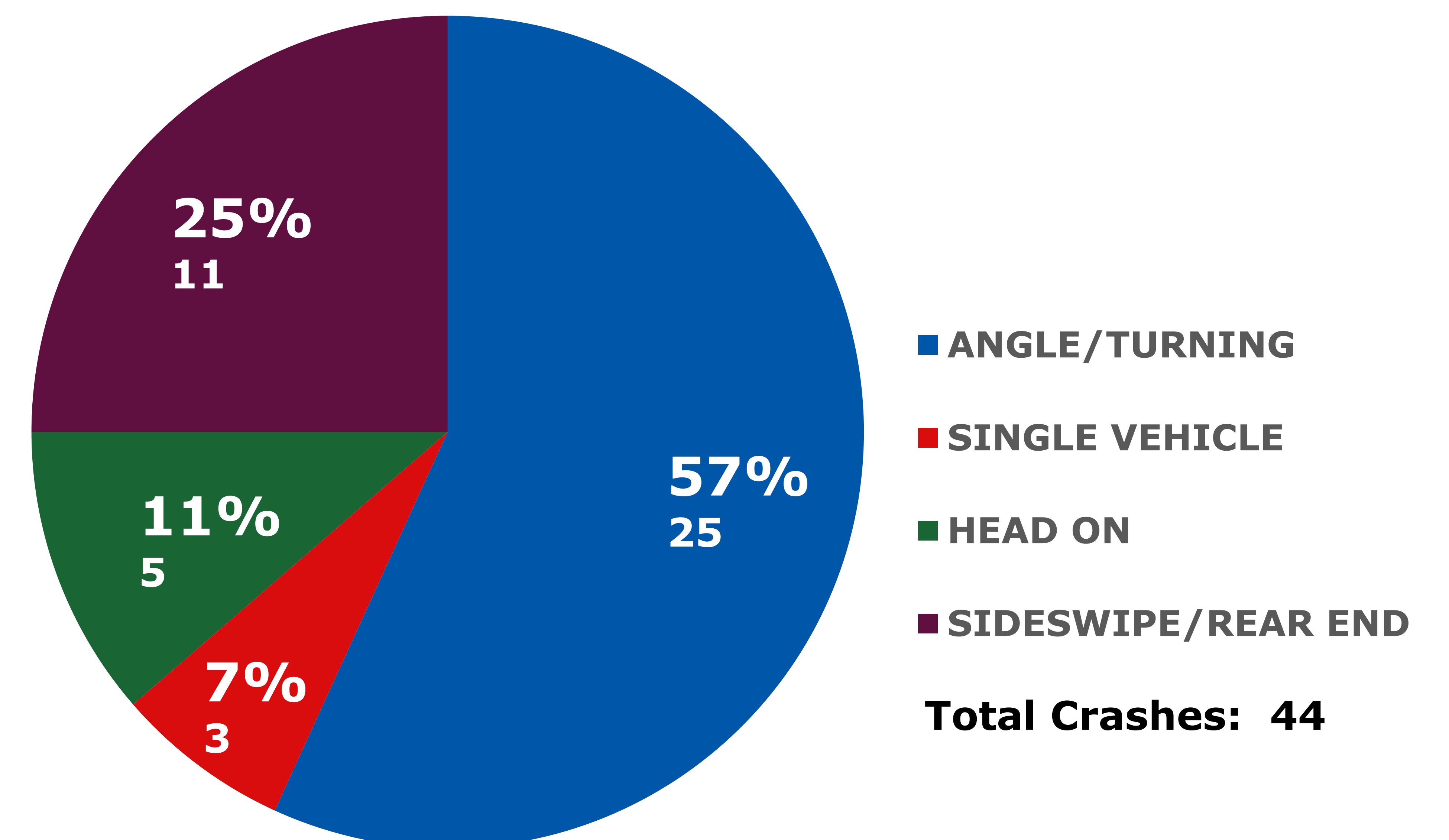


Figure 3: Crashes by Manner of Collision Pie Chart

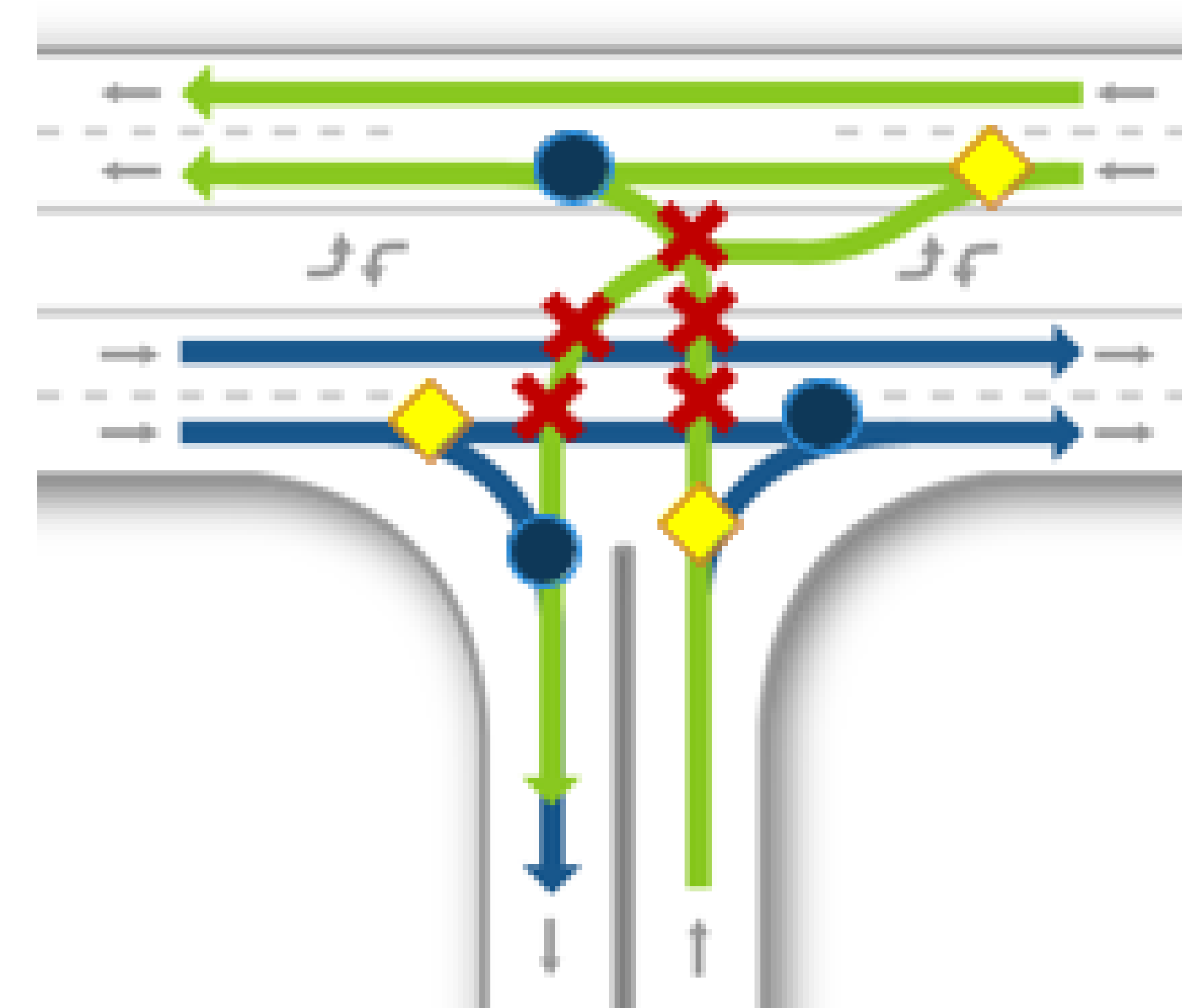
Median Features:

- Enhance safety by reducing number of conflict points where vehicles can collide
- Improve traffic flow by providing dedicated turn lanes

Median Statistics:

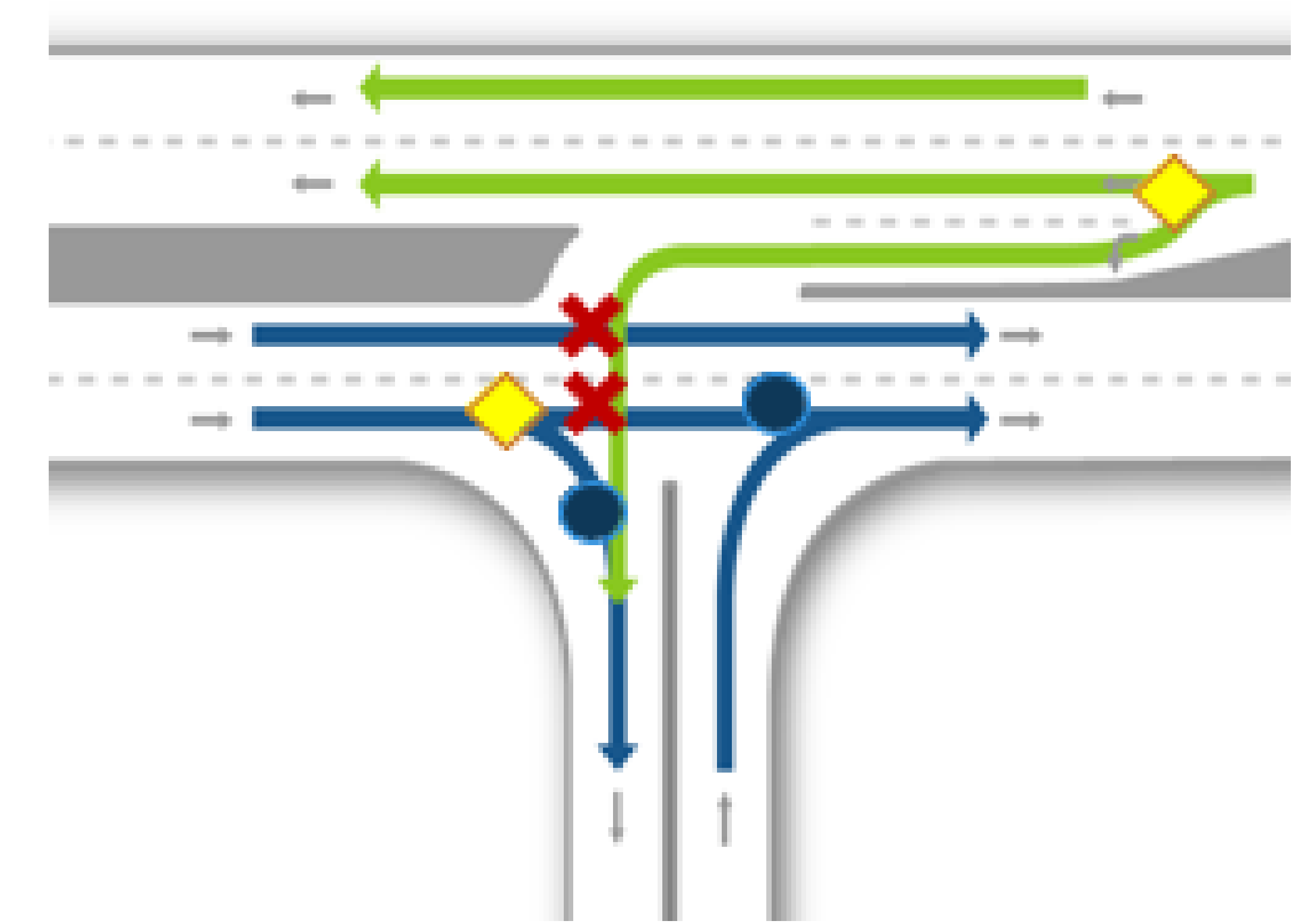
- **Nationally** – Raised medians have shown to reduce crashes by up to 30% (2012 Study, Crash Modification Factors Clearinghouse, UNC in Partnership with USDOT FHWA)
- **Locally** - Recent raised median projects have reduced crashes by up to 65% (Texas Avenue and University Drive Projects in College Station)
- Left turns can result in serious (T-bone) crashes

Two-Way Left Turn Lane



11 Conflict Points
(5 Crossing)

Raised Median



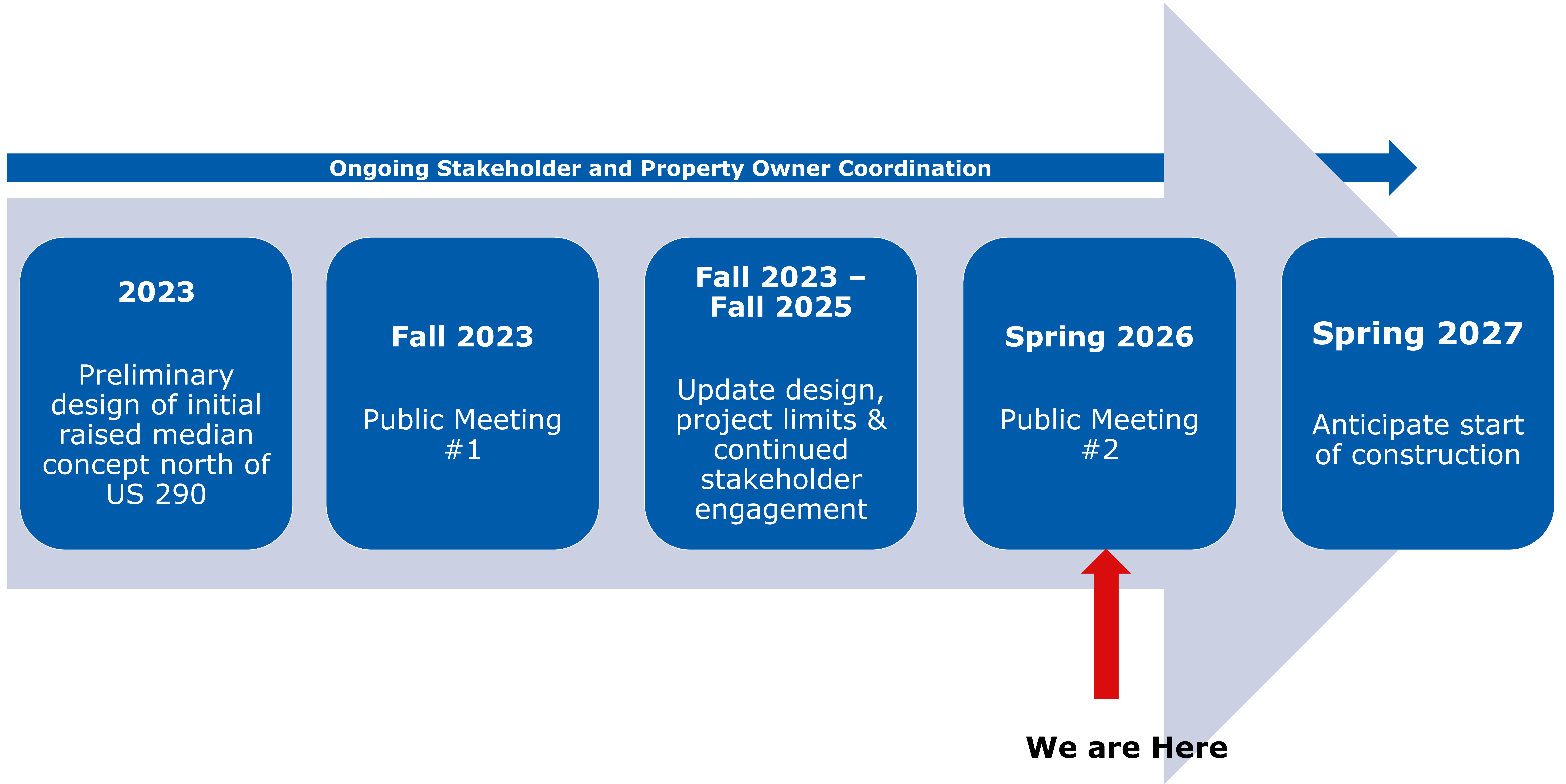
7 Conflict Points
(2 Crossing)

Conflict Point Legend

✘ CROSSING ◆ DIVERGING
● MERGING

Figure 4: Two-Way Left Turn verses Raised Median

Anticipated Project Schedule






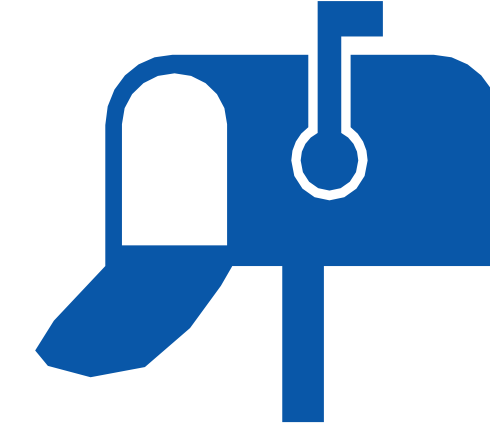
National Environmental Policy Act (NEPA) Assignment to the Texas Department of Transportation

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 July 17, 2025, and executed by FHWA and TxDOT.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevado a cabo por TxDOT - en virtud de 23 USC 327 y un Memorando de Entendimiento fechado el 17 de julio del 2025, y ejecutado por la FHWA y el TxDOT.

Please share any comments that TxDOT should be aware of prior to construction, including unique vehicle sizes, or operational constraints.

All comments must be received or postmarked by Monday, April 6, 2026,
to be included in the official public meeting record.

 <p>Comment Box</p> <p>Place in comment box at in-person informational open house</p>	 <p>Call</p> <p>(979) 778-2165 TxDOT Bryan District Office</p>	 <p>Email</p> <p>BRY_PublicComment @txdot.gov</p>	 <p>Mail</p> <p>TxDOT Bryan District Office Attn: ENV Planner 2591 North Earl Rudder Freeway, Bryan, Texas 77803</p>
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For additional project information and downloads visit www.txdot.gov,
keyword search "**BS 36/SH 36 Improvements**"