



PUBLIC MEETING
SEALY RELIEF ROUTE FEASIBILITY STUDY
AUSTIN COUNTY, TEXAS
CSJ: 0187-03-085
JAN. 22, 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, as well as provide an overview of the area's 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 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 SH 36 through Sealy from 2020 to 2024. During this time, there were 280 reported crashes along SH 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 SH 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 I-10 And SH 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 SH 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 SH 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 – AADT

Traffic is growing along SH 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 SH 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 SH 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 – Safety Analysis – Summary Charts

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

Most of the crashes were low severity and property damage only crashes. Serious injury made up three percent of the total crashes.

Looking at the top contributing factors for the crashes, it can be concluded that the crashes were primarily caused by human errors. Most crashes were angle and rear-end collisions and happened at signal-controlled intersections or uncontrolled intersections like driveways.

SLIDE 10 – 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 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. Please see the following slides for a close-up map of each of the four study area quadrants (northwest, northeast, southwest and southeast).

SLIDE 12 – Study Area Environmental Constraints - Northwest

This environmental constraints map shows a close-up view of the northwest quadrant of the study area.

SLIDE 13 – Study Area Environmental Constraints - Northeast

This environmental constraints map shows a close-up view of the northeast quadrant of the study area.

SLIDE 14 – Study Area Environmental Constraints - Southwest

This environmental constraints map shows a close-up view of the southwest quadrant of the study area.

SLIDE 15 – Study Area Environmental Constraints - Southeast

This environmental constraints map shows a close-up view of the southeast quadrant of the study area. The environmental constraints maps shown in this presentation can also be viewed at www.TxDOT.gov, keyword search "Sealy Relief Route."

SLIDE 16 – 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 alternatives 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 of the Sealy Relief Route has not been identified. This timeline includes many variables which are subject to change.

SLIDE 17 – 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 of collecting data. Your input at this public meeting is integral to that process. The next step in the process will be to develop conceptual designs and evaluate conceptual alternatives, then to present a preferred concept at a second public meeting anticipated in mid-2026. The final step is 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 18 – 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.

- What would you consider a priority need that a potential relief route should address?
- Are there any local community impacts of which TxDOT should be aware of as they continue the feasibility study that are not currently identified on the environmental constraint maps?
- 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 19 – 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, Feb. 6, 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 20 – Learn More

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

SLIDE 21 – Thank You!

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