



Documentation of Public Meeting

Project Location

Cameron County

SH 48 (Boca Chica Blvd)

CSJ: 0220-05-075

Project Limits

From I-69E to SH 4 (International Blvd)

Meeting Location

Oliveira Middle School Cafeteria

444 Land O'Lakes

Brownsville, Texas 78521

Meeting Date and Time

July 17, 2018

Open House: 5:00pm to 6:00pm

Presentation: 6:00 pm

Translation Services

Spanish

Presenters

Octavio Saenz TxDOT Public Information Officer

Javier Martinez Jr., P.E. TxDOT Engineer

Elected Officials in Attendance

Mr. Ralph Cowen Port of Brownsville

Mr. John Wood Cameron County Commissioner

Total Number of Attendees (approx.)

56

Total Number of Commenters

27



Contents

- A. Comment/response matrix
- B. Notices
- C. Sign-in sheets
- D. Comments received
- E. Figures
 - 1. Agenda and Comment Forms
 - 2. Public Meeting Boards
 - 3. Public Meeting Transcripts
 - 4. Public Meeting Photographs

. Comment / Response matrix

SH 48 Comment Response Matrix

July 17, 2018

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
1	Flint Bourgeois	7/17/18	Written Comment During Public Meeting	<p>Plan kills main entrance to Walmart for east-bound traffic.</p> <p>Driving East how would you get to 2715 Boca Chica? Light at Old Port Isabel would require you to drive through Walmart. Light at next crossing would require you to drive through Strawberry Square shopping center.</p> <p>Need to allow people to drive into main Walmart entrance from both directions off Boca Chica Blvd.</p>	<p>Walmart has an entrance that is accessible via Old Port Isabel Road.</p> <p>Vehicles traveling east would be able to access businesses located on the north side of the roadway by making a "U" Turn at King's Highway intersection.</p>
2	Flint Bourgeois	7/20/18	Email	<p>Commenter has 3 commercial properties, 2715, 2821 & 2921 Boca Chica Blvd. and he was concerned about the median not having an opening between Old Port Isabel Road and Kings Highway.</p> <p>Under the TXDOT plan if a customer was driving east and wanted to go into any one of our centers, he would have to drive all the way to Kings Hwy, then do a U-turn and drive back quite a ways and right past another center to get all the way back to ours.</p> <p>Walmart and Strawberry Square should, at the very least, each have a cut though the median in front of their MAIN entrances off of Boca Chica Blvd.</p>	<p>Vehicles traveling east would be able to access businesses located on the north side of the roadway by making a "U" Turn at King's Highway intersection.</p> <p>The Strawberry Square Signal will remain open, giving access to the businesses located on the northside of the roadway.</p> <p>Walmart would be accessible via Old Port Isabel Road and the Strawberry Square signalized intersection. Other businesses in the area would also be able to be accessed.</p>

SH 48 Comment Response Matrix

July 17, 2018

3	Michael L. Lopez Interim City Manager, Brownsville	7/23/18	Letter	<p>I am writing on behalf of the City of Brownsville to express common concern on the negative effects that the proposed Raised Median Project on SH 48 (Boca Chica Boulevard) may have on our municipality's drainage system.</p> <p>The City, and in this case Boca Chica Boulevard, has always been prone to flooding since it geographically lies within a flat, low lying area in Texas. Boca Chica, in particular, a primary arterial, is often disrupted due to flooding and drainage challenges in the suggested median stretch.</p> <p>During rain events exceeding a 2-inch intensity, there are three areas of concern along Boca Chica Boulevard. Beginning with the intersection at McDavitt Boulevard, which is characterized as a low point, six inches to one foot of water has collected due to an eastbound flow along Boca Chica Boulevard towards this roadway. Another point along Boca Chica Boulevard that is greatly affected by this problem is the North Main Drain Crossing. This area is continuously affected by the storm water canal, which covers Boca Chica Boulevard during intense rainfall. Finally, the intersection of Boca Chica Boulevard and International Boulevard commonly referred to as "Four Corners," holds standing water as far back as Security Boulevard.</p> <p>A major concern with the proposed is that median motorists seek to drive on the center of the road during times of intense rainfall to avoid the flooded lanes. The proposed median project could possibly strand many citizens without a viable/safe path away from Boca Chica Boulevard. Therefore, I request that TxDOT partners with the City of Brownsville to implement additional drainage and detention improvements along this corridor as well as to include an element that ensures the visibility of the medians during major rain events to avoid collisions.</p> <p>In addition to the aforementioned, the City of would also like to request the synchronization of traffic lights along the Boca Chica Boulevard corridor, specifically from Palm Boulevard to the "Four Corners" Intersection. We believe that in doing so, traffic flow would improve on a daily basis, but more importantly, in emergency situations caused by flooding.</p>	<p>Flooding and drainage issues would need to be addressed on a future independent project that would be coordinated between the City of Brownsville and TxDOT.</p> <p>As part of the project, TxDOT will implement traffic signal synchronization which will improve traffic flow.</p>
4	Jared O'Brien	7/24/18	Letter sent via email	<p>HEB objects to the proposed elimination of the traffic signal at the intersection of Boca Chica Blvd and Simpson St. The elimination of the traffic signal will significantly disrupt traffic patterns in and around the HEB property, making customer ingress and egress a great deal more difficult.</p>	<p>There are three traffic signals between the northbound I69E frontage road and Simpson St. This is a distance of approximately 560 feet. As was mentioned at the public meeting held on July 17, 2018, the proximity of these three traffic signals is one of the reasons why traffic congestion occurs on this section of the road. The traffic signal at Simpson Road would be eliminated to improve traffic flow on SH 48. Westbound traffic would be able to access HEB by either turning left or making a U-turn at the FM 1847 (Paredes Line Road) signalized intersection.</p>

SH 48 Comment Response Matrix

July 17, 2018

5	Marshall R Ray	7/24/18	Letter	<p>The placement of these medians will substantially restrict and inhibit the flow of traffic into the shopping center and will cause substantial damage to ALL of the businesses located there, including Home Depot, CVS, International Bank of Commerce, Chick-fil-A, Dairy Queen, Raising Cane's, Domino's Pizza, Renaissance Outpatient Rehab Center, and Teleperformance.</p> <p>Additionally, Tx.DOT proposes to remove the traffic light at the entrance to Lot 3. When this shopping center was developed, there were traffic light entrances placed on each end of the shopping center by the developer. TxDOT's proposal to remove the traffic light and place medians preventing half of the traffic from turning into the shopping center is a direct violation of the agreement with the developer.</p> <p>No study or analysis has been performed on the impact to these facilities of the proposed medians. FM 802 had medians placed on it and it has substantially impacted all of the businesses that are not located on the major, traffic lighted intersections in the median system. We believe there have been numerous businesses that have failed and have failed to prosper because of the changes in the traffic patterns brought about by the median system.</p> <p>Based upon my personal observations of the retail centers in the area of FM 802 that have had medians installed, there has been a high rate of failure and turnover of Tenants at almost all locations that were not located on the main, traffic lighted intersections of the median system installed.</p> <p>In conclusion, JTM, I, Ltd. and JTM, III, LLC, are OPPOSED to installing medians on Boca Chica Blvd. Such an installation will cause substantial negative changes to the traffic patterns and will have a significant negative impact on virtually all businesses that are not located on the main lighted intersections.</p>	<p>The purpose of medians is to reduce accidents and congestion by limiting potential crash points and improving traffic flow. Under current conditions, Boca Chica Boulevard is often congested, and the accident rate is several times the statewide average for similar facilities. Adding raised medians would improve traffic flow, reduce the accident rate and would potentially encourage more individuals to shop at the businesses located in the area, per the median economic study done by TTI.</p> <p>Access to the businesses you mentioned would be accessible by a "U" Turn at the Four Corners Intersection.</p> <p>This traffic light would be removed to improve mobility, safety and traffic flow in the area. TxDOT does not have an agreement with the developer regarding this traffic signal.</p> <p>TxDOT had the Texas A&M Transportation Institute (TTI) investigate the economic impact of raised medians on arterial corridors. The report was completed on July 26, 2016, and included the study of three TxDOT raised median projects in the Valley: FM 2220 (Ware Road) in McAllen, SH 107 (University Drive) in Edinburg and FM 802 (Ruben M. Torres) in Brownsville.</p> <p>General business activity and sales tax data was examined for businesses in each median corridor, three years before and three years after the construction of the raised median.</p> <p>The report concluded that not only were there more businesses in each corridor after the median was installed, the growth in the number of businesses in each median corridor exceeded the growth in the number of businesses in the surrounding area.</p>
6	Tony Martinez Mayor City of Brownsville	7/25/2018	Letter	<p>Two signals are proposed for removal, as follows: (1) Simpson: HEB and (2) Strawberry Square: Thrift Store (former Target store location). Closure of existing traffic signals is absolutely the wrong approach to use with this situation. Improvements are needed via signal synchronization within this highway corridor. This is a superior method for reducing congestion problems. Not only will signal upgrades improve traffic flow on the main roadway, it will not pose the severe harm to local businesses which will result by signal removals. Introduction of a median is needed due to the safety issues connected to the existing conflict points on State Highway 48.</p> <p>I urge you to revise your plans. If TxDOT will not abandon the closure of these two signals, we will be forced to amend the MPO's TIP, to delete this improvement project. The potential harm to local business is too great to allow these particular changes to be made.</p>	<p>Due to the minimal 560 foot distance between the northbound I69E frontage road and Simpson Street, in which there are 3 signal lights, the Simpson Street signal is proposed to be removed to allow better traffic flow. The signal at Strawberry Square will remain in operation to provide safer passage of pedestrians for the future Southmost Nature Trail.</p> <p>TxDOT supports the proposed signal synchronization on this project.</p> <p>We are proposing the following changes due to public input to improve this project:</p> <ul style="list-style-type: none"> • Adding a directional opening for both directions at North Street • The Strawberry Square signal would remain in place to provide safer passage for pedestrians on the future Southmost Nature Trail. • The signal at Security Drive will remain to provide safer traffic flow. • "U" Turns would be allowed at the Four Corners intersection.

SH 48 Comment Response Matrix

July 17, 2018

7	Michael L. Lopez Interim City Manager, Brownsville	7/25/2018	Letter	<p>The City of Brownsville opposes the proposed removal/ closure of signals at HEB/Simpson intersection and at the Strawberry Square.</p> <p>The closure of these intersections may not ease congestion or improve traffic flow as thought. Motorist will have to travel farther to make access, or upon exiting, from the retail stores/office at these locations.</p> <p>With the loss of continuous left turns, due to raised median, there could potentially be an increased demand at existing signals. Motorists will have to go around via U-turns or use other signalized intersections to obtain access which does not lessen congestion.</p> <p>Mr. Lopez made a reference to the email of Flint Burgeouis. This email was sent as an attachment with this letter. Mr. Lopez agrees with Mr. Burgeouis in that Walmart and other businesses would lose customers because they can no longer turn left into the entrances located off Boca Chica Blvd.</p> <p>We feel the slow-down, which occurs each day, is due to the poor geometrics at the Palm Blvd/SH 48 intersection. This intersection is too close to the southbound IH-69E. Until the Palm Boulevard geometrics are addressed, closure of a signal on the east side of the Expressway will make no difference, other than the cause harm to local businesses.</p> <p>Congestion relief is best achieved through signal upgrades, not removals. Cameras, combined with new controller software, are needed to maximize green time for SH 48 when side street traffic has less demand. The Strawberry signal must be linked and have the ability to respond to conditions at the Old Port Isabel Road/SH 48 signalized intersection.</p> <p>The Simpson/HEB intersection fosters access to Los Ebanos Blvd and drive to the south. The HEB property complex features a passage which connects to other properties to the east. Closure of this intersection diminishes this east-west travel.</p>	<p>Due to the minimal 560 foot distance between the northbound I69E frontage road and Simpson Street, in which there are 3 signal lights, the Simpson Street signal is proposed to be removed to allow better traffic flow. The signal at Strawberry Square will remain in operation to provide safer passage of pedestrians on the future Southmost Nature Trail.</p> <p>The closure of specific intersections would limit the left turns and through movements to and from cross streets and driveways. The reductions of conflict points will in turn reduce the number of traffic accidents.</p> <p>“U” Turns would be allowed at the Four Corners intersection and at Strawberry Square, which would remain as a signalized intersection.</p> <p>Walmart has a main entrance that is accessible via Old Port Isabel Road. This entrance would remain as it is.</p> <p>Striping and signing improvements, between Palm Blvd. and I69E, will be included as part of this project.</p> <p>TxDOT supports, and will include as part of this project, signal synchronization improvements.</p>
8	Jorge Luis Velaverde Danache	7/25/2018	email	<p>I ask that you consider planting rich and leafy trees on the central median strip. This would improve the view, provide shade, and reduce the impact of cement and asphalt construction. Additionally, residents and businesses of the area should be required to leave a green area parallel to Boca Chica Blvd filled with other rich and leafy trees (not just grass and small plants).</p>	<p>Landscaping would be provided within the median, if the City of Brownsville agrees to pay for the plants, irrigation system, and the maintenance of the landscaping.</p>

. Notices



NOTICE OF PUBLIC MEETING
SH 48 (Boca Chica Blvd)
CSJ: #0220-05-075

The Texas Department of Transportation (TxDOT) will hold a PUBLIC MEETING to discuss the proposed SH 48 (Boca Chica Blvd) Raised Median and Sidewalks Project from I-69E to SH 4 (International Blvd) in Brownsville in Cameron County, Texas. The meeting details are as follows:

Tuesday, July 17, 2018
Oliveira Middle School Cafeteria
444 Land O'Lakes
Brownsville, Texas 78521
Open House: 5:00 p.m. to 6:00 p.m.
Presentation: 6:00 p.m.

The purpose of the meeting is to allow the public the opportunity to view the project schematic and provide comments on the proposed SH 48 (Boca Chica Blvd) Raised Median and Sidewalks Project from I-69E to SH 4 (International Blvd); a distance of 1.5 miles. The proposed project would involve the construction of a raised median and sidewalks on an existing roadway that is currently within a 100-foot wide right-of-way (ROW).

The proposed project would not require additional ROW. The raised median would be installed in place of the existing continuous left turn lane. The width of the raised median will be 11-foot wide with the median narrowing down to 2 feet at the intersections. The existing six 11-foot wide travel lanes will remain in place.

Location maps and other information concerning this project will be available at the public meeting. The public is invited to attend this meeting to provide input regarding the proposed project. Verbal and/or written comments may be presented at the public meeting. Written comments may be submitted up to 15 calendar days after the public meeting, on or prior to Wednesday, August 1, 2018 to TxDOT, Attn: Pharr District Engineer, located at 600 West Interstate 2, Pharr, Texas 78577. Comments can also be received by fax at (956) 702-6100 or email at Robin.Gelston@txdot.gov. For additional information on the project, please contact TxDOT Project Manager, Javier Martinez Jr, P.E., at (956) 702-6107.

Persons interested in attending the meeting who have special communication or accommodation needs are encouraged to contact Norma Robledo at (956) 702-6161 or Norma.Robledo@txdot.gov at least three working days prior to the meeting. TxDOT will make every reasonable effort to accommodate these needs.

The public meeting will be conducted in English. Spanish interpretation will be available at the meeting. For more information about the project please visit www.txdot.gov, keyword: "SH 48".

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.



AVISO DE REUNIÓN PÚBLICA
SH 48 (Boca Chica Blvd)
CSJ: #0220-05-075

El Departamento de Transportación de Texas (TxDOT) tendrá una REUNIÓN PÚBLICA para presentar al público el proyecto de camellón y aceras que se propone para la carretera estatal SH 48 (Boca Chica Blvd) desde la autopista I-69E hasta la carretera estatal SH 4 (International Blvd) que se ubica en el Condado Cameron, Texas. La información sobre la reunión es la siguiente:

Martes 17 de Julio del 2018
Oliveira Middle School Cafetería
444 Land O'Lakes
Brownsville, Texas
Exhibición de Planos: 5:00 p.m. hasta 6:00 p.m.
Presentación a las 6:00 p.m.

El propósito de esta reunión es dar una oportunidad al público para conocer el proyecto y proveer comentarios sobre el camellón y aceras que se propone para la carretera estatal SH 48 (Boca Chica Blvd) desde la autopista I-69E hasta la carretera estatal SH 4 (International Blvd), que es aproximadamente de 1.5 millas de largo. El proyecto propone construir un camellón y aceras en la carretera dentro de los 100 pies de ancho del derecho de vía existente.

Este proyecto no necesitara derecho de vía adicional. El camellón se instalara en lugar del carril existente de giro a la izquierda que es de 11 pies de ancho. El camellón será de once pies de ancho y disminuirá a 2 pies en las intersecciones del tráfico. No se hará ningún cambio a los 6 carriles de tráfico existentes en la carretera.

Mapas y más información respecto al proyecto estarán disponibles durante la reunión pública. El público está invitado a atender la reunión y proveer comentarios sobre este proyecto. Comentarios orales o por escrito pueden ser presentados durante la reunión pública. Comentarios por escrito también pueden ser enviados hasta 15 días después de la reunión pública en o antes del Miercoles 1 de Agosto del 2018. Estos comentarios deben ser dirigidos al Ingeniero del Distrito de Pharr, a la siguiente dirección: 600 West Interstate 2, Pharr, TX 78577. Comentarios también pueden ser enviados vía fax al (956) 702-6100 o por correo electrónico a Robin.Gelston@txdot.gov. Para información adicional, llame al gerente del proyecto de TxDOT, Javier Martinez Jr, P.E., al número (956) 702-6236.

Personas interesadas en asistir la reunión pública que necesiten comunicación o requisitos especiales, comuníquense con Norma Robledo al número (956) 702-6161 o por correo electrónico a Norma.Robledo@txdot.gov al menos tres días antes de la reunión pública. TxDOT hará todo lo posible para proveer ayuda a personas con necesidad de comunicación o acomodamientos especiales. Esta reunión pública se llevara a cabo en ingles pero habrá traducción simultánea al español.

Para obtener más información sobre el proyecto visite www.txdot.gov, palabra clave: "SH 48".

La revisión ambiental, consulta y otras acciones requieren por leyes federales ambientales leyes para este proyecto están siendo, o han sido, realizados por TxDOT en virtud 23 U.S.C. 327 y un memorando de entendimiento de fecha 16 de diciembre de 2014 y ejecutado por la FHWA y TxDOT.

C. i n i n s e e t s



Sign In

SH 48 Raised Medians

Public Meeting

Tuesday, July 17, 2018

Name/Nombre	Address/ Dirección	Phone Number/ Teléfono	Affiliation/Afiliación	How did you hear about the meeting? ¿Cómo se enteró acerca de la reunión
David Diaz Lizette Diaz	3255 Boca Chica Blvd Brownsville TX 78521	(536)602-9444	Business Manager	Newspaper___ Road-side sign___ TV___ Friend___ Radio___ Community Flyer___ Mailed Notice___ Other (please specify)___ Periódico___ Anuncio de Calle___ TV___ Amigo(-a)___ Radio___ Folleto___ Correo___ Otro (favor especificar)___
Victor G. Ramirez	9935 Melva Ct. Brownsville, Texas 78520	(956) 516-0447		Newspaper___ Road-side sign___ TV___ Friend___ Radio___ Community Flyer___ Mailed Notice___ Other (please specify)___ Periódico___ Anuncio de Calle___ TV___ Amigo(-a)___ Radio___ Folleto___ Correo___ Otro (favor especificar)___
Makem Ortega	1165 Fruitdale Dr Brownsville Tx 78521	(956) 442-0867		Newspaper___ Road-side sign___ TV___ Friend___ Radio___ Community Flyer___ Mailed Notice___ Other (please specify)___ Periódico___ Anuncio de Calle___ TV___ Amigo(-a)___ Radio___ Folleto___ Correo___ Otro (favor especificar)___
Cristian A. Cervantes	824 Jenns Circle Apt. A	956-280-6830		Newspaper___ Road-side sign___ TV___ Friend___ Radio___ Community Flyer___ Mailed Notice___ Other (please specify)___ Periódico___ Anuncio de Calle___ TV___ Amigo(-a)___ Radio___ Folleto___ Correo___ Otro (favor especificar)___
ISAAC SALDANA	2985 E 32ND ST BROWNSVILLE TX			Newspaper___ Road-side sign___ TV___ Friend___ Radio___ Community Flyer___ Mailed Notice___ Other (please specify)___ FACE BOOK Periódico___ Anuncio de Calle___ TV___ Amigo(-a)___ Radio___ Folleto___ Correo___ Otro (favor especificar)___
Ruben F. Treviño	609 S. Medford Ave Brownsville, Texas			Newspaper___ Road-side sign___ TV___ Friend___ Radio___ Community Flyer___ Mailed Notice___ Other (please specify)___ Periódico___ Anuncio de Calle___ TV___ Amigo(-a)___ Radio___ Folleto___ Correo___ Otro (favor especificar)___
John Wood	1180 TOYA LN Brownsville Tx	956-728-7175	MPO	Newspaper___ Road-side sign___ TV___ Friend___ Radio___ Community Flyer___ Mailed Notice___ Other (please specify)___ Periódico___ Anuncio de Calle___ TV___ Amigo(-a)___ Radio___ Folleto___ Correo___ Otro (favor especificar)___



Sign In

SH 48 Raised Medians

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Tuesday, July 17, 2018

Name/Nombre	Address/ Dirección	Phone Number/ Teléfono	Affiliation/Afiliación	How did you hear about the meeting? ¿Cómo se enteró acerca de la reunión
Leslie Medrano	3444 E 26th	956-3125955		Newspaper ___ Road-side sign ___ Periódico ___ TV ___ Friend ___ Anuncio de Calle ___ Radio ___ Community Flyer ___ TV ___ Mailed Notice ___ Amigo(-a) ___ Other (please specify) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar) ___
Eric Montoya	8 Vermont Cir.	956 518 9578		Newspaper ___ Road-side sign ___ Periódico ___ TV ___ Friend ___ Anuncio de Calle ___ Radio ___ Community Flyer ___ TV ___ Mailed Notice ___ Amigo(-a) ___ Other (please specify) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar) ___
Britney Valdez	415 E 10th	956-641-8853		Newspaper ___ Road-side sign ___ Periódico ___ TV ___ Friend ___ Anuncio de Calle ___ Radio ___ Community Flyer ___ TV ___ Mailed Notice ___ Amigo(-a) ___ Other (please specify) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar) ___
ROBERTO URESTI	312 LINDALE DR B'ville TX 78521	9565250903		Newspaper ___ Road-side sign ___ Periódico ___ TV ___ Friend ___ Anuncio de Calle ___ Radio ___ Community Flyer ___ TV ___ Mailed Notice ___ Amigo(-a) ___ Other (please specify) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar) ___
VIRGINIA V. Wood	1180 Toya Lane Brownsville, TX	956) 345-9576		Newspaper ___ Road-side sign ___ Periódico ___ TV ___ Friend ___ Anuncio de Calle ___ Radio ___ Community Flyer ___ TV ___ Mailed Notice ___ Amigo(-a) ___ Other (please specify) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar) ___
FRANK + Evelyn Longoria	2844 Boca chica Blvd B'ville, TX 78521	956 542-8680	DUARTE	Newspaper ___ Road-side sign ___ Periódico ___ TV ___ Friend ___ Anuncio de Calle ___ Radio ___ Community Flyer ___ TV ___ Mailed Notice ___ Amigo(-a) ___ Other (please specify) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar) ___
RISOM YUKI	325W. Conza Terrace	956 548 6404	Bro de A*PD	Newspaper ___ Road-side sign ___ Periódico ___ TV ___ Friend ___ Anuncio de Calle ___ Radio ___ Community Flyer ___ TV ___ Mailed Notice ___ Amigo(-a) ___ Other (please specify) ___ Radio ___ Folleto <input checked="" type="checkbox"/> Correo ___ Otro (favor especificar) ___



Sign In

SH 48 Raised Medians

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Tuesday, July 17, 2018

Name/Nombre	Address/ Dirección	Phone Number/ Teléfono	Affiliation/Afiliación	How did you hear about the meeting? ¿Cómo se enteró acerca de la reunión
ENCARNACION DELGADO	2874 TRAMWIL TRL BROWNSVILLE, TEXAS 78521	541-9597		Newspaper <input checked="" type="checkbox"/> Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Mailed Notice ___ Other (please specify) _____ Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar) _____
Michal Godínez	4237 Las Palmas Circle Brownsville, TX 78521	561-1694		Newspaper <input checked="" type="checkbox"/> Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Mailed Notice ___ Other (please specify) _____ Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar) _____
Jesus Sanchez	1201 E 16 Street	(956) 982-6642		Newspaper <input checked="" type="checkbox"/> Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Mailed Notice ___ Other (please specify) _____ Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar) _____
Zugay Treviño	1572 square Volleys	956-407-7771		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Mailed Notice ___ Other (please specify) _____ Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar) _____
Robert Benavidez	437W Waco road	956-254-9436		Newspaper <input checked="" type="checkbox"/> Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Mailed Notice ___ Other (please specify) _____ Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar) _____
Joe Lee Rubio	3 DALE Court Brownsville TX	956 346-9177		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Mailed Notice ___ Other (please specify) _____ Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar) _____
ADOLFO R. GONZALEZ	2985 E. 32ND ST BROWNSVILLE, TX 78521	(956) 908-9655		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Mailed Notice ___ Other (please specify) _____ Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar) _____



Sign In

SH 48 Raised Medians

Public Meeting

Tuesday, July 17, 2018

Name/Nombre	Address/ Dirección	Phone Number/ Teléfono	Affiliation/Afiliación	How did you hear about the meeting? ¿Cómo se enteró acerca de la reunión
Maria Teresa Flores	3325 Boca Chica Blvd Bro TX 78521	956 592 6238	Property Business owner	Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Mailed Notice <input checked="" type="checkbox"/> Other (please specify) _____ Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar) _____
Arturo Rodriguez	1034 S. Levee 3 Brownsville, TX	956 459-7728	COTB-CM office	Newspaper ___ Road-side sign ___ TV ___ Friend <input checked="" type="checkbox"/> Radio ___ Community Flyer ___ Mailed Notice ___ Other (please specify) _____ Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar) _____
Daila Belmanes	2250 Boca Chica Blvd.	956-346-6046	HEB	Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Mailed Notice ___ Other (please specify) Call from Project Mgr. Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar) _____
Mark Lund	Brille MPO c/o City of Brille PO 911	548-6150	MPO	Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Mailed Notice ___ Other (please specify) Cooperative plans Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar) _____
SCOTT FRY	5593 WILD BIRD LN BROWNSVILLE 78526	832-0189	NONE	Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Mailed Notice ___ Other (please specify) _____ Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar) _____
Kelly Hampton	2124 Boca Chica	972 333 5090	owner of old lubys	Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Mailed Notice <input checked="" type="checkbox"/> Other (please specify) _____ Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar) _____
CARLOS LASTAR	404 E. WASHINGTON BROWNSVILLE, TEXAS 78510	541-1012	CITY OF BROWNSVILLE ENGINEERING DEPT.	Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Mailed Notice ___ Other (please specify) _____ Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar) _____



Sign In

SH 48 Raised Medians

Public Meeting

Tuesday, July 17, 2018

Name/Nombre	Address/ Dirección	Phone Number/ Teléfono	Affiliation/Afiliación	How did you hear about the meeting? ¿Cómo se enteró acerca de la reunión
Jose E. Uers	2464 Goodwin	956-346-1527		Newspaper ___ Road-side sign ___ Periódico ___ TV ___ Friend ___ Anuncio de Calle ___ Radio ___ Community Flyer ___ TV ___ Mailed Notice ___ Amigo(-a) ___ Other (please specify) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar) ___
Steve Venglar	3800 NW Lp 410	210-321-1208		Newspaper ___ Road-side sign ___ Periódico ___ TV ___ Friend ___ Anuncio de Calle ___ Radio ___ Community Flyer ___ TV ___ Mailed Notice ___ Amigo(-a) ___ Other (please specify) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar) ___
Peter Gao	2489 Boca chira	956 982-1828		Newspaper ___ Road-side sign ___ Periódico ___ TV ___ Friend ___ Anuncio de Calle ___ Radio ___ Community Flyer ___ TV ___ Mailed Notice ___ Amigo(-a) ___ Other (please specify) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar) ___
Antonio Zubieta	566 Avenida del Sol	956 592 7467		Newspaper ___ Road-side sign ___ Periódico ___ TV ___ Friend ___ Anuncio de Calle ___ Radio ___ Community Flyer ___ TV ___ Mailed Notice ___ Amigo(-a) ___ Other (please specify) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar) ___
Manuel Alcocer	177 Shoreline	956 455 1258		Newspaper ___ Road-side sign ___ Periódico ___ TV ___ Friend ___ Anuncio de Calle ___ Radio ___ Community Flyer ___ TV ___ Mailed Notice ___ Amigo(-a) ___ Other (please specify) KPO, Radio ___ Folleto ___ Correo ___ Otro (favor especificar) ___
Stephen Sealey	KGBT (Ch. 4)	956-357-9335	Ch. 4	Newspaper ___ Road-side sign ___ Periódico ___ TV ___ Friend ___ Anuncio de Calle ___ Radio ___ Community Flyer ___ TV ___ Mailed Notice ___ Amigo(-a) ___ Other (please specify) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar) ___
Brian Edwards	Pizza Hut	956-459-7498		Newspaper ___ Road-side sign ___ Periódico ___ TV ___ Friend ___ Anuncio de Calle ___ Radio ___ Community Flyer ___ TV ___ Mailed Notice <input checked="" type="checkbox"/> Amigo(-a) ___ Other (please specify) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar) ___



Sign In

SH 48 Raised Medians

Public Meeting

Tuesday, July 17, 2018

Name/Nombre	Address/ Dirección	Phone Number/ Teléfono	Affiliation/Afiliación	How did you hear about the meeting? ¿Cómo se enteró acerca de la reunión
Ralph Cowen	5826 Mystic Bend Bro. tx 78526	956 755 9855	Property Owner 3303 Boca Chica	Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Mailed Notice ___ Other (please specify) _____ Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar)
Christopher Haggstrom	1034 East Levee Street City Brownsville TX. Plaza	956) 542-3457	City of Brownsville Public Health	Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Mailed Notice ___ Other (please specify) _____ Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar)
Oscar Salinas	1001 E. Elizabeth Brownsville, TX 78520	956 466-5096	City of Brownsville Traffic Dept.	Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Mailed Notice ___ Other (please specify) _____ Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar)
^{teach seat} Oscar Cobian R.	44 Las Villas BCC. Brownsville TX.	956 408 7655	254 Boca Chica.	Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Mailed Notice ___ Other (please specify) _____ Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar)
Marina Zolotti	6049 Rushynail Brownsville TX 78526	956 371 3760	City of Brownsville Office of Grant Mgmt & Community Development	Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Mailed Notice ___ Other (please specify) _____ Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar)
Flint Bourgeois	4629 MACRO San Antonio, TX 78218	210 - 424 - 8013	Strawberry Square Shopping Ctr	Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Mailed Notice <input checked="" type="checkbox"/> Other (please specify) _____ Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar)
Gonzalo Gonzalez	2606 Boca Chica Brownsville, TX	455-6902	HACB	Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Mailed Notice ___ Other (please specify) _____ Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar)



Sign In

SH 48 Raised Medians

Public Meeting

Tuesday, July 17, 2018

Name/Nombre	Address/ Dirección	Phone Number/ Teléfono	Affiliation/Afiliación	How did you hear about the meeting? ¿Cómo se enteró acerca de la reunión
Greg Vasquez	2624 madero Blvd San Antonio TX	210-424 8030	CBS COMMUNITY NEWS Estimate	Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Mailed Notice ___ Other (please specify) <u>Local Radio</u> Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar)
Xavier C. Anderson	3302 Boca Chica Blvd.	(956) 372-9288	Valley Day + Night Chronicle	Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Mailed Notice <input checked="" type="checkbox"/> Other (please specify) Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar)
Constanza Miner.	1034 E. Levee St.	(956) 598-6150	COB-Planning + DS.	Newspaper <input checked="" type="checkbox"/> Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Mailed Notice ___ Other (please specify) Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar)
Edgar O. Pérez	6302 S. 12th St	956-432-8291	TxDOT	Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Mailed Notice ___ Other (please specify) <u>Twitter</u> Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar)
B. Eva L. Garcia	4625 S. Brown Ave	956-407-2400		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Mailed Notice ___ Other (please specify) Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar)
Santana Trujillo		455-8279	City of Brownsville	Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Mailed Notice ___ Other (please specify) <u>City motion</u> Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar)
				Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Mailed Notice ___ Other (please specify) Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar)



Sign In

SH 48 Raised Medians

Public Meeting

Tuesday, July 17, 2018

Name/Nombre	Address/ Dirección	Phone Number/ Teléfono	Affiliation/Afiliación	How did you hear about the meeting? ¿Cómo se enteró acerca de la reunión
Ara Hernandez	1034 E Larc St Braunsville, TX 78520	548-6159	City of Braunsville Planning + Dev.	Newspaper <input checked="" type="checkbox"/> Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer <input checked="" type="checkbox"/> Mailed Notice ___ Other (please specify) _____ Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar)
Garrett Elbert		371-7587	Vulcan Materials Company	Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Mailed Notice ___ Other (please specify) _____ Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar)
Lily & Bernard Blanchard	34 Casa Grande Brow. TX 78521	956-266-1199	Property owner	Newspaper <input checked="" type="checkbox"/> Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Mailed Notice ___ Other (please specify) _____ Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar)
Henry Peters.	2025 Madero Drive Braunsville TX	956. 525 3729	RESIDENT	Newspaper <input checked="" type="checkbox"/> Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Mailed Notice ___ Other (please specify) _____ Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar)
Jessica Munder	7885 Sanchez St	956-209 0882	RESIDENT	Newspaper <input checked="" type="checkbox"/> Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Mailed Notice ___ Other (please specify) _____ Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar)
Antonio Ontosa	1165 frontage Dr.	(956) 512-8843		Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Mailed Notice ___ Other (please specify) _____ Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar)
				Newspaper ___ Road-side sign ___ TV ___ Friend ___ Radio ___ Community Flyer ___ Mailed Notice ___ Other (please specify) _____ Periódico ___ Anuncio de Calle ___ TV ___ Amigo(-a) ___ Radio ___ Folleto ___ Correo ___ Otro (favor especificar)

SH 48 Raised Medians Project

Public Meeting

Staff

Sign-In Sheet

July 17, 2018



	Print Name	Representing
1	MARIA COTTAGOMIA	TXDOT PHARR DISTRICT
2	Norma Rebledo	TXDOT ENV.
3	Sebastian Salinas	TXDOT
4	JANER MARTINEZ JR	TXDOT
5	Juan Bosquez	TXDOT
6	Romualdo Mena Jr	TXDOT
7	Andres Espinoza	TXDOT
8	Rolan Gotzler	TXDOT
9	Octavio SANCHEZ	TXDOT
10	Homero Bazin, Jr.	TXDOT
11	Donnam Smitz	Action Reporting
12	Celestino Hernandez Jr	Brownsville Metropolitan Race
13	Rene Davila	TXDOT
14		
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WOULD YOU LIKE TO MAKE A VERBAL COMMENT TONIGHT?
¿QUIERES HACER UN COMENTARIO ESTA NOCHE?



SPEAKER SIGN-UP
SH 48 Raised Medians Project Public Meeting
July 17, 2018

Name Nombre	Address Direccion	Phone Telefono	Texas Transportation Code, §201.811 (a)(5) Check each of the following boxes that apply to you Codigo de transporte de Texas §201.811(a)(5) Marca una de las siguientes que se aplican a usted
✓ ROBERTO URRESTI	312 LINDALE DR B'ville TX	956 525 0903	<input type="checkbox"/> I am employed by TxDOT Soy empleado de TxDOT <input type="checkbox"/> I do business with TxDOT Yo hago negocios con TxDOT (None) <input type="checkbox"/> I could benefit monetarily from the project or other item about which I am commenting Yo podria beneficiarse monetariamente el proyecto o cualquier otro elemento sobre el cual yo estoy comentando
✓ Joe Lee Rubio	3 DALE Court Brownsuille	956-346-9177	<input type="checkbox"/> I am employed by TxDOT Soy empleado de TxDOT <input type="checkbox"/> I do business with TxDOT Yo hago negocios con TxDOT N/A DR <input type="checkbox"/> I could benefit monetarily from the project or other item about which I am commenting Yo podria beneficiarse monetariamente el proyecto o cualquier otro elemento sobre el cual yo estoy comentando
Maria Teresa Flores	3325 Boca Chica Blvd Brownville TX	956 592 6238	<input type="checkbox"/> I am employed by TxDOT Soy empleado de TxDOT <input type="checkbox"/> I do business with TxDOT Yo hago negocios con TxDOT None <input type="checkbox"/> I could benefit monetarily from the project or other item about which I am commenting Yo podria beneficiarse monetariamente el proyecto o cualquier otro elemento sobre el cual yo estoy comentando

WOULD YOU LIKE TO MAKE A VERBAL COMMENT TONIGHT?
¿QUIERES HACER UN COMENTARIO ESTA NOCHE?



SPEAKER SIGN-UP
SH 48 Raised Medians Project Public Meeting
July 17, 2018

Name Nombre	Address Direccion	Phone Telefono	Texas Transportation Code, §201.811 (a)(5) Check each of the following boxes that apply to you Codigo de transporte de Texas §201.811(a)(5) Marca una de las siguientes que se aplican a usted
Avelina Longoria	2844 Boca Chica Blvd	956 5-42-8680	<input type="checkbox"/> I am employed by TxDOT Soy empleado de TxDOT <input type="checkbox"/> I do business with TxDOT Yo hago negocios con TxDOT <input type="checkbox"/> I could benefit monetarily from the project or other item about which I am commenting Yo podria beneficiarse monetariamente el proyecto o cualquier otro elemento sobre el cual yo estoy comentando
Katherine C. Anderson	3302 Boca Chica Blvd. Brownsville, Texas 78521	(956) 372-9288	<input type="checkbox"/> I am employed by TxDOT Soy empleado de TxDOT <input type="checkbox"/> I do business with TxDOT Yo hago negocios con TxDOT <input type="checkbox"/> I could benefit monetarily from the project or other item about which I am commenting Yo podria beneficiarse monetariamente el proyecto o cualquier otro elemento sobre el cual yo estoy comentando
			<input type="checkbox"/> I am employed by TxDOT Soy empleado de TxDOT <input type="checkbox"/> I do business with TxDOT Yo hago negocios con TxDOT <input type="checkbox"/> I could benefit monetarily from the project or other item about which I am commenting Yo podria beneficiarse monetariamente el proyecto o cualquier otro elemento sobre el cual yo estoy comentando

SH 48 Raised Medians
Public Meeting

Elected Officials

Sign-In Sheet
July 17, 2018



	Print Name <i>Nombre</i>	Representing <i>Representar</i>
1	Ralph Cowen	Part of Brownsville
2	John Wood	Cameron County Commissioner
3		
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D. Comments received



PUBLIC COMMENTS
COMENTARIOS DEL PÚBLICO

(PLEASE PRINT/Favor de Imprimir)

NAME/Nombre: Flint Bourgeois

ADDRESS/Dirección: 4629 Macro Drive, San Antonio, TX 78218

REPRESENTING/Representar: 2715 Boca Chica

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:
Según el código de Transportación de Texas §201.811(a)(5), marque las casillas siguientes que le apliquen a usted:

- I am employed by TxDOT/ Soy empleado de TxDOT.
- I do business with TxDOT/ Hago negocios con TxDOT.
- I could benefit monetarily from the project or other item about which I am commenting/ Podría beneficiarme monetariamente con el proyecto o otro punto sobre el que estoy comentando

COMMENTS/ COMENTARIOS:

Plan kills main entrance into Walmart for east-bound traffic

DRIVING EAST
How would you get to 2715 Boca Chica?
→ Light at old Port Isabel would require you to drive through Walmart
→ Light at next crossing would require you to drive through Strawberry Square shopping center

Need to allow people to drive into main Walmart entrance from both directions off of Boca Chica

Written statements may be submitted to TxDOT Pharr District at 600 W. Interstate 2, Pharr, Texas 78577. Comments may also be sent electronically by facsimile to (956) 702-6110 or e-mailed to Robin.Gelston@txdot.gov.

The Deadline to submit comments is by August 1, 2018.

Declaraciones por escrito pueden ser enviadas después de la junta pública a TxDOT Pharr District a 600 W. Interstate 2, Pharr, Texas 78577.

Sus comentarios pueden también ser enviados por fax a (956) 702-6110, o por correo electrónico a Robin.Gelston@txdot.gov.

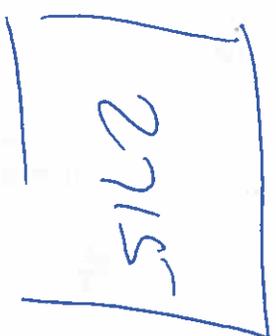
La fecha límite para presentar comentarios es el 1 de Agosto del 2018.

Old

Part
1

Light

- ① How do you get to 2715?
- ② How do you not have cut of Wm main drive?
- ③ How much farther do my customers need to drive? Distance time



WFAUNHALL

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Light

Maria Cottagoma

From: Flint Bourgeois
Sent: Friday, July 20, 2018 3:54 PM
To: Michael Lopez
Cc: Mark Lund
Subject: SH 48 - Boca Chica - raised median proposed by TXDOT

Dear Mr. Lopez:

I am hoping you can help us.

We have shopping centers at 2715 Boca Chica, 2821 Boca Chica and 2921 Boca Chica in Brownsville.

We refer to 2921 Boca Chica as Strawberry Square
Walmart is located between and behind 2715 Boca Chica and Strawberry Square.

Right now, we have FOUR points of ingress and egress from Boca Chica using (1) the MAIN entrance into Walmart, (2) the MAIN entrance into Strawberry Square, (3) the secondary entrance into Strawberry Square and (4) the small east entrance into Strawberry Square that has a traffic light.

The TXDOT plan calls for a raised median between Old Port Isabel Road all the way to Kings Hwy with no way to cut across that median.

It also removes the traffic light near the small east entrance to Strawberry Square.

Under the TXDOT plan if a customer was driving east and wanted to go into any one of our centers, he would have to drive all the way to Kings Hwy, then do a U-turn and drive back quite a ways and right past another center to get all the way back to ours.

Our tenants have already expressed concern about the damage to their businesses due to the greatly reduced access for their customers.

Walmart may survive because their customers can use Old Port Isabel Road, but they will lose some business because customers can no longer turn left into the MAIN Walmart entrance off of Boca Chica.

Walmart and Strawberry Square should, at the very least, each have a cut though the median in front of their MAIN entrances off of Boca Chica.

We need for our customers to have easy access to our centers.

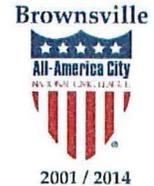
Thank you

Flint Bourgeois

General Counsel

CBG Commercial Real Estate
4629 Macro Drive
San Antonio, TX 78218
210-424-8013 Work/Fax

Michael L. Lopez
Interim City Manager



July 23, 2018

Pete Alvarez P.E., District Engineer
Texas Department of Transportation Pharr District
600 W. Interstate 2
Pharr, Texas 78577

RE: Proposed SH 48 (Boca Chica Boulevard) Raised Median Project

Dear Mr. Alvarez:

I am writing on behalf of the City of Brownsville to express concern on the negative effects that the proposed Raised Median Project on SH 48 (Boca Chica Boulevard) may have on our municipality's drainage system during heavy rains. Let this letter be a formal written public comment expressing our municipality's concerns, and as a method of establishing communication with your entity so that together we can find potential solutions to a serious problem.

The City, and in this case Boca Chica Boulevard, has always been prone to flooding since it geographically lies within a flat, low lying area in Texas. Hydrologically, Brownsville is split between two major and four minor watersheds. Due to these conditions the City is prone to flooding during rain events that produce an average output of one to two inches per hour. Boca Chica, in particular, a primary arterial, is often disrupted due to flooding and drainage challenges in the suggested median stretch.

During rain events exceeding a 2-inch intensity, there are three areas of concern along Boca Chica Boulevard. Beginning with the intersection at McDavitt Boulevard, which is characterized as a low point, six inches to one foot of water has collected due to an eastbound flow along Boca Chica Boulevard towards this roadway. Another point along Boca Chica Boulevard that is greatly affected by this problem is the North Main Drain Crossing. This area is continuously affected by the storm water canal, which covers Boca Chica Boulevard during intense rainfall. Finally, the intersection of Boca Chica Boulevard and International Boulevard, commonly referred to as "Four Corners," holds standing water as far back as Security Boulevard.

The City has worked consistently to improve drainage in this area, and in an effort to do so, has strategically leveraged local funds as well as federal funds to increase and repair the infrastructure within the affected areas. Regional detention ponds have also been created in an attempt to create additional storm water storage. In 2012, the City of Brownsville completed the Four Corners Detention Pond that provides an additional 130 acre-feet of water for the City's North Main Drain Canal, which helps drain Boca Chica Boulevard toward the City's largest pump station.

City of Brownsville, Texas

A major concern with the proposed median is that normally motorists seek to drive on the center of the road during times of intense rainfall to avoid the flooded lanes. The proposed median project could possibly strand many citizens without a viable/safe path away from Boca Chica Boulevard. Therefore, I request that TxDOT partner with the City of Brownsville to implement additional drainage and detention improvements along this corridor as well as to include an element that ensures the visibility of the medians during major rain events to avoid collisions.

Finally, the City has a drainage study that was completed in 2006 that identifies several projects that, with your help, could be used to alleviate flooding in this area. Projects range from additional detention ponds for which the City has land and plans to develop, as well as additional pump stations to help divert run off to nearby resacas. A more detailed description of these projects is readily available at your request.

In addition to the aforementioned, the City would also like to request the synchronization of traffic lights along the Boca Chica Boulevard corridor, specifically from Palm Boulevard to the "Four Corners" Intersection. We believe that in doing so, traffic flow would improve on a daily basis, but more importantly, in emergency situations caused by flooding.

We appreciate your time and consideration on this matter. As always, we welcome the opportunity to work together on a solution that will ensure the safety and welfare of our municipality's residents. If you have any questions or want to schedule a meeting to further discuss this matter, please contact our office at the phone number listed above.

Sincerely,



Michael L. Lopez
Interim City Manager
City of Brownsville



July 24, 2018

Pharr District Engineer
Texas Department of Transportation
600 West Interstate 2
Pharr, TX 78577

Re: Proposed roadwork on SH48 (Boca Chica Blvd) in Brownsville Texas

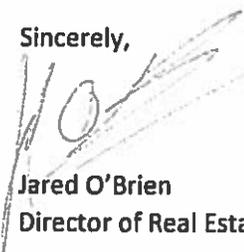
To whom it may concern,

The purpose of this letter is to comment on TXDOT's proposed modifications to SH48 (Boca Chica Blvd) in Brownsville, Texas.

HEB objects to the proposed elimination of the traffic signal at the intersection of Boca Chica Blvd and Simpson St. The elimination of the traffic signal will significantly disrupt traffic patterns in and around the HEB property, making customer ingress and egress a great deal more difficult.

I'd welcome an opportunity to discuss this project and our specific objections, and can be reached at [REDACTED], or (512) 646 8583.

Sincerely,


Jared O'Brien
Director of Real Estate

JTM I, LTD. and JTM III, LLC

550 E. Levee Street

Brownsville, Texas 78520

Telephone: (956) 542-3642

Telecopier: (956) 542-3698

July 24, 2018

Ms. Robin Gelston

sent via email: ~~Robin.Gelston@txdot.gov~~

WRITTEN COMMENT REGARDING:

Proposed SH 48 (Boca Chica Blvd) Raised Median from I-69E to SH 4 (International Blvd) in Brownsville, Cameron County, Texas.

CSJ: #0220-05-075

Dear Ms. Gelston:

As the ~~the~~ Manager of the General Partner of JTM I, Ltd., and a Manager of JTM III, LLC, both of which are property owners of lots in Boca Chica Crossings shopping center at the Northwest corner of Boca Chica Boulevard and International Boulevard intersection in Brownsville, Cameron County, Texas, I am making the following written comment in **absolute opposition** to the proposed construction of a median system and removal of traffic signals as set forth in the TxDOT proposal referenced above. JTM I, Ltd. is the owner of Lot 2 and JTM III, LLC is the owner of Lot 3, located in Boca Chica Crossings.

TxDOT's proposed median system will place a median in front of the two South entrances into Boca Chica Crossings, thereby shutting off access to these entrances to all traffic which is Eastbound on Boca Chica Boulevard. These are the entrances that are tied to Lot 3, which is vacant, and Lot 2, on which we have a 63,000 sq. ft. mixed use building. This closure to eastbound traffic will force those desiring entrance to the shopping center to have to detour to gain entrance, resulting in great inconvenience and resulting loss of business to this area.

The placement of these medians will substantially restrict and inhibit the flow of traffic into the shopping center and will cause substantial damage to ALL of the businesses located there, including Home Depot, CVS, International Bank of Commerce, Chick-fil-A, Dairy Queen, Raising Cane's, Domino's Pizza, Renaissance Outpatient Rehab Center, and Teleperformance.

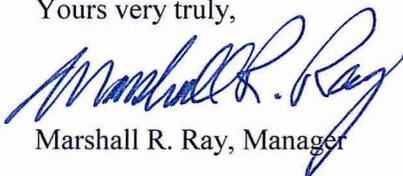
Additionally, TxDOT proposes to remove the traffic light at the entrance to Lot 3. When this shopping center was developed, there were traffic light entrances placed on each end of the shopping center by the developer. TxDOT's proposal to remove the traffic light and place medians preventing half of the traffic from turning into the shopping center is a direct violation of the agreement with the developer.

No study or analysis has been performed on the impact to these facilities of the proposed medians. Further, there has been no study performed on the impact of the medians on similar projects in Brownsville. FM 802 had medians placed on it and it has substantially impacted all of the businesses that are not located on the major, traffic lighted intersections in the median system. We believe there have been numerous businesses that have failed and have failed to prosper because of the changes in the traffic patterns brought about by the median system. I know of no study of its impact on the individual retail shopping centers located along FM 802.

Based upon my personal observations of the retail centers in the area of FM 802 that have had medians installed, there has been a high rate of failure and turnover of Tenants at almost all locations that were not located on the main, traffic lighted intersections of the median system installed. Additionally, based upon my personal experience, the median system has severely and negatively impacted the westbound traffic on FM 802. When I'm traveling westbound across Brownsville, I actually drive down to Boca Chica Blvd., because its traffic moves much more smoothly and has far fewer traffic lights and congestion that the same route on FM 802.

In conclusion, JTM, I, Ltd. and JTM, III, LLC, are **OPPOSED** to installing medians on Boca Chica Blvd. Such an installation will cause substantial negative changes to the traffic patterns and will have a significant negative impact on virtually all businesses that are not located on the main lighted intersections

Yours very truly,

A handwritten signature in blue ink that reads "Marshall R. Ray". The signature is written in a cursive style with a large, stylized 'M' and 'R'.

Marshall R. Ray, Manager



July 25, 2018

Pete Alvarez, P.E.
Texas Department of Transportation
600 W. Interstate 2
Pharr, TX 78577

Dear Mr. Alvarez:

I wish to support the points made by Michael Lopez, Interim City Manager, in his recent correspondence to you regarding the Boca Chica Boulevard Raised Median Project.

Two signals are proposed for removal, as follows: (1) Simpson:HEB and (2) Strawberry Square:Thrift Store (former Target store location). Closure of existing traffic signals is absolutely the wrong approach to use with this situation.

Improvements are needed via signal synchronization within this highway corridor. This is a superior method for reducing congestion problems. Not only will signal upgrades improve traffic flow on the main roadway, it will not pose the severe harm to local businesses which will result by signal removals.

Introduction of a median is needed due to the safety issues connected to the existing conflict points on State Highway 48. However, signal closure is a different matter. We don't experience many accidents taking place at these intersections. The accidents occur at other locations, which the median introduction will help forestall.

I have discussed with Mr. Lopez the need for funds to be allocated in the City's F.Y. 2019 Budget for the purpose of signal upgrades. I expect that the entire Brownsville City Commission will endorse making such expenditures, which are needed.

I urge you to revise your plans. If TxDOT will not abandon the closure of these two signals, we will be forced to amend the MPO's TIP, to delete this improvement project. The potential harm to local businesses is too great to allow these particular changes to be made.

City of Brownsville

P.O. Box 911 / City Hall / 1001 E. Elizabeth St. / Brownsville, Texas 78522

(956) 548-6000

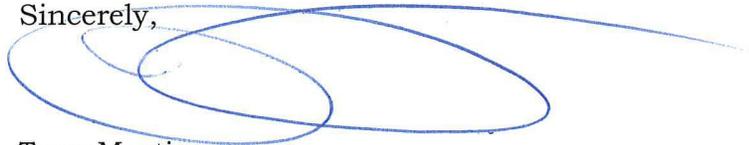
www.cob.us

"EQUAL OPPORTUNITY EMPLOYER"

I hope you revisit or review these issues. Please give serious consideration to the suggested approach outlined herein.

Thank you for your attention.

Sincerely,

A handwritten signature in blue ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

Tony Martinez
Mayor, City of Brownsville

xc MPO Policy Committee Members

Michael L. Lopez
Interim City Manager



July 25, 2018

Pete Alvarez P.E., District Engineer
Texas Department of Transportation
600 W. Interstate 2
Pharr, TX 78577

REF: Proposed SH 48 (Boca Chica Boulevard) Close or Removal of Signals

Dear Mr. Alvarez:

Please be informed that the City of Brownsville has concerns on the proposed TxDOT's S.H. 48 median design. Specifically, the proposed removal/closure of signals at two (2) signalized intersections.

With TxDOT staff proposing to close or remove signals at the HEB:Simpson intersection and at the Strawberry Square:Thrift Store (former Target Store) intersection, such action may not ease congestion or improve traffic flow as thought. Motorists will have to travel farther to make access, or upon exiting, from the retail stores/offices at these locations.

With the loss of continuous left turns, due to the raised median, there could potentially be an increased demand at existing signals. Motorists will have to go around via U-turns or use other signalized intersections to obtain access which does not lessen congestion.

Enclosed, please find an excerpt from correspondence sent by the General Counsel of CGB Commercial Real Estate. This property owner's conclusion is that Walmart and other businesses in this shopping center will lose customers because they can no longer turn left into the entrances located off of Boca Chica. The City takes this comment seriously as we see businesses as a need in the city.

While the City does agree that a median for S.H. 48 poses inconvenience, the reduction in the accident rate will likely be worth the trade-off.

We feel the slow-down, which occurs each day, is due to the poor geometrics at the Palm Boulevard:S.H. 48 intersection. This intersection is too close to the southbound IH-69E frontage road. Until the Palm Boulevard geometrics are addressed, closure of a signal on the east side of the Expressway will make no difference, other than to cause harm to local businesses.

City of Brownsville, Texas

1001 E. Elizabeth St., P.O. Box 911, Brownsville, Texas 78522 Telephone: 956-548-6007 Fax: 956-546-4021 www.cob.us

Second, congestion relief is best achieved through signal upgrades, not removals. Cameras, combined with new controller software, are needed to maximize green time for S.H. 48 when side street traffic has less demand. In addition, the Strawberry signal must be linked and have the ability to respond to conditions at the Old Port Isabel Road:S.H. 48 signalized intersection.

Third, the Simpson:HEB intersection fosters access to a road located to the north, (Los Ebanos Boulevard,) and a drive to the south, (the HEB property complex features a passage which connects to other properties to the east). In effect, you have east:west access roads roads nearby. Closure of this HEB:Simpson intersection diminishes this east:west travel. This flexibility afforded to motorists should be preserved and not damaged.

Please reconsider the proposed closing of these two traffic signals.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michael L. Lopez".

Michael L. Lopez
Interim City Manager
City of Brownsville

xc MPO Policy Committee Members

Maria Cottagoma

From: Robin Gelston
Sent: Monday, July 30, 2018 4:24 PM
To: Homer Bazan Jr; Maria Cottagoma; Javier Martinez Jr
Cc: Norma Robledo
Subject: FW: Boca Chica

From: Jorge Luis Velarde Danache **Sent:** Wednesday, July 25, 2018 6:05 PM
To: Robin Gelston
Cc: Robin Gelston
Subject: Boca Chica

Mr. Robin Gelston

Hello, I am writing this in regards to the median strip construction on Boca Chica Blvd, from I69 to International Blvd in Brownsville, Texas. I ask that you consider planting rich and leafy trees on the central median strip. This would improve the view of the area, provide shade, and reduce the impact of cement and asphalt constructions.

Additionally, residents and businesses of the area should be required to leave a green area parallel to Boca Chica Blvd filled with other rich and leafy trees (not just grass and small plants).

Thank you for your attention.

Jorge L. Velarde Danache
144 Calle Jacaranda
Brownsville, Texas 78520

E.Figures

1. Agenda and Comment Form



AGENDA

**SH 48 (Boca Chica Blvd)
From I-69E to SH 4 International Blvd
Cameron County, Texas**

Tuesday, July 17, 2018

Martes 17 de Julio del 2018

**Oliveira Middle School Cafeteria
444 Land O'Lakes
Brownsville, Texas**

Open House

Exhibición de planos

5:00 PM - 6:00 PM

5:00 a 6:00 de la tarde

Presentation

Presentación

6:00 PM

6:00 de la tarde

I. Welcome and Introductions

Bienvenidos y introducciones

Octavio Saenz

TxDOT Public Information Officer
TxDOT Oficial de Informacion Publica

II. Project Overview & Description

Información general del proyecto

Javier Martinez Jr., P.E.

TxDOT Engineer
TxDOT Ingeniero

III. Next Steps in Project Development

Proximos pasos en el desarrollo del proyect

Octavio Saenz

TxDOT Public Information Officer
TxDOT Oficial de Informacion Publica

IV. Public Comment Period

Período de comentario

Octavio Saenz

TxDOT Public Information Officer
TxDOT Oficial de Informacion Publica

VI. Adjournment

Clausura

Octavio Saenz

TxDOT Public Information Officer
TxDOT Oficial de Informacion Publica

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 the Federal Highway Administration and TxDOT.

La revisión ambiental, consultas y otras acciones requeridas por las leyes Ambientales Federales para este proyecto se están o han sido llevadas a cabo por TxDOT conforme con 23 U.S.C. 327 y un Memorándum de Entendimiento con fecha del 16 de Diciembre del 2014 y ejecutado por la Administración Federal de Carreteras y TxDOT.

2.Public Meeting Boards



WELCOME!

SH 48 (Boca Chica Blvd) – Raised Median

PUBLIC MEETING

SH 48: From I-69E to SH 4 (International Blvd)

Tuesday, July 17, 2018
Oliveira Middle School

Open House: 5:00 p.m. to 6:00 p.m.

Presentation: 6:00 p.m.

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

**Why Am I
Here?**



Project Purpose and Need

What problems are we trying to address?

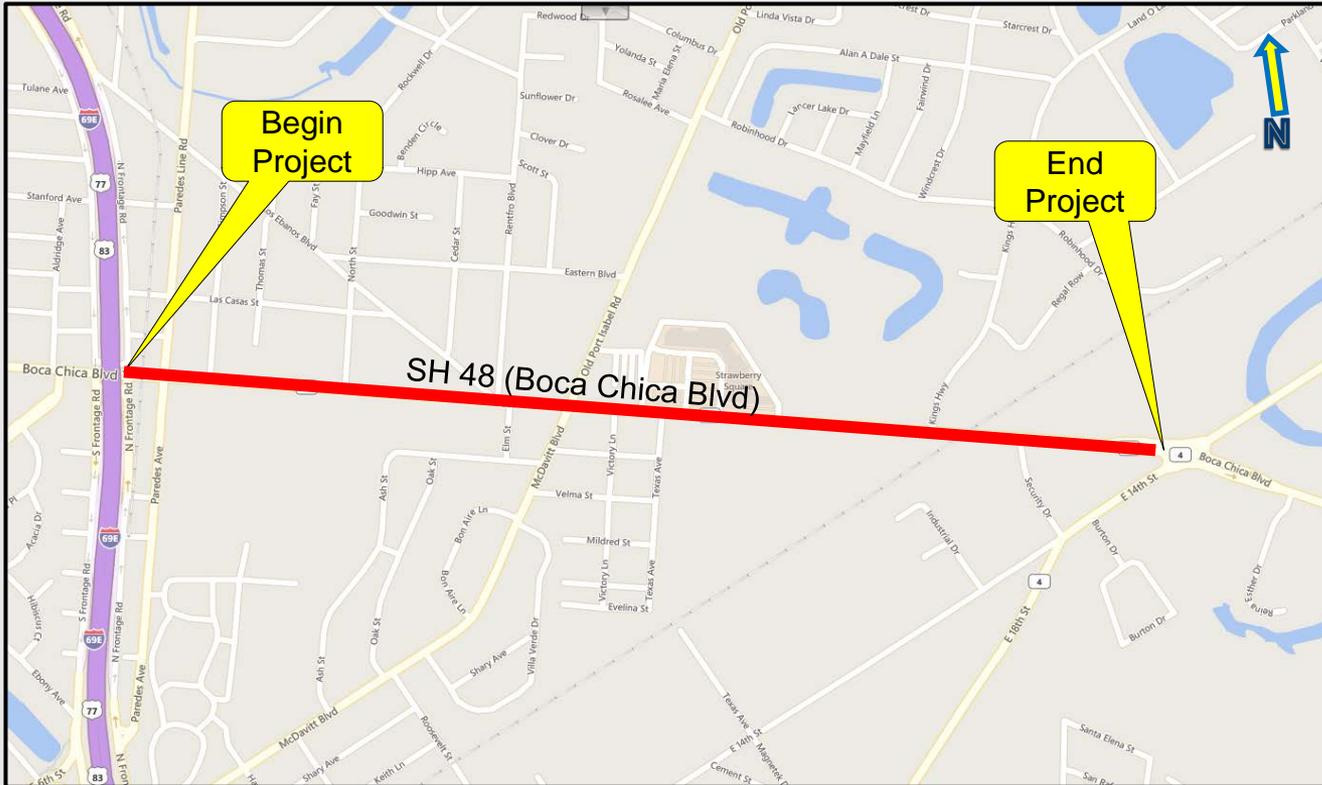
- Increased congestion
- Decreased mobility
- Increased accident rates

What are we trying to do?

- Enhance safety
- Reduce congestion
- Improve mobility



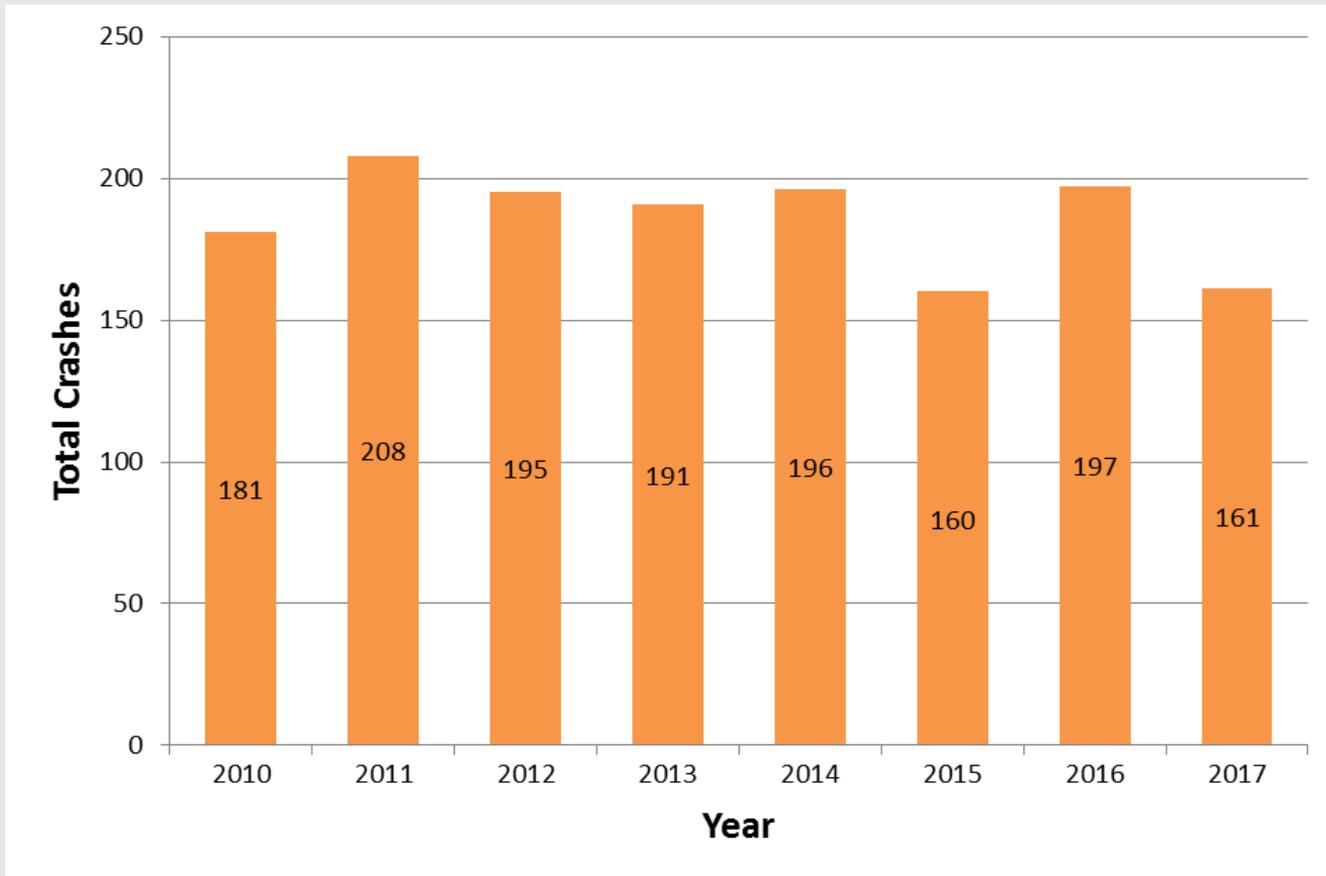
Project Overview



- From I-69E to SH 4 (International Blvd)
- Project Length: 1.5 miles
- Raised Median and Sidewalks
- No right of way needed
- Estimated cost: \$ 3 Million



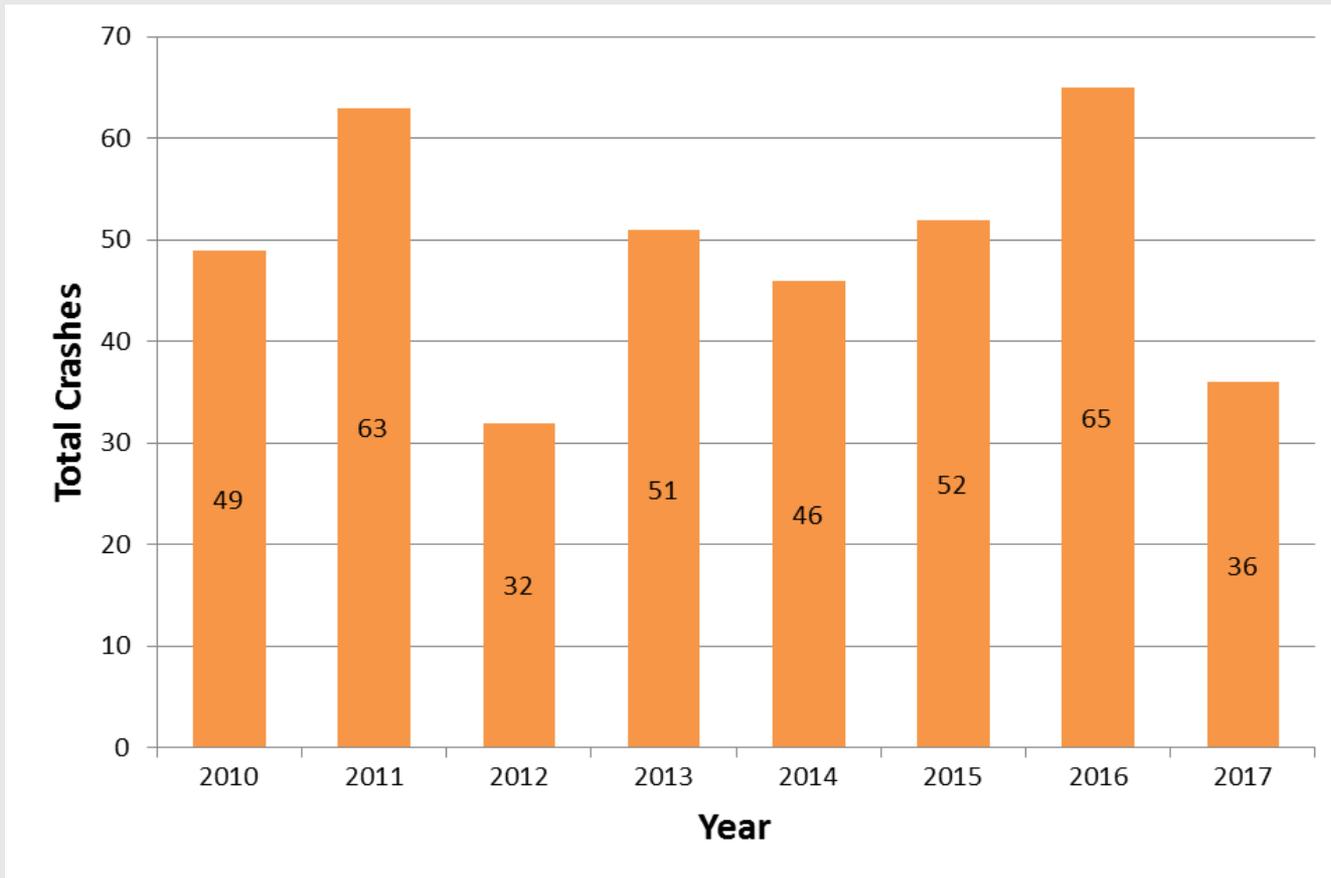
Existing Crash Data



**SH 48 Crashes by Year, 2010-2017
(186 average crashes per year)**



Centerline Crash Data

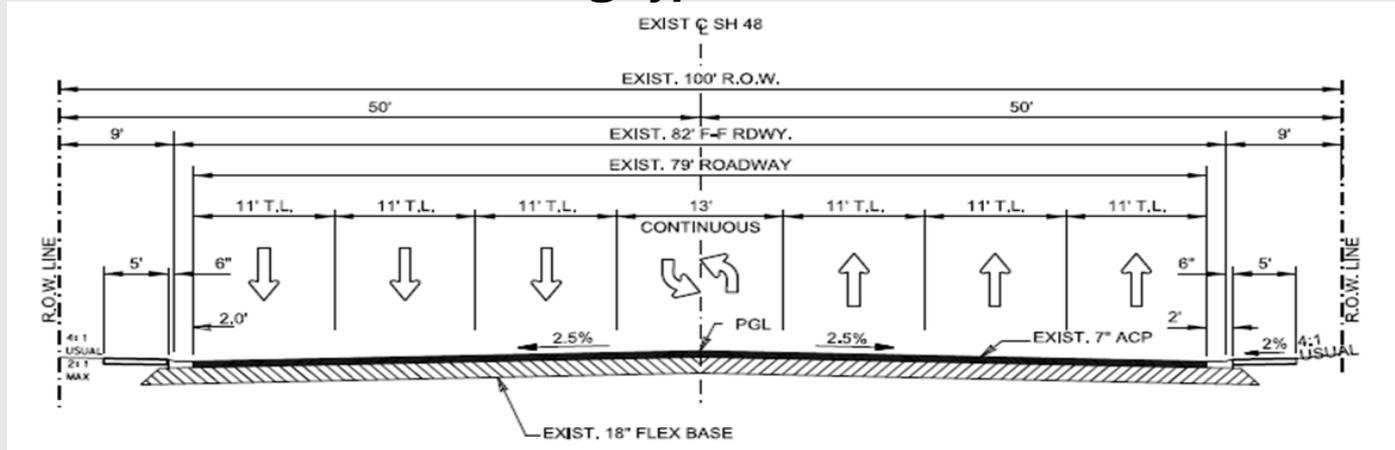


SH 48 Centerline Crashes by Year, 2010-2017
(49 average centerline crashes per year)

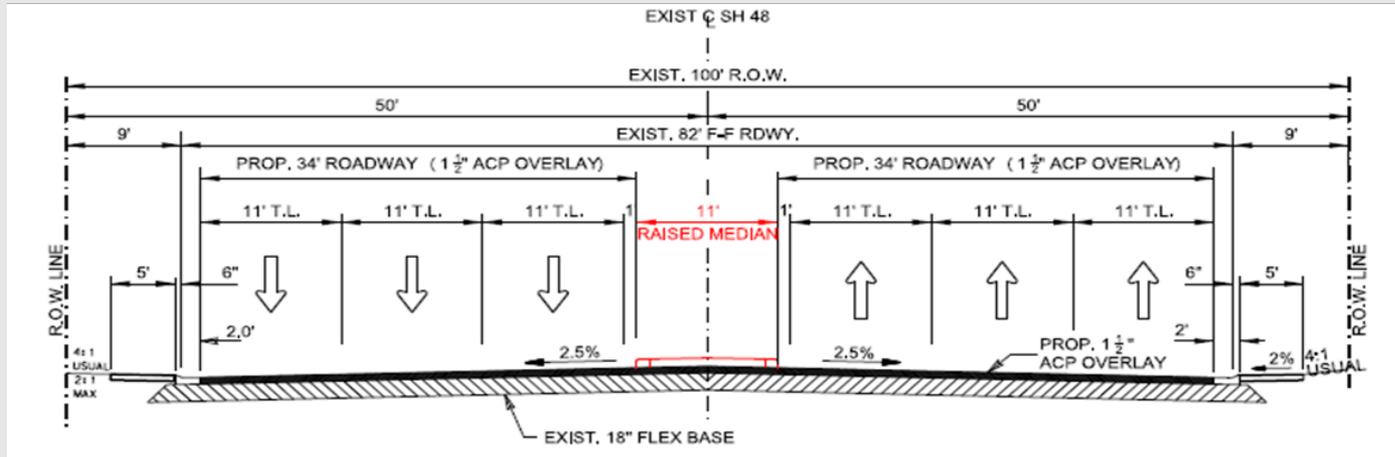


Typical Roadway Section

Existing Typical Section



Proposed Typical Section





Benefits of Raised Medians*

Road	Average Daily Traffic	Crash Rate		
		Pre-raised median	Post-raised median	Percentage of crash rate decrease
Bus SH 6	41,000	4.3	1.8	-58
Loop 281	23,500	5.2	4.3	-17
71 st West	30,500	3.8	2.5	-34
71 st WC	29,500	3.8	1.8	-53
US 385	10,600	19.6	15.4	-21
Others	30,600	7.0	4.8	-31

- Research consistently finds safety benefits including:
 - Crash volume and rate reductions
 - Crash severity reduced
 - Decrease in fatalities and incapacitating injuries
- Constructing raised medians has decreased crash rates as much as 58%

*Source: William E. Frawley, AICP
Texas A&M Transportation Institute



Project Schedule*



*** This project schedule and dates are preliminary and subject to change.**

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.



How Can I Make Comments?

- Mail or drop off written comments to:
TxDOT Pharr District
Attn: SH 48 (Boca Chica Blvd)
Raised Median
600 W. Interstate 2
Pharr, TX 78577
- Submit a written comment form tonight
- Fax comments to **(956) 702-6110**
- Email comments to
Robin.Gelston@txdot.gov
- Visit www.txdot.gov, keyword: **SH 48** to view information and provide comments
- Comments must be received or postmarked by
Wednesday, August 1, 2018



Next Steps

- Compile and consider community input from tonight's public meeting and commenting period
- Finalize project design details with community input and traffic data
- Environmental Clearance anticipated October 2018

3. Public Meeting Transcripts

Transcript of the Testimony of
SH 48 PUBLIC MEETING

Date:

July 17, 2018

Case:

TXDOT SH 48 (BOCA CHICA BLVD)

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TEXAS DEPARTMENT OF TRANSPORTATION
PUBLIC MEETING

SH 48 (BOCA CHICA BOULEVARD)

RAISED MEDIAN PROJECT

Oliveira Middle School
444 Land O'Lakes
Brownsville, Texas

July 17, 2018

BE IT REMEMBERED that on the 17th day of July,
2018, the following proceedings were held at the
Oliveira Middle School, 444 Land O'Lakes,
Brownsville, Cameron County, Texas.

1 MR. SAENZ: Ladies and gentlemen, good
2 evening. I'm Octavio Saenz, the public information
3 officer for the Texas Department of Transportation,
4 headquartered in the city of Pharr. I will be
5 conducting tonight's public meeting for the proposed
6 SH 48 raised median project in Brownsville.

7 Thank you. Thank you for participating
8 in this public meeting. It is very important for you
9 to know that we value public participation in the
10 transportation planning process, and I appreciate the
11 time that you're taking from your schedule to be here.
12 Tonight's proceeding will be conducted in English,
13 but we do have Spanish translation services
14 available. Raise your hand if you would like to use
15 the service.

16 I would like to start by sharing the
17 agenda for tonight. We will introduce our team and
18 cover the meeting format. Then we will give you an
19 overview of the proposed project, the environmental
20 study, and the project schedule. Then we will receive
21 your formal verbal comments as part of this public
22 meeting.

23 In a few minutes, Mr. Javier Martinez,
24 our Pharr central design project manager will provide
25 a technical overview of the project.

1 After his presentation, I will provide a
2 summary of the next steps involved in the project
3 development. We will then open the meeting to receive
4 your comments before we adjourn.

5 So what is our purpose. The purpose for
6 tonight's public meeting is this, encourage and
7 maintain effective communication with the public and
8 provide specific information as it relates to the
9 Boca Chica Boulevard raised median project here in
10 Brownsville. Your input and comments are an
11 important part of this process, and we encourage you
12 to provide those comments on this project. As I said
13 earlier, thank you for attending this very important
14 meeting, and I encourage you also to talk to your
15 neighbors and refer them to us so they can also make
16 comments and also be included in the planning
17 process.

18 Before proceeding further, I would like
19 to introduce the elected officials who are in
20 attendance tonight. And I believe we have Mr. Ralph
21 Cowen from the Port of Brownsville. Thank you for
22 being here, sir.

23 Anybody else that I may have missed?
24 Mr. Wood, thank you for being here.

25 We also have various TxDOT staff members

1 here in the area. We can identify them by the blue
2 nametags, so if TxDOT individuals would like to raise
3 your hand or stand up at this moment, please, to be
4 recognized. These are the individuals that will be
5 able to answer your questions. Thank you.

6 We hope you had a chance to talk to
7 these individuals before the presentation, and if
8 not, they will also be available after the
9 presentation for any additional questions.

10 TxDOT is conducting this public meeting
11 for the SH 48 project in order to present the proposed
12 improvements and to receive feedback. After the
13 presentation, there will be an opportunity for you to
14 present verbal comments for the official record.

15 Now if you would like to provide your
16 comments in written form, there are comment forms
17 available in English and in Spanish at the sign-in
18 table. They also may be placed in the comment box;
19 email them, you can fax them, or mail them to the
20 address on the form. All the written comments must be
21 postmarked or emailed no later than 15 days from
22 tonight, or August 1st, 2018, in order to be included
23 in the public record.

24 Finally, we will post the public meeting
25 presentation and schematic after the meeting on the

1 project website.

2 Let's look at the project overview. The
3 map on the screen shows the general area for the
4 project, which begins at I-69E and runs east to SH 4,
5 International Boulevard. The project length is,
6 approximately, 1.5 miles.

7 This project is in the city of
8 Brownsville, here in Cameron County. This project
9 consists of constructing a raised median and
10 sidewalks. No right-of-way will be needed for this
11 project.

12 Total construction cost of the project
13 will be about three million dollars.

14 I will now turn the program over to Mr.
15 Javier Martinez, Jr., our Pharr central design
16 project manager, who will provide further details of
17 the project.

18 MR. MARTINEZ: Thank you, Octavio, and
19 good evening, everyone.

20 State Highway 48 is a roadway that has
21 experienced a significant increase in traffic in the
22 past several years. It is ranked number 76 of the top
23 100 most congested roadways in the state of Texas.

24 The use of this road is only expected to
25 increase because of the growing local community and

1 commercial development. With this growth and
2 increase in traffic volume, safety becomes a concern.
3 Over the past few years, there have been a high number
4 of crashes with the potential that the numbers may
5 increase further unless something is done.

6 Therefore, due to the need to improve
7 congestion, mobility, and safety, the addition of a
8 raised median along State Highway 48 is necessary.

9 The project purpose is to enhance
10 safety, reduce congestion, and improve mobility.

11 We are proposing a raised median because
12 it provides a safer road by reducing the number of
13 potential conflict points. As you can see here on the
14 typical T intersection, a raised median has only two
15 conflict points versus 13 conflict points for a road
16 with a center two way left turn lane.

17 The installation of a raised median
18 would reduce the total number of potential conflict
19 points along the State Highway 48 study corridor from
20 1,605 to 392, approximately, 76 percent. A raised
21 median increases safety because it limits left turn
22 and through movements to and from cross streets and
23 driveways.

24 As you can see, these are just some of
25 the close call encounters that were recorded by Texas

1 A&M Transportation Institute near State Highway 48
2 and Victory Avenue. This video highlights the
3 operational problems that are currently occurring on
4 State Highway 48.

5 Some additional recording footage was
6 also taken at North Street along State Highway 48.
7 Pay close attention to the high volume of traffic
8 along the corridor.

9 A raised median will not only provide
10 refuge for pedestrians, but also prevents head on
11 collisions from vehicles going in opposing
12 directions.

13 As mentioned, this video recording
14 footage was taken at State Highway 48 and North
15 Street.

16 As mentioned before, improved safety is
17 one of the benefits of a raised median. For the eight
18 year period beginning January 1, 2010 and ending
19 December 31, 2017, there were 1,489 crashes on State
20 Highway 48 between I-69E and State Highway 4. A
21 breakdown of the crashes by year is provided in the
22 screen. Both the total number of crashes and the
23 average daily traffic have been relatively stable in
24 this corridor, with crashes averaging 186 per year,
25 and daily traffic averaging 36,000 vehicles per day

1 between 2010 and 2017.

2 On this segment, crash rates are 3 to 6
3 times the statewide average for state highways in
4 urban areas.

5 Of the total 1,489 crashes occurring on
6 State Highway 48 between I-69E and State Highway 4
7 between 2010 and 2017, 394, or 26 percent, were
8 centerline crashes. These crashes tend to be more
9 severe head on, right angle, and turning angle
10 crashes, and would be, potentially, eliminated by a
11 median between signalized intersections. Year-by-
12 year totals for centerline crashes along State
13 Highway 48 are shown on the chart. On average, 49
14 crashes per year could be prevented with the
15 implementation of a raised median.

16 The proposed project consists of
17 constructing a raised median and sidewalks. The
18 median will be installed in place of the existing
19 continuous left turn lane. The width of the median
20 will be 11 feet with the median narrowing down to two
21 feet at the intersections. The six 11 foot travel
22 lanes will remain in place. This project will also
23 consist of a 1 inch and a half full width milling and
24 asphalt concrete pavement overlay.

25 All the work will be done within the

1 existing right-of-way with four proposed
2 intersections being widened by 5.5 feet to
3 accommodate U-turns by passenger vehicles. These
4 four intersections are Paredes Line Road, Old Port
5 Isabel Road, Kings Highway, and Security Drive.

6 Existing traffic signals at Simpson
7 Street, Brownsville Plaza/Strawberry Square, and Boca
8 Chica crossing/Home Depot intersections are being
9 proposed to be removed to improve mobility throughout
10 the corridor. The median is being proposed across
11 these intersections.

12 This video shows the raised median
13 section on FM 802, Ruben M. Torres Boulevard, which is
14 similar to the one being proposed on State Highway 48.

15 Unlike FM 802, State Highway 48 would
16 not have shoulders.

17 FM 802 has been a major success story
18 since a raised median was introduced. The general
19 public states that it has been operating extremely
20 well. The number of crashes has been reduced from 111
21 to 63 per year, a reduction of 57 percent, since the
22 raised median was introduced.

23 Raised medians have significant safety
24 benefits, including reducing crash rates; reducing
25 the severity of crashes, decreasing fatalities and

1 incapacitating injuries.

2 If you look at the crash rate table of
3 other raised median sections in the state, Business
4 SH 6 is a good comparison to State Highway 48, as they
5 both have a similar average daily traffic. The crash
6 rate shows a reduction from a pre-raised median of 4.3
7 to a post raised median of 1.8 per hundred million
8 vehicle miles traveled, resulting in a 58 percent
9 decrease in crashes.

10 Recently, TxDOT assumed federal
11 authority for reviewing all environmental studies of
12 transportation projects funded through the Federal
13 Highway Administration.

14 The Texas A&M Transportation Institute
15 has studied the economic effects of raised medians
16 throughout Texas, including medians that have been
17 installed in the Rio Grande Valley. Four studies done
18 by TTI are shown on the slide. Generally, TTI's
19 research has found that no adverse economic effects
20 were observed on raised median corridors, and that
21 business sales increased at a greater rate along
22 these corridors when compared with adjacent zip code.

23 In TTI's Rio Grande Valley study of
24 2016, it found that businesses in the FM 802 raised
25 median corridor between I-69E and FM 1847 increased

1 from 150 to 213, a net increase of 42 percent before
2 and after the median was installed. Business sales
3 tax receipts increased by 74.7 percent after the
4 median was installed on FM 802, after accounting for
5 inflation.

6 Recently, TxDOT assumed federal
7 authority for reviewing all environmental studies of
8 transportation projects funded through the Federal
9 Highway Administration.

10 An environmental study is being
11 conducted for the proposed project. This study
12 includes an assessment of impacts to the natural and
13 human environment, including potential impacts to
14 community, noise, air, vegetation, and threatened and
15 endangered species, streams and wetlands, cultural
16 resources, and hazardous materials

17 Now I will turn the program back to Mr.
18 Saenz.

19 MR. SAENZ: Thank you, Javier.

20 The next step for this proposed project
21 is to review and evaluate all the comments that were
22 received tonight in this public meeting, including
23 the ones received tonight.

24 If the proposed project is approved to
25 be constructed, we anticipate receiving environmental

1 clearance in October of 2018 and finalizing the
2 design by this November. The project would then be
3 let in April of 2019, and we anticipate construction
4 to start in July of 2019. It will take,
5 approximately, one year to complete.

6 The schedule, of course, is subject to
7 change.

8 All right. Ladies and gentlemen, at
9 this time, we will now begin the public comment
10 period.

11 I would like now to introduce the
12 project panel members who will be responding to
13 questions and comments. First of all, to my right,
14 immediate right, we have Mr. Homer Bazan, who is the
15 director of transportation planning and development.
16 To his right, we have Mr. Javier Martinez, whom we
17 just met, project manager. And to his right, to the
18 far right, we have Mr. Andres Espinosa, who is the
19 assistant area engineer for the Brownsville,
20 Harlingen, Raymondville area. Thank you for being
21 here, gentlemen.

22 At this time, I will ask all speakers to
23 use the microphone, step up to the microphone that's
24 right in the middle of the room, state your full name,
25 because it will be part of the record; state your

1 interest in the project; and please observe the three
2 minute rule so that everyone has an opportunity to
3 speak.

4 Just as a courtesy, I would like to
5 invite any of the public officials, Mr. Cowen, Mr.
6 Wood, I would like to start it off.

7 MR. WOOD: Mr. Saenz, thank you for
8 being here. Can you hear me? Can you all hear me?
9 Okay.

10 Mr. Martinez, thank you for your
11 presentation. And the part of the presentation that I
12 appreciated most was the comparisons between FM 802
13 and what benefit the raised medians have provided
14 there, and I believe in those benefits, and I think it
15 is a lot safer on 802, the way it's designed and the
16 way it's set up. But if you look at 802, and from the
17 expressway to Paredes Line Road, which was there, you
18 all were talking about, there are five lights, so you
19 can cross 802 five -- including the one at Paredes
20 Line Road, you can cross 802 five times at those
21 lights, and there are four what I call turnouts, to
22 where you can make a turn and get to the other side of
23 802.

24 Here, in this project, none of that
25 exists, except one light at Old Port Isabel Road from

1 the expressway, all the way from the expressway. So
2 if I want to go to Whataburger, or Lotus Court, or
3 Country Casuals, or if I want to go to the Pizza Hut,
4 or Dunkin Donuts, I've got to go from the expressway
5 -- if I'm going east, I've got to go from the
6 expressway all the way to Old Port Isabel Road, get in
7 line with all the cars that are trying to turn onto
8 Old Port Isabel Road, and that's a mess there now, but
9 we all recognize that, I mean, you all recognize that,
10 too, and then me and everyone else that wants to make
11 a U-turn has to get in that same line and probably
12 wait for -- sometimes you wait for two or three lights
13 now, just to turn on Old Port Isabel Road. So I can
14 just imagine what it would be if we've got an extra 30
15 or 40 cars wanting to make a U-turn and go back. You
16 can't do it.

17 And if you're coming west from Old Port
18 Isabel Road toward the expressway, you can't get to
19 Pep Boys, and you can't get to -- you know, you've got
20 to make a U-turn to get to H.E.B. It -- it -- to me,
21 it just doesn't make a lot of sense. It certainly
22 doesn't make sense to the folks who have businesses
23 along that area that need the shoppers to come in.
24 But if you would take the same distances that you have
25 on 802, and apply them to this area, including --

1 you've got to include the red lights and all the
2 turnouts on 802, I think you would probably have a
3 fairly successful project. But right now, the way
4 it's designed, just from that section, I think it's
5 gonna be difficult. TxDOT tried this almost 20 years
6 ago, and it died. It died flat, and I remember it
7 being tried.

8 You know, the raised medians are safer,
9 they're better, but you've got to accommodate the
10 traffic that's going to the retail stores, and the
11 restaurants, and all the other businesses up and down
12 that area. You can't drive a half a mile, or a mile,
13 probably closer to three quarters of a mile, and make
14 a U-turn and come back. It just -- you know, I'm
15 probably not gonna do it, he's probably not gonna do
16 it. So, you know, it just needs to have a little more
17 refinement to it. And I call it refinement, I won't
18 tell you what I think about it, I'll call it
19 refinement.

20 And let me -- I saw the hands being
21 raised of TxDOT employees. Would you -- would you
22 raise your hands again? How many of you live in
23 Brownsville? One, and another one. Well, at least
24 you all probably shop, occasionally, on Boca Chica,
25 but the rest of you don't, and you're probably not

1 going to. And if they put the median in the way it's
2 designed now, I'm sure you're not going to, and you're
3 probably not either.

4 So you need to send it back to the
5 drawing board, and I will tell you as a -- did I
6 forget to tell you my name? John Wood. Okay. And I
7 do serve on the MPO, which works with TxDOT on all the
8 road projects in our area, and I serve as a
9 commissioner at the Port of Brownsville. So, you
10 know, take that into consideration, and my suggestion
11 to everyone sitting here that wants to see it done
12 differently, it's not only make their comments
13 tonight, send their comments in, but they might want
14 to also contact their city commissioners and tell
15 them they've got a concern about it.

16 Thank you.

17 MR. SAENZ: Anybody in the panel like to
18 make a comment?

19 MR. BAZAN: Commissioner, thank you very
20 much for your comment. We will take it under
21 advisement. That's the purpose of the meeting here
22 tonight, to get comments from the public, but we will
23 look at that spacing. We will look at potential of
24 adding that directional median opening that you're
25 suggesting. We have to kind of balance how many

1 openings we put out there. You know, you, obviously,
2 can't put an opening at -- at every intersection.
3 That defeats the purpose. So we'll look at adding a
4 median opening in that space -- in that area that you
5 mentioned. We will look at that.

6 MR. WOOD: Then did you not have the
7 same thoughts about spacing when you built 802
8 medians, because they're there, and they seem to me to
9 be very appropriate, as far as the turnarounds? What
10 do you call them, the official name on them?

11 MR. BAZAN: They're called directional
12 median openings.

13 MR. WOOD: Directional median openings,
14 that's what they are.

15 MR. BAZAN: Yes.

16 MR. WOOD: So, you know, just go measure
17 those and put the tape measure down Boca Chica and do
18 the same thing there.

19 MR. BAZAN: We'll look at that,
20 Commissioner. We'll look at the FM 802 layouts, at
21 the design on FM 802, and we'll look at adding that
22 directional median opening where you -- in that area
23 that you suggested. We'll look at that closer.

24 MR. WOOD: Thank you. And I think Ralph
25 -- I'll let Ralph talk for himself.

1 MR. COWEN: Thank you. Good afternoon.
2 My name is Ralph Cowen, and I am -- I serve as a
3 commissioner at the Port of Brownsville, and on the
4 Southmost Regional Water Authority and a few other
5 things. But I'm not here as a public official. I'm
6 also here as a property owner. I own a car lot at
7 3303 Boca Chica, where Charlie Clark is, and my family
8 has an interest in JTM Investments, and they own Boca
9 Chica Crossing. And so, consequently, eliminating
10 that light there, you've got a lot of employees at
11 that call center, and they took the -- they had the
12 initiative, my family did, to go and buy that building
13 from Albertson's and repurpose it and put it back
14 producing jobs and producing tax income, and the
15 businesses around it are flourishing.

16 Now if all of those employees that go in
17 and out of there, all the people that go in and out of
18 there on -- at Security and Boca Chica, where I have
19 my other -- my other property, I don't have a problem
20 with the way it is, except it's gonna be a lot of
21 people trying to make a U-turn there, and it's going
22 to -- that are gonna go down Kings Highway, and that's
23 gonna cause another problem, because you have people
24 that use Boca Chica to go to Oliveira School and other
25 things on -- you have a bank there on the corner, you

1 have all kinds of things, so -- and PUB, and, you
2 know, people go pay their light bill, all these
3 things, so we really need to have, like John was
4 saying, the flow of traffic. And I commend you for
5 wanting -- for wanting to make it safer, because we
6 need it to be safer; and the people jaywalking over
7 there, they're gonna be jaywalking across that
8 median, too, and that's a problem, you know.

9 And one of the things that we need to
10 think about is, and we talk about endangered species,
11 well, the people that have jobs on Boca Chica there,
12 they're gonna -- they're gonna diminish, they're
13 gonna be an endangered species, and so are the people
14 that own property there that -- like myself, that have
15 now retired and I don't have an economic problem
16 because we have those properties that are paying us
17 rent, you know, I'll be -- I'll be on social security,
18 instead, which I don't want to do, and I don't think I
19 should have worked until I'm 71 years old to get --
20 doing that by somebody designing a road the wrong way.
21 You know, so I have to come up and say something.

22 But not only me, but everybody that has
23 a business on Boca Chica, and the employees that work
24 there, and the people that deliver things there. You
25 know, Wal-Mart; Wal-Mart puts millions of dollars of

1 tax dollars in the city, and they provide hundreds of
2 jobs, and all of the Strawberry Square, and all of
3 those businesses there, from Old Port Isabel to where
4 48 becomes the -- Boca Chica, where it extends on as
5 Highway 4, it turns north and goes to Highway 100 and
6 to the Port and on beyond to Highway 100, but all of
7 those businesses there -- and if you continue this,
8 you know, if they do this and you want to -- then the
9 next thing will be 48, to do it there, too, going
10 north, and pretty soon you've killed everything
11 everywhere, you know, and so you got -- you can drive
12 there real easy, but you just can't -- we just need to
13 have those turnarounds, and that -- that will help a
14 lot.

15 And that -- I will be very -- I will --
16 I support having that done, but the way it's designed
17 now, I think you need to go back to the drawing board
18 and just refigure it so that it doesn't have this
19 negative impact. And I know that's why you're having
20 these hearings, and so I just wanted to be sure and
21 tell you -- and thank you for your service to our
22 state and our community.

23 Thank you.

24 MR. SAENZ: Thank you, sir.

25 MR. BAZAN: Thank you, Mr. Cowen. As

1 far as the business activity, like we mentioned on the
2 presentation on FM 802, the businesses actually
3 increased, the number of businesses increased by 42
4 percent after the median was installed. And -- and
5 the sales tax receipts actually increased by 75
6 percent after the median was installed on FM 802. And
7 this -- and this kind of activity that we saw on FM
8 802 is not just isolated to FM 802. Other raised
9 medians throughout Texas, that's a very similar
10 situation that's evolved over all those other raised
11 medians. The businesses have actually flourished in
12 those areas.

13 But we will look at the -- at the
14 spacing of the median, openings like Commissioner
15 Wood mentioned, and you, yourself, mentioned. We'll
16 look at the -- at the spacing of the median openings.

17 MR. COWEN: Please, please do that,
18 because the other sounds good on paper, and in theory
19 and, you know, using the marks that you're using and
20 the criteria you're using, well, yeah, it makes good
21 sense, but if you don't have access to be able to turn
22 into the businesses, you're gonna diminish the
23 accidents, but you're gonna diminish the jobs and
24 you're gonna -- you're not -- you're gonna throw the
25 baby out with the bath water. And so you really need,

1 in my opinion, I will be very vocally and adamantly
2 opposed to this project, if -- as it stands, as it
3 sits now; but as -- with the modifications that we're
4 talking about, I think it's a very good idea; but I
5 don't -- and I think that you will see the -- the
6 opposition increase to that, because I don't think it
7 makes good sense.

8 Thank you.

9 MR. SAENZ: Thank you, sir.

10 Any other elected official that would
11 like to speak at this moment?

12 Okay. We now open the meeting for the
13 individuals that signed up. We'll start off with Mr.
14 Roberto Uresti. Would you please state your name?

15 MR. URESTI: Robert Uresti, Roberto
16 Uresti. I live real close to that area. We're
17 talking about economics, and one thing about
18 economics, if you make it difficult for people to go
19 to those businesses, we're gonna go somewhere else,
20 and that's what's gonna happen. Those turns that they
21 need, need to be there. I know that traffic is out of
22 control, but that's also the City of Brownsville.
23 They need to fix the light systems that's there. It's
24 very very short, especially on the Old Port Isabel
25 going into -- into the Wal-Mart. It only makes four

1 or five cars and the line backs up, but you're going
2 to have more traffic if you're gonna have those
3 medians in there.

4 I went to New Jersey, and they have
5 those medians. In order for me to cross the street, I
6 had to go over a mile and a half to go and buy a
7 donut, and then to come back another mile backwards,
8 and that's what's happening here. It cannot be.

9 What about the drainage problems in that
10 whole section? It is one of the worst in Brownsville,
11 and nobody is doing anything. Fifty years and have
12 not done anything to -- are you going to be doing the
13 drainage system there? That's one question.

14 Another question is when we go to the
15 bank, which is at the Four Corners, and to the Home
16 Depot, we won't be able to turn there no more. We
17 have to go to the Four Corners, turn to the left, and
18 it's a very short median in order to go back into the
19 bank. You're gonna back up traffic real bad here.

20 So trying to create a solution for the
21 -- that highway, Boca Chica, you're gonna create a
22 problem on the other side, just close by.

23 So people, myself -- my deal is you need
24 to look at this again. It is not correct. You need
25 to have a walkway for the people that live across from

1 the Wal-Mart. A lot of people do cross. Yes, they
2 jaywalk, okay, but there's no way to get across. If
3 you're gonna put this thing, you're gonna have more
4 people get into accidents. I seen a lot of accidents
5 there, a lot, but you cannot compare 802 with Boca
6 Chica, as businesses are concerned. It's a big
7 difference. You say it goes up 73 percent over there
8 at the mall. It's not the same there. Like I'm
9 saying, if you make it difficult for the people,
10 they're not -- they're not gonna go. I won't go
11 there. If I'm gonna have a hard time just going to
12 any store there, I'm gonna go somewhere else. I'm not
13 gonna spend my money there. So you need to look at
14 that.

15 The sewage, drainage needs to be
16 corrected. The city is not gonna do anything.
17 District drainage No. 1 has not done anything either,
18 so somebody has got to do it. Are you guys gonna be
19 doing that? No. And, also, you're not in control of
20 the lights. I don't think so. Unless you pay for the
21 lights to be there, unless the city is the one that's
22 putting the lights there. That's the question I'm
23 asking. And I think it is TxDOT.

24 What happened at Dana Road, and I was
25 accused of bringing up that subject, of all those

1 accidents, those five people that were killed there,
2 who was in charge of the light system. The city said
3 it was the state; the state said the city. I hope we
4 don't have that problem there with those lights.

5 Thank you.

6 MR. SAENZ: Thank you, sir.

7 Would somebody like to address the
8 issues?

9 MR. BAZAN: Thank you, Mr. Uresti, for
10 your comments. As far as the traffic signals, by law,
11 by Texas law, any city above 50,000 in population it
12 is the city's responsibility to operate and maintain
13 the lights. So you are correct, the City of
14 Brownsville is responsible, since they're above
15 50,000 in population.

16 As far as the Four Corners area, we're
17 gonna be looking at that a little bit closer, you
18 know, we heard some concerns, not just from you, but
19 from others, about that intersection, so we'll be
20 looking at -- at making some more modifications, some
21 more adjustments at that area, based on the comments
22 we heard tonight.

23 Also, as far as the drainage; drainage
24 is -- that would have to be a separate independent
25 project, apart from this one. The drainage project,

1 basically, involves the outfalls, which really is not
2 just a problem on 48, it's like a city wide problem,
3 so we would have to work with the locals. You know,
4 and you mentioned the drainage district and all of
5 those, you know, it involves right-of-way and
6 enlarging those ditches, those outfall ditches, so we
7 would have to work with them, and that would have to
8 be in a separate independent project, you know, for
9 that.

10 MR. SAENZ: Okay. The next individual
11 that we have on the list is Mr. Joe Lee Rubio.

12 MR. RUBIO: Hello. My name is Joe Lee
13 Rubio. I'm a resident here in Brownsville, and, you
14 know, looking at the plans that you're proposing, I
15 noticed an omission of crosswalks for pedestrians.
16 Your film shows a lot of people crossing Boca Chica on
17 foot. We need to make sure we have those crosswalks
18 installed with the push button access.

19 Also, I don't think somebody is gonna
20 walk a mile all the way to get to the crosswalk before
21 they cross Boca Chica to come back, go to their house.
22 A lot of people cross it because they live in the
23 neighborhood, and they go to the H.E.B.s, or they go
24 to the Wal-Marts for groceries and stuff like that, so
25 consideration for pedestrians is key in this project.

1 Also, bicycle lanes are much needed. I
2 know they're not part of the plan, but we do have a
3 bicycle population that needs access, also, and they
4 need to be accommodated.

5 I also noticed that on the bus stops
6 there's no turnouts for the buses to turn out, get out
7 of the traffic lanes, in order to make their -- their
8 stops. Those need to be looked at, together with the
9 city, maybe, some solutions can come up for
10 additional space to have that installed, but that's
11 all well and good, and thank you for the sidewalks.

12 As a last comment, I was -- I was
13 thinking of when I drive down South Padre Island
14 Boulevard and you have all of these nice medians in
15 there, and they're heavily vegetated with native
16 landscaping, I think that's a consideration that we
17 also need to look at. I know that TxDOT has partnered
18 with the beautification committee here in Brownsville
19 on former projects, and so we need to make sure those
20 lines of communication is open and so that,
21 hopefully, we can get some additional funds to do some
22 kind of landscaping so it doesn't look so sterile, and
23 just -- it could be, and it has environment, instead
24 of just a sterile environment.

25 So those are my comments, and thank you

1 very much.

2 MR. SAENZ: Thank you, sir.

3 Panel?

4 MR. BAZAN: Thank you, Mr. Rubio, for
5 your comments. As far as crosswalks, crosswalks are
6 -- we always try to put crosswalks at signalized
7 intersections, because we believe that's the safest
8 place for pedestrians to cross, at signalized
9 intersections. So we have to be careful. We can't
10 put crosswalks in between signals, because that would
11 -- now, having said that, having the median out there
12 will help pedestrians, if they decide to jaywalk.
13 We're not encouraging anybody to jaywalk, but the
14 median will provide a refuge for pedestrians all
15 along the corridor.

16 As far as bicycle lanes, basically, we
17 don't have room for bicycle lanes on this project. We
18 would have to buy land or right-of-way, and with the
19 businesses right there next to it, that makes it
20 really really tough to buy right-of-way on this
21 project, so, unfortunately, bicycles really can't be
22 accommodated, you know, on this project.

23 You mentioned landscaping. Landscaping,
24 it would have -- we would have to work something out
25 with the City of Brownsville. You're right, the City

1 of Brownsville does have a very strong beautification
2 committee, so we would have to work with the City of
3 Brownsville to see if they're willing to -- to
4 participate, and they would have to be willing to pay
5 for the plants and the irrigation system, and then
6 maintain the landscaping afterwards. So we can --
7 we've worked that with other governments, local
8 governments on other projects. We would work with the
9 city in that regard on this project, so we'll see what
10 we can do.

11 You also mentioned bus turnouts. And,
12 unfortunately, like -- it's very similar to bicycle
13 lanes. We just don't have the room, you know, to
14 widen the pavement for bus turnouts, you know, in this
15 case.

16 MR. SAENZ: Okay. Next to address the
17 panel is Mr. Maria Teresa Flores.

18 MS. FLORES: Good afternoon. My name is
19 Maria Teresa Flores. I am one of the owners of one of
20 the properties on Boca Chica. My family has had this
21 property since 1954, and I agree with Mr. Wood and Mr.
22 Cowen of suggesting more turnarounds. I think that's
23 a good idea, if you're gonna pursue this median. Is
24 it going to look like the one on 802, that it's not
25 gonna be too super high? Is it gonna look similar to

1 the ones like 802?

2 And, also, one of the main issues on
3 Boca Chica is the flooding. I think that needs to be
4 addressed first. I would suggest ditch the sidewalks
5 and put that money in fixing the flooding situation,
6 especially in my area where I'm at, it -- I'm at 3325
7 Boca Chica, and it floods really really bad; and we've
8 had that property since 1954, we've had that same
9 issue ever since. And I've called Mr. Espinosa
10 several times, he never returns my call, to question
11 about what can be done? Because every time I call the
12 city, they say it's a state issue. And I call the
13 state, and I never get a return call. So I think the
14 flooding needs to be addressed. You know, it's just
15 like when you build a house, and you have a water
16 leak. You're not gonna replace the carpet before you
17 fix the water leak on the roof.

18 Thank you.

19 MR. SAENZ: Thank you, ma'am.

20 MR. ESPINOSA: To answer your question
21 on the raised median, it is gonna be similar to FM
22 802, as far as the height. It's not gonna be higher
23 or lower, it's the same height.

24 And then as far as the flooding issue,
25 like Mr. Homer was mentioning, we're all gonna be

1 working with the City of Brownsville, and, basically,
2 what we need to do out there is the outfalls. There's
3 so much capacity that we can put out there, but we
4 have to work with the outfalls. Once we get those
5 outfalls, then we are able to drain faster the
6 roadway, so that's what we need to work with. But,
7 again, it has to be a separate project. It's not
8 within the same project.

9 MS. FLORES: Okay. It's gonna be a
10 different project. But that's gonna take a long time
11 to -- I mean, you guys take forever to do any kind of
12 work, so that means you're gonna put out the
13 businesses -- I mean disrupt the businesses in the
14 area if you keep -- you know, if you're gonna do the
15 -- correct the flooding situation, that's gonna --
16 that's gonna be another month -- I mean, another year
17 of construction, and that -- as it is, we're the only
18 taxpayers that Brownsville has to support all the --
19 all the people that are on Welfare, and food stamps,
20 and -- I mean, we support so many people, and we're
21 just a few handful of taxpayers that support so many.
22 And if you're gonna kill us, what's gonna happen? I
23 mean, I don't want to be a welfare baby. I want to
24 support myself, and that's why I have a business. So
25 you need to take care of it at the same time. You

1 know, maybe you need to postpone it a little bit, but
2 take care of the flooding at the same time. I mean,
3 we can't afford to be -- to disrupt our businesses if
4 you're gonna, you know, plan on this for more years of
5 disruption? No, we can't afford that.

6 Thank you.

7 MR. BAZAN: Yes, ma'am, Ms. Flores, the
8 issue of drainage is a very -- I realize it's a very
9 important one, but it's also a very big issue in that
10 it is not just a TxDOT issue or problem, because of
11 State Highway 48, it's more of a city wide issues, so
12 the City of Brownsville and the drainage district
13 will have to be very deeply involved and spend a lot
14 of money. You mentioned about sidewalks, about not
15 doing the sidewalks. That wouldn't -- that would be
16 nowhere near enough money. It's a much bigger project
17 to do the outfalls, like Mr. Espinosa mentioned.
18 Doing the outfalls, it's a long project that's gonna
19 require a lot of money, and it would involve a lot of
20 crossing -- a lot of different highways throughout
21 the city, not just State Highway 48. So it's a bigger
22 problem that requires a lot of money, not just from
23 TxDOT, but from the local government. So -- but it is
24 -- it is a very important local matter, obviously.

25 MS. FLORES: That problem has existed,

1 as I know, for 64 years, and probably longer. It's
2 not -- it didn't happen yesterday. 64 years, I think
3 it's time.

4 MR. SAENZ: Thank you, ma'am.

5 The next two names we have -- I cannot
6 -- the first name is -- I cannot read it, but last
7 name is Longoria. Avalina.

8 MS. LONGORIA: My name is Avalina
9 Longoria, and we've lived here on Boca Chica since
10 1961, and we haven't seen -- like she says, everybody
11 that -- what I was -- my concerns, everybody has
12 brought them up so you've already heard them.

13 We live across the street from Wal-Mart,
14 and we had our business, my husband had a barber shop,
15 I had a beauty shop, and we finally had to close
16 because almost every year we have this problem. I
17 know this is not your problem, but we have to think
18 about this problem. What is this median going to do
19 to this flooding? Is it gonna make it worse, or is it
20 gonna help? I'm sure you haven't thought about it.

21 But another thing is you're trying to
22 throw all of this traffic that's going into Wal-Mart
23 on Paredes Line -- Old Port Isabel Road. I don't know
24 if you know McDavitt, across Boca Chica it's
25 McDavitt. McDavitt's traffic backs up almost to the

1 Villa Verde little store. So all of these people that
2 live behind us, which is Velma, and Blanche, Mildred
3 Streets, they all have to go -- either come out on
4 Texas Avenue, or go into McDavitt. It's their only
5 way out.

6 Like for us, in order to not go all the
7 way to Four Corners and back when we want to go west,
8 we'll have to go around the back blocks and get into
9 that mess of McDavitt traffic. So I -- to me, I
10 really don't like it.

11 Something else has to be done, a little
12 rearranging. We've had medians before, and didn't
13 work. So here we go spending all of this money, like
14 she says, taxpayer money, when the problem that we've
15 had for years and years hasn't been taken care of,
16 which is the flooding. We finally had to close up a
17 year ago because we are getting old, we're both 85
18 years old, and every time it rains, we have this
19 problem. I just got over a cold from a couple of
20 weeks, three weeks ago, when we had that big rain.
21 Our place floods. So that's our concern.

22 Thank you.

23 MR. SAENZ: Thank you, ma'am.

24 Panel?

25 MR. BAZAN: Ms. Longoria, as far as your

1 comments, adding the raised median won't -- doesn't
2 address the issue of flooding. It doesn't -- the
3 median is meant to improve safety and help traffic
4 flow better, primarily, by making it safer.

5 As far as whenever a median, a new
6 median is placed, it does change traffic patterns. We
7 understand that, we realize that. Right now you have
8 a continuous left turn lane where people can make left
9 turns anywhere they want, but that's part of the
10 problem. You have so many driveways out there, and
11 people making left turns everywhere along the
12 corridor. That's contributing to the problem,
13 especially when you have 36,000 vehicles per day, and
14 you have six lanes. So by adding a median, it's meant
15 to make it safer. Like we mentioned, it will reduce
16 the number of crashes, but it does change the way
17 people -- their traffic patterns. People are gonna
18 have to go a little bit further out, go a little bit
19 further this way or that way and change -- it will
20 change the traffic patterns of the area. That happens
21 with a median. So -- but as far as the flooding, you
22 are correct, the median is not meant to help out the
23 flooding situation, obviously.

24 MR. SAENZ: Thank you, Mr. Bazan.

25 We have the last person that registered

1 to speak. I believe the first name is Javier.

2 MR. ANDERSON: Hi, TxDOT, how are you
3 all doing? Thank you for hosting this meeting.

4 We currently have a business on Boca
5 Chica.

6 MR. SAENZ: Sorry, sir, could you state
7 your full name, please?

8 MR. ANDERSON: Javier Anderson. And I
9 just want to bring up some concerns, since some of the
10 gentlemen here are from Edinburg and aren't really
11 too familiar with the density of Boca Chica, as
12 compared to your TTI report that you presented with
13 us, compared to FM 802.

14 I believe within the last 10 to 12
15 years, the 43 percent increase in revenue that you
16 guys had on your sales tax was because the density of
17 Boca Chica Road to 802 has grown exponentially,
18 because there's room to grow on 802. We could easily
19 compare 10th Street to Boca Chica. There is no
20 median, as far as my knowledge, when you're coming
21 from Brownsville to McAllen, on the east side of 10th
22 Street. There's four lanes, there's a middle lane.
23 We can compare Boca Chica to that size, as far as the
24 density of businesses. So I just wanted to
25 familiarize you guys the difference. 802 is a little

1 more sparse. There are businesses there. Also, the
2 42 percent increase in revenue may be because there's
3 H.E.B., there's a big IBC main bank, there's Chase
4 Bank, all of these corporate national chains,
5 whereas, Mr. Cowen has a building across from us -- I
6 believe you're my neighbor across the street, good to
7 meet you -- and so there's a lot of differences there
8 when we're looking at revenue.

9 The other concern I will say for the
10 gentlemen that have not been here for the rain that
11 happened three weeks ago. I own a pickup for a
12 certain reason. My whole family has cars, and I own a
13 pickup for a certain reason. The flooding is so
14 extensive, that with my Ford F-250, which is about 19
15 inches off the ground, I had to carry employees from
16 the flooding that we had to their homes, which was
17 also flooded.

18 I understand drainage is not an issue.
19 It's something that -- I don't want that compromised
20 right now. What I want to bring to your attention is
21 that you're shutting us off completely from using the
22 median, which is the high point of the road, and we
23 will no longer be able to escape. In fact, we'll have
24 to wait there for hours in order for that to drain.
25 And when I mean hours, I don't talk -- I'm not saying

1 three hours, four hours. I'm talking about we have to
2 close our business, and we serve the community
3 healthcare, and we have to close our business down and
4 wait anywhere between six to eight hours, so that --
5 that is something to take into consideration, isn't
6 just a general gripe and complaint, it is a severe
7 concern, okay, aside from putting in a median and
8 then, I know, we have a lot of traffic, but please
9 compare Boca Chica -- again, I'll take you away with
10 this -- with West 10th -- or East 10th Street. There
11 is no median there. The density of businesses is
12 equivalent to what we have at Boca Chica. Please
13 consider that.

14 Thank you.

15 MR. SAENZ: Thank you, sir.

16 MR. BAZAN: Thank you, Mr. Anderson. As
17 far as the difference in the corridors, one of the
18 reasons why we're here is because every year TTI does
19 a listing of the top 100 congested segments in the
20 state of Texas, and for years, several years now, this
21 segment of Boca Chica, of SH 48, has been in the top
22 100 listings statewide. So like I mentioned earlier,
23 we can't add lanes. There's already six lanes out
24 there. We can't buy land to add more lanes out there,
25 so doing a raised median, or installing a raised

1 median, is really -- is really -- is really probably
2 the best treatment that we can do at this point to
3 help out traffic on this congested corridor, because,
4 like I mentioned, adding lanes is just not a -- is not
5 an option right now.

6 So because of its standing in the top
7 100 statewide, that's one of the main reasons that
8 we're here.

9 As far as comparing it, and you
10 mentioned 43 percent as far as increase in revenue in
11 802, and I understand FM 802 is different from Boca
12 Chica, as far as the characteristics, but Boca Chica
13 -- it did increase by 74 percent, actually, the sales
14 tax receipts, after the median was installed. That's
15 not to say that there will be a 74 increase here, and
16 we're not saying that, but we're saying that on FM 802
17 it improved, and that's indicative of other raised
18 median projects throughout the state. FM 802 is not
19 an isolated case. If you look at 107 in Edinburg,
20 that 107 corridor, they also call University Drive in
21 Edinburg, is flourishing with businesses out there,
22 also.

23 So we're -- you know, we're hopeful that
24 actually by improving traffic by reducing the number
25 of crashes, that it will actually attract people on

1 this corridor that might not necessarily come here,
2 you know, that might avoid the area, for example. So
3 -- we saw that kind of -- we saw that kind of
4 characteristics on 107 in Edinburg, the busniesses
5 flourished, the traffic increased afterwards, so
6 we're hoping that we have the same kind of success as
7 on FM 802. It's not a -- couldn't be a given, or I
8 can give you a prediction. There's no way I can
9 predict that, but we're hopeful that it will be -- it
10 will be as beneficial as on FM 802.

11 MR. SAENZ: Thank you, sir.

12 At this time, the microphone is open to
13 anyone that would like to make a comment. Just please
14 step up to the microphone, state your name, and please
15 give your comment.

16 MR. COWEN: Thank you. I'm Ralph Cowen,
17 for the record, again.

18 You know, when we put these medians in,
19 one of the -- I was listening to Javier here about how
20 we use the center lane when the flooding comes,
21 because the flooding does come, and at Boca Chica,
22 it's two and sometimes three foot deep. If you put
23 the medians there, you're going to build a dam that
24 will make the rest of that, when you put the median
25 out, then you reduce the amount of -- I mean, of area

1 that the water can pool, and you're going to increase
2 the depth of the water by whatever the height of that
3 median is. And so, you know, I realize that drainage
4 isn't your problem, but it's one of the things that
5 has to do.

6 Now if I would have known that we could
7 have hearings like this in 1979, when I paved my car
8 lot, and the next -- six months later they came around
9 and redid Boca Chica and dug around and put it this
10 much higher than the pavement I had just done, and
11 caused my property to flood and I had to go regrade my
12 property by what you all did, and you didn't tell me
13 what you were doing.

14 You know, you're going 48, going to Port
15 Isabel, we have the boat ramp and we have the Bahia
16 Grande project, where you have the water going out,
17 which are great projects, and great phase for the
18 city, but if they would have put an elevated overpass
19 over those waterways, and had a turnaround there --
20 because right now people go all the way over there,
21 and then people are there climbing over -- you've got
22 70 mile an hour traffic going by the boat ramp, and
23 somebody pulling out of the boat ramp that's either --
24 and then they have the mud races over there sometimes,
25 so then they'll come out of there and the road is all

1 muddy, and somebody coming out of there with a trailer
2 with a boat, and they can't go that fast, and somebody
3 else is coming along and it's all -- you know, it's --
4 and at the Bahia Grande, there is people -- you go
5 over there any day or night, people are walking across
6 and climbing over the raised high -- three foot high
7 median there to go fish on the other side, they're
8 fishing off of the side. And there's no way there to
9 turn around either. You've got to go -- you've got to
10 go a mile or two miles in either direction to get a
11 turnaround. Whereas, if they had had a turnaround
12 under the bridge, you could have had an access there.
13 There's plenty of land, and at the Port we would give
14 you the access, that wouldn't be a problem. And then
15 you could just have a turnaround there and a
16 turnaround going the other way, so somebody from Port
17 Isabel turn around and go back that way, or somebody
18 from Brownsville turn around go back, or go either
19 way. And it would be a simple thing, it would be a
20 great safety thing.

21 And I would like you to consider that
22 for the future, whenever you have, you know, a
23 windfall of money, that would be a good project,
24 because long-term, it's gonna be needed, because
25 after you put those center things in there, those

1 dividers, I'm very much in favor of those, because
2 they cut down all those head-on collisions that
3 people are getting killed, but now we need to have
4 that.

5 So as long as you're -- I had your
6 attention, I wanted to bring that up, but please think
7 about the drainage in relation to how this is going to
8 affect the drainage, because it will affect the
9 drainage. It's gonna reduce the space that water can
10 be in, and if you've got that volume of water, and it
11 has no -- the outlet, the outflow if it has to go
12 through a whole maze and then go to the Impala Street
13 pumps, and as long as they work -- when they don't
14 work, then that's a big -- that's another problem.
15 I've -- I've been there where I have to get to my
16 business in a row boat. And, you know, I'm retired
17 now, but I don't have to row to work anymore, but it
18 is very frustrating.

19 And I remember you all digging Boca
20 Chica three foot, four foot deep, and we were out of
21 business for a year, a year and a half, while they
22 were regrading it and all of this stuff and -- but
23 thank you for wanting to put sidewalks in, because
24 that's important, but think about also these
25 turnarounds, that's also another place where you need

1 to have the crosswalks, because people aren't gonna
2 walk for a mile to walk to turn -- or half a mile to
3 -- walk a mile just to go across the street. They're
4 not gonna do it.

5 So thank you.

6 MR. SAENZ: Thank you, sir.

7 MR. BAZAN: Mr. Cowen, we'll -- as far
8 as the Bahia Grande, we'll take that under
9 consideration, as far as in the future, adding
10 turnarounds on that one. We're always looking for
11 opportunities to improve traffic flow, so that's
12 something we can look at, see about that in the
13 future.

14 As far as the median and it affecting
15 drainage, you know, it's -- it's something that we'll
16 be looking at that, we'll be looking to see the
17 impacts on that to see -- you know -- you know, you
18 are correct, as far as that, you know, the medians
19 aren't meant to be traversed. You can't drive on
20 medians. You know, now a large portion of the median
21 won't be at the full width of 11 feet. A lot of it
22 will be -- we're gonna have a long left turn bay.
23 That -- that can be used -- in those flooding
24 situations, that can be used as a high point, I guess,
25 you know, that people can use in those extreme

1 conditions, so, yeah, that's something that we'll
2 look at that.

3 And sidewalks, we felt it was an
4 important item for the local community, so that's why
5 we wanted to make them continuous sidewalks for the
6 whole one and a half miles on both sides of the
7 highway. So thank you very much.

8 MR. SAENZ: Next person to speak, please
9 state your name.

10 MR. BOURGEOIS: My name is Flint
11 Bourgeois. I'm concerned about the property at 2715
12 Boca Chica. I want to know how driving from the
13 highway east you get to my property. You can't cut
14 across at Port Isabel Road. You can't cut across at
15 the main Wal-Mart entrance. You're taking out the
16 light at Strawberry Square. You've got to go all the
17 way down to Kings Highway. It kills my property. I
18 don't know how you make this plan and you don't have a
19 cut at the main Wal-Mart entrance off of Boca Chica.
20 It makes no sense. I want to know how far my
21 customers are gonna have to drive, if they can't cut
22 through -- cut across at that main Wal-Mart entrance,
23 and they can't cut across at Strawberry Square, and
24 they have to go down to Kings Highway, how long it's
25 gonna take them to get down there and come back, and

1 how far that distance is. I'm gonna lose customers.

2 MR. BAZAN: Mr. Bourgeois, we're gonna
3 be looking at that, also, as an opening there at where
4 you mentioned, that Strawberry Square. We're gonna
5 be looking at that as a potential of adding what we
6 call a directional median opening to add turnaround,
7 U-turn movements at that point, or left turns at that
8 point. We'll be looking at that as another location.
9 We'll look at the spacing, like with median openings,
10 like we mentioned for the potential of adding one at
11 that location, because that's between, like you said,
12 Old Port Isabel Road and Kings Highway.

13 MR. BOURGEOIS: My property is right off
14 of the main entrance into the Wal-Mart parking lot.
15 If there's not a cut there, that property is worth a
16 whole lot less.

17 MR. SAENZ: Thank you, sir.

18 Nex person? Microphone remains open for
19 anyone that would like to make a comment at this time.

20 MR. EDWARDS: Good evening. My name is
21 Brian Edwards. I work at a business on Boca Chica,
22 and I feel that there's several locations along Boca
23 Chica between Paredes Line Road and Four Corners that
24 could accommodate turnarounds, left turnarounds for
25 people to cut across, instead of having to go all the

1 way down. One of them, I believe, is for westbound
2 traffic, a left turn into the H.E.B. parking lot where
3 there's a -- I think a light now. I think that could
4 be done and still leave you room for traffic to queue
5 up to the left turn at Paredes Line Road heading south
6 -- kind of south on Paredes Line road.

7 Another one would be for westbound
8 traffic -- I'm sorry, eastbound traffic to turn onto
9 North Street.

10 And another one right there that could
11 be used for traffic in the opposite direction to also
12 make -- basically, maybe U-turns, is really what it
13 is. Okay.

14 Another one, I think, for eastbound
15 traffic might be by the DQ for the Home Depot entrance
16 that's there now that you're wanting to eliminate the
17 light at.

18 Another one could be at Rentfro, I think
19 it's Rentfro Avenue, Rentfro Street, on Boca Chica,
20 people heading eastbound could turn there onto that
21 street.

22 There's just -- there's too long of a
23 stretch. Mr. Wood mentioned earlier that there's
24 such a long stretch that as proposed you've got to go
25 from Paredes down to Old Port Isabel to cut across.

1 It's just not gonna work. Okay. And I understand the
2 need for controlling traffic, and I'm for that, but
3 we've just got to base what you do on what some of the
4 other aspects of it are, and not just the traffic.

5 And once this is done, we're stuck with it. You know,
6 you've got a chance to change it now before you do the
7 construction, and spend all the money on it, because
8 once it's there, it's gonna be tough to say, gosh, two
9 years down the road, we just built this, now we're
10 gonna spend another half a million dollars on putting
11 some -- some cuts in there, and that's gonna be more
12 taxpayer money, so it's just something I think we need
13 to do. It will make it work, like Mr. Wood said,
14 along 802 we've got several of those turnouts there,
15 and they work fine, and I think they could be
16 accommodated into the same thing here.

17 Thank you.

18 MR. SAENZ: Thank you, sir.

19 Gentlemen?

20 MR. MARTINEZ: Thank you, Brian, for
21 your comments and concerns here on State Highway 48.
22 We will be looking into the directional openings, as
23 far as -- directional openings between signalized
24 intersections.

25 MR. SAENZ: Go ahead.

1 MR. RODRIGUEZ: Good evening. My name
2 is Arturo Rodriguez. I'm one of the assistant city
3 managers for the City of Brownsville. But I wanted
4 all of our city staff to stand up for a moment, and
5 the reason is we are also here because we want to make
6 sure that this project moves forward in a way that
7 benefits our citizens. They have taken the time to
8 be here tonight, and I can't add more to their
9 comments. Their comments are right on, spot on, but
10 as a city, we do have some questions, and are gonna be
11 submitted in writing, specifically, how is it gonna
12 affect our feeder roads? We're in the middle of doing
13 some projects internal within the city, like
14 upgrading our signalizations, so we want to
15 definitely have those communications so that it's --
16 if you lived in Brownsville -- you live in
17 Brownsville, so we really want you to add your input
18 to these projects so you can refer your own
19 experiences of what it is to drive down Boca Chica
20 when it's pouring rain, or when you're trying to
21 evacuate for a hurricane, or when you have max traffic
22 conditions on Boca Chica, because right now we're
23 seeing that the current project as it stands needs
24 more input. And I'm really glad to see a lot of our
25 citizens here, but we definitely, as a city, also want

1 to make sure that any questions that TxDOT may have
2 from the City of Brownsville, that we're there to work
3 with you.

4 MR. SAENZ: Thank you, sir.

5 MR. BAZAN: Thank you, Mr. Rodriguez,
6 and we'll be working with the city. As we finalize
7 the project, we'll be looking -- we'll be working
8 closer with the city on all -- all matters on this
9 project.

10 MR. LUND: Good evening. I'm Mark Lund,
11 the MPO director.

12 I began with the MPO June of 1994, and
13 at that time, the number one issue in Brownsville was
14 the congestion of Boca Chica. We have some
15 geometrical limitations. The biggest limitation is
16 on the west side of the expressway, because of Palm --
17 Boca Chica, that intersection being so close to the
18 frontage road, that's always gonna be a choke point or
19 a problem.

20 And I don't know if the decision -- you
21 know, I've seen this presentation before, and it
22 didn't dawn on me that you're trying to take away the
23 signal at Simpson. That's also the entrance to Boca
24 -- to the H.E.B. If that idea of removing that signal
25 is to help the progression through the corridor, it

1 really won't get you anything, because Palm will
2 always be a limitation.

3 I strongly recommend that you maintain
4 that intersection as a signalized intersection for
5 several reasons. There's cross access at the H.E.B.
6 property. There are tons of customers going into
7 H.E.B., and just the people who are new to town and
8 they see the gas and they want to get in there, people
9 coming back from the airport, going west into
10 Brownsville, they see the gas, they want to go into
11 H.E.B. We also have Fallas Paredes, but with the
12 cross access, people can enter the H.E.B. and then
13 they can zig back around on the back side and get to
14 Pep Boys. So if you're not allowing an opening that
15 gets to Pep Boys, well, that Simpson H.E.B. entrance,
16 that allows that.

17 And then on the north side, if they go
18 through Simpson -- let's say I want to go to North
19 Street, which is on the north side of Boca Chica, if
20 you leave that intersection open, I can cross from
21 H.E.B. and go north on the back side, and go down Los
22 Ebanos, and then I can enter North Street, and I can
23 get to that business that I want to be, or I can -- I
24 can go back west and I can get to where I want to go.
25 I can go to that Dunkin Donuts, or I can go to eat my

1 pizza. And you don't have that if you close that
2 intersection.

3 So I think you're gonna lose something
4 that you want. You have cross access, one of the few
5 places in the corridor where you have it, so I think
6 you need to maintain that -- that signalized
7 intersection, and I don't think it helps the
8 progression. I think the progression will be worse
9 because of Palm and the frontage road always being a
10 limitation. If you take away that signalized
11 intersection, you're gonna have more queuing, more
12 stacking, and so you're kind of stuck going through
13 the corridor step by step. I don't think you're gonna
14 gain anything by removing that signalized
15 intersection. And I would have offered my comment
16 sooner, but I didn't -- I just saw Simpson, and then
17 it dawned on me you're talking H.E.B., as well, so
18 that's my comment, and I hope you take it into
19 consideration.

20 Thank you for your patience and
21 listening to everybody's comments. So thank you.

22 MR. SAENZ: Thank you, sir.

23 MR. BAZAN: Mark, thank you for your
24 comments. North Street is one -- one location that
25 we're looking -- people have been mentioning about

1 adding a median opening. That's one location, North
2 Street, that we'll be looking at, potentially, adding
3 a directional median opening, allowing for U-turns at
4 that location.

5 Simpson Street, the reason that we're
6 looking at removing it is because you have three
7 signals so close to each other. You have a signal at
8 the frontage road with I-69E, you have it at Paredes
9 Line Road, and then you have it at Simpson, all within
10 -- all within really close proximity to each other, so
11 that's one of the main reasons we're looking at -- at
12 the removal. But we'll look at the -- we'll be
13 working with H.E.B. We'll look at the impacts to
14 Simpson closer.

15 MR. SAENZ: Can you go to the
16 microphone, sir.

17 MR. LUND: I understand. I'm just
18 saying I don't know if you're gonna gain anything,
19 because I think the limitations on the west side of
20 the corridor, of the expressway.

21 MR. SAENZ: Okay. Next to address the
22 panel?

23 MR. PRESAS: My name is Ysaias Enrique
24 Presas. I'm a resident from the city of Brownsville.
25 First of all, thank you for coming down.

1 Boca Chica, I've lived here all my life
2 in Brownsville, except when I went into the Air Force,
3 came back, but it's always been a major issue. Okay.
4 Drainage, flooding, has always been there. It's bad
5 for pedestrians to walk. It's bad for bicyclists to
6 ride, and stuff. Back when I was younger, it was fun,
7 it was really fun when it would flood, because I was
8 part of a 4x4 team, and we would pull people out, like
9 it was -- you know, pull people out, help people get
10 out of the street, and, actually, the median on Boca
11 Chica was great because you drove on there, got to the
12 people that needed, and pulled them out, so medians
13 you can use them for pulling out people and stuff.

14 As I got older, working, basically, I
15 always have 4x4s. Same reason, pull people out when
16 they get flooding. All parts of Brownsville flood,
17 but especially Boca Chica.

18 And that's one thing I keep on hearing
19 here, and it just -- it happens all the time.

20 The same thing on expressways.
21 Expressways -- those frontage roads become rivers,
22 you know, and people that have businesses there, and
23 the car lots, they all flood. Okay. Flooding is a
24 major problem here in Brownsville, but especially on
25 Boca Chica. We tell people avoid Boca Chica. But

1 businesses you can't move, and I feel sorry for you
2 guys that every time it rains, how many inches, how
3 fast, you know, and then I come and help people pull
4 out, get the cars out and stuff like that. So the
5 residents do help each other, but we want to stress
6 that you really need to fix the drainage problems
7 there. Creating the median will definitely create a
8 barrier, and create two canals or resacas on Boca
9 Chica, temporarily, while everything evacuates.
10 Gonna have more water going back into -- to the sides
11 of the streets, north and south.

12 Also, two projects that are great for
13 medians; 802, great, I love it. Bike lanes, perfect.
14 Another one is South Padre Island, I love it, too.
15 But another thing that those two streets have is a
16 parallel lane, or route, to get around there.
17 Actually, you have Old Port Isabel Road, you can go to
18 802, back and forth. So any traffic issues on 802,
19 take 802 -- I mean, Old Port Isabel. If you're on
20 South Padre Island, just take the other lane on the
21 outside, you know, because South Padre fixed that
22 years ago for the same reasons. It's safer, but you
23 can get around it. There's alternate routes on 802
24 and South Padre.

25 On Boca Chica, there's not any parallel

1 roads anywhere near there, on the north side nor the
2 south side. You know, McDavitt feeds in one way, but
3 then there's nothing else. You have to go all the way
4 down to 14th Street, the south side, to get a parallel
5 lane. And for North lane, you have to go to Paredes
6 -- I mean, to Price Lane. That's too far. That's all
7 my comments, just drainage.

8 MR. SAENZ: Thank you, sir.

9 MR. MARTINEZ: Okay. Just to comment
10 again back on the drainage, again, just to reiterate,
11 we are gonna be working with the city, like the City
12 of Mission right now, so I know it's the big big issue
13 that we're talking about right now. Just it has to be
14 in a different type of project, but we are gonna be
15 doing something about it. So that's my comments.

16 MR. SAENZ: Okay. Next to address the
17 panel?

18 MR. HAMPTON: Thank you. Good
19 afternoon. My name is Kelly Hampton, and I'm from
20 North Texas. I own the property at 2124 Boca Chica,
21 that's the former Luby's that's right next to the
22 H.E.B. I appreciate you guys being here, and I have
23 some initial questions, and then maybe some comments,
24 if I can. What's the current mile per hour on Boca
25 Chica? What is the speed limit?

1 MR. BAZAN: It's 45 miles an hour.

2 MR. HAMPTON: Have you looked at
3 reducing the speed limit?

4 MR. BAZAN: By law, Mr. Hampton, we need
5 to do a traffic study and determine if we can -- if we
6 can reduce it, so we would have to do a traffic study
7 to reduce the speed limit.

8 MR. HAMPTON: You haven't done a traffic
9 study before this proposed median project?

10 MR. BAZAN: I have to get with our
11 traffic director to find out when the last traffic
12 study was done, so, yeah, I'll have to get back to you
13 on that when that was done. The city engineer is
14 mentioning it's 40 miles an hour.

15 MR. HAMPTON: I believe Highway 6 is 45,
16 and it's a different -- it's a different structure. I
17 live off of 1709 in South Lake, and they have the same
18 project, and a long long regional type of artery with
19 a 45 mile an hour speed limit is quite different, so
20 it -- it impacts it.

21 My next question is what has been the
22 increase in traffic? And the numbers that you
23 presented us, they don't -- it doesn't feel real fair.
24 It doesn't seem like you've given us a lot of
25 information, statistically. I feel like I have been

1 given this as a -- as a little bit of a sales
2 technique, and so my question is what has been the
3 increase in traffic volume over the last say, three,
4 five years?

5 MR. BAZAN: As far as the increase in
6 traffic, have to rely on the data. I think the --
7 currently, it's been staying level. The traffic -- it
8 averages about 36,000 vehicles per day, but it's been
9 -- it's varied. It's gone up to 40,000, and close to
10 40,000, but on the average in the last several years
11 it's been around 36,000.

12 MR. HAMPTON: On the increase in sales
13 volume on the other FM 802, that could have been just
14 from Chick-fil-A. I don't understand why -- why you
15 come to a forum like this and then say we will look at
16 these. The directional turn lanes, or the left ins as
17 we call them, why wait to here to do that? Why not do
18 everything you can to accommodate a broad range of
19 opportunities before just putting a median all the
20 way down and upsetting everybody? It almost seems
21 like you're taking away the H.E.B. light just so you
22 can come back and say, well, we gave you a directional
23 turn lane. Are you happy? And to me that's
24 disrespectful.

25 Also, I think that what you're gonna do

1 with the volume of an H.E.B. that does -- the volume
2 of that H.E.B. does, basically, what a Wal-Mart does.
3 All of those folks that are gonna try and go westbound
4 are gonna have to go out the back way and go out on
5 Paredes Line Road. It's a two lane road right now
6 that is always backed up with people trying to make
7 that left. Now you're gonna double that volume on a
8 -- on a congested two lane street.

9 And when you talk about mobility, I
10 think that this -- the mobility part of this I think
11 could have been a little bit more creative.

12 And my last question is when you come in
13 in a TxDOT meeting like this and you hear the
14 outpouring of the drainage issues, does TxDOT feel
15 like you're in a position of liability to go and do a
16 median without a civil study, a civil engineering
17 study to do the drainage? It's almost like, you know,
18 you -- TxDOT has been told that there's a problem,
19 there's a severe long-term multi decade problem of
20 drainage, and you're gonna go put a barrier in the
21 middle like others. Right now it's sheet flows,
22 right, so it's got natural flowing sheet, and to go
23 put a dam, like other people have mentioned, to me
24 puts TxDOT in a liability position, because you've
25 known this problem is gonna happen. And so to not

1 have a civil engineering study done, and not to have a
2 traffic study is a little bit disappointing. So I
3 would like to hear some follow-up on that if I could.
4 Thanks for letting me go long.

5 MR. SAENZ: Panel?

6 MR. BAZAN: As far as you mentioned
7 about the -- the directional openings, that's the
8 purpose of the public meeting, to get public input.
9 It's always we -- on all raised median projects, we
10 always go before the public for comments. We're -- we
11 want to hear the locals' concerns. We can't go talk
12 to each individual property owner one by one, but we
13 can invite them all to public meetings, so that's the
14 purpose of tonight's public meeting, to hear your
15 comments, and hopefully to address as many comments
16 as we can, potentially.

17 As far as the issue of flooding,
18 flooding is something that -- like I mentioned
19 earlier, it's not just an SH 48 problem. It's a city
20 wide problem. It's a problem that affects a lot of
21 the city. So in order to address flooding, the
22 drainage, we would have to work on a much larger
23 project, and if we were to wait on that, then, I
24 guess, you know, we couldn't do anything on Boca Chica
25 then until that was solved, so we wanted to address

1 the issue about safety. In this case, like I
2 mentioned, it's in the top 100. Our commission in
3 Austin is asking us on all the top 100 congested
4 segments in the state, what are the districts doing on
5 those projects? So this is our attempt to address the
6 issue of congestion on this project. But we'll look
7 at -- I know you don't like hearing the word about
8 looking into it, but drainage is such a big issue, and
9 like we mentioned earlier, it would have to be a
10 separate independent project from this one. So this
11 is just a one step, you know, addressing the mobility,
12 addressing the accidents. Drainage would have to be a
13 separate project independently.

14 MR. SAENZ: Okay. The microphone is
15 still open for anyone that would like to make a
16 comment at this point.

17 MR. ANDERSON: Hi, again, Javier
18 Anderson, with Valley Day & Night Clinic. I actually
19 have -- I actually have footage from June 20th, our
20 latest flooding, where we had an 11 inch downpour. I
21 would invite TxDOT to come and look at it for those
22 nonresidents of Brownsville, just to see the extent
23 of -- and a lot of -- a lot of the flooding is down
24 the middle, obviously, because that's where we have
25 to go in order to make this a passable area for us in

1 vehicles, normal vehicles. So if you guys will come
2 over to our table and just look at this video, I would
3 appreciate it.

4 MR. SAENZ: Thank you, sir.

5 State your name again, ma'am, please.

6 MS. LONGORIA: Avalina Longoria. You
7 mentioned that this meeting was more for explaining
8 and showing us what you were gonna do, more than the
9 flooding, which is our big issue for us. I understand
10 that. We understand that. But my question is, like
11 40 years ago, maybe 50 years ago, we went to the city
12 and we -- we brought this up. What are you gonna do
13 about the drainage? They said, oh, Ms. Longoria,
14 that's -- that's gonna cost a lot of money, and that
15 was before all of this traffic and all of these
16 buildings, before Boca Chica grew this much. And he
17 was mentioning that it was gonna cost a lot of money,
18 which they didn't have. But, yet, like I said,
19 medians have been built, I think either two times, or
20 at least one time, and then they do away because they
21 say they don't work. And all of this money, here we
22 -- planning again to do some more median. I know
23 about the traffic, because I live right here on Boca
24 Chica, and I know about the safety, which is good, you
25 know, that we do something about it, but all of this

1 money we're gonna spend on building this,
2 construction this median, and then what about in 10
3 years, say it didn't work, yet, the drainage hasn't
4 been touched. It's gonna get worse, the bigger the
5 town, it's gonna get worse, because this drainage
6 canal that goes right here on Boca Chica is very small
7 to carry all the rain here in Brownsville. So that's
8 just -- you know, I just wanted to mention that we
9 know that this is not the place to come and complain,
10 because this is a different issue, but to us it makes
11 a big difference, because what is this median gonna
12 do, and all of this money we're gonna spend, instead
13 of spending it on the drainage problem.

14 Another thing we have is all of these
15 bicycle lanes, and new parks, which is not your
16 problem either, we're spending a lot of money there,
17 which goes to drainage, should go to drainage.

18 Thank you.

19 MR. SAENZ: Thank you, ma'am.

20 The microphone is open to any new
21 speakers that would like to make a comment at this
22 point.

23 MR. FRY: Hello, my name is Scott Fry.
24 I'm not a business owner or anything. My interest is
25 I drive through there, and it's madness, so I support

1 this project.

2 That said, I think that a lot of these
3 points, I'll reiterate what Commissioner Wood said,
4 North Street, H.E.B., I think like he said,
5 directional left turns in are great, you know, you
6 could shorten the left turn bay at 1847 and let people
7 into H.E.B., because Paredes Line going south, hardly
8 anybody ever turns left there. Same thing at Home
9 Depot.

10 Somebody else had mentioned if you allow
11 -- if you don't allow anybody to turn into the Home
12 Depot, they're gonna be passing through Four Corners,
13 and then turning in at the light of Home Depot, which
14 is gonna back cars up through Four Corners. Trucks
15 already back up through Four Corners, as it is, and so
16 we don't need more cars backing up through Four
17 Corners. I think a directional left in there.

18 And several areas, obviously, you've
19 stated over and over again that you're gonna consider
20 those directional lefts, that's good.

21 I think Mark Lund had a great point,
22 also, though, that Palm Boulevard needs to be taken
23 into consideration, because that stuff has all got to
24 be connected for it to flow properly. I worked for
25 the city back in the nineties with Mark, and I've seen

1 different configurations and different ideas and
2 different things come and go, and that's -- that area
3 needs to be taken into account.

4 And so my comment, outside of what
5 they've said, is that you consider extending not the
6 median, necessarily, but the thought of this project
7 beyond to include Palm Boulevard. I mean, there's no
8 need for a median on that side, necessarily, because
9 there's no place to turn left, but you can't just stop
10 there at 1847 or the expressway, when you have that
11 traffic signal that's so important on the other side
12 of the expressway.

13 And the other thing to look at is I
14 think a mistake was created the last time that they
15 did Boca Chica -- or when they did the expressway, and
16 they ran three westbound lanes under the highway, and
17 then they narrowed them down to two right there in
18 front of where Taco Palenque used to be. That's a
19 nightmare to drive through. That merge right there
20 between Palm Boulevard and the southbound frontage
21 road is madness, and there's plenty of room there to
22 reconfigure that and, you know, perhaps give a
23 dedicated left turn to the frontage road, and give a
24 dedicated left turn to Palm, and leave the remaining
25 two as through lanes, but right now they just have the

1 left turn lane for the frontage road, then you're not
2 supposed to turn to Palm, you're supposed to -- people
3 get back in the right lane -- get back in the left
4 lane, turn into Palm, and you have the two other --
5 three other lanes merging into two right there. And
6 so whenever you reoverlay and restripe, I hope you
7 consider not only the signal timing, but that that
8 area gets restriped to make more sense and be a little
9 bit safer, and so that's all I have to say about that;
10 except just to consider more -- more left turn,
11 dedicated left turn lanes -- or directional left
12 turns.

13 MR. SAENZ: Thank you, sir.

14 MR. BAZAN: Thank you, Mr. Fry. We'll
15 -- like I -- like we mentioned earlier, we're gonna
16 look at the Four Corners area a little bit closer to
17 see what improvements we can make there to make it
18 work as best as we can. As far as the issue of Palm
19 Boulevard, we'll look at that, also, to see if -- if
20 overlaying it, or increasing the overlay and the
21 restriping in that area, if that's -- if that's
22 possible. We'll look at that to see if -- if that can
23 be incorporated in the project. One problem, like I
24 know most of you realize, Palm Boulevard, the
25 intersection is just so close to the Interstate.

1 That's the major problem with -- you know, you just
2 have the southbound frontage road intersection and
3 the Palm Boulevard intersection being just so close
4 in proximity, it just creates -- and you throw in all
5 of that traffic, it's just very tough for traffic to
6 operate in that area. So we'll see if we can do
7 anything as far as extending the overlay, and maybe
8 even the striping in that area to help out, but that's
9 been a challenge for a long time in that area.

10 MR. SAENZ: Okay. The microphone is
11 still open for anyone that would like to make a
12 comment at this point.

13 MR. COWEN: One of the things that might
14 -- would be great help is the traffic lights on Boca
15 Chica, you have mechanical ones and you have the new
16 digital ones, and the new age ones you can
17 synchronize, but they don't talk to the mechanical
18 ones, so you can't synchronize the lights on Boca
19 Chica so the traffic can flow. And then the traffic
20 department, when you have peak hours of traffic, they
21 could have more traffic flowing east and west, rather
22 than stopping for north and southbound crossings, and
23 I think that would be a great help, and it's just
24 modernizing the electronics of the signals, and I
25 think that's something that TxDOT might be able to

1 help or do something with the City of Brownsville to
2 work together to do that, because that would be -- you
3 know, that would just help the flow of traffic.

4 Thank you.

5 MR. SAENZ: Thank you, sir.

6 MR. BAZAN: Thank you, Mr. Cowen. We'll
7 look at the signals, and we'll work with the City of
8 Brownsville, obviously. Like we mentioned earlier,
9 the signals are the responsibility of the city, but
10 synchronization is always good. If you can always
11 synchronization signals, that's always a good thing.
12 So we'll look with the city and see what -- what can
13 be done in that area.

14 MR. SAENZ: Next person to address the
15 panel. Please state your name?

16 MR. ALCOCER: I'm Manuel Alcocer, and
17 the only thing that I want to say is a recommendation
18 to Homer and all this group, that if you are gonna
19 review the project, don't review it in a desk. Come
20 here, sit in the corner, Four Corners; sit in the
21 entrance to Boca Chica and access to Home Depot. That
22 will help you. The very first thing that was said
23 here somebody asked how many people from the DOT live
24 in Brownsville, and only one person, Andres, was
25 here, the one that lives here, and somebody else, I

1 believe.

2 But, please, don't try to solve problems
3 in a piece of paper a hundred miles from here, or 60
4 miles from here, or a thousand miles from here.
5 Please, look for our needs. This thing of the
6 flooding is really something that happens, and it
7 happens badly.

8 Thank you.

9 MR. SAENZ: Thank you, sir.

10 The microphone remains open for anyone
11 who would like to make a comment. And remember, you
12 can also make a comment online, and you can either
13 make it, fax it, as well.

14 MS. FLORES: I just want to make an
15 additional comment. I'm Maria Teresa Flores. The
16 flooding is a very important issue. This whole --
17 that whole section that we are looking at, it's total
18 commercial. It's all businesses, and this is the
19 lifeline of this city. We pay taxes that support the
20 city, so it's vitally important to keep it flowing,
21 and active, and have those businesses to continue to
22 prosper. Otherwise, if we go away, and we don't have
23 taxes to pay, you guys are gonna lose your jobs,
24 because we pay you, you don't pay us. And so the
25 flooding is very important. It's just like when you

1 build a house, you have to put all the plumbing and
2 all of that, and you have a leak in your roof, you're
3 not gonna replace your carpet and leave that leak.
4 You have to repair the infrastructure first, and
5 that's more important than this median right now, and
6 I think that should be a priority. I mean, we've had
7 that property since -- for 65 years, and we still have
8 the same problem. It's not a yesterday problem. It's
9 been a long time.

10 Thank you.

11 MR. SAENZ: Thank you.

12 MR. URESTI: Robert Uresti. I want to
13 say one thing. The due diligence here falls on the
14 City of Brownsville, as far as the drainage is
15 concerned. They haven't done anything. You guys are
16 doing your due diligency for traffic, which is
17 correct. The question I want to ask is how many
18 months before you finalize this are you gonna have
19 another meeting for -- to discuss this with the public
20 here.

21 Thank you.

22 MR. SAENZ: Thank you.

23 MR. BAZAN: We'll be looking at all the
24 comments presented tonight, and we'll be providing
25 responses to all the comments we get here tonight.

1 Our plan was to get the plans done and to get the
2 project started, I think, next -- yeah, we're looking
3 at finalizing the plans later on this year, and then
4 go to letting and get bids next year, you know, more
5 or less. So, yeah, we'll look at all the comments and
6 see -- work with the city to see what we can do, as
7 far as any other improvements that have been brought
8 up here tonight, so we'll be working closely with the
9 city and we'll be making all the responses to the
10 comments available, you know, on the website. You
11 know, that's the way we've been sending out the
12 responses.

13 MR. SAENZ: And I should add, as well,
14 that we have a court reporter here where you can -- if
15 you don't want to make the comment at the microphone,
16 you can just step up here and make the comment at this
17 place. Of course, you have the comment card, and what
18 is the most user friendly is just doing it via the
19 website, txdot.gov.

20 At this time, the microphone is till
21 open, so unless we don't get any more new speakers --
22 anybody else that would like to make a comment at this
23 point?

24 MR. GONZALEZ: Hi. I'm Adolfo Gonzalez.
25 I don't own anything, but I was born and raised in

1 here comes the drainage department, tears up the road
2 again to put pipes, and then they just patch it up and
3 leave it patched up. So I just wanted to make, you
4 know, my observations from way out in left field.

5 Thank you.

6 MR. SAENZ: Thank you, sir.

7 Anybody else at this point would like to
8 make a comment? All right.

9 MR. COWEN: Ralph Cowen, again. The
10 gentleman here made a very good point, and that is
11 that there is a railroad crossing on Boca Chica right
12 there, and that rail crossing services several
13 warehouses that go down to about Roosevelt Street.
14 That's as far as it goes. It used to go all the way
15 through town and across the old bridge, but it does --
16 the railroad relocation project cut that off. But
17 there's still rail service, not daily, but it goes
18 there, and, you know, I don't know if you all have
19 considered if you cut off the rail crossing, what's
20 going to happen to everybody that has -- that's had
21 rail service down there, and is the railroad gonna
22 give you -- you're gonna have to take their right-of-
23 way, the BRG right-of-way, for that rail crossing.

24 MR. BAZAN: The rail crossing will
25 remain there, crossing Boca Chica. You know, we're

1 not gonna be impacting or removing those tracks. They
2 will remain there.

3 MR. COWEN: Yeah. That's what I was
4 wondering, so -- okay.

5 MR. SAENZ: All right. Microphone
6 remains open for any new speakers.

7 All right. Hearing none, we're now
8 closing the public comment portion of the meeting.

9 We want to receive your comments on this
10 project, and there are several ways that you can do
11 this. If you didn't speak tonight, I mentioned it a
12 little while ago, you can leave the comments right
13 now, written comments on the registration table
14 before you leave. You can mail, you can fax them, or
15 email your comments up to 15 calendar days after
16 tonight's public meeting. The 15 day period will
17 finalize on August 1st, 2018.

18 After tonight, you can view the
19 presentation materials at either the TxDOT Pharr
20 District Office, located at 600 West Interstate 2 in
21 Pharr, or at the TxDOT San Benito Area Office, located
22 at 1350 East Highway 77 in San Benito, Texas. And,
23 also, for your convenience, it can also be viewed on
24 our website, www.txdot.gov by searching the keyword
25 SH 48.

1 On behalf of the Texas Department of
2 Transportation, I sincerely thank you for being here
3 in tonight's public meeting.

4 We would also like to thank the
5 Brownsville Independent School District and the staff
6 of Oliveira Middle School for the use of this
7 facility.

8 Thank you very much. Drive home safe.

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10 (The public meeting was concluded at 7:38 p.m.)

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1 PRIVATE COMMENT

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3 MR. VIEJO: Alfonso Viejo. I work with
4 the Brownsville MPO, but I'm like a citizen of
5 Brownsville. Okay. I gave some comments to Javier,
6 but also I start working here 15 years ago, and when I
7 arrived I saw the problem with Boca Chica, and it was
8 too congested, and now it's worse. So I recommend the
9 city, TxDOT, to -- to make overpass from I-69 east to
10 Four Corners. It would be alleviating the congestion
11 and the problems that they have, because we have a lot
12 of transportation, maquilas, and trucks, that they go
13 from Los Indios Bridge to Port, and vice versa. So we
14 can reduce that problem from there.

15 Another suggestion that I mention in
16 Four Corners, it should be ramps, like the nice ones,
17 that without traffic light. And the problem is space.
18 At that time, I mention we can do it, but they didn't,
19 so right now it's impossible.

20 And, also, I was planning to mention
21 Javier, the same guy, and H.E.B. is a road -- is a
22 road parallel to Boca Chica, small one, that go to the
23 One Dollar Store, so we can use the same -- same
24 approach that they did in FM 802, where is McDonald's
25 expressway through -- reach through the traffic light

1 which go to the mall. So we can do the same thing in
2 Boca Chica, that way nobody complains, they were
3 complaining that to remove the traffic light.

4 So that's all my comments. Well, I know
5 everybody is giving the issue about the flooding. The
6 flooding is another region, it's not the traffic, or
7 the congestion. For the flooding even I mention TxDOT
8 to talk with the city and the irrigation system here
9 in Brownsville to work together and overview the
10 flooding in that -- in this area, and hope to
11 alleviate the problem. And before, when we have the
12 Hurricane Dolly, it was coming and we have an awful
13 flooding, they dissipate the hurricane, but it was a
14 lot of raining. And we have -- all Boca Chica was
15 flood, Price flood, and the city start working with
16 the resacas to balance when it's enough rain they can
17 alleviate the flooding.

18 The last time really it was 11 inches of
19 rain, and the resacas, they already fix the problem,
20 because when it's over around five inches of rain, the
21 resacas control the flow from high altitude to go to
22 the sea, excellent. But now they need to work another
23 thing to resolve the problem of the flooding in the
24 Boca Chica area.

25 And, finally, two weeks ago I know it

1 was a conference, I was a webinar conference, with TTI
2 and the federal people and TxDOT, that they are --
3 that the federal people are worry with the heat of the
4 earth. It's begun to rain more, and they want
5 everybody to start -- be aware how to resolve that
6 problems. And they have a special money for different
7 cities and all the stuff. But, yes, the change of the
8 weather in everywhere is bad. So, yeah, we need to
9 start working for the flooding.

10 That's all.

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TEXAS DEPARTMENT OF TRANSPORTATION
PUBLIC MEETING

SH 48 (BOCA CHICA BOULEVARD)

RAISED MEDIAN

REPORTER'S CERTIFICATION
Taken on 7-18-18

I, DONANN SMITH, Certified Shorthand Reporter in
and for the State of Texas, do hereby certify that the
above and foregoing contains a true and correct
transcription of the Public Meeting held on July 17,
2018.

Certified to by me this 31st day of July, 2018.



DONANN SMITH, CSR #2304
Expiration Date: 12-31-19
Firm Registration #631
Kim Tindall & Associates, LLC
16414 San Pedro, Suite 900

San Antonio, Texas 78232
Phone 866.672.7880

<hr/> 1 <hr/>	2019 12:3,4	57 9:21
1 7:18 8:23 24:17	20th 61:19	58 10:8
1,489 7:19 8:5	2124 56:20	<hr/> 6 <hr/>
1,605 6:20	213 11:1	6 8:2 10:4 57:15
1.5 5:6	26 8:7	60 69:3
1.8 10:7	2715 45:11	600 74:20
10 36:14 63:2	<hr/> 3 <hr/>	63 9:21
100 5:23 20:5,6 38:19,22 39:7 61:2,3	3 8:2	64 33:1,2
107 39:19,20 40:4	30 14:14	65 70:7
10th 36:19,21 38:10	31 7:19	<hr/> 7 <hr/>
11 8:20,21 44:21 61:20	3303 18:7	70 41:22
111 9:20	3325 30:6	71 19:19
12 36:14	36,000 7:25 35:13 58:8,11	73 24:7
13 6:15	392 6:20	74 39:13,15
1350 74:22	394 8:7	74.7 11:3
14th 56:4	3:00 72:7	75 21:5
15 72:1 74:15,16	<hr/> 4 <hr/>	76 5:22 6:20
150 11:1	4 5:4 7:20 8:6 20:5	77 74:22
1709 57:17	4.3 10:6	7:38 75:10
1847 10:25 64:6 65:10	40 14:15 57:14 62:11	<hr/> 8 <hr/>
186 7:24	40,000 58:9,10	802 9:13,15,17 10:24 11:4 13:12,15,16,19,20,23 14:25 15:2 17:7,20,21 21:2,6,8 24:5 29:24 30:1,22 36:13,17,18,25 39:11,16,18 40:7,10 48:14 55:13,18,19,23 58:13
19 37:14	42 11:1 21:3 37:2	85 34:17
1954 29:21 30:8	43 36:15 39:10	<hr/> A <hr/>
1961 33:10	45 57:1,15,19	A&m 7:1 10:14
1979 41:7	48 5:20 6:8,19 7:1,4,6,14,20 8:6,13 9:14,15 10:4 20:4,9 26:2 32:11,21 38:21 41:14 48:21 60:19 74:25	access 21:21 26:18 27:3 42:12,14 51:5,12 52:4 68:21
1994 50:12	49 8:13	accidents 21:23 24:4 25:1 61:12
1st 74:17	4x4 54:8	accommodate 9:3 15:9 46:24 58:18
<hr/> 2 <hr/>	4x4s 54:15	accommodated 27:4 28:22 48:16
2 74:20	<hr/> 5 <hr/>	
20 15:5	5.5 9:2	
2010 7:18 8:1,7	50 62:11	
2016 10:24	50,000 25:11,15	
2017 7:19 8:1,7		
2018 12:1 74:17		

account 65:3	Anderson 36:2,8 38:16 61:17,18	
accounting 11:4	Andres 12:18 68:24	<hr/> B <hr/>
accused 24:25	angle 8:9	baby 21:25 31:23
active 69:21	anticipate 11:25 12:3	back 11:17 14:15 15:14 16:4 18:13 20:17 23:7,18,19 26:21 34:7,8 42:17,18 45:25 51:9,13,21,24 54:3, 6 55:10,18 56:10 57:12 58:22 59:4 64:14,15,25 66:3 72:2,12
activity 21:1,7	Antonio 72:1	backed 59:6 72:18
ad 11:12	anymore 43:17	backing 64:16
adamantly 22:1	apply 14:25	backs 23:1 33:25
add 38:23,24 46:6 49:8,17 71:13	appreciated 13:12	backwards 23:7
adding 16:24 17:3,21 35:1,14 39:4 44:9 46:5,10 53:1,2	approved 11:24	bad 23:19 30:7 54:4,5
addition 6:7	approximately 5:6 6:20 12:5	badly 69:7
additional 7:5 27:10,21 69:15	April 12:3	Bahia 41:15 42:4 44:8
address 25:7 29:16 35:2 53:21 56:16 60:15,21,25 61:5 68:14	area 5:3 12:19,20 14:23,25 15:12 16:8 17:4,22 22:16 25:16,21 30:6 31:14 35:20 40:2,25 61:25 65:2 66:8,16,21 67:6,8,9 68:13 74:21	balance 16:25
addressed 30:4,14	areas 8:4 21:12 64:18	bank 18:25 23:15,19 37:3,4
addressing 61:11,12	artery 57:18	barber 33:14
adjacent 10:22	Arturo 49:2	barrier 55:8 59:20
adjustments 25:21	aspects 48:4	base 48:3
Administration 10:13 11:9	asphalt 8:24	based 25:21
Adolfo 71:24	assessment 11:12	basically 26:1 28:16 31:1 47:12 54:14 59:2
adverse 10:19	assistant 12:19 49:2	bath 21:25
advisement 16:21	assumed 10:10 11:6	bay 44:22 64:6
affect 43:8 49:12	assuming 72:5	Bazan 12:14 16:19 17:11,15,19 20:25 25:9 28:4 32:7 34:25 35:24 38:16 44:7 46:2 50:5 52:23 57:1,4, 10 58:5 60:6 66:14 68:6 70:23 73:24
affecting 44:14	attempt 61:5	beautification 27:18 29:1
affects 60:20	attention 7:7 37:20 43:6	beauty 33:15
afford 32:3,5	attract 39:25	began 50:12
afternoon 18:1 29:18 56:19	August 74:17	begin 12:9
age 67:16	Austin 61:3	beginning 7:18
agree 29:21	authority 10:11 11:7 18:4	begins 5:4
ahead 48:25	Avalina 33:7,8 62:6	behalf 75:1
air 11:14 54:2	Avenue 7:2 34:4 47:19	beneficial 40:10
airport 51:9	average 7:23 8:3,13 10:5 58:10	benefit 13:13
Albertson's 18:13	averages 58:8	
Alcocer 68:16	averaging 7:24,25	
allowing 51:14 53:3	avoid 40:2 54:25	
alternate 55:23		
amount 40:25		

benefits 7:17 9:24 13:14 49:7	Brownsville 5:8 9:7 12:19 15:23 16:9 18:3 22:22 23:10 25:14 26:13 27:18 28:25 29:1,3 31:1,18 32:12 36:21 42:18 49:3,16,17 50:2,13 51:10 53:24 54:2,16,24 61:22 63:7 68:1,8,24 70:14 72:1,5,11,23 75:5	case 29:15 39:19 61:1
Benito 74:21,22	build 30:15 40:23 70:1	Casuals 14:3
bicycle 27:1,3 28:16,17 29:12 63:15	building 18:12 37:5 63:1	caused 41:11
bicycles 28:21 72:13	buildings 62:16	center 6:16 18:11 40:20 42:25
bicyclists 54:5	built 17:7 48:9 62:19 72:13,25	centerline 8:8,12
bids 71:4	bus 27:5 29:11,14	central 5:15
big 24:6 32:9 34:20 37:3 43:14 56:12 61:8 62:9 63:11	buses 27:6	chains 37:4
bigger 32:16,21 63:4	business 10:3,21 11:2 19:23 21:1 31:24 33:14 36:4 38:2,3 43:16,21 46:21 51:23 63:24	challenge 67:9
biggest 50:15	businesses 10:24 14:22 15:11 18:15 20:3,7 21:2,3,11,22 22:19 24:6 28:19 31:13 32:3 36:24 37:1 38:11 39:21 54:22 55:1 69:18,21	chance 48:6
Bike 55:13	busniesses 40:4	change 12:7 35:6,16,19,20 48:6
bill 19:2	button 26:18	characteristics 39:12 40:4
bit 25:17 32:1 35:18 58:1 59:11 60:2 66:9,16	buy 18:12 23:6 28:18,20 38:24	charge 25:2
Blanche 34:2	<hr/> C <hr/>	Charlie 18:7
blocks 34:8	calendar 74:15	chart 8:13
board 16:5 20:17	call 6:25 13:21 15:17,18 17:10 18:11 30:10,11,12,13 39:20 46:6 58:17	Chase 37:3
boat 41:15,22,23 42:2 43:16	called 17:11 30:9	Chica 9:8 15:24 17:17 18:7,9,18, 24 19:11,23 20:4 23:21 24:6 26:16, 21 29:20 30:3,7 33:9,24 36:5,11, 17,19,23 38:9,12,21 39:12 40:21 41:9 43:20 45:12,19 46:21,23 47:19 49:19,22 50:14,17 51:19 54:1,11,17,25 55:9,25 56:20,25 60:24 62:16,24 63:6 65:15 67:15, 19 68:21 72:17 73:11,25
Boca 9:7 15:24 17:17 18:7,8,18,24 19:11,23 20:4 23:21 24:5 26:16,21 29:20 30:3,7 33:9,24 36:4,11,17, 19,23 38:9,12,21 39:11,12 40:21 41:9 43:19 45:12,19 46:21,22 47:19 49:19,22 50:14,17,23 51:19 54:1,10,17,25 55:8,25 56:20,24 60:24 62:16,23 63:6 65:15 67:14, 18 68:21 72:17 73:11,25	canal 63:6	Chick-fil-a 58:14
born 71:25	canals 55:8	choke 50:18
Boulevard 5:5 9:13 27:14 64:22 65:7,20 66:19,24 67:3	capacity 31:3	citizens 49:7,25
Bourgeois 45:10,11 46:2,13	car 18:6 41:7 54:23	city 5:7 16:14 20:1 22:22 24:16,21 25:2,3,11,13 26:2 27:9 28:25 29:2, 9 30:12 31:1 32:11,12,21 41:18 49:2,3,4,10,13,25 50:2,6,8 53:24 56:11 57:13 60:19,21 62:11 64:25 68:1,7,9,12 69:19,20 70:14 71:6,9 72:23
Boys 14:19 51:14,15	card 71:17	city's 25:12
breakdown 7:21	care 31:25 32:2 34:15	civil 59:16 60:1
BRG 73:23	careful 28:9	Clark 18:7
Brian 46:21 48:20	carpet 30:16 70:3	clearance 12:1
bridge 42:12 72:10 73:15	carry 37:15 63:7	climbing 41:21 42:6
bring 36:9 37:20 43:6	cars 14:7,15 23:1 37:12 55:4 64:14,16	Clinic 61:18
bringing 24:25		close 6:25 7:7 22:16 23:22 33:15 34:16 38:2,3 50:17 52:1 53:7,10
broad 58:18		
brought 33:12 62:12 71:7		

58:9 66:25 67:3
closely 71:8
closer 15:13 17:23 25:17 50:8
 53:14 66:16
closing 74:8
code 10:22
cold 34:19
collisions 7:11 43:2
commend 19:4
comment 12:9 16:18,20 27:12
 40:13,15 46:19 52:15,18 56:9
 61:16 63:21 65:4 67:12 69:11,12,
 15 71:15,16,17,22 73:8 74:8
comments 11:21 12:13 16:12,13,
 22 25:10,21 27:25 28:5 35:1 48:21
 49:9 52:21,24 56:7,15,23 60:10,15
 70:24,25 71:5,10 74:9,12,13,15
commercial 6:1 69:18
commission 61:2 72:17
commissioner 16:9,19 17:20
 18:3 21:14 64:3
commissioners 16:14
committee 27:18 29:2
common 72:21
communication 27:20
communications 49:15
community 5:25 11:14 20:22 38:2
 45:4
compare 24:5 36:19,23 38:9
compared 10:22 36:12,13
comparing 39:9
comparison 10:4
comparisons 13:12
complain 63:9
complaint 38:6
complete 12:5
completely 37:21
compromised 37:19
concern 6:2 16:15 34:21 37:9 38:7
concerned 24:6 45:11 70:15
concerns 25:18 33:11 36:9 48:21
 60:11
concluded 75:10
concrete 8:24
conditions 45:1 49:22
conducted 11:11
configurations 65:1
conflict 6:13,15,18
congested 5:23 38:19 39:3 59:8
 61:3
congestion 6:7,10 50:14 61:6
connected 64:24
consideration 16:10 26:25 27:16
 38:5 44:9 52:19 64:23
considered 73:19
consist 8:23
consists 5:9 8:16
constructed 11:25
constructing 5:9 8:17
construction 5:12 12:3 31:17
 48:7 63:2
contact 16:14
continue 20:7 69:21
continuous 8:19 35:8 45:5
contributing 35:12
control 22:22 24:19
controlling 48:2
convenience 74:23
corner 18:25 68:20
Corners 23:15,17 25:16 34:7
 46:23 64:12,14,15,17 66:16 68:20
corporate 37:4
correct 23:24 25:13 31:15 35:22
 44:18 70:17
corrected 24:16
corridor 6:19 7:8,24 9:10 10:25
 28:15 35:12 39:3,20 40:1 50:25
 52:5,13 53:20
corridors 10:20,22 38:17
cost 5:12 62:14,17
Country 14:3
County 5:8
couple 34:19
court 14:2 71:14
courtesy 13:4
Cowen 13:5 18:1,2 20:25 21:17
 29:22 37:5 40:16 44:7 67:13 68:6
 73:9 74:3
crash 8:2 9:24 10:2,5
crashes 6:4 7:19,21,22,24 8:5,8,
 10,12,14 9:20,25 10:9 35:16 39:25
create 23:20,21 55:7,8
created 65:14
creates 67:4
Creating 55:7
creative 59:11
criteria 21:20
cross 6:22 13:19,20 23:5 24:1
 26:21,22 28:8 51:5,12,20 52:4
crossing 18:9 26:16 32:20 73:11,
 12,19,23,24,25
crossing/home 9:8
crossings 67:22
crosswalk 26:20
crosswalks 26:15,17 28:5,6,10
 44:1
cultural 11:15
current 49:23 56:24
customers 45:21 46:1 51:6
cut 43:2 45:13,14,19,21,22,23
 46:15,25 47:25 73:16,19
cuts 48:11

D

daily 7:23,25 10:5 73:17
dam 40:23 59:23
Dana 24:24
data 58:6

dawn 50:22	diligency 70:16	drove 54:11
dawned 52:17	diminish 19:12 21:22,23	due 6:6 70:13,16
day 7:25 35:13 42:5 58:8 61:18 74:16	direction 42:10 47:11	dug 41:9
days 74:15	directional 16:24 17:11,13,22 46:6 48:22,23 53:3 58:16,22 60:7 64:5,17,20 66:11	Dunkin 14:4 51:25
deal 23:23	directions 7:12	<hr/> E <hr/>
decade 59:19	director 12:15 50:11 57:11	earlier 38:22 47:23 60:19 61:9 66:15 68:8
December 7:19	disappointing 60:2	easily 36:18
decide 28:12	discuss 70:19	east 5:4 14:5 36:21 38:10 45:13 67:21 74:22
decision 50:20	disrespectful 58:24	eastbound 47:8,14,20
decrease 10:9	disrupt 31:13 32:3	easy 20:12
decreasing 9:25	disruption 32:5	eat 51:25
dedicated 65:23,24 66:11	distance 46:1	Ebanos 51:22
deep 40:22 43:20	distances 14:24	economic 10:15,19 19:15
deeply 32:13	district 24:17 26:4 32:12 74:20 75:5	economics 22:17,18
defeats 17:3	districts 61:4	Edinburg 36:10 39:19,21 40:4
deliver 19:24	ditch 30:4	Edwards 46:20,21
density 36:11,16,24 38:11	ditches 26:6	effects 10:15,19
department 67:20 73:1 75:1	dividers 43:1	elected 22:10
Depot 9:8 23:16 47:15 64:9,12,13 68:21	dollars 5:13 19:25 20:1 48:10	electronics 67:24
depth 41:2	donut 23:7	elevated 41:18
design 5:15 12:2 17:21	Donuts 14:4 51:25	eliminate 47:16
designed 13:15 15:4 16:2 20:16	DOT 68:23	eliminated 8:10
designing 19:20	double 59:7	eliminating 18:9
desk 68:19	downpour 61:20	email 74:15
details 5:16	DQ 47:15	employees 15:21 18:10,16 19:23 37:15
determine 57:5	drain 31:5 37:24	encounters 6:25
development 6:1 12:15	drainage 23:9,13 24:15,17 25:23, 25 26:4 32:8,12 37:18 41:3 43:7,8, 9 44:15 54:4 55:6 56:7,10 59:14, 17,20 60:22 61:8,12 62:13 63:3,5, 13,17 70:14 72:24 73:1	encouraging 28:13
died 15:6	drawing 16:5 20:17	endangered 11:15 19:10,13
difference 24:7 36:25 38:17 63:11	drive 9:5 15:12 20:11 27:13 39:20 44:19 45:21 49:19 63:25 65:19 75:8	ending 7:18
differences 37:7	driveways 6:23 35:10	engineer 12:19 57:13
differently 16:12	driving 45:12	engineering 59:16 60:1
difficult 15:5 22:18 24:9		enhance 6:9
digging 43:19		enlarging 26:6
digital 67:16		
diligence 70:13		

Enrique 53:23	facility 75:7	flooding 30:3,5,14,24 31:15 32:2 33:19 34:16 35:2,21,23 37:13,16 40:20,21 44:23 54:4,16,23 60:17, 18,21 61:20,23 62:9 69:6,16,25
enter 51:12,22	fact 37:23	floods 30:7 34:21
entity 72:22	fair 57:23	Flores 29:17,18,19 31:9 32:7,25 69:14,15
entrance 45:15,19,22 46:14 47:15 50:23 51:15 68:21	fairly 15:3	flourished 21:11 40:5
environment 11:13 27:23,24	Fallas 51:11	flourishing 18:15 39:21
environmental 10:11 11:7,10,25	falls 70:13	flow 19:4 35:4 44:11 64:24 67:19 68:3
equivalent 38:12	familiar 36:11	flowing 59:22 67:21 69:20
escape 37:23	familiarize 36:25	flows 59:21
Espinosa 12:18 30:9,20 32:17	family 18:7,12 29:20 37:12	FM 9:13,15,17 10:24,25 11:4 13:12 17:20,21 21:2,6,7,8 30:21 36:13 39:11,16,18 40:7,10 58:13
evacuate 49:21	fast 42:2 55:3	folks 14:22 59:3
evacuates 55:9	faster 31:5	follow-up 60:3
evaluate 11:21	fatalities 9:25	food 31:19
evening 5:19 46:20 49:1 50:10	favor 43:1	foot 8:21 26:17 40:22 42:6 43:20
everybody's 52:21	fax 69:13 74:14	footage 7:5,14 61:19
evolved 21:10	federal 10:10,12 11:6,8	Force 54:2
existed 32:25	feeder 49:12	Ford 37:14
existing 8:18 9:1,6	feeds 56:2	forever 31:11
exists 13:25	feel 46:22 55:1 57:23,25 59:14	forget 16:6
expected 5:24	feet 8:20,21 9:2 44:21	forum 58:15
experienced 5:21	felt 45:3	forward 49:6
experiences 49:19	field 72:3 73:4	found 10:19,24
explaining 62:7	Fifty 23:11	freeway 72:6,8,9,15
exponentially 36:17	film 26:16	friendly 71:18
expressway 13:17 14:1,4,6,18 50:16 53:20 65:10,12,15	finalize 50:6 70:18 74:17	front 65:18
expressways 54:20,21	finalizing 12:1 71:3	frontage 50:18 52:9 53:8 54:21 65:20,23 66:1 67:2
extending 65:5 67:7	finally 33:15 34:16	frustrating 43:18
extends 20:4	find 57:11	Fry 63:23 66:14
extensive 37:14	fine 48:15	full 8:23 12:24 36:7 44:21
extent 61:22	fish 42:7	fun 54:6,7
extra 14:14	fishing 42:8	funded 10:12 11:8
extreme 44:25	fix 22:23 30:17 55:6	funds 27:21
extremely 9:19	fixed 55:21	
	fixing 30:5	
	flat 15:6	
<hr/> F <hr/>	Flint 45:10	
F-250 37:14	flood 41:11 54:7,16,23	
	flooded 37:17	

future 42:22 44:9,13		highways 8:3 32:20
	H	home 23:15 47:15 64:8,11,13 68:21 75:8
G		Homer 12:14 30:25 68:18
gain 52:14 53:18	H.E.B. 14:20 37:3 47:2 50:24 51:5, 7,11,12,15,21 52:17 53:13 56:22 58:21 59:1,2 64:4,7	homes 37:16
gas 51:8,10	H.e.b.s 26:23	hope 25:3 52:18 66:6
gave 58:22	half 8:23 15:12 23:6 43:21 44:2 45:6 48:10	hopeful 39:23 40:9
general 5:3 9:18 38:6	Hampton 56:18,19 57:2,4,8,15 58:12	hoping 40:6
Generally 10:18	handful 31:21	hosting 36:3
gentleman 73:10	hands 15:20,22	hour 41:22 56:24 57:1,14,19
gentlemen 12:8,21 36:10 37:10 48:19	happen 22:20 31:22 33:2 59:25 73:20	hours 37:24,25 38:1,4 67:20
geometrical 50:15	happened 24:24 37:11	house 26:21 30:15 70:1
give 40:8,15 42:13 65:22,23 73:22	happening 23:8	human 11:13
glad 49:24	happy 58:23	hundred 10:7 69:3
Gonzalez 71:24	hard 24:11	hundreds 20:1
good 5:19 10:4 18:1 21:18,20 22:4, 7 27:11 29:18,23 37:6 42:23 46:20 49:1 50:10 56:18 62:24 64:20 68:10,11 73:10	Harlingen 12:20 72:5	hurricane 49:21
gosh 48:8	hazardous 11:16	husband 33:14
government 32:23	head 7:10 8:9	Hut 14:3
governments 29:7,8	head-on 43:2	I
Grande 10:17,23 41:16 42:4 44:8	heading 47:5,20	I-69E 5:4 7:20 8:6 10:25 53:8
great 41:17 42:20 54:11 55:12,13 64:5,21 67:14,23	healthcare 38:3	IBC 37:3
greater 10:21	hear 13:8 59:13 60:3,11,14	idea 22:4 29:23 50:24
grew 62:16	heard 25:18,22 33:12	ideas 65:1
gripe 38:6	hearing 54:18 61:7 74:7	imagine 14:14
groceries 26:24	hearings 20:20 41:7	impact 20:19
ground 37:15	heavily 27:15	impacting 74:1
group 68:18	height 30:22,23 41:2	impacts 11:12,13 44:17 53:13 57:20
grow 36:18	helps 52:7	Impala 43:12
growing 5:25	high 6:3 7:7 29:25 37:22 42:6 44:24	implementation 8:15
grown 36:17	higher 30:22 41:10	important 32:9,24 43:24 45:4 65:11 69:16,20,25 70:5
growth 6:1	highlights 7:2	improve 6:6,10 9:9 35:3 44:11
guess 44:24 60:24	highway 5:20 6:8,19 7:1,4,6,14,20 8:6,13 9:5,14,15 10:4,13 11:9 18:22 20:5,6 23:21 32:11,21 45:7, 13,17,24 46:12 48:21 57:15 65:16 74:22	improved 7:16 39:17
guys 24:18 31:11 36:16,25 55:2 56:22 62:1 69:23 70:15 72:21		improvements 66:17 71:7
		improving 39:24

lefts 64:20	lose 46:1 52:3 69:23	Matamoros 72:11
length 5:5	lot 13:15 14:21 18:6,10,20 20:14 24:1,4,5 26:16,22 32:13,19,20,22 37:7 38:8 41:8 44:21 46:14,16 47:2 49:24 57:24 60:20 61:23 62:14,17 63:16 64:2 72:2,11	materials 11:16 74:19
letting 60:4 71:4		matter 32:24
level 58:7		matters 50:8
liability 59:15,24	lots 54:23	max 49:21
life 54:1	Lotus 14:2	maze 43:12
lifeline 69:19	love 55:13,14	Mcallen 36:21
light 13:25 18:10 19:2 22:23 25:2 45:16 47:3,17 58:21 64:13	lower 30:23	Mcdavitt 33:24,25 34:4,9 56:2
lights 13:18,21 14:12 15:1 24:20, 21,22 25:4,13 67:14,18 72:6	Luby's 56:21	Mcdavitt's 33:25
limit 56:25 57:3,7,19	Lund 50:10 53:17 64:21	means 31:12
limitation 50:15 51:2 52:10	<hr/> M <hr/>	meant 35:3,14,22 44:19
limitations 50:15 53:19	made 73:10	measure 17:16,17
limits 6:21	madness 63:25 65:21	mechanical 67:15,17
lines 27:20	mail 74:14	median 5:9 6:8,11,14,17,21 7:9,17 8:11,15,17,18,19,20 9:10,12,18,22 10:3,6,7,20,25 11:2,4 16:1,24 17:4, 12,13,22 19:8 21:4,6,14,16 23:18 28:11,14 29:23 30:21 33:18 35:1,3, 5,6,14,21,22 36:20 37:22 38:7,11, 25 39:1,14,18 40:24 41:3 42:7 44:14,20 46:6,9 53:1,3 54:10 55:7 57:9 58:19 59:16 60:9 62:22 63:2, 11 65:6,8 70:5 72:19
list 26:11	main 30:2 37:3 39:7 45:15,19,22 46:14 53:11	medians 9:23 10:15,16 13:13 15:8 17:8 21:9,11 23:3,5 27:14 34:12 40:18,23 44:18,20 54:12 55:13 62:19
listening 40:19 52:21	maintain 25:12 29:6 51:3 52:6	meet 37:7
listing 38:19	major 9:17 54:3,24 67:1	meeting 11:22 16:21 22:12 36:3 59:13 60:8,14 62:7 70:19 74:8,16 75:3,10
listings 38:22	make 13:22 14:10,15,20,21,22 15:13 16:12,18 18:21 19:5 22:18 24:9 26:17 27:7,19 33:19 35:8,15 40:13,24 45:5,18 46:19 47:12 48:13 49:5 50:1 59:6 61:15,25 63:21 66:8,17 67:11 69:11,12,13, 14 71:15,16,22 72:10,20 73:3,8	meetings 60:13
live 15:22 22:16 23:25 26:22 33:13 34:2 49:16 57:17 62:23 68:23	makes 21:20 22:7,25 28:19 45:20 63:10	members 12:12
lived 33:9 49:16 54:1	making 25:20 35:4,11 71:9	mention 63:8
lives 68:25	mall 24:8	mentioned 7:13,16 17:5 21:1,15 26:4 28:23 29:11 32:14,17 35:15 38:22 39:4,10 46:4,10 47:23 59:23 60:6,18 61:2,9 62:7 64:10 66:15 68:8 72:24 74:11
local 5:25 29:7 32:23,24 45:4	manager 5:16 12:17	mentioning 30:25 52:25 57:14 62:17
locals 26:3	managers 49:3	merge 65:19
locals' 60:11	Manuel 68:16	merging 66:5
located 74:20,21	map 5:3	
location 46:8,11 52:24 53:1,4	Maria 29:17,19 69:15	
locations 46:22	Mark 50:10 52:23 64:21,25	
long 31:10 32:18 43:5,13 44:22 45:24 47:22,24 57:18 60:4 67:9 70:9	marks 21:19	
long-term 42:24 59:19	Martinez 5:15,18 12:16 13:10 48:20 56:9	
longer 33:1 37:23		
Longoria 33:7,8,9 34:25 62:6,13		
looked 27:8 57:2		
Los 51:21		

mess 14:8 34:9	narrowed 65:17	Office 74:20,21
met 12:17	narrowing 8:20	official 17:10 18:5 22:10
Mexico 72:12,14	national 37:4	officials 13:5
microphone 12:23 40:12,14 46:18 53:16 61:14 63:20 67:10 69:10 71:15,20 74:5	native 27:15	older 54:14
middle 12:24 36:22 49:12 59:21 61:24 75:6	natural 11:12 59:22	Oliveira 18:24 75:6
Mildred 34:2	necessarily 40:1 65:6,8	omission 26:15
mile 15:12,13 23:6,7 26:20 41:22 42:10 44:2,3 56:24 57:19	needed 5:10 27:1 42:24 54:12	online 69:12
miles 5:6 10:8 42:10 45:6 57:1,14 69:3,4	negative 20:19	open 22:12 27:20 40:12 46:18 51:20 61:15 63:20 67:11 69:10 71:21 74:6
milling 8:23	neighbor 37:6	opening 16:24 17:2,4,22 46:3,6 51:14 53:1,3
million 5:13 10:7 48:10	neighborhood 26:23	openings 17:1,12,13 21:14,16 46:9 48:22,23 60:7
millions 19:25	net 11:1	operate 25:12 67:6
minute 13:2	Nex 46:18	operating 9:19
Mission 56:12	nice 27:14	operational 7:3
mistake 65:14	night 42:5 61:18	opinion 22:1
mobility 6:7,10 9:9 59:9,10 61:11	nightmare 65:19	opportunities 44:11 58:19
modernizing 67:24	nineties 64:25	opportunity 13:2
modifications 22:3 25:20	noise 11:14	opposed 22:2
moment 22:11 49:4	nonresidents 61:22	opposing 7:11
money 24:13 30:5 32:14,16,19,22 34:13,14 42:23 48:7,12 62:14,17, 21 63:1,12,16	normal 62:1	opposite 47:11
month 31:16	north 7:6,14 20:5,10 47:9 51:17, 18,19,21,22 52:24 53:1 55:11 56:1, 5,20 64:4 67:22	opposition 22:6
months 41:8 70:18	noticed 26:15 27:5	option 39:5
morning 72:7	November 12:2	order 23:5,18 27:7 34:6 37:24 60:21 61:25
move 55:1	number 5:22 6:3,12,18 7:22 9:20 21:3 35:16 39:24 50:13	outfall 26:6
movements 6:22 46:7	numbers 6:4 57:22	outfalls 26:1 31:2,4,5 32:17,18
moves 49:6		outflow 43:11
MPO 16:7 50:11,12	<hr/> O <hr/>	outlet 43:11
mud 41:24	observations 73:4	outpouring 59:14
muddy 42:1	observe 13:1	overlay 8:24 66:20 67:7
multi 59:19	observed 10:20	overlying 66:20
	occasionally 15:24	overpass 41:18
<hr/> N <hr/>	occurring 7:3 8:5	overview 5:2
names 33:5	Octavio 5:18	owner 18:6 60:12 63:24
	October 12:1	owners 29:19
	offered 52:15	

P		
p.m. 75:10	24 22:18 23:23,25 24:1,4,9 25:1 26:16,22 31:19,20 34:1 35:8,11,17 39:25 41:20,21 42:4,5 43:3 44:1,25 46:25 47:20 51:7,8,12 52:25 54:8, 9,12,13,15,22,25 55:3 59:6,23 64:6 66:2 68:23 72:11,13,14,20	postpone 32:1
Padre 27:13 55:14,20,21,24		potential 6:4,13,18 11:13 16:23 46:5,10
Palenque 65:18	Pep 14:19 51:14,15	potentially 8:10 53:2 60:16
Palm 50:16 51:1 52:9 64:22 65:7, 20,24 66:2,4,18,24 67:3	percent 6:20 8:7 9:21 10:8 11:1,3 21:4,6 24:7 36:15 37:2 39:10,13	pouring 49:20
panel 12:12 16:17 28:3 29:17 34:24 53:22 56:17 60:5 68:15	perfect 55:13	pre-raised 10:6
paper 21:18 69:3	period 7:18 12:10 74:16	predict 40:9
parallel 55:16,25 56:4	person 35:25 45:8 46:18 68:14,24	prediction 40:8
Paredes 9:4 13:17,19 33:23 46:23 47:5,6,25 51:11 53:8 56:5 59:5 64:7	Pharr 5:15 74:19,21	Presas 53:23,24
parking 46:14 47:2	phase 41:17	presentation 13:11 21:2 50:21 74:19
parks 63:15	pickup 37:11,13	presented 36:12 57:23 70:24
part 12:25 13:11 27:2 35:9 54:8 59:10	piece 69:3	pretty 20:10
participate 29:4	pipes 73:2	prevented 8:14
partnered 27:17	pizza 14:3 52:1	prevents 7:10
parts 54:16	place 8:18,22 28:8 34:21 43:25 63:9 65:9 71:17	Price 56:6
pass 72:18	places 52:5	primarily 35:4
passable 61:25	plan 27:2 32:4 45:18 71:1	priority 70:6
passenger 9:3	planning 12:15 62:22	problem 18:19,23 19:8,15 23:22 25:4 26:2 32:10,22,25 33:16,17,18 34:14,19 35:10,12 41:4 42:14 43:14 50:19 54:24 59:18,19,25 60:19,20 63:13,16 66:23 67:1 70:8 72:24
passing 64:12	plans 26:14 71:1,3	problems 7:3 23:9 55:6 69:2
past 5:22 6:3	plants 29:5	producing 18:14
patch 73:2	Plaza/strawberry 9:7	program 5:14 11:17
patched 73:3	plenty 42:13 65:21	progression 50:25 52:8
patience 52:20	plumbing 70:1	project 5:1,2,4,5,7,8,11,12,16,17 6:9 8:16,22 11:11,20,24 12:2,12,17 13:1,24 15:3 22:2 25:25 26:8,25 28:17,21,22 29:9 31:7,8,10 32:16, 18 41:16 42:23 49:6,23 50:7,9 56:14 57:9,18 60:23 61:6,10,13 64:1 65:6 66:23 68:19 71:2 72:4 73:16 74:10
patterns 35:6,17,20	point 37:22 39:2 44:24 46:7,8 50:18 61:16 63:22 64:21 67:12 71:23 73:7,10	projects 10:12 11:8 16:8 27:19 29:8 39:18 41:17 49:13,18 55:12 60:9 61:5
paved 41:7	points 6:13,15,19 64:3	properly 64:24
pavement 8:24 29:14 41:10	pool 41:1	properties 19:16 29:20
pay 7:7 19:2 24:20 29:4 69:19,23, 24	population 25:11,15 27:3	property 18:6,19 19:14 29:21 30:8 41:11,12 45:11,13,17 46:13,15
paying 19:16	Port 9:4 13:25 14:6,8,13,17 16:9 18:3 20:3,6 22:24 33:23 41:14 42:13,16 45:14 46:12 47:25 55:17, 19	
peak 67:20	portion 44:20 74:8	
pedestrians 7:10 26:15,25 28:8, 12,14 54:5	position 59:15,24	
people 18:17,21,23 19:2,6,11,13,	post 10:7	

51:6 56:20 60:12 70:7
proposed 8:16 9:1,9,10,14 11:11,
 20,24 47:24 57:9
proposing 6:11 26:14
prosper 69:22
provide 5:16 7:9 20:1 28:14
provided 7:21 13:13
providing 70:24
proximity 53:10 67:4
PUB 19:1
public 9:19 11:22 12:9 13:5 16:22
 18:5 60:8,10,13,14 70:19 74:8,16
 75:3,10
pull 54:8,9,15 55:3
pulled 54:12
pulling 41:23 54:13
pumps 43:13
purpose 6:9 16:21 17:3 60:8,14
pursue 29:23
push 26:18
put 16:1 17:1,2,17 18:13 24:3 28:6,
 10 30:5 31:3,12 40:18,22,24 41:9,
 18 42:25 43:23 59:20,23 70:1 73:2
puts 19:25 59:24
putting 24:22 38:7 48:10 58:19

Q

quarters 15:13
question 23:13,14 24:22 30:10,20
 57:21 58:2 59:12 62:10 70:17
questions 12:13 49:10 50:1 56:23
queue 47:4
queuing 52:11

R

races 41:24
rail 73:12,17,19,21,23,24
railroad 72:17 73:11,16,21

rain 34:20 37:10 49:20 63:7
rains 34:18 55:2
raise 15:22
raised 5:9 6:8,11,14,17,20 7:9,17
 8:15,17 9:12,18,22,23 10:3,7,15,
 20,24 13:13 15:8,21 21:8,10 30:21
 35:1 38:25 39:17 42:6 60:9 71:25
Ralph 17:24,25 18:2 40:16 73:9
ramp 41:15,22,23
ran 65:16
range 58:18
ranked 5:22
rate 10:2,6,21
rates 8:2 9:24
Raymondville 12:20
read 33:6
real 20:12 22:16 23:19 57:23
realize 32:8 35:7 41:3 66:24
rearranging 34:12
reason 37:12,13 49:5 53:5 54:15
reasons 38:18 39:7 51:5 53:11
 55:22
receipts 11:3 21:5 39:14
receive 74:9
received 11:22,23
receiving 11:25
Recently 10:10 11:6
recognize 14:9
recommend 51:3
recommendation 68:17
reconfigure 65:22
record 12:25 40:17
recorded 6:25
recording 7:5,13
red 15:1
redid 41:9
reduce 6:10,18 35:15 40:25 43:9
 57:6,7

reduced 9:20
reducing 6:12 9:24 39:24 57:3
reduction 9:21 10:6
refer 49:18
refigure 20:18
refinement 15:17,19
refuge 7:10 28:14
regard 29:9
regional 18:4 57:18
registered 35:25
registration 74:13
regrade 41:11
regrading 43:22
reiterate 56:10 64:3
relation 43:7
relocation 73:16
rely 58:6
remain 8:22 73:25 74:2
remaining 65:24
remains 46:18 69:10 74:6
remember 15:6 43:19 69:11
removal 53:12
removed 9:9
removing 50:24 52:14 53:6 74:1
rent 19:17
Rentfro 47:18,19
reoverlay 66:6
repair 70:4
replace 30:16 70:3
report 36:12
reporter 71:14
repurpose 18:13
require 32:19
requires 32:22
resacas 55:8
research 10:19
resident 26:13 53:24

residents 55:5	47:4 65:21	sending 71:11
resources 11:16	Roosevelt 73:13	sense 14:21,22 21:21 22:7 45:20 66:8
responding 12:12	route 55:16	separate 25:24 26:8 31:7 61:10,13
responses 70:25 71:9,12	routes 55:23	serve 16:7,8 18:2 38:2
responsibility 25:12 68:9	row 43:16,17	service 20:21 73:17,21
responsible 25:14	Ruben 9:13	services 73:12
rest 15:25 40:24	Rubio 26:11,12,13 28:4	set 13:16
restaurants 15:11	rule 13:2	severe 8:9 38:6 59:19
restripe 66:6	run 72:14	severity 9:25
restriped 66:8	runs 5:4	sewage 24:15
restriping 66:21		SH 5:4 10:4 38:21 60:19 74:25
resulting 10:8	<hr/> S <hr/>	sheet 59:21,22
retail 15:10	Saenz 11:18,19 13:7 16:17 20:24 22:9 25:6 26:10 28:2 29:16 30:19 33:4 34:23 35:24 36:6 38:15 40:11 44:6 45:8 46:17 48:18,25 50:4 52:22 53:15,21 56:8,16 60:5 61:14 62:4 63:19 66:13 67:10 68:5,14 69:9 70:11,22 71:13 73:6 74:5	shop 15:24 33:14,15
retired 19:15 43:16		shoppers 14:23
return 30:13		short 22:24 23:18
returns 30:10		shorten 64:6
revenue 36:15 37:2,8 39:10	safe 75:8	shoulders 9:16
review 11:21 68:19	safer 6:12 13:15 15:8 19:5,6 35:4, 15 55:22 66:9	showing 62:8
reviewing 10:11 11:7	safest 28:7	shown 8:13 10:18
ride 54:6	safety 6:2,7,10,21 7:16 9:23 35:3 42:20 61:1 62:24	shows 5:3 9:12 10:6 26:16
right-of- 73:22	sales 10:21 11:2 21:5 36:16 39:13 58:1,12	shutting 37:21
right-of-way 5:10 9:1 26:5 28:18, 20 73:23	San 72:1 74:21,22	side 13:22 23:22 36:21 42:7,8 50:16 51:13,17,19,21 53:19 56:1,2, 4 65:8,11
Rio 10:17,23	schedule 12:6	sides 45:6 55:10
rivers 54:21	School 18:24 75:5,6	sidewalk 72:12
road 5:24 6:12,15 9:4,5 13:17,20, 25 14:6,8,13,18 16:8 19:20 24:24 33:23 36:17 37:22 41:25 45:14 46:12,23 47:5,6 48:9 50:18 52:9 53:8,9 55:17 59:5 65:21,23 66:1 67:2 73:1	Scott 63:23	sidewalks 5:10 8:17 27:11 30:4 32:14,15 43:23 45:3,5
roads 49:12 54:21 56:1	screen 5:3 7:22	signal 50:23,24 53:7 65:11 66:7
roadway 5:20 31:6	searching 74:24	signalizations 49:14
roadways 5:23	section 9:13 15:4 23:10 69:17	signalized 8:11 28:6,8 48:23 51:4 52:6,10,14
Robert 22:15 70:12	sections 10:3	signals 9:6 25:10 28:10 53:7 67:24 68:7,9,11
Roberto 22:14,15	security 9:5 18:18 19:17	signed 22:13
Rodriguez 49:1,2 50:5	segment 8:2 38:21	significant 5:21 9:23
roof 30:17 70:2	segments 38:19 61:4	similar 9:14 10:5 21:9 29:12,25 30:21
room 12:24 28:17 29:13 36:18	send 16:4,13	

simple 42:19	Square 9:7 20:2 45:16,23 46:4	striping 67:8
Simpson 9:6 50:23 51:15,18 52:16 53:5,9,14	stable 7:23	strong 29:1
sincerely 75:2	stacking 52:12	strongly 51:3
sir 20:24 22:9 25:6 28:2 36:6 38:15 40:11 44:6 46:17 48:18 50:4 52:22 53:16 56:8 62:4 66:13 68:5 69:9 73:6	staff 49:4 75:5	structure 57:16
sit 68:20	stamps 31:19	stuck 48:5 52:12
sits 22:3	stand 49:4	studied 10:15
sitting 16:11	standing 39:6	studies 10:11,17 11:7
situation 21:10 30:5 31:15 35:23	stands 22:2 49:23	study 6:19 10:23 11:10,11 57:5,6, 9,12 59:16,17 60:1,2
situations 44:24	start 12:4 13:6 22:13	stuff 26:24 43:22 54:6,13 55:4 64:23 72:2
size 36:23	started 71:2	subject 12:6 24:25
slide 10:18	state 5:20,23 6:8,19 7:1,4,6,14,19, 20 8:3,6,12 9:14,15 10:3,4 12:24, 25 20:22 22:14 25:3 30:12,13 32:11,21 36:6 38:20 39:18 40:14 45:9 48:21 61:4 62:5 68:15	submitted 49:11
small 63:6	stated 64:19	success 9:17 40:6
social 19:17	states 9:19	successful 15:3
solution 23:20	statewide 8:3 38:22 39:7	suggest 30:4
solutions 27:9	statistically 57:25	suggested 17:23
solve 69:2	staying 58:7	suggesting 16:25 29:22
solved 60:25	step 11:20 12:23 40:14 52:13 61:11 71:16	suggestion 16:10
sooner 52:16	sterile 27:22,24	super 29:25
sounds 21:18	stop 65:9	support 20:16 31:18,20,21,24 63:25 69:19
south 27:13 47:5,6 55:11,14,20,21, 24 56:2,4 57:17 64:7	stopping 67:22	supposed 66:2
southbound 65:20 67:2,22	stops 27:5,8	synchronization 68:10,11
Southmost 18:4	store 24:12 34:1	synchronize 67:17,18
space 17:4 27:10 43:9	stores 15:10	system 23:13 25:2 29:5
spacing 16:23 17:7 21:14,16 46:9	story 9:17	systems 22:23
sparse 37:1	Strawberry 20:2 45:16,23 46:4	
speak 13:3 22:11 36:1 45:8 74:11	streams 11:15	<hr/> T <hr/>
speakers 12:22 63:21 71:21 74:6	street 7:15 9:7 23:5 33:13 36:19, 22 37:6 38:10 43:12 44:3 47:9,19, 21 51:19,22 52:24 53:2,5 54:10 56:4 59:8 64:4 73:13	table 10:2 62:2 74:13
species 11:15 19:10,13	Street along 7:6	Taco 65:18
specifically 49:11	streets 6:22 34:3 55:11,15 72:25	taking 45:15 58:21
speed 56:25 57:3,7,19	stress 55:5	talk 17:25 19:10 37:25 59:9 60:11 67:17
spend 24:13 32:13 48:7,10 63:1,12	stretch 47:23,24	talking 13:18 22:4,17 38:1 52:17 56:13
spending 34:13 63:13,16		tape 17:17
spot 49:9		tax 11:3 18:14 20:1 21:5 36:16 39:14

taxes 69:19,23	touched 63:4	type 56:14 57:18
taxpayer 34:14 48:12	tough 28:20 48:8 67:5	typical 6:14
taxpayers 31:18,21	town 51:7 63:5 73:15	<hr/>
team 54:8	tracks 74:1	U
tears 73:1	traffic 5:21 6:2 7:7,23,25 9:6 10:5 15:10 19:4 22:21 23:2,19 25:10 27:7 33:22,25 34:9 35:3,6,17,20 38:8 39:3,24 40:5 41:22 44:11 47:2,4,8,11,15 48:2,4 49:21 55:18 57:5,6,8,11,22 58:3,6,7 60:2 62:15, 23 65:11 67:5,14,19,20,21 68:3 70:16 72:19	U-TURN 14:11,15,20 15:14 18:21 46:7
technique 58:2	trailer 42:1	U-TURNS 9:3 47:12 53:3
temporarily 55:9	train 72:17,20	understand 35:7 37:18 39:11 48:1 53:17 58:14 62:9,10
tend 8:8	transportation 7:1 10:12,14 11:8 12:15 75:2	University 39:20
Teresa 29:17,19 69:15	travel 8:21	Unlike 9:15
Texas 5:23 6:25 10:14,16 21:9 25:11 34:4 38:20 56:20 74:22 75:1	traveled 10:8	upgrading 49:14
theory 21:18	traversed 44:19	upsetting 58:20
thing 17:18 20:9 22:17 24:3 33:21 42:19,20 48:16 54:18,20 55:15 63:14 64:8 65:13 68:11,17,22 69:5 70:13	treatment 39:2	urban 8:4
things 18:5,25 19:1,3,9,24 41:4 42:25 65:2 67:13	Trucks 64:14	Uresti 22:14,15,16 25:9 70:12
thinking 27:13	TTI 10:18 36:12 38:18	user 71:18
thought 33:20 65:6	TTI's 10:18,23	<hr/>
thoughts 17:7	turn 5:14 6:16,21 8:19 11:17 13:22 14:7,13 21:21 23:16,17 27:6 35:8 42:9,17,18 44:2,22 47:2,5,8,20 58:16,23 64:6,11 65:9,23,24 66:1, 2,4,10,11	V
thousand 69:4	turnaround 41:19 42:11,15,16 46:6 72:20	Valley 10:17,23 61:18
threatened 11:14	turnarounds 17:9 20:13 29:22 43:25 44:10 46:24	varied 58:9
throw 21:24 33:22 67:4	turned 72:8	vegetated 27:15
till 71:20	turning 8:9 64:13	vegetation 11:14
time 12:9,22 24:11 30:11 31:10,25 32:2 33:3 34:18 40:12 46:19 49:7 50:13 54:19 55:2 62:20 65:14 67:9 70:9 71:20	turnouts 13:21 15:2 27:6 29:11,14 48:14	vehicle 10:8
times 8:3 13:20 30:10 62:19	turns 20:5 22:20 35:9,11 46:7 64:5,8 66:12	vehicles 7:11,25 9:3 35:13 58:8 62:1
timing 66:7	Txdot 10:10 11:6 15:5,21 16:7 24:23 27:17 32:10,23 36:2 50:1 59:13,14,18,24 61:21 67:25 72:4 74:19,21	Velma 34:2
told 59:18	txdot.gov. 71:19	Verde 34:1
tonight 11:22,23 16:13,22 25:22 49:8 70:24,25 71:8 74:11,18		versus 6:15
tonight's 60:14 74:16 75:3		Victory 7:2
tons 51:6		video 7:2,13 9:12 62:2
top 5:22 38:19,21 39:6 61:2,3		view 74:18
Torres 9:13		viewed 74:23
total 5:12 6:18 7:22 8:5 69:17		Villa 34:1
totals 8:12		vitality 69:20
		vocally 22:1
		volume 6:2 7:7 43:10 58:3,13 59:1,7

W

wait 14:12 37:24 38:4 58:17 60:23**Wal-mart** 19:25 22:25 24:1 33:13,
22 45:15,19,22 46:14 59:2**Wal-marts** 26:24**walk** 26:20 44:2,3 54:5**walking** 42:5 72:13**walkway** 23:25**wanted** 20:20 36:24 43:6 45:5 49:3
60:25 63:8 72:16 73:3**wanting** 14:15 19:5 43:23 47:16**warehouses** 73:13**water** 18:4 21:25 30:15,17 41:1,2,
16 43:9,10 55:10**waterways** 41:19**ways** 74:10**website** 5:1 71:10,19 74:24**weeks** 34:20 37:11**welfare** 31:19,23**west** 14:17 34:7 38:10 50:16 51:9,
24 53:19 67:21 74:20**westbound** 47:1,7 59:3 65:16**wetlands** 11:15**Whataburger** 14:2**wide** 26:2 32:11 60:20**widen** 29:14**widened** 9:2**width** 8:19,23 44:21**windfall** 42:23**wondering** 74:4**Wood** 13:6,7 16:6 17:6,13,16,24
21:15 29:21 47:23 48:13 64:3**word** 61:7**work** 8:25 19:23 26:3,7 28:24 29:2,
8 31:4,6,12 34:13 43:13,14,17
46:21 48:1,13,15 50:2 60:22 62:21
63:3 66:18 68:2,7 71:6**worked** 19:19 29:7 64:24**working** 31:1 50:6,7 53:13 54:14
56:11 71:8 72:7**works** 16:7**worse** 33:19 52:8 63:4,5**worst** 23:10**worth** 46:15**writing** 49:11**written** 74:13**wrong** 19:20**www.txdot.gov** 74:24

Y

year 7:18,21,24 8:12,14 9:21 12:5
31:16 33:16 34:17 38:18 43:21
71:3,4**Year-by-** 8:11**years** 5:22 6:3 15:5 19:19 23:11
32:4 33:1,2 34:15,18 36:15 38:20
48:9 55:22 58:4,10 62:11 63:3 70:7
72:1**yesterday** 33:2 70:8**younger** 54:6**Ysaias** 53:23

Z

zig 51:13**zip** 10:22

4. Public Meeting Photographs

July 17 Public Meeting Photographs







