



# US 281 at Premont

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City of Premont, Texas  
Jim Wells County, Texas  
Public Hearing Summary and  
Comment Response Report

May 2015

Texas Department of Transportation, Corpus Christi District

*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.*



**Certification of the US 281 Public Hearing  
Corpus Christi District**

1. A public hearing was held on December 11, 2014 to discuss the Environmental Assessment for the proposed relief route for US 281 as a controlled access facility that meets Interstate standards from north of Farm to Market 1538 to north of County Road 431.
2. The economic and social effects of the project's location and impact on the environment have been considered.
3. The determining economic, social, and environmental effects, the statutory provisions of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 have been considered; and
4. The project's consistency with transportation/planning goals and objectives has been considered.

City/Town	Hearing Date	Hearing Officer	District
Premont	December 11, 2014	Lonnie J. Gregorcyk, P.E.	Corpus Christi

A handwritten signature in blue ink, appearing to read "Lonnie J. Gregorcyk", is written over a horizontal line.

Lonnie J. Gregorcyk, P.E.  
TxDOT – Corpus Christi District Engineer

12-11-14

Date

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## Introduction

The Texas Department of Transportation (TxDOT) conducted a Public Hearing regarding the proposed US 281 at Premont project in Jim Wells County on Thursday, December 11, 2014. The hearing was held specifically to solicit public input on the Environmental Assessment including the project's location, design, and identified impacts. The hearing was preceded by five public meetings which were held May 8, 2008; September 18, 2008; April 20, 2009; June 6, 2011; and October 23, 2012.

## Project Summary

### *Project Study Area*

The project study area extends from 0.5 mile north of Farm to Market 1538 to 1.0 mile north of County Road 431. The project study area is entirely within the City of Premont and Jim Wells County.

### *Purpose and Need*

The purpose of the proposed project is to upgrade this US 281 section to meet current Interstate design standards as established in American Association of State Highway and Transportation Officials, *A Policy on Design Standards-Interstate System, 5th Edition (2005)* and improve the safety of the traveling public, in a manner that is sensitive to the environment and serves the access and mobility needs of the affected community.

Within the City of Premont, US 281 serves as the main north-south travel corridor and is known locally as Broadway Street. US 281 through the City of Premont has transportation problems that affect the safety and mobility of the traveling public. In addition, the design of US 281 does not meet Interstate standards; therefore, it does not fulfill the requirements set forth by federal law that authorizes US 281 to become part of the Interstate system from US 59 in George West to the International border south of McAllen, Texas.

### *Proposed Improvements*

To minimize overall impacts to the City of Premont including homes and businesses, a relief route east of Premont has been identified as the preferred solution to upgrade US 281 in the Premont area. The relief route would extend from just 0.5 mile north of FM 1538 to 1.0 mile north of CR 431. As presented at the Public Hearing, the proposed project would include two northbound and southbound interstate quality main lanes, an interchange at SE 7<sup>th</sup> Street, and is 4.87 miles long.

The proposed relief route would be built to Interstate design standards and include:

- Four 12-foot-wide main lanes, two lanes in each direction
- 4-foot-wide inside shoulders

- 10-foot-wide outside shoulders
- 48-foot-wide grassy center median
- Access roads in some locations to provide access to adjacent properties
- Main lanes would accommodate 70 mph speed

The proposed relief route addresses the project needs while minimizing environmental, cultural, and socio-economic resource impacts and does not require the relocation of homes or businesses.

The proposed relief route would be designated as US 281 and would become part of I-69 system in Texas and would specifically be designated as Interstate 69 Central (I-69 C). The project would require approximately 192.8 acres of additional right-of-way.

## Public Hearing Information

### *Public Hearing Date and Location*

The Public Hearing was held on Thursday, December 11, 2014 at St. Theresa Community Life Center located at 801 N. Broadway (US 281), Premont, Texas 78375. The open house portion was from 5:00 p.m. to 6:30 p.m. A formal presentation was given at 6:30 p.m., followed by public testimony.

### *Public Hearing Notifications*

A variety of methods were used to reach out to citizens, potentially affected property owners, local leaders and elected officials. These notifications included:

- **Display Ads**  
Both English and Spanish display advertisements were published side by side in the following newspapers for the December 11, 2014 Public Hearing approximately 30 days and 10 days prior to the hearing:
  - *Alice Echo-News Journal*  
Published Dates: November 9, 2014, November 30, 2014, and a rerun of the 10-day ad due to publication quality on December 7, 2014
  - *Falfurrias Facts*  
Published Dates: November 13, 2014 and December 4, 2014
- **Letters**  
Letters were mailed to local, state, and federally elected officials on November 14, 2014. Letters were also sent to 22 potentially affected property owners on November 14, 2014.
- **Postcards**  
Every Door Direct Mail (EDDM) Retail was used to send postcards to 1,307 residential and business addresses in the zip code of 78375 on November 28, 2014.

- **Community Flyers**  
Flyers were posted at 19 commercial and governmental locations in and around Premont on November 5, 2014.
- **Electronic Message Boards**  
Electronic message boards were placed on the north and southbound sides of US 281 in Premont. The TxDOT message boards advertised the meeting date, time and location. They displayed the hearing information from December 5, 2014 to December 11, 2014.
- **Social media outreach**  
Twitter and Facebook were used to promote the meeting. The TxDOT Corpus Christi District Office tweeted three messages about the meeting on December 11, 2014.  
  
A community Facebook group “Proposed upgrade of US 281 at Premont TX” advertised the public hearing as well and provided links to TxDOT’s website for the meeting information. Posts were made on November 27, 2014 and December 8, 2014.
- **News Articles**  
An article regarding the hearing appeared in the *Alice Echo-News Journal* on December 10, 2014.
- **Website Postings**  
TxDOT posted information and details about the Public Hearing on their website [www.txdot.gov](http://www.txdot.gov) under the Hearings and Meetings section.

Documentation for each of the notifications mentioned above is available in **Attachment A**.

### ***Public Hearing Sign-in, Hand-outs, and Exhibits***

Upon arrival at the Public Hearing, attendees were asked to sign-in to document attendance and were provided with a set of handouts which included:

- US 281 Premont Relief Route Fact Sheet
- Comment Card
- Speaker Sign-up Card (if they requested to make a public comment during the Public Hearing)

Twenty-three (23) project display boards were exhibited to provide information about the proposed project. They included the following boards/maps:

- Welcome Board
- Project Need and Purpose
- US 281 – Proposed Main Lanes
- Proposed Access Road
- Project History 2008-2011
- Project History 2011
- Project History 2011 (map)
- Project History 2011-2012

- Environmental Study 2012-2014
- How Can I Make Comments?
- Ongoing Public Involvement
- Next Steps
- How Can I Stay Informed?
- Conceptual view looking north at US 281/Business 281 Split south of Premont
- Conceptual view of US 281/Business 281 split south of Premont
- Conceptual view of US 281/Business 281 split south of Premont
- Conceptual view looking southwest from cemetery area at proposed interchange location at SE 7<sup>th</sup> Street
- Conceptual view looking southwest from cemetery area at proposed interchange location at SE 1<sup>st</sup> Street
- Conceptual view looking south at US 281/Business 281 split north of Premont
- Conceptual view looking northeast at US 281/Business 281 split north of Premont
- Conceptual view looking south at US 281/Business 281 split north of Premont
- Right of Way Questions
- Environmental Document Review Area
- Aerial Map

Two identical sets of large scale aerial maps of the project location were set up on tables. The formal presentation screen and audience seating were located in the center of the room. Comment tables were provided in the room in order to encourage public feedback. A Right-of-Way station provided staff to answer questions about potential right-of way purchases and right-of-way practices for TxDOT projects. Several copies of the Environmental Assessment were also provided for review.

Copies of the hand-out materials are included in **Attachment B**. Display boards and maps are included in **Attachment C**. Photographs of the hearing, including documentation of the boards and maps, are included in **Attachment D**.

### *Public Hearing Format*

The open house portion of the Public Hearing was held from 5:00 p.m. to 6:30 p.m., during which time the public was able to review project display boards and discuss the proposed project and the environmental document with project staff. In addition, a specific right-of-way station was provided that allowed attendees to gain specific information regarding potential property impacts and the process TxDOT uses to acquire property from landowners. The Environmental Assessment was also available for the public to review.

A formal presentation began at 6:30 p.m. The presentation was conducted by Mr. Lonnie Gregorcyk, P.E., TxDOT Corpus Christi District Engineer. After Mr. Gregorcyk officially opened the hearing, he introduced the local elected officials who were present and thanked them for coming.

Mr. Gregorcyk then provided an overview of the hearing proceedings and the project. Lori Cole, Atkins, followed Mr. Gregorcyk's opening remarks with a technical and environmental presentation regarding the project. Ms. Cole discussed the project history, purpose and need, the proposed improvements, the alternatives considered, the preferred alternative, and a summary of the environmental analysis.

After the presentation, Mr. Gregorcyk began the public testimony portion of the Public Hearing. Attendees registered to speak were invited to make public comment. Mr. Gregorcyk noted that responses to comments would be compiled in the Public Hearing Summary Report and comments would not be responded to at the hearing. Following the registered speakers comments, Mr. Gregorcyk gave a final opportunity for the public to make testimony at the hearing.

A transcriber was in attendance to provide an official transcript of the presentation, as well as the public testimony. In addition, the transcriber took individual verbal comments during the open house portion and was available following the hearing for individual verbal comment.

Translation services were available during the open house and presentation for Spanish-speaking attendees. During the open house, individual Spanish translators were available to speak with attendees regarding the proposed project as requested. There was not a request for the presentation to be translated.

A copy of the presentation is included in **Attachment E**. The Public Hearing transcript of the presentation, public testimony, and verbal comments is included in **Attachment F**.

### *Public Hearing Attendance*

A total of 76 persons signed-in at the hearing. Several elected officials attend the Public Hearing including: Pete Trevino Jr., Jim Wells County Judge Elect; Emede Garcia, Jim Wells County Commissioner; Solia Bautista, Mayor of Premont; Adelino Perez, Premont Council Member; Raul Garcia, Premont Council Member; Larry Martinez, Mayor of Alice; and Jose Pereida, District Director for Congressman Vela's office. Meeting sign-in sheets are included as **Attachment G**.

## **Public Comment and Response Summary**

The public comment period on the proposed US 281 at Premont project began November 9, 2014 with the publication of the 30-day notice in the Alice Echo News. Comments were invited by mail, email, and at the public hearing. Written comments were accepted by mailing to the US 281 at Premont, Texas Department of Transportation, Corpus Christi District, 1701 S. Padre Island Drive, Corpus Christi, TX 78416. Email comments were accepted at [rickey.dailey@txdot.gov](mailto:rickey.dailey@txdot.gov). During the hearing attendees were asked to provide comment on comment forms (to leave at the hearing or mail in later), verbally to a transcriber, or by giving public testimony during the hearing proceedings. The comment period ending date was Wednesday, January 7, 2015.

A total of 25 comments were received during the comment period. Thirteen (13) written comments (comment cards, emails, and letters received at the hearing and by mail/email) and 12 verbal comments (verbal comments to the transcriber and those given during the public testimony portion of the hearing) were received. All comments received during the comment period are included in **Attachment H**.

The verbatim comments received and a response to each comment follows. Comments are listed in alphabetic order by last name.

**Table 1: Public Comment Summary**

Last Name	First Name	Date Received	Method Received	Comment (verbatim)	Response
Deardon	Ted	12/11/2014	Public Testimony	<p>Ted Deardon. And I'm just a resident of Premont and my concern is also saving our tax base. Currently, I believe if you look at our tax rolls you'll see commercially our largest tax base is off of Valero. And Valero is currently servicing all of the truck traffic that's on 281. And locally as well. But the main purpose for Valero being there is – is that truck traffic. And if – I would like to know whether or not you-all had done a study with Valero to see what kind of business development that you're going to be causing Because I would think of all of the traffic that's anticipated to be bypassed with Premont, they're going to lose 50/60% of their business. And our city and our school, relies on that taxes for us to maintain something that's already having a hard time keeping up with the times. Right now we have a hard time just being able to pay our public officials, our police officers, we do not have a fire department. We have a local volunteer fire department. So when you look at what our tax dollars are currently being spent, we need every dollar. And if you're talking about our maj – our major tax payer in this community is Valero. And if you did a study with them to find out whether or not they plan on staying in our community with no access to even build to stay in our community. Because if they were to close that store, I believe that our schools would fail. We would not have the money to continue to support a school district here in Premont. And I also think you would find out that Valero would probably not want to invest that money back into a city, when they could go further out on 281, and not have to pay city taxes. So I really would like to know whether or not you-all had contacted Valero and find out what their plans were, if they were going to lose 50% of their business. Because if they say they're going to close, then you can pretty well say that Premont will just fade away. That's my comment.</p>	<p>Thank you for your comment. A Community Impact Assessment was conducted for the US 281 at Premont project. This study was developed to evaluate which alternative would minimize the overall impact of the various alternatives being considered. The assessment did not evaluate how to revitalize the City or how to ensure economic prosperity for the City in the future. Academic studies have been conducted throughout the country on relief route impacts to small towns. Each of the studies yield different results but most indicate that decisions by the community and prior economic status are factors in a City's future success. During future design, detailed investigations will be conducted to determine what improvements are needed on the local roadways to accommodate the new project. During the Community Impact Assessment, interviews were held with representatives from Valero. During these interviews multiple relief route locations were discussed. Valero indicated that any of the options being considered by TxDOT would likely necessitate a store relocation. They did not specifically say where they would locate but did indicate that they would stay in the general area. Since the Valero would not be impacted by the proposed project, TxDOT is not able to negotiate relocation of businesses unless they are being directly impacted by a roadway project. As a result, there are no plans for TxDOT to conduct further discussions with Valero.</p>

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Garcia	Carmela	12/11/2014	Comment Form	<p>Logic, people. Having an exit on SE 7th is simply not logical! SE 1st St. is the only choice, not only is it a straight shot to our (illegible), but SE 1st is wider by 12 feet than SW 7th. You cannot put an 18 wheeler on SE 7th! Too narrow! Shame on you and whomever came up with this illogical design. You talk about the added taxes received while this project is going on! And then? When the hwy bypass is completed? Guess what? There will be no revenue generated by taxes!</p>	<p>Thank you for your comment. Any design advanced by TxDOT would consider the condition of the connecting roadway. Improvements to the local streets would be considered and addressed accordingly. TxDOT did consider an interchange at SE 1st Street. However, an interchange in this location was deemed to have more substantial impacts on the community when compared to an interchange in other locations. Specifically, an interchange at SE 1st Street would: infringe upon the Cemetery entrance as the area would have to accommodate ramps and an access road; would consume additional right of way in the City limits and remove potentially developable land in the area between Donald Street and the city boundary; add traffic, including trucks, onto a predominately residential street compared to SE 7th Street or even NE 8th Street which currently only have development generally on one side of the street and has the ability to be widened to minimize impacts. As a result of public comments and post public hearing coordination with local officials, TxDOT will be advancing a design that has a diamond interchange (all four ramps ending) at NE 8th Street. Bridges would convey the mainlanes of the facility over NE 8th Street and SE 1st Street so that access along these roadways remains as it is today. CR 418 would bridge over the mainlanes to provide access east and west of the relief route. CR 422 would be provided an access road from SE 1st Street to CR 418 that extends along the east side of the mainlanes. The access road is necessary to provide access to SE 1st Street and CR 418 which would then provide east/west access across the mainlanes. This design configuration would improve access and mobility and provide opportunity for future economic development within the City of Premont.</p>

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Garcia	Carmela	12/11/2014	Verbal Transcribed Comment	Carmela Garcia. I just wanted to say as the lady mentioned while she was giving her presentation about the added tax revenue during the years of construction of this maybe or maybe not bypass. She's saying, "Oh, look at all the money Premont's going to get during those years." And then what? What's going to happen when it's completed? There will be no more tax base or revenues. So she's just trying to tell us that for now to think we're going to make a lot of money in the next few years. But then after that there will be no money because Valero will close. Oasis will close. And so then we won't have a school either. So don't pull the wool over our eyes like that.	Thank you for your comment. A Community Impact Assessment was conducted for the US 281 at Premont project. This study was developed to evaluate which alternative would minimize the overall impact of the various alternatives being considered. The assessment did not evaluate how to revitalize the City or how to ensure economic prosperity for the City in the future. Academic studies have been conducted throughout the country on relief route impacts to small towns. Each of the studies yield different results but most indicate that decisions by the community and prior economic status are factors in a City's future success.
Garcia	Embed	12/11/2014	Verbal Transcribed Comment	Embed Garcia. Commissioner Elect from Jim Wells County, Texas. I've already spoken to your people at a meeting we had last week in Alice. So I've already expressed my views. First thing I asked when I was there was there's still a chance of going through Premont, no. Said, "Okay. Let's go to the east of town which is where you're proposing this route." I said, "Is there any way that you can see if there is another street we can use other than Southeast 7th Street?" Southeast 7th Street is very narrow. It is 12 to 14 feet narrower than the proposed street by Valero – not proposed but it's another street that could be an alternate street that they should take you to the cemetery. My only concern is having good access and to the highway for the bypass and encourage people to drop off of that highway, and come into our community if we have good access. But I'll complain. Underline it: Southeast 7th is not wide enough. That's it. That's all. At least give us access with a little better street. I mean, here's the southeast of town, the last street you've got an access on 421, I think it is – 418. You know, it's so close. I mean, put it in the middle of town. You have a light already there, it exists there. You have 281 highway there to go in and out, and get on the highway. They – they thought about it, seriously thought about it. I think most of you have gone today or the past few days to Southeast 7th Street	Thank you for your comment. Any design advanced by TxDOT would consider the condition of the connecting roadway. Improvements to the local streets would be considered and addressed accordingly. TxDOT did consider an interchange at SE 1st Street. However, an interchange in this location was deemed to have more substantial impacts on the community when compared to an interchange in other locations. Specifically, an interchange at SE 1st Street would: infringe upon the Cemetery entrance as the area would have to accommodate ramps and an access road; would consume additional right of way in the City limits and remove potentially developable land in the area between Donald Street and the city boundary; add traffic, including trucks, onto a predominately residential street compared to SE 7th Street or even NE 8th Street which currently only have development generally on one side of the street and has the ability to be widened to minimize impacts. Based on public comments and post public hearing coordination with local officials, TxDOT will be advancing a design that has a diamond interchange (all four ramps ending) at NE 8th Street. Bridges would convey the mainlanes

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				to look at it. And you'll see it's not wide enough to clear the wall for two cars, the shoulder is nothing. You put your hand out as a passenger, you can hit the fences of those houses out there. You get an 18 wheeler that goes down that street, it's going to stop all traffic. At least have access rather than that little old street that's nothing. And there's no monies or proposal by TxDot to purchase any land whatsoever. And the city doesn't have the money, they're not going to do it. Thank you so much.	of the facility over NE 8th Street and SE 1st Street so that access along these roadways remains as it is today. CR 418 would bridge over the mainlanes to provide access east and west of the relief route. CR 422 would be provided an access road from SE 1st Street to CR 418 that extends along the east side of the mainlanes. The backage road would provide access to SE 1st Street and CR 418 which would then provide east/west access across the mainlanes. This design configuration would improve access and mobility and provide opportunity for future economic development within the City of Premont.
Garcia	Councilman Raul R.	12/17/2014	Letter	<p>To whom it may concern, Because you are in a position of influence and because you have familial ties in Premont, I councilman Raul R. Garcia from Premont ask for your support for changes which are crucial in regard to the proposed project to upgrade US 281 plans for construction in Premont that will if not benefit the citizens at least not compound the problems. So that you can make an informed decision you must consider the serious reality of the issue.</p> <p>Some would say that this construction is PROGRESS but I see PROGRESS as something that benefits all concerned however as it stands the highway people are solely focused on accommodating the thru traffic at the expense of the citizens of our little town.</p> <p>When this By Pass goes through it will create a definite negative impact on our already dwindling economy. It's not as if this community has the sources to raise taxes to finance whatever needs arise. We are a community of mostly low-income and elderly people.</p> <p>According to TXDOT the proposed project will "improve the safety of the traveling public". However spending \$50 million + tax dollars on this project to save 2 min. travel time for transport traffic is just not fair to the citizens of Premont. It is even less acceptable when the powers that be are not willing to comply with some of the most</p>	Congressional legislation dictated that TxDOT look at advancing I-69 in Texas along sections of US 59 from Laredo through Houston to the vicinity of Texarkana, US 77 from the Rio Grande to Victoria, Texas; and the section of US 281 from the Rio Grande south of McAllen to I-37 ending at Victoria (via US 59). In response to the enacted Congressional legislation, TxDOT has determined that US 281 through the City of Premont does not meet Interstate design standards as it is not a controlled access facility. As a result, there is a need to improve US 281 in this area to meet Interstate standards. We recognize that this project is addressing a regional need for improved mobility, but it would also improve pedestrian and local traveler safety along Business 281. As with any transportation project, there will be some positive and negative impacts. TxDOT is committed to working to best balance the impacts to the natural, cultural, and socio-economic resources. As a result of public comments and post public hearing coordination with local officials, TxDOT will be advancing a design that has a diamond interchange (all four ramps ending) at NE 8th Street. Bridges would convey the mainlanes of the facility over NE 8th Street and SE 1st Street so that

Last Name	First Name	Date Received	Method Received	Comment (verbatim)	Response
				<p>important wishes of the citizens of Premont.</p> <p>As a starting point, it is my understanding that in order to improve some of the streets which are part of the construction the expense assignment is (90% TXDOT) and (10% local) this is ludicrous, this community cannot and should not be required to share in such and expense. In the first place we did not ask for this BY PASS and besides they are using our tax dollars as well to build it, and having to bear such an expense is literally adding insult to injury, TXDOT should shoulder full responsibility for the cost, after all it comes out of tax payers pockets anyway and though double dipping into our pockets is hardly fair what else is there.</p> <p>TXDOT proposes to build an overpass at south east 7th. Street which dead ends at the dog pound and the sewer lift station. Each of these may have to be relocated. Though many times before, I have voiced concern and issued a word of caution regarding the condition of our sewer system to the powers that be it seems to have been ignored or forgotten and definitely not taken seriously into account because the proposed project plans call for the by pass to be built over the main sewer line discharge. The problem here is that the sewer line is over 100 years old and in fragile condition. Already 700 feet of it has collapsed and has been repaired by the city. The question bears asking...what will happen when during construction using heavy equipment more of it collapses? TXDOT says that the problem will be addressed when it does happen but it seems to me that they are not taking into consideration that the repairs to a collapsed sewer line is not a quick fix. Besides the problem of a collapsed sewer line will be compounded when it caused a counter flux into residents homes creating health and financial problems. Both of which these people cannot afford and should not have to deal with. All aspects of these issues should be thoroughly investigated and considered before any construction begins. Otherwise the citizens welfare is at risk.</p> <p>Closing SE 1st street does not "serve access and</p>	<p>access along these roadways remains as it does today. CR 418 would bridge over the mainlanes to provide access east and west of the relief route. CR 422 would be provided an access road from SE 1st Street to CR 418 that extends along the east side of the mainlanes. The access road is necessary to provide access to SE 1st Street and CR 418 which would then provide east/west access across the mainlanes. This design configuration would improve access and mobility and provide opportunity for future economic development within the City of Premont. Also, access to the cemetery would remain as it is today under this revised design. Additionally, TxDOT would look at making improvements to local streets that are impacted by the project. The need and types of improvements would be determined during final design activities. If improvements are necessary as a result of this project, TxDOT would be obligated to make the improvements. Typically, utilities such as sewage or water lines are relocated when they would be impacted by any transportation project. Currently, TxDOT anticipated shifting the existing sewer line. This effort would be coordinated with the City of Premont to minimize any service interruptions.</p>

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				<p>mobility to the needs of the community". Instead it creates an inconvenient barrier to traffic to and from the cemetery, for the elderly and handicapped in particular it becomes a safety hazard since they travel this road daily to tend to their loved ones resting place. At present this SE 1st street is a straight shot to the cemetery, void of hindrance and void of peril. In an effort to avert unnecessary problems TXDOT needs to consider that the two streets (SE1st and SE7th) connected to the construction are in dire straits and will not withstand heavy traffic.</p> <p>As a representative of the people of Premont, Tex. it is my conviction that these changes should be made: Relocate your proposed SE 7th street over pass to SE 1st.</p> <p>It could be cost effective since the dog pound and the sewer lift station may not need to be relocated.</p> <p>If they are really serious about fulfilling the goals for the proposed project US 281 upgrade as stated in the flyer "to improve the safety of the traveling public, in a manner that is sensitive to the environment and serve the access and mobility needs of the community."</p> <p>I feel as a representative for the citizens of Premont that the US 281 upgrade (interstate highway) should not be built over the length of an existing 9 to 11 city blocks area this being the main 14 inch sewer line for the city. I would not be so concerned if this sewer line was an auxiliary line or just crossing over the main sewer line. But building the highway over the existing length 9 to 11 city block area (which is the city's main sewer line) would not be very practical. TXDOT tells me that if the sewer line was to collapse during highway construction they would address the problem at the time, but what about after the highway is finished and operating and in the future the city has to go in and make repairs to the sewer line what then? Who will be responsible for the tearing up of the highway? <b>BOTTOM LINE AND BEST OPTION WOULD BE TO RELOCATE THE MAIN</b></p>	

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				SEWER LINE. I THANK YOU IN ADVANCE FOR YOUR SUPPORT AND HOPT THAT IT WILL HELP. SINCERELY, RAUL R. GARCIA (Premont city councilman)	
Garza, Jr. (City of Edinburg)	Ramiro	12/11/2014	Comment Form	This relief route in Premont is vital to the continuing improvements to US 281 to be converted to Interstate 69. These improvements in Premont will help improve trade in south Texas from trade with Mexico. Furthermore, this relief route will improve mobility in south Texas and make the local roadways safer by having high speed traffic go through relief route.	Thank you for your comment. Comment noted.
Hill	Kim	12/11/2014	Email	Mr. Dailey, I saw the notice in the Corpus Christi paper this morning about the public hearing on the proposed project to make US Highway 281 an interstate. I will be unable to attend the meeting but I was wondering if you could send me by email with the attachments of the maps and drawings for the project's location. My only concern is how close this project would be to the Premont Cemetery. I have several generations of family buried there and would hate to see the area around the cemetery become congested with traffic or worse a Stripes convenience store. The Premont Cemetery is a beautiful, quiet and serene place to have for families and I would be disappointed to see it change. Thank you very much for your attention to my concerns.	Thank you for your comment. An email was sent to Ms. Hill on December 29, 2014 providing a link to the TxDOT website which contains all of the hearing materials. The proposed design was developed to minimize disruption to the cemetery. Specifically ramps were not located at SE 1st Street to minimize development near the cemetery area.
Johnson	Juan & Amanda	1/6/2015	Comment Form	As a resident on SE 7th I am concern on the amount of traffic that will be driving through this street. I agree that change needs to take place for Premont meet interstate standards but I am asking for TxDot to consider our concerns. (ilegible) since SE 7th will be a major improvement: street need to be wided, drain system modified, fire hydrants to be install, and street lights erected. Major work needs to be done to this street to sustain heavy traffic and how areas will need to be addressed as this street is a flooding zone. In closing I would ask TxDot to consider retainer walls instead of slops on	Thank you for your comment. Based on public comments and post public hearing coordination with local officials, TxDOT will be advancing a design that has a diamond interchange (all four ramps ending) at NE 8th Street. Bridges would convey the mainlanes of the facility over NE 8th Street and SE 1st Street so that access along those roadways remains as it does is today. CR 418 would bridge over the mainlanes to provide access east and west of the relief route. CR 422 would be provided an access road from SE 1st Street to CR 418 that extends along the east

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				the propose bridge after all it is for upgrading US 281.	side of the mainlanes. The backage road would provide access to SE 1st Street and CR 418 which would then provide east/west access across the mainlanes. This design configuration would improve access and mobility and provide opportunity for future economic development within the City of Premont. Retaining walls are generally used to avoid sensitive environmental features. They would be included in the project as necessary. Additionally, TxDOT would look at making improvements to local streets that are impacted by the project. The need and types of improvements would be determined during final design activities. If improvements are necessary as a result of this project, TxDOT would be obligated to make the improvements. Typically, utilities such as sewage or water lines are relocated when they would be impacted by any transportation project.
Kelso	Randall	12/11/2014	Verbal Transcribed Comment	Randall, R-A-N-D-A-L-L, Kelso, K-E-L-S-O. You-all are going through my property. They're proposing to put two culverts under the freeway because I'm going to have land on both sides. And where the culverts come out is in a poor location. And she said she needed to change that, but she said I had to come tell you where the culverts come out on my land or go under the freeway on my land, they maybe need to reposition. Okay.	Thank you for your comment. The engineers are evaluating the proposed location of the culverts and will ensure that access is adequately provided to the Kelso property.
Leach Leyendecker	Mary	1/3/2015	Comment Form	Premont cemetery is a year-round traffic draw for funeral processions and family visitations. Please consider a small overpass at SE First and the relief route. This might allow the removal from the Plan of the "orange" proposed local road between SE First and SE Seventh (baggage road). As well, please consider a small overpass on CR 422 to service the transportation and farming needs more efficiently and safely of appx 10 families. An access road from CR 422 to exit on FM 418 might be appropriate if the overpass is not. A retainer wall for the interchange on SE Seventh street at the	Based on public comments and post public hearing coordination with local officials, TxDOT will be advancing a design that has a diamond interchange (all four ramps ending) at NE 8th Street. Bridges would convey the mainlanes of the facility over NE 8th Street and SE 1st Street so that access along these roadways remains as it is does today. CR 418 would bridge over the mainlanes to provide access east and west of the relief route. CR 422 would be provided an access road from SE 1st Street to CR 418 that extends along the east

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				sides might encourage economic development. Contract and custom (illegible) for grass mowing, hay bailing, and economic development in the green space designated for the relief route. Travelers might enjoy flowers and green grass more than baggage roads from SE First to the south. Thank you, TxDot.	side of the mainlanes. The backage road would provide access to SE 1st Street and CR 418 which would then provide east/west access across the mainlanes.
Martinez	Irma	12/11/2014	Public Testimony	<p>Okay. My name is Irma Martinez for the record. And my concern more is economic development. And it seems like every time you guys come everything changes. If you-all would go back to like Mr. Yzaguirre said, John Casey's designs, those seem to be – you know, pretty good. These designs that I see here, that one that's right over there on – by 418, that I think would be what a business would look at to build E20 way out there – we can – it's very rare. How are we going to annex that far? And if you take off that backage road from 7th Street, maybe we'll have a shot, but in order to do that you'd have to put another overpass somewhere. How do the people on County Road 422 – I mean, how are they going to get out?</p> <p>The only thing I could think is from 422, you put that little side road going back to 418. But then we have the other problem, we have the other backage road so – you know, what are we going to do with that? But that backage road, I think is going to hurt us from building. And I know a lot of people they're worried, "Well, let's get to the cemetery and whatever." But that should not be our concern, is to the cemetery. We need economic development. What's the design that's going to be best for us, so we can build at least give us the chance. People may not build but give us the chance because there will be other council members in there that are going to try to do something. And – you know, that's all I ask is do – give us that shot to do something. And – I mean, I don't know if – I know I've asked the engineers is there anything we can do to change, help you, or change the design, or something. You know, it's unfortunate the city council should be the ones up here talking. And I don't see any of them that come up here and</p>	<p>Thank you for your comment. The design advanced in 2012 following the Community Impacts Assessment contained a split diamond interchange in the City of Premont. Essentially, two ramps (an entrance and exit ramp) were located at SE 7th Street and two ramps (an entrance and exit ramp) were located at NE 8th Street. These ramp locations were connected by one-way access roads. Access east and west of the proposed relief route in the City of Premont was provided at NE 8th Street, SE 1st Street, and SE 7th Street via bridges. Essentially, this design configuration was only one interchange with several bridges. Based on public comments and post public hearing coordination with local officials, TxDOT will be advancing a design that has a diamond interchange (all four ramps ending) at NE 8th Street. Bridges would convey the mainlanes of the facility over NE 8th Street and SE 1st Street so that access along those roadways remains as it is today. CR 418 would bridge over the mainlanes to provide access east and west of the relief route. CR 422 would be provided an access road from SE 1st Street to CR 418 that extends along the east side of the mainlanes. The backage road would provide access to SE 1st Street and CR 418 which would then provide east/west access across the mainlanes. This design configuration would improve access and mobility and provide opportunity for future economic development within the City of Premont.</p>

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				<p>speak for us, which I'm very disappointed. You know, we need something. So what can we do to see – for economic development. And, I mean, I'm sure there's a bunch of other stuff I want to say, but that is my main concern. You know, give us that shot before because according to that design out there by 418, that's the ideal location to build and I don't see people going in through town, they're just going to get right back on and forget about us. Okay. Thank you.</p>	
Martinez	Irma	12/29/2014	Letter	<p>Dear Lonnie Gregorcyk, My name is Irma Martinez I'm a lifelong resident of Premont Texas. Premont is a small community just able to scrap by with what little revenue it receives from taxes, local businesses, city services, etc. I along with several other residents who are concerned with the impact the bypass will do for our town do understand that cost is a big issue with the design Txdot presents. However, Txdot needs to understand that revenue for Premont is the main concern for our city. I refuse to just stand back and do nothing as some of our city leaders appear to be doing. We do not want to be a forgotten town. It saddens me that the businesses along the existing Hwy 281 which help keep this town alive for years will somehow or other be heavily impacted financially.</p> <p>It seems that every time Txdot comes to show a design to the city there are changes made that are not favorable to Premont's economy. The latest design leaves us with one overpass within our city limits. As you well know I have talked with many of you at Txdot about the design. I do not believe one overpass is sufficient. Several people have said they want an overpass leading to the cemetery due to safety of our older citizens traveling daily to be with their loved ones. I have talked to some of the residents that live along this road SE 1st st. their concern is if an off ramp is placed there they are worried about the high faster traffic that will come thru their street off the bypass. Keep in mind this is a residential street and city owned. The city will not be able to do any street repairs caused by higher volume of traffic. I do not have a problem with an</p>	<p>Thank you for your comment. During the environmental process, alternatives advanced to address transportation needs tend to evolve to address natural, cultural, or social impact concerns, community access, public comment, and fiscal constraints. As the project progresses, the location and major components for the roadway system become better identified. The US 281 at Premont project has been adjusted over time for a variety of reasons. However, based on public comments and post public hearing coordination with local officials, TxDOT will be advancing a design that has a diamond interchange (all four ramps ending) at NE 8th Street. Bridges would convey the mainlanes of the facility over NE 8th Street and SE 1st Street so that access along these roadways remains as it is today. CR 418 would bridge over the mainlanes to provide access east and west of the relief route. CR 422 would be provided an access road from SE 1st Street to CR 418 that extends along the east side of the mainlanes. The access road is necessary to provide access to SE 1st Street and CR 418 which would then provide east/west access across the mainlanes. Additionally, TxDOT would look at making improvements to local streets that are impacted by the project. The need and types of improvements would be determined during final design activities. Also, retaining walls are generally used to avoid sensitive environmental features. They</p>

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				<p>overpass near the cemetery but I do oppose any off ramps as this may promote development to close to our cemetery of which I believe is disrespectful and inappropriate for TXDOT to promote development near a cemetery.</p> <p>Now let's talk about the overpass on S.E. 7th st. as you know I have talked about putting that overpass on Co. Rd. 422 but this is outside the city limits so it will not help Premont since they do not have the resources to annex and families will have to relocate so taking this into consideration I know Txdot is more than likely not going to place it over the Co. Rd. 422. Now that being said, let's go back to S.E. 7th st. In my opinion I believe the baggage roads will hinder any businesses from building at this interchange. I would like Txdot to consider moving the baggage road from Co. R. 422 accessing to S.E. 7th street to be moved to access onto Co. Rd. 418 along the bypass, similar to the design as shown on October 2012 at the public open house. Also, the baggage road leading to the cemetery and N.E. 8th st. need to be considered being moved as well. Possibly an overpass on S.E. 1st (with no off ramps) in order to safely access the cemetery as seemingly to be concerns for citizens. This will also be the access to N.E. 8th st. and the dog pound. If an overpass on S.E. 1st street is not possible due to the design then perhaps on N.E. 8th with access roads to the cemetery and the dog pound from that side of town. Doing this will allow anticipated economic development at the interchange on S.E. 7th.</p> <p>According to the display boards on Dec. 11, 2014 public meeting it appears there will not be retainer walls on the sides of the overpass on S.E. 7th. My other concern is to place retainer walls on the sides of this overpass for two reasons; (1) It will look more appealing for a business to build there and have a more neat appearance and, (2) If no retainer walls are put along the side who is supposed to keep it mowed, not the city, they don't have the manpower to mow what they have now. I have been asking them for 1 1/2 years to keep the</p>	<p>would be included in the project as necessary. TxDOT would be responsible for maintaining the property within the right of way. This would include mowing or any other maintenance activities within right of way. Typically, TxDOT develops a mowing schedule which varies based on location and landscape.</p>

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				<p>corner of S.W. 10th and Hwy 281 mowed and cleaned they have come to move 4 times in that time span.</p> <p>Another thing to consider as per placement of the off ramps at S.E. 7th versus S.E. 1st since this was something council members talked about, is that S.E. 7th street is owned by both the county and the city so both entities will have to incur costs for repairs of this street due to volume of traffic, there are less residences along this street compared to S.E. 1st also take into consideration the speed limit may be raised along S.E. 7th and the stop signs removed if need be to accomodate the traffic. There is plenty of land to be developed on the south side of S.E. 7th. When asked "why" the council members want the off ramps at S.E. 1st their answer is "to lead the traffic thru the middle of town" they are not thinking of the damage to the street due to anticipated higher volumn of traffic, disrespect to the cemetery, residential accidents like people backing out of their driveways with the oncoming higher speed of traffic. They want to lead them to the only Valero we have, yet this store may not be able to sustain itself in the coming years and may need to rebuild elsewhere near the bypass. Which in turn make that off ramp on S.E. 1st useless since no development may happen down that street other than residential. Again, I don't think it's appropriate to build near a cemetery anyway. It's unfortunate that some people do not think about future possibilities.</p> <p>Another suggestion I have would be to move the driveway that will be accessing the Wostal's property from Co. Rd. 422 which adjoins Casey Brown's property over to the corner of Donald St. and S.E. 7th st. This caliche road belongs to Jose Cervantes and I of which we donated to the County of Jim Wells on Jan. 20, 2013 as it's the only access to the Week's property. This road leads right to the section of property of which Txdot proposes to make a driveway on Co. Rd. 422 for access to Wostal's property. My reasons to move this driveway over to S.E. 7th is so as not to further</p>	

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				<p>inconvenience Casey Brown's business since they have built an RV trailer Park on his property and putting a driveway will eliminate some spots for RV Trailers, it will give easy access to the Wostal property, and also for the Week's family to have a paved road to access their only way to get to their property (right now they have a narrow caliche road) the back of their property will be the hwy bypass and will allow further development in that area.</p> <p>I anticipate the first future economic development will be closer to Co. Rd 418 but we will deal with that when the time comes with tax abatements and grants, etc for annexation. Keep in mind, I don't come up with these suggestions just off the top of my head. I realize Txdot is not going to change the whole design to make us happy this is why I suggest some changes without having to change the main overpass design. The one thing I find favorable is that anyone needing to go to Fm. Rd. 716 will need to come thru the existing hwy 281. I live here, I go out and talk to people about the bypass because I care what will happen to our town. Everyone will be impacted whether it be by business ownership, city service cost going up, less jobs due to less traffic, less sales tax revenue, property taxes, even our police dept. will not have the traffic speeders during school zone time, so someway somehow we all will be affected. I'm asking Txdot to give us the best design for economic development within our city limits and consider the suggestions I have made. Please don't just look at the bypass of Premont as having to cut costs to get traffic moving because you will be deciding the future of our city. Give us the best design and the rest will be up to our citizens to do the best that we can. I apologize that our city leaders have not been more involved with this issue over the years.</p> <p>One last suggestion if possible do not spend money on landscaping because this will be an added cost to the design and would be an additional maintenance cost for the city or county</p>	

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				to incur. Look at Brooks county in Falfurrias all the money that was spent on landscaping and no one mows or takes care of or trims the plants or palms. What a shame even the sidewalks are over grown with weeds. In my opinion a waste of money. Thank you for your time, have a good day. Irma Martinez	
Montalvo	Robert	12/11/2014	Verbal Transcribed Comment	<p>Hello my name is Robert Montalvo, M-O-N-T-A-L-V-O. I would think that the road would be better if it goes towards the west because it can grow on the west side. Other than this side because you got that high fence that belongs to Tijerina. And then you got the Seeligson. I don't think he likes to THE COURT REPORTER: Who? MR. MONTALVO: Seeligson. Yeah, it's Seeligson from this grain elevator, just behind it is all Seeligson all the way to about a mile that way. And then about five miles that way – well, actually more like ten miles that way. So I mean I don't think he's going to want for – like, Whataburger or gas stations to grow – there's no room. Got more room over there. And Premont can grow that way, but it can't grow that way. Because that high fence, and cemetery, and it'll never grow that way. Ain't no way. Be going more to the west. I mean, I put my two cents in. I don't know if it's going to work or not, but – you know. Going into town, no, that's bad. It's – it's going to be very – I've seen the Bishop. How they extended their freeway over the – THE COURT REPORTER: Seen the what? MR. MONTALVO: There in Bishop. Have you ever been to Bishop? How they're doing all the road construction and close to the school. And then they want you to drive slow, and everything is all – no. That would become Premont going through it, no. It – it don't look good. It would be better on the west side. Because it would, you know, I would think it be better this – that way, than that other way. The growth of Premont would benefit more on the west side than the east side. Other than that unless it's already planned then, oh well, you know. You know, so any other questions that I might – I would think it would be faster and easier if they build it on the west side. Because it's - it would – the growth might help more the</p>	Thank you for your comment. A relief route option west of the City of Premont was considered early in the project. Following the October 2011 public meeting, it was decided to drop a western route from further consideration because it would have greater environmental impacts, would not serve the City of Premont as well as the other options, had a higher cost, and received little public support. As a result, a western relief route is dropped from further investigation or consideration.

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				<p>community to grow further out to the west than to the east. You know what I mean? That would be it. I mean other than – I would – for me, I mean, the big money is on the west side. I don't know why but it's better on the west side. They just ran a big pipeline through over there, but the way it goes. And there's a big, big land right through with the same cut off, the same distance. The beam. And it would come up – if you would take less land from that man, Seeligson. Even though half of it, the land, he owns is it. The bottom dirt belongs to the ground soil – not the topsoil, but the bottom soil belongs to him anyway. So, yes. I think that would be it. If I think of anything else, I'll come back and tell you. Thank you.</p>	
Recio	Martha	12/11/2014	Public Testimony	<p>Thank you for the invitation. I am not a great speaker, so excuse me. But I will commend those who have taken the bold move to speak today. Because they each have something to bring to the table. I am going to be one of the first people to say that not all our councilmen are inactive. There are who do the research and who are fighting for your behalf, but I am a businesswoman, Martha Recio, representing a small business. Y'all Come Back Salon want to share something about – I don't think everyone has thought. Number 1: Our city is not responsible for bringing economic development into our community. It is the business of a city manager which we cannot afford to have, and an active chamber of commerce, which we do not have. Number 2: I believe that our survival will have to come from ourselves. The perfect option would be that there was no highway because this highway is going to save its travelers three minutes but what does it cost us to get around our own little three mile town. I will also add that some of our business are not just restaurants. There is a restaurant in this community that has had to make some accommodations to make her living. She has to travel out of the town and the – the perimeters to cater and make her business what it is. What she is used to having to put kids through school. I am a business that is a beauty salon, but I have had to</p>	<p>Thank you for your comment. Based on public comments and post public hearing coordination with local officials, TxDOT will be advancing a design that has a diamond interchange (all four ramps ending) at NE 8th Street. Bridges would convey the mainlanes of the facility over NE 8th Street and SE 1st Street so that access along these roadways remains as it is today. CR 418 would bridge over the mainlanes to provide access east and west of the relief route. CR 422 would be provided an access road from SE 1st Street to CR 418 that extends along the east side of the mainlanes. The backage road would provide access to SE 1st Street and CR 418 which would then provide east/west access across the mainlanes. This design configuration would improve access and mobility and provide opportunity for future economic development within the City of Premont.</p>

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				<p>take up laundry to a cleaners and – and move – and bring in – I not only take laundry out to make ends meet, but I take kids to another school district. And I am compensated because I share the gas bill with three other commuters. Because I make a trip to do laundry, a drop off, and I come back and do hair. That's what I've had to do – I can't – I don't have the luxury of just doing hair anymore. I have to find other ways. The rest of us, we're feeding off of each other. I go to automotive and he comes to get his hair cut. I don't get highway business but the few of us who could – who will still be here this time ten years from now with your highway. Hopefully you have accommodated us in taking into consideration we need access to the areas where the city can annex or where the city already has existing infrastructure. For an active chamber to build and bring some businesses into our town. Because I would like a second gas station. It's good for business. Competition is always good and it might make our gas prices a little more competitive. Maybe my cup of joe would be a little cheaper in the mornings. Maybe we have an extra taco place, but I have said my peace. And I hope I've covered all the angles. But you know what, if you're going to deal us lemonades, let's make up our minds to make lemon – if you're going to deal us lemons, let's make up our minds to make lemonade out of it whatever the outcome. But please take into consideration the small town and the small people. The humbling beginnings that we come from. And thank you for your time.</p>	
Rodriguez	Crystal J.	12/11/2014	Comment Form	<p>The TxDOT maps of Premont and proposed US 281 Hwy project were large and easy to read/look at. It gives a better understanding of the location of the East Side. It doesn't appear that any homes or businesses will need to be moved due to construction. I do believe there should be more than one exit available to enter or exit into Premont to assist the economic development and not kill the current businesses. This may allow future</p>	<p>Thank you for your comment. As a result of public comments and post public hearing coordination with local officials, TxDOT will be advancing a design that has a diamond interchange (all four ramps ending) at NE 8th Street. Bridges would convey the mainlanes of the facility over NE 8th Street and SE 1st Street so that access along these roadways remains as it is today. CR 418 would bridge over the mainlanes to provide access east and</p>

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				business construction or home construction and allow job/employment growth.	west of the relief route. CR 422 would be provided an access road from SE 1st Street to CR 418 that extends along the east side of the mainlanes. The access road is necessary to provide access to SE 1st Street and CR 418 which would then provide east/west access across the mainlanes. This design configuration would improve access and mobility and provide opportunity for future economic development within the City of Premont. Three full interchanges are currently included in the proposed US 281 at Premont project. These interchanges are located north and south of the City of Premont at Business 281 as well as a revised interchange location at NE 8th Street. Spacing of interchanges along an Interstate is dictated by FHWA engineering design standards. Each of these interchange locations provide access into the City of Premont.
Rubio	Ric	12/11/2014	Comment Form	Economic impact? Studied like 1) Encino-Bishop 2) SE 7th St will it be widened or 1 way? 3) Did you look at providing more then one exit into Premont like SE 1st. Example Falfurrias has 5 exits. Major truck traffic is FM 716 why no Exit? Truck traffic through our town is not desirable. Old road can not handle it. We have 3 major trucking companies on 716.	Thank you for your comment. A Community Impact Assessment was conducted for the US 281 at Premont project. This study was developed to evaluate which alternative would minimize the overall impact of the various alternatives being considered. The assessment did not evaluate how to revitalize the City or how to ensure economic prosperity for the City in the future. Academic studies have been conducted throughout the country on relief route impacts to small towns. Each of the studies yield different results but most indicate that decisions by the community and prior economic status are factors in a City's future success. During future design, detailed investigations would be conducted to determine what improvements are needed on the local roadways to accommodate the new project. At this time an interchange at SE 7th has been eliminated from the design plans. Three full interchanges are currently included in the proposed US 281 at Premont project. Spacing of interchanges along an Interstate is

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					dictated by FHWA engineering design standards. Additional interchanges along the proposed relief route would not meet the Interstate design standards.
Rubio	Rick	12/11/2014	Public Testimony	<p>Thank you, sir. My name is Rick Rubio, I'm a small business owner here in Premont. And I'd like to give you three comments that I'd like to express economically-wise the impact that this highway is going to bypass Premont. Did you take into consideration of the town that had this same kind of situation where they bypass the city, like Encino and Bishop. We know Encino practically withered away and Bishop did manage to make adjustments to it. Hopefully, we can too. Second, item Southeast 7th Street, will it be widened or will it be turned into a one-way. Because there's no – there's no possible way for as much traffic as you expect to have there is going to be suited for that Number three, did you look at providing – as Israel pointed out, more than one exit into Premont? Okay. Southeast 1st Street, you know. Example: Falfurrias has five exits for their small town. Major truck traffic on Farm to Market 716 is a major access area for – for our town. The major truck traffic that hits 716 usually comes through our town. If you have one only one exit at South East 7th Street, that truck traffic's going to come through our town. And our roads are not suited for that, they're too old. Okay. So if you make another exit Southeast 1st, 716. That will get our truck traffic off of 716, down to where they need to stay – and stay out of the middle of our town. Okay. We have two major truck farms out on 716, and they use – they use that area a lot. Okay. We have a dump site out there also. We have a lot of vehicles going out to that dump site to dump – that area. This – these are concerns that we have that – the comments – I know you can't address them here. But I would appreciate answers because our citizens deserve answers – you know, from these comments, and suggestions that they're giving you to look at. Because we need to survive here. Okay. This – this community can't die. I know it's small but we're survivors here. You know, we're</p>	<p>Thank you for your comment. A Community Impact Assessment was conducted for the US 281 at Premont project. This study was developed to evaluate which alternative would minimize the overall impact of the various alternatives being considered. The assessment did not evaluate how to revitalize the City or how to ensure economic prosperity for the City in the future. Academic studies have been conducted throughout the country on relief route impacts to small towns. Each of the studies yield different results but most indicate that decisions by the community and prior economic status are factors in a City's future success. During future design, detailed investigations will be conducted to determine what improvements are needed on the local roadways to accommodate the new project. Based on public comments and coordination with local officials, TxDOT will be advancing a design that has a diamond interchange (all four ramps ending) at NE 8th Street. Bridges would convey the mainlanes of the facility over NE 8th Street and SE 1st Street so that access along those roadways remains as it is today. CR 418 would bridge over the mainlanes to provide access east and west of the relief route. CR 422 would be provided an access road from SE 1st Street to CR 418 that extends along the east side of the mainlanes. The backage road would provide access to SE 1st Street and CR 418 which would then provide east/west access across the mainlanes. Three full interchanges are currently included in the proposed US 281 at Premont project. Spacing of interchanges along an Interstate is dictated by FHWA engineering design standards. Additional interchanges along the proposed relief route</p>

Last Name	First Name	Date Received	Method Received	Comment (verbatim)	Response
				going to do what we're gonna take to make this community thrive. All right. So if you would address these comments, I would appreciate it. Thank you, sir.	would not meet the Interstate design standards.
Russell	Jim	1/7/2015	Letter	<p>(West's Model Market letterhead)</p> <p>As requested, I would like to provide my comments regarding the US 281 project at Premont.</p> <p>I will tell you up front that I personally was for the option that went through town. The east route option that was presented in the public meeting in 2012 seemed to be an ok alternative. The east route as proposed in the December 2014 Public Meeting is not. It does not serve the access and mobility needs of our community and it dampens, if not crushes any chance for economic development that might have replaced that which will be lost. US 77 @ Bishop would seem to be comparable as to what is needed for the Premont relief route.</p> <p>It feels if this portion of the I-69 project is being rushed and the proper investment in the highway facilities is not being made, to the detriment of Premont. Whatever is done now will have an impact for decades and should not be rushed or short changed.</p> <p>I realize that my comments have been quite general but I figure that you are quite aware of the specifics of this project. If you have any questions, please give me a call. Thank you for your consideration. Jim Russell</p>	<p>Thank you for your comment. A Community Impact Assessment was conducted for the US 281 at Premont project. This study was developed to evaluate which alternative would minimize the overall impact of the various alternatives being considered. An eastern alignment was advanced for further study because it would minimize overall impacts to the natural, social, and cultural resources in the area. The assessment found that a through town option would have adverse impact the City of Premont and was not advanced for further development. The Study did not evaluate how to revitalize the City or how to ensure economic prosperity for the City in the future. Academic studies have been conducted throughout the country on relief route impacts to small towns. Each of the studies yield different results but most indicate that decisions by the community and prior economic status are factors in a City's future success. Based on public comments and post public hearing coordination with local officials, TxDOT will be advancing a design that has a diamond interchange (all four ramps ending) at NE 8th Street. Bridges would convey the mainlanes of the facility over NE 8th Street and SE 1st Street so that access along those roadways remains as it does is today. CR 418 would bridge over the mainlanes to provide access east and west of the relief route. CR 422 would be provided an access road from SE 1st Street to CR 418 that extends along the east side of the mainlanes. The backage road would provide access to SE 1st Street and CR 418 which would then provide east/west access across the mainlanes. This design configuration would improve access and mobility and provide</p>

Last Name	First Name	Date Received	Method Received	Comment (verbatim)	Response
					opportunity for future economic development within the City of Premont.
Sanchez	Linda	1/5/2015	Comment Form	<p>Please consider another overpass to safely get to the cemetery. Also the overpass on 7th SE should have retainer walls to be more attractive for a business to build there. Move those baggage roads from behind SE 7th so a business to build within city limits.</p> <p>I hear some city council members want the main overpass at the cemetery road SE 1st St. Why would TxDOT want for a business to build near our cemetery leave the main overpass on SE 7th street because less people live out there and the county owns half that road so they can help repair the street. The people on Co Rd 422 should exit out to Co Rd 418 so as to remove one of the baggage roads or place another overpass on Co Rd 422.</p>	<p>Thank you for your comment. Based on public comments and post public hearing coordination with local officials, TxDOT will be advancing a design that has a diamond interchange (all four ramps ending) at NE 8th Street. Bridges would convey the mainlanes of the facility over NE 8th Street and SE 1st Street so that access along those roadways remains as it does is today. CR 418 would bridge over the mainlanes to provide access east and west of the relief route. CR 422 would be provided an access road from SE 1st Street to CR 418 that extends along the east side of the mainlanes. The backage road would provide access to SE 1st Street and CR 418 which would then provide east/west access across the mainlanes. This design configuration would improve access and mobility and provide opportunity for future economic development within the City of Premont. Retaining walls are generally used to avoid sensitive environmental features. They would be included in the project as necessary.</p>
Trevino	Pete	12/11/2014	Public Testimony	<p>Yes, sir. I'm Pete Trevino, County Judge elect. Thank you for the opportunity for everybody to come and express their feelings. And I want to second their emotions that we hope that you take into consideration into increase the number of exits, and do whatever you guys can to protect our city. To protect our businesses, and to protect the people from Premont that have worked so hard all their lives to do what they're able to do today. And from my experience here in Premont, everybody's working hard at trying to improve the high school, trying to improve the city, and do what they can. That if people are not doing what they need to be doing, they're trying to do what they – what they need to do to improve it. So I ask you please take into consideration all these suggestions they make,</p>	<p>Thank you for your comment. Based on public comments and post public hearing coordination with local officials, TxDOT will be advancing a design that has a diamond interchange (all four ramps ending) at NE 8th Street. Bridges would convey the mainlanes of the facility over NE 8th Street and SE 1st Street so that access along these roadways remains as it is today. CR 418 would bridge over the mainlanes to provide access east and west of the relief route. CR 422 would be provided an access road from SE 1st Street to CR 418 that extends along the east side of the mainlanes. The backage road would provide access to SE 1st Street and CR 418 which would then provide east/west access across the mainlanes. This design configuration</p>

Last Name	First Name	Date Received	Method Received	Comment (verbatim)	Response
				increase the number of exits, and please help us out here in Premont. Thank you.	would improve access and mobility and provide opportunity for future economic development within the City of Premont.
Weeks	Manny	12/11/2014	Public Testimony	<p>My name is Manny Weeks. I'm a business owner and I grew up in this town. And I'm telling you right now, if the bypasses are put in the way you have them designed, you're going to shut this town down. And you can be as nice about it as you want, you can tell us how you studied the endangered species, and the different environmental studies. That's great. The study I'm worried about these people here that are going to lose their property, their jobs, and their access to their city. 716 is a major roadway that's used by truck. If you ever did your study but they didn't make an interchange with 716 somewhere where these trucks can get on and off, you're going to cloud this town up with traffic that's not going to stop anyway. Because these – 7th Street and 418 are on the same into town. It doesn't make sense. Why you didn't make an access somewhere else in – 7th Street and 418 are what less than three miles apart. Why are we putting the only two accesses to this city down where we have the fewest. And you cannot answer me one question and I know you won't, but I'm going to ask it to you. What is the survival rate of business on bypass highways in small towns in Texas? Kingsville, it took them over 30 years to get their bypass – 77 revitalized. They're just now starting to get people move in and put business on 77. Premont doesn't have 30 years. If you do this, in five years this town will be a ghost town. Because businesses don't need to be here if they don't have anybody to employ it. And people can't be here if their wives can't – or their sons, or themselves can't get jobs here off this highway. Oasis Restaurant, the truck stop, all our convenient stores everything is on this bypass. And you tell me how many of them are going to survive? What are the chances of these small businesses surviving? How much tax base do we lose because we are making it – what two minutes faster? Five minutes faster to get to San Antonio. Now when you-all first</p>	<p>Thank you for your comment. The Community Impact Assessment conduct in 2012 evaluated the east relief route and the through town street-level relief route options. This study determined that the through town street-level relief route would immediately displace six key businesses within the City of Premont with no relocation guarantee; displace the Community Life Center and a multi-family dwelling; introduce a new high-speed transportation facility through the center of the City of Premont (70 mph); limit east/west pedestrian and vehicle access within the City of Premont to three locations thereby dividing City of Premont; create a visual barrier in the City of Premont with a new 300-foot wide high-speed transportation corridor; and disrupt the City of Premont business area for more than two years with construction activities. As a result of these impacts, the through town street-level was dismissed from further study. Based on public comments and post public hearing coordination with local officials, TxDOT will be advancing a design that has a diamond interchange (all four ramps ending) at NE 8th Street. Bridges would convey the mainlanes of the facility over NE 8th Street and SE 1st Street so that access along those roadways remains as it is today. CR 418 would bridge over the mainlanes to provide access east and west of the relief route. CR 422 would be provided an access road from SE 1st Street to CR 418 that extends along the east side of the mainlanes. The backage road would provide access to SE 1st Street and CR 418 which would then provide east/west access across the mainlanes. This design configuration would improve access and mobility and provide opportunity for future economic</p>

Last Name	First Name	Date Received	Method Received	Comment (verbatim)	Response
				came here we talked about going through the middle of town and one of the concerns was it's going to wipe out the tax base. Well, I'm telling you right now, one way or the other, the tax base is dead in this town. Because that Valero 60%, I promise you at 70% off the highway, I bet you Oasis is 30 to 40% off the highway. The taqueria, I promise you is probably 30 to 40% off the highway. That's all their profit. If they have to rely on locals, it will not work. Dairy Queen, their done. I promise you their done. And if you can't see what you're doing here, is basically putting a death nail on the coffin on the city. Because it's a really cool project and it's going to speed up that truck traffic, I understand. But at least when you're going through the middle of town, you're going to take these businesses out. Pay them for what they had, so maybe they can relocate and rebuild. At least it was fair to them. Right now all you're going to do is bankrupt them. And I promise you it's going to happen. And you're going to sit here and tell me it's not, but I promise you it will.	development within the City of Premont. Additionally, it would provide better access for the trucks using FM 716. Assessments conducted did not evaluate how to revitalize the City or how to ensure economic prosperity for the City in the future. Academic studies have been conducted throughout the country on relief route impacts to small towns. Each of the studies yield different results but most indicate that decisions by the community and prior economic status are factors in a City's future success.
Weeks (Stryder Const)	Mundy	12/11/2014	Comment Form	The negative effect of this project on this (already struggling) community would be devastating. This will be the final financial death nail to this town. One way or the other this town will loose a huge portion of our tax revenue.	Thank you for your comment. Comment noted.
Wilkinson DVM, (Wilkinson Vet Clinic)	Glen	12/11/2014	Comment Form	The access to the town of Premont must be changed to SE 1st (the cemetery road). It is 12' wider and has a stop light. SE 7th is basically a one lane road that cannot support 18 wheelers or two-way traffic. Please consider the logic.	Thank you for your comment. Any design advanced by TxDOT would consider the condition of the connecting roadway. Improvements to the local streets would be considered and addressed accordingly. TxDOT did consider an interchange at SE 1st Street. However, an interchange in this location was deemed to have more substantial impacts on the community when compared to an interchange in other locations. Specifically, an interchange at SE 1st Street would: infringe upon the Cemetery entrance as the area would have to accommodate ramps and an access road; would consume additional right of way in the City limits and remove

Last Name	First Name	Date Received	Method Received	Comment (verbatim)	Response
					potentially developable land in the area between Donald Street and the city boundary; add traffic, including trucks, onto a predominately residential street compared to SE 7th Street or even NE 8th Street which currently only have development generally on one side of the street and has the ability to be widened to minimize impacts. As a result of public comments and post public hearing coordination with local officials, TxDOT will be advancing a design that has a diamond interchange (all four ramps ending) at NE 8th Street. Bridges would convey the mainlanes of the facility over NE 8th Street and SE 1st Street so that access along these roadways remains as it is today. CR 418 would bridge over the mainlanes to provide access east and west of the relief route. CR 422 would be provided an access road from SE 1st Street to CR 418 that extends along the east side of the mainlanes. The access road is necessary to provide access to SE 1st Street and CR 418 which would then provide east/west access across the mainlanes. This design configuration would improve access and mobility and provide opportunity for future economic development within the City of Premont.
Wright	Paul	12/11/2014	Verbal Transcribed Comment	I think that 7th Street should be made a State Highway with this project the way it is. That's the extent of my comment. So, the state would maintain that right of the road instead of the city. Thank you, ma'am.	Thank you for your comment. TxDOT would look at making improvements to local streets that are impacted by the project. At this time, TxDOT is not considering the conversion of local roads to state highways as an option with this project.
Yzaguirrez	Mr.	12/11/2014	Public Testimony	Thank you, sir. Thank you for allowing me to speak. I'm not a public speaker, but I thought I had to get up there and say a few words because I know there's a lot of people in Premont that are interested in bypassing the city. And I regret that more people didn't show up tonight, I know there's a lot – they are interested in what you're going to do. And what you're doing is you're strangling the	Thank you for your comment. A Community Impact Assessment was conducted for the US 281 at Premont project. This study was developed to evaluate which alternative would minimize the overall impact of the various alternatives being considered. The assessment did not evaluate how to revitalize the City or how to ensure economic prosperity

Last Name	First Name	Date Received	Method Received	Comment (verbatim)	Response
				<p>city. You talk about the cost effectiveness of the project, but nowhere do you comment about strangling the city. Strangling it, economically. When you moved the bypass to the locations that you're talking about, you're getting to the point where no one is going to stop in Premont. Especially on that 7th Street exit. Now that's a location that's not suitable for building and we need revenue in the city. That's something that's absolutely necessary. Unfortunately we don't have an economic development department in this city because we're too small and we don't have the money. So I ask you take into consideration the economic development aspect of this. The way you have it now, there's no incentive for anyone to stop between Falfurrias and Alice. There's no skyline here for someone to look at and say, "Hey, let's stop there." You're, in essence, making us invisible. So you're really going to cut into our revenue with just that one exit. We have the city council that doesn't want to take any action because they say the State is going to do what they want to do. And I hope that's not true. I hope you do this with the public comments. I've talked to a lot of the citizens and some of the business owners. And they all agree that 2011 proposal is an excellent one. You did a good job on that one because you had exits at 422 and 7th street, and on 1st Street, and on 716. And, you know, I would urge you to go back and look at that, and look for the funding to do that. We need for this city to survive, not just for the city but for the school, and other businesses. We need the money. We need the revenue. I don't have a problem with the access or the egress on the north and south sides. But the thing I do want to urge you is reconsider at least an access or a point there on 1st Street to make your – your clover leaf or whatever it is that you're going to put in. But I also ask you add 7th, 422, and 716 that will help us survive, sir. Thank you very much.</p> <p>2. I'm not sure what your time line is, but I think I saw in there someplace something about Spring of 19 – or 2015. When you're going to complete your</p>	<p>for the City in the future. Academic studies have been conducted throughout the country on relief route impacts to small towns. Each of the studies yield different results but most indicate that decisions by the community and prior economic status are factors in a City's future success. During future design, detailed investigations will be conducted to determine what improvements are needed on the local roadways to accommodate the new project. The design advanced in 2012 following the Community Impacts Assessment contained a split diamond interchange in the City of Premont. Essentially, two ramps (an entrance and exit ramp) were located at SE 7th Street and two ramps (an entrance and exit ramp) were located at NE 8th Street. These ramp locations were connected by one-way access roads. Access east and west of the proposed relief route in the City of Premont was provided at NE 8th Street, SE 1st Street, and SE 7th Street via bridges. Essentially, this design configuration was only one interchange with several bridges. Based on public comments and coordination with local officials, TxDOT will be advancing a design that has a diamond interchange (all four ramps ending) at NE 8th Street. Bridges would convey the mainlanes of the facility over NE 8th Street and SE 1st Street so that access along those roadways remains as it is today. CR 418 would bridge over the mainlanes to provide access east and west of the relief route. CR 422 would be provided an access road from SE 1st Street to CR 418 that extends along the east side of the mainlanes. The backage road would provide access to SE 1st Street and CR 418 which would then provide east/west access across the mainlanes.</p> <p>The timeline presented at the public hearing was an estimated schedule for completion. As mentioned at the public hearing, TxDOT has a</p>

Last Name	First Name	Date Received	Method Received	Comment (verbatim)	Response
				<p>planning on this. What I would like to ask formally and officially, is that you delay a decision-making on this until there is a chance to elect new members to our city council. We have an impotent city council and we need people on the new city council coming up in May of next year that may be able to make a difference. Thank you very much.</p>	<p>funding shortfall for the project which has grown with the design changes resulting from the public comments. As a result, the exact timing for construction of the project is currently undetermined.</p>

# **Attachment A**

## **Public Hearing Advertisements and Notifications**

# Display Ads

## ***Alice Echo-News***

**Nov. 9, 2014, Nov. 30, 2014, and Dec. 7, 2014**

AFFIDAVIT OF PUBLISHER

STATE OF TEXAS §

COUNTY OF JIM WELLS §

BEFORE ME, the undersigned Notary Public, on this day personally Appeared Bill Weaver, who, being by me duly sworn, stated:

1. Affiant is an employee of Alice Echo-News Journal and has personal knowledge of the facts stated in this affidavit.

2. Bill Weaver (Publisher/Advertising Director) publishes a newspaper of general Circulation in Jim Wells, Duval, Nueces, County, Texas, which is known as ALICE NEWSPAPERS INC, ALICE ECHO NEWS JOURNAL, DUVAL COUNTY PRESS, THE FREER PRESS, & NUECES COUNTY RECORD STAR.

3. In the newspaper dated 11/09/14

A notice was published as provided by the Texas Probate Code. A true and correct copy of the notice is attached.

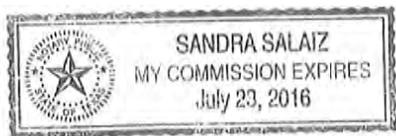
4. For publishing the notice, the publisher has made a charge of \$ 575.00

A proper charge under the laws of the State of Texas.

Ida M. Sanchez  
Publisher or Representative

SUBSCRIBED AND SWORN TO BEFORE ME by the above-named affivant on 11/10, 2014 to certify which witness my hand and seal of office

Sandra Salaz  
Notary Public in and for  
The State of Texas



My Commission expires:  
7-23-16

# San Diego completes perfect district run

By Stephen Garcia  
 Twitter @AENJStephen  
 stephen.garcia@aliceecho.com

**FALFURRIAS** – The San Diego football team is entering the playoffs with a lot of momentum. The Vaqueros won their sixth consecutive game Friday, taking care of Falfurrias on the road, 37-17. The win caps a perfect 5-0 run through District 16-3A, Division I. San Diego (8-2 overall) will take on George West in bi-district 7:30 p.m. Thursday at Calallen.



PHOTOS BY GENA GARI

**US 281 HIGHWAY**  
PREMONT

**PUBLIC HEARING**  
 December 11, 2014  
 Open House - 5:00 PM to 6:30 PM  
 Presentation - 6:30 PM

The Texas Department of Transportation (TxDOT) is conducting a public hearing regarding the proposed US 281 at Premont project in Jim Wells County. The purpose of the proposed project is to upgrade US 281 at Premont to meet current interstate design standards and improve the safety of the traveling public, in a manner that is sensitive to the environment and serves the access and mobility needs of the community.

To minimize overall impacts to Premont including homes and businesses, a relief route east of Premont has been identified as the preferred solution to upgrade US 281 in the Premont area. The relief route would extend from just 0.5 mile north of FM 1538 to 1.0 mile north of CR 431. It would include two northbound and southbound interstate quality main lanes, an interchange at SE 7th Street, and is 4.87 miles long. The main lanes would accommodate a 70 mph design speed, are separated by a 48-foot grassy median and the right-of-way width is approximately 500 feet. The proposed relief route addresses the project needs while minimizing environmental, cultural, and socio-economic resource impacts and does not require the relocation of homes or businesses.

The proposed relief route would be designated as US 281 and would become part of I-69 system in Texas and would specifically be designated as Interstate 69 Central (I-69 C).

The proposed project would require approximately 192.8 acres of additional right-of-way. Information concerning services and benefits available to affected property owners and information about the tentative schedules for right-of-way acquisition and construction may be obtained at the public hearing or from the district office. In addition, the proposed project would have floodplain involvement with two plays in the area.

Maps and other drawings showing the proposed project's location and design will be displayed at the hearing. Environmental documentation for the project will also be available for inspection at the hearing. Environmental documentation will also be available for review beginning on November 10, 2014 at the City of Premont Administration Office, the TxDOT Corpus Christi District Office on South Padre Island Drive in Corpus Christi, and the TxDOT Alice Area office on US 281 in Alice, Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. For more information contact the District at 361-608-2231 or [ricky.dalry@dot.gov](mailto:ricky.dalry@dot.gov).

All interested citizens are invited to attend this public hearing. Verbal and written comments from the public regarding this project are requested and may be presented through January 7, 2015. Written comments may be submitted either in person or by mail.

**Hearing Information:**  
 Thursday, December 11, 2014  
 Open House: 5:00 PM to 6:30 PM  
 Presentation: 6:30 PM followed by public testimony  
 St. Theresa Community Life Center  
 801 N. Broadway (US 281)  
 Premont, TX 78376

**For more information or to submit comments or questions:**  
 US 281 at Premont  
 Texas Department of Transportation  
 Corpus Christi District  
 Attn: Victor Vourcos  
 1701 S. Padre Island Dr.  
 Corpus Christi, TX 78416

Please submit comments by January 7, 2015.

Spanish-speaking staff will be available during the Public Open House Meeting. Persons requesting simultaneous Spanish translation during the presentation or other special communication or accommodation needs are encouraged to contact Ricky Dalry at 361-608-2231 or [ricky.dalry@dot.gov](mailto:ricky.dalry@dot.gov) by November 24, 2014. TxDOT will make every reasonable effort to accommodate these needs.

**US 281 HIGHWAY**  
PREMONT

**AVISO DE AUDIENCIA PÚBLICA**  
 11 de Diciembre del 2014  
 Exhibiciones: 5:00 PM hasta las 6:30 PM  
 Presentación: 6:30 PM

El Departamento de Transportación de Texas (TxDOT, por sus siglas en inglés) llevará a cabo una Audiencia Pública que presentará el tema de mejoras propuestas al US 281 en Premont en el condado de Jim Wells. El proyecto consiste en convertir la carretera actual a una carretera con acceso controlado que cumpla con las especificaciones de diseño en una manera que el impacto al medio ambiente sea mínimo. El propósito del proyecto propuesto es de mejorar la viabilidad para la comunidad.

Se propone una carretera de acceso controlado como una ruta de alivio para el tráfico vehicular ubicada al este de la ciudad de Premont. Los límites de la ruta de alivio son de 0.5 millas al norte de FM 1538 hasta 1.0 milla al norte de CR 431 e incluye dos carriles, tipo interestatales, al norte y sur con un paso a desnivel en la calle SE 7th. La ruta de alivio tendrá una velocidad máxima de 70 millas por hora (MPH), un mediano con pasto de 48 pies de ancho con un derecho de vía de aproximadamente 500 pies de ancho. El impacto al medio ambiente, cultural y socio-económico sería mínimo y no requeriría reubicaciones de comercio o residenciales.

La propuesta ruta de alivio sería asignada como US 281, parte de sistema interestatal 69 de Texas, y sería identificada como interestatal 69 Central (I-69 C).

Aproximadamente 192.8 acres adicionales serían requeridos para el derecho de vía de la nueva ruta de alivio. Habrá información, con fechas tentativas relacionadas con la adquisición de propiedades y la construcción del proyecto los cuales estarán disponibles para los dueños de las propiedades afectadas por la ruta de alivio durante la reunión pública o en la oficina del Distrito de Corpus Christi. Partes del proyecto están dentro de los límites de inundación con dos plays en el área que serán investigadas.

Mapas y croquis del proyecto estarán disponibles para su revisión y aclarar cualquier duda o comentario que el público pueda tener durante la Audiencia Pública. El estudio del medio ambiente estará disponible durante la Audiencia Pública y a partir del 10 de noviembre del 2014 en las siguientes localidades: en la oficina de administración de la Ciudad de Premont, en la oficina del distrito de Corpus Christi de TxDOT ubicada en South Padre Island Drive en Corpus Christi y en la oficina de área en Alice de US 281 en Alice de lunes a viernes con horario de 8:00 a.m. a 5:00 p.m. Para más información por favor comuníquese con el distrito al 361-608-2231, o el correo electrónico: [ricky.dalry@dot.gov](mailto:ricky.dalry@dot.gov).

Todas las personas interesadas están invitadas a participar en esta Audiencia Pública. Comentarios verbales y escritos relacionados al proyecto deben ser presentados durante la Audiencia Pública o enviarlos por escrito. La fecha límite para enviar sus comentarios por escrito es el 7 de Enero del 2015.

**Información sobre la Audiencia Pública:**  
 Jueves, 11 de Diciembre del 2014  
 Exhibiciones: Desde las 5:00 PM a las 6:30 PM  
 Presentación: 6:30 PM (seguida por comentarios del público)  
 St. Theresa Community Life Center  
 Ubicada en el: 801 N. Broadway (US 281)  
 Premont, TX 78376

**Para más información, enviar comentarios o preguntas:**  
 Puede hacerlo al siguiente domicilio:  
 US 281 Premont  
 Texas Department of Transportation  
 Corpus Christi District  
 Attn: Victor Vourcos  
 1701 S. Padre Island Dr.  
 Corpus Christi, TX 78416

Por favor envíe sus comentarios a más tardar el 7 de Enero del 2015.

La Audiencia Pública será en inglés y personal del proyecto que habla español estarán disponibles como intérpretes. Personas interesadas en asistir la reunión que requieren ayuda a servicios auxiliares, tales como intérpretes, deben de ponerse en contacto con Ricky Dalry al 361-608-2231 o el correo electrónico: [ricky.dalry@dot.gov](mailto:ricky.dalry@dot.gov), antes del 24 de Noviembre, 2014. TxDOT hará todo esfuerzo razonable para cubrir estas necesidades.

US 281 at Premont Upgrade  
 Jim Wells County

Attachment A  
 Page 4

Public Hearing Summary Report  
 December 11, 2014

**AFFIDAVIT OF PUBLISHER**

STATE OF TEXAS §

COUNTY OF JIM WELLS §

*BEFORE ME*, the undersigned Notary Public, on this day personally Appeared Bill Weaver, who, being by me duly sworn, stated:

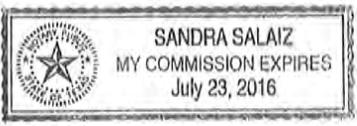
1. Affiant is an employee of Alice Echo-News Journal and has personal knowledge of the facts stated in this affidavit.
2. Bill Weaver (Publisher/Advertising Director) publishes a newspaper of general Circulation in Jim Wells, Duval, Nueces, County, Texas, which is known as ALICE NEWSPAPERS - ALICE ECHO NEWS JOURNAL, DUVAL COUNTY PRESS, THE FREER PRESS, & NUECES COUNTY RECORD STAR.

3. In the newspaper dated 11/30/14

---

*Bill Weaver*  
\_\_\_\_\_  
Publisher or Representative

SUBSCRIBED AND SWORN TO BEFORE ME by the above-named affivant on 12/11, 2014 to certify which witness my hand and seal of office



*Sandra Salaiz*  
\_\_\_\_\_  
Notary Public in and for  
The State of Texas



Sima Silva



Victoria Vicente



Gabby Canales

**ALICE**

Continued from A11

Victoria West going the farthest. West – who eliminated league foe Tulosos-Midway in the Region IV quarterfinals – fell to state runner-up Dripping Springs in the regional semifinals.

Calallen senior Hannah

Flores was selected MVP of the district and West coach

Alysia Hill was voted Coach of the Year.

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**US 281 HIGHWAY  
 PREMONT**

**PUBLIC HEARING**  
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The Texas Department of Transportation (TxDOT) is conducting a public hearing regarding the proposed US 281 at Premont project in Jim Wells County. The purpose of the proposed project is to upgrade US 281 at Premont to meet current interstate design standards and improve the safety of the traveling public, in a manner that is sensitive to the environment and serves the access and mobility needs of the community.

To minimize overall impacts to Premont including homes and businesses, a relief route east of Premont has been identified as the preferred solution to upgrade US 281 in the Premont area. The relief route would extend from just 0.5 mile north of FM 1538 to 1.0 mile north of CR 431. It would include two northbound and southbound interstate quality main lanes, an interchange at SE 7th Street, and is 4.87 miles long. The main lanes would accommodate a 70 mph design speed, are separated by a 48-foot grassy median and the right-of-way width is approximately 500 feet. The proposed relief route addresses the project needs while minimizing environmental, cultural, and socio-economic resource impacts and does not require the relocation of homes or businesses.

The proposed relief route would be designated as US 281 and would become part of I-69 system in Texas and would specifically be designated as Interstate 69 Central (I-69 C).

The proposed project would require approximately 192.8 acres of additional right-of-way. Information concerning services and benefits available to affected property owners and information about the tentative schedules for right-of-way acquisition and construction may be obtained at the public hearing or from the district office. In addition, the proposed project would have floodplain involvement with two plays in the area.

Maps and other drawings showing the proposed project's location and design will be displayed at the hearing. Environmental documentation for the project will also be available for inspection at the hearing. Environmental documentation will also be available for review beginning on November 10, 2014 at the City of Premont Administration Office, the TxDOT Corpus Christi District Office on South Padre Island Drive in Corpus Christi, and the TxDOT Alice Area office on US 281 in Alice, Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. For more information contact the District at 361-808-2544 or [rickday@txdot.gov](mailto:rickday@txdot.gov).

All interested citizens are invited to attend this public hearing. Verbal and written comments from the public regarding this project are requested and may be presented through January 7, 2015. Written comments may be submitted either in person or by mail.

**Heading Information:**  
 Thursday, December 11, 2014  
 Open House: 5:00 PM to 6:30 PM  
 Presentation: 6:30 PM followed by public testimony  
 St. Theresa Community Life Center  
 801 N. Broadway (US 281)  
 Premont, TX 78375

**For more information or to submit comments or questions:**  
 US 281 at Premont  
 Texas Department of Transportation  
 Corpus Christi District  
 Attn: Victor Vouracos  
 1701 S. Padre Island Dr.  
 Corpus Christi, TX 78416

Please submit comments by January 7, 2015

Spanish-speaking staff will be available during the Public Open House Meeting. Persons requesting simultaneous Spanish translation during the presentation or other special communication or accommodation needs are encouraged to contact Rick Day at 361-808-2544 or [rickday@txdot.gov](mailto:rickday@txdot.gov) by December 5, 2014. TxDOT will make every reasonable effort to accommodate those needs.

**US 281 HIGHWAY  
 PREMONT**

**AVISO DE AUDIENCIA PÚBLICA**  
 11 de Diciembre del 2014  
 Exhibición: 5:00 PM hasta las 6:30 PM  
 Presentación: 6:30 PM

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Se propone una carretera de acceso controlado como una ruta de alivio para el tráfico vehicular ubicada al este de la ciudad de Premont. Los límites de la ruta de alivio son de 0.5 millas al norte de FM 1538 hasta 1.0 milla al norte de CR 431 e incluye dos carriles, tipo interestatales, al norte y sur con un paso a desnivel en la calle SE 7th. La ruta de alivio tendrá una velocidad máxima de 70 millas por hora (MPH), un empedrado con pasto de 48 pies de ancho con un drenaje de vía de aproximadamente 500 pies de ancho. El impacto al medio ambiente, cultural y socio económico sería mínimo y no requeriría reubicaciones de comercio e residenciales.

La propuesta ruta de alivio sería asignada como US 281, parte del sistema Interestatal 69 de Texas, y sería identificada como Interestatal 69 Central (I-69 C).

Aproximadamente 192.8 acres adicionales serían requeridas para el derecho de vía de la nueva ruta de alivio. Habrá información, con fechas tentativas relacionadas con la adquisición de propiedades y la construcción del proyecto los cuales estarán disponibles para los dueños de las propiedades afectadas por la ruta de alivio durante la reunión pública o en la oficina del Distrito de Corpus Christi. Partes del proyecto están dentro de los límites de inundación con dos plays en el área que serán investigadas.

Mapas y otros planos del proyecto estarán disponibles para su revisión y aclarar cualquier duda o comentario que el público pueda tener durante la Audiencia Pública. El estudio del medio ambiente estará disponible durante la Audiencia Pública y a partir del 10 de noviembre del 2014 en las siguientes localidades: en la oficina de administración de la Ciudad de Premont, en la oficina del Distrito de Corpus Christi de TxDOT ubicada en South Padre Island Drive en Corpus Christi y en la oficina de Área de Alice de TxDOT ubicada en el US 281 en Alice de lunes a viernes con horario de 8:00 a.m. a 5:00 p.m. Para más información por favor comuníquese con el distrito al 361-808-2544 o el correo electrónico: [rickday@txdot.gov](mailto:rickday@txdot.gov).

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 Ubicada en el 801 N. Broadway (US 281)  
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 Puede hacerlo al siguiente domicilio:  
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 Texas Department of Transportation  
 Corpus Christi District  
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Por favor envíe sus comentarios a más tardar el 7 de Enero del 2015.

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**AFFIDAVIT OF PUBLISHER**

STATE OF TEXAS §

COUNTY OF JIM WELLS §

**BEFORE ME**, the undersigned Notary Public, on this day personally Appeared Bill Weaver, who, being by me duly sworn, stated:

- 1. Affiant is an employee of Alice Echo-News Journal and has personal knowledge of the facts stated in this affidavit.
- 2. Bill Weaver (Publisher/Advertising Director) publishes a newspaper of general Circulation in Jim Wells, Duval, Nueces, County, Texas, which is known as ALICE NEWSPAPERS - ALICE ECHO NEWS JOURNAL, DUVAL COUNTY PRESS, THE FREER PRESS, & NUECES COUNTY RECORD STAR.

3. In the newspaper dated 12/07/14

---

*Ada M. Sackey*  
Publisher or Representative

SUBSCRIBED AND SWORN TO BEFORE ME by the above-named affivant on 12/9, 2014 to certify which witness my hand and seal of office

*Sandra Salaz*  
Notary Public in and for  
The State of Texas



# COYOTES

Continued from A9

by Josh Perez and Johnathan Martinez midway through the first quarter, but a slew of turnovers jump-started Brackenridge to an 80-43 win.

Alice had 10 giveaways in the first eight minutes, 17 in the opening half and 33 total. The Coyotes trailed 22-9 after one quarter and the deficit only grew.

"We've got to learn how to dribble the ball," Alice coach Kevin Kelley said. "It's as simple as that. We had 40-something turnovers. We had 17,18 turnovers in the first half...If we eliminate the turnovers, we start winning.

We learn how to dribble the ball and pass the ball, we'll start winning. Until that point in time, we're not going to win another game."

Perez led the team with 14 points and Michael Sanchez had nine.

The Coyotes' game later that afternoon did not go well, either.

Alice cleaned up its turnover problem to the tune of 12 first-half turnovers, but were no match for the King offense. The Mustangs galloped past the Coyotes 89-46 after building a 53-19 lead at the break.

Sanchez led Alice with 17 points. Nick Sendejo had eight, Perez had seven and Martinez added six.



## US 281 HIGHWAY UPGRADE

PREMONT

Texas Department of Transportation

**PUBLIC HEARING**  
December 11, 2014  
Open House: 5:00 PM to 6:30 PM  
Presentation: 6:30 PM

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Corpus Christi District  
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1701 S. Padre Island Dr.  
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**Please submit comments by January 7, 2015**

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## US 281 HIGHWAY UPGRADE

PREMONT

Texas Department of Transportation

**AVISO DE AUDIENCIA PÚBLICA**  
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Corpus Christi  
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# ***Falfurrias Facts***

**Nov. 13, 2014 and Dec. 4, 2014**

**FALFURRIAS PUBLISHING CO., INC.**



**FALFURRIAS FACTS**  
Marcelo Silva, Editor/Publisher  
San Juanita Olivarez, Advertising Manager  
mailing address: P.O. BOX 619  
physical address: 219 E. RICE  
FALFURRIAS, TX 78355  
Voice/Fax: 361.325.2200

**PUBLISHER'S AFFIDAVIT**

**STATE OF TEXAS,  
COUNTY OF BROOKS**

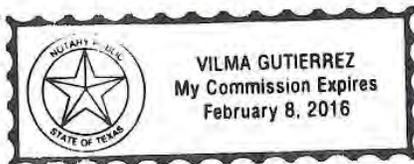
Before me, the undersigned authority on this day personally appeared  
**SAN JUANITA OLIVÁREZ**, known to me, who being dully sworn on his oath,  
deposes and says that she is the ADVERTISING MANAGER of the *Falfurrias Facts*,  
a newspaper of general circulation published in said county and that said newspaper  
has been continuously and regularly published in said county for a period for more  
than one year; and that a copy of the within and foregoing notice was published in  
said newspaper on the following day(s), to-wit;

\_\_\_\_\_ November 13, 2014 \_\_\_\_\_  
and a newspaper copy of said notice is hereto attached.

San Juanita Olivarez

Sworn and subscribed to before me this:

\_\_\_\_\_ 13<sup>th</sup> \_\_\_\_\_ day of November, of 2014



Vilma Gutierrez

# Keeping in Touch

**GED Classes**  
The Community Action Resource Center, located at 120 E. Rice St. in Falfurrias, will be holding GED classes Mondays thru Fridays from 10 a.m. to 3 p.m.  
For more information, please call 325-9737, ext. 305.

**Brooks Co. Tax Appraisal District, Elda and Juan Garza, Evangelina and Johnny Grigsby, Robert E. Canino, Fidel Cantú Jr., Mr. Romeo Salinas, Oralia Villarreal, Mr. and Mrs. Charles Arsuaga, Annella**

Arsuaga, Gloria Cano, Eva G. Salinas, and the Staff at HMG Trucking.



**PUMPKIN DECORATING CONTEST WINNERS**—Falfurrias Elementary School winners of this year's Pumpkin Decorating Contest were: Óscar Coronel—1st place, Kaziah De León—2nd place, and Corina Rivera—3rd place.



**ZOMBIE SHOOTOUT**—Winners of the 4-H Brush Country Shooting Sports Club Archery Zombie Shootout Fundraising Competition held Oct. 26 were: David Pérez—1st Place Adult Compound Bow Division, Seth Telles—1st Place Youth Compound Bow Division, Bellinda Lara—1st Place Youth Barebow Division and Jesse Vargas—1st Place Adult Barebow Division.

**Happy 4th Birthday**  
November 11  
**SAMMY BRIAN MALDONADO**

Love You, Dad & Mom  
Sammy & Connie;  
Brothers: John & Joseph;  
Sisters: Jenna & Jolynn

**14th Annual Heart of Thanksgiving Community Outreach Service**  
Sunday, November 23 • 6 to 8 p.m.  
**Ed Lasater (Kiddy) Park**  
(If weather doesn't permit, location may be changed)

**FREE Prize Giveaway:** 19" SAMSUNG TV  
**Microwave Oven from Love & Mercy Church**  
**Live Music:** Praise the Watchmen  
**Dramas**  
**Kitchen Dinner Table Set (Sumara's Furniture)**

**Come and worship in unity with a Heart of Thanksgiving (Praying for our City)**  
"Give thanks to the Lord, for He is Good" — Psalm 106:1

**US HIGHWAY 281**  
PREMONT

**PUBLIC HEARING**  
December 11, 2014  
Open House - 5:00 PM to 6:30 PM  
Presentation - 6:30 PM

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PREMONT

**AVISO DE AUDIENCIA PÚBLICA**  
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**STATE OF TEXAS,  
COUNTY OF BROOKS**

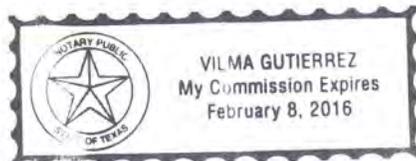
Before me, the undersigned authority on this day personally appeared  
**SAN JUANITA OLIVÁREZ**, known to me, who being dully sworn on his oath,  
deposes and says that she is the ADVERTISING MANAGER of the *Falfurrias Facts*,  
a newspaper of general circulation published in said county and that said newspaper  
has been continuously and regularly published in said county for a period for more  
than one year; and that a copy of the within and foregoing notice was published in  
said newspaper on the following day(s), to-wit;

December 4, 2014 (English + Spanish)  
and a newspaper copy of said notice is hereto attached.

San Juanita Olivarez

Sworn and subscribed to before me this:

4TH day of DECEMBER, of 2014



Vilma Gutierrez



### DELIA R. PÉREZ



Delia R. Pérez, 77, passed away November 25, 2014 at her residence in Encino, Texas. She was born January 4, 1937 to Macario Ramirez & Dora Longoria Ramirez in Brooks County, Texas. She is preceded in death by her parents; one brother, Usbaldo Ramirez; one sister, Hilda Treviño; and one infant daughter, María Verónica Pérez. Survivors include her husband of 58 years, Baldemar Pérez of Encino; two sons, Lamar Pérez and Joel Pérez (Blanca Garza) both of Encino; one daughter, Dora P. Barrera (Rolando)

**BIRTHDAY CELEBRATION**—Antonio Huerta celebrated his 88th birthday Friday, November 28 with family, friends, and some Falfurrias Nursing and Rehabilitation patients. He was born December 5, 1926. Joining Huerta (pictured in the center) were his brothers (sitting) Nicolás and Adán Huerta

and (standing) sister-in-law Celia Huerta, sisters Benita Huerta and Juanita H. Olivárez, sister-in-law Alma Huerta and sister Eva Huerta. Huerta and his late wife Idolina Huerta had four children, Elma, Félix, Mario, and Gilbert Huerta.

(Courtesy photo)

### MARIO L. REYNA

Mario L. Reyna, 67, of Abilene went to be with our Lord and Savior on Sunday, November 16, 2014 at Hendricks Medical Center. A memorial mass was held on Wednesday, November 19, 2014 at Sacred Heart Catholic Church, Abilene Texas. Inurnment with Military Honors followed at the Texas State Veterans Cemetery.

Mario was born February 21, 1947 in Falfurrias, Texas. He served his country in both the US Army and US Marine Corp. He was a Civilian Personnel retiree of Dyess Air Force Base. Mario is survived by his wife, Gloria Villarreal

Reyna, his spouse of 45 years; his children, Michelle Reyna, Frank C. Reyna, II; and his wife, Lori Reyna; and his granddaughters, McKenzie and Kacie Reyna; Surviving parents, Frank C. Reyna and Elia Lopez Reyna of Frisco, Texas; his four sisters, Sylvia Reyna Wiggins and husband, Jim of Conroe, Texas, Johanna Reyna McCrary of Conroe, Texas, Lucille Reyna Nowaski and husband, Lenard of Frisco, Texas and Elizabeth Reyna Bovard and husband, Tom of Dallas, Texas; two nieces; seven nephews; and one great-grand niece.

## Old Facts Photos for sale 50¢

to benefit Brooks Co. Foster Children. Come to our front lobby. Enjoy browsing!

### BLANCA ELIZA MIRELES-WARD



Blanca Eliza Mireles-Ward went home to our Heavenly Father on November 15th, 2014. Blanca was born in Falfurrias, Texas on July 17, 1965. Blanca Eliza graduated from Moody High School in Corpus Christi, Texas. She moved to Dallas, where she attend Irving University and graduated with honors. She lived her Cursillo at a young age where she met Christ and a year ago she attended an ACTS retreat. She was a woman of faith and never missed Sunday Mass. Blanca Eliza was a devoted daughter, sister, wife and a beloved aunt to her nephew, and two nieces (their 2nd Mom). She was a dedicated and loyal friend to everyone blessed to know her. She was kind, generous, full of love and a great godmother to so many and she loved them all the same. She always gave and gave and never expected anything in return. To all whose lives she touched, we will always be forever grateful for the precious time we spent with her. Blanca Eliza, you left us too soon and we miss you dearly. Until we meet again in Heaven, you will remain in our hearts. Blanca Eliza was reunited with her beloved

step-mother, Lillie Mireles and step-father, Bill Braswell. She is survived by her husband, John Ward from Austin, Texas; her parents, Leonor Mireles-Braswell and Raúl Mireles (Berta), Corpus Christi, Texas; her brother, (Ret. Lt. Col) RT Mireles (Irma), San Antonio, Texas; nephew Jacob Mireles, Los Angeles, California; two nieces, Kathryn and Sarah Mireles, San Antonio, Texas; her mother-in-law, Karen Head (Terry) from Texas; brother-in-law, Ed Burton (Cledie); and niece, Victoria from Virginia. Services were held Saturday, November 22nd 2014. During a time like this we realize how much our family and friends mean to us. We wish to extend our sincere gratitude and appreciation to each and every one of you for your many kind expressions of love. God bless. The Braswell, Mireles & Ward Family

**US 281 HIGHWAY**  
PREMONT

**PUBLIC HEARING**  
December 11, 2014  
Open House - 5:00 PM to 6:30 PM  
Presentation - 6:30 PM

The Texas Department of Transportation (TxDOT) is conducting a public hearing regarding the proposed US 281 at Premont project in Jim Wells County. The purpose of the proposed project is to upgrade US 281 at Premont to meet current interstate design standards and improve the safety of the traveling public, in a manner that is sensitive to the environment and serves the access and mobility needs of the community.

To minimize overall impacts to Premont including homes and businesses, a relief route east of Premont has been identified as the preferred solution to upgrade US 281 in the Premont area. The relief route would extend from just 0.5 mile north of FM 1538 to 1.0 mile north of CR 431. It would include two northbound and southbound interstate quality main lanes, an interchange at SE 7th Street, and is 4.87 miles long. The main lanes would accommodate a 70 mph design speed, are separated by a 48-foot grassy median and the right-of-way width is approximately 500 feet. The proposed relief route addresses the project needs while minimizing environmental, cultural, and socio-economic resource impacts and does not require the relocation of homes or businesses.

The proposed relief route would be designated as US 281 and would become part of I-69 system in Texas and would specifically be designated as Interstate 69 Central (I-69 C).

The proposed project would require approximately 132.8 acres of additional right-of-way. Information concerning services and benefits available to affected property owners and information about the tentative schedules for right-of-way acquisition and construction may be obtained at the public hearing or from the district office. In addition, the proposed project would have floodplain involvement with two plays in the area.

Maps and other drawings showing the proposed project's location and design will be displayed at the hearing. Environmental documentation for the project will also be available for inspection at the hearing. Environmental documentation for the project will also be available for review beginning on November 10, 2014 at the City of Premont Administration Office, the TxDOT Corpus Christi District Office or South Padre Island Drive in Corpus Christi, and the TxDOT Alice Area Office on US 281 in Alice. Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. For more information contact the District at 361-808-2544 or rickey.daley@txdot.gov.

All interested citizens are invited to attend this public hearing. Verbal and written comments from the public regarding this project are requested and may be presented through January 7, 2015. Written comments will be submitted either in person or by mail.

**Hearing Information:**  
Thursday, December 11, 2014  
Open House: 5:00 PM to 6:30 PM  
Presentation: 6:30 PM followed by public testimony  
St. Theresa Community Life Center  
801 N. Broadway (US 281)  
Premont, TX 78375

**For more information or to submit comments or questions:**  
US 281 at Premont  
Texas Department of Transportation  
Corpus Christi District  
Attn: Victor Voutros  
1701 S. Padre Island Dr.  
Corpus Christi, TX 78416

Please submit comments by January 7, 2015

Spanish-speaking staff will be available during the Public Open House Meeting. Persons requesting simultaneous Spanish translation during the presentation or other special communication accommodations are encouraged to contact Rickey Daley at 361-808-2544 or rickey.daley@txdot.gov by December 5, 2014. TxDOT will make every reasonable effort to accommodate these needs.

**US 281 HIGHWAY**  
PREMONT

**AVISO DE AUDIENCIA PÚBLICA**  
11 de Diciembre del 2014  
Exhibiciones: 5:00 PM hasta las 6:30 PM  
Presentación: 6:30 PM

El Departamento de Transporte de Texas (TxDOT, por sus siglas en inglés) lleva a cabo una Audiencia Pública que presentará al tema de mejoras propuestas al US 281 en Premont en el condado de Jim Wells. El proyecto consiste en convertir la carretera actual a una carretera con acceso controlado que cumple con las especificaciones de diseño en una manera que el impacto al medio ambiente sea mínimo. El propósito del proyecto propuesto es de mejorar la viabilidad para la comunidad.

Se propone una carretera de acceso controlado como una ruta de alivio para el tráfico vehicular ubicada al este de la ciudad de Premont. Los límites de la ruta de alivio son de 0.5 millas al norte de FM 1538 hasta 1.0 milla al norte de CR 431 e incluye dos carriles, tipo interestatales, al norte y sur con un paso a desnivel en la calle SE 7th. La ruta de alivio tendrá una velocidad máxima de 70 millas por hora (MPH), un mediano con pasto de 48 pies de ancho con un derecho de vía de aproximadamente 500 pies de ancho. El impacto al medio ambiente, cultural y socio económico sería mínimo y no requerirá reubicaciones de comercio o residenciales.

La propuesta ruta de alivio sería asignada como US 281, parte de sistema Interstatal 69 de Texas, y sería identificada como Interstatal 69 Central (I-69 C).

Aproximadamente 132.8 acres adicionales serían requeridos para el derecho de vía de la nueva ruta de alivio. Habrá información, con fechas tentativas relacionadas con la adquisición de propiedades y la construcción del proyecto los cuales estarán disponibles para los dueños de las propiedades afectadas por la ruta de alivio durante la reunión pública o en la oficina del Distrito de Corpus Christi. Partes del proyecto están dentro de los límites de inundación con dos plays en el área que serán investigadas.

Mapas y croquis del proyecto estarán disponibles para su revisión y aclarar cualquier duda o comentario que el público pueda tener durante la Audiencia Pública. El estudio del medio ambiente estará disponible durante la Audiencia Pública a partir del 10 de noviembre del 2014 en las siguientes localidades: en la oficina de administración de la Ciudad de Premont, en la oficina del distrito de Corpus Christi de TxDOT ubicada en South Padre Island Drive en Corpus Christi y en la oficina de área en Alice de TxDOT ubicada en US 281 en Alice de lunes a viernes con horario de 8:00 a.m. a 5:00 p.m. Para más información por favor comuníquese con el distrito al 361-808-2544 o como electrónico: rickey.daley@txdot.gov.

Todas las personas interesadas están invitadas a participar en esta Audiencia Pública. Comentarios verbales y escritos relacionados al proyecto deben ser presentados durante la Audiencia Pública o enviados por escrito. La fecha límite para enviar sus comentarios por escrito es el 7 de Enero del 2015.

**Información sobre la Audiencia Pública:**  
Jueves, 11 de Diciembre del 2014  
Exhibiciones: Desde las 5:00 PM a las 6:30 PM  
Presentación: 6:30 PM (seguida por comentarios del público)  
St. Theresa Community Life Center  
Ubicada en el: 801 N. Broadway (US 281)  
Premont, TX 78375

**Para más información, enviar comentarios o preguntas:**  
Puede hacerlo al siguiente domicilio:  
US 281 Premont  
Texas Department of Transportation  
Corpus Christi District  
Attn: Victor Voutros  
1701 S. Padre Island Dr.  
Corpus Christi, TX 78416

Por favor envíe sus comentarios a más tardar el 7 de Enero del 2015.

La Audiencia Pública será en inglés y personal del proyecto que habla español estarán disponibles como intérpretes. Personas interesadas en asistir la reunión que requieren ayuda o servicios auxiliares, tales como intérpretes, deben de ponerse en contacto con Rickey Daley al 361-808-2544 o el correo electrónico: rickey.daley@txdot.gov, antes del 5 de Diciembre, 2014. TxDOT hará todo esfuerzo razonable para cubrir estas necesidades.

# Letters

November 14, 2014

{elected official}  
{address}  
{address}

Dear {elected official},

The Texas Department of Transportation (TxDOT) extends an invitation to participate in a Public Hearing on Thursday, December 11 regarding the proposed US 281 at Premont project in Jim Wells County. The purpose of the proposed project is to upgrade US 281 at Premont to meet current Interstate design standards and improve the safety of the traveling public, in a manner that is sensitive to the environment and serves the access and mobility needs of the community.

An environmental study has been completed for this project. Environmental documentation will be available for inspection at the hearing along with maps and other drawings showing the proposed project's location and design. Environmental documentation will also be available for review beginning on November 10, 2014 at the City of Premont Administration Office, the TxDOT Corpus Christi District Office on South Padre Island Drive in Corpus Christi, and the TxDOT Alice Area office on US 281 in Alice, Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m.

The hearing will include an open house where project team members will be available to answer questions. Following the open house, TxDOT will give a presentation and provide an opportunity for public testimony at 6:30 p.m.

**Thursday, December 11, 2014**

5:00-6:30 p.m. Open House

6:30 p.m. Presentation followed by Public Testimony

St. Theresa Community Life Center

801 N. Broadway (US 281)

Premont, TX 78375

We hope that you can attend this Public Hearing. If you need additional information on the project or have any questions, please contact Rickey Dailey, TxDOT Corpus Christi District, 1701 S. Padre Island Dr., Corpus Christi, TX 78416; (voice) 361-808-2231; [rickey.dailey@txdot.gov](mailto:rickey.dailey@txdot.gov).

Sincerely,

Lonnie J. Gregorcyk, P.E.,  
District Engineer  
Texas Department of Transportation  
Corpus Christi District

November 14, 2014

{property owner}  
{address}  
{address}

Dear Property Owner,

The Texas Department of Transportation (TxDOT) extends an invitation to participate in a Public Hearing on Thursday, December 11 regarding the proposed US 281 at Premont project in Jim Wells County. The purpose of the proposed project is to upgrade US 281 at Premont to meet current Interstate design standards and improve the safety of the traveling public, in a manner that is sensitive to the environment and serves the access and mobility needs of the community.

An environmental study has been completed for this project. Environmental documentation will be available for inspection at the hearing along with maps and other drawings showing the proposed project's location and design. Environmental documentation will also be available for review beginning on November 10, 2014 at the City of Premont Administration Office, the TxDOT Corpus Christi District Office on South Padre Island Drive in Corpus Christi, and the TxDOT Alice Area office on US 281 in Alice, Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m.

The Public Hearing will include an open house where project team members will be available to answer questions. At 6:30 p.m., TxDOT will give a presentation regarding the project followed by the opportunity for public testimony at 6:30 p.m.

**Thursday, December 11, 2014**

5:00-6:30 p.m. Open House

6:30 p.m. Presentation followed by Public Testimony

St. Theresa Community Life Center

801 N. Broadway (US 281)

Premont, TX 78375

You are encouraged to attend this public hearing as an affected property owner. If you need additional information on the project or have any questions, please contact Rickey Dailey, TxDOT Corpus Christi District, 1701 S. Padre Island Dr., Corpus Christi, TX 78416; (voice) 361-808-2231; [rickey.dailey@txdot.gov](mailto:rickey.dailey@txdot.gov).

Sincerely,

Lonnie J. Gregorcyk, P.E.,  
District Engineer  
Texas Department of Transportation  
Corpus Christi District

# Postcards

The Texas Department of Transportation (TxDOT) is conducting a public hearing regarding the proposed US 281 at Premont project in Jim Wells County. The purpose of the proposed project is to upgrade US 281 at Premont to meet current interstate design standards and improve the safety of the traveling public, in a manner that is sensitive to the environment and serves the access and mobility needs of the community.

**Thursday, December 11, 2014**  
**Open House: 5:00 PM to 6:30 PM**  
**Presentation: 6:30 PM followed by public testimony**  
**St. Theresa Community Life Center**  
**801 N. Broadway (US 281)**  
**Premont, TX 78375**

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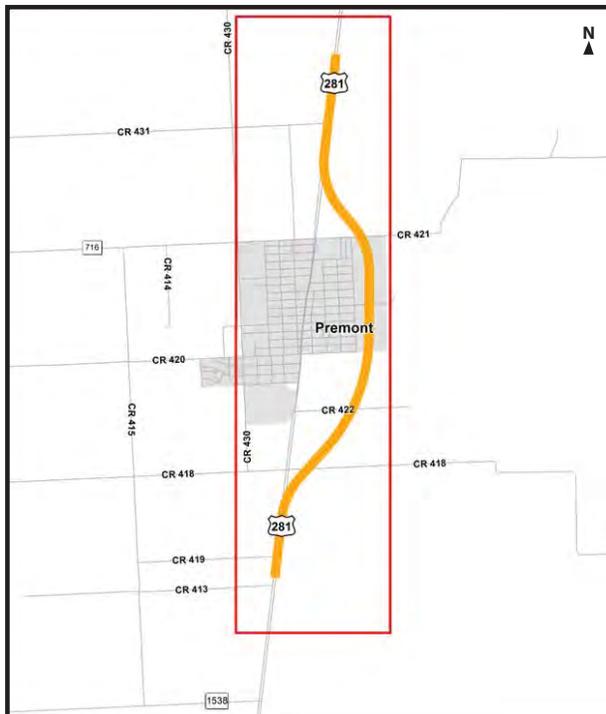
All interested citizens are invited to attend this public hearing. Verbal and written comments from the public regarding this project are requested and may be presented through January 7, 2015. Written comments may be submitted either in person or by mail. For more information or to submit comments or questions: US 281 at Premont, Texas Department of Transportation, Corpus Christi District, Attn.: Victor Vourcos, 1701 S. Padre Island Dr. Corpus Christi, TX 78416



***Please submit comments by January 7, 2015***

*Spanish-speaking staff will be available during the Public Open House Meeting. Persons requesting simultaneous Spanish translation during the presentation or other special communication or accommodation needs are encouraged to contact Rickey Dailey at 361-808-2544 or [rickey.dailey@txdot.gov](mailto:rickey.dailey@txdot.gov) by December 5, 2014. TxDOT will make every reasonable effort to accommodate these needs.*

PRSR STD  
ECRWSS  
U.S. POSTAGE  
**PAID**  
EDDM RETAIL



Local  
Postal Customer

US 281 Premont Project Map

# Community Flyers

The following list documents the locations hearing fliers were placed on November 5, 2014.

Taqueria Guadalajara  
Oasis Quick Stop  
Oasis Restaurant  
Dairy Queen  
Premont Auto  
A&A Tire  
Cowboy Federal Credit Union  
Sylvia's Hardware Store  
Sylvia's Liquor Store  
Convenient Store on corner of US 281/SE 8<sup>th</sup> Street  
Lopez Country Bar  
Tilden Boutique  
Premont Flower Shop  
West Market  
Johnson's Barn BBQ  
Premont US Post Office  
Premont Senior Services Center  
Wells Fargo  
Premont City Hall

**PUBLIC HEARING**  
**December 11, 2014**  
**Open House - 5:00 PM to 6:30 PM**  
**Presentation - 6:30 PM**

The Texas Department of Transportation (TxDOT) is conducting a public hearing regarding the proposed US 281 at Premont project in Jim Wells County. The purpose of the proposed project is to upgrade US 281 at Premont to meet current interstate design standards and improve the safety of the traveling public, in a manner that is sensitive to the environment and serves the access and mobility needs of the community.

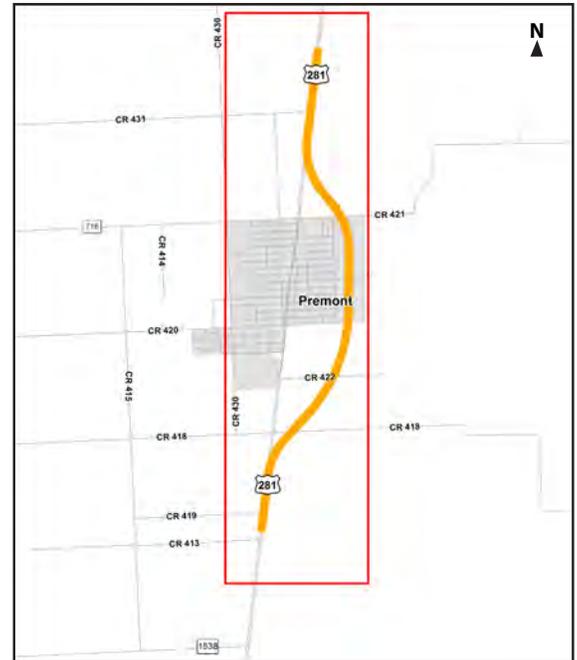
To minimize overall impacts to Premont including homes and businesses, a relief route east of Premont has been identified as the preferred solution to upgrade US 281 in the Premont area. The relief route would extend from just 0.5 mile north of FM 1538 to 1.0 mile north of CR 431. It would include two northbound and southbound interstate quality main lanes, an interchange at SE 7th Street, and is 4.87 miles long. The main lanes would accommodate a 70 mph design speed, are separated by a 48-foot grassy median and the right-of-way width is approximately 500 feet. The proposed relief route addresses the project needs while minimizing environmental, cultural, and socio-economic resource impacts and does not require the relocation of homes or businesses.

The proposed relief route would be designated as US 281 and would become part of I-69 system in Texas and would specifically be designated as Interstate 69 Central (I-69 C).

The proposed project would require approximately 192.8 acres of additional right-of-way. Information concerning services and benefits available to affected property owners and information about the tentative schedules for right-of-way acquisition and construction may be obtained at the public hearing or from the district office. In addition, the proposed project would have floodplain involvement with two playas in the area.

Maps and other drawings showing the proposed project's location and design will be displayed at the hearing. Environmental documentation for the project will also be available for inspection at the hearing. Environmental documentation will also be available for review beginning on November 10, 2014 at the City of Premont Administration Office, the TxDOT Corpus Christi District Office on South Padre Island Drive in Corpus Christi, and the TxDOT Alice Area office on US 281 in Alice, Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. For more information contact the District at 361-808-2544 or [rickey.dailey@txdot.gov](mailto:rickey.dailey@txdot.gov).

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**Hearing Information:**

**Thursday, December 11, 2014**

Open House: 5:00 PM to 6:30 PM

Presentation: 6:30 PM followed by public testimony

St. Theresa Community Life Center

801 N. Broadway (US 281)

Premont, TX 78375

**For more information or to submit comments or questions:**

US 281 at Premont

Texas Department of Transportation

Corpus Christi District

Attn.: Victor Vourcos

1701 S. Padre Island Dr.

Corpus Christi, TX 78416

***Please submit comments by January 7, 2015***

Spanish-speaking staff will be available during the Public Open House Meeting. Persons requesting simultaneous Spanish translation during the presentation or other special communication or accommodation needs are encouraged to contact Rickey Dailey at **361-808-2544** or [rickey.dailey@txdot.gov](mailto:rickey.dailey@txdot.gov) by November 24, 2014. TxDOT will make every reasonable effort to accommodate these needs.

# Electronic Message Boards

## Electronic Message Board Advertisement

### Public Hearing – Premont, Texas



# Social Media Outreach

Twitter

TxDOT Corpus Christi District



**CRP TXDOT PIO** @TxDOT\_CRP - Dec 11

Join TxDOT in Premont for 5p open house, 6:30 p public hearing on US 281 relief route.



[View more photos and videos](#)



**CRP TXDOT PIO @TxDOT CRP** - Dec 11

Good crowd at US 281 open house in Premont. Still time to attend public hearing at 6:30.



👍 1 🌟 1



**CRP TXDOT PIO @TxDOT\_CRP** - Dec 11

Public hearing under way for US 281 relief route in Premont.



👍 3 🌟

Facebook Posts

“Proposed upgrade of US 281 at Premont TX” Group

 **Proposed upgrade of US 281 at Premont TX.**  
November 27, 2014 · 🌐

Where: St. Theresa Community Life Center  
801 N. Broadway (US 281)  
Premont, TX 78375

When: Thursday, Dec. 11, 2014... [See More](#)

**Public Hearing - US 281 at Premont**  
TxDOT invites you to an open house and public hearing on the proposed US 281 at Premont project.

TXDOT.GOV | BY TEXAS DEPARTMENT OF TRANSPORTATION (STATE OF TEXAS)

[Like](#) · [Comment](#) · [Share](#)

 **Proposed upgrade of US 281 at Premont TX.**  
December 8, 2014 at 8:34am · 🌐

Last Reminder:  
Please share with your Premont Friends and Alumni

Where: St. Theresa Community Life Center... [See More](#)



**Public Hearing - US 281 at Premont**  
TxDOT invites you to an open house and public hearing on the proposed US 281 at Premont project.

TXDOT.GOV | BY TEXAS DEPARTMENT OF TRAN...

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# News Articles

## Public meeting to discuss U.S. 281 proposed project

submitted ofelia.hunter@aliceechonews.com | Posted: Wednesday, December 10, 2014 3:10 pm

PREMONT – The Texas Department of Transportation will hold a public hearing on the U.S. 281 proposed project in Premont beginning with an open house at 5 p.m. Thursday, Dec. 11.

A formal presentation and public comments will follow at 6:30 p.m. at the St. Theresa Community Life Center on 801 North Broadway (U.S. 281). All people interested in the project are invited to attend.

The purpose of the proposed project is to upgrade U.S. 281 at Premont to interstate standards and to improve the safety of the traveling public in a manner that is sensitive to the environment and serves the access and mobility needs of the community. Maps and other drawings showing the proposed project's location and design will be on display.

For additional information contact: Rickey Dailey, public information officer, at 361-808-2544 (TxDOT Corpus Christi District Office) or Rickey.Dailey@txdot.gov.

# Website Postings



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## Public Hearing - US 281 at Premont

[Home](#) > [Inside TxDOT](#) > [Get Involved](#) > [Hearings & Meetings](#) > [Schedule](#)

**Where:** St. Theresa Community Life Center  
801 N. Broadway (US 281)  
Premont, TX 78375

**When:** Thursday, Dec. 11, 2014  
Open House: 5 p.m. - 6:30 p.m.  
Presentation: 6:30 p.m.

**Purpose:** TxDOT invites you to an open house and public hearing on the proposed US 281 at Premont project. The project staff will be on hand to answer questions and provide information. A formal presentation and public comments will begin at 6:30 p.m.

Maps and other drawings showing the proposed project's location and design will be displayed at the hearing. Environmental documentation for the project will also be available at the hearing. Environmental documentation is also available for review at the City of Premont Administration Office, the TxDOT Corpus Christi District Office on South Padre Island Drive in Corpus Christi, and the TxDOT Alice Area office on US 281 in Alice, Monday through Friday between the hours of 8 a.m. and 5 p.m. For more information contact the TxDOT Corpus Christi District office at (361) 808-2231.

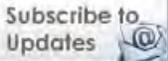
All interested citizens are invited to attend this public hearing. Verbal and written comments from the public regarding this project are requested and may be presented through Jan. 7, 2015. Written comments may be submitted either in person or by mail.

Spanish-speaking staff will be available during the open house. Persons requesting simultaneous Spanish translation during the presentation or other special communication or accommodation needs are encouraged to call (361) 808-2231 by Nov. 24, 2014. TxDOT will make every reasonable effort to accommodate these needs.

**Description:** The purpose of the proposed project is to upgrade US 281 at Premont to meet current interstate design standards and improve the safety of the traveling public, in a manner that is sensitive to the environment and serves the access and mobility needs of the community. To minimize overall impacts to Premont including homes and businesses, a relief route east of Premont has been identified as the preferred solution to upgrade US 281 in the Premont area. The relief route would extend from just 0.5 mile north of FM 1538 to 1 mile north of CR 431. It would include two northbound and southbound interstate quality main lanes, an interchange at S.E. 7th Street, and is 4.87 miles long. The main lanes would accommodate a 70 mph design speed, are separated by a 48-foot grassy median and the right-of-way width is approximately 500 feet.

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**Contact:** US 281 at Premont  
TxDOT Corpus Christi District  
1701 S. Padre Island Drive  
[Email](#)

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-  [I-69](#)
-  [Roads for Texas Energy](#)
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**Attachment B**

**Public Hearing Hand-outs**

# **US 281 Premont Relief Route Fact Sheet**

# US 281 Premont Relief Route

Fact Sheet  
December 2014



## Why a Relief Route is Needed for US 281 in Premont

In 2012, the I-69 Advisory Committee, led by citizen volunteers, recommended the development of I-69 in Texas to relieve traffic congestion caused by a growing population, provide safer travel through the state, improve emergency evacuation routes, and promote economic development in the region. US 281 in South Texas is part of the national I-69 route. Today, over 150 miles of I-69 have been designated as Interstate in Texas.

To continue developing I-69 Texas, TxDOT is improving existing highway routes to Interstate quality. US 281 in Premont is part of the I-69 Texas system, and before this road can be designated as an Interstate, US 281 in Premont must be upgraded to Interstate standards. To minimize overall impacts to Premont including homes and businesses, a relief route east of Premont has been identified as the preferred solution to upgrade US 281 in Premont to an Interstate quality road.

## Project Purpose

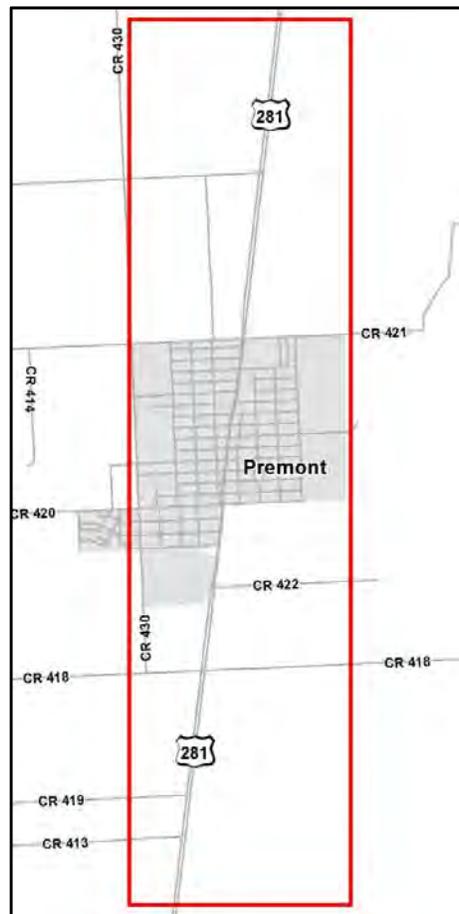
The US 281 relief route in Premont will be constructed to Interstate standards. With the completion of the US 281 improvement project in Falfurrias, Premont has the only stoplight on US 281 between George West and the Rio Grande Valley. The new relief route will provide a non-stop route through South Texas and prepare US 281 to be designated as I-69 Central.

## Project Timeline

The environmental study for the US 281 relief route is nearing completion and has included several public involvement opportunities. The design of the proposed project has been modified based on community feedback and available funding. The environmental study and project design are anticipated to be completed in Spring 2015. This public hearing is being held to gather community feedback on the recommended project and design prior to environmental approval.

## Project Cost

The US 281 relief route project is anticipated to cost about \$58 million with funding coming from Proposition 14 bonds.



## Contact Information

For further information, please contact:  
Victor Vourcos-Project Manger  
361-808-2378  
[Victor.Vourcos@txdot.gov](mailto:Victor.Vourcos@txdot.gov) or  
Rickey Dailey-Public Information Officer  
361-808-2544  
[Rickey.Dailey@txdot.gov](mailto:Rickey.Dailey@txdot.gov)

# Comment Card



*Fold here*

---

*From:*

*Stamp*

*TxDOT Corpus Christi District  
1701 S. Padre Island Dr.  
Corpus Christi, TX 78416  
Attn.: Victor Vourcos*

---

*Fold here*

*Tape Closed Here*

# Speaker Sign-up Card



**SPEAKER SIGN-UP CARD  
US 281 at Premont  
Public Hearing  
December 11, 2014**



**(PLEASE PRINT)**

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

REPRESENTING: \_\_\_\_\_

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting



**SPEAKER SIGN-UP CARD  
US 281 at Premont  
Public Hearing  
December 11, 2014**



**(PLEASE PRINT)**

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

REPRESENTING: \_\_\_\_\_

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

# **Attachment C**

## **Public Hearing Display Boards and Maps**

# Display Boards



# WELCOME!

## Why Am I Here?

- Learn about the proposed project
- Ask questions and provide comments on the proposed project



# Project Need and Purpose

## What problems are we trying to address?

- Increasing traffic volumes
- Congested roadways
- Increased accident rates

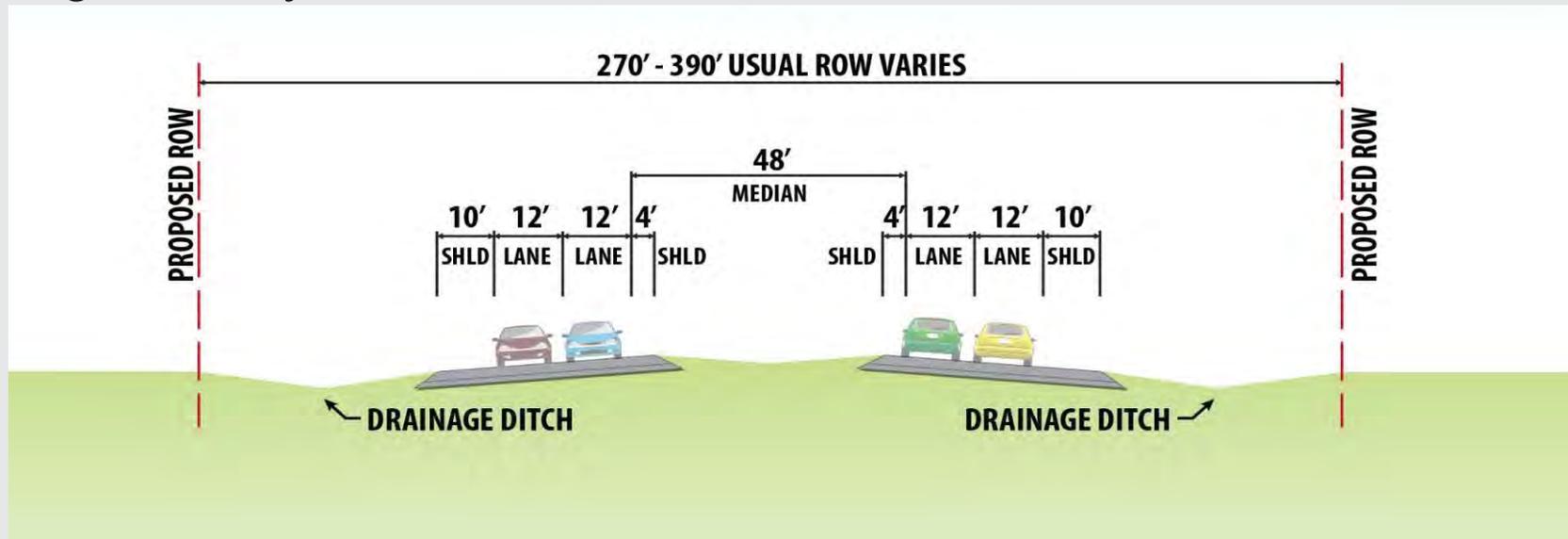
## What are we trying to do?

- Improve safety for the traveling public
- Develop statewide significant corridor (I-69 segment) along US 281



## US 281 – Proposed Main Lanes

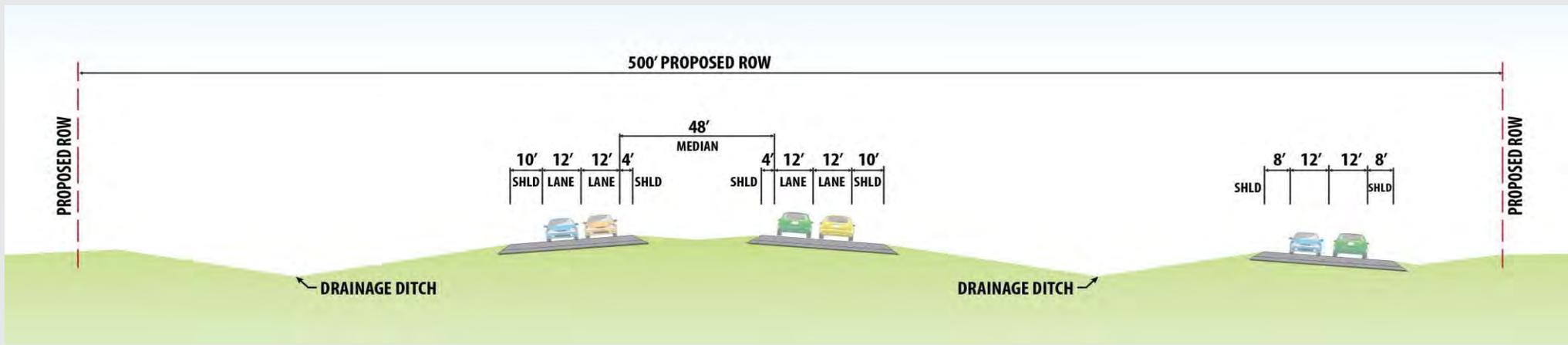
- Four 12 foot wide lanes – two lanes in each direction
- 48 foot wide grassy median
- 10 foot wide outside shoulders
- 4 foot wide inside shoulders
- Right-of-way width varies from 270' to 500'





## Proposed Access Road

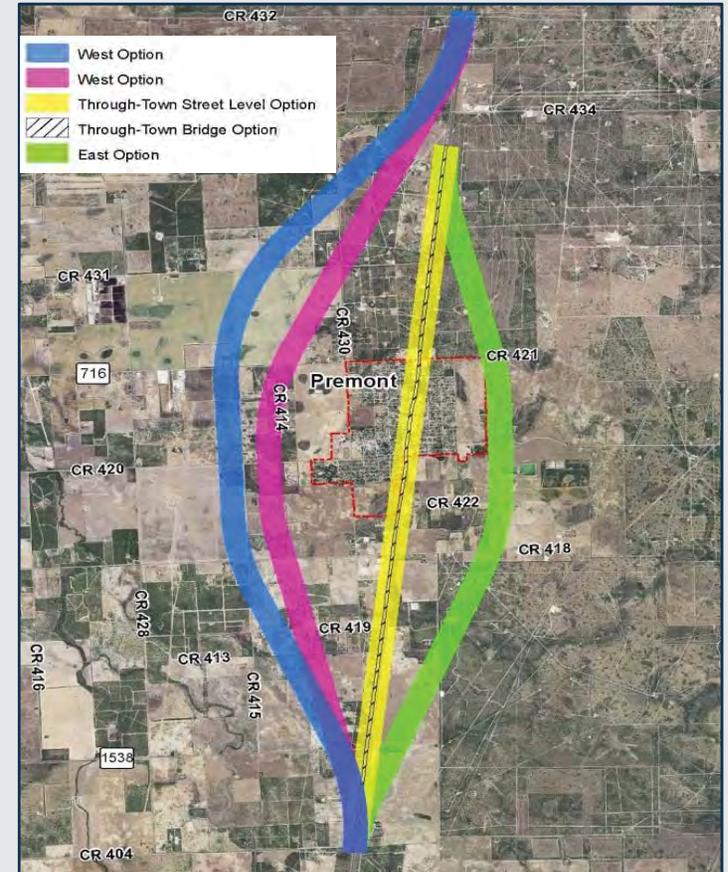
- Extends from CR 422 to NE 8<sup>th</sup> Street
- Two 12 foot wide lanes – one lane in each direction
- 8 foot wide shoulders
- 500 foot wide right-of-way width (including main lanes)





# Project History 2008-2011

- US 281 project was initiated in 2008
- 2008 study began with large corridors and led to recommending and evaluating five potential route option locations
  - East Relief Route Option
  - Through Town Street-level Option
  - Through Town Bridge Option
  - Two West Relief Route Options





# Project History 2011

- Preliminary route evaluation looked at safety, mobility, community and environment, design feasibility, and cost
  - In 2011, the Through Town Bridge and West Relief Route Options were dismissed based on higher project impacts, cost and lack of public support
  - The remaining two options were advanced for additional study in the Community Impacts Assessment
- Community Impact Assessment evaluated the East Through Town and Street-level Relief Route Options
  - Studies focused on the potential impact to safety, mobility, community and environment



# Project History 2011



**As shown at the October 2012 Public Open House**



# Project History 2011-2012

- Through Town Street-level Option was dismissed because it would:
  - Displace six key businesses within the City of Premont
  - Displace the Community Life Center and a multi-family dwelling
  - Introduce a new high-speed transportation facility through the center of the City of Premont (70 mph)
  - Limit east/west pedestrian and vehicle access within the City of Premont to three locations thereby dividing City of Premont
  - Create a visual barrier in the City of Premont with a new 300-foot wide high-speed transportation corridor
  - Disrupt the City of Premont business area for more than two years with construction activities



# Environmental Study 2012-2014

An environmental study called an Environmental Assessment, or EA was prepared for this project.

The details of the study include:

- Revised design to address project funding issues and meet project need
- Anticipated 192.8 acres of additional right of way
- No residential or commercial relocations
- No impacts to air quality, wetlands, or any federally listed species
- No impacts to cultural resources/sites
- Traffic Noise Analysis was complete and no noise barriers are proposed
- Potential hazardous materials addressed prior to construction
- Minimizes impacts to overall community cohesion



Please submit all comments by **Wednesday, January 7, 2015**

## How Can I Make Comments?

- Speak during the comment period tonight
- Submit a written comment form tonight
- Email, mail, or drop off comments to:  
Victor.Vourcos@txdot.gov

TxDOT Corpus Christi District Office  
Attn: Victor Vourcos  
1701 South Padre Island Drive  
Corpus Christi, Texas 78416



Ongoing Public Involvement

Preliminary Design

Fall 2014\*

Environmental Review and Approval

Spring 2015\*

Finalize Design

2015-2016\*

Acquire Right of Way

2015-2016\*

Construction

2016-2018\*

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



# Next Steps

- Compile and consider community input from tonight's public hearing
- Finalize project design details
- Obtain environmental clearance



# How Can I Stay Informed?

Contact:

Victor Vourcos  
Project Manager  
361-808-2378 or  
Victor.Vourcos@txdot.gov

or

Rickey Dailey  
Public Involvement Officer  
361-808-2544  
Rickey.Dailey@txdot.gov







View of US 281/Business 281 split south of Premont











View looking south at US 281/Business 281 split north of Premont



# Right of Way Questions?



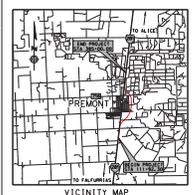
# Environmental Document Review Area

# Aerial Maps





STATE OF TEXAS  
 PRELIMINARY DESIGN SCHEMATIC  
 FOR  
 US 281 @ PREMONT  
 JIM WELLS COUNTY  
 PROJECT LENGTH: 0.2 MI NORTH OF FM 1538  
 TO 1.0 MI NORTH OF CO RD 431  
 APPROX LENGTH OF PROJECT: 0.208 MI + 5.2 MI  
 CSS NO. 0255-02-050



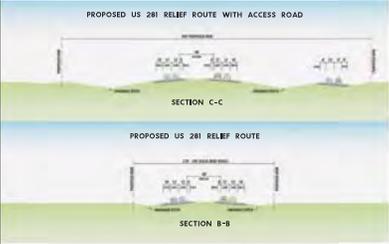
SECTION	FUNCTIONAL CLASSIFICATION	DESIGN SPEED
US 281	RURAL FREEWAY	50 MPH
PARALLEL ROADS	RURAL LOCAL	30 MPH
US 281 RAMP	RURAL RAMP	50 MPH
BRIDGE ROAD	RURAL LOCAL	30 MPH
SIDE STREETS	RURAL LOCAL	30 MPH

NOTES: ALL MEASUREMENTS ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, NAD 83 (GCS TEXAS), EPSON 8200, SOUTH ZONE, 14830E, NAD 83 (GCS TEXAS) AND ADJUSTED TO SURFACE USING A COMBINED SCALE FACTOR OF 1.00000. UNITS ARE IN QUARTER FEET.

**PRELIMINARY** NOT A BIDDING DOCUMENT  
 SUBJECT TO CHANGE

**PREPARED BY**  
 FIRM: ATKINS  
 ENGINEER: STEVEN H. LINDSEY, P.E.  
 LICENSE NO. 14 160283  
 DATE: 11/21/2014

ATKINS NORTH AMERICA, INC.  
 1500 WILSON ROAD, SUITE 200  
 RUSTON, LA 78750 TXP&E REG. 1-474



# US 281 – PREMONT



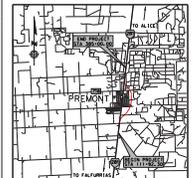
**LEGEND**

- CITY LIMITS
- EXISTING ROW
- PROPOSED ROW
- PROPERTY LINES
- CONTROL OF ACCESS LINE
- CULVERT
- PAVEMENT TO BE RESURFACED
- PAVEMENT TO BE REMOVED
- PROPOSED MAIN LANES
- PROPOSED DRIVEWAY
- PROPOSED BRIDGE
- PROPOSED RAMPS
- PROPOSED LOCAL ROAD
- PROPOSED ILLUMINATION
- OVERHEAD SIGN
- BRIDGE



STATE OF TEXAS  
PRELIMINARY DESIGN SCHEMATIC  
FOR  
US 281 @ PREMONT

JIM WELLS COUNTY  
PROJECT LENGTH: 0.2 MI NORTH OF FM 1538  
TO 1.0 MI NORTH OF CO RD 431  
APPROX LENGTH OF PROJECT: 0.208 MI + 5.2 MI  
LSS NO. 0255-02-050



VICINITY MAP  
HORIZ SCALE: 1"=100'  
VERT SCALE: 1"=10'

SECTION	FUNCTIONAL CLASSIFICATION	DESIGN SPEED
US 281	RURAL FREEWAY	50 MPH
FRONTAGE ROAD	RURAL COLLECTOR	30 MPH
RD 431	RURAL LOCAL	30 MPH
RD 281	RURAL RAMP	30 MPH
BRIDGE ROAD	RURAL LOCAL	30 MPH
SIDE STREETS	RURAL LOCAL	30 MPH

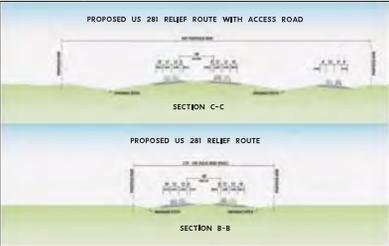
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ADJUSTED PEAK HOUR VOLUME: 100  
ADJUSTED PEAK HOUR TRAFFIC VOLUME: 100

NOTES: ALL MEASUREMENTS ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, NAD 83 (GCS 1983), EPOCH 2011, SOUTH ZONE, 145000, MARS 88 LEGACY 29N, AND ADJUSTED TO SURFACE USING A COMBINED SCALE FACTOR OF 1.00000. UNITS ARE US SURVEY FEET.

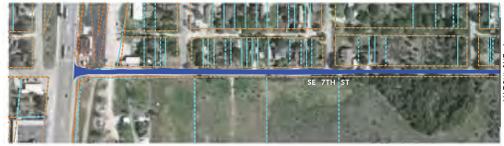
PRELIMINARY DOCUMENT  
NOT A BIDDING DOCUMENT

PREPARED BY  
FIRM: ATKINS  
ENGINEER: STEVEN H. LINDSEY, P.E.  
LICENSE NO. 14 1610283  
DATE: 11/21/2014

ATKINS NORTH AMERICA, INC.  
1500 W. BRIDGE STREET, SUITE 200  
AUSTIN, TX 78750  
TELEPHONE: 512.477.1474



# US 281 – PREMONT

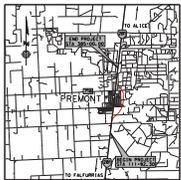


**LEGEND**

- CITY LIMITS
- EXISTING ROW
- PROPOSED ROW
- PROPERTY LINES
- CONTROL OF ACCESS LINES
- CULVERT
- PAVEMENT TO BE RESURFACED
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STATE OF TEXAS  
PRELIMINARY DESIGN SCHEMATIC  
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US 281 @ PREMONT

JIM WELLS COUNTY  
PROJECT LENGTH: 0.2 MI. NORTH OF FM 1538  
TO 1.0 MI. NORTH OF CO RD 431  
APPROX. LENGTH OF PROJECT: 0.7288 MI. ± 5.2 MI  
LCS NO. 0255-02-050



VICINITY MAP  
HORIZ. SCALE: 1"=100'  
VERT. SCALE: 1"=10'

FUNCTIONAL CLASSIFICATION	DESIGN SPEED
INTERSTATE	80 MPH
STATE HIGHWAY	70 MPH
MAJOR ARTERIAL	50 MPH
MINOR ARTERIAL	40 MPH
COLLECTOR	30 MPH
LOCAL	20 MPH

NOTES: ALL BEARINGS ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, NAD 83 (GCS 1983), EPSON ZONE, SOUTH ZONE, 145000.00, NAD 83 (GCS 1983) AND ADJUSTED TO SURFACE USING A COMBINED SCALE FACTOR OF 1.00000. UNITS ARE IN US SURVEY FEET.

**PRELIMINARY** NOT A BIDDING DOCUMENT  
THIS DOCUMENT IS RELEASED FOR THE PURPOSE OF PUBLIC HEARING REVIEW AND COMMENT UNDER THE AUTHORITY OF STEVEN H. LINDSEY, P.E., 105283 ON DECEMBER 11, 2014. IT IS NOT TO BE USED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.

**PREPARED BY**  
FIRM: ATKINS  
ENGINEER: STEVEN H. LINDSEY, P.E.  
LICENSE NO. 14 100283  
DATE: 11/27/2014

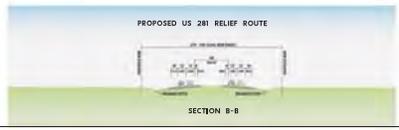
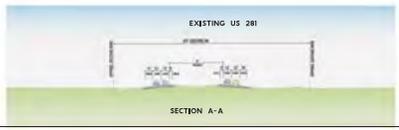
ATKINS NORTH AMERICA, INC.  
1500 WEST WALKER PARKWAY, SUITE 200  
AUSTIN, TX 78750

# US 281 – PREMONT



**LEGEND**

- CITY LIMITS
- EXISTING ROW
- PROPOSED ROW
- PROPERTY LINES
- CONTROL OF ACCESS LINE
- PAVEMENT TO BE RESURFACED
- PAVEMENT TO BE REMOVED
- PROPOSED DRIVEWAY
- PROPOSED BRIDGE
- PROPOSED MAIN LINES
- PROPOSED RAMPS
- PROPOSED LOCAL ROAD
- PROPOSED ILLUMINATION
- OVERHEAD SIGN BRIDGE



SHEET 1 OF 4

SHEET 1 OF 4

**Attachment D**

**Public Hearing Photographs**

# Public Hearing Layout Photos

# Premont – Public Hearing December 11, 2014



TEXAS DEPARTMENT OF TRANSPORTATION

## Project Need and Purpose

What problems are we trying to address?

- Increasing traffic volumes
- Congested roadways
- Increased accident rates

What are we trying to do?

- Improve safety for the traveling public
- Develop statewide significant corridor (I-69 segment) along US 281

TEXAS DEPARTMENT OF TRANSPORTATION

## US 281 – Proposed Main Lanes

- Four 12 foot wide lanes – two lanes in each direction
- 48 foot wide grassy median
- 10 foot wide outside shoulders
- 4 foot wide inside shoulders
- Right-of-way width varies from 270' to 500'

TEXAS DEPARTMENT OF TRANSPORTATION

## Proposed Access Road

- Extends from CR 422 to NE 8<sup>th</sup> Street
- Two 12 foot wide lanes – one lane in each direction
- 8 foot wide shoulders
- 500 foot wide right-of-way width (including main lanes)

TEXAS DEPARTMENT OF TRANSPORTATION

## Project History 2008-2011

- US 281 project was initiated in 2008
- 2008 study began with large corridors and led to recommending and evaluating five potential route option locations
  - East Relief Route Option
  - Through Town Street-level Option
  - Through Town Bridge Option
  - Two West Relief Route Options

TEXAS DEPARTMENT OF TRANSPORTATION

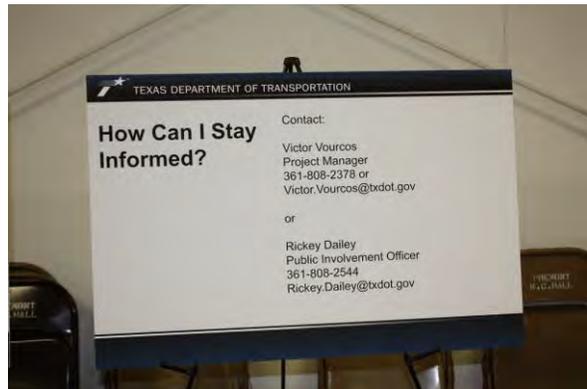
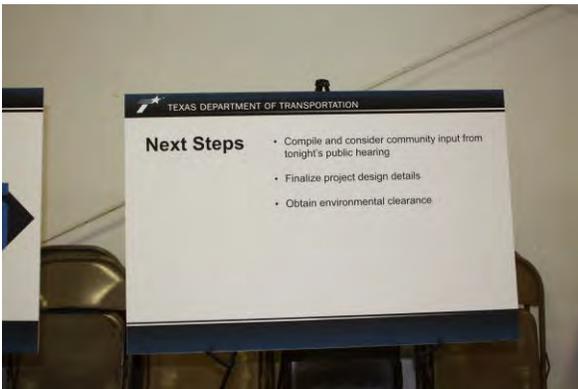
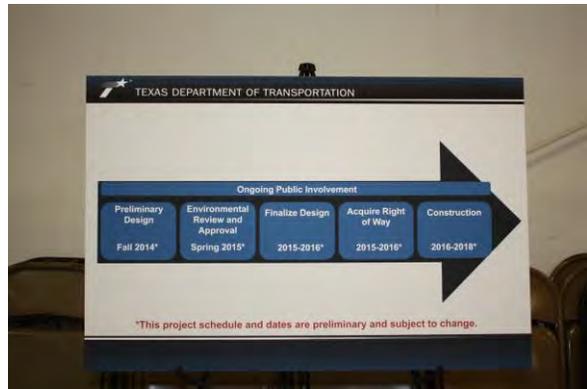
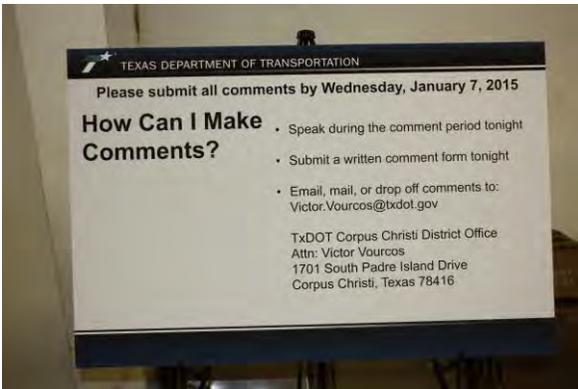
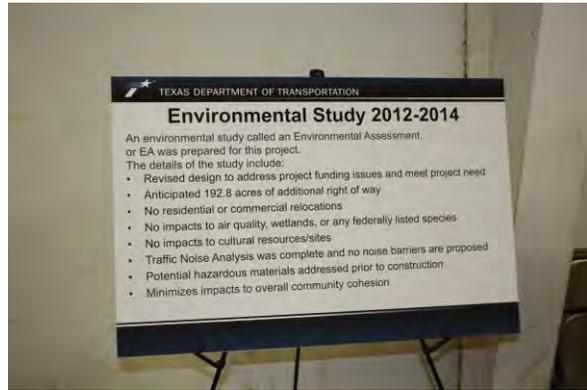
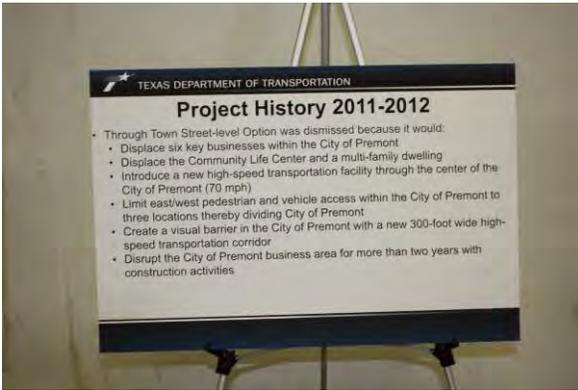
## Project History 2011

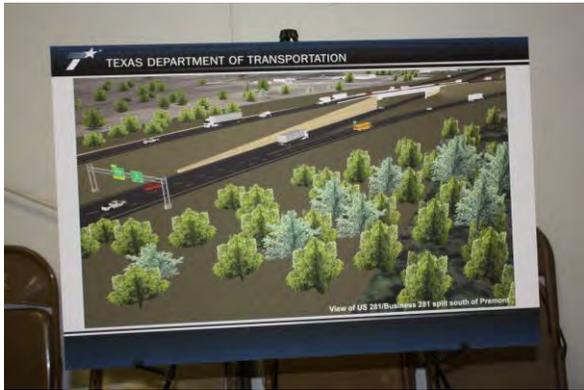
- Preliminary route evaluation looked at safety, mobility, community and environment, design feasibility, and cost
- In 2011, the Through Town Bridge and West Relief Route Options were dismissed based on higher project impacts, cost and lack of public support
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  - Studies focused on the potential impact to safety, mobility, community and environment

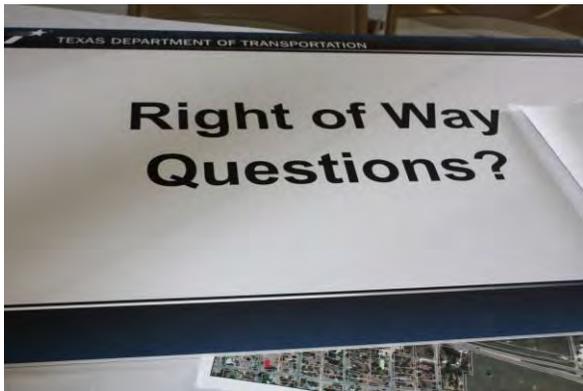
TEXAS DEPARTMENT OF TRANSPORTATION

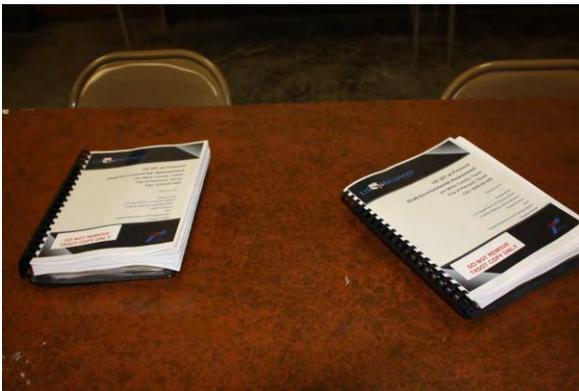
## Project History 2011

As shown at the October 2012 Public Open House









# Photos During the Public Hearing

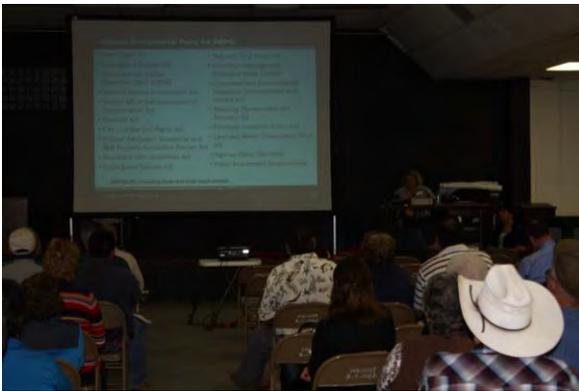
# Premont – Public Hearing December 11, 2014













**Attachment E**

**Public Hearing Presentation**



## US 281 AT PREMONT

PUBLIC HEARING



### Hearing Purpose

The purpose of tonight's Public Hearing is for the public to:

- Learn about the status of the proposed project
- Review the purpose and need for the project
- Learn about alternatives studied
- Review the Preferred Alternative
- Provide comments and input

## Hearing Agenda

- Introductions
- Meeting Format
- Technical & Environmental Presentation
- Public Comments

US 281 at Premont Public Hearing

3

## Meeting Format

### Options for Commenting

1. Make a verbal comment (3 minutes per speaker)
2. Place comment card in the comment box
3. Provide comments to onsite court reporter
4. Email comments to: [Victor.Vourcos@TxDOT.gov](mailto:Victor.Vourcos@TxDOT.gov)
5. Mail comments to:

TxDOT Corpus Christi District Office  
Attn: Victor Vourcos  
1701 South Padre Island Drive  
Corpus Christi, Texas 78416

Deadline for comments : January 7, 2015

US 281 at Premont Public Hearing

4



# ENGINEERING AND ENVIRONMENTAL PRESENTATION

US 281 at Premont

## Project History



## Need and Purpose

- Improve safety for the traveling public
- Develop statewide significant interstate corridor (I-69C segment) along existing US 281

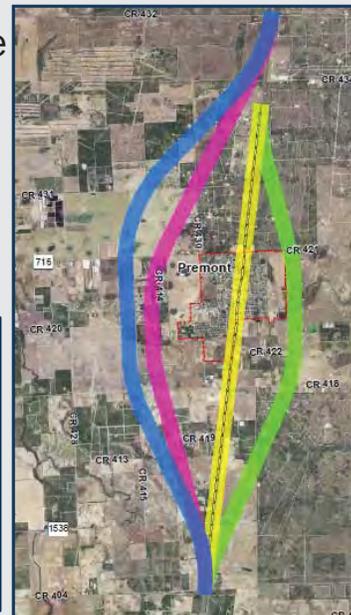
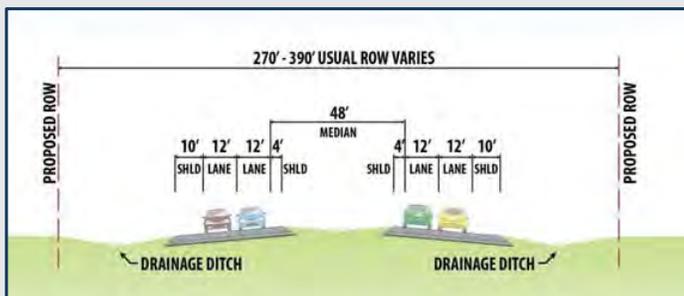


US 281 at Premont Public Hearing

7

## Alternatives Considered

- Relief route through Premont on a bridge
- Relief route through Premont at street level
- Relief route east of Premont
- Two relief routes west of Premont



As shown at the September 2008 Public Open House

US 281 at Premont Public Hearing

8

## Community Impact Assessment Alternatives and Results



As shown at the October 2012 Public Open House

US 281 at Premont Public Hearing

9

## Alternative Advanced for Detailed Study



US 281 at Premont Public Hearing

10

## Alternative Advanced for Detailed Study



US 281 at Premont Public Hearing

11

## Alternative Advanced for Detailed Study



US 281 at Premont Public Hearing

12

## Alternative Advanced for Detailed Study



US 281 at Premont Public Hearing

13

## Right-of Way/Utility Adjustments

### Right-of-way

- 192.8 acres of new right-of-way
- 79 acres of existing right-of-way
- ROW width varies from 270 to 500 feet

### Utilities

- water lines
- sewer lines
- gas lines
- telephone cables
- electrical lines
- other underground and overhead utilities



US 281 at Premont Public Hearing

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## Estimated Cost

- Total project cost estimate: \$58.14 million
- Funding breakdown
  - \$50.56 million for construction
  - \$7.58 million in contingencies/indirect costs

## National Environmental Policy Act (NEPA)

- Clean Water Act
- Endangered Species Act
- Environmental Justice (Executive Order 12898)
- National Historic Preservation Act
- Section 4(f) of the Department of Transportation Act
- Clean Air Act
- Title VI of the Civil Rights Act
- Uniform Relocation Assistance and Real Property Acquisition Policies Act
- Americans with Disabilities Act
- Endangered Species Act
- Migratory Bird Treaty Act
- Floodplain Management (Executive Order 11988)
- Comprehensive Environmental Response, Compensation and Liability Act
- Resource Conservation and Recovery Act
- Farmland Protection Policy Act
- Land and Water Conservation Fund Act
- Highway Noise Standards
- Public Involvement Requirements

...AND MORE, including state and local requirements

## NEPA Studies

### Draft Environmental Assessment (EA) includes:

- Purpose and Need statement
- Evaluation of alternatives considered
- Evaluation of the affected environment
- Assessment of environmental consequences
- Public involvement
- Recommendation of the preferred alternative



FHWA declared the US 281 EA Satisfactory for further processing on November 3, 2014

## NEPA Studies

- Traffic
- Land Use and Zoning
- Population Characteristics
- Economics
- Community Cohesion
- Aesthetics and Visual Quality
- Right-of-Way Acquisitions
- Utility Infrastructure
- Soils - Prime Farmland Soils
- Vegetation
- Wildlife/Wildlife Habitat
- Threatened and Endangered Species
- Non-archeological Historic Resources
- Archeological Resources
- Wetlands and Waters of the U.S.
- Water Quality
- Floodplains
- Air Quality
- Hazardous Materials
- Indirect and Cumulative Impacts

## US 281 at Premont Project Impacts

- Proposed project includes construction in 100-year floodplain area
- Proposed design will adhere to federal and state hydraulic design policies and procedures
- Proposed project will not increase the current base flood plain level
- Proposed project is designed to accommodate large floods without substantial damage to project or property

## NEPA Conclusion



## Provide Your Comments

### Options for Commenting

1. Make a verbal comment
2. Place comment card in the comment box
3. Provide comments to onsite court reporter
4. Email comments to: [Victor.Vourcos@TxDOT.gov](mailto:Victor.Vourcos@TxDOT.gov)
5. Mail comments to:

TxDOT Corpus Christi District Office  
Attn: Victor Vourcos  
1701 South Padre Island Drive  
Corpus Christi, Texas 78416

Deadline for comments : January 7, 2015

- Public Hearing Report will be posted at [www.txdot.gov](http://www.txdot.gov) when analysis is complete



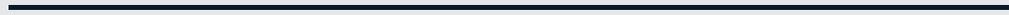
## VERBAL COMMENTS

US 281 at Premont



*3:00 Minutes  
For Each Speaker*

**Q-A**



**Closing Remarks**

*Thank You for Your  
Participation!*



## Provide Your Comments

### Options for Commenting

1. Place comment card in the comment box
2. Provide comments to onsite court reporter
3. Email comments to: [Victor.Vourcos@TxDOT.gov](mailto:Victor.Vourcos@TxDOT.gov)
4. Mail comments to:

TxDOT Corpus Christi District Office  
Attn: Victor Vourcos  
1701 South Padre Island Drive  
Corpus Christi, Texas 78416

Deadline for comments : January 7, 2015

**Attachment F**

**Public Hearing Transcript**

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TEXAS DEPARTMENT OF TRANSPORTATION  
US 281 AT PREMONT  
PUBLIC HEARING  
DECEMBER 11, 2014

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1 MR. MONTALVO: Hello my name is Robert  
2 Montalvo, M-O-N-T-A-L-V-O. I would think that the road  
3 would be better if it goes towards the west because it  
4 can grow on the west side. Other than this side because  
5 you got that high fence that belongs to Tijerina. And  
6 then you got the Seeligson. I don't think he likes to  
7 --

8 THE COURT REPORTER: Who?

9 MR. MONTALVO: Seeligson. Yeah, it's  
10 Seeligson from this grain elevator, just behind it is  
11 all Seeligson all the way to about a mile that way. And  
12 then about five miles that way -- well, actually more  
13 like ten miles that way. So I mean I don't think he's  
14 going to want for -- like, Whataburger or gas stations  
15 to grow -- there's no room. Got more room over there.  
16 And Premont can grow that way, but it can't grow that  
17 way. Because that high fence, and cemetery, and --  
18 it'll never grow that way. Ain't no way. Be going more  
19 to the west. I mean, I put my two cents in. I don't  
20 know if it's going to work or not, but -- you know.  
21 Going into town, no, that's bad. It's -- it's going to  
22 be very -- I've seen the Bishop. How they extended  
23 their freeway over the --

24 THE COURT REPORTER: Seen the what?

25 MR. MONTALVO: There in Bishop. Have you

1 ever been to Bishop? How they're doing all the road  
2 construction and close to the school. And then they  
3 want you to drive slow, and everything is all -- no.  
4 That would become Premont going through it, no. It --  
5 it don't look good. It would be better on the west  
6 side. Because it would, you know, I would think it be  
7 better this -- that way, than that other way.

8           The growth of Premont would benefit more  
9 on the west side than the east side. Other than that --  
10 unless it's already planned then, oh well, you know.  
11 You know, so any other questions that I might -- I would  
12 think it would be faster and easier if they build it on  
13 the west side. Because it's -- it would -- the growth  
14 might help more the community to grow further out to the  
15 west than to the east. You know what I mean? That  
16 would be it. I mean other than -- I would -- for me, I  
17 mean, the big money is on the west side.

18           I don't know why but it's better on the  
19 west side. They just ran a big pipeline through over  
20 there, but the way it goes. And there's a big, big land  
21 right through with the same cut off, the same distance.  
22 The beam. And it would come up -- if you would take  
23 less land from that man, Seeligson. Even though half of  
24 it, the land, he owns is it. The bottom dirt belongs to  
25 the ground soil -- not the topsoil, but the bottom soil

1 belongs to him anyway. So, yes. I think that would be  
2 it. If I think of anything else, I'll come back and  
3 tell you. Thank you.

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1 MR. WRIGHT: Will Paul Wright. I think that  
2 7th Street should be made a State Highway with this  
3 project the way it is. That's the extent of my comment.  
4 So, the state would maintain that right of the road  
5 instead of the city. Thank you, ma'am.

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## P R O C E E D I N G S

1  
2 MR. GREGORCYK: Good evening. We'll start  
3 the meeting in about one minute. So if you start finding  
4 your seats. Good evening my name is Lonnie Gregorcyk. I  
5 am the district engineer for the Corpus Christi District  
6 of TxDot and we're here this evening to have the public  
7 hearing of the 281 project here in Premont. I'll be  
8 serving as a public hearing officer for the proceedings  
9 tonight. And we will be conducting the meeting in  
10 English, however, we have staff available that can help  
11 with Spanish translation if necessary. I ask that you  
12 please raise your hand, if you would like these services.  
13 I'll ask Eddie to come forth.

14 (Spanish spoken by translator.)

15 Okay. Thank you, Eddie. I'd ask at this  
16 time, if you have a cell phone or a device that would make  
17 noise, if you get a call, if you please put it on silent  
18 for the hearing. This public hearing is for the 281  
19 project of Premont and it's just for that project. We  
20 won't be addressing other proposed projects in the area.  
21 We will have staff, if you have questions with specific  
22 projects be available afterwards to discuss it. Our area  
23 engineer, Oscar Solis, he's in the back. He's responsible  
24 for Jim Wells, Live Oak, and Kleberg Counties. So he  
25 would be very familiar with projects in the area coming up

1 in that general area.

2 I'd like to start by welcoming each of you  
3 and thank you for taking your time for being with us here  
4 tonight. I know we've had several meetings and the turn  
5 outs have really been well. And I know it's an investment  
6 of your time, and I thank you for that. We have an  
7 official program that we will go through tonight, and I  
8 want to start by introducing the people who are here.  
9 Elected officials and such. And afterwards, again, we'll  
10 have staff available to discuss projects specifics.

11 With us tonight we have Jose Pereida, he's a  
12 District Director for Congressman Vela's office. Jose?  
13 He's here. Thank you for being here with us. Mayor  
14 Bautista for the City of Premont. Hello, Mayor. Adelino  
15 Perez for the City of Premont. Thank you for being here.  
16 Our newly elected Judge Pedro, Pete, Trevino. Judge  
17 elect. Welcome Judge. The Honorable Mayor Larry Martinez  
18 from the City of Alice is with us. Hello Mayor. A  
19 Congressman Elect, Pineda Garcia. Congressman elect?

20 MS. GARCIA: No --

21 MR. GREGORCYK: Commissioner, I'm sorry.

22 COMMISSIONER GARCIA: Not there yet.

23 MR. GREGORCYK: There you go. Good to see  
24 you, sir.

25 COMMISSIONER GARCIA: Thank you.

1 MR. GREGORCYK: And City Councilman, Raul  
2 Garcia from the City of Premont. Welcome.

3 This hearing has been convened by the Texas  
4 Department of Transportation and is being held to receive  
5 and consider comments from the public regarding the US 281  
6 in Premont Project. Notices for this hearing were  
7 published on the Texas Department of Transportation  
8 web site. And appeared in the Alice Echo on November 9,  
9 2014, in the Falfurrias Facts on November 13, 2014. The  
10 draft environmental assessment engineering layout had been  
11 available for public review beginning on November the  
12 10th, 2014 at the Texas Department of Transportation  
13 district office in Corpus Christi. The Texas Department  
14 of Transportation carry office in Alice, and at the City  
15 of Premont Municipal building here in Premont.

16 The purpose of tonight, the public hearing  
17 for the public to learn about the status of the project.  
18 Review the purpose and meet for the project. Learn about  
19 the alternatives studied. Review the preferred  
20 alternative, and provide comments and input. I'd like to  
21 start by going over the format for tonight's hearing.

22 As you're aware, we began the open house at  
23 5:00 p.m. Subsequently the hearing itself begins at 6:30.  
24 Following this introduction, there will be a short  
25 engineering, environmental presentation and it will cover

1 the discussion topics of the specifics on this projects.  
2 And then we will have -- we'll open it to the public  
3 comment at the end of the hearing. This public hearing  
4 recorded by a certified court reporter for a formal  
5 record. We do want to hear from you. So please take the  
6 time to provide your input you can either do that in  
7 writing. You can fill out a comment card, you can send a  
8 letter in to us or speaking during the public -- comment  
9 period tonight.

10           In the hearing to the public hearing rules,  
11 we are not allowed to answer questions or respond to  
12 comments during the public comment session. However, as I  
13 mentioned earlier, our staff will all be available to have  
14 discuss after the hearing as -- if you need that. You can  
15 make a verbal comment for the record during the public  
16 comment portion of this evening's agenda. You can submit  
17 verbal comments directly to the court reporter after the  
18 presentations or we can ask that you complete a comment  
19 form which is included in your handout packet and leave it  
20 in the comment box. You may also fill out your comment  
21 form at home, and mail it to the address indicated on the  
22 form.

23           Comments will be accepted until January 7th,  
24 2015. And during this evening's public comment section,  
25 please limit the comments to three minutes so that

1 everyone has an opportunity to speak. And any unused time  
2 will be given to another speaker. If you would like to  
3 sign or to speak during the comment period, please  
4 register at the "sign in" table or raise your hand --  
5 we'll have time at the end. If you decide after you hear  
6 comments, you want to speak, I'd that ask that you go and  
7 fill out a form. And we'll get you into the cube, be able  
8 to hear your comments, and be able to respond to those.  
9 Before you begin I'll ask that you clearly state your name  
10 and organization, who you represent.

11           Our response, comments, received will be  
12 provided in a public hearing summary in an Alice report  
13 and will be posted on the project web site at a later  
14 date. After the public comment session, you will again  
15 have opportunity to view the open house displays. And at  
16 this time, I'll ask Lori Cole who's worked with us -- she  
17 works for Atkins being our consultant on this project.  
18 Many of you have probably met Ms. Atkins. She's spent  
19 quite a bit of time in the community doing several  
20 analyses for us. And she'll cover the -- more of the  
21 details of the specific project.

22           MS. COLE: Thank you, Lonnie. During  
23 tonight's technical and environmental presentation, I will  
24 discuss: The project history, purpose and need, what is  
25 being proposed, the alternatives considered, the preferred

1 alternative, and the environmental analyses. US 281 is a  
2 major north-south highway that extends 1,872 miles from  
3 the Canadian border near Dunseith, North Dakota to  
4 Brownsville, Texas near the Mexico border. It extends  
5 through North Dakota, South Dakota, Nebraska, Kansas,  
6 Oklahoma, and Texas. It connects to seven different  
7 Interstate highways and serves as an important trade route  
8 for the United States.

9           The US 281 project being discussed tonight,  
10 project area, extends from .5 miles north of Farm to  
11 Market Road 1538 to one mile north of County Road 431. As  
12 the number of cars and trucks continue to increase on  
13 roadways in Premont, both US 281 and local streets will  
14 become more difficult to cross and less safe for both cars  
15 and people traveling from one side of the highway to the  
16 other. In addition, the US Congress passed legislation  
17 that requires Texas Department of Transportation to sign  
18 US 281 as part of Interstate 69 -- excuse me. As part of  
19 the 69 system, US 281 currently does not meet Interstate  
20 design standards. So improvements are necessary.

21           So, overall, the need and purpose for the  
22 project is to improve safety for the traveling public.  
23 And develop a statewide significant corridor known as I69C  
24 along existing US 281. The overall goal of the project is  
25 to provide cars and trucks traveling US 281, a safer

1 transportation facility as traffic continues to increase  
2 in the future. Provide citizens of Premont a safer way to  
3 cross existing US 281 as traffic continues to increase.  
4 And to develop an access controlled expressway-type  
5 roadway that meets current interstate design standards and  
6 addresses the federal law requirements.

7           A project along US 281 near Premont was  
8 initiated in 2008. Between 2008 and 2011, the No-Action  
9 or the do nothing Alternative along with a bill  
10 alternative for a relief route was developed and  
11 evaluated. Each alternative was considered on how it  
12 would address the project needs, while minimizing impacts  
13 on the cultural, natural, and socioeconomic resources  
14 within the area.

15           Five different relief route options have been  
16 considered and evaluated. These five options over time  
17 have included a relief route through Premont on a bridge.  
18 A relief route through Premont at street level. A relief  
19 route east of Premont, and two different east routes west  
20 of Premont. Each of these relief routes will have  
21 included two northbound and two southbound lanes, 12-foot  
22 main lanes with 10-foot outside shoulder -- outside  
23 shoulders. And 4-foot inside shoulders. It would be a  
24 limited access facility, which means no driveways or local  
25 access would be allowed directly to the main lanes of

1 travel.

2           Following a public meeting in June of 2011,  
3 consideration of relief routes west of Premont, and on a  
4 bridge through Premont were dismissed from further study.  
5 These options have the greatest potential for  
6 environmental impacts and community impacts and had  
7 substantially higher construction costs. In addition,  
8 they were not generally supported by the public at large.  
9 After the June meeting, the Texas Department of  
10 Transportation committed to the City of Premont to conduct  
11 a community impact assessment, for the east relief route  
12 and the street level relief route through town. These two  
13 options were advanced as public strongly favored the  
14 easterly route but there was also substantial support for  
15 a street level relief route through Premont.

16           The community impact assessment evaluated how  
17 the relief route would affect the community by looking at  
18 economic issues such as business displacements and  
19 impacts, employment impacts. Tax base changes. Social  
20 issues such as displacements of homes, and impacts to  
21 minority and low income population, community facilities,  
22 community cohesion, and interaction and overall community  
23 safety. It also looked at public services such as  
24 schools, emergency service providers, police and fire  
25 protection and existing utilities. Land use changes and

1 such were also evaluated. That included looking at land  
2 use patterns change, development opportunities and  
3 enhancements, and traffic pattern changes.

4 To do this study interviews were conducted  
5 with local leaders, business persons, service providers,  
6 and information gathered to assess the impacts of the  
7 proposed relief routes options would have on the city of  
8 Premont. The evaluation concluded that the east relief  
9 route would avoid all business displacements, essentially  
10 businesses would continue to operate during and after  
11 construction, during sales tax revenue. Which contributes  
12 to the cities overall budget. Area businesses would not  
13 close even temporarily during construction, so there would  
14 be no loss of employment. It minimize the property tax  
15 base loss for the city and the school district.

16 Avoid any barriers to community interaction  
17 within the city. Improve existing mobility and safety for  
18 the citizens by removing trucks and through-traffic that  
19 are at higher speeds from the center of Premont.  
20 Pedestrians will have an easier and safer crossing of US  
21 281 in the city as the traffic -- high-speed traffic moved  
22 out. It reduced vehicle emissions and noise in the center  
23 of Premont. It minimize overall community disruption.  
24 Avoid relocation of the community facility such as the  
25 Community Life Center we are at tonight.

1           In summary the easterly route would generally  
2 minimize overall community, and social impacts, and was  
3 recommended for further investigation. These results were  
4 presented at a 2012 public meeting. Following the 2012  
5 public meeting, additional engineering design initiatives  
6 were developed for the bill alternative which is what the  
7 relief route is now called. During this time the design  
8 was revised to address project funding issues while still  
9 meeting the new purpose for the project. This includes  
10 the relocation of interchange ramps, and the elimination  
11 of bridges along the relief route.

12           I will now review the Build Alternative or  
13 the east relief route developed and advanced for detailed  
14 study. It begins at a southern terminus where the relief  
15 route diverges from existing US 281. In this section  
16 there are typically three 12-foot lanes for travel in both  
17 directions. That would be north and south along the  
18 existing US 281 route. If a motorist is traveling north  
19 and wants to proceed into Premont, they would stay in the  
20 left-hand lane and proceed as they do today into the city.  
21 If they want to use the relief route, they would remain in  
22 the right two lanes, and merge onto the relief route, and  
23 proceed around the city. A similar layout is developed  
24 for the northern terminus for motorists traveling  
25 southbound. At County Road 418, a bridge will be

1 constructed to carry County Road 418 (shown on the figure  
2 here in orange and red) over the proposed relief route.  
3 The relief route will then proceed north, and cross over  
4 County Road 422. Existing County Road 422 will be severed  
5 at the relief route. New access would be provided to the  
6 east of County Road 418 -- 422 by a new access road that  
7 will be explained in a few minutes. The main lanes that  
8 extend north, where it crosses into the city of Premont  
9 limits and over an extension of Southeast 7th Street on a  
10 bridge shown in red. An interchange will be provided at  
11 Southeast 7th Street to allow traffic to exit to or enter  
12 the relief route from Premont.

13                   From the interchange location, the relief  
14 route would cross over Southwest 1st Street and Northeast  
15 8th Street. At both these locations, the local roads  
16 would be cut off or dead-end at the relief route. New  
17 access will be provided to the east side of the relief  
18 route at the interchange location at Southeast 7th Street.  
19 Improvements to Southeast 7th Street are also being  
20 proposed. The relief route would then proceed in a  
21 northwesterly direction to its merge point with the  
22 existing US 281 route north of Premont.

23                   The new access road previously mentioned  
24 extends east of the relief route from Northeast 8th Street  
25 to County Road 422. A crossing under the relief route

1 will be provided at Southeast 7th Street. The access road  
2 consists of two 12-foot lanes with 8-foot shoulders.  
3 Roadways east of the relief route between Northeast 8th  
4 Street and County Road 422, would have to use this access  
5 road to travel Southeast 7th Street, and destinations west  
6 of the proposed relief route.

7           Design schematics for the proposed project  
8 have been prepared and are displayed here on this side of  
9 the room for you to review. The schematics, basically,  
10 depict the horizontal and vertical alignments in the  
11 location of the proposed relief route along with the  
12 existing and proposed right of way limits. Project staff  
13 will be available, as Lonnie mentioned, after the  
14 presentation to talk to you and answer any questions about  
15 the design that you may have.

16           The proposed relief route would require the  
17 acquisition of approximately 192.8 acres of new  
18 right-of-way. And it would utilize about 90 -- excuse me.  
19 79 acres of existing right-of-way. The proposed roadway  
20 section would vary in width between 270 to 500 feet of  
21 right-of-way, depending upon its location. Proposed  
22 right-of-way acquisition would be conducted in accordance  
23 with the applicable legal requirements. And no residences  
24 or public facilities, such as churches, schools, or  
25 cemeteries are anticipated to be displaced as a result of

1 the right-of-way acquisition or construction of the  
2 proposed project. Utilities such as water, lines, sewer  
3 lines, gas lines, telephone cables, electric lines, and  
4 other underground and overhead utilities may need to be  
5 adjusted. The adjustment and relocation of any utilities  
6 would be managed so that no substantial interruption to  
7 services would occur while these adjustments are being  
8 made.

9           The preliminary construction cost estimate  
10 for the proposed relief route is \$58,140,000.00. A total  
11 funding shortfall is anticipated for this project at this  
12 time. But the District Texas Department of Transportation  
13 Corpus Christi District is working to identify the funding  
14 to bridge this funding gap. In addition, \$7 million would  
15 be needed for the right-of-way relocations and utility  
16 relocations that I just mentioned. Now that I have  
17 covered the engineering details, I want to share with you  
18 an overview of the environmental process.

19           An Environmental Assessment was completed in  
20 accordance with the National Environmental Policy Act of  
21 1969. This is called NEPA. NEPA essentially requires  
22 federal agencies to consider environmental issues prior to  
23 making any decisions on projects that have federal  
24 involvement such as funding or permitting. The NEPA  
25 process provides comprehensive framework for compliance

1 with other federal and state statutory requirements and  
2 laws. Examples of federal and state regulations that are  
3 being followed during this NEPA process are included here  
4 on this list that you see before you. For example, it  
5 includes the Clean Water Act, Endangered Species Act,  
6 Environmental Justice that's just to name a few. Give you  
7 a few minutes to look at this one.

8           The Draft Environmental Assessment which is  
9 found at the back of the room if you have any interest in  
10 looking at that. It must be a decision-making process.  
11 It must be open and collaborative with a full disclosure,  
12 and documented accordingly. The information is summarized  
13 in the environmental document and it includes items such  
14 as: The statement of purpose and need, which we've  
15 reviewed this evening. Evaluation of the alternatives,  
16 for example, the Build, the No-Build. And any  
17 alternatives that have been considered and dismissed, and  
18 how they meet the need and purpose of the project. The  
19 evaluation of the affect on the environment. An  
20 assessment of what we call environmental consequences or  
21 impacts of the project. Public involvement summary. And  
22 a recommendation of the preferred alternative.

23           Federal highway approved the EA for public  
24 review on November 3rd 2014. Essentially, to determine  
25 the project's potential benefit or harm to the

1 environment, NEPA requires an assessment of impacts by  
2 alternative. And these must be documented in the  
3 environmental assessment. This list -- or this slide  
4 list, the resources and factors that were considered  
5 specifically for the Premont project in the evaluation of  
6 the roadway. Some of the resources include traffic,  
7 community cohesion, floodplains just to name a few. This  
8 slide -- this following.

9           The following outlines a few of the main  
10 impacts to regulatory resources. The proposed project  
11 would require construction at two Federal Emergency  
12 Management Agency 100-year floodplain areas. These  
13 floodplains are characterized by flooding enclosed basin  
14 sinks known as playas. These are areas where pool waters  
15 and surrounding area generates and does, typically, not  
16 overflow. The hydraulic design for the proposed  
17 improvement would be conducted in accordance with the  
18 Texas Department of Transportation and Federal Highway  
19 Administration design policies and procedures. The  
20 project would not increase the base flood elevation of  
21 these areas and will permit the conveyance of the design  
22 year flood elevations without causing substantial damage  
23 to the roadway or other property.

24           The project would have no effect on  
25 jurisdictional wetlands or other waters of the US. The

1 project also does not impact any properties eligible for  
2 placement on the National Register of Historic Places. A  
3 noise analysis was conducted in accordance with the Texas  
4 Department of Transportation which has approved April 2011  
5 Guidelines for Analysis and Abatement of Roadway Traffic  
6 Noise, which was approved by the Federal Highway  
7 Administration. And based on the analysis two noise  
8 impacts were identified. However, no noise barriers were  
9 determine to be both feasible and reasonable according to  
10 cost-effectiveness criteria and none are proposed for  
11 incorporation in this project.

12 In conclusion, the studies, analyses, and  
13 evaluation performed thus far indicates that the proposed  
14 improvements, a relief route east of the City of Premont,  
15 would cause no significant environmental effects.

16 This concludes the engineering and  
17 environmental technical presentation for tonight. I would  
18 now like to turn the presentation back over Lonnie  
19 Gregorcyk, our hearing officer to continue.

20 MR. GREGORCYK: Thank you, Lori. Hope you  
21 found this presentation informative. And as I have stated  
22 you have several opportunities to submit comments on this  
23 project. Either doing it by speaking here tonight. You  
24 can register your comments, put your comments into this  
25 evening on forms. You can also provide oral comments to

1 the court reporter. And you can also mail those comments  
2 to us. I remind you that we are accepting comments on  
3 this project until January 7th 2015.

4           So I stated, remember the responses to your  
5 comments will be included in the final report of the  
6 environmental document. And that document reported will  
7 be available to you to view online or at the TxDot Office  
8 in Alice and we'll have one in Corpus Christi. So with  
9 that we'll start to have our comments. And to have our  
10 citizens come up, if you'd like to make a comment. I  
11 remind you please state your name and so we can have that  
12 on the record. And if you have a specific question, if  
13 you would give us your address or some way for us to  
14 contact you, so that we can respond if it's a specific  
15 land issue question or something such as that. So our  
16 first speaker would be Israel Yzaguirre.

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1 MR. YZAGUIRRE: Thank you, sir. Thank you  
2 for allowing me to speak. I'm not a public speaker, but I  
3 thought I had to get up there and say a few words because  
4 I know there's a lot of people in Premont that are  
5 interested in bypassing the city. And I regret that more  
6 people didn't show up tonight, I know there's a lot --  
7 they are interested in what you're going to do.

8 And what you're doing is you're strangling  
9 the city. You talk about the cost effectiveness of the  
10 project, but nowhere do you comment about strangling the  
11 city. Strangling it, economically. When you moved the  
12 bypass to the locations that you're talking about, you're  
13 getting to the point where no one is going to stop in  
14 Premont. Especially on that 7th Street exit.

15 Now that's a location that's not suitable for  
16 building and we need revenue in the city. That's  
17 something that's absolutely necessary. Unfortunately we  
18 don't have an economic development department in this city  
19 because we're too small and we don't have the money. So I  
20 ask you take into consideration the economic development  
21 aspect of this. The way you have it now, there's no  
22 incentive for anyone to stop between Falfurrias and  
23 Alice. There's no skyline here for someone to look at and  
24 say, "Hey, let's stop there." You're, in essence, making  
25 us invisible.

1           So you're really going to cut into our  
2 revenue with just that one exit. We have the city council  
3 that doesn't want to take any action because they say the  
4 State is going to do what they want to do. And I hope  
5 that's not true. I hope you do this with the public  
6 comments. I've talked to a lot of the citizens and some  
7 of the business owners. And they all agree that 2011  
8 proposal is an excellent one.

9           You did a good job on that one because you  
10 had exits at 422 and 7th street, and on 1st Street, and on  
11 716. And, you know, I would urge you to go back and look  
12 at that, and look for the funding to do that. We need for  
13 this city to survive, not just for the city but for the  
14 school, and other businesses. We need the money. We need  
15 the revenue. I don't have a problem with the access or  
16 the egress on the north and south sides.

17           But the thing I do want to urge you is  
18 reconsider at least an access or a point there on 1st  
19 Street to make your -- your clover leaf or whatever it is  
20 that you're going to put in. But I also ask you add 7th,  
21 422, and 716 that will help us survive, sir. Thank you  
22 very much.

23           MR. GREGORCYK: Thank you for your comments,  
24 sir. Next speaker is Mr. Rick Rubio.

25

1 MR. RUBIO: Thank you, sir. My name is Rick  
2 Rubio, I'm a small business owner here in Premont. And  
3 I'd like to give you three comments that I'd like to  
4 express economically-wise the impact that this highway is  
5 going to bypass Premont. Did you take into consideration  
6 of the town that had this same kind of situation where  
7 they bypass the city, like Encino and Bishop. We know  
8 Encino practically withered away and Bishop did manage to  
9 make adjustments to it. Hopefully, we can too.

10 Second, item Southeast 7th Street, will it be  
11 widened or will it be turned into a one-way. Because  
12 there's no -- there's no possible way for as much traffic  
13 as you expect to have there is going to be suited for that  
14 street.

15 Number three, did you look at providing -- as  
16 Israel pointed out, more than one exit into Premont?  
17 Okay. Southeast 1st Street, you know. Example:  
18 Falfurrias has five exits for their small town. Major  
19 truck traffic on Farm to Market 716 is a major access area  
20 for -- for our town. The major truck traffic that hits  
21 716 usually comes through our town.

22 If you have one only one exit at South East  
23 7th Street, that truck traffic's going to come through our  
24 town. And our roads are not suited for that, they're too  
25 old. Okay. So if you make another exit Southeast 1st,

1 716. That will get our truck traffic off of 716, down to  
2 where they need to stay -- and stay out of the middle of  
3 our town. Okay.

4           We have two major truck farms out on 716, and  
5 they use -- they use that area a lot. Okay. We have a  
6 dump site out there also. We have a lot of vehicles going  
7 out to that dump site to dump -- that area. This -- these  
8 are concerns that we have that -- the comments -- I know  
9 you can't address them here. But I would appreciate  
10 answers because our citizens deserve answers -- you know,  
11 from these comments, and suggestions that they're giving  
12 you to look at.

13           Because we need to survive here. Okay.  
14 This -- this community can't die. I know it's small but  
15 we're survivors here. You know, we're going to do what  
16 we're gonna take to make this community thrive. All  
17 right. So if you would address these comments, I would  
18 appreciate it. Thank you, sir.

19           MR. GREGORCYK: Thank you. Thank you for  
20 your comment, sir. Next speaker is Winnie Stanfield.

21           MR. STANFIELD: Lonnie, I'm good.

22           MR. GREGORCYK: Okay. Thank you, Winnie.  
23 And our fourth speaker is Ms. Irma Martinez.

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1 MS. MARTINEZ: Okay. My name is Irma  
2 Martinez for the record. And my concern more is economic  
3 development. And it seems like every time you guys come  
4 everything changes. If you-all would go back to like  
5 Mr. Yzaguirre said, John Casey's designs, those seem to  
6 be -- you know, pretty good. These designs that I see  
7 here, that one that's right over there on -- by 418, that  
8 I think would be what a business would look at to build  
9 way out there -- we can -- it's very rare.

10 How are we going to annex that far? And if  
11 you take off that backage road from 7th Street, maybe  
12 we'll have a shot, but in order to do that you'd have to  
13 put another overpass somewhere. How do the people on  
14 County Road 422 -- I mean, how are they going to get out?  
15 The only thing I could think is from 422, you put that  
16 little side road going back to 418. But then we have the  
17 other problem, we have the other backage road so -- you  
18 know, what are we going to do with that?

19 But that backage road, I think is going to  
20 hurt us from building. And I know a lot of people they're  
21 worried, "Well, let's get to the cemetery and whatever."  
22 But that should not be our concern, is to the cemetery.  
23 We need economic development. What's the design that's  
24 going to be best for us, so we can build at least give us  
25 the chance.

1           People may not build but give us the chance  
2 because there will be other council members in there that  
3 are going to try to do something. And -- you know, that's  
4 all I ask is do -- give us that shot to do something.  
5 And -- I mean, I don't know if -- I know I've asked the  
6 engineers is there anything we can do to change, help you,  
7 or change the design, or something. You know, it's  
8 unfortunate the city council should be the ones up here  
9 talking. And I don't see any of them that come up here  
10 and speak for us, which I'm very disappointed. You know,  
11 we need something.

12           So what can we do to see -- for economic  
13 development. And, I mean, I'm sure there's a bunch of  
14 other stuff I want to say, but that is my main concern.  
15 You know, give us that shot before because according to  
16 that design out there by 418, that's the ideal location to  
17 build and I don't see people going in through town,  
18 they're just going to get right back on and forget about  
19 us. Okay. Thank you.

20           MR. GREGORCYK: Thank you, Ms. Martinez. I  
21 ask is there anyone else who would like to speak? That's  
22 all the cards we had. Yes, please.

23           I would ask you please state your name so we  
24 have it on the record, please.

25

1 MR. DEARDON: Ted Deardon. And I'm just a  
2 resident of Premont and my concern is also saving our tax  
3 base. Currently, I believe if you look at our tax rolls  
4 you'll see commercially our largest tax base is off of  
5 Valero. And Valero is currently servicing all of the  
6 truck traffic that's on 281. And locally as well. But  
7 the main purpose for Valero being there is -- is that  
8 truck traffic. And if -- I would like to know whether or  
9 not you-all had done a study with Valero to see what kind  
10 of business development that you're going to be causing  
11 them.

12 Because I would think of all of the traffic  
13 that's anticipated to be bypassed with Premont, they're  
14 going to lose 50/60% of their business. And our city and  
15 our school, relies on that taxes for us to maintain  
16 something that's already having a hard time keeping up  
17 with the times. Right now we have a hard time just being  
18 able to pay our public officials, our police officers, we  
19 do not have a fire department. We have a local volunteer  
20 fire department. So when you look at what our tax dollars  
21 are currently being spent, we need every dollar.

22 And if you're talking about our maj -- our  
23 major tax payor in this community is Valero. And if you  
24 did a study with them to find out whether or not they plan  
25 on staying in our community with no access to even build

1 to stay in our community. Because if they were to close  
2 that store, I believe that our schools would fail. We  
3 would not have the money to continue to support a school  
4 district here in Premont. And I also think you would find  
5 out that Valero would probably not want to invest that  
6 money back into a city, when they could go further out on  
7 281, and not have to pay city taxes.

8                   So I really would like to know whether or not  
9 you-all had contacted Valero and find out what their plans  
10 were, if they were going to lose 50% of their business.  
11 Because if they say they're going to close, then you can  
12 pretty well say that Premont will just fade away. That's  
13 my comment.

14                   MR. GREGORCYK: Thank you, sir, for your  
15 comment. Is there anyone else who would like to speak?

16                   MR. YZAGUIRREZ: Can I make one more  
17 comment?

18                   MR. GREGORCYK: Yes, sir.

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1 MR. YZAGUIRREZ: I'm not sure what your time  
2 line is, but I think I saw in there someplace something  
3 about Spring of 19 -- or 2015. When you're going to  
4 complete your planning on this. What I would like to ask  
5 formally and officially, is that you delay a  
6 decision-making on this until there is a chance to elect  
7 new members to our city council. We have an impotent city  
8 council and we need people on the new city council coming  
9 up in May of next year that may be able to make a  
10 difference. Thank you very much.

11 MR. GREGORCYK: Thank you, sir. Is there any  
12 others that would like to speak? Yes, sir.

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1 MR. WEEKS: My name is Manny Weeks. I'm a  
2 business owner and I grew up in this town. And I'm  
3 telling you right now, if the bypasses are put in the way  
4 you have them designed, you're going to shut this town  
5 down. And you can be as nice about it as you want, you  
6 can tell us how you studied the endangered species, and  
7 the different environmental studies. That's great. The  
8 study I'm worried about these people here that are going  
9 to lose their property, their jobs, and their access to  
10 their city. 716 is a major roadway that's used by truck  
11 traffic.

12 If you ever did your study but they didn't  
13 make an interchange with 716 somewhere where these trucks  
14 can get on and off, you're going to cloud this town up  
15 with traffic that's not going to stop anyway. Because  
16 these -- 7th Street and 418 are on the same into town. It  
17 doesn't make sense. Why you didn't make an access  
18 somewhere else in -- 7th Street and 418 are what less than  
19 three miles apart. Why are we putting the only two  
20 accesses to this city down where we have the fewest  
21 businesses?

22 And you cannot answer me one question and I  
23 know you won't, but I'm going to ask it to you. What is  
24 the survival rate of business on bypass highways in small  
25 towns in Texas? Kingsville, it took them over 30 years to

1 get their bypass -- 77 revitalized. They're just now  
2 starting to get people move in and put business on 77.  
3 Premont doesn't have 30 years.

4           If you do this, in five years this town will  
5 be a ghost town. Because businesses don't need to be here  
6 if they don't have anybody to employ it. And people can't  
7 be here if their wives can't -- or their sons, or  
8 themselves can't get jobs here off this highway. Oasis  
9 Restaurant, the truck stop, all our convenient stores  
10 everything is on this bypass. And you tell me how many of  
11 them are going to survive? What are the chances of these  
12 small businesses surviving? How much tax base do we lose  
13 because we are making it -- what two minutes faster? Five  
14 minutes faster to get to San Antonio.

15           Now when you-all first came here we talked  
16 about going through the middle of town and one of the  
17 concerns was it's going to wipe out the tax base. Well,  
18 I'm telling you right now, one way or the other, the tax  
19 base is dead in this town. Because that Valero 60%, I  
20 promise you at 70% off the highway, I bet you Oasis is 30  
21 to 40% off the highway. The taqueria, I promise you is  
22 probably 30 to 40% off the highway. That's all their  
23 profit. If they have to rely on locals, it will not  
24 work. Dairy Queen, their done. I promise you their done.

25           And if you can't see what you're doing here,

1 is basically putting a death nail on the coffin on the  
2 city. Because it's a really cool project and it's going  
3 to speed up that truck traffic, I understand. But at  
4 least when you're going through the middle of town, you're  
5 going to take these businesses out. Pay them for what  
6 they had, so maybe they can relocate and rebuild. At  
7 least it was fair to them. Right now all you're going to  
8 do is bankrupt them. And I promise you it's going to  
9 happen. And you're going to sit here and tell me it's  
10 not, but I promise you it will.

11 MR. GREGORCYK: Thank you for your comment,  
12 sir. Is there anyone else that would like to speak? Yes,  
13 sir. Judge.

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1 MR. TREVINO: Yes, sir. I'm Pete Trevino,  
2 County Judge elect. Thank you for the opportunity for  
3 everybody to come and express their feelings. And I want  
4 to second their emotions that we hope that you take into  
5 consideration into increase the number of exits, and do  
6 whatever you guys can to protect our city. To protect our  
7 businesses, and to protect the people from Premont that  
8 have worked so hard all their lives to do what they're  
9 able to do today. And from my experience here in Premont,  
10 everybody's working hard at trying to improve the high  
11 school, trying to improve the city, and do what they can.  
12 That if people are not doing what they need to be doing,  
13 they're trying to do what they -- what they need to do to  
14 improve it. So I ask you please take into consideration  
15 all these suggestions they make, increase the number of  
16 exits, and please help us out here in Premont. Thank  
17 you.

18 MR. GREGORCYK: Thank you, Judge. Is there  
19 anyone else who would like to speak? Please.

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1 MS. RECIO: Thank you for the invitation. I  
2 am not a great speaker, so excuse me. But I will commend  
3 those who have taken the bold move to speak today.  
4 Because they each have something to bring to the table. I  
5 am going to be one of the first people to say that not all  
6 our councilmen are inactive. There are who do the  
7 research and who are fighting for your behalf, but I am a  
8 businesswoman, Martha Recio, representing a small  
9 business. Y'all Come Back Salon want to share something  
10 about -- I don't think everyone has thought.

11 Number 1: Our city is not responsible for  
12 bringing economic development into our community. It is  
13 the business of a city manager which we cannot afford to  
14 have, and an active chamber of commerce, which we do not  
15 have. Number 2: I believe that our survival will have to  
16 come from ourselves. The perfect option would be that  
17 there was no highway because this highway is going to save  
18 its travelers three minutes but what does it cost us to  
19 get around our own little three mile town. I will also  
20 add that some of our business are not just restaurants  
21 anymore.

22 There is a restaurant in this community that  
23 has had to make some accommodations to make her living.  
24 She has to travel out of the town and the -- the  
25 perimeters to cater and make her business what it is.

1 What she is used to having to put kids through school. I  
2 am a business that is a beauty salon, but I have had to  
3 take up laundry to a cleaners and -- and move -- and bring  
4 in -- I not only take laundry out to make ends meet, but I  
5 take kids to another school district.

6           And I am compensated because I share the gas  
7 bill with three other commuters. Because I make a trip to  
8 do laundry, a drop off, and I come back and do hair.  
9 That's what I've had to do -- I can't -- I don't have the  
10 luxury of just doing hair anymore. I have to find other  
11 ways. The rest of us, we're feeding off of each other. I  
12 go to automotive and he comes to get his hair cut.

13           I don't get highway business but the few of  
14 us who could -- who will still be here this time ten years  
15 from now with your highway. Hopefully you have  
16 accommodated us in taking into consideration we need  
17 access to the areas where the city can annex or where the  
18 city already has existing infrastructure. For an active  
19 chamber to build and bring some businesses into our town.  
20 Because I would like a second gas station. It's goods for  
21 business. Competition is always good and it might make  
22 our gas prices a little more competitive.

23           Maybe my cup of joe would be a little cheaper  
24 in the mornings. Maybe we have an extra taco place, but I  
25 have said my peace. And I hope I've covered all the

1 angles. But you know what, if you're going to deal us  
2 lemonades, let's make up our minds to make lemon -- if  
3 you're going to deal us lemons, let's make up our minds to  
4 make lemonade out of it whatever the outcome. But please  
5 take into consideration the small town and the small  
6 people. The humbling beginnings that we come from. And  
7 thank you for your time.

8 MR. GREGORY: Thank you for your time. Is  
9 there anyone else who would like to speak?

10 I thank you for being here, and again for all  
11 this time you've taken to be here for an important  
12 project, an important community concern. I thank you for  
13 sharing those concerns with us. This will conclude our  
14 hearing tonight. And as I remind you there are several  
15 ways to comment. And if you're not -- you have neighbors  
16 that aren't at the meeting, that comment period is open  
17 for all folks. So we would encourage you to keep that  
18 word out there. We'll be receiving comments until January  
19 7th. And as I mentioned, there'll be an official record  
20 and those responses will be available. If you would like  
21 to visit with us after the hearing and I thank you for  
22 being here. The hearing is adjourned and you have a great  
23 evening.

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1 MR. GARCIA: Embed Garcia. Commissioner  
2 Elect from Jim Wells County, Texas. I've already spoken  
3 to your people at a meeting we had last week in Alice. So  
4 I've already expressed my views. First thing I asked when  
5 I was there was there's still a chance of going through  
6 Premont, no. Said, "Okay. Let's go to the east of town  
7 which is where you're proposing this route."

8 I said, "Is there any way that you can see if  
9 there is another street we can use other than Southeast  
10 7th Street?" Southeast 7th Street is very narrow. It is  
11 12 to 14 feet narrower than the proposed street by Valero  
12 -- not proposed but it's another street that could be an  
13 alternate street that they should take you to the  
14 cemetery. My only concern is having good access and to  
15 the highway for the bypass and encourage people to drop  
16 off of that highway, and come into our community if we  
17 have good access. But I'll complain. Underline it:  
18 Southeast 7th is not wide enough. That's it. That's all.

19 At least give us access with a little better  
20 street. I mean, here's the southeast of town, the last  
21 street you've got an access on 421, I think it is -- 418.  
22 You know, it's so close. I mean, put it in the middle of  
23 town. You have a light already there, it exists there.  
24 You have 281 highway there to go in and out, and get on  
25 the highway. They -- they thought about it, seriously

1 thought about it. I think most of you have gone today or  
2 the past few days to Southeast 7th Street to look at it.  
3 And you'll see it's not wide enough to clear the wall for  
4 two cars, the shoulder is nothing. You put your hand out  
5 as a passenger, you can hit the fences of those houses out  
6 there. You get an 18 wheeler that goes down that street,  
7 it's going to stop all traffic. At least have access  
8 rather than that little old street that's nothing. And  
9 there's no monies or proposal by TxDot to purchase any  
10 land whatsoever. And the city doesn't have the money,  
11 they're not going to do it. Thank you so much.

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1 MS. GARCIA: Caramela Garcia. I just wanted  
2 to say as the lady mentioned while she was giving her  
3 presentation about the added tax revenue during the years  
4 of construction of this maybe or maybe not bypass. She's  
5 saying, "Oh, look at all the money Premont's going to get  
6 during those years." And then what? What's going to  
7 happen when it's completed? There will be no more tax  
8 base or revenues. So she's just trying to tell us that  
9 for now to think we're going to make a lot of money in the  
10 next few years. But then after that there will be no  
11 money because Valero will close. Oasis will close. And  
12 so then we won't have a school either. So don't pull the  
13 wool over our eyes like that.

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1 MR. KELSO: Randall, R-A-N-D-A-L-L, Kelso,  
2 K-E-L-S-O. You-all are going through my property.  
3 They're proposing to put two culverts under the freeway  
4 because I'm going to have land on both sides. And where  
5 the culverts come out is in a poor location. And she said  
6 she needed to change that, but she said I had to come tell  
7 you where the culverts come out on my land or go under the  
8 freeway on my land, they maybe need to reposition. Okay.  
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REPORTER'S CERTIFICATE

I, PATRICIA SOTO, Certified Shorthand Reporter in and for the State of Texas, do hereby certify that the foregoing proceedings were taken by me in stenograph at the time and place and on the date hereinbefore mentioned, and later transcribed into typewriting by me or under my supervision.

I further certify that I am neither attorney or council for, related to, nor employed by any parties to the action and, further, that I am not a relative or employee of any council employed by the parties hereto or financially interested in the action.

SUBSCRIBED AND SWORN TO under my hand and seal of office on this the \_\_\_\_ day of \_\_\_\_\_, 2014.

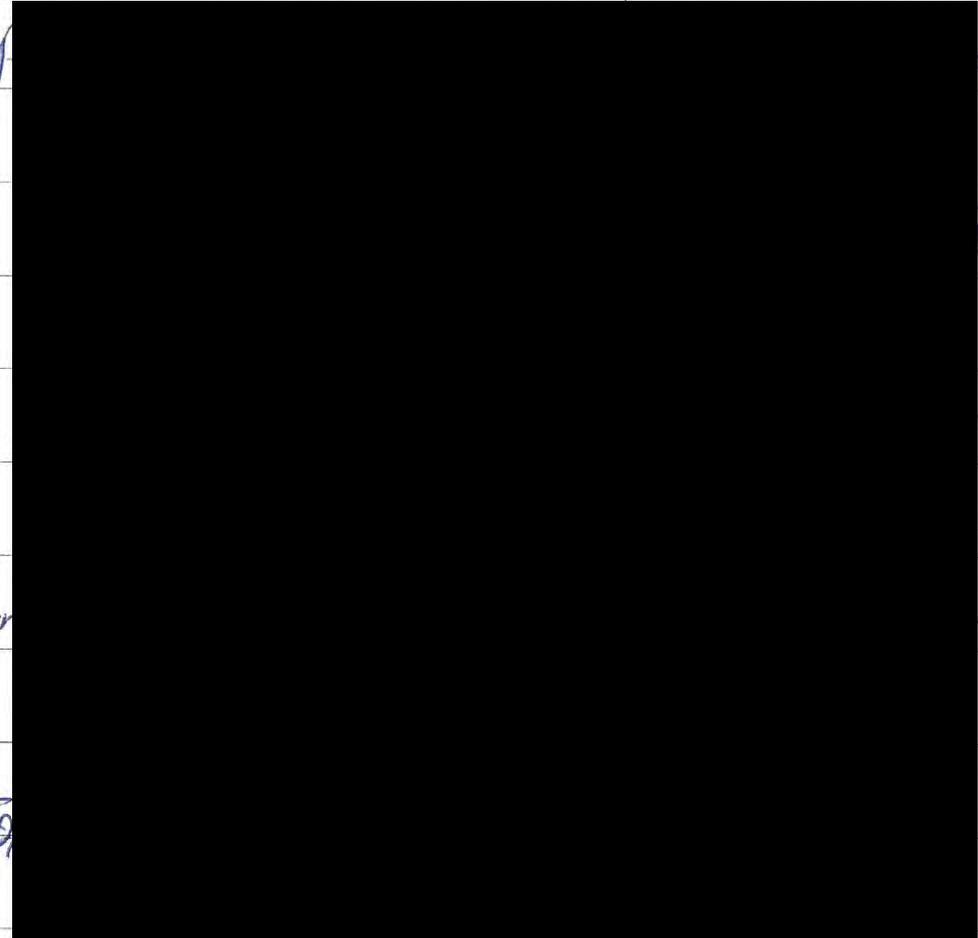


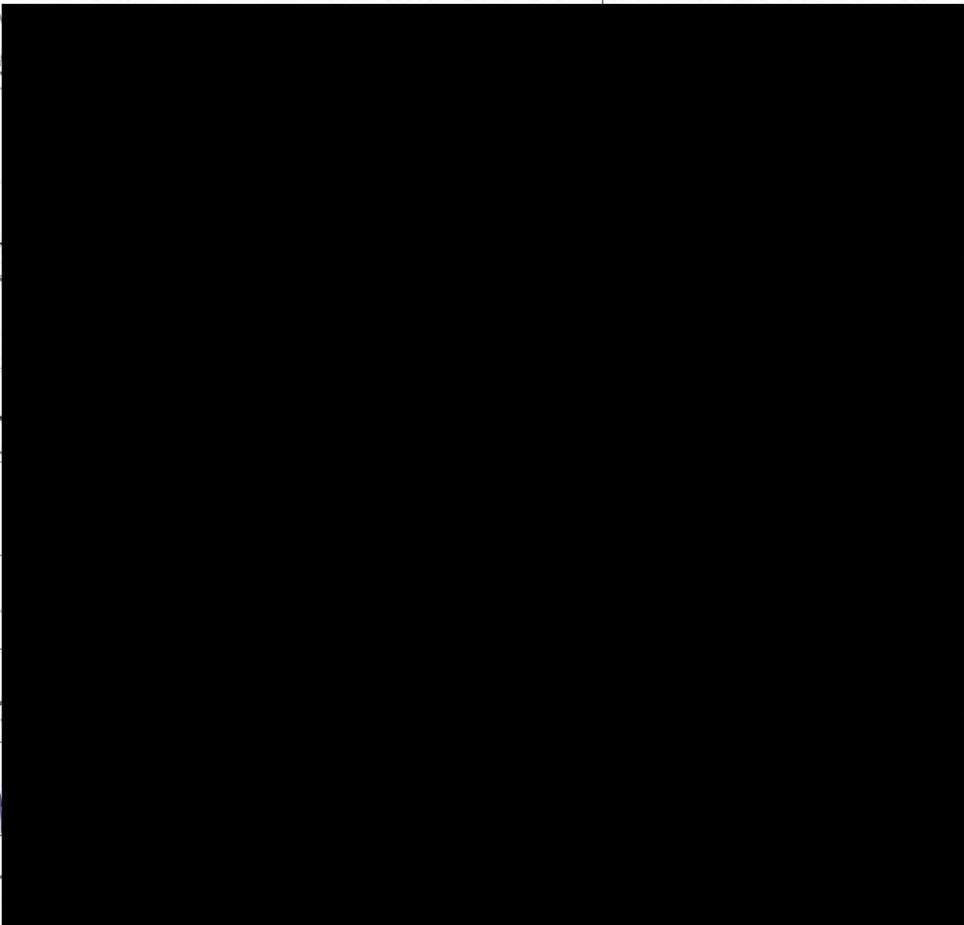
Patricia Soto, Texas CSR #5956  
Expiration Date: 12/31/2015

**Attachment G**

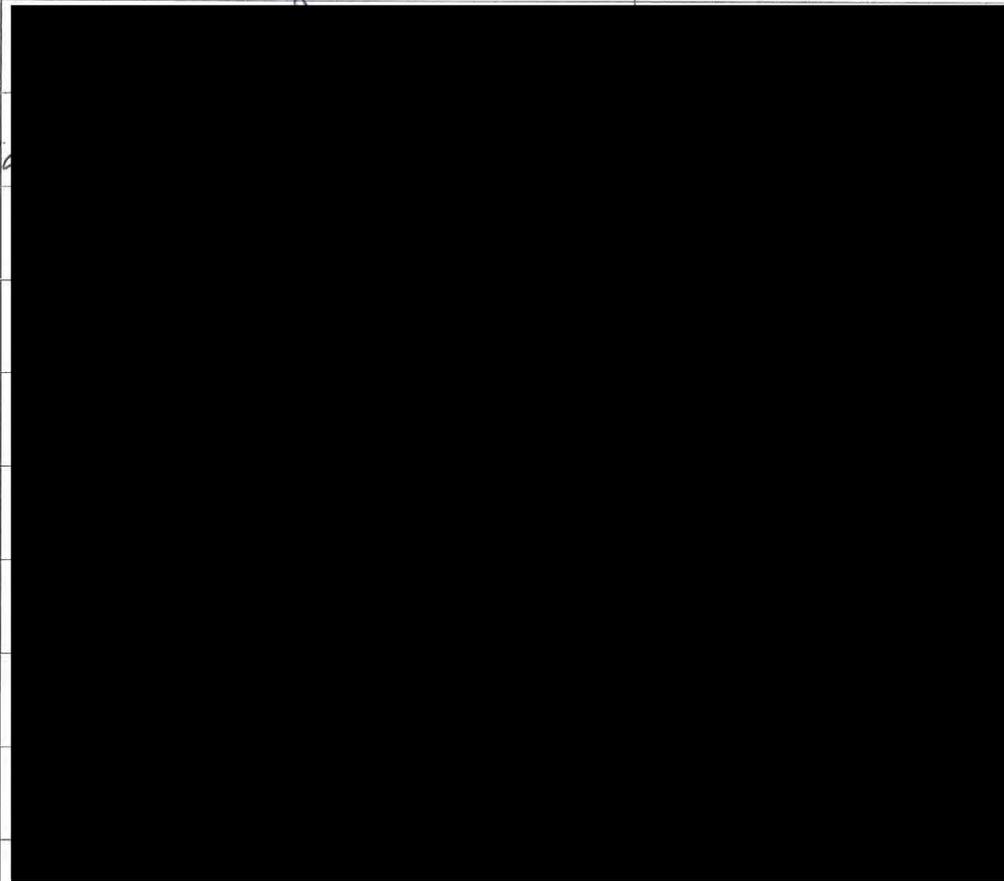
**Public Hearing Sign-In Sheets**

# Public Sign-in

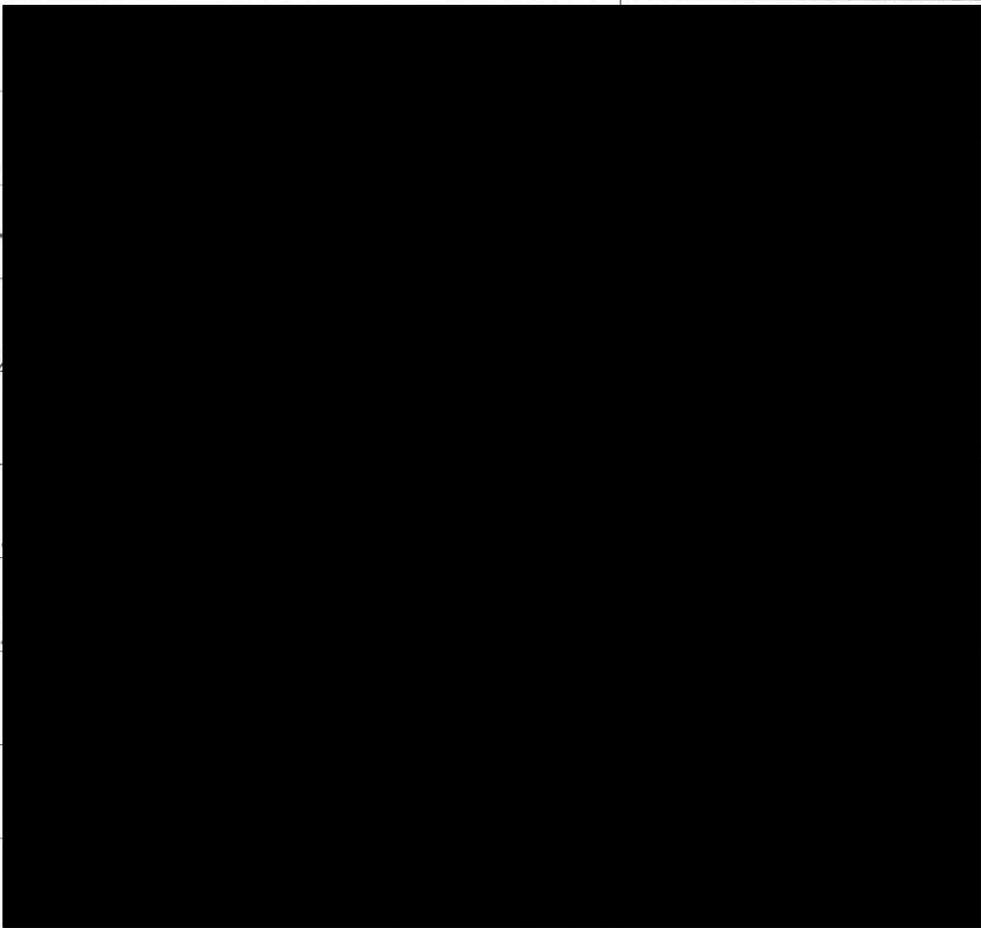
Name	Address	Phone Number	Affiliation
Garnica Kleso			Landowner
Pandalee Kleso			L
Albert Higgins			FHWA
Winnie Stanfield			
Bill Isham			resident
Mundy Weeks			Land + Business
Deborah Siemons			98
ADOLFO R. CHAVEZ			
REUBEN E. CHAMPION			RESIDENT
Homero Ramirez			Res.

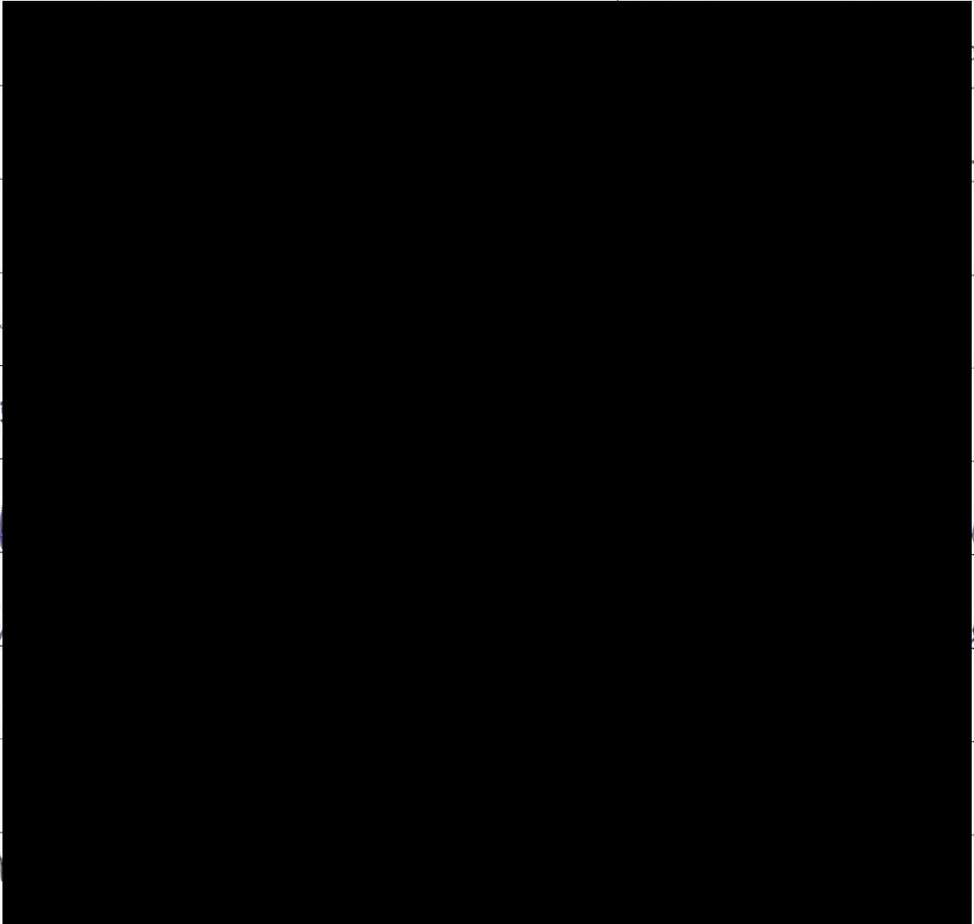
Name	Address	Phone Number	Affiliation
Rick Howard			
Gym. Garcia			
Regin Lee			
Glen Wilkinson DVM			Wilkinson Veterinary Clinic
Kathy Russell			
Jim Russell			
MARY LEACH LEYENDECKER			Premont LIONS CLUB
Frances + Casey Brown			
JAY DILLASHAW			
Vito Recio			N/A

Name	Address	Phone Number	Affiliation	
TED BEARDEN				
Ric RUBIO			BUSINESS OWNER	
Ben & Virginia Rush				Property owner
Eldo & Richard Gonzalez				Business & Property owner
Robert Allen				Property owner
Maximo Cruz Jr				Property owner
Melissa Dwyer				Property owner
Rosie Poy				Property owner
Ramiro Gonzalez				city official

Name	Address	Phone Number	Affiliation
Robert Montalvo			
Carmela Garcia			Sch. Board
Emede Garcia			new Co. Com.
Chico Bermudez			
Sylvia Villarreal			
DINA Wishard			
Keith Patridge			MEDC
DAVID SIEMONSMA			
Casey Brown			

19

Name	Address	Phone Number	Affiliation
Crystal Rodriguez			
Paul Reed Jr			
Alma Salazar			
Paul R. Garcia			COUNCILMAN
Rodolfo Cantu			Local Citizen
Ted Bearden Jr.			
ISRAEL YALON			Citizen
OSCAR A. LOPEZ			LA PALOMA RANCH
John Zelaya			
Will Paul + Delia Wright			

Name	Address	Phone Number	Affiliation
Raul Recio ID			
Rev John C Ouellette			
Miguel Garcia			
Azucena Guerra			
Daniel Guerra			
Nektali B Zelaya			
John Disbrow Jr			
Amanda Johnson			
E.J. SALDANA JR.			
Daniel Galindo			

Name	Address	Phone Number	Affiliation
Iris Flores	[REDACTED]		City Secretary
Irma Martinez			
Donita Powell			
Dorothy Powell			
<del>Stanley</del>			
Roland Garcia			
Marita L. Recio			Local Business owner
Fermia Huerta Jr.			
Lidia Huerta			

# Elected Official Sign-in

Elected Officials: Sign-In-Sheet  
 US 281 at Premont  
 Public Hearing  
 December 11, 2014



Printed Name	Signature	Office
Jose Pereda - District Director Congressman Velazquez TX-34		500 East Main Alice TX 75612
Soila Bautista		City of Premont
Isolinda Perez		City of Premont
Pedro "Pet" Trevino, Jr.		Jim Wells County Supt. Elect
LARRY MARTINEZ		Mayor of Alice

# Staff Sign-in

Name	Affiliation	Email Address	Phone Number
Steve Lindsey	Atkins	[REDACTED]	[REDACTED]
NORI Cole	ATKINS	[REDACTED]	[REDACTED]
Victor Vourcos	TXDOT-CRP	[REDACTED]	[REDACTED]
AARON ARROYO	TXDOT - CRP	[REDACTED]	[REDACTED]
Rickey DALEY	TXDOT - CRP	[REDACTED]	[REDACTED]
Alex AMPONSAH	Atkins	[REDACTED]	[REDACTED]
Eduardo Garcia	Atkins	[REDACTED]	[REDACTED]
Christine Vidriek	ATKINS	[REDACTED]	[REDACTED]
Steve Linhart	TXDOT-TPP	[REDACTED]	[REDACTED]
Tina Brown	Atkins	[REDACTED]	[REDACTED]

Name	Affiliation	Email Address	Phone Number
Sheri Davis	Atkins/NLA	[REDACTED]	
Randy Hapeman	TXDOT		
Chris Carr	TXDOT		

Name	Affiliation	Email Address	Phone Number
Matthew Childers	TXDOT		
Michelle Khatib	TxDOT		
Jesse Esquivel	TxDOT		
STEVEN CHANCELLOR	TxDOT		
Robert Travez	TxDOT		
Lonnie Gregorczyk	TxDOT		
Oscar Soliz	TxDOT		
Annie Lowen	TxDOT		
Heather Parsal	NLA		
Doise Miers	TxDOT		

# **Attachment H**

## **Comments Received**

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*\*Submitted more than one comment*

1 MR. DEARDON: Ted Deardon. And I'm just a  
2 resident of Premont and my concern is also saving our tax  
3 base. Currently, I believe if you look at our tax rolls  
4 you'll see commercially our largest tax base is off of  
5 Valero. And Valero is currently servicing all of the  
6 truck traffic that's on 281. And locally as well. But  
7 the main purpose for Valero being there is -- is that  
8 truck traffic. And if -- I would like to know whether or  
9 not you-all had done a study with Valero to see what kind  
10 of business development that you're going to be causing  
11 them.

12 Because I would think of all of the traffic  
13 that's anticipated to be bypassed with Premont, they're  
14 going to lose 50/60% of their business. And our city and  
15 our school, relies on that taxes for us to maintain  
16 something that's already having a hard time keeping up  
17 with the times. Right now we have a hard time just being  
18 able to pay our public officials, our police officers, we  
19 do not have a fire department. We have a local volunteer  
20 fire department. So when you look at what our tax dollars  
21 are currently being spent, we need every dollar.

22 And if you're talking about our maj -- our  
23 major tax payor in this community is Valero. And if you  
24 did a study with them to find out whether or not they plan  
25 on staying in our community with no access to even build

1 to stay in our community. Because if they were to close  
2 that store, I believe that our schools would fail. We  
3 would not have the money to continue to support a school  
4 district here in Premont. And I also think you would find  
5 out that Valero would probably not want to invest that  
6 money back into a city, when they could go further out on  
7 281, and not have to pay city taxes.

8           So I really would like to know whether or not  
9 you-all had contacted Valero and find out what their plans  
10 were, if they were going to lose 50% of their business.  
11 Because if they say they're going to close, then you can  
12 pretty well say that Premont will just fade away. That's  
13 my comment.

14           MR. GREGORCYK: Thank you, sir, for your  
15 comment. Is there anyone else who would like to speak?

16           MR. YZAGUIRREZ: Can I make one more  
17 comment?

18           MR. GREGORCYK: Yes, sir.

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1 MS. GARCIA: Caramela Garcia. I just wanted  
2 to say as the lady mentioned while she was giving her  
3 presentation about the added tax revenue during the years  
4 of construction of this maybe or maybe not bypass. She's  
5 saying, "Oh, look at all the money Premont's going to get  
6 during those years." And then what? What's going to  
7 happen when it's completed? There will be no more tax  
8 base or revenues. So she's just trying to tell us that  
9 for now to think we're going to make a lot of money in the  
10 next few years. But then after that there will be no  
11 money because Valero will close. Oasis will close. And  
12 so then we won't have a school either. So don't pull the  
13 wool over our eyes like that.

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(PLEASE PRINT)

NAME: Carmela Garcia

ADDRESS: [REDACTED]

REPRESENTING: \_\_\_\_\_

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

COMMENTS: Logic, People! Having an exit on S.E. 7<sup>th</sup>  
is simply NOT logical!

S.E. 1<sup>st</sup> St. is the only choice, not only  
is it a straight shot to our Door, but  
S.E. 1<sup>st</sup> is wider by 12 feet than S.E. 7<sup>th</sup>.

You cannot put an 18 wheeler on S.E. 7<sup>th</sup>!  
Too Narrow!

Shame on you and whoever came up  
with this illogical design.

You talk about the added taxes received  
while this project is going on! And then?  
When the hwy bypass is completed? Guess  
what? there will be NO revenue generated  
by taxes!

1 MR. GARCIA: Embed Garcia. Commissioner  
2 Elect from Jim Wells County, Texas. I've already spoken  
3 to your people at a meeting we had last week in Alice. So  
4 I've already expressed my views. First thing I asked when  
5 I was there was there's still a chance of going through  
6 Premont, no. Said, "Okay. Let's go to the east of town  
7 which is where you're proposing this route."

8 I said, "Is there any way that you can see if  
9 there is another street we can use other than Southeast  
10 7th Street?" Southeast 7th Street is very narrow. It is  
11 12 to 14 feet narrower than the proposed street by Valero  
12 -- not proposed but it's another street that could be an  
13 alternate street that they should take you to the  
14 cemetery. My only concern is having good access and to  
15 the highway for the bypass and encourage people to drop  
16 off of that highway, and come into our community if we  
17 have good access. But I'll complain. Underline it:  
18 Southeast 7th is not wide enough. That's it. That's all.

19 At least give us access with a little better  
20 street. I mean, here's the southeast of town, the last  
21 street you've got an access on 421, I think it is -- 418.  
22 You know, it's so close. I mean, put it in the middle of  
23 town. You have a light already there, it exists there.  
24 You have 281 highway there to go in and out, and get on  
25 the highway. They -- they thought about it, seriously

1 thought about it. I think most of you have gone today or  
2 the past few days to Southeast 7th Street to look at it.  
3 And you'll see it's not wide enough to clear the wall for  
4 two cars, the shoulder is nothing. You put your hand out  
5 as a passenger, you can hit the fences of those houses out  
6 there. You get an 18 wheeler that goes down that street,  
7 it's going to stop all traffic. At least have access  
8 rather than that little old street that's nothing. And  
9 there's no monies or proposal by TxDot to purchase any  
10 land whatsoever. And the city doesn't have the money,  
11 they're not going to do it. Thank you so much.

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COMMENT CARD
US 281 at Premont
Public Hearing
December 11, 2014



(PLEASE PRINT)

NAME: PAUL R. GARCIA (COUNCILMAN)

ADDRESS: [Redacted]

REPRESENTING: City of Premont

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
I do business with TxDOT
I could benefit monetarily from the project or other item about which I am commenting

COMMENTS: LETTER INCLUDED

RECEIVED

DEC 17 2014

SRP-TX&C

**December 2, 2014**

TO WHOM IT MAY CONCERN:

Because you are in a position of influence and because you have familial ties in Premont, I councilman Raul R. Garcia from Premont ask for your support for changes which are crucial in regard to the proposed project to upgrade U. S. 281 plans for construction in Premont that will if not benefit the citizens at least not compound the problems. So that you can make an informed decision you must consider the serious reality of the issue.

Some would say that this construction is PROGRESS but I see PROGRESS as something that benefits all concerned however as it stands the highway people are solely focused on accommodating the thru traffic at the expense of the citizens of our little town.

When this By Pass goes through it will create a definite negative impact on our already dwindling economy. It's not as if this community has the sources to raise taxes to finance whatever needs arise. We are a community of mostly low-income and elderly people.

According to TXDOT the proposed project will "improve the safety of the traveling public". However spending \$50 million + tax dollars on this project to save 2 min. travel time for transport traffic is just not fair to the citizens of Premont. It is even less acceptable when the powers that be are not willing to comply with some of the most important wishes of the citizens of Premont.

As a starting point, it is my understanding that in order to improve some of the streets which are part of the construction the expense assignment is (90% TXDOT) and (10% local) this is ludicrous, this community cannot and should not be required to share in such an expense. In the first place we did not ask for this BY PASS and besides they are using our tax dollars as well to build it, and having to bear such an expense is literally adding insult to injury, TXDOT should shoulder full responsibility for the cost, after all it comes out of tax payers pockets anyway and though double dipping into our pockets is hardly fair what else is there.

TXDOT proposes to build an overpass on south east 7<sup>th</sup>. Street which dead ends at the dog pound and the sewer lift station. Each of these may have to be relocated. Though many times before , I have voiced concern and issued a word of caution regarding the condition of our sewer system to the powers that be it seems to have been ignored or forgotten and definitely not taken seriously into account because the proposed project plans call for the by pass to be built over

the main sewer line discharge. The problem here is that this sewer line is over 100 years old and in fragile condition. Already 700 feet of it has collapsed and has been repaired by the city. The question bears asking... What will happen when during construction using heavy equipment more of it collapses? TXDOT says that the problem will be addressed when it does happen but it seems to me that they are not taking into consideration that the repairs to a collapsed sewer line is not a quick fix. Besides the problem of a collapsed sewer line will be compounded when it caused a counter flux into residents homes creating health and financial problems. Both of which these people cannot afford and should not have to deal with. All aspects of these issues should be thoroughly investigated and considered before any construction begins. Otherwise the citizens welfare is at risk.

Closing SE 1st street does not "serve access and mobility to the needs of the community". Instead it creates an inconvenient barrier to traffic to and from the cemetery, for the elderly and handicapped in particular it becomes a safety hazard since they travel this road daily to tend to their loved ones resting place. At present this SE 1<sup>st</sup> street is a straight shot to the cemetery, void of hindrance and void of peril. In an effort to avert unnecessary problems TXDOT needs to consider that the two streets (SE1st and SE7th) connected to the construction are in dire straits and will not withstand heavy traffic.

As representative of the people of Premont, Tex. it is my conviction that these changes should be made:

Relocate your proposed SE 7<sup>th</sup> street over pass to SE1st.

It could be cost effective since the dog pound and the Sewer lift station may not need to be relocated.

If they are really serious about fulfilling the goals for the proposed project US 281 upgrade as stated in their flyer " to improve the safety of the traveling public, in a manner that is sensitive to the environment and serves the access and mobility needs of the community. "

I feel as a representative for the citizens of Premont that the U. S. 281 upgrade (inter state highway) should not be built over the length of an existing 9 to 11 city blocks area this being the main 14 inch sewer line for the city. I would not be so concerned if this sewer line was an auxiliary line or just crossing over the main sewer line. But building the highway over the existing length 9 to 11 city block area (which is the city's main sewer line) would not be very practical. TXDOT tells me that if the sewer line was to collapse during highway construction they would address the problem at the time, but what about after the highway is finished and

operating and in the future the city has to go in and make repairs to the sewer line what then? Who will be responsible for the tearing up of the highway?

**BOTTOM LINE AND BEST OPTION WOULD BE TO RELOCATE THE MAIN SEWER LINE.**

**I THANK YOU IN ADVANCE FOR YOUR SUPPORT AND HOPE THAT IT WILL HELP.**

**SINCERELY,**

A handwritten signature in cursive script that reads "Raul R. Garcia".

**RAUL R. GARCIA  
(Premont city councilman)**

**P. S. SUMMARY:**

Here I am complaining about you spending so much money in building this by-pass through Premont and I am going to ask you to spend even more by asking that you build an overpass on SE 1<sup>st</sup> street so that the residents of Premont can have a straight accessible street to our cemetery that is if you decide to build the exchange any where else other than on SE 1<sup>st</sup> street. So please consider all options but please build us an overpass on SE 1<sup>st</sup> street, and also relocate the sewer line.

I would appreciate what ever you can do for us because once everything is decided and built we all will have to live with it from now on. Like I said before **PROGRESS IS ONLY GOOD WHEN IT BEENFITS EVERYBODY CONSERNED.**

**THANK YOU IN ADVANE,**

A handwritten signature in cursive script that reads "Raul R. Garcia".

**RAUL R. GARCIA**

(PLEASE PRINT)

NAME: RAMIRO GARZA JR

ADDRESS: [REDACTED]

REPRESENTING: City of Edinburg, Texas

[REDACTED]

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

COMMENTS: \_\_\_\_\_

This relief route in Premont is vital to the continuing improvements to US 281 to be converted to Interstate 69. These improvements in Premont will help improve trade in South Texas from trade with Mexico. Furthermore, this relief route will improve mobility in South Texas and make the local roadways safer by having high speed traffic go through relief route.

## Rickey Dailey

---

**From:** Kim Hill [REDACTED]  
**Sent:** Thursday, December 11, 2014 11:51 AM  
**To:** Rickey Dailey  
**Subject:** U.S. Highway 281 Premont

Mr. Dailey,

I saw the notice in the Corpus Christi paper this morning about the public hearing on the proposed project to make US Highway 281 an interstate. I will be unable to attend the meeting but I was wondering if you could send me by email with the attachments of the maps and drawings for the project's location. My only concern is how close this project would be to the Premont Cemetery. I have several generations of family buried there and would hate to see the area around the cemetery become congested with traffic or worse a Stripes convenience store. The Premont Cemetery is a beautiful, quiet and serene place to have for families and I would be disappointed to see it change.

Thank you very much for your attention to my concerns.

**Kim Wright Hill**  
Office Administrator / Assistant  
Randal W. Hill, PC



[www.rwhlegal.com](http://www.rwhlegal.com)

(PLEASE PRINT)

NAME: Juan H Johnson & Amanda Johnson

ADDRESS: [REDACTED]

REPRESENTING: Premont TX 78375

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

COMMENTS: As a resident on S.E. 7th I am concern  
on the amount of traffic that will be driving  
through this street. I agree that change needs  
to take place for Premont meet interstate stand. I  
am asking for TxDOT to consider our concerns  
since S.E. 7th will be a major  
increase the following issue should be considered.  
This street needs major  
improvement. Street need to be widened,  
drain system modified, fire hydrants  
to be install, and street lights erected.  
Major work needs to be done to this street to  
sustain heavy traffic and low areas will  
need to be addressed as this street is a  
flood zone. In closing I would ask TxDOT to  
consider retaining walls instead of slopes on the propose  
bridge after all it is for upgrading US 281.

1 MR. KELSO: Randall, R-A-N-D-A-L-L, Kelso,  
2 K-E-L-S-O. You-all are going through my property.  
3 They're proposing to put two culverts under the freeway  
4 because I'm going to have land on both sides. And where  
5 the culverts come out is in a poor location. And she said  
6 she needed to change that, but she said I had to come tell  
7 you where the culverts come out on my land or go under the  
8 freeway on my land, they maybe need to reposition. Okay.  
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ATTN: Lonnie Gregorcyk  
FAX: 361-808-2375

**COMMENT CARD**  
**US 281 at Premont**  
**Public Hearing**  
**December 11, 2014**



(PLEASE PRINT)

NAME: MARY LEACH LEYENDECKER 1/3/2015

ADDRESS: [REDACTED]

REPRESENTING: self-private citizen

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

COMMENTS: Premont Cemetery is a year-round traffic draw for funeral processions and family visitations. Please consider a small overpass at SE First and the relief route. This might allow the removal from the Plan of the "orange" proposed local road between SE First and SE Seventh (baggage road). As well, please consider a small overpass on CR 422 to service the transportation and farming needs more efficiently and safely of approx 10 families. An access road from CR 422 to exit on FM 418 <sup>might</sup> ~~could~~ be appropriate if the ~~an~~ overpass is not. A retainer wall for the interchange on SE Seventh street at the sides might encourage economic development. Contract and custom provide for grass mowing, haybaling, and economic development in the green space designated for the relief route. Travelers might enjoy flowers and green grass more than baggage roads from SE First to the south. Thank you, Tx DOT.

1 MS. MARTINEZ: Okay. My name is Irma  
2 Martinez for the record. And my concern more is economic  
3 development. And it seems like every time you guys come  
4 everything changes. If you-all would go back to like  
5 Mr. Yzaguirre said, John Casey's designs, those seem to  
6 be -- you know, pretty good. These designs that I see  
7 here, that one that's right over there on -- by 418, that  
8 I think would be what a business would look at to build  
9 way out there -- we can -- it's very rare.

10 How are we going to annex that far? And if  
11 you take off that backage road from 7th Street, maybe  
12 we'll have a shot, but in order to do that you'd have to  
13 put another overpass somewhere. How do the people on  
14 County Road 422 -- I mean, how are they going to get out?  
15 The only thing I could think is from 422, you put that  
16 little side road going back to 418. But then we have the  
17 other problem, we have the other backage road so -- you  
18 know, what are we going to do with that?

19 But that backage road, I think is going to  
20 hurt us from building. And I know a lot of people they're  
21 worried, "Well, let's get to the cemetery and whatever."  
22 But that should not be our concern, is to the cemetery.  
23 We need economic development. What's the design that's  
24 going to be best for us, so we can build at least give us  
25 the chance.

1           People may not build but give us the chance  
2 because there will be other council members in there that  
3 are going to try to do something. And -- you know, that's  
4 all I ask is do -- give us that shot to do something.  
5 And -- I mean, I don't know if -- I know I've asked the  
6 engineers is there anything we can do to change, help you,  
7 or change the design, or something. You know, it's  
8 unfortunate the city council should be the ones up here  
9 talking. And I don't see any of them that come up here  
10 and speak for us, which I'm very disappointed. You know,  
11 we need something.

12           So what can we do to see -- for economic  
13 development. And, I mean, I'm sure there's a bunch of  
14 other stuff I want to say, but that is my main concern.  
15 You know, give us that shot before because according to  
16 that design out there by 418, that's the ideal location to  
17 build and I don't see people going in through town,  
18 they're just going to get right back on and forget about  
19 us. Okay. Thank you.

20           MR. GREGORCYK: Thank you, Ms. Martinez. I  
21 ask is there anyone else who would like to speak? That's  
22 all the cards we had. Yes, please.

23           I would ask you please state your name so we  
24 have it on the record, please.

25



COMMENT CARD
US 281 at Premont
Public Hearing
December 11, 2014



DEC 29 2014
District

(PLEASE PRINT)

NAME: Irma Martinez

ADDRESS: [Redacted]

REPRESENTING:

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
I do business with TxDOT
I could benefit monetarily from the project or other item about which I am commenting

COMMENTS:

letter attached

December 19, 2014

Dear Lonnie Gregorcyk,

My name is Irma Martinez I'm a lifelong resident of Premont Texas. Premont is a small community just able to scrap by with what little revenue it receives from taxes, local businesses, city services, etc. I along with several other residents who are concerned with the impact the bypass will do for our town do understand that cost is a big issue with the design Txdot presents. However, Txdot needs to understand that revenue for Premont is the main concern for our city. I refuse to just stand back and do nothing as some of our city leaders appear to be doing. We do not want to be a forgotten town. It saddens me that the businesses along the existing Hwy 281 which help keep this town alive for years will somehow or other be heavily impacted financially.

It seems that every time Txdot comes to show a design to the city there are changes made that are not favorable to Premont's economy. The latest design leaves us with one overpass within our city limits. As you well know I have talked with many of you at Txdot about the design. I do not believe one overpass is sufficient. Several people have said they want an overpass leading to the cemetery due to safety of our older citizens traveling daily to be with their loved ones. I have talked to some of the residents that live along this road S.E 1<sup>st</sup> st. their concern is if an off ramp is placed there they are worried about the high faster traffic that will come thru their street off the bypass. Keep in mind this is a residential street and city owned. The city will not be able to do any street repairs caused by higher volume of traffic. I do not have a problem with an overpass near the cemetery but I do oppose any off ramps as this may promote development to close to our cemetery of which I believe is disrespectful and inappropriate for TXDOT to promote development near a cemetery.

Now let's talk about the overpass on S.E. 7<sup>th</sup> st. as you know I have talked about putting that overpass on Co. Rd. 422 but this is outside of the city limits so it will not help Premont since they do not have the resources to annex and families will have to relocate so taking this into consideration I know Txdot is more than likely not going to place it over on Co. Rd. 422. Now that being said, let's go back to S.E. 7<sup>th</sup> st. In my opinion I believe the baggage roads will hinder any businesses from building at this interchange. I would like Txdot to consider moving the baggage road from Co. Rd 422 accessing to S.E. 7<sup>th</sup> street to be moved to access onto Co. Rd. 418 along the bypass, similar to the design as shown on October 2012 at the public open house. Also, the baggage road leading to the cemetery and N.E. 8<sup>th</sup> st. need to be considered being moved as well. Possibly an overpass on S.E. 1<sup>st</sup> (with no off ramps ) in order to safely access the cemetery as seemingly to be concerns for citizens. This will also be the access to N. E. 8<sup>th</sup> st. and the dog pound. If an overpass on S.E. 1<sup>st</sup> street is not possible due to the design then perhaps on N.E. 8<sup>th</sup> with access roads to the cemetery and the dog pound from that side of town. Doing this will allow anticipated economic development at the interchange on S.E. 7<sup>th</sup>.

According to the display boards on Dec. 11, 2014 public meeting it appears there will not be retainer walls on the sides of the overpass on S.E. 7<sup>th</sup> . My other concern is to place retainer walls on the sides of this overpass for two reasons; (1) It will look more appealing for a business to build there and have a more neat appearance and, (2) If no retainer walls are put along the side who is supposed to keep it

mowed, not the city, they don't have the manpower to mow what they have now. I have been asking them for 1 ½ years to keep the corner of S.W. 10<sup>th</sup> and Hwy 281 mowed and cleaned they have come to mow 4 times in that time span.

Another thing to consider as per placement of off ramps at S.E. 7<sup>th</sup> versus S.E. 1<sup>st</sup> since this was something council members talked about, is that S.E. 7<sup>th</sup> street is owned both by the county and the city so both entities will have to incur costs for repairs of this street due to volume of traffic, there are less residences along this street compared to S.E. 1<sup>st</sup> also take into consideration the speed limit may be raised along S.E. 7<sup>th</sup> and the stop signs removed if need be to accommodate the traffic. There is plenty of land to be developed on the south side of S.E. 7<sup>th</sup>. When asked "why" the council members want the off ramps on S.E. 1<sup>st</sup> their answer is "to lead the traffic thru the middle of town" they are not thinking of the damage to the street due to anticipated higher volume of traffic, disrespect to the cemetery, residential accidents like people backing out of their driveways with the oncoming higher speed of traffic. They want to lead them to the only Valero we have, yet this store may not be able to sustain itself in the coming years and may need to rebuild elsewhere near the bypass. Which will in turn make that off ramp on S.E. 1<sup>st</sup> useless since no development may happen down that street other than residential. Again I don't think it's appropriate to build near a cemetery anyway. It's unfortunate that some people do not think about future possibilities.

Another suggestion I have would be to move the driveway that will be accessing the Wostal's property from Co. Rd. 422 which adjoins Casey Brown's property over to the corner of Donald St. and S.E. 7<sup>th</sup> st. This caliche road belongs to Jose Cervantes and I of which we donated to the County of Jim Wells on Jan. 20, 2013 as it's the only access to the Week's property. This road leads right to the section of property of which Txdot proposes to make a driveway on Co. Rd. 422 for access to Wostal's property. My reasons to move this driveway over to S.E. 7<sup>th</sup> is so as not to further inconvenience Casey Brown's business since they have built an RV trailer Park on his property and putting a driveway will eliminate some spots for RV Trailers, it will give easy access to the Wostal property, and also for the Week's family to have a paved road to access their only way to get to their property (right now they have a narrow caliche road) the back of their property will be the hwy bypass and will allow further development in that area.

I anticipate the first future economic development will be closer to Co. Rd 418 but we will deal with that when the time comes with tax abatements and grants, etc for annexation. Keep in mind, I don't come up with these suggestions just off the top of my head. I realize Txdot is not going to change the whole design to make us happy this is why I suggest some changes without having to change the main overpass design. The one thing I find favorable is that anyone needing to go to Fm. Rd. 716 will need to come thru the existing hwy 281. I live here, I go out and talk to people about the bypass because I care what will happen to our town. Everyone will be impacted whether it be by business ownership, city service cost going up, less jobs due to less traffic, less sales tax revenue, property taxes, even our police dept. will not have the traffic speeders during school zone time, so someway somehow we all will be affected. I'm asking Txdot to give us the best design for economic development within our city limits and consider the suggestions I have made. Please don't just look at the bypass of Premont as having to cut costs to get traffic moving because you will be deciding the future of our city. Give us the best design and the

rest will be up to our citizens to do the best that we can. I apologize that our city leaders have not been more involved with this issue over the years.

One last suggestion if possible do not spend money on landscaping because this will be an added cost to the design and would be an additional maintenance cost for the city or county to incur. Look at Brooks county in Falfurrias all the money that was spent on landscaping and no one mows or takes care of or trims the plants or palms. What a shame even the sidewalks are over grown with weeds. In my opinion a waste of money.

Thank you for your time, have a good day.

Irma Martinez

1 MR. MONTALVO: Hello my name is Robert  
2 Montalvo, M-O-N-T-A-L-V-O. I would think that the road  
3 would be better if it goes towards the west because it  
4 can grow on the west side. Other than this side because  
5 you got that high fence that belongs to Tijerina. And  
6 then you got the Seeligson. I don't think he likes to  
7 --

8 THE COURT REPORTER: Who?

9 MR. MONTALVO: Seeligson. Yeah, it's  
10 Seeligson from this grain elevator, just behind it is  
11 all Seeligson all the way to about a mile that way. And  
12 then about five miles that way -- well, actually more  
13 like ten miles that way. So I mean I don't think he's  
14 going to want for -- like, Whataburger or gas stations  
15 to grow -- there's no room. Got more room over there.  
16 And Premont can grow that way, but it can't grow that  
17 way. Because that high fence, and cemetery, and --  
18 it'll never grow that way. Ain't no way. Be going more  
19 to the west. I mean, I put my two cents in. I don't  
20 know if it's going to work or not, but -- you know.  
21 Going into town, no, that's bad. It's -- it's going to  
22 be very -- I've seen the Bishop. How they extended  
23 their freeway over the --

24 THE COURT REPORTER: Seen the what?

25 MR. MONTALVO: There in Bishop. Have you

1 ever been to Bishop? How they're doing all the road  
2 construction and close to the school. And then they  
3 want you to drive slow, and everything is all -- no.  
4 That would become Premont going through it, no. It --  
5 it don't look good. It would be better on the west  
6 side. Because it would, you know, I would think it be  
7 better this -- that way, than that other way.

8           The growth of Premont would benefit more  
9 on the west side than the east side. Other than that --  
10 unless it's already planned then, oh well, you know.  
11 You know, so any other questions that I might -- I would  
12 think it would be faster and easier if they build it on  
13 the west side. Because it's -- it would -- the growth  
14 might help more the community to grow further out to the  
15 west than to the east. You know what I mean? That  
16 would be it. I mean other than -- I would -- for me, I  
17 mean, the big money is on the west side.

18           I don't know why but it's better on the  
19 west side. They just ran a big pipeline through over  
20 there, but the way it goes. And there's a big, big land  
21 right through with the same cut off, the same distance.  
22 The beam. And it would come up -- if you would take  
23 less land from that man, Seeligson. Even though half of  
24 it, the land, he owns is it. The bottom dirt belongs to  
25 the ground soil -- not the topsoil, but the bottom soil

1 belongs to him anyway. So, yes. I think that would be  
2 it. If I think of anything else, I'll come back and  
3 tell you. Thank you.

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1 MS. RECIO: Thank you for the invitation. I  
2 am not a great speaker, so excuse me. But I will commend  
3 those who have taken the bold move to speak today.  
4 Because they each have something to bring to the table. I  
5 am going to be one of the first people to say that not all  
6 our councilmen are inactive. There are who do the  
7 research and who are fighting for your behalf, but I am a  
8 businesswoman, Martha Recio, representing a small  
9 business. Y'all Come Back Salon want to share something  
10 about -- I don't think everyone has thought.

11 Number 1: Our city is not responsible for  
12 bringing economic development into our community. It is  
13 the business of a city manager which we cannot afford to  
14 have, and an active chamber of commerce, which we do not  
15 have. Number 2: I believe that our survival will have to  
16 come from ourselves. The perfect option would be that  
17 there was no highway because this highway is going to save  
18 its travelers three minutes but what does it cost us to  
19 get around our own little three mile town. I will also  
20 add that some of our business are not just restaurants  
21 anymore.

22 There is a restaurant in this community that  
23 has had to make some accommodations to make her living.  
24 She has to travel out of the town and the -- the  
25 perimeters to cater and make her business what it is.

1 What she is used to having to put kids through school. I  
2 am a business that is a beauty salon, but I have had to  
3 take up laundry to a cleaners and -- and move -- and bring  
4 in -- I not only take laundry out to make ends meet, but I  
5 take kids to another school district.

6           And I am compensated because I share the gas  
7 bill with three other commuters. Because I make a trip to  
8 do laundry, a drop off, and I come back and do hair.  
9 That's what I've had to do -- I can't -- I don't have the  
10 luxury of just doing hair anymore. I have to find other  
11 ways. The rest of us, we're feeding off of each other. I  
12 go to automotive and he comes to get his hair cut.

13           I don't get highway business but the few of  
14 us who could -- who will still be here this time ten years  
15 from now with your highway. Hopefully you have  
16 accommodated us in taking into consideration we need  
17 access to the areas where the city can annex or where the  
18 city already has existing infrastructure. For an active  
19 chamber to build and bring some businesses into our town.  
20 Because I would like a second gas station. It's goods for  
21 business. Competition is always good and it might make  
22 our gas prices a little more competitive.

23           Maybe my cup of joe would be a little cheaper  
24 in the mornings. Maybe we have an extra taco place, but I  
25 have said my peace. And I hope I've covered all the

1 angles. But you know what, if you're going to deal us  
2 lemonades, let's make up our minds to make lemon -- if  
3 you're going to deal us lemons, let's make up our minds to  
4 make lemonade out of it whatever the outcome. But please  
5 take into consideration the small town and the small  
6 people. The humbling beginnings that we come from. And  
7 thank you for your time.

8 MR. GREGORY: Thank you for your time. Is  
9 there anyone else who would like to speak?

10 I thank you for being here, and again for all  
11 this time you've taken to be here for an important  
12 project, an important community concern. I thank you for  
13 sharing those concerns with us. This will conclude our  
14 hearing tonight. And as I remind you there are several  
15 ways to comment. And if you're not -- you have neighbors  
16 that aren't at the meeting, that comment period is open  
17 for all folks. So we would encourage you to keep that  
18 word out there. We'll be receiving comments until January  
19 7th. And as I mentioned, there'll be an official record  
20 and those responses will be available. If you would like  
21 to visit with us after the hearing and I thank you for  
22 being here. The hearing is adjourned and you have a great  
23 evening.

24

25

(PLEASE PRINT)

NAME: Crystal J. Rodriguez

ADDRESS: [REDACTED]

REPRESENTING: Myself.

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

COMMENTS: The TxDOT Maps of Premont and Proposed US 281 Hwy project were large and easy to read/look at. It gives a better understanding of the location on the East Side. It doesn't appear that any homes or businesses will need to be moved due to construction. I do believe there should be more than one exit available to enter or exit into Premont to assist the Economic development and not kill the current businesses. This may allow future business construction or home construction and allow job/employment growth.

(PLEASE PRINT)

NAME:

Ric Rubio

ADDRESS:

[REDACTED]

REPRESENTING:

Small Business Owner

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

COMMENTS:

Economic Impact? Studied like

1) Encino-Bishop

2) SE 7th St will it be widened or 1 way?

3) Did you look at providing more than one exit into Premont like SE 1st St. Example Fallamas has 5 exits. # MAJOR TRUCK TRAFFIC IS FM 716 why no EXIT? Truck traffic through over town is not desirable. OLD Road can not handle it. We have 23 major trucking companies on 716.

1 MR. RUBIO: Thank you, sir. My name is Rick  
2 Rubio, I'm a small business owner here in Premont. And  
3 I'd like to give you three comments that I'd like to  
4 express economically-wise the impact that this highway is  
5 going to bypass Premont. Did you take into consideration  
6 of the town that had this same kind of situation where  
7 they bypass the city, like Encino and Bishop. We know  
8 Encino practically withered away and Bishop did manage to  
9 make adjustments to it. Hopefully, we can too.

10 Second, item Southeast 7th Street, will it be  
11 widened or will it be turned into a one-way. Because  
12 there's no -- there's no possible way for as much traffic  
13 as you expect to have there is going to be suited for that  
14 street.

15 Number three, did you look at providing -- as  
16 Israel pointed out, more than one exit into Premont?  
17 Okay. Southeast 1st Street, you know. Example:  
18 Falfurrias has five exits for their small town. Major  
19 truck traffic on Farm to Market 716 is a major access area  
20 for -- for our town. The major truck traffic that hits  
21 716 usually comes through our town.

22 If you have one only one exit at South East  
23 7th Street, that truck traffic's going to come through our  
24 town. And our roads are not suited for that, they're too  
25 old. Okay. So if you make another exit Southeast 1st,

1 716. That will get our truck traffic off of 716, down to  
2 where they need to stay -- and stay out of the middle of  
3 our town. Okay.

4           We have two major truck farms out on 716, and  
5 they use -- they use that area a lot. Okay. We have a  
6 dump site out there also. We have a lot of vehicles going  
7 out to that dump site to dump -- that area. This -- these  
8 are concerns that we have that -- the comments -- I know  
9 you can't address them here. But I would appreciate  
10 answers because our citizens deserve answers -- you know,  
11 from these comments, and suggestions that they're giving  
12 you to look at.

13           Because we need to survive here. Okay.  
14 This -- this community can't die. I know it's small but  
15 we're survivors here. You know, we're going to do what  
16 we're gonna take to make this community thrive. All  
17 right. So if you would address these comments, I would  
18 appreciate it. Thank you, sir.

19           MR. GREGORCYK: Thank you. Thank you for  
20 your comment, sir. Next speaker is Winnie Stanfield.

21           MR. STANFIELD: Lonnie, I'm good.

22           MR. GREGORCYK: Okay. Thank you, Winnie.  
23 And our fourth speaker is Ms. Irma Martinez.

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25

**West's Model Market**

Pr [REDACTED] 75

January 5, 2015

Corpus Christi

JAN 07 2015

District

Mr. Victor Vourcos  
Project Manger  
TxDOT – Corpus Christi District Office  
1701 S. Padre Island Drive  
Corpus Christi, TX 78416

PL-1501000  
JAN 07 2015  
CRP-TP&D

Re: US 281 @ Premont, Texas

As requested, I would like to provide my comments regarding the US 281 project at Premont.

I will tell you up front that I personally was for the option that went through town. The east route option that was presented in public meeting in 2012 seemed to be an ok alternative. The east route as proposed in the December 2014 Public Meeting is not. It does not serve the access and mobility needs of our community and it dampens, if not crushes any chance for economic development that might have replaced that which will be lost. US 77 @ Bishop would seem to be comparable as to what is needed for the Premont relief route.

It feels if this portion of the I-69 project is being rushed and the proper investment in the highway facilities is not being made, to the detriment of Premont. Whatever is done now will have an impact for decades and should not be rushed or short changed.

I realize that my comments have been quite general but I figure that you are quite aware of the specifics of this project. If you have any questions, please give me a call.

Thank you for your consideration.

  
Jim Russell

COMMENT CARD  
US 281 at Premont  
Public Hearing  
December 11, 2014



(PLEASE PRINT)

NAME: Linda Sanchez

ADDRESS: [REDACTED]

REPRESENTING: \_\_\_\_\_

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

COMMENTS: Please consider another overpass to safely get to the cemetery. Also the overpass on 7<sup>th</sup> s.e. should have retainer walls to be more attractive for a business to build there. Move those baggage roads from behind s.e. 7<sup>th</sup> so a business to build within city limits.

I hear some city council members want the main overpass at the cemetery road s.e. 1<sup>st</sup> st. Why would TxDOT want for a business to build near our cemetery leave the main overpass on s.e. 7<sup>th</sup> street because less people live out there and the county owns half that road so they can help repair the street. The people on Co Rd 422 should exit out to Co Rd 418 so as to remove one of the baggage roads or place another overpass on Co Rd 422.

Linda Sanchez

1 MR. TREVINO: Yes, sir. I'm Pete Trevino,  
2 County Judge elect. Thank you for the opportunity for  
3 everybody to come and express their feelings. And I want  
4 to second their emotions that we hope that you take into  
5 consideration into increase the number of exits, and do  
6 whatever you guys can to protect our city. To protect our  
7 businesses, and to protect the people from Premont that  
8 have worked so hard all their lives to do what they're  
9 able to do today. And from my experience here in Premont,  
10 everybody's working hard at trying to improve the high  
11 school, trying to improve the city, and do what they can.  
12 That if people are not doing what they need to be doing,  
13 they're trying to do what they -- what they need to do to  
14 improve it. So I ask you please take into consideration  
15 all these suggestions they make, increase the number of  
16 exits, and please help us out here in Premont. Thank  
17 you.

18 MR. GREGORCYK: Thank you, Judge. Is there  
19 anyone else who would like to speak? Please.

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1 MR. WEEKS: My name is Manny Weeks. I'm a  
2 business owner and I grew up in this town. And I'm  
3 telling you right now, if the bypasses are put in the way  
4 you have them designed, you're going to shut this town  
5 down. And you can be as nice about it as you want, you  
6 can tell us how you studied the endangered species, and  
7 the different environmental studies. That's great. The  
8 study I'm worried about these people here that are going  
9 to lose their property, their jobs, and their access to  
10 their city. 716 is a major roadway that's used by truck  
11 traffic.

12 If you ever did your study but they didn't  
13 make an interchange with 716 somewhere where these trucks  
14 can get on and off, you're going to cloud this town up  
15 with traffic that's not going to stop anyway. Because  
16 these -- 7th Street and 418 are on the same into town. It  
17 doesn't make sense. Why you didn't make an access  
18 somewhere else in -- 7th Street and 418 are what less than  
19 three miles apart. Why are we putting the only two  
20 accesses to this city down where we have the fewest  
21 businesses?

22 And you cannot answer me one question and I  
23 know you won't, but I'm going to ask it to you. What is  
24 the survival rate of business on bypass highways in small  
25 towns in Texas? Kingsville, it took them over 30 years to

1 get their bypass -- 77 revitalized. They're just now  
2 starting to get people move in and put business on 77.  
3 Premont doesn't have 30 years.

4           If you do this, in five years this town will  
5 be a ghost town. Because businesses don't need to be here  
6 if they don't have anybody to employ it. And people can't  
7 be here if their wives can't -- or their sons, or  
8 themselves can't get jobs here off this highway. Oasis  
9 Restaurant, the truck stop, all our convenient stores  
10 everything is on this bypass. And you tell me how many of  
11 them are going to survive? What are the chances of these  
12 small businesses surviving? How much tax base do we lose  
13 because we are making it -- what two minutes faster? Five  
14 minutes faster to get to San Antonio.

15           Now when you-all first came here we talked  
16 about going through the middle of town and one of the  
17 concerns was it's going to wipe out the tax base. Well,  
18 I'm telling you right now, one way or the other, the tax  
19 base is dead in this town. Because that Valero 60%, I  
20 promise you at 70% off the highway, I bet you Oasis is 30  
21 to 40% off the highway. The taqueria, I promise you is  
22 probably 30 to 40% off the highway. That's all their  
23 profit. If they have to rely on locals, it will not  
24 work. Dairy Queen, their done. I promise you their done.

25           And if you can't see what you're doing here,

1 is basically putting a death nail on the coffin on the  
2 city. Because it's a really cool project and it's going  
3 to speed up that truck traffic, I understand. But at  
4 least when you're going through the middle of town, you're  
5 going to take these businesses out. Pay them for what  
6 they had, so maybe they can relocate and rebuild. At  
7 least it was fair to them. Right now all you're going to  
8 do is bankrupt them. And I promise you it's going to  
9 happen. And you're going to sit here and tell me it's  
10 not, but I promise you it will.

11 MR. GREGORCYK: Thank you for your comment,  
12 sir. Is there anyone else that would like to speak? Yes,  
13 sir. Judge.

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COMMENT CARD
US 281 at Premont
Public Hearing
December 11, 2014



(PLEASE PRINT)

NAME: Mundy Weeks

ADDRESS: [Redacted]

REPRESENTING: Stayder Const.

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
I do business with TxDOT
I could benefit monetarily from the project or other item about which I am commenting

COMMENTS: The Negative efect of this project on this (already struggling) community would be devastating. This will be the final finacial death nail to this town. One way or the other this town will loose a huge portion of our tax revenue.

COMMENT CARD  
US 281 at Premont  
Public Hearing  
December 11, 2014



(PLEASE PRINT)

NAME: Glen Wilkinson DVM

ADDRESS: [REDACTED]

REPRESENTING: Wilkinson Veterinary Clinic

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT NO
- I do business with TxDOT NO
- I could benefit monetarily from the project or other item about which I am commenting NO

COMMENTS:

The access to the town of Premont must  
be changed to SE 1st (the Cemetery Road).  
It is 17' wide and has a stop light.  
SE 7th is basically a one lane road  
that cannot support 18 wheelers or  
two way traffic.

Please consider the logic.

[Signature]

12-11-14

5:46pm

1 MR. WRIGHT: Will Paul Wright. I think that  
2 7th Street should be made a State Highway with this  
3 project the way it is. That's the extent of my comment.  
4 So, the state would maintain that right of the road  
5 instead of the city. Thank you, ma'am.

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1 MR. YZAGUIRRE: Thank you, sir. Thank you  
2 for allowing me to speak. I'm not a public speaker, but I  
3 thought I had to get up there and say a few words because  
4 I know there's a lot of people in Premont that are  
5 interested in bypassing the city. And I regret that more  
6 people didn't show up tonight, I know there's a lot --  
7 they are interested in what you're going to do.

8 And what you're doing is you're strangling  
9 the city. You talk about the cost effectiveness of the  
10 project, but nowhere do you comment about strangling the  
11 city. Strangling it, economically. When you moved the  
12 bypass to the locations that you're talking about, you're  
13 getting to the point where no one is going to stop in  
14 Premont. Especially on that 7th Street exit.

15 Now that's a location that's not suitable for  
16 building and we need revenue in the city. That's  
17 something that's absolutely necessary. Unfortunately we  
18 don't have an economic development department in this city  
19 because we're too small and we don't have the money. So I  
20 ask you take into consideration the economic development  
21 aspect of this. The way you have it now, there's no  
22 incentive for anyone to stop between Falfurrias and  
23 Alice. There's no skyline here for someone to look at and  
24 say, "Hey, let's stop there." You're, in essence, making  
25 us invisible.

1           So you're really going to cut into our  
2 revenue with just that one exit. We have the city council  
3 that doesn't want to take any action because they say the  
4 State is going to do what they want to do. And I hope  
5 that's not true. I hope you do this with the public  
6 comments. I've talked to a lot of the citizens and some  
7 of the business owners. And they all agree that 2011  
8 proposal is an excellent one.

9           You did a good job on that one because you  
10 had exits at 422 and 7th street, and on 1st Street, and on  
11 716. And, you know, I would urge you to go back and look  
12 at that, and look for the funding to do that. We need for  
13 this city to survive, not just for the city but for the  
14 school, and other businesses. We need the money. We need  
15 the revenue. I don't have a problem with the access or  
16 the egress on the north and south sides.

17           But the thing I do want to urge you is  
18 reconsider at least an access or a point there on 1st  
19 Street to make your -- your clover leaf or whatever it is  
20 that you're going to put in. But I also ask you add 7th,  
21 422, and 716 that will help us survive, sir. Thank you  
22 very much.

23           MR. GREGORCYK: Thank you for your comments,  
24 sir. Next speaker is Mr. Rick Rubio.

25

1 MR. YZAGUIRREZ: I'm not sure what your time  
2 line is, but I think I saw in there someplace something  
3 about Spring of 19 -- or 2015. When you're going to  
4 complete your planning on this. What I would like to ask  
5 formally and officially, is that you delay a  
6 decision-making on this until there is a chance to elect  
7 new members to our city council. We have an impotent city  
8 council and we need people on the new city council coming  
9 up in May of next year that may be able to make a  
10 difference. Thank you very much.

11 MR. GREGORCYK: Thank you, sir. Is there any  
12 others that would like to speak? Yes, sir.

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