



March 25, 2025

# Virtual Public Meeting with In-Person Open House Pre-Recorded Presentation

**Mines Road (FM 1472) Segment 1 Feasibility Study**  
From I-69W to two Miles North of FM 3338  
CSJ: 2150-04-092

TxDOT Laredo District

Webb County

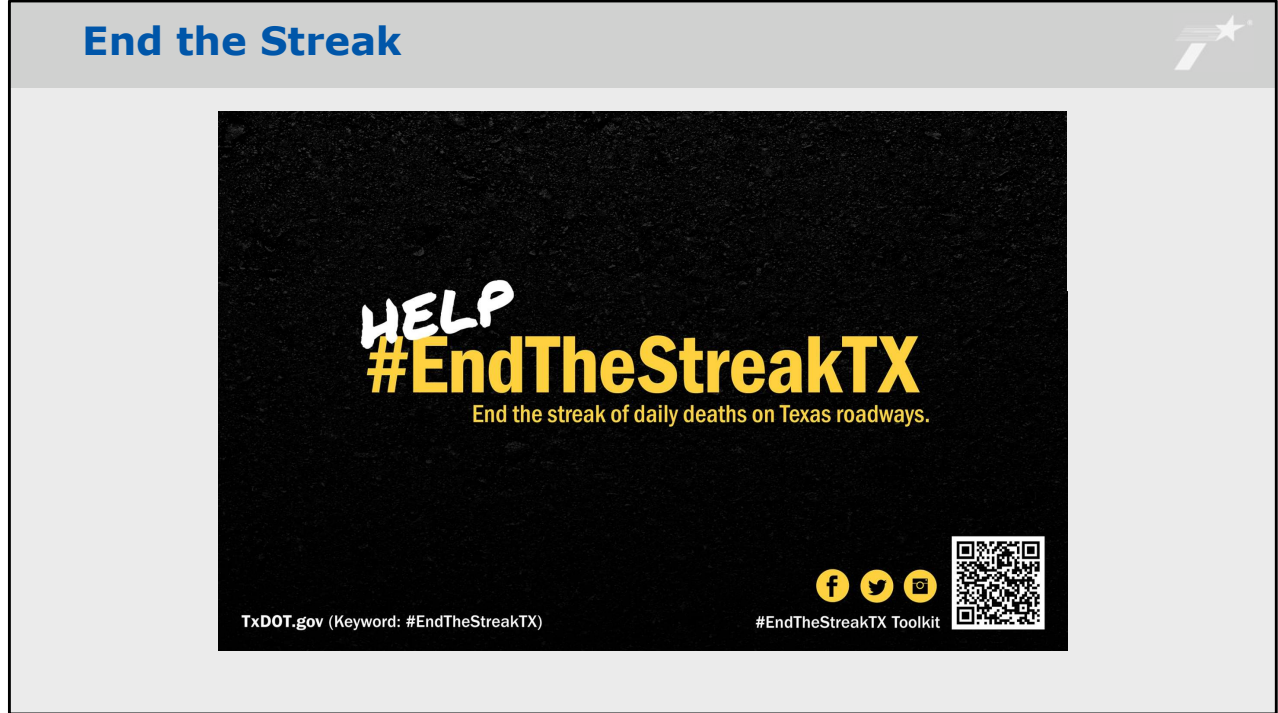
***Script:***

Hello, and welcome to the virtual public meeting with an in-person open house option for the Mines Road Segment 1 Feasibility Study also known as FM 1472. My name is Kaylyn Atanacio, and I will be presenting on behalf of the Texas Department of Transportation.

This presentation is pre-recorded. During the virtual meeting, you may pause the presentation and navigate forward or backward using your video player.

We appreciate you taking the time to view the details of this study and welcome you to contact our study team if you have any questions.

We are also interested in your comments regarding the study. Instructions for how to submit your comments and contact information for questions and comments are noted at the end of this pre-recorded presentation.



**Script:**

Before we start the meeting, I'd like to start with a safety moment.

November 7, 2000, was the last deathless day on roadways in Texas. That means for over 24 years, at least one person has died every single day. We all have a part to play to change that. This message is that reminder – to end the streak of deaths on Texas highways. We need drivers and passengers to act more responsibly and help us reach our goal of zero deaths by 2050. Texans can play a major role in ending fatal crashes with a few simple driving habits: wear seatbelts, drive the speed limit, put away the phone and other distractions, and never drive under the influence of alcohol or drugs. So please do your part and share this message with your friends and family.

**Title VI**



## Title VI

### Protecting your civil rights is good business

It is our policy to ensure that no person in the United States of America shall on the grounds of race, color, national origin, sex, age or disability be excluded from the participation in, be denied the benefits of, or otherwise be subjected to discrimination under any of our programs and activities.

The Department assures full compliance with Title VI of the Civil Rights Acts of 1964, the Civil Rights Restoration Act of 1987 and related statutes and regulations in all programs and activities.

Any person who believes they have been subjected to unlawful discriminatory practices under Title VI has the right to file a formal complaint. Any such complaint must be filed in writing or in person with the Texas Department of Transportation, Civil Rights Division within 180 days following the date of the alleged discriminatory action.

**Civil Rights Division**  
125 East 11th Street  
Austin, Texas 78701-2483  
(512) 416-4700  
CivilRights@TxDOT.gov

www.txdot.gov

**Script:**

It is TxDOT's policy to ensure that no person in the United States of America shall on the grounds of race, color, national origin, sex, age or disability be excluded from the participation in or be denied the benefits of, or otherwise be subjected to discrimination under any of our programs and activities.

If you have any questions or concerns regarding TxDOT's Title VI policies, please contact our Civil Rights Division by phone at 512-416-4700 or by e-mail at CivilRights@txdot.gov.

## Meeting Technical Difficulties / Accommodation Requests

Please phone **956-712-7742** if you have:

- Technical difficulties accessing public meeting information online
- Request for special accommodations
- Language or interpretation needs other than English and Spanish

*\*Details on how to submit an official comment will be provided further in the presentation.*



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### **Script:**

If you have any technical difficulties accessing the public meeting information, need special accommodations, or speak a language other than English or Spanish and have interpretation needs, please contact Gisela Herrera at 956-712-7742. Details on how to submit comments will be provided later in the presentation.



The slide features a blue header with the Texas Department of Transportation logo and the slogan "Connecting you with Texas." The main content area is light gray and contains the title "Public Meeting Agenda" in bold blue text. Below the title is a list of four items, each preceded by a blue arrow icon with a white number inside. The items are: 1 Feasibility Study Overview, 2 Schedule and Community Engagement, 3 Present Viable Alternatives, and 4 How to Comment. A blue number "5" is positioned in the bottom right corner of the slide.

Texas Department of Transportation  
Connecting you with Texas.

## Public Meeting Agenda

- 1 Feasibility Study Overview
- 2 Schedule and Community Engagement
- 3 Present Viable Alternatives
- 4 How to Comment

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**Script:**

In this presentation I will first provide an overview of the Feasibility Study then discuss the schedule and the community engagement that has taken place.

This will be followed by presenting the viable alternatives and towards the end of this presentation there are instructions on how to submit comments and contact information for TxDOT.



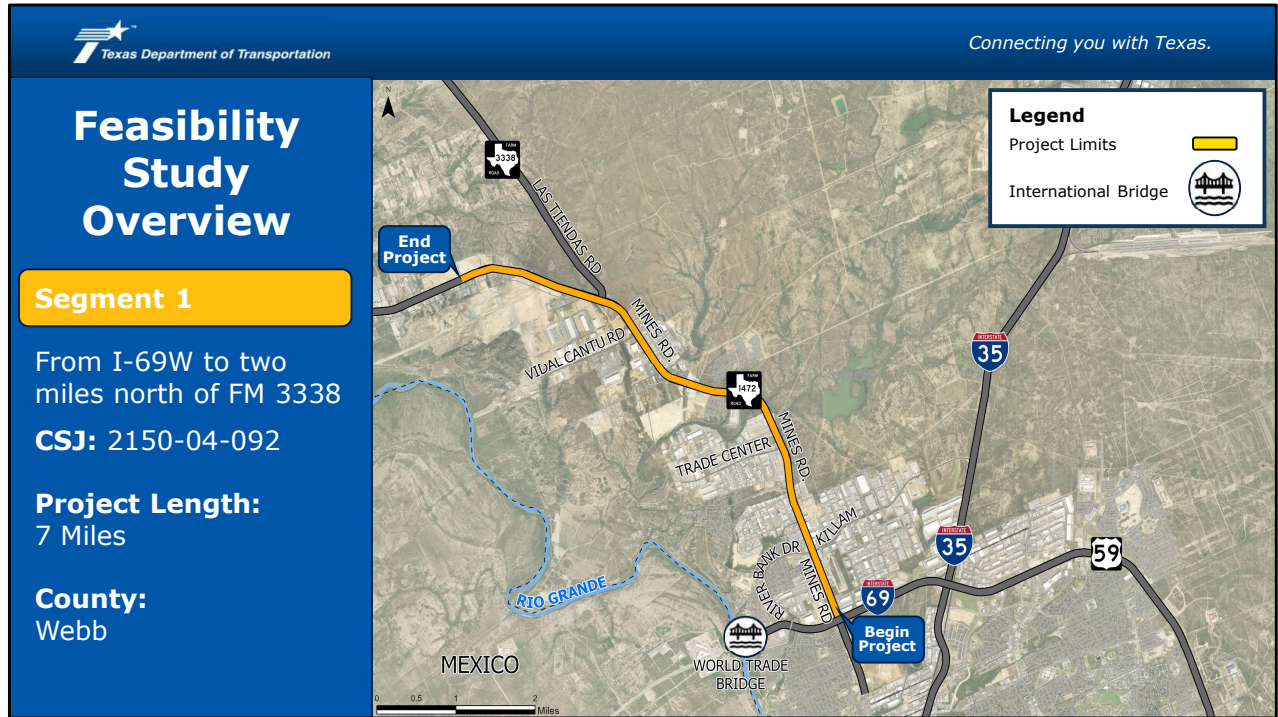
**Script:**

The purpose of this public meeting is to engage with stakeholders and the adjacent communities regarding the proposed study and to receive feedback. It also offers an opportunity for the study team to address any questions or concerns from the public.

TxDOT commits to purposefully involve the public in planning and project implementation by providing for early, continuous, transparent and effective access to information and decision-making processes.

At this meeting TxDOT would like you to:


- **Join** the process through your participation in this meeting,
- **Learn** why improvements are being considered or proposed,
- **Understand** the alternatives developed for this roadway,
- **Engage** by providing input on the alternatives, and
- **Comment** on the information provided at this meeting



**Script:**

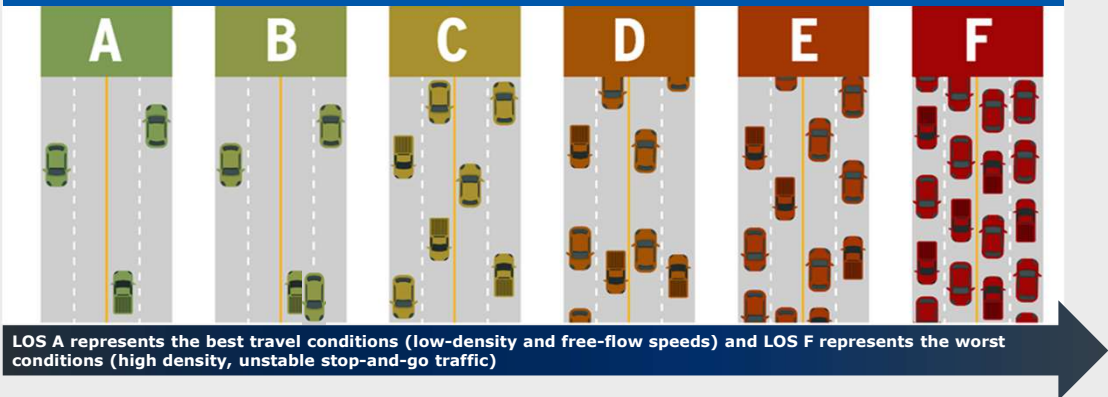
The Mines Road Segment 1 Feasibility Study limits are from I-69W to 2 miles north of FM 3338, as denoted in yellow. The Study is approximately 7 miles long and located in Webb County, Texas.

The direct connectors for Mines Road and I-69W are included in the study and some improvements along I-69W will be proposed.

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## Level of Service (LOS)

Level of Service (LOS) is a measure of how well a roadway performs relative to capacity that ranges from A to F



LOS A represents the best travel conditions (low-density and free-flow speeds) and LOS F represents the worst conditions (high density, unstable stop-and-go traffic)

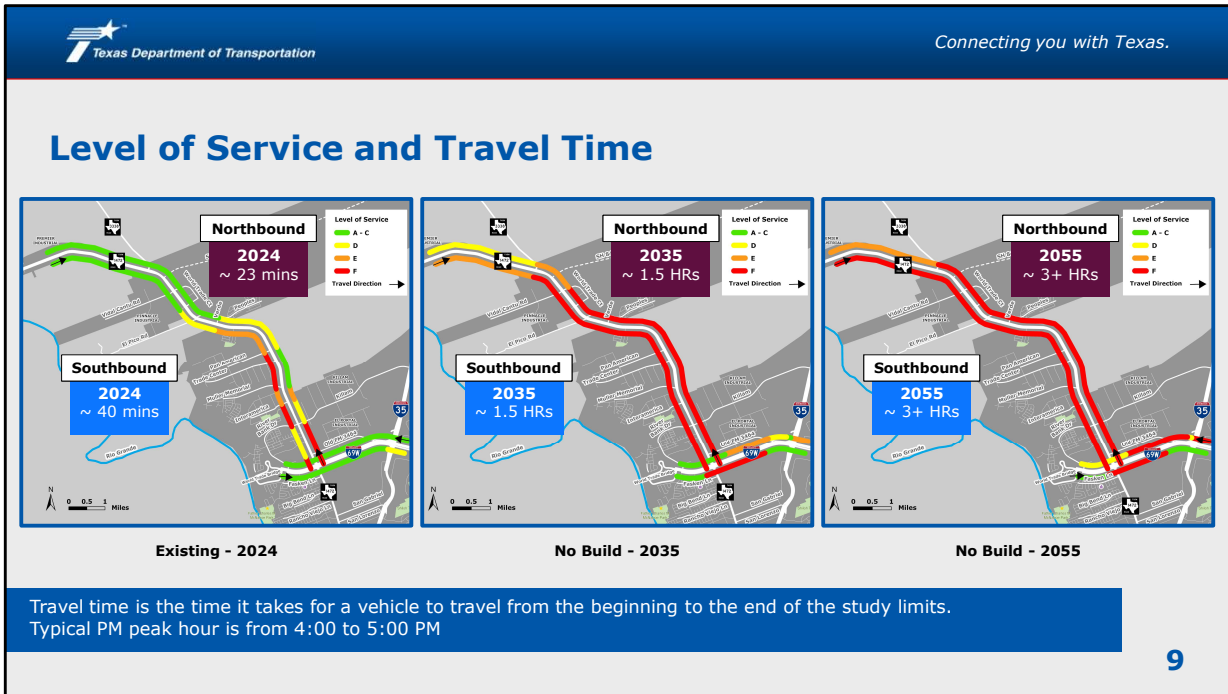
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**Script:**

Prior to discussing past stakeholder meeting feedback and presenting our alternatives, I'd like to provide some background as to why we are improving Mines Road.

There are many engineering metrics we can use to confirm whether a roadway needs improvement, but for public consideration, we use two metrics called Level of Service and Travel Time.

Level of Service also known as LOS, is a measure of how well a roadway performs relative to the number of vehicles using the roadway. As shown on the screen, LOS is graded using an A to F system, A being the best travel conditions or least congested and F being the worst travel conditions or most congested.



**Script:**

The second metric is travel time. Travel time is the time it takes for a vehicle to travel from the beginning to the end of the study limits during a certain peak period of time. For Mines Road, that peak travel time period is from 4:00 to 5:00 p.m.

These two metrics are combined in the three the maps shown on the screen for 3 different years. The 3 years being current conditions for year 2024 to projecting into the future for years 2035 and 2055.

The different colors along the roadway represent the LOS grading system A to F with green areas representing low congestion and red areas representing extreme congestion. The travel times for either southbound and northbound directions are shown on the map in blue and purple, respectively.

The maps indicate that if we do nothing to Mines Road to accommodate future transportation needs, the roadway will increasingly become congested until it is almost completely red by 2055, indicating a serious need for improvements to Mines Road.



**Script:**

To identify a solution for transportation improvements for Mines Road, we kicked off this study in late Summer 2024 with an analysis of the existing conditions and since that time we have gone through a process of narrowing down potential alternatives to improve the transportation needs of this roadway. This process of elimination will ultimately identify a recommended alternative that will be developed into a 30 percent schematic design by the Fall of 2025.

Throughout this process we have continually met with stakeholders to provide input on our proposed solutions.


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## Stakeholder Meetings 1, 2 and 3 - Summary

Scan Code  
To View Details


<p style="text-align: center; font-weight: bold; margin: 0;"><u>Meeting 1 Details</u></p> <ul style="list-style-type: none"> <li>▪ October 15, 2024</li> <li>▪ In conjunction with Texas/Mexico Border Connectivity Plan Workshop</li> </ul> <p style="text-align: center; font-weight: bold; margin: 0;"><u>Meeting 1 Topics</u></p> <ul style="list-style-type: none"> <li>▪ Study Overview</li> <li>▪ Study Needs</li> <li>▪ Existing Conditions</li> <li>▪ Stakeholder Input</li> </ul> <p style="text-align: center; font-weight: bold; margin: 0;"><u>Goal of Stakeholder Input</u></p> <ul style="list-style-type: none"> <li>▪ Identify the needs and goals for the corridor</li> </ul>	<p style="text-align: center; font-weight: bold; margin: 0;"><u>Meeting 2 Details</u></p> <ul style="list-style-type: none"> <li>▪ December 17, 2024</li> <li>▪ In-person at Barbara Fasken Community Center and virtual</li> </ul> <p style="text-align: center; font-weight: bold; margin: 0;"><u>Meeting 2 Topics</u></p> <ul style="list-style-type: none"> <li>▪ Study Overview</li> <li>▪ Existing Conditions</li> <li>▪ Conceptual Alternatives</li> <li>▪ Stakeholder Input</li> </ul> <p style="text-align: center; font-weight: bold; margin: 0;"><u>Goal of Stakeholder Input</u></p> <ul style="list-style-type: none"> <li>▪ Narrow down the conceptual alternatives</li> </ul>	<p style="text-align: center; font-weight: bold; margin: 0;"><u>Meeting 3 Details</u></p> <ul style="list-style-type: none"> <li>▪ February 25, 2025</li> <li>▪ In-person at Barbara Fasken Community Center and virtual</li> </ul> <p style="text-align: center; font-weight: bold; margin: 0;"><u>Meeting 3 Topics</u></p> <ul style="list-style-type: none"> <li>▪ Discuss Feedback from Stakeholder Meeting #2</li> <li>▪ Viable Alternatives</li> <li>▪ Stakeholder Input</li> </ul> <p style="text-align: center; font-weight: bold; margin: 0;"><u>Goal of Stakeholder Input</u></p> <ul style="list-style-type: none"> <li>▪ Narrow down the viable alternatives</li> </ul>
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**Script:**

During our first stakeholder meeting in October 2024, the stakeholders helped us to identify the transportation needs and goals for the study.

From the input received in Stakeholder Meeting #1 we then developed 3 to 5 conceptual alternatives. During Stakeholder Meeting #2 held this past December 2024 we then asked for input on the conceptual alternatives to narrow down to 3 viable alternatives that we will be presenting today.

During Stakeholder Meeting #3, held in February 2025, we presented the viable alternatives to stakeholders for their input and refinement so that they can be presented to you today.

If you would like to review the information presented at these meetings in detail, scan the QR code at the top right of the screen or visit our study webpage at [www.txdot.gov](http://www.txdot.gov) keyword search "Mines Road (FM 1472) Segment 1".



## Viable Alternatives

- **3 Complete Viable Alternatives**
- **Detailed Evaluation Criteria**
  - Level of Service
  - ROW (Acre)
  - Building Impact (EA)
  - Construction Cost (\$MM)
  - Construction Duration
  - Construction Complexity
- **Evaluation**
  - 1 to 3 (1 being performs the worst to 3 being performs the best in comparison to the other alternatives)

1

2

3

Recommended

High Level Evaluation

Detailed Evaluation

Conceptual

Viable

12

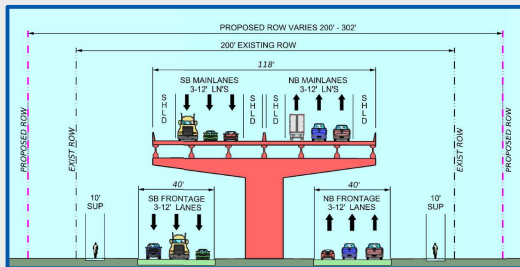
**Script:**

As we moved from conceptual alternatives into viable alternatives, the viable alternatives were further developed and refined from the initial typical section concept to a full roadway layout that you will be able to review during our meeting today.

As an alternative converts from being a typical section to a full roadway layout, refinements are made to the initial concept to make the alternative more complete, feasible, and realistic to constructing the recommended alternative.

A performance based detailed evaluation is then assessed for the viable alternatives where we consider Level of Service, Right-of-Way taking, Building Impacts, Construction Cost, Construction Duration, and Construction Complexity of the alternative. Since these items are performance based, the alternatives for each category are scored from 1 to 3, 1 being it performs the worst denoted by the color red and 3 being it performs the best denoted by the color green, in comparison to the other alternatives proposed.

There were 3 viable alternatives developed based on a variation of the conceptual alternatives that moved forward.



**I-69W to Killam Industrial Blvd.**

\*Additional ROW will be needed at intersections.

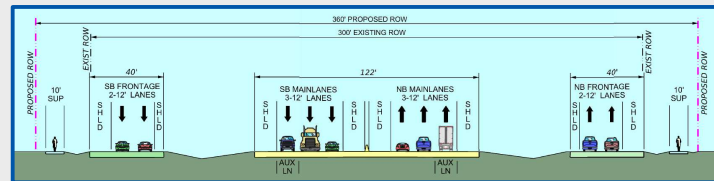
**Mainlane:**

2 lanes with 1 auxiliary lane  
The first access point is at Interamerica Blvd.

**Frontage Roads**

3 lanes up to Muller Memorial Blvd.  
2 lanes with oversized shoulder north of Muller Memorial Blvd.

**Viable Alternative #1**



**Killam Industrial Blvd. to N. of FM 3338**

<b>Evaluation</b>	<b>Level of Service</b>	<b>ROW (Acre)</b>	<b>Building Impact (EA)</b>
		●	●
	<b>Construction Cost (\$)</b>	<b>Construction Duration</b>	<b>Construction Complexity</b>
	●	●	●

**Script:**


Viable Alternative 1 proposes a single center structure for the elevated lane between I-69W to Killam. The elevated lanes are directly connected to I-69W mainlanes. The surface streets will act as a 3-lane frontage road and be tucked under the mainlanes as shown in the left typical section. We are proposing taking additional ROW at access points such as at ramp connections to the cross streets. The first access point is at Interamerica Blvd.

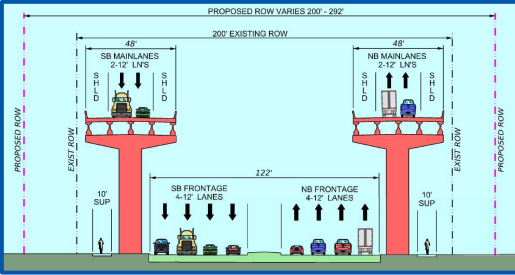
North of Killam, where the State ROW opens up to be 300', a typical freeway section is being proposed. The 3rd lane of these typical sections acts as an auxiliary lane to help with future and existing traffic. The 3-lane frontage roads will continue to Muller Memorial/future Vallecillo and then becomes 2 lanes with an oversized shoulder going north.

A 10' wide Shared Use Path is proposed on both sides of the frontage road for the entire way for pedestrians and bicyclists to safely travel the corridor.

In terms of traffic, shown as Level of Service, as the 3rd lane comes in and out, we see congestion happening where the mainlanes become two lanes, but it performs better than Alternative 2, so it's yellow. This alternative has the most ROW impacts and costs the most, therefore, they are red. The single structure will save some construction time; however, the center structure causes more traffic impacts and complicates the construction.

We are only showing two typical sections here in the presentation; however, the layouts will have more typical sections. At the end of this presentation, please review the alternative layouts in detail for more information.


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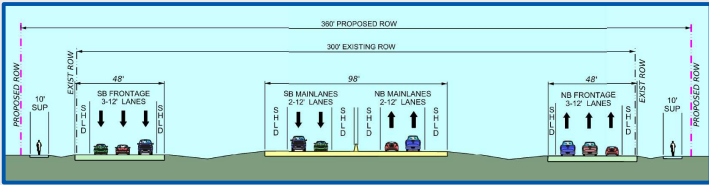


**I-69W to Killam Industrial Blvd.**  
\*Additional ROW will be needed at intersections.

**Mainlane:**  
2 lanes throughout the corridor  
The first access point is at Muller Memorial Blvd.

**Frontage Roads**  
4 lanes up to Muller Memorial Blvd.  
3 lanes north of Muller Memorial Blvd.

## Viable Alternative #2



**Killam Industrial Blvd. to N. of FM 3338**

Evaluation	Level of Service	ROW (Acre)	Building Impact (EA)
	●	●	●
	Construction Cost (\$)	Construction Duration	Construction Complexity
	●	●	●

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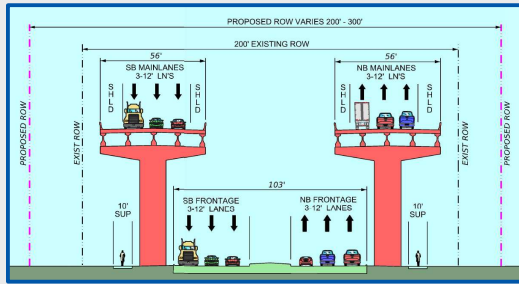
**Script:**

Viable Alternative 2 proposes a combination of an elevated 2-lane side structure with a 2-lane at grade freeway section that will require additional right-of-way.

Viable Alternative 2 proposes two separate elevated structures for the mainlanes between I-69W to Killam. The elevated lanes are directly connected to I-69W mainlanes. The surface streets, which operate as a 4-lane frontage road, will have a portion of the frontage roads tucked under the elevated structure to reduce ROW impacts. We are proposing taking additional ROW at access points such as at ramp connections to the cross streets. The first access point is at Muller Memorial Blvd.

A typical freeway section is proposed north of Killam, but this option will have 2 lane mainlanes and 3 lanes on the frontage roads. A 10' wide Shared Use Path will be proposed on both sides of the frontage road for the entire way.

For the evaluation, the 2 lane mainlane lacks the capacity needs for the future projected traffic volumes, therefore the level of service will not be as good as the other options. This alternative causes less ROW impacts however, it causes more impacts than Alternative 3. Since this alternative has the smallest structure and number of mainlanes proposed compared to the other two alternatives, the construction cost is the least for this alternative. The 2-side structure means more bridge foundation and we can construct one side of the road at a time, meaning that it will take longer to build, but more lanes would be open during construction so it would cause less of a disruption to traffic.



**I-69W to Killam Industrial Blvd.**

\*Additional ROW will be needed at intersections.

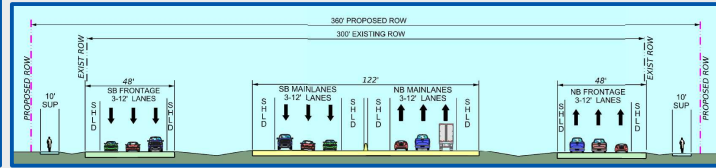
**Mainlane:**

3 lanes throughout the corridor  
The first access point is at Interamerica Blvd.

**Frontage Roads**

3 lanes throughout the corridor

**Viable Alternative #3**



**Killam Industrial Blvd. to N. of FM 3338**

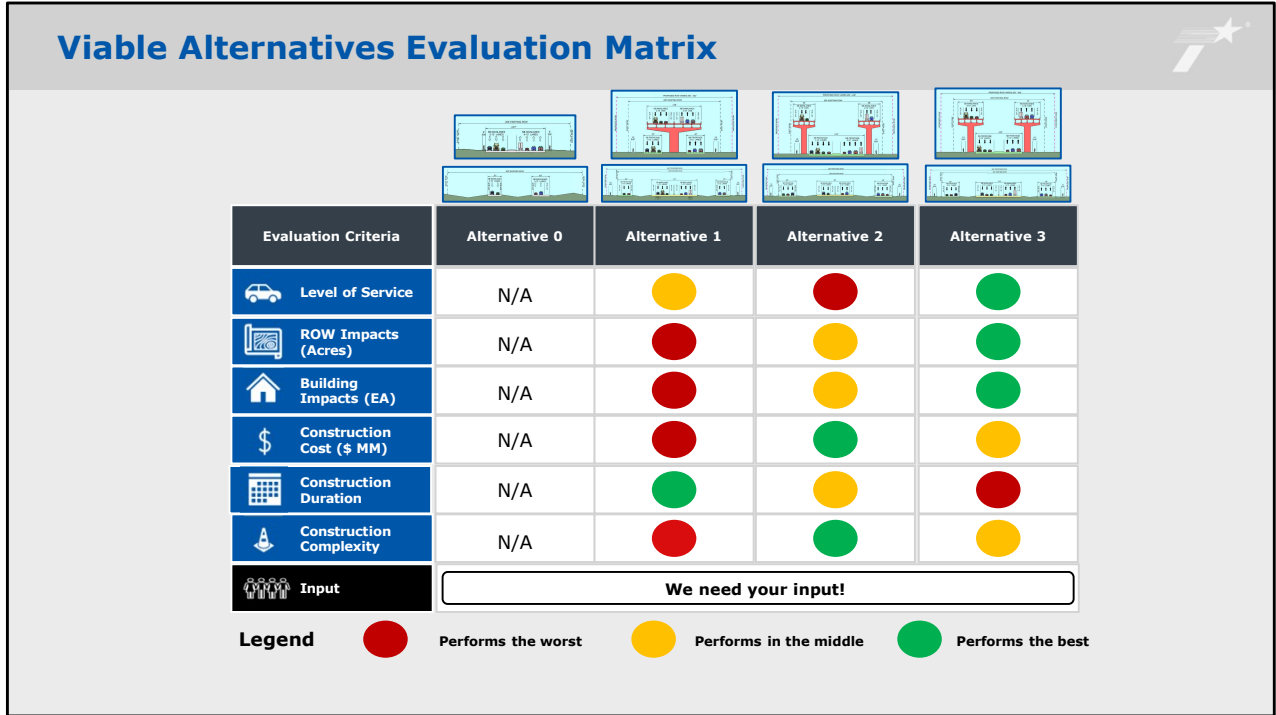
Evaluation	Level of Service	ROW (Acre)	Building Impact (EA)
		●	●
Evaluation	Construction Cost (\$)	Construction Duration	Construction Complexity
	●	●	●

**Script:**

Viable Alternative 3 is similar to Alternative 2, it proposes two separate elevated structures with one additional lane for the mainlanes between I-69W to Killam. The elevated lanes are directly connected to the I-69W mainlanes. The surface streets will act as a 3-lane frontage roads, and a portion of the frontage roads are under the elevated structure. We are proposing taking additional ROW at access points such as at ramp connections to the cross streets. The first access point is the same as Alternative 1, Interamerica Blvd.


Similar to the other two alternatives, a typical freeway section is proposed north of Killam, this option proposes 3 mainlanes and 3 lanes on the frontage roads for the rest of the study limits. A 10' wide Shared Use Path will be proposed on both sides of the frontage road for the entire way.

For the evaluation, the 3-lane continuous mainlanes meets the capacity needs for the future projected traffic volumes and performs the best in comparison to the other alternatives. This alternative proposes less ROW impacts as the frontage roads are more tucked in than Alternative 2, however, it does result in a higher construction cost in comparison to Alternative 2. The construction cost and complexity of construction is more than Alternative 2 but not as much as Alternative 1 which is why those criteria are yellow. Since the proposed 2 structures are wider than Alternative 2, the construction duration is longer and would be the longest of all alternatives.



**Script:**

The table shown on the screen provides a summary of the viable alternative evaluation discussed for your consideration. The proposed viable alternatives and their evaluation are provided to you in a handout to discuss and assist you in providing your feedback later in this meeting.

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## How to Submit Your Comments

All comments must be received or postmarked by **April 9, 2025**.  
Comments may be submitted in the following ways:

**Comment Form:** Download the comment form from the website, fill it out and email or mail it to TxDOT.

Email: Submit to [Adriana.Munoz@txdot.gov](mailto:Adriana.Munoz@txdot.gov)

Mail: Mail the comment form: TxDOT Laredo District  
Attn: Adriana Muñoz  
1817 Bob Bullock Loop  
Laredo, TX, 78043



**In-person:** Drop the comment form in the comment box at the in-person open house  
**Online:** To access the public meeting page, scan the QR code or visit [www.txdot.gov/projects/hearings-meetings.html](http://www.txdot.gov/projects/hearings-meetings.html)

Click on the "Online Comment Form" underneath the "How to make a comment" section.

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**Script:**

TxDOT encourages you to review the materials regarding the proposed study and provide feedback.

You may submit comments in the following ways:

Download the comment form from the public meeting webpage and email it to [Adriana.Munoz@txdot.gov](mailto:Adriana.Munoz@txdot.gov).

Mail the comment form to:


TxDOT Laredo District  
Attn: Adriana Muñoz  
1817 Bob Bullock Loop  
Laredo, TX, 78043

Fill out the comment form at the open house and drop it in the comment box.

Or click and fill out our "Online Comment Form" underneath the "How to make a comment" section on our public meeting webpage.

Comments must be received or postmarked by April 9, 2025, to be included in the public meeting documentation.

Responses to written comments received during the comment period will be included in the public meeting documentation that will be posted on the public meeting webpage when complete.

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## Alternative Evaluation Poll Instructions

**We need your input!**

**Instructions**

1. Scan the **QR Code** to the right on the screen using your smart phone camera
2. The survey link will appear on the top of your phone screen
3. Answer survey

**All polling responses must be received by 5:00 PM  
April 9, 2025**



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**Script:**

It is critical to our evaluation process that we receive your input on the viable alternatives!

Please take the following survey to score the alternatives presented today, so we can complete our evaluation process.

You may take the survey by scanning the QR code to the right of the screen.




The survey will remain live until 5:00 PM on Tuesday, April 9, 2025, in case you need more time to review the alternatives.


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## Study Information and Contacts

- To access the virtual public meeting, go to [www.txdot.gov](http://www.txdot.gov) and enter keyword search for "Mines Road (FM 1472) Segment 1" or scan the QR Code on the right

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- For study specific information, contact the TxDOT Project Manager anytime during study development
  -  Adriana Muñoz, PM
  -  P: (956) 712-7420
  -  E-mail: [Adriana.Munoz@txdot.gov](mailto:Adriana.Munoz@txdot.gov)



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**Script:**

All information regarding the study can be found on the public meeting webpage and can be accessed by going to [www.txdot.gov](http://www.txdot.gov) and entering the keyword search "Mines Road (FM 1472) Segment 1" or by scanning the QR code on the right.

Please don't hesitate to contact us with any questions.

For further questions regarding study specific information contact the TxDOT Project Manager, Adriana Muñoz, at the TxDOT Laredo District office by phone at 956-712-7420 or email at [Adriana.Munoz@txdot.gov](mailto:Adriana.Munoz@txdot.gov) with any study questions or comments at any time during the study process.

## Memorandum of Understanding

### **National Environmental Policy Act (NEPA) Assignment to TxDOT**

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

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#### ***Script:***

Any project undertaken by TxDOT as a result of this Feasibility Study is anticipated to receive federal funds, and because of the federal component, TxDOT is required to assess the potential environmental effects of the proposed project in accordance with Federal standards. The process that is followed is called the National Environmental Policy Act process, otherwise known as NEPA. The NEPA process provides analyses of the potential impacts to the natural and manmade environment and helps the decision maker to make an informed decision on whether or not to proceed with the proposed project. On December 9, 2019, TxDOT received a signed Memorandum of Understanding from the Federal Highway Administration that permits TxDOT to assume responsibility from the Federal Highway Administration for reviewing and approving certain assigned NEPA projects. This review and approval process applies to any proposed projects that result as a part of this Study.

**Thank you!**

On behalf of the Texas Department of Transportation, we sincerely thank you for your participation in this public meeting for the Mines Road. (FM 1472) study.

We would also like to thank the Barbara Fasken Community Center for allowing us to use their facility for the in-person meeting on March 25, 2025.

***Please remember to submit your comments by  
Wednesday, April 9, 2025***

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***Script:***

The information shared in this virtual meeting will continue to be available on our meeting webpage. We are interested in hearing any feedback you might have on the information presented and the proposed project plans. Submit your comments by mail, email, online, or in-person. Your input will be evaluated in conjunction with the technical evaluations as we move forward with design. Responses to comments received by April 9, 2025, will be published and responded to within the public meeting documentation on the meeting webpage.

On behalf of the Texas Department of Transportation, we sincerely thank you for your participation in this public meeting for the Mines Road (FM 1472) Feasibility Study. We would also like to thank the Barbara Fasken Community Center for allowing us to use the Multi-Purpose Room for the in-person public meeting on March 25, 2025.

Thank you for your interest and we look forward to hearing from you.