



FM 2220 (Ware Road)
From FM 1925 to Mile 5
Road

Virtual Public Meeting
Pre-Recorded Presentation

October 26, 2020
CSJs: 2094-01-063 & 062

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 22 U.S.C. 327 and a Memorandum of Understanding dated December 8, 2019, and executed by PHVA and TxDOT.

Welcome to the prerecorded virtual public meeting presentation for the FM 2220 (Ware Rd.) project. My name is Octavio Saenz and I am the Public Information Officer for the Texas Department of Transportation (or TxDOT) Pharr District. I would like to welcome and thank you for taking the time to view this virtual presentation that was shared with the public on October 26, 2020.

TxDOT, in cooperation with Hidalgo County Precinct #4, the City of McAllen and the Rio Grande Valley Metropolitan Planning Organization (or RGVMPPO), is proposing to reconstruct and improve FM 2220 (Ware Road) from FM 1925 to Mile 5 Road.

The FM 2220 (Ware Road) project is a state-owned roadway and state and federal funds would be utilized for construction. TxDOT has oversight responsibility for this project.



Online Meeting in Response to Public Health

- TxDOT changed the in-person public meeting to a virtual format only, in response to the COVID-19 outbreak.

- The virtual public meeting and TxDOT website provides the same information as the in-person meeting:
 - Project Information
 - Estimated Timeline
 - Process for submitting comments
 - Key Contacts

Given the unique circumstance of the COVID-19 outbreak, along with our commitment to protecting public health during this national emergency, TxDOT, in cooperation with Hidalgo County Precinct #4 and the City of McAllen, are conducting this virtual public meeting to avoid in-person contact.

At this time, the virtual format will be in lieu of the in-person public meeting.

The presentation will cover the same information that would have been shared at the in-person public meeting; however, the comment process will be different and will be explained in further detail shortly.

All project information can be found on the TxDOT or Hidalgo County Precinct #4 websites at www.txdot.gov or www.hidalgocounty.us/359/Commissioner-Pct-4.



The environmental review, consultation, and other federal actions required by applicable Federal environmental laws for this project 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.

Prior to Dec 16, 2014, the Federal Highway Administration, or FHWA, reviewed and approved documents prepared under the National Environmental Policy Act or NEPA; however, on December 16, 2014 TxDOT assumed responsibility from FHWA for reviewing and approving certain assigned NEPA documents. This Memorandum of Understanding was renewed on December 9, 2019. This review and approval process applies to this project.



- Welcome
- Project Overview
- Project Need and Purpose
- Alternatives
- Proposed Intersection and Drainage Improvements
- Right Of Way Acquisition Process
- Project Schedule
- Public Comment Process and Contacts

During the next few minutes I will provide:

- An overview of the project
- The project's need and purpose,
- The alternatives considered;
- The proposed Intersection and Drainage improvements. Then I will discuss;
- The right of way acquisition process;
- The project schedule;
- And then I will explain the public comment process, which will be different than the in-person meeting;
- I will also provide you with contact information should you have questions or need more information on the project.

Project Overview

█ FM 220 (Ware Road)
█ Transition Area

FM 220 (Ware Road)
 October 26, 2020

The FM 220 project is located partially within the City of McAllen. The map on the screen depicts the general area of this project.

To the north of FM 1925, FM 220 will transition to the existing North Ware Road and will taper down to the existing 2 lane rural roadway.

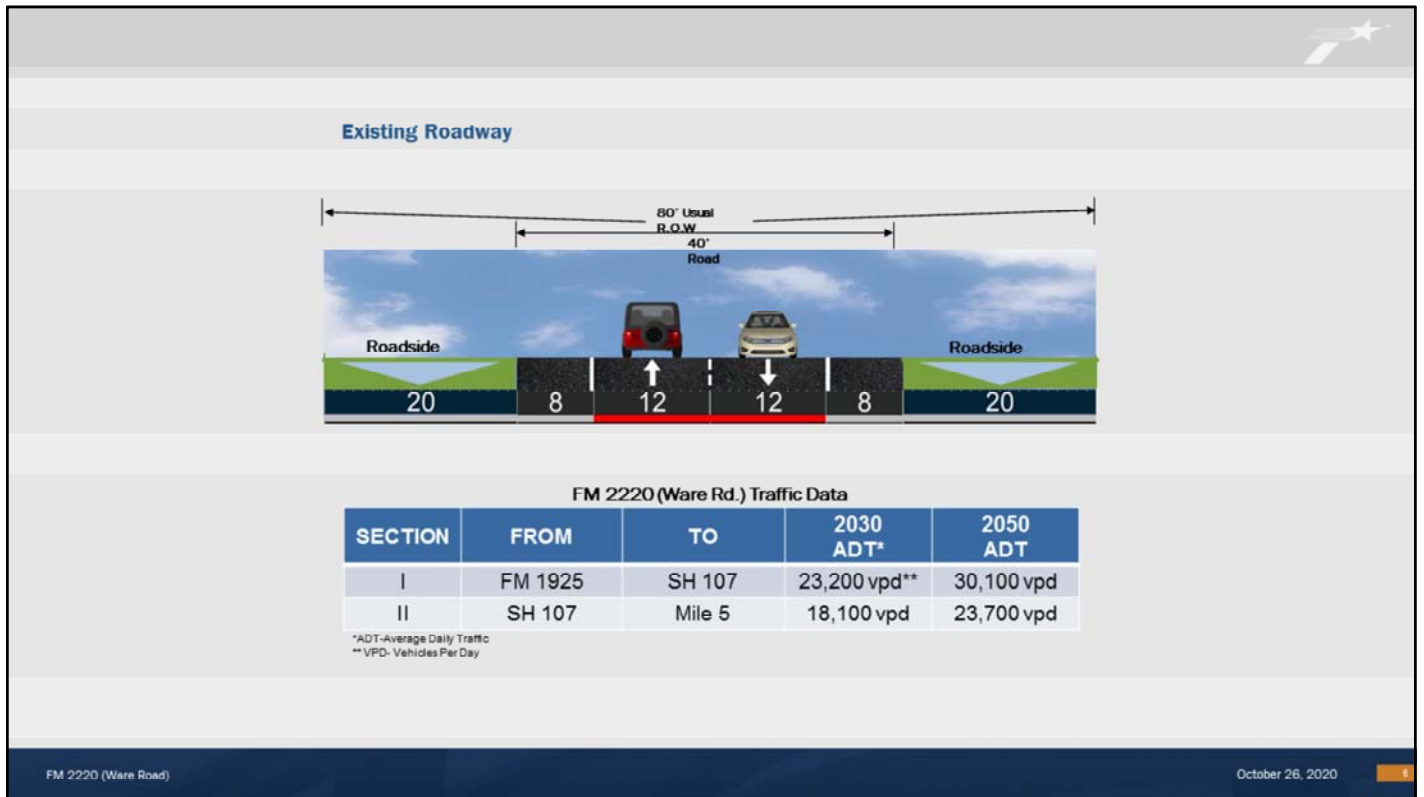
The project begins at FM 1925 and continues south to Mile 5 Road; a total length of 5.4 miles. An approximate 1,500 foot roadway transition would occur north of FM 1925.

The project is separated into sections:

- The first section is from FM 1925 to SH 107; a length of 2.9 miles; and
- The second section is from SH 107 to Mile 5 Rd.; a length of 2.5 miles

The proposed improvements include:

- Reconstruct, widen, and realign FM 220,
- Realign Russell Road,
- Improve existing roadway intersections,
- Provide sidewalks, and
- Widen 3 existing drainage ditches to manage stormwater runoff from the roadway.



The existing roadway is a two-lane rural roadway with shoulders within a usual 80-foot-wide right of way.

Drainage is currently handled by roadside ditches.

This roadway is predicted to have an average total of 20,650 vehicles traveling this corridor daily in 2030 and is projected to increase to 26,900 in the next 20 years.

Traffic is separated into two sections, as shown on the screen:

- The first section (from FM 1925 to SH 107) is projected to have 23,200 vehicles per day in 2030 and is projected to be 30,100 for 2050
- The second section (from SH 107 to Mile 5) is projected to have 18,100 vehicles per day in 2030 and is projected to be 23,700 for 2050



- Project Need:
 - A reduction in mobility
 - Increase in congestion
 - Increase in crashes

FM 2220 (Ware Rd.) 2010-2017 Crash Data Summary

Total # of Crashes	Intersection Related	Head-On Collisions	Fatalities
168	121	21	2

TxDOT ORG, 2010-2017; TxDOT Statewide Motor Vehicle Crash Statistics 2010-2017; Accessed May 15, 2019

Due to new development in the area and the existing conditions of the roadway, there has been:

- A Reduction in mobility;
- An increase in congestion; and
- An increase in crashes

In addition, the project will provide sufficient drainage of stormwater runoff for the newly proposed roadway.

In the last 8 years, there have been a total of 168 crashes reported along this section of FM 2220.



Source: "Safety Evaluation of FM 2220 from Mile 5 Road/ Auburn Ave to SH 107, and Proposed Access Management Plan in McAllen, TX" by Texas A&M Transportation Institute

A safety evaluation study was previously completed by the Texas A&M Transportation Institute.

The areas shown in red on this map are where the highest number of crashes are located.

As you can see, the intersections at Mile 5, Mile 6 and SH 107, as well as the curve between Mile 5 and Mile 6 are the crash "hot spots."


Project Purpose




- Project Purpose:
 - Improve mobility
 - Reduce traffic congestion
 - Improve safety

The project is being developed to:

- Improve mobility,
- Reduce traffic congestion, and
- Reduce crashes and improve safety for vehicles and pedestrians.

Alternatives: No-Build 

- Two alternatives evaluated
- Considered impacts to the human/natural environment
- No-Build Alternative
 - Considered during environmental study
 - Existing roadway remains as is
 - Congestion and safety would worsen
 - Roadway drainage remains as is
 - Does not meet the purpose and need

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Two alternatives were studied and considered for this project: the No-Build and the Build Alternative.

Evaluation criteria of the alternatives considered impacts to the human and natural environment. The No-Build Alternative is required for consideration during the environmental study and is carried forward as a baseline for comparison.

Under the No-Build alternative:

- The existing roadway would not be reconstructed or widened.
- The existing conditions of the roadway would remain the same
- No improvements would be made to improve pedestrian or vehicular mobility, congestion or safety.
- No improvements would be made to the drainage ditches.

The No-Build Alternative is not recommended because it would not meet the need and purpose of the project.

Alternatives: Build

- Reconstruct, widen, & realign existing road
- Improve existing intersections
- Clean and widen existing drainage ditches
- 102.2 acres of new Right of Way
 - 64.9 acres for the roadway
 - 37.3 acres for drainage ditches
- 12 residential relocations and no non-residential relocations are anticipated
- Meets the need and purpose

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Under the Build Alternative the proposed improvements would be to:

- Reconstruct, widen, and realign the existing roadway;
- Improve existing intersections; and
- Clean and widen existing drainage ditches to mitigate storm water run-off that would be created by the roadway improvements.

The roadway improvements would require 64.9 acres of new right-of-way and the drainage ditches would require 37.3 acres of additional right of way.

It is anticipated that these improvements would require approximately 12 residential relocations and no non-residential relocations are anticipated.

The Build Alternative meets the need and purpose of the project.

Project Summary



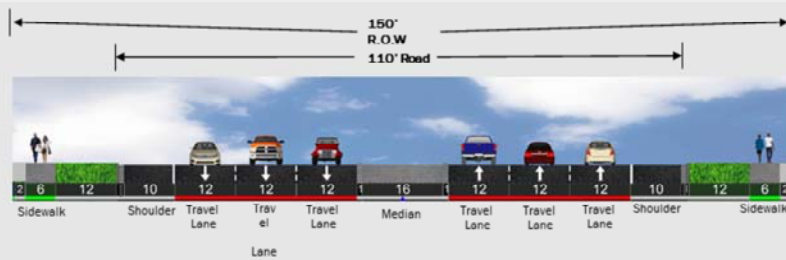
- Reconstruct and widen the roadway
- Construct a raised median and sidewalks
- Provide left-turn lanes at intersections
- Realign the existing curve
- Realign intersections
- Improve drainage ditches

As mentioned under the Build Alternative, plans for the FM 2220 project would be to:

- Reconstruct and widen the existing roadway;
- Construct a raised median and sidewalks;
- Provide left turn lanes at intersections;
- Realign the existing curve;
- Realign the intersections; and
- Improve drainage ditches.



Proposed Roadway



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The proposed improvements would be to reconstruct and widen FM 2220 to a 110-foot-wide roadway. The roadway would consist of:

- Six 12-foot-wide travel lanes,
- Two 10-foot-wide shoulders
- A 16-foot-wide raised concrete median, and
- 6-foot-wide sidewalks on both sides of the roadway.
- All within a proposed 150-foot-wide right of way.

Drainage would be provided by an underground storm drain system to drain stormwater run-off from roadway.



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

*Example roadways

- Research consistently finds safety benefits including:
 - Crash volume and rate reductions
 - Crash severity reduced
 - Decrease in fatalities and incapacitating injuries
- Constructing raised medians has decreased crash rates by 17%-58%
- Raised medians are used in Texas and many other states

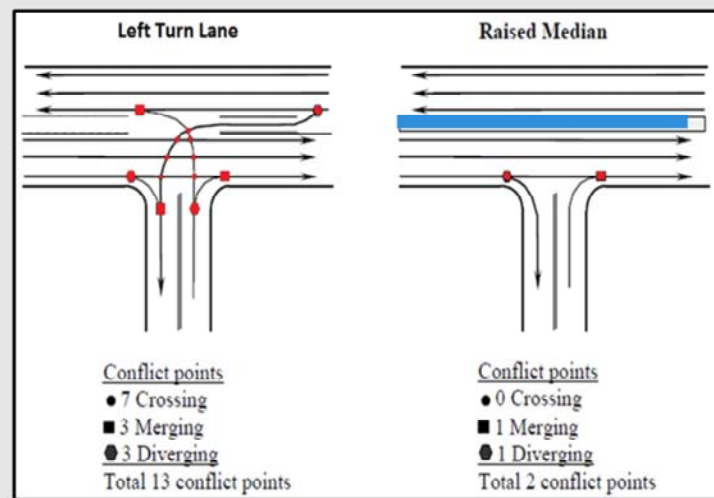
Source: William E. Frawley, AICP
Texas A&M Transportation Institute

Research completed by the Texas A&M Transportation Institute consistently finds that raised medians provide safety benefits, including:

- A reduction in the number and rate of crashes,
- A reduction in the severity of crashes, and
- A decrease in fatalities and incapacitating injuries.

The construction of a raised median has decreased crash rates as much as 58 percent.

Raised medians are present in Texas and other states. Examples of some local roadways containing raised medians include: FM 2220 (Ware Road) from I-2 to Mile 3, SH 107 from BUS 281 to FM 2220 (Ware Road), and Nolana Loop from Veterans Boulevard to FM 1426 (Raul Longoria Road).



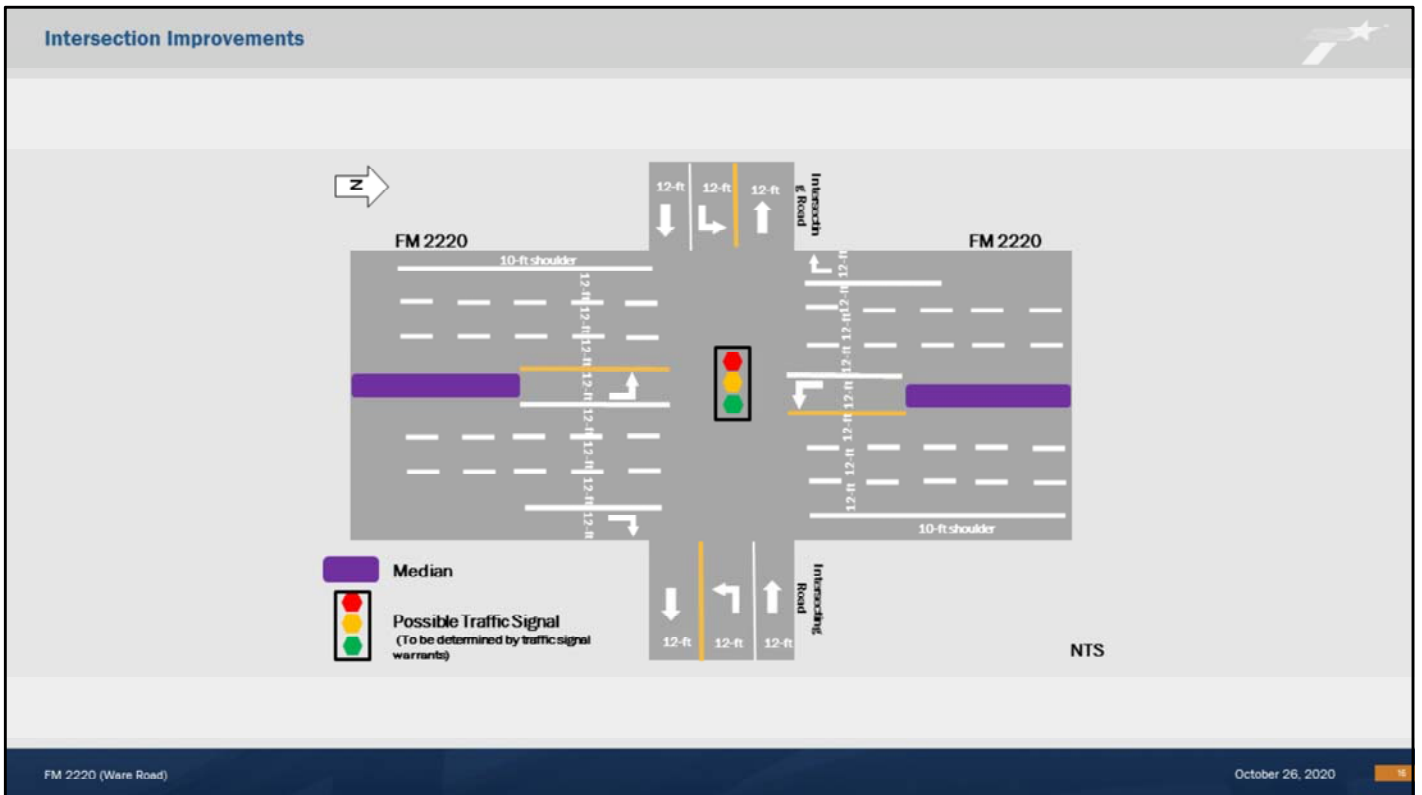
The project proposes a 16-foot-wide concrete raised median to improve safety due to high projected traffic numbers and accidents.

Medians are designed to enhance traffic flow with less interruptions from the minor streets and less frequent turning movements. Less turning movements help limit the number of potential conflict points at driveways and intersections.

Conflict points, shown in red on this slide, are the potential ways a traffic impact could occur.

The inclusion of a continuous left-turn lane would have a total of 13 conflict points shown in the left picture on this slide.

A median would reduce the number of conflict points to two (picture on the right), thereby improving safety.





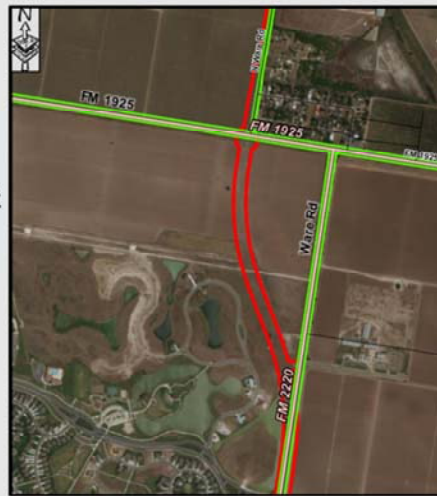
Intersection improvements are being proposed at Mile 6 Road, Mile 17 ½ Road, and Mile 8 ½ Road. This depicts the layout of the proposed improvements.

Left turn lanes would be provided on the intersecting roads and on FM 2220. In addition, a right turn lane would be provided on FM 2220.

Traffic signal warrants would be conducted at Mile 6, Mile 8 ½, Mile 17 ½, and FM 1925 to determine if traffic signals would be needed. Existing traffic signals at Mile 5 Road and SH 107 would be modified to accommodate the roadway improvements.



-  Proposed 150-foot Right of Way
-  Existing usual 80-foot Right of Way



The intersection of FM 2220 and FM 1925 would be realigned to the west to correct the existing off-set alignment.

The existing section of FM 2220 would be handled by others.



- Proposed 100-foot Right of Way
- Existing 60-foot Right of Way



Russell Road would also be realigned from FM 2220 east for approximately six-tenths of a mile.

The existing section of Russell Road would be handled by others.



- Nov. 14, 2019
- 1 mile realignment of curve
- From Mile 5 to Mile 6
- 4 options presented

TEXAS DEPARTMENT OF TRANSPORTATION				
Criteria	No Build	Option A	Option B	Option C
Proposed Right of Way (feet)	0	100	100	100
Address Need & Purpose of Project	100	100	100	100
Additional Right of Way (acres)	0	20.1	11.4	4.3
Residential Displacements	0	19	14	11
Commercial Displacements	0	1	0	0
Public Facilities	0	0	0	0
Hazardous Materials	0	0	0	0
Historical Impacts	0	0	0	0
Archaeological Impacts	0	0	0	0
Utility Impacts (Potential)	0	16	10	11

A Meeting with Affected Property Owners or MAPO, was held on November 14, 2019 for property owners located along an approximate one mile portion of FM 2220, between Mile 5 and Mile 6. A realignment is proposed to straighten the existing curve.

The purpose of the MAPO was to provide options and receive comments on the realignment of the existing curve.

A total of four options were presented, including the no-build option.

Based on the analysis and comments received at the MAPO, TxDOT is proceeding with the technically preferred alternative, Option C, as shown on the screen.

Option C was selected because it met the need and purpose, required the least amount of acres, and had the least amount of displacements.



- Proposed 150-foot Right of Way
- Existing usual 80-foot Right of Way
- Driveway
- Cul-de-Sac



Based on comments received, the technically preferred option was selected to realign and straighten the existing curve. The option selected is shown here.

The existing curve would remain as a local street with a cul-de-sac at each end. Access to FM 2220 would be provided by a 28-foot-wide driveway located approximately 1,000-feet north of 36th Street.



- █ FM 2220 (Ware Road)
- ▬▬▬ Existing Ditches
- ▬▬▬ Proposed Ditch Improvements



In consultation with Hidalgo County Drainage District #1, the project would include the cleaning and widening of three existing drainage ditches.

Each drainage ditch would be widened to a varying 50 to 185-foot-wide within a varying 80 to 250-foot-wide right of way.

A total of 37.3 acres of new right-of-way would be required for the ditch improvements.

Right of Way Acquisition Process

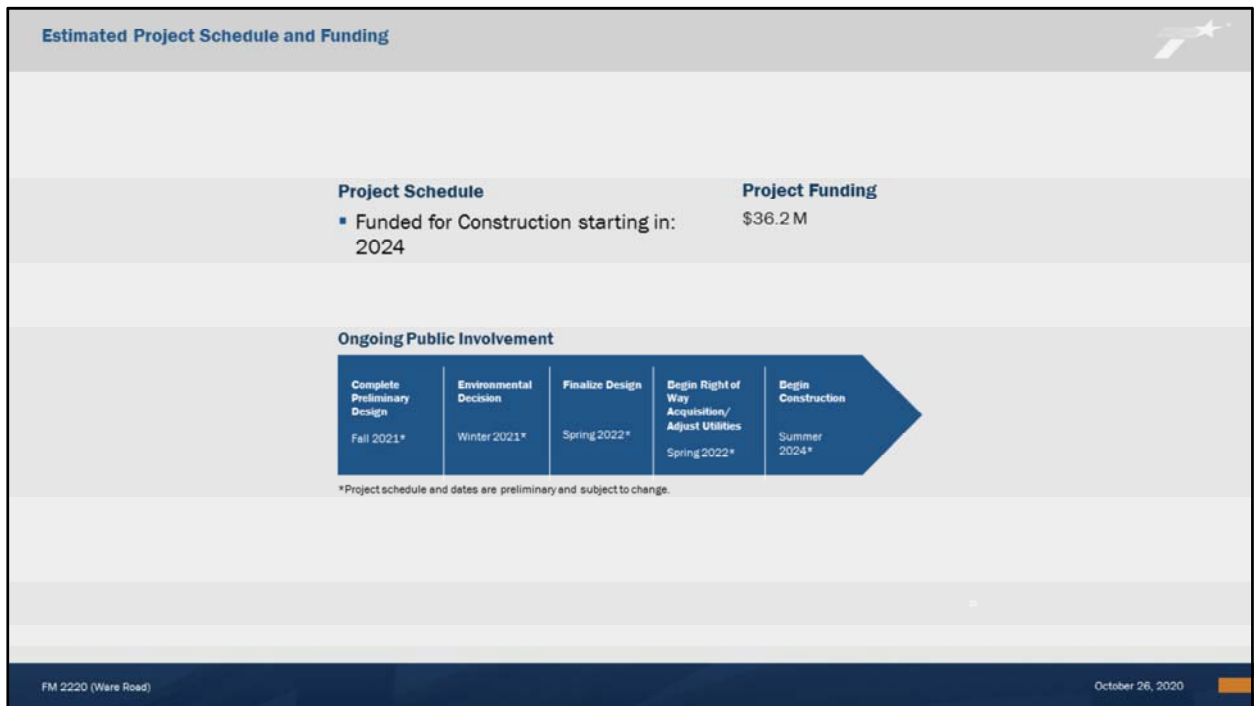
- Uniform Relocation Assistance and Real Property Act of 1970
 - Title II
 - Title III
- Downloadable Right of Way Brochures
 - www.txdot.gov keyword: "FM 2220"
 - www.hidalgocounty.tx.us/359/Commissioner-Pct-4

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The Right-of-Way Acquisition Process will follow federal and state laws and policies. The Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970, known as the Uniform Act, is the federal law that is followed for appraisals, negotiations and relocation of families and/or businesses.

TxDOT is the agency responsible for acquiring the additional FM 2220 right of way from individual property owners and relocating any families or businesses affected by the project. The City of McAllen would be responsible for acquiring the right of way on Russell Road and the drainage ditches.

Relocation booklets, which provide a general overview of the Relocation Assistance Program and outlines the services offered and any payments for which displaced individuals, families, business and non-profit organizations may be eligible to receive are available for download on the TxDOT and Hidalgo County Pct. #4 websites at the addresses listed.



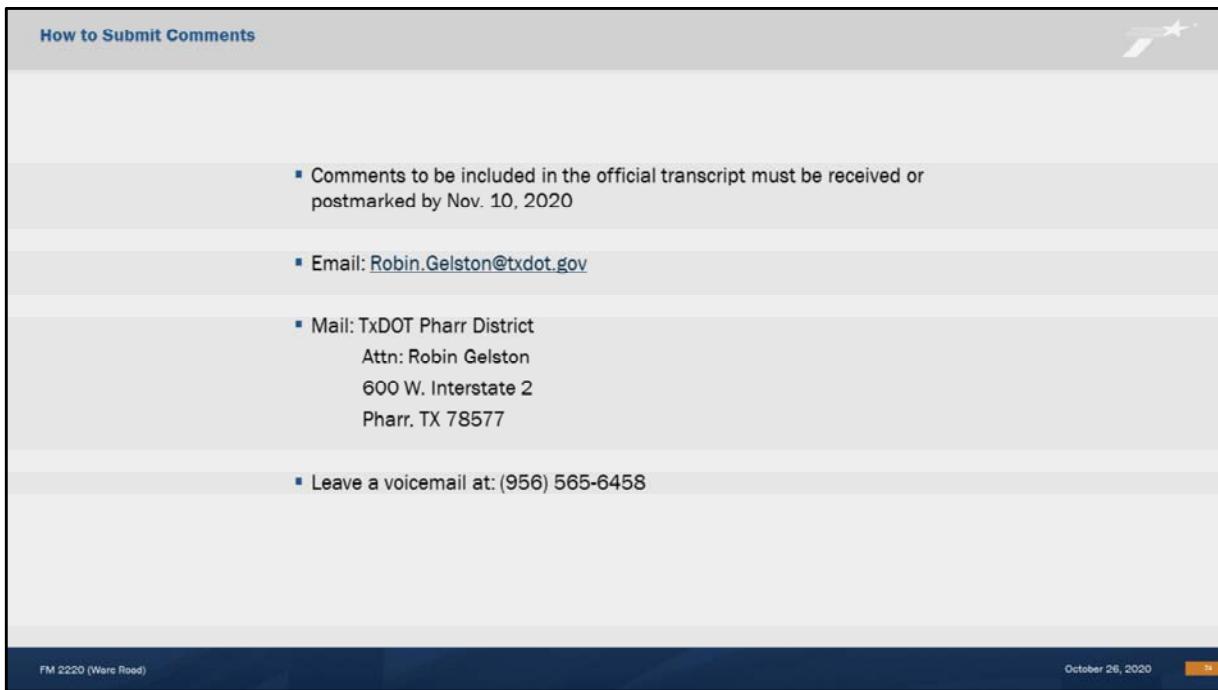
This project is listed in two sections within the RGVMP’s Metropolitan Transportation Plan and in the 2021-2024 Transportation Improvement Program. Both sections are listed in fiscal year 2024.

The project has a total of \$36.2 million assigned for construction.

The next step in project development is to review and evaluate all the comments received during the comment period and finalize the schematic for approval.

Project development will continue by finalizing the design and obtaining environmental clearance. We anticipate receiving clearance by winter of 2021.

Once environmental clearance is issued and the right-of-way map is complete, TxDOT would begin acquiring the necessary right-of-way. As mentioned, the project would receive bids for construction in fiscal year 2024.



TxDOT, Hidalgo County Pct. #4, the City of McAllen, and the RGVMPPO are committed to continuing efforts to gain public feedback on this project. We understand that the comment process is slightly different on this virtual public meeting; therefore, we will take a moment to discuss how comments can be submitted.

The comment form can be downloaded or printed from the TxDOT or Hidalgo County Pct. #4 websites at:

- www.txdot.gov, keyword: “FM 2220” or
- www.hidalgocounty.us/359/Commissioner-Pct-4

Given our current COVID-19 situation, TxDOT is asking the public to provide comments in the following ways:

- Email to Robin.Gelston@txdot.gov;
- Mail to the TxDOT Pharr District, Attn: Robin Gelston at 600 W. Interstate 2, Pharr, TX 78577; or
- Leave a voicemail at (956) 565-6458

Be sure to submit your comments by Nov. 10, 2020 to be included in the official transcript, which is 15 days after the posting of the virtual public meeting.

Responses to comments received will be included in the Online Public Meeting Summary Report. This report will be posted on the County and TxDOT websites once available.

We appreciate your understanding of this comment process.



TxDOT

- www.txdot.gov
Keyword: "FM 2220"
- Roberto Fina, P.E.
TxDOT Project Manager
(956) 702-6148
- Follow the TxDOT Pharr District on Twitter at:
<https://twitter.com/txdotpharr?lang=en>

Hidalgo County Pct. #4

- Velinda Reyes
Hidalgo County Precinct #4
(956) 383-3112
- www.hidalgocounty.us/359/Commissioner-Pct-4

Any questions are welcome at any time during the project development process between the hours of 8 a.m. – 5 p.m. Contacts are listed above.

We encourage the public to stay informed. Schematics and presentation materials, including graphics, will be available on the TxDOT and Hidalgo County Precinct #4 websites to view project information in more detail.

Should you have any questions or would like additional information at any time during the project development process, please contact TxDOT or Hidalgo County Precinct #4 at the numbers listed on this slide between the hours of 8 a.m. – 5 p.m.

You can also follow the TxDOT Pharr District on Twitter at the web address provided.

Thank you for watching and participating in this very important meeting.

This concludes the virtual public meeting.

Thank you.



*Thank You for Your
Participation!*

