



March 27, 2025

# WELCOME

VIRTUAL PUBLIC MEETING WITH IN-PERSON OPTION

State Highway 4 (Boca Chica Blvd) Widening  
Project Limits: FM 1419 (Oklahoma Avenue) to LBJ Boulevard  
Construction Limits: 2,700 feet east of FM 1419 to LBJ Boulevard

CSJ: 0039-10-091

TxDOT - Pharr District  
Cameron County, TX

## SCRIPT:

Hello, and welcome to the Texas Department of Transportation (or TxDOT) Pharr District's pre-recorded Public Meeting presentation for the State Highway 4 (also known as Boca Chica Boulevard) Widening Project. The project begins at FM 1419 (Oklahoma Avenue) and extends east 14 miles to LBJ Boulevard in Cameron County, Texas. Construction limits for the project are from 2,700 feet east of FM 1419 (Oklahoma Avenue) to LBJ Boulevard. We appreciate your interest in this project and thank you for your participation.

This is a pre-recorded presentation made available online by Wednesday, March 26, 2025 at 5 p.m. During the online virtual meeting, you may pause the presentation and navigate forward or backward using your video player. The meeting presentation will be available for online viewing with an opportunity to provide comments until Friday, April 11, 2025.



SCRIPT:

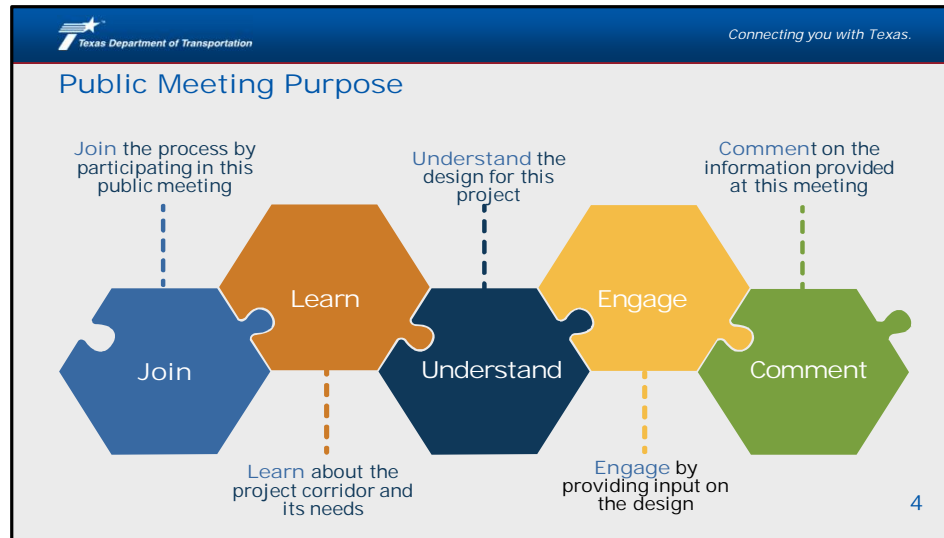
November 7, 2000, was the last deathless day on roadways in Texas. That means for over two decades, at least one person has died every single day. We all have a part to play to change that. This message is that reminder – to End the streak of deaths on Texas highways. We need drivers and passengers to 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.

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### SCRIPT:

This presentation will cover several topics for the SH 4 project, including: the purpose of this public meeting, an overview of the project, the project need and purpose, the proposed design, an overview of the environmental studies being conducted, anticipated project timeline, and instructions regarding how to provide comments.



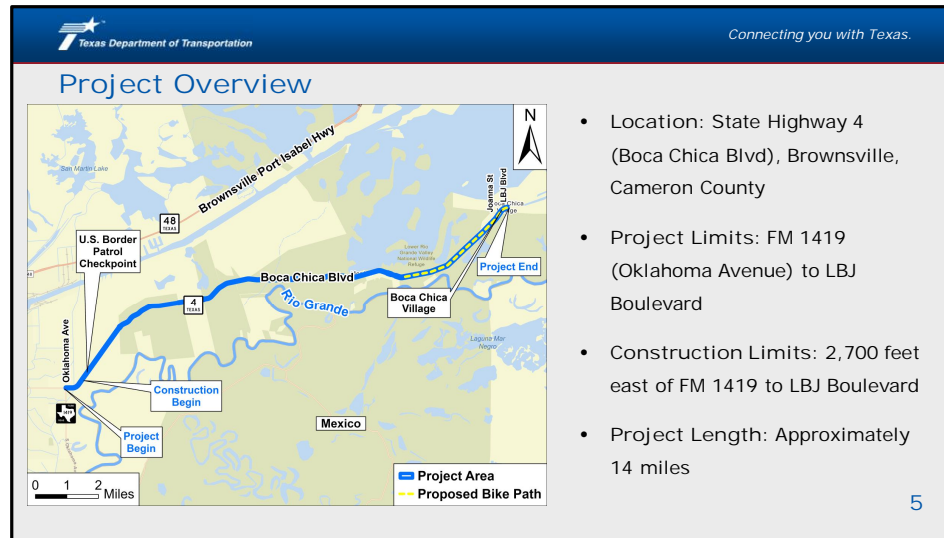
SCRIPT:

The purpose of this virtual public meeting with an in-person open house option is to encourage and maintain effective communication with the public and provide project-specific information as it relates to the SH 4 Widening project on Boca Chica Boulevard.

At this meeting, TxDOT would like you to:

- Join the SH 4 Widening Project through your participation in this meeting
- Learn about the project corridor and its needs
- Understand the proposed design for this project
- Engage by providing input on the design, and
- Comment on the information provided at this meeting

Your comments are an important part of the project development process and will be considered by the project team, where feasible. Instructions on how to submit your comments are noted at the end of this pre-recorded presentation.

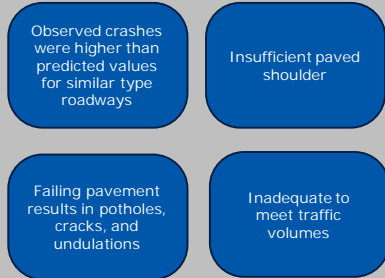


**SCRIPT:**

TxDOT is proposing improvements along approximately 14 miles of SH 4 in Cameron County, Texas. The project limits are from FM 1419 (Oklahoma Avenue) to LBJ Boulevard. The project includes widening 13 miles of existing SH 4 from a two-lane roadway to a four-lane divided highway. The proposed roadway widening will begin approximately 2,700 feet east of Oklahoma Avenue and end at Joanna Street. An 8-foot bike path is proposed on the south side of SH 4 for approximately 3.75 miles from Quicksilver Avenue to LBJ Boulevard, and would connect to a planned bike path that will continue to Boca Chica Beach.

### Project Need and Purpose Overview

#### Need

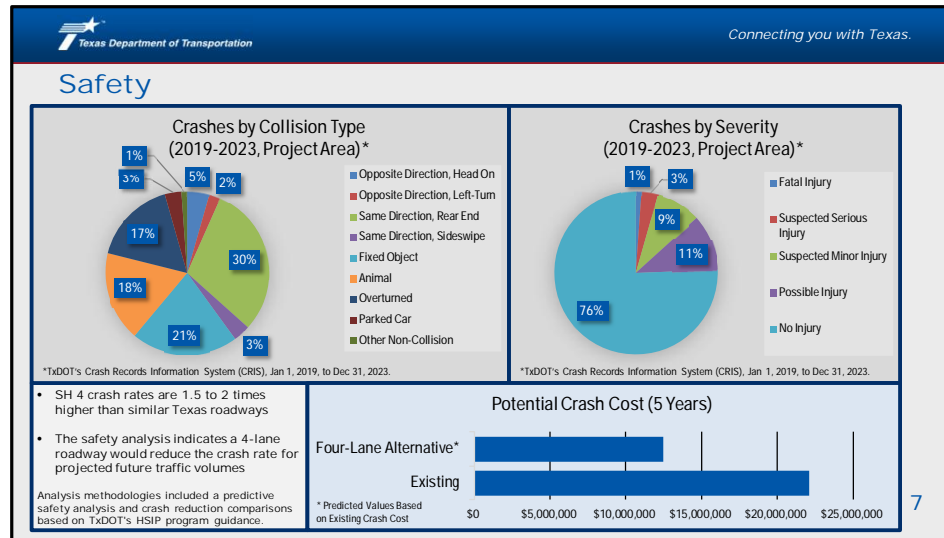


#### Purpose

The purpose of the project is to improve mobility and safety and increase operational efficiency by constructing additional travel lanes and other operational improvements

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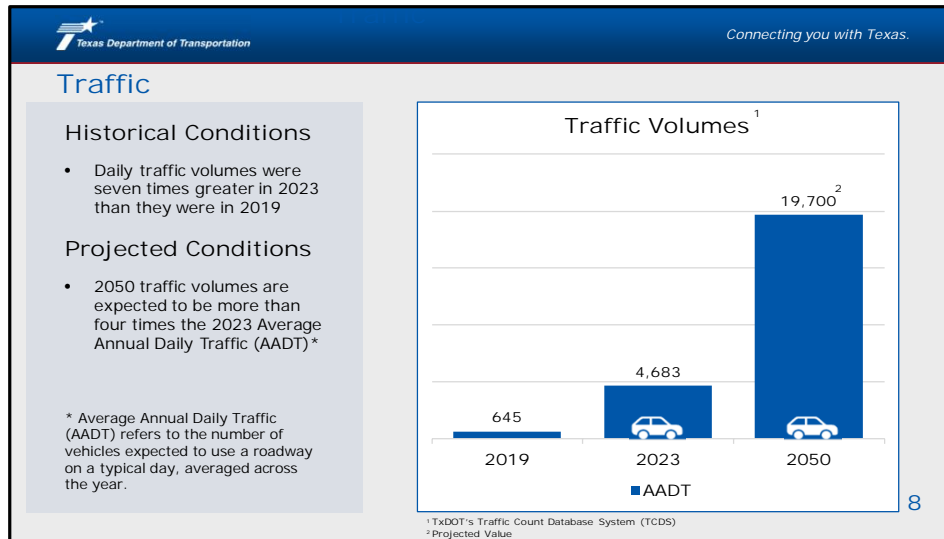
The SH 4 project is needed because crash rates are disproportionately high compared to similar roadways. Furthermore, the roadway is not sufficient to meet traffic volumes and there are areas of failing pavement, resulting in potholes, cracks, and undulations. The purpose of the project is to improve mobility and safety and increase operational efficiency by constructing additional travel lanes and other operational improvements. Data to support the need is included on the following three slides.



**SCRIPT:**

The five-year crash history for the vicinity of the project area was obtained from TxDOT's Crash Records Information System (CRIS) for the period between January 1, 2019 and December 31, 2023. The crash rates on this segment of SH 4 are 1.5 to 2 times higher than similar Texas roadways. The graphics on this slide show a breakdown of the crashes by collision type and severity. The highest percentage of crashes were same direction rear end as depicted by the graphic on the top left. As shown on the graphic on the top right, the majority of crashes did not involve reported injuries.

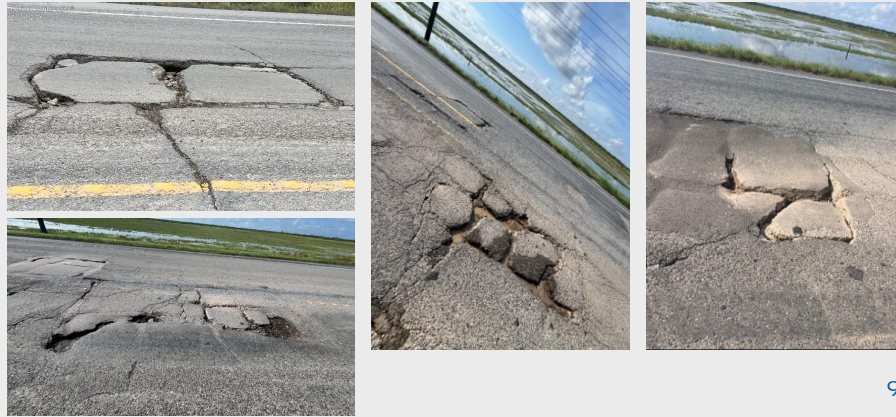
For purposes of safety evaluations, crashes are often assigned a monetary cost that weights crashes by severity. For example, a fatal crash is valued much higher than a property damage only crash. This helps us prioritize changes that impact the most serious kinds of crashes. The 5-year crash cost for the existing roadway is approximately \$22 million. As depicted on the graphic in the lower right, based on consideration of crash types, the 4-lane alternative is projected to reduce the cost by about \$10 million compared to existing conditions, bringing the 5-year estimated crash cost for the 4-lane alternative to \$12 million.



SCRIPT:

SH 4 is the only east-west route between the City of Brownsville and destinations to the east. Daily traffic volumes on this stretch of SH 4 have increased from an average daily traffic volume, or AADT, of approximately 645 vehicles per day in 2019 to an AADT of 4,683 vehicles per day in 2023. Traffic is projected to reach 19,700 vehicles per day in 2050, which is more than four times larger than 2023 volumes.

## Roadway Needs

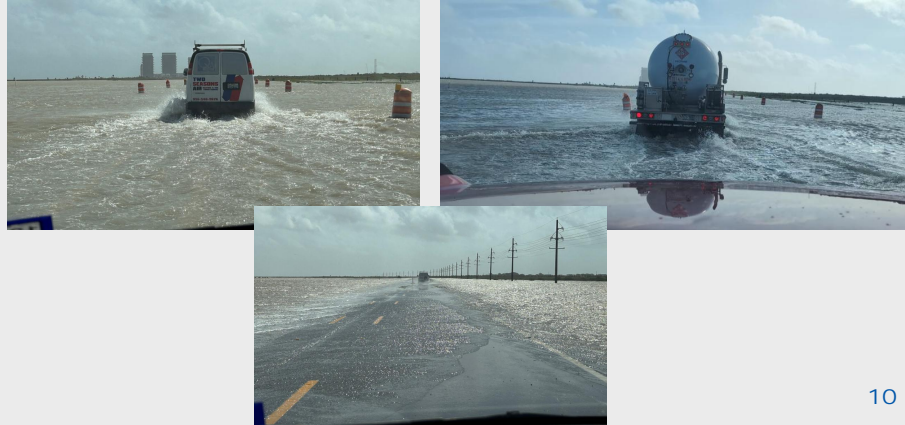


### SCRIPT:

There are many locations along SH 4 that have failing pavement, which results in potholes, cracks, and other problems with the pavement. When tires hit a pothole or crack, it can lead to vehicle damage or make it harder for the driver to control the vehicle. When this occurs, the shoulders on the current road are not wide enough to use to recover or pull over.

This project will replace the pavement with concrete, and will add 8-foot shoulders on both sides.

### Additional Project Benefit

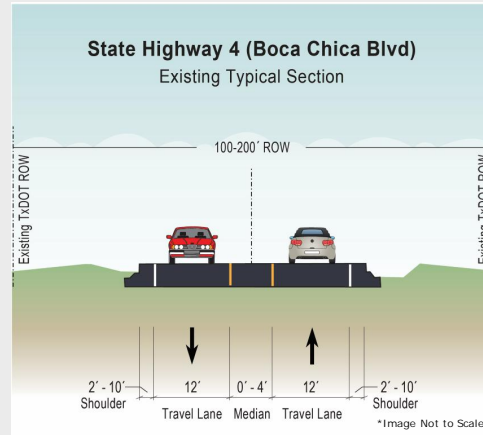


SCRIPT:

SH 4 also experiences substantial flooding during rain events and high tide.

This project will raise the roadway elevation in several locations, which will reduce the frequency and extent of flooding on the road.

## Existing Typical Section

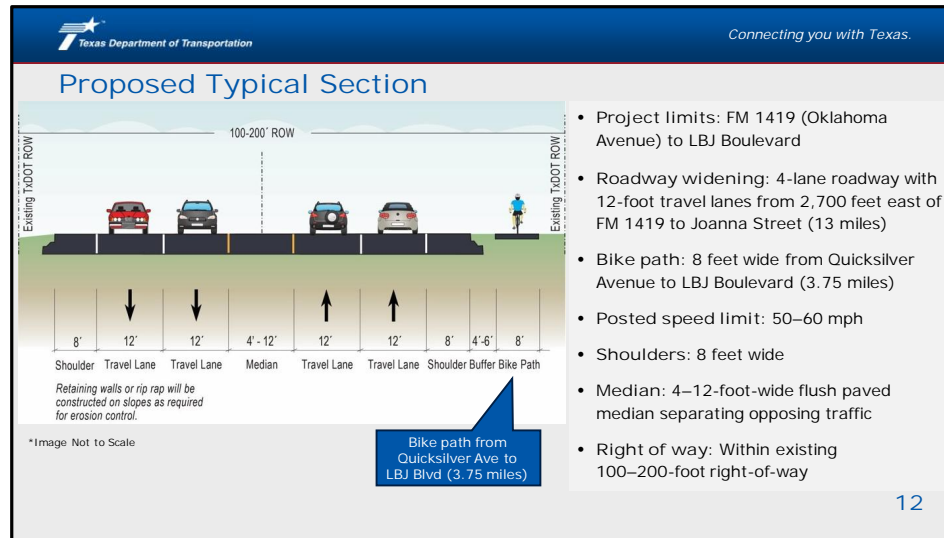


- Roadway: 2-lane roadway with 12-foot travel lanes
- Posted speed limit: 55 miles per hour
- Shoulders: 2 to 10 feet
- Median: 0–4-foot-wide flush paved median separating opposing traffic
- Right of way: 100–200-foot right-of-way

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### SCRIPT:

The existing SH 4 roadway consists of one 12-foot travel lane in each direction separated by a flush paved median that varies from zero to four feet in width, with outside shoulders varying from two to 10-feet wide. The existing right-of-way width is 100 to 200 feet.



**SCRIPT:**


The proposed construction includes widening 13 miles of SH 4, from 2,700 feet east Oklahoma Avenue to Joanna Street, to a four-lane divided highway. The roadway would include four, 12-foot concrete travel lanes (two in each direction), a 4- to 12-foot wide flush paved median, and 8 foot wide outside shoulders within the existing 100 to 200-foot-wide right-of-way. No new right-of-way acquisition is anticipated.

An 8-foot-wide bike path is proposed along a 3.75-mile segment of SH 4, from Quicksilver Avenue to LBJ Boulevard. The proposed bike path would be separated from the roadway by a 4- to 6-foot wide grass buffer.

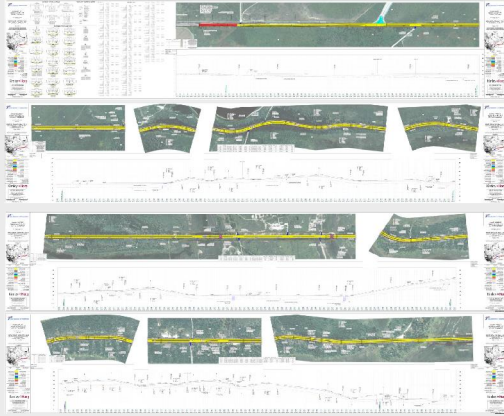
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## Engineering Schematic

The SH 4 engineering schematic consists of eight sheets and is available online for viewing and at the in-person open house



VISIT [www.TxDOT.gov](http://www.TxDOT.gov) and keyword search "SH 4 (Boca Chica Blvd)"



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SCRIPT:

TxDOT has developed a schematic design for the proposed project based on consideration of engineering needs and environmental constraints. Shown here is the southern section of the corridor. The full schematic drawing and the corresponding legend can be viewed at the in-person meeting, or on the meeting webpage at [txdot.gov](http://txdot.gov), keyword search "SH 4 (Boca Chica Blvd)".

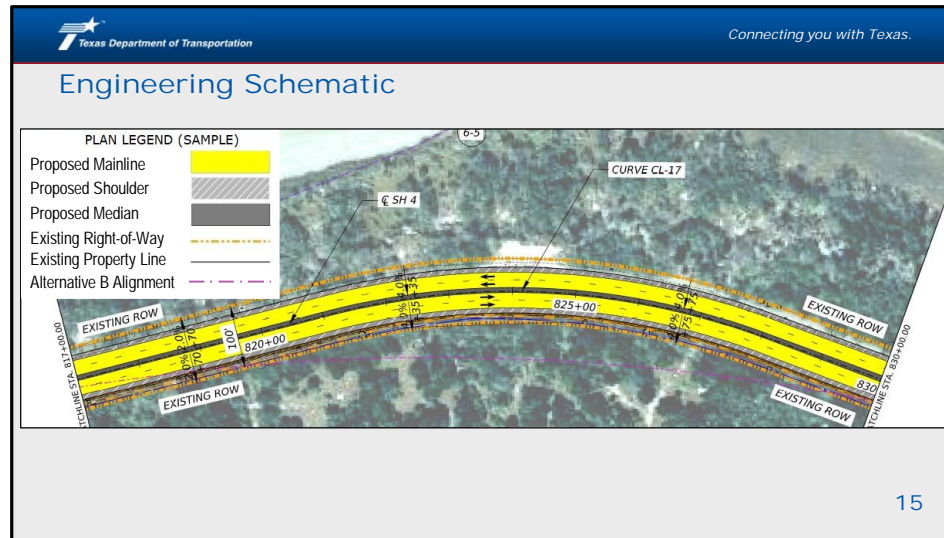
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### Engineering Schematic (continued)

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SCRIPT:

Shown here is the northern section of the corridor. Again, the full schematic drawing and the corresponding legend can be viewed at the in-person meeting, or on the meeting webpage. This design has not been finalized and may change based on the results of ongoing environmental studies and/or comments received.



SCRIPT:

This slide shows a zoomed-in portion of the schematic. This shows the proposed 4-lane roadway (mainline) in yellow, shoulders in grey with white hatching, and paved median in dark grey. The proposed work would all be within the existing right-of-way, which is depicted by the orange dashed line on both sides of the roadway. You will also notice a dashed purple line below the other improvements. The dashed purple line illustrates a second alternative that was considered, referred to as Alternative B. Alternative B would straighten 7 curves along the corridor. Additional discussion regarding the alternatives is on the following slides.

## Conceptual Alternatives Evaluation

Evaluation Criteria	Alternative*		
	No Build	Alternative A	Alternative B
Right-of-Way Acquisition	None	None	22.75 acres from 7 parcels
Section 4(f) Resource Use/Impact	None	None	Lower Rio Grande Valley National Wildlife Refuge
Wetland Impacts	None	27.3 acres	28.3 acres
Utility Impacts	None	None	52 utility poles, underground fiber & gas lines
Cost	None	\$178.9M	\$202.2M

\* Impacts are preliminary and subject to change.

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SCRIPT:

As part of the project development process, the project team has evaluated opportunities to avoid and minimize potential impacts to adjacent properties, utilities, and environmental resources. Two alternatives were considered for this project.

### Conceptual Alternatives Evaluation

Evaluation Criteria	Alternative*		
	No Build	Alternative A	Alternative B
Right-of-Way Acquisition	None	None	22.75 acres from 7 parcels
Section 4(f) Resource Use/Impact	None	None	Lower Rio Grande Valley National Wildlife Refuge
Wetland Impacts	None	27.3 acres	28.3 acres
Utility Impacts	None	None	52 utility poles, underground fiber & gas lines
Cost	None	\$178.9M	\$202.2M

\* Impacts are preliminary and subject to change.

SCRIPT:

The preferred project alignment is referred to as Alternative A. As shown in the table, Alternative A stays within the existing right-of-way.

### Conceptual Alternatives Evaluation

Evaluation Criteria	Alternative*		
	No Build	Alternative A	Alternative B
Right-of-Way Acquisition	None	None	22.75 acres from 7 parcels
Section 4(f) Resource Use/Impact	None	None	Lower Rio Grande Valley National Wildlife Refuge
Wetland Impacts	None	27.3 acres	28.3 acres
Utility Impacts	None	None	52 utility poles, underground fiber & gas lines
Cost	None	\$178.9M	\$202.2M

\* Impacts are preliminary and subject to change.

**SCRIPT:**

Alternative B would straighten 7 curves within the project corridor. This would result in impacts outside of the existing right-of-way, including right-of-way acquisition from private and federal lands, additional natural resource and utility impacts, and impact to approximately 18 acres from the Lower Rio Grande Valley National Wildlife Refuge, a Section 4(f) resource. Because of these impacts, Alternative B was not chosen as the preferred alternative.

## 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.

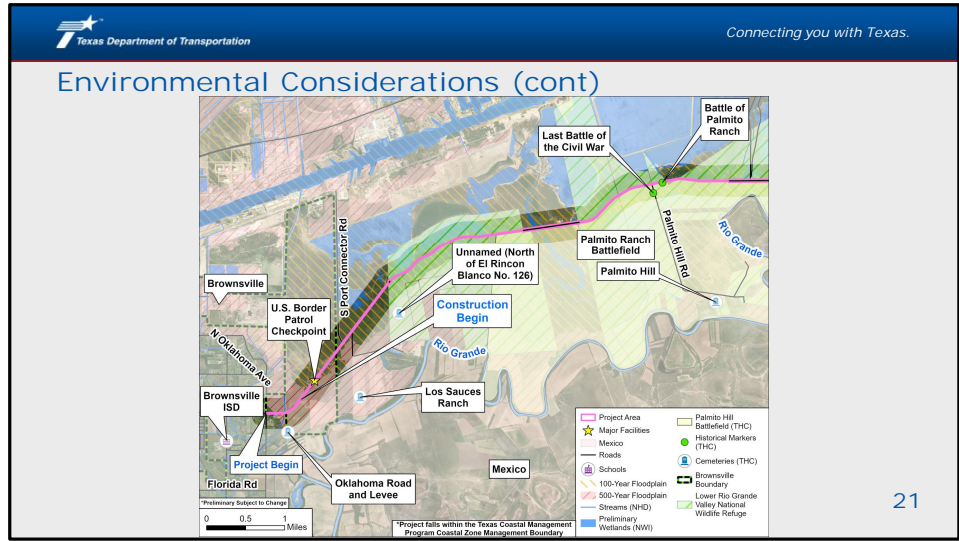
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#### SCRIPT:

Environmental studies are currently being conducted for this project and will comply with the National Environmental Policy Act, or NEPA, process. NEPA is a federal law that establishes procedures that must be followed when developing projects with federal funding or permits.

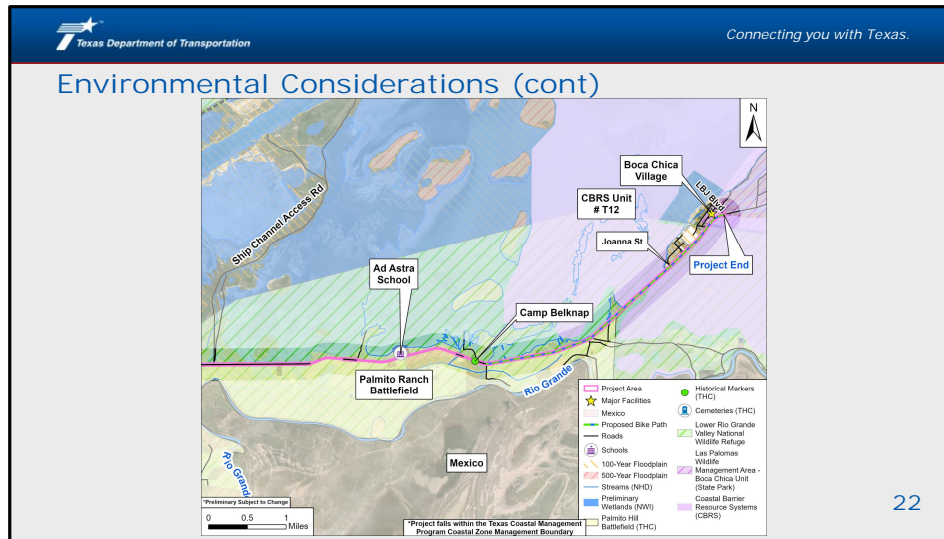
Prior to December 16, 2014, the Federal Highway Administration, or FHWA, reviewed and approved documents prepared under NEPA. However, on December 16, 2014, the Texas Department of Transportation assumed responsibility from FHWA for review and approval of certain NEPA documents. This memorandum was renewed on December 9, 2019. 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 the Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.





SCRIPT:

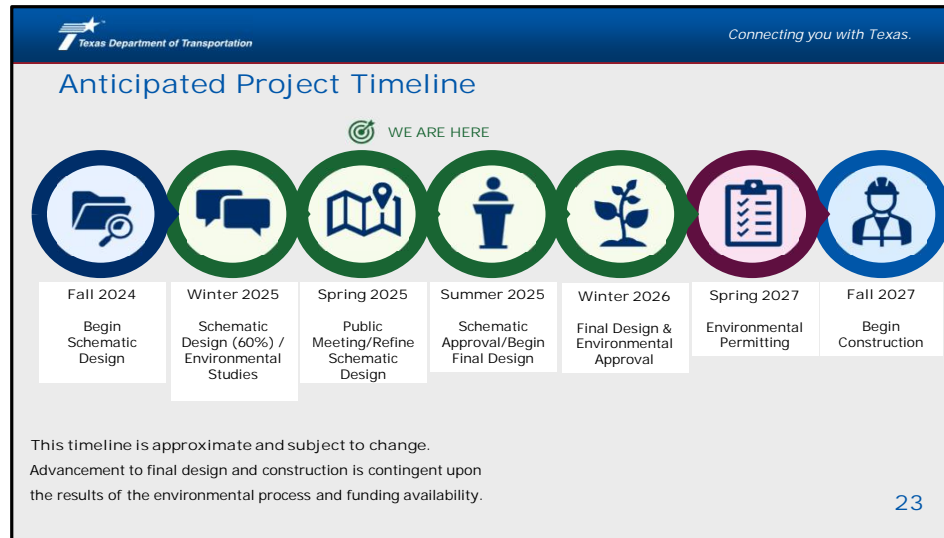
This slide shows a closer view of the environmental constraints mapped within and along the western half of the project area.



SCRIPT:

This slide shows a closer view of the environmental constraints mapped within and adjacent to the eastern half of the project area.

Detailed environmental studies being performed for this project include but are not limited to: biological resources, such as threatened and endangered species and coastal resources, water resources, historic and archeological resources, and traffic noise.



SCRIPT:

Now that we have reviewed the project design, we would like to review the anticipated timeline for the project. These dates are tentative and subject to change.

Look for the green “We are here” bullseye at the top of your screen, which indicates where we are in the project development process. After the comment period closes for this public meeting, the Project Team will evaluate the comments and refine the design as appropriate. The next step is to complete the schematic design this summer.

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## How to Provide Comments

**Comment Form**  
Submit a comment form online or in person at the in-person public meeting. You can access the online comment form by scanning the QR code or visit [www.txdot.gov](http://www.txdot.gov) and keyword search "SH 4 (Boca Chica Blvd)"

**Mail**  
Submit a comment by mail to:  
ATTN: Nolan Nicolas  
TxDOT Pharr District  
600 W. Interstate 2  
Pharr, TX 78577

**E-mail**  
Submit a comment to:  
[Nolan.Nicolas@txdot.gov](mailto:Nolan.Nicolas@txdot.gov)

**Questions/Voicemail**  
Call 956-702-6182 to ask questions or leave a voicemail with your comments

Please submit  
or postmark  
comments by:  
**April 11, 2025**



VISIT [www.TxDOT.gov](http://www.TxDOT.gov) and keyword search "SH 4 (Boca Chica Blvd)" for more information and to submit a comment

SCAN the QR code to the left to access the online comment form!

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SCRIPT:

TxDOT encourages you to review the materials regarding this project and provide feedback. Comments can be provided in the following ways:

- At the in-person public meeting using the provided comment forms.
- By phone at 956-702-6182.
- By email to [Nolan.Nicolas@txdot.gov](mailto:Nolan.Nicolas@txdot.gov).
- You can also visit [txdot.gov](http://txdot.gov), keyword search "SH 4 (Boca Chica Blvd)" to submit your comments on the online comment form.
- In addition, you can mail your comments to the address noted on this slide, TxDOT Pharr District Office to the attention of Nolan Nicolas at 600 W. Interstate 2, Pharr, Texas 78577.

All comments must be received or postmarked by Friday April 11, 2025 to be included in the official public meeting record. Documentation of the public meeting will be posted on the project's webpage at [www.txdot.gov](http://www.txdot.gov), keyword search: "SH 4 (Boca Chica Blvd)" once it has been prepared.

The slide features a blue header with the Texas Department of Transportation logo and the slogan "Connecting you with Texas." Below the header, the title "Conclusion of the Public Meeting" is displayed. A large blue banner with white text reads "Thank you!". Two text boxes follow: the left one thanks the Texas Department of Transportation for the SH 4 Widening project, and the right one thanks Senator Eddie A. Lucio Jr. School for the in-person meeting. A blue footer bar contains the text "Please remember to submit your comments by Friday, April 11, 2025." and the slide number "25" is in the bottom right corner.

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## Conclusion of the Public Meeting

# Thank you!

On behalf of the Texas Department of Transportation, we sincerely thank you for your participation in this public meeting for the SH 4 Widening project.

We would also like to thank the Senator Eddie A. Lucio Jr. School for allowing us to use their facility for the in-person meeting on March 27, 2025.

*Please remember to submit your comments by  
Friday, April 11, 2025.*

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SCRIPT:

Thank you for participating in the SH 4 Widening Project Virtual Public Meeting with In-Person Option. This concludes our presentation. We encourage you to view the other project materials available on the project website. And again, please submit any comments you have no later than Friday April 11, 2025. We would also like to thank the Senator Eddie A. Lucio Jr. Middle School for allowing us to use their facility for the in person meeting on March 27, 2025.