

 **WELCOME** September 9, 2025

**Virtual Public Meeting with  
In-Person Option  
State Loop (SL) 499**

From Farm-to-Market (FM) 106 to Interstate Highway (IH) 69E  
CSJs: 1137-01-029 and 1137-02-038

TxDOT – Pharr District  
Cameron County, Texas

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 July 17, 2025, and executed by FHWA and TxDOT.

Hello and welcome to the virtual public meeting with an in-person open house option for the State Loop (SL) 499 project, also known as South Ed Carey Drive.

My name is Chris Mundie, and I am a part of the consultant team working on this project. On behalf of the Texas Department of Transportation’s (TxDOT) Pharr District, I would like to welcome and thank you for participating in this virtual public meeting.

This is a pre-recorded presentation. Please note that you may pause this presentation at any point to allow more time to view the slides, you may also pause the presentation and navigate forward or backward as needed.

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

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



For too long, drivers have been inundated with safety campaigns that focus almost exclusively on the negative aspects of unsafe driving, from punitive measures to tragic consequences. Unfortunately, drivers see so many of these types of campaigns that they no longer cut through the clutter, limiting the impact of the messaging. It's time to change how we communicate with Texas drivers. Drive like a Texan is all about communicating a positive message. This campaign exemplifies the pride, camaraderie and responsibility of being a Texan. It doesn't matter how long you've lived here, or where you're from. All that really matters is that you embrace those values that represent the best of Texas. Kindness. Courtesy. Respect. By reminding every Texan to practice those values every day – especially when they're behind the wheel – we can make Texas roads safer for everyone.

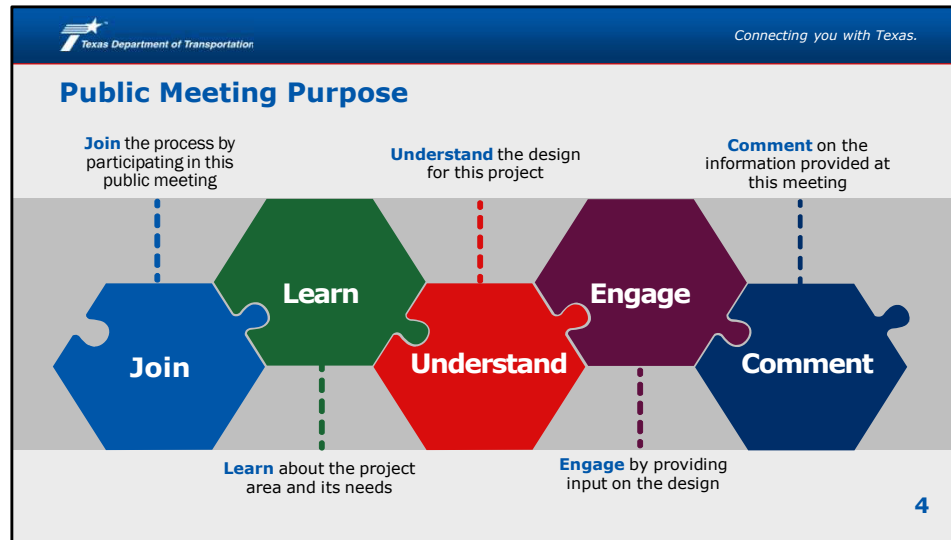
## Public Meeting Agenda

- 04** | Purpose of Public Meeting
- 05** | Project Limits
- 06-07** | Project Need and Purpose
- 14-20** | Project Description
- 21-23** | Environmental Studies
- 24** | Right-of-Way (ROW)
- 25** | Next Steps in Project Development
- 26** | How to Provide Comments

**3**

In this public meeting, the following topics will be discussed:

- the purpose of the public meeting
- the project limits
- the need and purpose for the project
- the description of the proposed project
- environmental studies being prepared
- a description of the right-of-way acquisition process
- the next steps in the project development process
- and how to provide comments




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 SL 499 project in Cameron County, Texas. This presentation will provide information about the proposed design for SL 499, also known as South Ed Carey Drive.

At this meeting, TxDOT would like you to:

- Join the SL 499 project through your participation in this meeting
- Learn about the project area 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 input and comments are an important part of this process, and we encourage you to provide comments on this project. As I mentioned earlier, your continued participation throughout the planning and development of the project is very important. You are encouraged to talk to your neighbors and refer them to TxDOT so they can also make comments and be included in this process.



Connecting you with Texas.

### Project Limits

**Project Name**  
SL 499  
(South Ed Carey Drive)

**Project Limits**  
From Farm-to-Market (FM)  
106 to Interstate Highway  
(IH) 69E

**Project Length**  
Approximately 2.35  
miles



Project Location on  
 County Base Map  
 SL 499 from FM 106 to IH 69E  
 Cameron County, Texas  
 CSJ#: 1137-01-029, 1137-02-038  
 Base Map: 0301 - 1000 Base Map

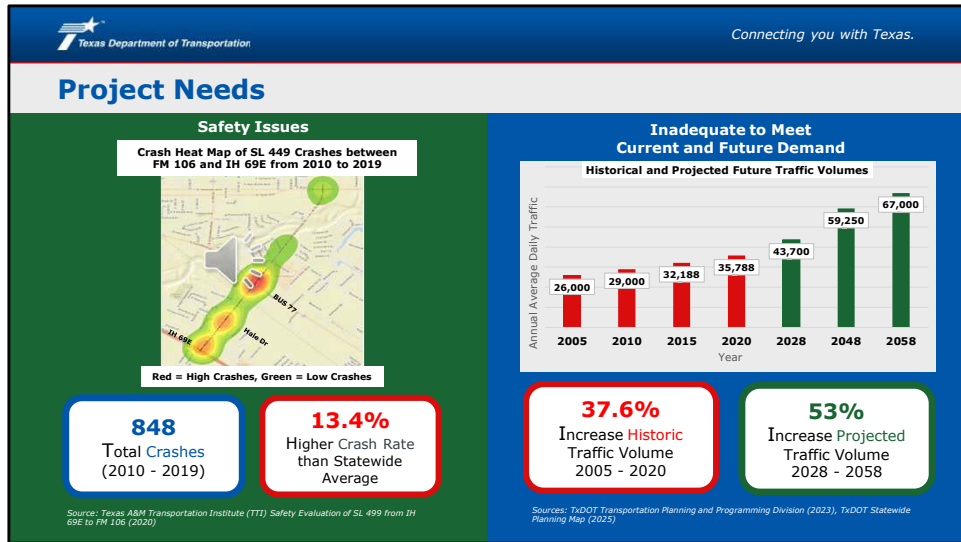
5

The proposed project is located on SL 499 (South Ed Carey Drive) and extends from FM 106 to IH 69E. The project is approximately 2.35 miles long and located in the city of Harlingen, Cameron County, Texas.

From FM 106 to BUS 77, TxDOT proposes to add one travel lane in each direction, a center raised median, a sidewalk on the east side of the roadway, and shared-use path on the west side.

From BUS 77 to IH 69E, TxDOT proposes to add a center raised median and sidewalks along both sides of South Ed Carey Drive.

The map shown on your screen shows the project limits of the proposed project as a solid red line.



The proposed project is needed because SL 499 (South Ed Carey Drive):

- a) Has a high crash rate that is approximately 13.4 percent higher than the statewide average crash rate for a comparable roadway, resulting in safety concerns.
- b) The map on the left side of this slide shows higher density of crashes in red and lower density of crashes in green. The high crash areas are in the southern half of the corridor at or near the South Ed Carey Drive intersections with BUS 77, Hale Drive, and IH 69E.
- c) South Ed Carey Drive is also inadequate to meet current and future traffic demands. The existing roadway is congested and traffic congestion is projected to get worse with an anticipated 53 percent increase in traffic volume from 2028 to 2058.

### Project Purpose



Improve roadway safety



Enhance mobility



Reduce traffic congestion



Provide additional lane capacity



Improve bicycle and pedestrian accommodations

The purpose of the proposed SL 499 (South Ed Carey Drive) project is to improve roadway safety, enhance mobility, reduce traffic congestion, add lane capacity, and improve bicycle and pedestrian accommodations.

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### Estimated Project Cost and Schedule

	<b>Tentative Ready to Let Date (Construction)</b> <b>August 2035</b>
	<b>Estimated Construction Completion</b> <b>2.5 years</b>
	<b>Estimated Total Construction Cost</b> <b>\$62 million</b>

8

TxDOT has begun designing improvements to SL 499 (South Ed Carey Drive) to reduce congestion and improve mobility and safety.

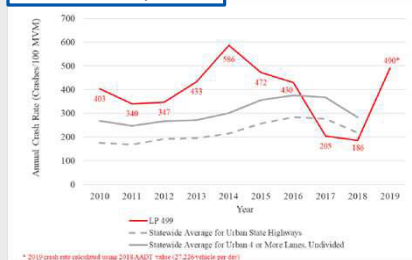
There are several steps in developing this project before construction begins. The project engineers have collected and analyzed existing and future traffic data and developed the preliminary design plans which are available for viewing on the public meeting webpage.

We are collecting feedback from the community and will use that feedback in conjunction with additional technical evaluations to refine the design plans. The project will be evaluated for environmental impacts and compliance and receive environmental approval.

The engineers will then develop final plans to be used for construction bidding and TxDOT currently anticipates putting the project out for construction bids in August 2035. We anticipate construction to be completed within 2.5 years at an estimated total construction cost of \$62 million dollars. The current let date of August 2035 is tentative and subject to change.

## Texas A&M Transportation Institute (TTI) Safety Evaluation

Crash Rate Comparison



### Safety Evaluation Findings

- This segment of SL 499 (South Ed Carey Drive) has crash rates **higher** than the statewide average crash rates for state highways and high-volume undivided roadways for all years except 2017 and 2018.
- Installing a **raised median** will reduce the number of conflict points by approximately 71 percent without eliminating or consolidating a single driveway.
- Installing a **raised median** will help reduce the number of crashes, especially for average daily traffic exceeding 20,000 vehicles per day.
- By **reducing** the number of access points to SL 499 (South Ed Carey Drive), the free flow speed will increase.

9

In conjunction with TxDOT analyzing existing and future conditions for SL 499 (South Ed Carey Drive), the Texas A&M Transportation Institute, or TTI performed a safety evaluation for the South Ed Carey Drive corridor within the project limits. The purpose of this evaluation was to assess safety conditions in the existing corridor and identify potential safety issues which could be improved should raised medians be installed in the South Ed Carey Drive corridor. The TTI report found that crash rates along South Ed Carey Drive are higher than the statewide averages for urban state highways and high-volume undivided roadways for all years except 2017 and 2018, as shown by the redline on the graph.

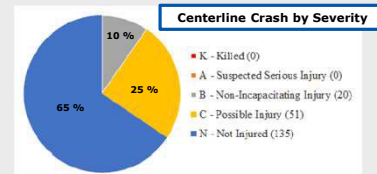
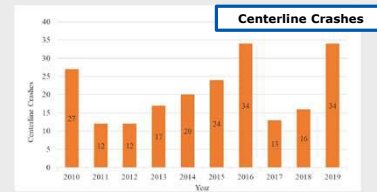
The raised medians proposed by TxDOT are designed to resolve some of the concerns with conflict points and safety in the South Ed Carey Drive corridor. Even without elimination or consolidation of a single driveway, TTI found that the installation of a raised median on South Ed Carey Drive would reduce the total number of conflict points along the study corridor from 1,421 to 410 – a reduction of approximately 71 percent. The TTI report also indicated that raised median treatments appear to be associated with fewer crashes than the existing undivided roadway and two-way left turn lane, especially for average daily traffic demands exceeding 20,000 vehicles per day.

Studies indicate that speed along a roadway decreases with an increase in access points. By reducing the number of access points along the South Ed Carey Drive corridor, the free flow speed will increase.

## Texas A&M Transportation Institute (TTI) Safety Evaluation (Cont.)

### Safety Evaluation Findings

- On average, 21 crashes per year involving a vehicle crossing over the centerline of the roadway could be prevented with raised median implementation.
- Centerline crashes occur at unsignalized intersections and at driveway access points.
- The raised median is intended to reduce conflict points and re-route conflicting traffic to the nearest median opening at a signal-managed intersection.
- At driveway and minor street locations where the median is installed, cross-street through and left turns are not permitted, but right-in and right-out movements are allowed.

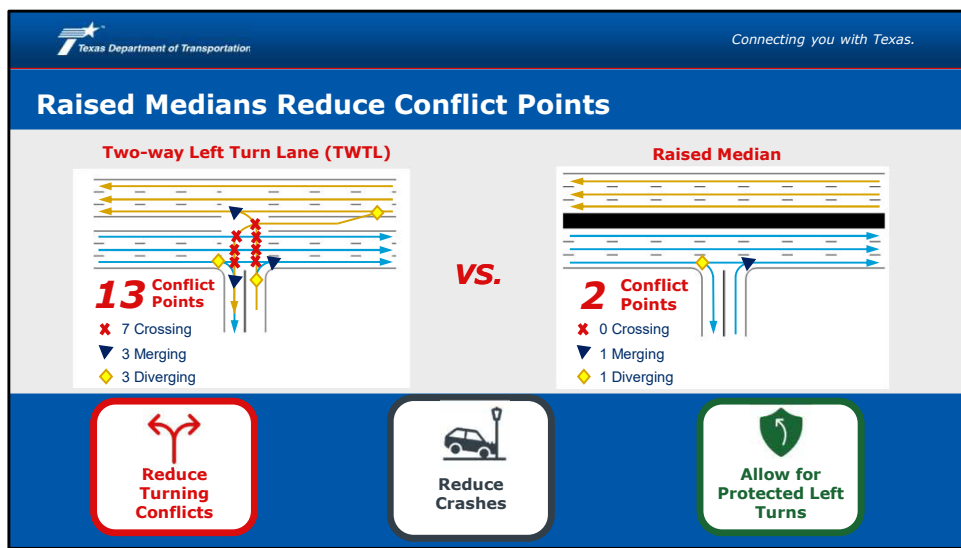


10

The bar graph in this slide shows centerline crashes, which are crashes involving a vehicle crossing over the centerline of the roadway. These crashes are a focused interest in this case since centerline crashes not occurring at signalized intersections are those that can be directly addressed and mitigated by the installation of raised medians proposed for SL 499 (South Ed Carey Drive). Of the total 848 crashes occurring along South Ed Carey Drive between IH 69E and FM 106 from 2010 to 2019, 209 or 24.6 percent were centerline crashes. Should raised medians be installed, all such crashes could be removed since their associated crash types, which tend to be more severe head-on, right angle and turning angle crashes, would be prevented by the raised median between signalized intersections. On average, 21 crashes per year or 24.6 percent of crashes could be prevented with raised median implementation.

The pie chart in this slide shows the severity of centerline crashes along South Ed Carey Drive for the same time period. Of the 209 crashes, 10 percent involved non-incapacitating injuries, 25 percent involved possible injuries, and 65 percent of crashes had no injuries. Fortunately, there were no fatalities.

Raised medians are an access management technique designed to allow left turns only at designated locations. In contrast the two-way left turn lane (TWLTL) permits left turns into and out of all driveways and cross streets that connect to the primary arterial, which in this case is South Ed Carey Drive. The proposed raised median is intended to enhance traffic flow with less interruption from minor street traffic and less frequent turning movements compared to the existing TWLTL. It is also intended to reduce conflict points and re-route conflicting traffic to the nearest median opening at a signal-managed intersection, where right of way is positively controlled. In most cases, traffic movements to and from driveways are restricted to right-in and right-out only.



So how do medians help improve safety? Medians reduce turning conflict points.

Two examples of an intersection configuration are shown on the screen. The one on the left of the screen is the existing two-way left turn lane configuration on SL 499 (South Ed Carey Drive) from IH 69E to BUS 77. The one on the right of the screen is the proposed raised median configuration. Comparing the conflict points on the left to the one on the right shows that constructing raised medians will reduce the number of turning conflict points from 13 to just 2 by implementing the proposed raised median.

Cars turning left across traffic are at risk of collisions with through traffic in both directions. Medians also reduce crashes caused by head-on traffic and crossing traffic. The median creates a barrier for opposing directions of traffic and allows for a safer way to cross the road. Medians allow for protected left turns and help traffic flow by removing traffic from the through lanes. Longer protected left turn lanes will give cars waiting to turn a dedicated space, keeping those vehicles from stopping through traffic.

The following videos show the safety concerns on the existing two-way left turn lane by showing examples of near miss crashes on SL 499 (South Ed Carey Drive).

### Unprotected Left-Hand Turn on SL 499 at Hale Drive, facing South



12

In this video of SL 499 (South Ed Carey Drive) looking south at the Hale Drive intersection, you can see an example of an unprotected left hand turn on South Ed Carey Drive. Note the red car tries to make a U-turn into oncoming traffic nearly missing a collision. If there had been a median in place, the red car would have traveled to a designated U-turn area before attempting to U-turn.

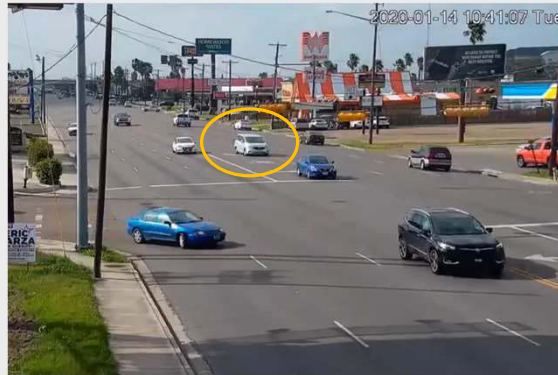
### Potential Head-on Collision on SL 499 at Hale Drive, facing South



13

In this video of SL 499 (South Ed Carey Drive) looking south at the Hale Drive intersection, you can see an example of a potential head-on collision on South Ed Carey Drive. Note the black truck is crossing South Ed Carey Drive as the school bus is turning left onto South Ed Carey Drive, nearly missing a head-on collision. If there had been a median in place, there would have been a barrier preventing the truck from going straight across the roadway.

### Potential Head-on or Turning Angle Collision on SL 499 at Hale Drive, facing South

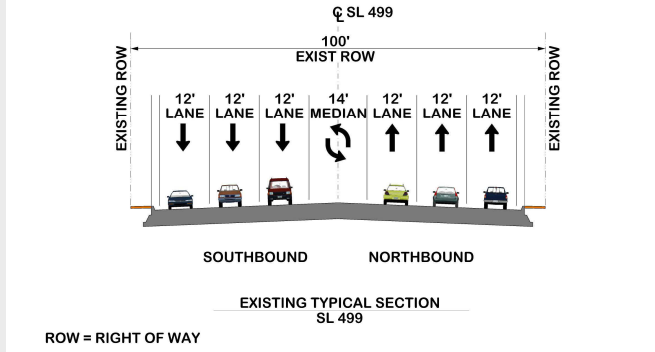


14

In this video of SL 499 (South Ed Carey Drive) looking south at the Hale Drive intersection, you can see another example of a potential collision on South Ed Carey Drive. The white van is crossing South Ed Carey Drive to enter the Valero driveway as the red car is turning right onto South Ed Carey Drive—nearly missing a head-on or turning angle collision. If there had been a median in place, there would have been a barrier preventing the van from going straight across the roadway.

## Project Description

### Existing Condition SL 499 from IH 69E to BUS 77



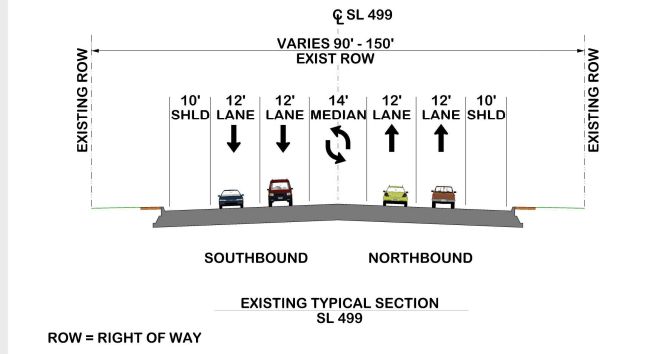
15

The existing SL 499 (South Ed Carey Drive) consists of two different lane configurations within the project limits, with one portion including six travel lanes and the remaining portion four travel lanes.

The six-lane roadway section shown in this slide extends from approximately IH 69E to BUS 77 and consists of three 12-foot-wide travel lanes in each direction, separated by a continuous 14-foot-wide center two-way left turn lane. The existing right-of-way width is approximately 100 feet.

### Project Description

#### Existing Condition SL 499 from BUS 77 to FM 106

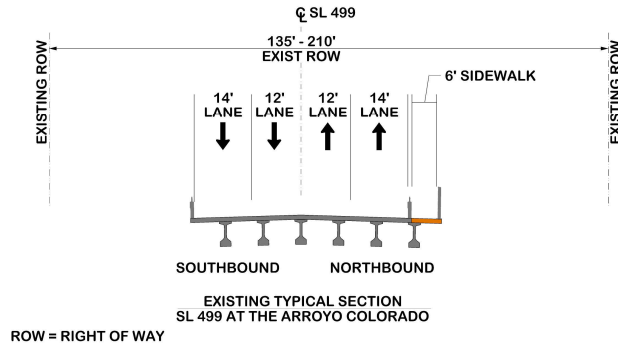


16

The existing four-lane section extends from BUS 77 to FM 106. This section consists of two 12-foot-wide travel lanes in each direction with 10-foot-wide paved outside shoulders, and a 14-foot-wide center two-way left turn lane to separate directions of travel. The existing right of way width varies from 90 to 150 feet.

## Project Description

### Existing Condition SL 499 at the Arroyo Colorado

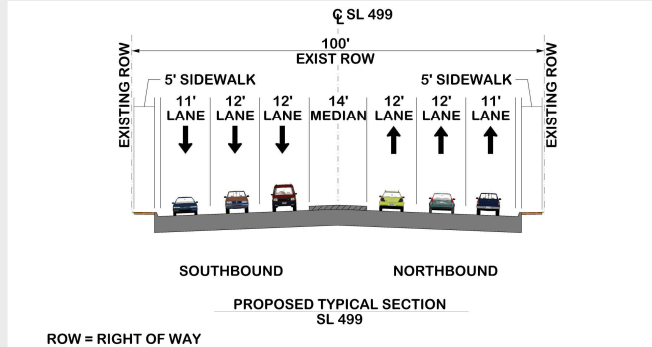


17

The existing bridge crossing the Arroyo Colorado consists of two inside 12-foot-wide travel lanes and two 14-foot-wide outside travel lanes in each direction. The bridge accommodates a 6-foot-wide sidewalk along the outside northbound lane. The existing right-of-way width varies from 135 to 210 feet.

## Project Description

### Proposed Improvements SL 499 from IH 69E to BUS 77

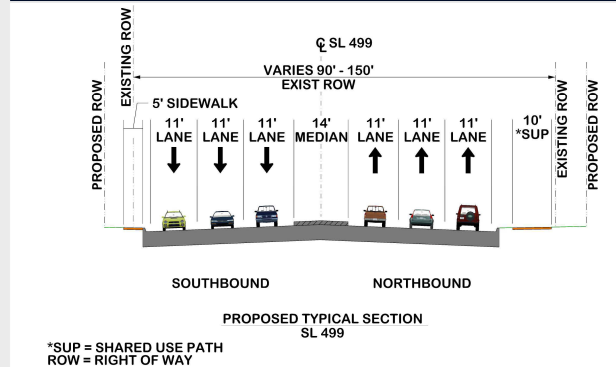


18

The proposed roadway from approximately IH 69E to BUS 77 would consist of two 12-foot-wide and one 11-foot-wide travel lane in each direction, separated by a 14-foot-wide raised median. Five-foot-wide sidewalks would be constructed on each side of the roadway from back of curb. Approximately 0.1 acre of additional right of way is anticipated for the proposed improvements in this section.

## Project Description

### Proposed Improvements SL 499 from BUS 77 to FM 106

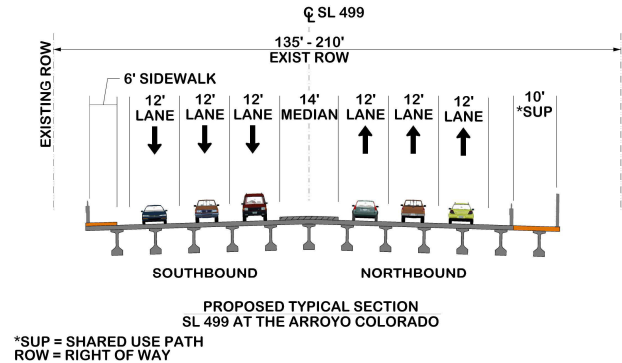


19

The proposed roadway section from BUS 77 to FM 106 would provide three 11-foot-wide travel lanes in each direction, separated by a 14-foot-wide raised median. A 5-foot-wide sidewalk would be constructed from back of curb on the outside southbound travel lane, and 10-foot-wide shared-use path constructed along the outside northbound travel lane. Offset distance between the back of curb and shared-use path varies from 4 to 5.5 feet. Approximately 1.2 acres of additional right of way varying in width up to 19.5 feet is needed to accommodate these proposed improvements.

## Project Description

### Proposed Improvements SL 499 at the Arroyo Colorado



20

The proposed bridge section crossing the Arroyo Colorado would provide three 12-foot-wide travel lanes in each direction, separated by a 14-foot-wide raised median. A 6-foot-wide sidewalk would be constructed along the outside southbound travel lane, and 10-foot-wide shared-use path constructed between the bridge railings offset from the outside northbound travel lane.

## 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 July 17, 2025, and executed by the Federal Highway Administration and TxDOT.

21

The proposed project is anticipated to be programmed with both state and federal funds. Because of this, 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 potential impacts to the natural and manmade environment and helps the decision maker to make an informed decision on whether to proceed with the man-made project.

On July 17, 2025, 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 this project.



As part of the environmental process, technical analyses will be completed to document the potential environmental impacts of the project. The resource categories studied include:

- Biological resources, including threatened and endangered species and their habitats
- Vegetation and wildlife
- Water resources, including waters of the U.S. and wetlands
- Cultural resources, including historic and archeological resources
- Hazardous materials
- Traffic noise
- Community impacts
- Land use and parkland
- Air quality
- Resources protected under Section 4(f) of the Department of Transportation Act and Chapter 26 of the Parks and Wildlife Code



## Right-of-Way (ROW) Acquisition Process

- **Potential ROW Impacts\***

- Approximately 1.3 acres of new ROW would be needed for the proposed project
- No anticipated residential structure displacements
- One non-residential structure would be displaced (Valero gas station & Stripes convenience store)

- **ROW Guidance and Resources**

- Follow federal and state laws and policies
- The Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (Uniform Act)
- Right of Way Brochures are available on the TxDOT Website: <http://txdot.gov/inside-txdot/forms-publications/publications/landowner-rights.html>
- Information about the benefits, services and Right-of-Way Acquisition schedule can be obtained by calling Ramon Jimenez, Jr. at the TxDOT District Office at (956) 702-6287

\* Subject to change

24

Approximately 1.3 acres of new right of way would be required for the proposed improvements. The proposed project would potentially displace no residential structures and one non-residential structure.

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. Hard copies of the Right of Way Brochures and Property Owner's Bill of Rights will be available at the Right of Way table at the In-Person Open House public meeting and are also available at [www.txdot.gov](http://www.txdot.gov).

TxDOT is the agency responsible for acquiring the additional right of way from the individual property owners for this project. TxDOT will acquire all real property in accordance with the provisions of Title III of the Uniform Act and its associated federal regulations (49 CFR Part 24). All negotiations for right of way conducted are subject to this law and these regulations. 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, businesses, and non-profit organizations may be eligible to receive, are available for download on the TxDOT website address listed.

Information about the benefits, services and Right-of-Way Acquisition schedule can be obtained by calling Ramon Jimenez, Jr. in the TxDOT District Office at (956) 702-6287.



Now that we have reviewed the project, I would like to highlight the estimated timeline for project completion.

Look for the red “We are here” arrow at the top left of your screen. After the comment period closes for this public meeting on Wednesday, September 24, 2025, the Project Team will evaluate the comments throughout the month of October. Based on the comments received and further design, the final schematic will be completed by the middle of next year. There will be an opportunity for a public hearing once the final design is completed and prior to obtaining environmental approval. Once the project receives environmental approval it will move into the final design stage in 2028 with construction tentatively beginning in late 2035.

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## How to Submit Your Comments

While comments are always welcome, they must be received on or before **Wednesday, September 24, 2025** to be included in the official public meeting documentation.

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:  
[Cynthia.Gonzales@txdot.gov](mailto:Cynthia.Gonzales@txdot.gov)  
Include reference to **SL 499**

**Mail**  
TxDOT Pharr District Office  
600 W. Interstate 2  
Pharr, TX 78577

**Online Comment Form**  
Follow or click the link below or scan the QR Code on the right:  
[www.txdot.gov](http://www.txdot.gov) and search keyword "SL 499"



Drop the Comment Form in the comment box at the in-person open house

26

TxDOT encourages you to review the materials regarding this project and provide feedback. Written comments from the public regarding the proposed project are requested and may be submitted via email to [Cynthia.Gonzales@txdot.gov](mailto:Cynthia.Gonzales@txdot.gov), or via mail by downloading and filling out a comment card available on the SL 499 public meeting website and sending to the TxDOT Pharr District Office at 600 W. Interstate 2, Pharr, Texas 78577.

In addition, there is an option to fill out an online comment form through the public meeting website under the how to make comment section or by clicking on the link shown on the screen. All comments must be received on or before **September 24, 2025**. Responses to comments received will be available online at [www.txdot.gov](http://www.txdot.gov), keyword search "SL 499," once they have been prepared.

## Project Information and Contacts

- To access the public meeting page visit [www.txdot.gov/projects/hearings-meetings.html](http://www.txdot.gov/projects/hearings-meetings.html) or scan the QR code on the right.
- For project specific information contact the TxDOT Project Manager anytime during project development

Isaac Garza, P.E.  
Phone: (956) 702-6248  
Email: [Isaac.Garza@txdot.gov](mailto:Isaac.Garza@txdot.gov)



 SCAN ME

27

All information regarding the project can be found on the public meeting web page by clicking on the link shown on the screen or by scanning the QR code on the right.

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

For further questions regarding project specific information contact TxDOT Project Manager Isaac Garza, P.E., in the TxDOT Pharr District office by phone at (956) 702-6248 or email [Isaac.Garza@txdot.gov](mailto:Isaac.Garza@txdot.gov) with any questions or comments at any time during project development.

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 white boxes with black borders contain the following text:

On behalf of the Texas Department of Transportation, we sincerely thank you for your participation in this public meeting for the SL 499 Project.

We would also like to thank the Treasure Hills Elementary for allowing us to use their facility for the in-person meeting on September 9, 2025.

A dark blue footer bar contains the text "Please remember to submit your comments by **Wednesday, September 24, 2025**". The number "28" is located in the bottom right corner of the slide.

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 **Wednesday, September 24, 2025**, will be published with the virtual meeting report on the meeting webpage in the coming weeks. Thank you for your interest and we look forward to hearing from you.