



Welcome

**VIRTUAL PUBLIC MEETING WITH
IN-PERSON OPTION**

**FM 3362/FM 2061 (Jackson Road) Widening Project
From SH 495 to Hall Acres Rd.
Hidalgo County, Texas
CSJs: 3468-01-021, 1939-02-036**

SCRIPT:

Hello, and welcome to the virtual public meeting with an in-person option for the FM 3362 and FM 2061 (also known as Jackson Rd.) widening project.

The approximately 3.5-mile project is proposed from SH 495 to Hall Acres Rd. in Hidalgo County, Texas. My name is Julie Richey with CD&P, and I am a public involvement consultant for this project. I will be presenting on behalf of the Texas Department of Transportation, or TxDOT. This presentation has been pre-recorded.

Thank you for participating in this virtual public meeting. Public participation is important in the transportation planning process, and TxDOT appreciates your input on the proposed project.

HELP #EndTheStreakTX

End the streak of daily deaths on Texas roadways.

TxDOT.gov (Keyword: #EndTheStreakTX)



#EndTheStreakTX Toolkit



FM 3362/FM 2061 Widening Project Virtual Public Meeting

March 2024 2

SCRIPT:

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.

Table of contents



1	Public Meeting Purpose	4-5
2	Project Limits	6-7
3	Project Need and Purpose	8-12
4	Proposed Project Details	13-15
5	Environmental Studies	16-19
6	Right-of-Way Acquisition Process	20
7	Next Steps in Project Development	21
8	How to Provide Comments	22-24

SCRIPT:

This virtual public meeting will include the following topics of discussion: the purpose of the public meeting; the project limits; the need for and purpose of the proposed project; a description of the proposed project, the environmental studies being prepared and the right-of-way acquisition process. Finally, the next steps in the project development will be discussed as well as how to provide comments.

Public Meeting Format



This public meeting is being offered both Virtually and In-Person. The Virtual and In-Person Public Meetings will provide the same information and the opportunities to comment do not differ.

The In-Person Public Meeting will be held:
Tuesday, March 19, 2024
from 5 to 7 p.m.
Kennedy Middle School Cafeteria
600 W Hall Acres Rd, Pharr, TX 78577



SCRIPT:

This public meeting is being offered both virtually and in-person and will provide the same information. The opportunities to comment do not differ.

The in-person public meeting will be held on Tuesday, March 19 from 5 to 7p.m. at the Kennedy Middle School Cafeteria at 600 W Hall Acres Rd, Pharr, TX 78577.

Public Meeting Purpose



- Encourage and maintain effective communication with the public
- Provide current information on the FM 3362/FM 2061 project
- Follow an important step in the environmental process
- Receive public input and comments



FM 2061 Facing South

SCRIPT:

The purpose of the public meeting is to encourage and maintain effective communication with the public and provide project-specific information as it relates to the FM 3362 and FM 2061 project.

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 so that they can also make comments and be included in this process.

Project Limits

TxDOT is proposing to widen approximately 3.5 miles of FM 2061/FM 3362 (Jackson Rd.) to three lanes in each direction with a raised median, provide dedicated turn lanes, construct pedestrian and bicycle paths, and improve intersections. This project would improve traffic flow and enhance safety to support increasing traffic volumes due to growth in the area.

Total Estimated Project Cost: \$107.2 M



SCRIPT:

FM 3362 & FM 2061, also known as Jackson Road, is an important route for both commercial and residential traffic for the cities of Pharr and McAllen as well as the broader region. TxDOT is proposing to widen approximately 3.5 miles of the road to three lanes in each direction with a raised median, provide dedicated turn lanes, construct pedestrian and bicycle paths, and improve intersections.

The total estimated project cost is \$107.2 million dollars and is anticipated to receive a combination of both state and federal funds.

Existing Roadway Characteristics



Missing Sidewalks

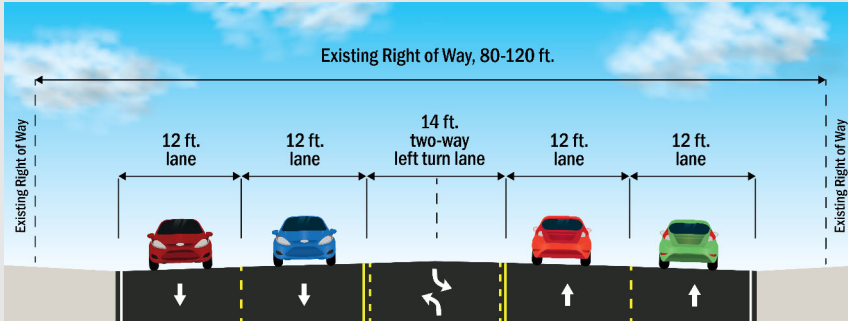


Turning Conflicts



125 closely spaced driveways

Existing Roadway Configuration



2022
36,200
VEHICLES
PER DAY



2047
47,700
PROJECT VEHICLES
PER DAY



32%
INCREASE



SCRIPT:

This segment of FM 3362 and FM 2061 is currently two lanes in each direction with a center turn lane. Development varies along the road with areas of dense development as well as undeveloped spaces of land. The road lacks continuous sidewalks, has 125 closely spaced driveways, and with the center turn lane, there are multiple turning conflicts along the corridor.

In 2022, there were an average of 36,200 vehicles on the road each day. That number is projected to increase by 32% in the next 25 years, exceeding capacity of the current roadway.

Project Need and Purpose



Project Need

This project is needed because FM 3362 and FM 2061 (Jackson Rd.) between SH 495 and Hall Acres Rd. lacks the capacity to meet existing and future traffic volumes, resulting in congestion and reduced mobility. The roadway does not meet current design standards resulting in traffic crashes.

Project Purpose

The purpose of the project is to reduce congestion, improve mobility and reduce crashes along the corridor.

Project Objective

The project aims to enhance safety, improve traffic operations, and manage congestion by reducing the number of crashes, adding capacity, and reconfiguring how traffic moves throughout the corridor.

SCRIPT:

A purpose and need statement explains why a project is being developed and provides a basis for the development and evaluation of project alternatives.

This project is needed because FM 3362 and FM 2061 (Jackson Rd.) between SH 495 and Hall Acres Rd. lacks the capacity to meet existing and future traffic volumes, resulting in congestion and reduced mobility. The roadway does not meet current design standards resulting in traffic crashes.

The purpose of the project is to reduce congestion, improve mobility and reduce crashes along the corridor.

The project aims to enhance safety, improve traffic operations, and manage congestion by reducing the number of crashes, adding capacity, and reconfiguring how traffic moves throughout the corridor.

Safety Conditions



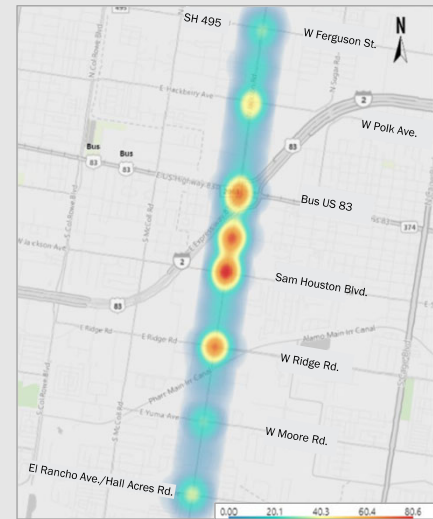
Crash Analysis

987
Crashes

62%
Occurred between
intersections

24%
Left-turn
Crashes

43%
Rear-end
Crashes



Crashes 2020 - 2022

SCRIPT:

Between the years 2020 and 2022 there were 987 crashes reported along this segment of FM 3362 and FM 2061. The heat map shows the frequency and location of crashes along the corridor, with red indicating more frequent crashes at a location and blue less frequent crashes. Forty-three percent of crashes were rear-end and twenty-four percent were related to left turns. The majority of crashes occurred between intersections along the corridor.



SCRIPT:

This video shows two separate vehicles making left turns into queued traffic and experiencing near collisions with traffic already traveling in the lane. Improvements such as a median would route this car to an intersection or other median opening to make a U-turn, eliminating this turning conflict and allowing a longer distance to safely turn and merge into the traffic flow.



SCRIPT:

This video shows a vehicle turning left from a shopping center and blocking northbound traffic. A center median would prevent this turning conflict, reducing the danger and likelihood of a crash.



SCRIPT:

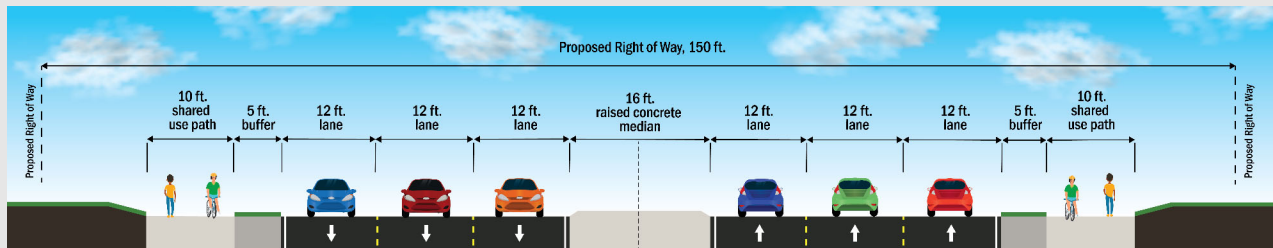
This video shows a vehicle waiting to turn left into a driveway while one waits to turn left out of the driveway. At the same time, two other cars moving the opposite direction are using the center turn lane as a travel lane. There are multiple potential collision points in this scenario. A median would separate the opposing traffic, provide a dedicated turn lane to make the turn into the driveway or to make a U-turn to travel in the opposite direction and make a right turn into the driveway. A median would also eliminate the use of the center turn lane as a travel lane.

Proposed Project Details



- Widen to three lanes in each direction
- Construct pedestrian and bicycle paths
- Construct a center median and provide dedicated left-turn lanes
- Provide right-turn lanes at signalized intersections
- Reconfigure driveways to reduce turning conflicts and slow downs

Proposed Roadway Configuration



SCRIPT:

To meet the purpose of the project, TxDOT is proposing several improvements along FM 3362 & FM 2061. This project will:

- Widen the road to three lanes in each direction
- Construct pedestrian and bicycle paths on both sides of the road
- Construct a center median and provide dedicated left-turn lanes
- Provide right-turn lanes at signalized intersections
- Reconfigure driveways to reduce turning conflicts and slow downs

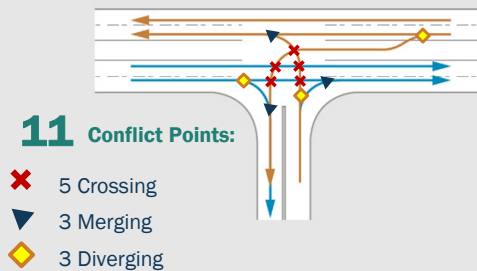
Proposed Project Details



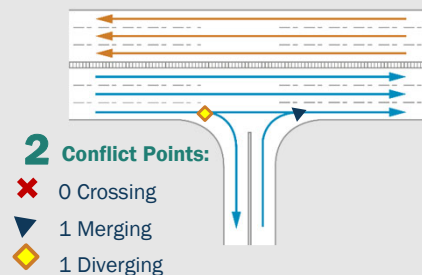
Medians enhance safety by:

- Reducing turning conflicts
- Reducing crashes caused by conflicts between traffic turning left, head-on traffic, and crossing traffic
- Allowing for protected left turns and helping traffic flow by removing turning traffic from the through lanes

Two-Way Left Turn Lane Conflict Points



Raised Median Conflict Points



SCRIPT:

Constructing a median will address safety concerns with increasing numbers of vehicles using the road and the large number of driveways and side streets where cars are turning. Medians are recommended where traffic is greater than 20,000 vehicles per day. Current traffic volumes are well above that number today. Medians offer the following advantages:

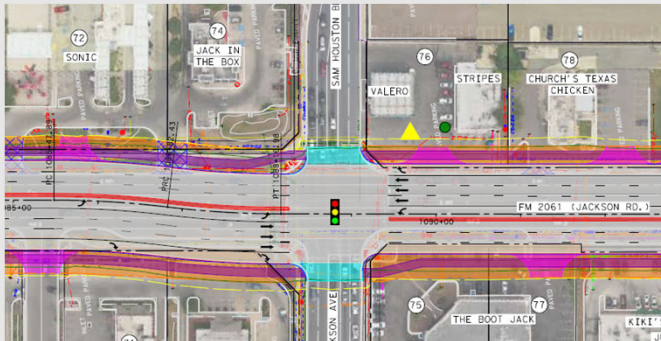
- Reduce turning conflicts - Cars turning left across traffic are at risk of collisions with through traffic in both directions.
- Medians reduce crashes caused by head-on traffic and crossing traffic. The median creates a barrier for opposing directions of traffic and allows for a safer way to cross the road.
- Medians allow for protected left turns, which 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.
- Constructing raised medians will reduce the number of turn conflict points from 11 with the current two-way left-turn lane, to just 2.

Proposed Project Details

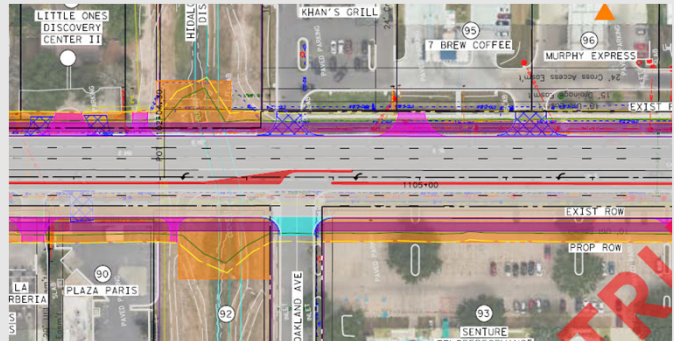


Median Breaks

- Typically located at signalized intersections
- Must be spaced to allow for left turn lane storage and deceleration lengths
- Allow U-turns



Intersection Median Break



Hooded Left Turn Median Break

SCRIPT:

Median breaks allow traffic to make left turns, cross the street to access businesses and side streets, and to turn to drive the other direction. Intersections controlled with signals create the most logical locations for traffic to turn.

The median breaks must be spaced far enough apart to allow for left turn lanes, which must be long enough to hold the cars waiting to turn left and provide enough distance for cars to safely slow down for the turn.

For these reasons, not all intersections will have median breaks.

We have included two types of median breaks for this project.

Median breaks with left-turn lanes are available at each signalized intersection.

Hooded left turns which allow left turns on to side streets but do not allow for left turns on to Jackson Rd., are added where space permits

Alternatives Analysis



Evaluation Criteria	Preferred Alternative	Alternative 1 (Equal)	Alternative 2 (West)	Alternative 3 (East)
Estimated Proposed Right of Way (acres)	19.3	18.5	21.9	20.8
Number of Displaced Residences	1	1	4	7
Number of Residences with Proximity Impact	1	3	4	1
Number of Displaced Commercial/Industrial/Offices	1	1	1	11
Number of Commercial/Industrial/Offices with Proximity Impact	2	5	9	12
Number of Displaced Parking Spots	711	672	1,066	724
Number of Impacted Parcels	173	189	102	75
Total Estimated Costs (Million)	\$107.2	\$107.2	\$110.2	\$110.2

SCRIPT:

TxDOT has performed an analysis of four different alignment alternatives, or options, for widening the road. For each alternative, various impacts to the community and environment were identified and compared. Alternative 1 would widen the road equally to the east and west, Alternative 2 would widen to the west, and Alternative 3 would widen to the east. A comparison of alternatives is provided in the chart.

Preferred Alternative



Preferred Alternative

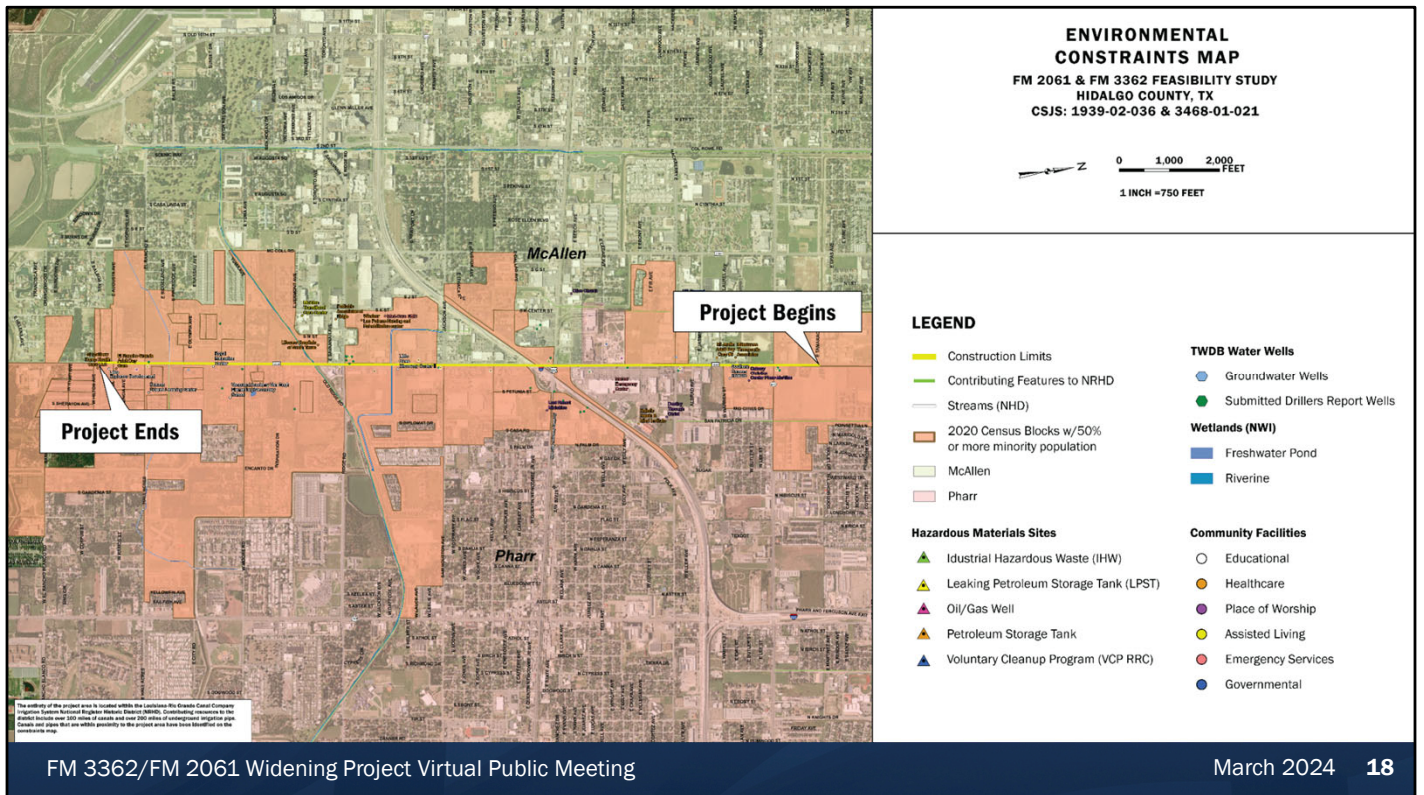


Schematics for all four alternatives are available for viewing at the in-person open house and through the virtual public meeting.

SCRIPT:

After initial analysis of the alternatives, a preferred alternative was developed that mostly resembles Alternative 1, while reducing impacts to property, parking, and major utility infrastructure.

Schematics for all four alternatives are available for viewing at the in-person open house and through the virtual public meeting.



SCRIPT:

As part of this process, the project team has identified environmental constraints along the corridor. This map is available in large format at the in-person meeting and for download through the virtual public meeting.



National 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 (MOU) dated December 9, 2019, and executed by FHWA and TxDOT.



Social & Community Impacts



Noise



Biological Resources



Historical & Archeological Resources



Water Resources

SCRIPT:

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 the potential impacts to the natural and manmade environment and helps the decision maker to make an informed decision on whether to proceed with the project.

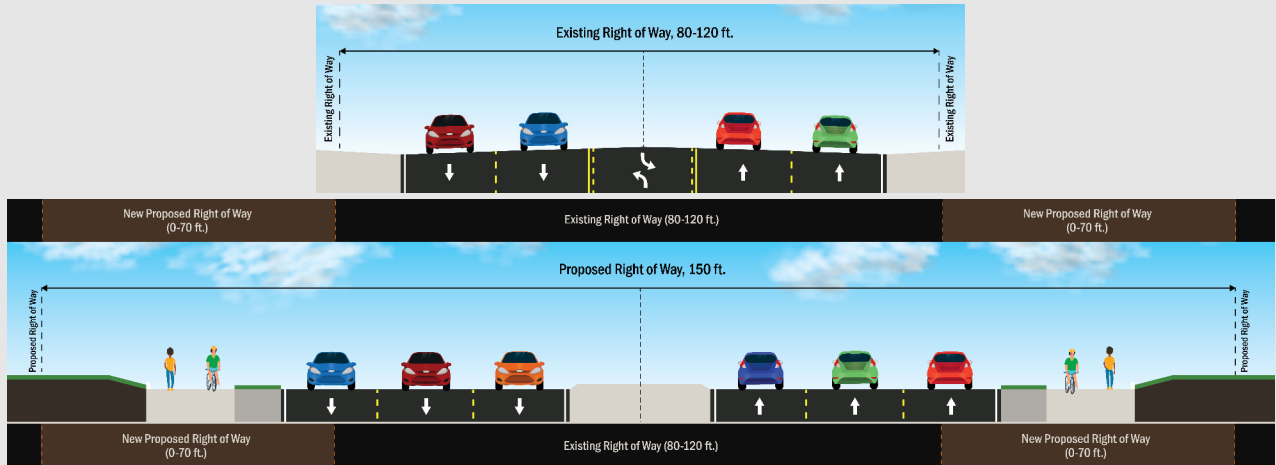
On December 9, 2019, TxDOT received a signed Memorandum of Understanding from the Federal Highway Administration that permits TxDOT to assume responsibility from the Federal Highway Administration for reviewing and approving certain assigned NEPA projects. This review and approval process applies to this project.

As part of the environmental process, technical analyses are completed to document the potential environmental impacts of the project. The resource categories studied include: community impacts, noise, biological resources such as vegetation historical and archaeological resources, hazardous materials, air quality, and water resources and drainage.

Right of Way Needed



Right of Way (ROW) is the total land width required for road construction and for its future developments. ROW is property owned by the city, county, or state to accommodate the roadway, drainage, utilities, etc.



SCRIPT:

To improve FM 3362 and FM 2061, TxDOT will need to acquire additional right of way throughout the corridor.

Right of Way (ROW) is the total land width required for road construction and for its future developments. ROW is property owned by the city, county, or state to accommodate the roadway, drainage, utilities, etc.

An example of the right of way typically needed along this corridor is shown in the graphic.

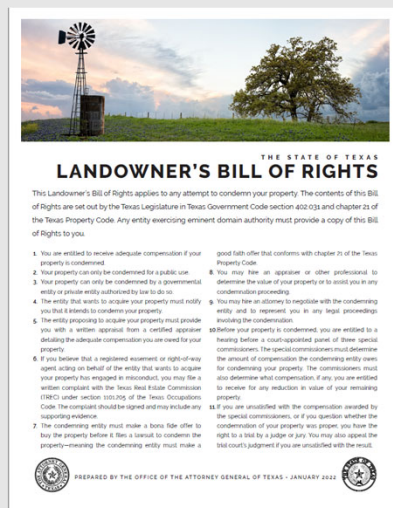


Right of Way Acquisition Process

The proposed project would require approximately 19.3 acres of new right of way and would require two displacements.

ROW Acquisition Process and Resources:

- Follow federal 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 at the TxDOT District Office at (956) 702-6287.



SCRIPT:

Proposed improvements would require approximately 19.3 acres of additional right of way and would require one residential and one non-residential displacement. TxDOT's right of way acquisition process includes procedures to make sure property owners are justly compensated.

The Right-of-Way Acquisition Process would 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 public meeting and are also available at www.txdot.gov.

Texas Department of Transportation (TxDOT) is the agency responsible for acquiring the additional right of way from the individual property owners for the project. TxDOT will ensure that the Local Public Agency acquires 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, business, 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 at the xDOT District Office at (956) 702-6287.

Project Development Process and Schedule



Project Schedule



Project schedule is preliminary and subject to change.

SCRIPT:

TxDOT is currently evaluating the preferred alignment alternative and will continue to refine this alternative based on technical evaluations and input from the community gathered through the in-person and virtual public meetings. The project is expected to receive environmental clearance in fall 2025. TxDOT will prepare final design plans and expects to begin construction in 2027.

The project schedule is preliminary and subject to change.



Project information may be viewed

In Person:

TxDOT Pharr District Office

600 West Interstate 2

Pharr, Texas 78577

Monday – Friday

8 a.m. to 5 p.m.

Online:

Visit www.TxDOT.gov, search
“Jackson Road Project - SH 495
to Hall Acres Road”



For project questions or to schedule an appointment to view project information in person, contact Kisai Salinas at (956) 702-6357 or Kisai.Salinas@txdot.gov

SCRIPT:

The public may view all of the information shared in the virtual and in-person meetings at the TxDOT Pharr District office or online at www.TxDOT.gov, keyword search “Jackson Road Project - SH 495 to Hall Acres Road”. You may also use the QR code to access meeting materials.

For project questions or to schedule an appointment to view project information in person, contact Kisai Salinas at (956) 702-6357 or Kisai.Salinas@txdot.gov.

How to Provide Comments



Your comments and questions are welcome. To submit a comment, please use one of the options below. Meeting materials will continue to be available through the Virtual Open House through Wednesday, April 3, 2024.



Email
Maria.Cottagoma@txdot.gov



FM 3362/FM 2061
TxDOT Pharr District
Office, 600 W. Interstate 2
Pharr, TX 78577



Online Comment Form



While comments are always welcome, they must be received or postmarked by Wednesday, April 3, 2024, to be included in the open house record. Please reference CSJ 3468-01-021 & 1939-02-036, on all comments.

SCRIPT:

Your comments are an important part of developing this project, and there are several ways you can share your input with TxDOT and the project team.

- Submit a written comment at the in-person meeting
- Email a comment to Maria.Cottagoma@txdot.gov
- Download, fill out and mail a comment form which is available on the FM 3362/FM 2061 public meeting webpage. Mailed comments should be addressed to the TxDOT Pharr District Office to the attention of Maria Cottagoma at 600 West Interstate 2, Pharr, Texas 78577
- You may also click the Online Comment Form link on the open house webpage to submit a comment online or scan the QR code to complete an online comment.

All comments must be received on or before Wednesday, April 3, 2024, to be included in the public meeting documentation. Responses to comments received will be available online at www.txdot.gov, keyword search: "Jackson Road Project - SH 495 to Hall Acres Road" once they have been prepared.

Conclusion of Public Meeting



**Thank you for your participation in the
Public Meeting!**

**We would also like to thank
Kennedy Middle School
for allowing us to use their facility for the
in-person meeting on March 19, 2024.**

***Please remember to submit your comments by
Wednesday, April 3, 2024.***

SCRIPT:

On behalf of the Texas Department of Transportation, I sincerely thank you for your participation in this public meeting for the FM 3362/FM 2061 Widening Project.

We would also like to thank Kennedy Middle School for allowing us to use their facility for the in-person meeting on March 19, 2024.

Please remember to submit your comments by Wednesday April 3, 2024.