

## Summary of 1<sup>st</sup> Round Public Information Meetings

TxDOT held public meetings in Driscoll, Kingsville, Riviera, Sarita, and Raymondville between March 3-11, 2008. The purpose of this first round of public meetings was to identify the need and purpose of the project, prior studies/research, environmental features, and study options and to encourage public input. Approximately 250 people attended the meetings and 80 public comments were formally submitted. Various public comments were incorporated into the proposed project including:

- Interchanges added for access in Kenedy and northern Willacy counties
- Interchange added north of Sarita in Kenedy County
- Elevated relief route options through Driscoll and Riviera developed for consideration
- Design changes in Ricardo to avoid relocations and meet community needs

### Submit Comments

Please submit your comments by Sept. 25, 2008, to US 77 Highway Upgrade, P.O. Box 3706, Corpus Christi, TX 78463-3706. For more information about the project, please call 1-800-490-9933 or 361-884-2626.

### Project information is available at:

[www.corpuschristi-mpo.org](http://www.corpuschristi-mpo.org)  
<http://planning.cob.us/mpo/index.asp>  
[www.myharlingen.us/new\\_mpo.htm](http://www.myharlingen.us/new_mpo.htm)

### Environmental Process Timeframe

- Round #1 – Public Information Meetings (Informational).....March 2008
- Round #2 – Public Information Meetings (Options).....September 2008
- Draft Environmental Assessment Complete.....Spring 2009
- Round #3 – Public Hearings (Recommended Option).....Late Spring 2009
- Possible Environmental Approval.....Fall 2009

## Resumen de la primera serie de reuniones de información pública

TxDOT tuvo reuniones públicas en Driscoll, Kingsville, Riviera, Sarita, y Raymondville entre el 3 al 11 de marzo de 2008. El propósito de esta primera serie de reuniones públicas fue identificar el propósito y necesidad del proyecto, estudios e investigación anteriores, características ambientales, y opciones para el estudio y animar al público a someter comentarios. Aproximadamente 250 personas asistieron a las reuniones y 80 comentarios públicos fueron sometidos formalmente. Varios comentarios públicos fueron incorporados al proyecto propuesto incluyendo:

- Intercambios para el acceso en el condado de Kenedy y en el norte del condado de Willacy
- Intercambios al norte de Sarita en el condado de Kenedy
- Opciones para autopistas de descongestión elevadas a través de Driscoll y Riviera desarrollaron para consideración
- Cambios de diseño en Ricardo para evitar relocalizaciones y para satisfacer necesidades de la comunidad

### Someter Comentarios

Favor de someter comentarios antes del 25 de septiembre de 2008 a: US 77 Highway Upgrade, P.O. Box 3706, Corpus Christi, TX 78463-3706. Para más información, favor de llamar al 1-800-490-9933 o 361-884-2626.

### Información del proyecto está disponible en:

[www.corpuschristi-mpo.org](http://www.corpuschristi-mpo.org)  
<http://planning.cob.us/mpo/index.asp>  
[www.myharlingen.us/new\\_mpo.htm](http://www.myharlingen.us/new_mpo.htm)

### Calendario del Proceso Medioambiental

- Serie #1 – Reuniones de Información Pública (Informativo).....Marzo 2008
- Serie #2 – Reuniones de Información Pública (Opciones).....Septiembre 2008
- Completar el Borrador de la Evaluación Medioambiental.....Primavera 2009
- Serie #3 – Audiencias Públicas (Opción Recomendada).....Fines de Primavera 2009
- Posible Aprobación Medioambiental.....Otoño 2009



IH 37 TO US 83

SEPTEMBER 2008

### Project Information

The Texas Department of Transportation (TxDOT) is proposing to upgrade US Highway (US) 77 to a controlled access facility that meets interstate standards. The project area extends from the interchange of US 77 and Interstate Highway (IH) 37 in Corpus Christi to the interchange of US 77 and US 83 in Harlingen, with proposed improvements between Robstown and Combes. Parts of the project area, such as from IH 37 to County Road (CR) 36 near Robstown, the Raymondville US 77 relief route, and from Combes to Harlingen, have recently been improved to interstate standards. The purpose of the proposed project is to improve mobility and safety for traffic traveling on US 77 and for communities along this highway.

TxDOT is considering possible locations for new overpasses, interchanges, and frontage roads. At Driscoll and Riviera, relief routes are being considered. The relief route options include east, west, and through these communities. These possible relief routes would likely be tolled and would require additional right of way. A limited amount of right of way may also be required in certain other areas.

The proposed upgrade would improve safety by separating through and cross traffic at major intersections, cross streets, driveways, and gates. Mobility would be improved by constructing entrance and exit ramps, which would allow through traffic to proceed without having to reduce speed to accommodate cars entering or exiting the highway.

**All information presented in this document is part of an ongoing Environmental Assessment. As the process continues, this information is subject to change.**

### Información del Proyecto

El Departamento de Transporte de Texas (TxDOT) propone convertir la autopista 77 (US 77) a una instalación de acceso controlado que satisface los estándares interestatales. El proyecto comienza en el intercambio de US 77 y la autopista interestatal 37 (IH 37) en Corpus Christi y se extiende hasta el intercambio de US 77 y US 83 en Harlingen, con mejoramientos propuestos entre Robstown y Combes. Secciones del proyecto, por ejemplo desde IH 37 hasta la carretera 36 (CR 36) cerca de Robstown, la autopista de descongestión de US 77 en Raymondville, y desde Combes hasta Harlingen, han sido mejoradas recientemente y satisfacen los estándares interestatales. El propósito del proyecto es mejorar la movilidad y la seguridad de tráfico viajando en US 77 y para las comunidades a lo largo de esta autopista.

TxDOT está considerando posibles localizaciones para los nuevos pasos elevados, intercambios, y carreteras de acceso. En Driscoll y Riviera, se están considerando autopistas de descongestión.



Las opciones para las autopistas de descongestión incluyen el este, oeste, y a través de estas comunidades. Estas posibles autopistas de descongestión probablemente serían autopistas de cuota y requerirían más derecho de paso. Una cantidad limitada de derecho de paso también podría ser requerida en ciertas otras áreas.

Se espera que el proyecto mejore la seguridad con la separación de tráfico que no necesita detenerse y el tráfico que cruza las intersecciones mayores, caminos que intersectan US 77, caminos de entrada, y entradas de ranchos. La movilidad se mejoraría permitiendo que el tráfico que no se detiene, proceda sin tener que reducir la velocidad para acomodar los vehículos que entran o que salen de la autopista.

**Toda la información presentada en este documento es parte de una evaluación medioambiental en curso. A medida que el proceso continúa, esta información está sujeto a cambiar.**

**Overview of Improvements**

**Nueces County**

- No changes from IH 37 to CR 36 south of Robstown since improvements essentially complete.
- From CR 36 to north of Driscoll, generally 200 feet of right of way would be needed to construct new main lanes, frontage roads, ramps, and interchanges.
- Driscoll – Relief Route (See next page.)
- From south end of proposed Driscoll relief route to the north end of existing Bishop/Kingsville US 77 relief route, generally 200 feet of right of way needed to construct new main lanes, frontage roads, ramps, and interchanges.
- From north end of existing Bishop/Kingsville US 77 relief route south to the Kleberg County line, various combinations of new interchanges with main lanes and frontage roads would be constructed. Right of way needs vary.
- Interchanges: CR 36, FM 2826, CR 24\*, FM 3354, CR 10, FM 665, CR 18\*, 4<sup>th</sup> St. & 6<sup>th</sup> St. in Bishop.

**Kleberg County**

- From Nueces/Kleberg County line to the south end of existing Kingsville US 77 relief route, various combinations of new interchanges with main lanes and frontage roads would be constructed. Right of way needs vary.
- From south end of existing Kingsville US 77 relief route to north of Riviera, generally 30 feet of proposed right of way would be needed in some areas to construct new main lanes, frontage roads, ramps, and interchanges.
- Riviera – Relief Route (See next page.)
- Interchanges: Caesar Ave., FM 1717, CR 2120, FM 1118, FM 772, RR 628, CR 2290, FM 771, CR 2340\*

**Kenedy County**

- From south end of the proposed Riviera relief route to the Willacy County line, various combinations of new main lanes, frontage roads, ramps, and interchanges including full interchanges and half interchanges (one-directional ramps only).
- Public Road Interchanges: Armstrong Ave. & La Parra/ Mallory Rd.
- Interchanges at Ranch Gates: full or half interchanges at specific gates

**Willacy County**

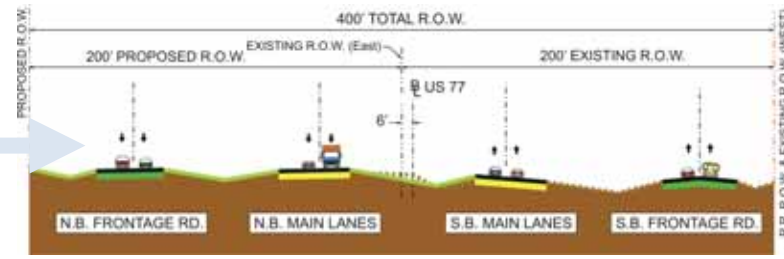
- From south of SH 490 to the Cameron County line, various combinations of new main lanes, frontage roads, ramps, and interchanges. Where frontage roads already exist, only main lanes would be constructed in the center area as “fill-in.”
- Interchange: Spur 56 and Yturria CR/N. Runnels

**Cameron County**

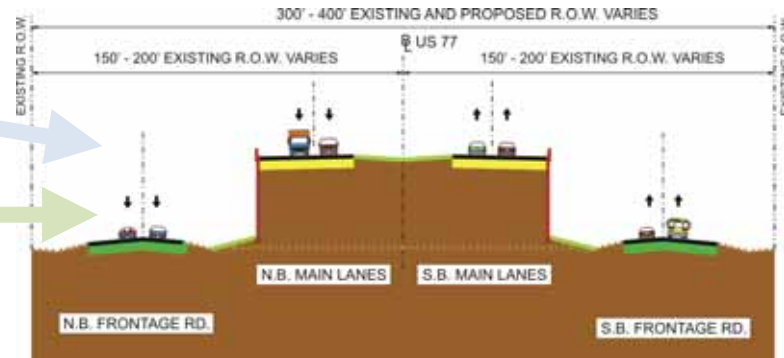
- Existing two-way frontage roads would be converted to one-way frontage roads from FM 2629 to SH 107 in the town of Combes.
- Completed project would allow connection to Hidalgo County via existing US 83 and Brownsville via existing US 77/ US 83.

**Examples of Typical Sections**

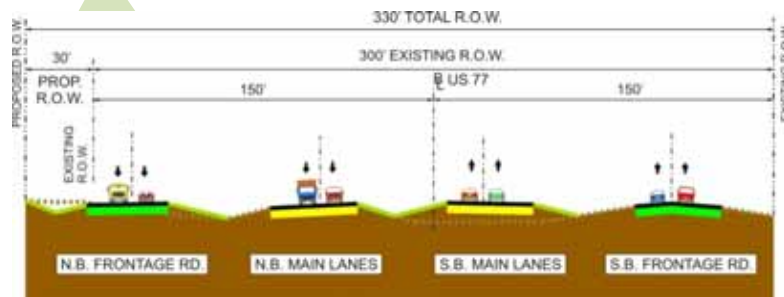
ROW widths are preliminary



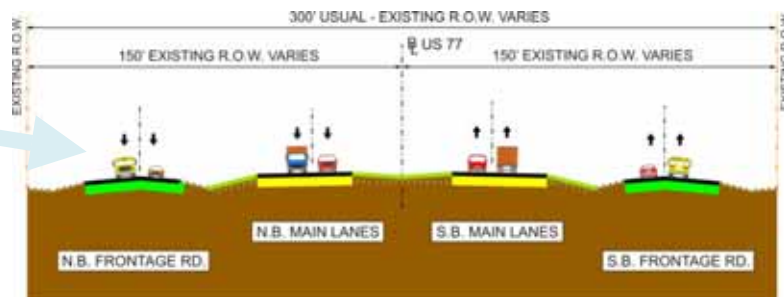
**SOUTH OF ROBSTOWN**



**INTERCHANGES WITH FRONTAGE ROADS**



**KINGSVILLE / RICARDO**

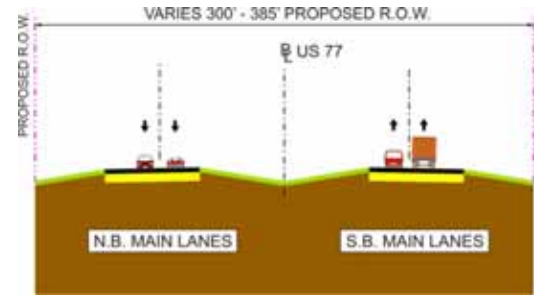


**FILL-IN AREAS**

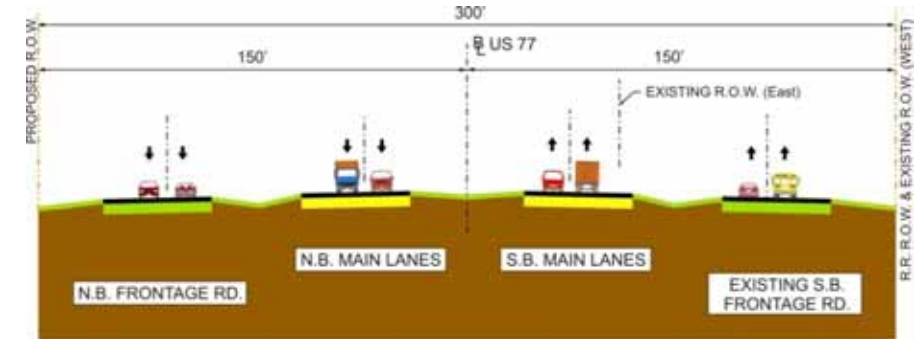
Para información en español, favor de llamar al 1-800-490-9933.

**Typical Sections – Relief Route Options for Driscoll & Riviera**

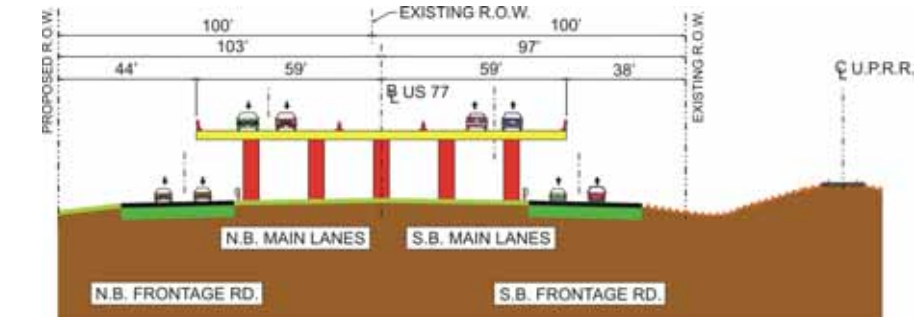
(ROW widths are preliminary; Typical sections for interchanges will be different)



**EAST OR WEST**



**THROUGH - AT GRADE**



**THROUGH - ELEVATED**

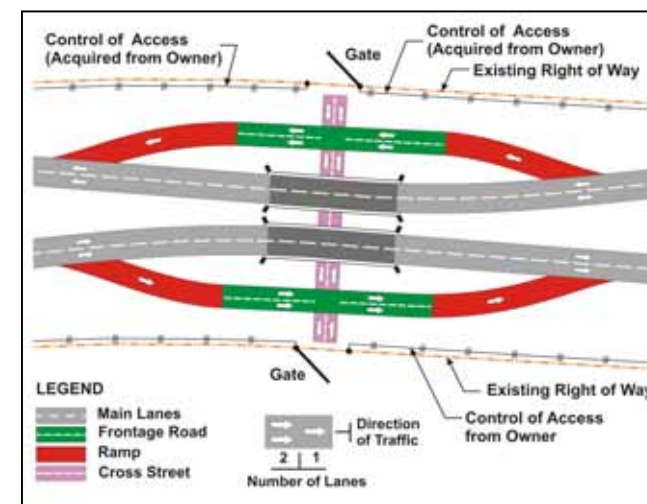
**LEGEND**  
 N.B. = North Bound  
 S.B. = South Bound  
 R.O.W. = Right-Of-Way  
 B = Base Line  
 C = Center Line

**Summary Analysis of Relief Route Options – Key Known Impacts\*\***

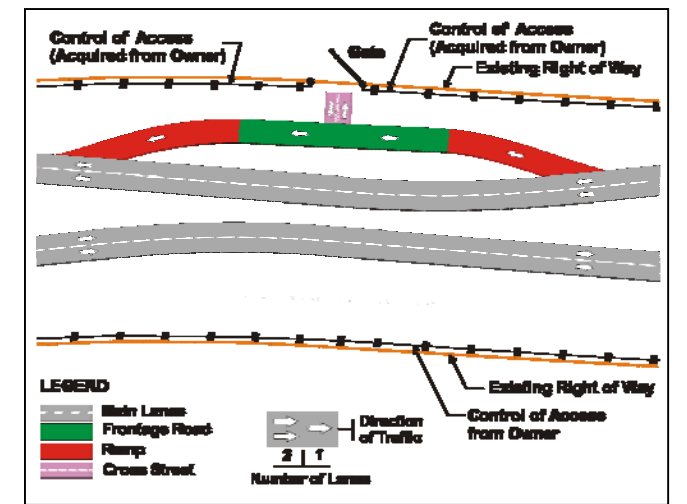
	East	West	Through – At Grade	Through – Elevated
<b>Driscoll</b>	Impacts to 1 residential structure; Some oil & gas activities	Railroad crossing issues; Division of property	Impacts to 9 businesses, 19 residences, oil storage tanks, gas stations, 1 church, city park & community facility (senior center)	Impacts to 9 businesses, 13 residences, oil storage tanks & gas stations
<b>Riviera</b>	Impacts to 3 residential structures	King Ranch National Historic Landmark; Railroad crossing issues	Impacts to 7 businesses, 6 residential structures, gas stations, 3 potentially historic structures & 1 church	Impacts to 7 businesses, 6 residential structures, gas stations, 3 potentially historic structures & 1 church

\*\*Other impacts to wetlands or other resources have been identified but are not included in this summary

**Kenedy County (Ranch Area Interchanges)**



**FULL INTERCHANGE**



**HALF INTERCHANGE**