

US HIGHWAY Texas Department of Transportation



**Welcome**

US HIGHWAY Texas Department of Transportation

### Agenda

- Welcome
- Introductions of Project Team
- Technical Presentation
- Conclusion
- Resume Open House

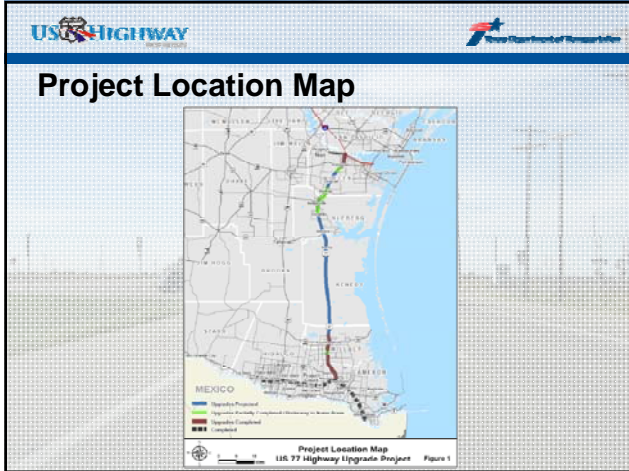
US HIGHWAY Texas Department of Transportation



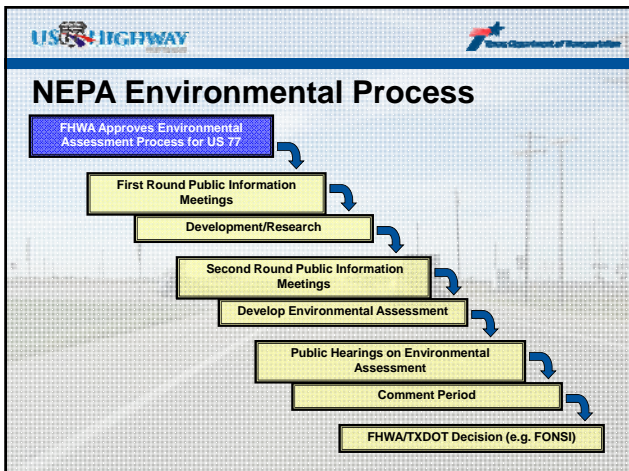
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### Purpose of this Meeting

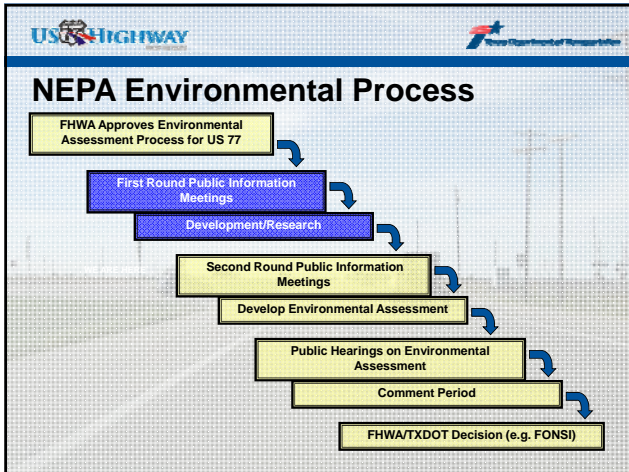
- Introduce Project
- Discuss Environmental Process and the NEPA Study underway
- Explain Need & Purpose
- Offer Recommended Solutions
- Solicit comments



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- Existing Facility**
- Four-lane facility
  - Divided by a center median
  - Intersection crossings are at-grade, with the exception of newer construction near Robstown, Bishop, Kingsville and Raymondville south.



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- The Process for an Environmental Assessment (EA) is as Follows:**
- Develop and Refine Options Based on Public Input
  - Screen Options Based on Public Input, Need and Purpose, Potential Impacts and Engineering Issues
  - Identify Alternative(s) to Study in Detail and Gather Environmental Resource Data
  - Prepare EA to Evaluate No Action Alternative and the Build Alternative(s)
  - EA 30 Day Review and Comment Period
  - Public Hearing and Comment Period
  - FHWA/TxDOT Decision (e.g. FONSI)



- First Round Public Information Meetings Held March 3-11, 2008 in Support of the Following Activities:**
- Identify Need & Purpose
  - Identify Prior Studies/Research
  - Identify Environmental Features
  - Identify Study Options

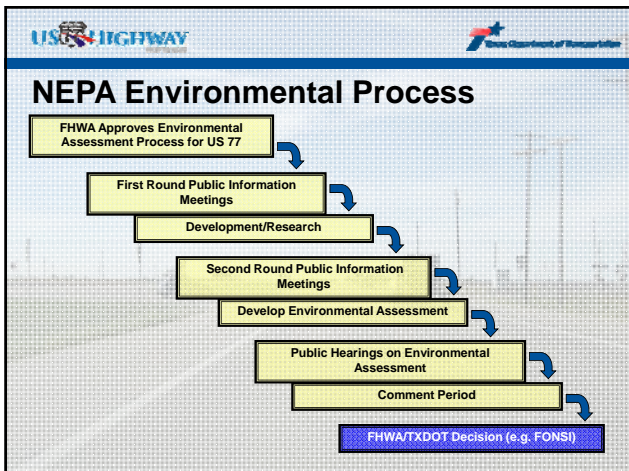
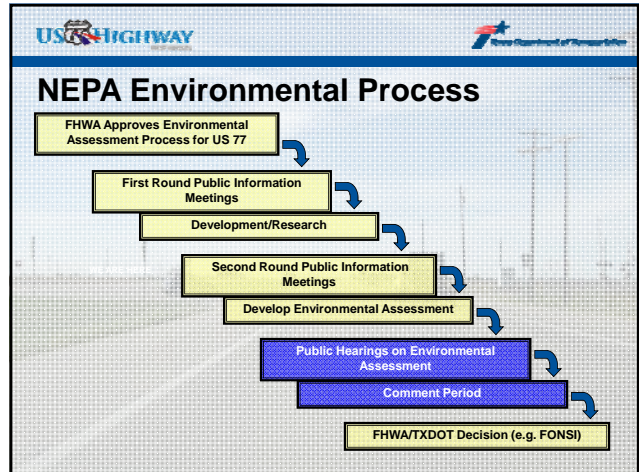
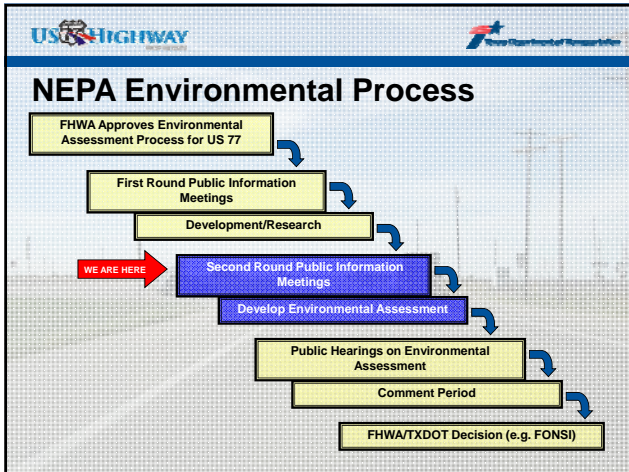
**Summary of First Round Public Meetings**

Approximately 250 people attended  
 80 comments received

As a result of comments, following changes have been made to proposed project:

**Proposed Project Changes Based on Public Comments**

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



- Project Need**
- **Traffic Crashes**
    - At-grade intersections
    - Through traffic
  - **Traffic Increase**
    - Autos
    - Trucks
  - **System Continuity**

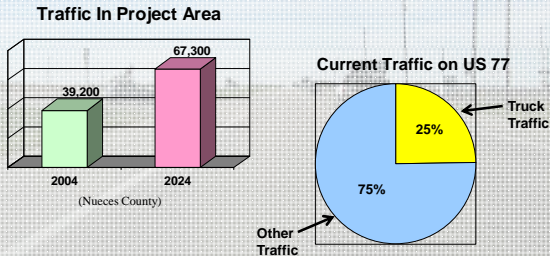
Need: At-Grade Intersections compromise safety on this high-speed highway facility.



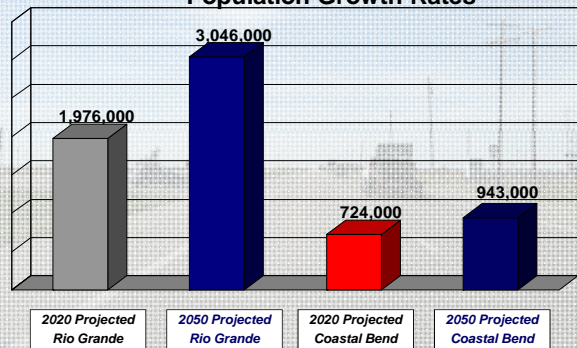
Need: At-Grade Intersections within the project limits experience high accident rates

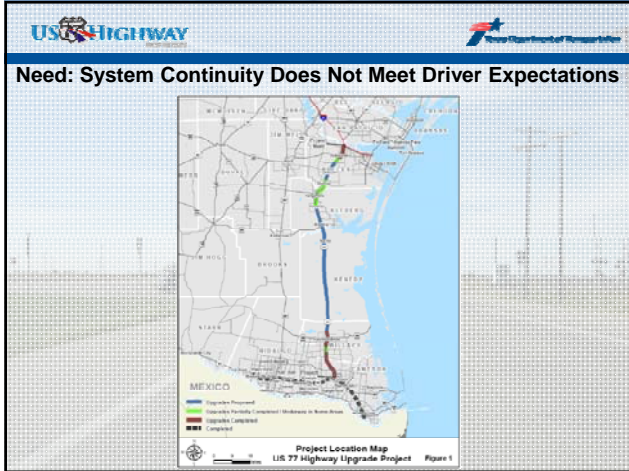
Location	Total Accidents (1999 - 2001)	Total VMT (1999-2001)	Accident rate (accidents per 1 million VMT)
<b>With grade separation</b>			
Raymondville	36	62,524,500	0.58
Lyford	16	34,164,000	0.47
Kingsville	135	139,065,000	0.97
<b>Without grade separation</b>			
At FM 1118	10	5,283,375	1.89
At SH 285	17	4,051,500	4.20
At FM 665 (Driscoll)	26	5,201,250	5.00
At FM 3354	20	6,296,250	3.18
At FM 2826	9	5,201,250	1.73

Need: Projected increases in traffic on US 77 will increase the potential for incidents associated with the numerous at-grade intersections



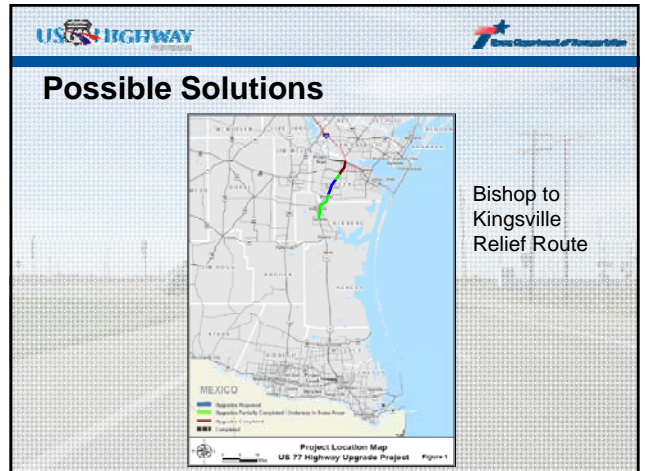
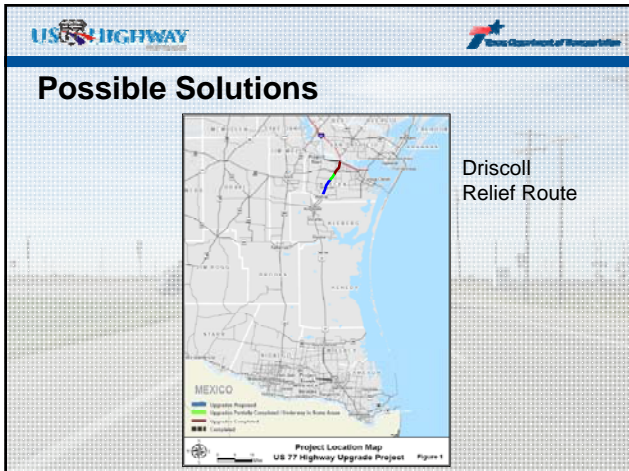
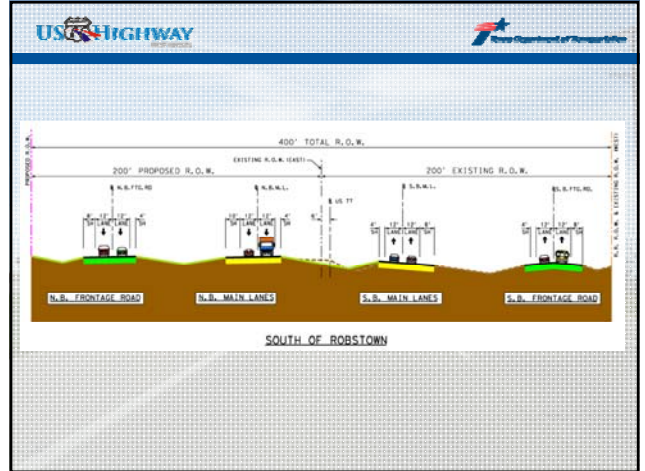
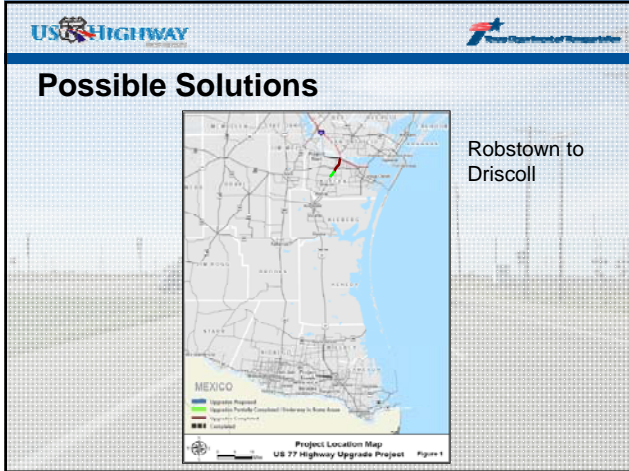
Population Growth Rates

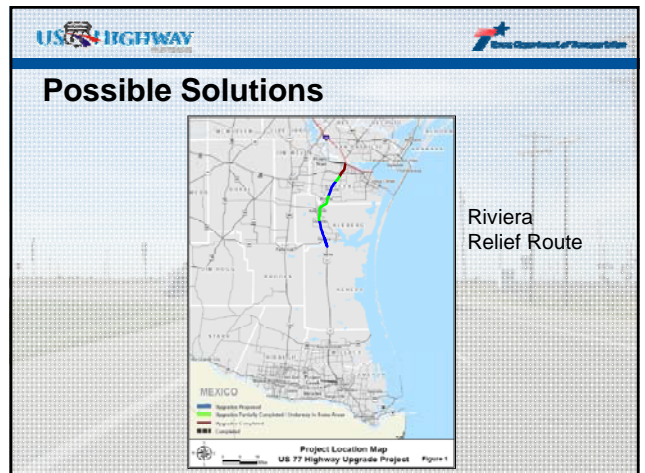
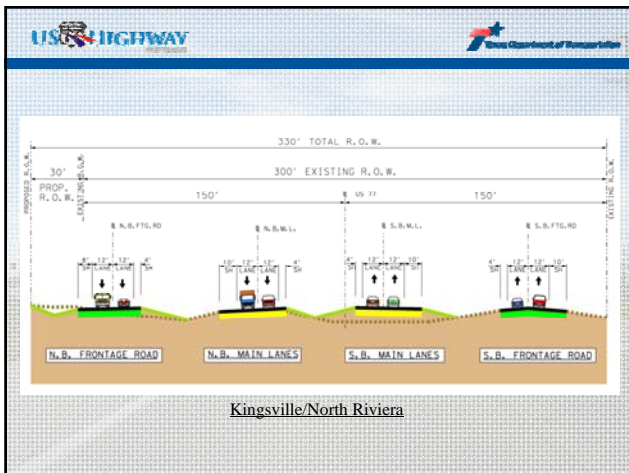
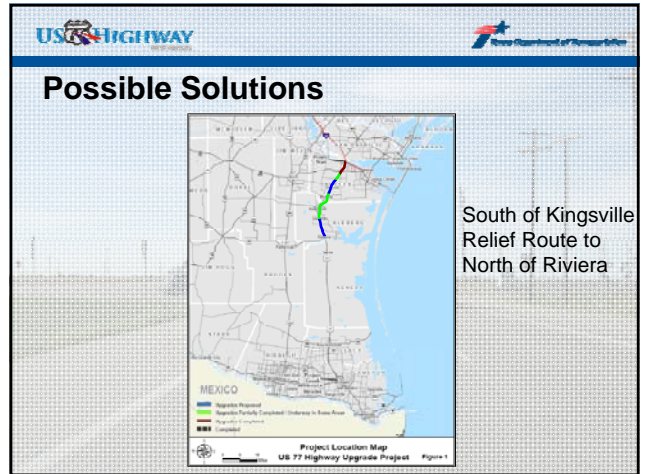
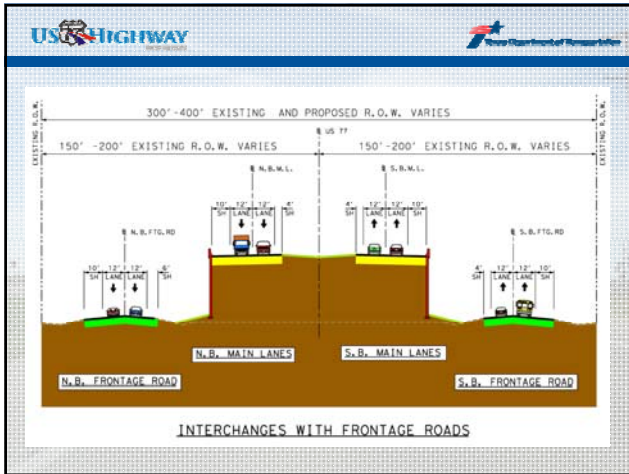


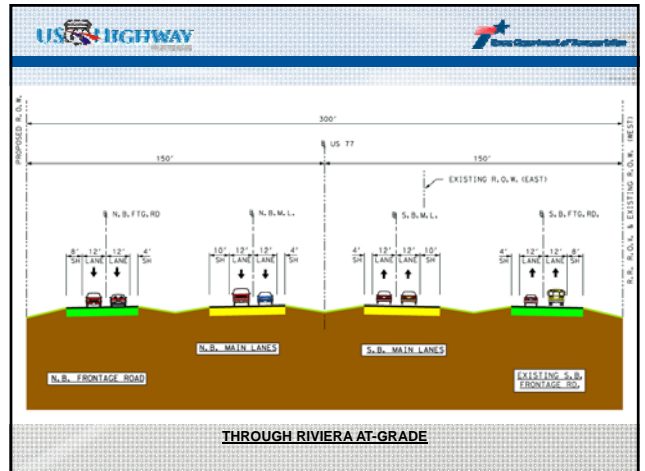
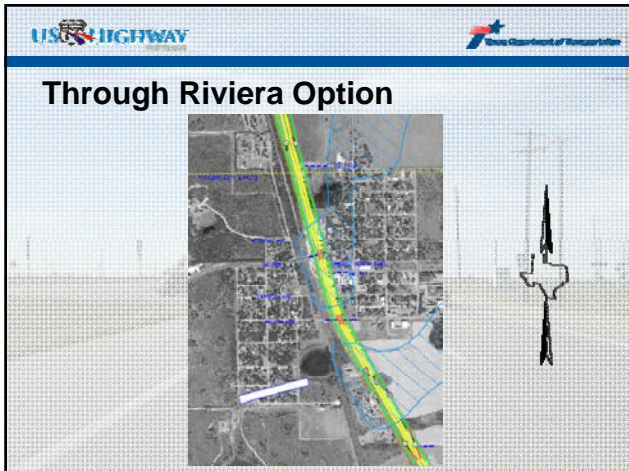
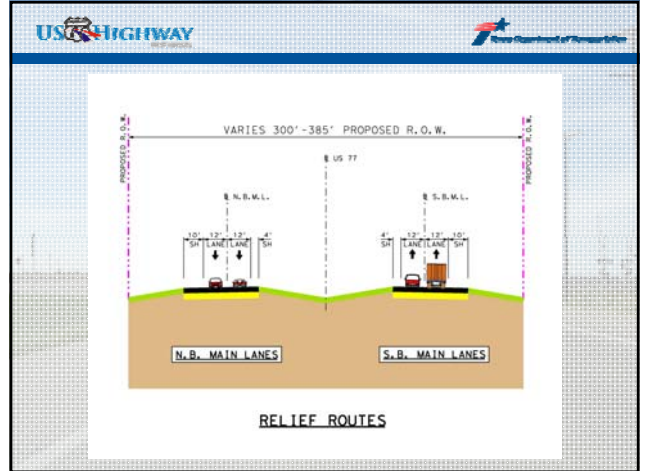
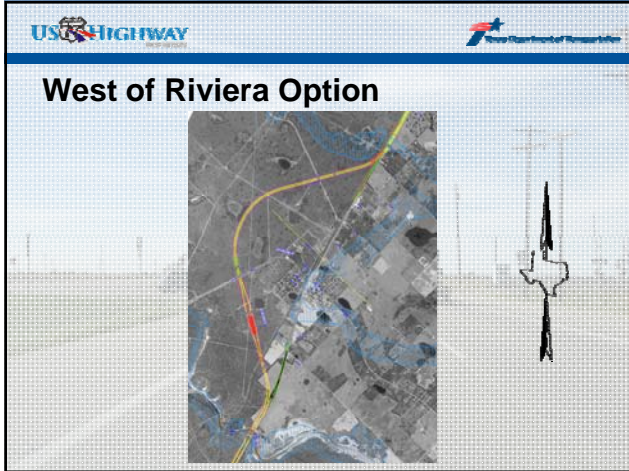


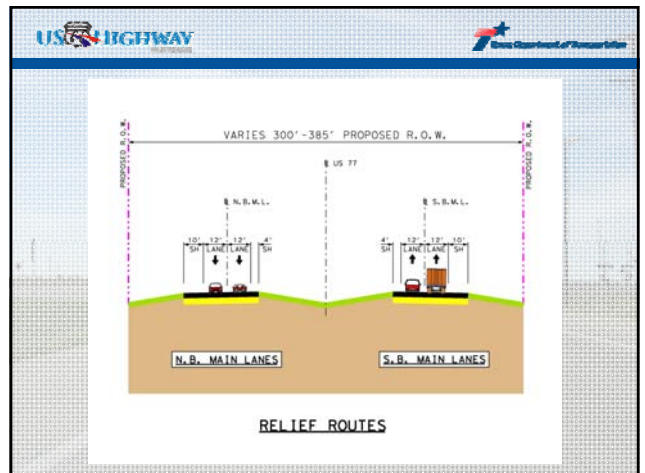
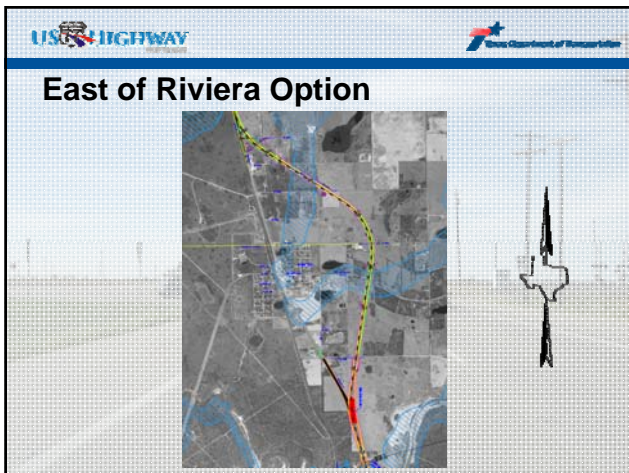
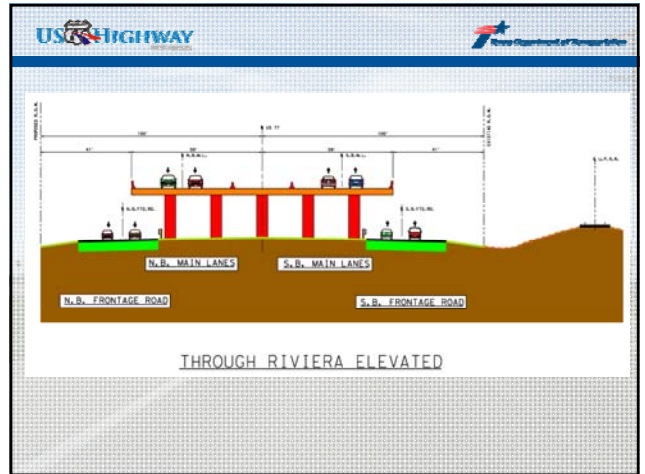
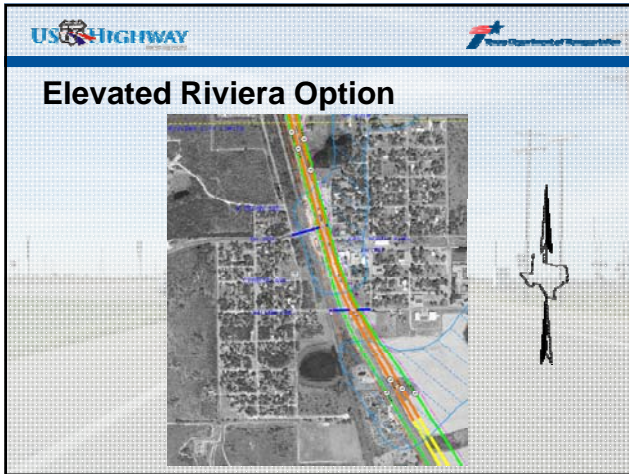
- US HIGHWAY
- Texas Department of Transportation
- Project Purpose**
- **Improve**
    - Traffic-related safety within communities located on US 77
    - Safety for through-traffic
    - Traffic mobility
    - System continuity

- US HIGHWAY
- Texas Department of Transportation
- Possible Solutions**
- Controlled Access
  - Interchanges and frontage roads where needed
  - Non-stop routes with no at-grade intersections









### Why Consider Tolling Relief Routes?

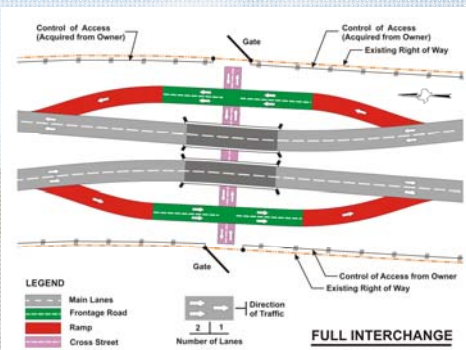
- Texas has a transportation funding problem
- Traditional sources not keeping up with state highway needs
- Maintenance costs alone are more than the funds brought in by the state fuel tax
- Must find new funding sources
- TxDOT requires any new facility on new ROW to be considered for tolling

### Possible Solutions

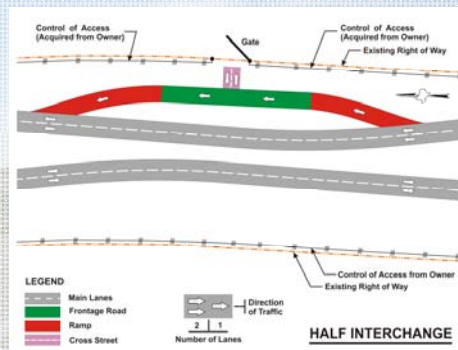


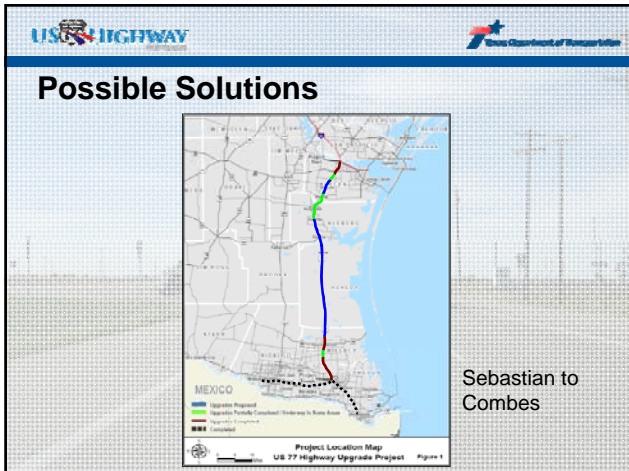
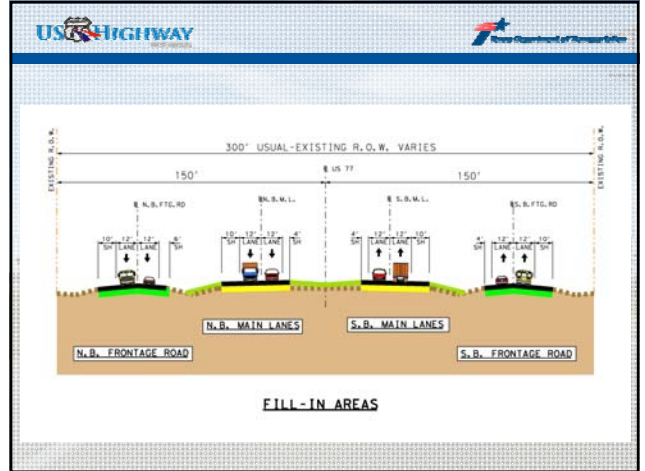
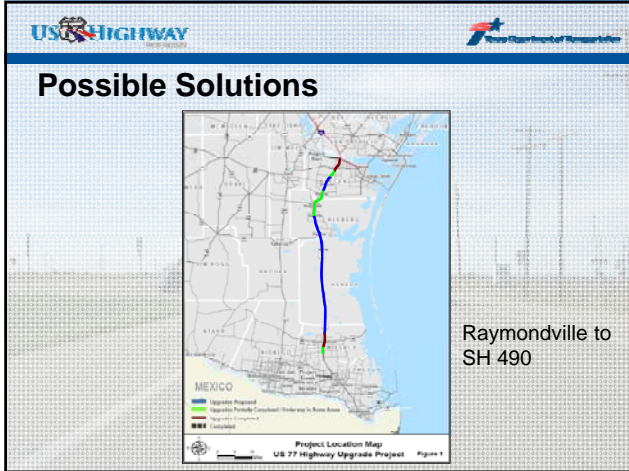
Riviera to Raymondville

### Full Interchange



### Half Interchange





- Environmental Features**
- Socioeconomic factors
  - Historic Properties and Archeological Sites
  - Threatened and Endangered Species

### Other Features

- Railroad
- Oil and Gas Wells
- Utilities

### Next Opportunity for Public Involvement

***Public Hearings on Environmental Assessment (EA) and Preferred Alternative (late Spring 2009)***

- Ten Day Post – Hearing EA Comment Period
- Consider public hearing comments
- Compile public hearing report and findings

### THANK YOU FOR COMING

*Please leave your comments at the registration desk or mail to:*

**US 77 Highway Upgrade  
P.O. Box 3706  
Corpus Christi, Texas 78463-3706**

*You may also leave verbal comments which will be transcribed by the court reporter after the meeting*