



US 77 HIGHWAY
IH 37 TO US 83

AGENDA

**US 77 Highway Upgrade
Public Hearing
February 2, 2012**

Raymondville, Texas
L.E. Franks Tourist Center
501 S. 7th Street

**OPEN HOUSE 4:30 PM – 5:30 PM
PRESENTATION 5:30 PM**

- I. Welcome and Introductions**
Mario Jorge, P.E. – Pharr District Engineer
Texas Department of Transportation
- II. Technical Presentation**
John Mack, P.E.
Jacobs Engineering
- III. Right-of-Way Process**
Bob Clark
Texas Department of Transportation
- IV. Public Testimony**
- V. Conclusion and Thank You**
Mario Jorge, P.E. – Pharr District Engineer
Texas Department of Transportation

**STAFF WILL BE AVAILABLE DURING THE OPEN HOUSE AND FOLLOWING THE
CONCLUSION TO ANSWER QUESTIONS**

The meeting and your comments will be recorded and transcribed. If you wish to speak during Public Testimony, then please fill out one of the green speaker cards so that the court reporter can have an accurate spelling of your name.

Forms for your written comments are available at the Registration Table. You can complete a form this evening and leave it in the marked box on the table, or take home, complete and mail to US 77 Highway Upgrade, P. O. Box 3706, Corpus Christi, Texas 78463-3706. To be included in the official project record, written comments must be postmarked no later than February 21 2012.

For additional information about this project visit

www.txdot.gov/project_information/projects/corpus_christi/

If you have any questions, you may call 1-800-945-2156

Thank You



US 77 HIGHWAY
IH 37 TO US 83

AGENDA

**US 77 Highway Upgrade
Public Hearing
February 6, 2012**

Sarita, Texas
Sarita ISD (Elementary Cafeteria)
150 E. La Parra Avenue

**OPEN HOUSE 4:30 PM – 5:30 PM
PRESENTATION 5:30 PM**

- I. Welcome and Introductions**
Mario Jorge, P.E. – Pharr District Engineer
Texas Department of Transportation
- II. Technical Presentation**
John Mack, P.E.
Jacobs Engineering
- III. Right-of-Way Process**
Bob Clark
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- IV. Public Testimony**
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Texas Department of Transportation

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Thank You



AGENDA

**US 77 Highway Upgrade
Public Hearing
February 7, 2012**

Riviera, Texas
Riviera ISD (Cafeteria)
203 Seahawk Drive

**OPEN HOUSE 4:30 PM – 5:30 PM
PRESENTATION 5:30 PM**

- I. Welcome and Introductions**
John Casey, P.E. – Corpus Christi District Engineer
Texas Department of Transportation
- II. Technical Presentation**
John Mack, P.E.
Jacobs Engineering
- III. Right-of-Way Process**
Nelda Eureste
Texas Department of Transportation
- IV. Public Testimony**
- V. Conclusion and Thank You**
John Casey, P.E. – Corpus Christi District Engineer
Texas Department of Transportation

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Thank You



US 77 HIGHWAY
IH 37 TO US 83

AGENDA

**US 77 Highway Upgrade
Public Hearing
February 8, 2012**

Kingsville, Texas
Holiday Inn Express
2400 South Highway 77

**OPEN HOUSE 4:30 PM – 5:30 PM
PRESENTATION 5:30 PM**

- I. Welcome and Introductions**
John Casey, P.E. – Corpus Christi District Engineer
Texas Department of Transportation
- II. Technical Presentation**
John Mack, P.E.
Jacobs Engineering
- III. Right-of-Way Process**
Nelda Eureste
Texas Department of Transportation
- IV. Public Testimony**
- V. Conclusion and Thank You**
John Casey, P.E. – Corpus Christi District Engineer
Texas Department of Transportation

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Thank You



US 77 HIGHWAY
IH 37 TO US 83

AGENDA

**US 77 Highway Upgrade
Public Hearing
February 9, 2012**

Driscoll, Texas
Driscoll ISD (Elementary Cafetorium)
410 W. Avenue D

**OPEN HOUSE 4:30 PM – 5:30 PM
PRESENTATION 5:30 PM**

- I. Welcome and Introductions**
John Casey, P.E. – Corpus Christi District Engineer
Texas Department of Transportation
- II. Technical Presentation**
John Mack, P.E.
Jacobs Engineering
- III. Right-of-Way Process**
Nelda Eureste
Texas Department of Transportation
- IV. Public Testimony**
- V. Conclusion and Thank You**
John Casey, P.E. – Corpus Christi District Engineer
Texas Department of Transportation

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Thank You

GOALS FOR TONIGHT'S HEARING

The purpose of this public hearing is:

- to explain the plans for the proposed design and construction of the US 77 Upgrade Project from US Highway 83 to Interstate 37 to a controlled access facility;
- to provide an overview of the right-of-way process; and
- to receive public testimony on this proposed project.

The public hearings are held:

- to provide an opportunity to interested citizens to make public comment on the proposed project, its location, and major design features; and
- to provide a public forum for presenting views on major design features, including the social, economic, environmental, and other potential effects.

This public hearing is being held in compliance with Title 23 of the United States Code, Section 128, and 23 Code of Federal Regulations, Part 771.

NEED AND PURPOSE

NEED FOR THE PROJECT

Within the US 77 corridor, there are transportation problems that would support the following need statements for major transportation improvements to US 77:

- At-grade intersections compromise safety on this high-speed highway facility
- At-grade intersections within the project limits experience higher accident rates
- Projected increases in traffic on US 77 will increase the potential for incidents associated with the numerous at-grade intersections
- System continuity does not meet driver expectations.

PURPOSE OF THE PROJECT

In response to the need for improvements, the purpose of the proposed project is to improve safety, mobility, and continuity within the US 77 project corridor. To achieve this purpose, proposed improvements for the US 77 corridor would address the following objectives to improve:

- Traffic-related safety within communities located on US 77
- Safety for through-traffic
- Traffic mobility
- System continuity

The purpose of the proposed project is to improve safety by grade-separating through-traffic and cross-traffic at the major intersections and ranch gates and by separating through-traffic from local traffic turning onto side streets by the use of access roads. Mobility would be improved by allowing through-traffic to proceed without the need to reduce speed to accommodate cars entering or exiting the highway at these intersections.



**IF YOU WOULD LIKE TO REVIEW THE ENVIRONMENTAL ASSESSMENT, YOU
MAY VISIT THE WEBSITE BELOW**

www.txdot.gov/project_information/projects/corpus_christi/

OR

REVIEW THE DOCUMENT AT THE FOLLOWING LOCATIONS

Texas Department of Transportation Corpus Christi District Office

1701 S. Padre Island Drive
Corpus Christi, TX 78416

Texas Department of Transportation Corpus Christi Area Office

1701 S. Padre Island Drive
Corpus Christi, TX 78416

Texas Department of Transportation Pharr District Office

600 W. US Expressway 83
Pharr, TX 78577

Texas Department of Transportation Raymondville Maintenance Office

3/8 Mile North BU 77
Raymondville, TX 78580

City of Driscoll

130 W. Avenue D
Driscoll, TX 78351

Robert J. Kleberg Public Library

220 N. 4th Street
Kingsville, TX 78363

Kleberg County – Precinct 3 County Commissioner’s Office

433 E. County Road 2310
Riviera, TX 78379

Kenedy County Courthouse

151 N. Mallory
Sarita, TX 78385

If you have any questions, you may call 1-800-945-2156

US HIGHWAY

IH 37 TO US 83

US 77 Upgrade Project Glossary of Technical Terms

At-Grade Intersections



The meeting point of two roadways at ground level.

Build Option

The Build Option is the construction of roadway improvements such as new highway facilities to solve transportation problems in an area.

Clear Title

Real property against which there are no liens including voluntary liens (mortgages)

Controlled Access

Roadway facility that limits entering and exiting to select locations and prohibits driveway access.

Cross Traffic



Motorists that intend to pass over or cross a roadway facility to continue their trip.

Crossovers



Paved areas in the median that allow motorists to change their direction in travel.

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Direct Connections



Type of interchange that connects two roadways and allows motorists to maintain higher speeds and not stop at intersections.

Disinterested Landowners

A landowner appointed by a County Judge who is a permanent resident in the County where a parcel is being acquired through eminent domain proceedings. These individuals may oversee the condemnation hearing for the purpose of awarding a value for the purchase price of a particular parcel.

Environmental Assessment (EA)

The environmental document that is prepared to disclose the potential for impacts resulting from a proposed project. EAs are prepared to determine if there is a potential for significant environmental impacts as a result of the proposed project.

Environmental Documents

To meet National Environmental Policy Act requirements, federal agencies must prepare environmental documents such as Categorical Exclusions (CE) for projects that have minimal impacts, Environmental Assessments (EA), when the extent of the impacts are unknown, and Environmental Impact Statements (EIS) for projects with the potential for significant impacts.

Fair Value

Price that would be negotiated between a willing seller and willing buyer in a reasonable time. Usually determined by comparable sales in the area.

Federal Highway Administration (FHWA)

The Federal agency responsible for the administration of federal highway funds. Any project which plans to use federal highway funds must be managed and approved by the FHWA.

Interchange



Designated location where traffic exits or enters a controlled access facility at lower speeds.

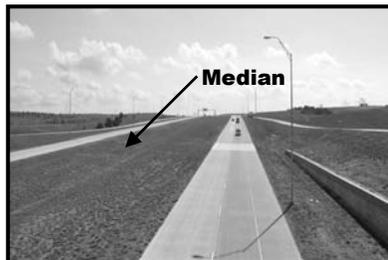
US HIGHWAY

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Interstate Design Standards

The Federal-Aid Highway Act of 1956 called for uniform geometric and construction standards for the Interstate System. The standards were developed by the State highway agencies and adopted by the Federal Highway Administration. Examples of design standards for the Interstate System include full control of access, design speeds of 50 to 70 miles per hour, a minimum of two travel lanes in each direction, 12-foot lane widths, 10-foot right paved shoulder, and 4-foot left paved shoulder. The design must be adequate to meet the traffic volumes expected for a 20-year design period.

Median



The space between travel lanes.

Mineral Rights

The ownership of the minerals under the ground with or without ownership of the surface land.

National Environmental Policy Act (NEPA)

The National Environmental Policy Act (NEPA) requires federal agencies to consider the environmental impacts of their proposed actions and reasonable alternatives to those actions in their decision making processes.

No Build Option

The No Build Option would maintain the existing facility without any additional improvements except for routine maintenance and those projects currently underway.

Off-Ramp



The part of an interchange that allows a motorist to exit a controlled access roadway.

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On-Ramp



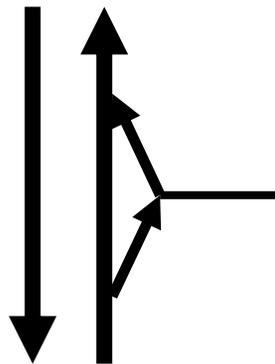
The part of an interchange that allows a motorist to enter a controlled access roadway.

Overpass



Bridge that extends over a local roadway.

Partial Interchange

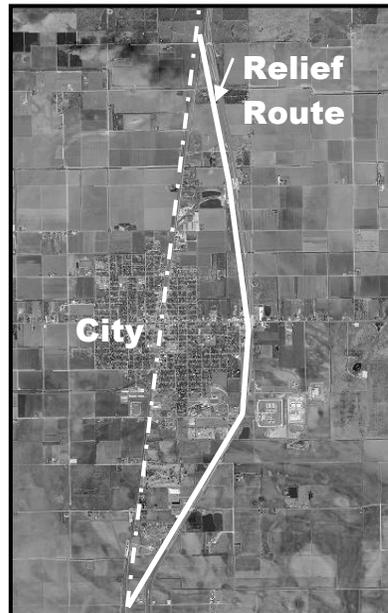


An interchange which provides access to only one side of the mainlanes. No overpass of the mainlanes is provided.

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Relief Route



A roadway that extends around a community to minimize unnecessary traffic congestion within the town.

Texas Department of Transportation (TxDOT)

The State agency responsible for planning, constructing, maintaining, inspecting, regulating, and distributing funding for state transportation facilities including roads, bridges, waterways, and airports.

Through Traffic

Motorists that enter a town with no intention of stopping in the town.

Title Insurance

Insurance for land being acquired that may have legal issues during the transfer of title to the new owners.

Transportation Demand Management (TDM)

TDM includes strategies and programs that work to reduce vehicles on roadways by offering alternatives to driving alone such as vanpools/ridesharing, work from home programs, compressed work weeks, transit, etc.

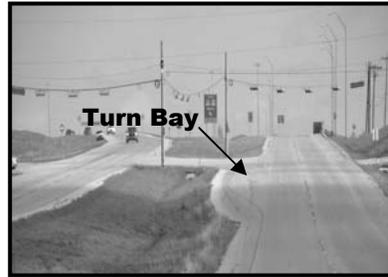
Transportation System Management (TSM)

TSM includes relatively low-cost transportation enhancements that improve the movement of traffic by: improving intersections with new turn lanes, addressing traffic signal timing, improving signage, increasing the length of on- and off- ramps, eliminating sharp curves, etc.

US HIGHWAY

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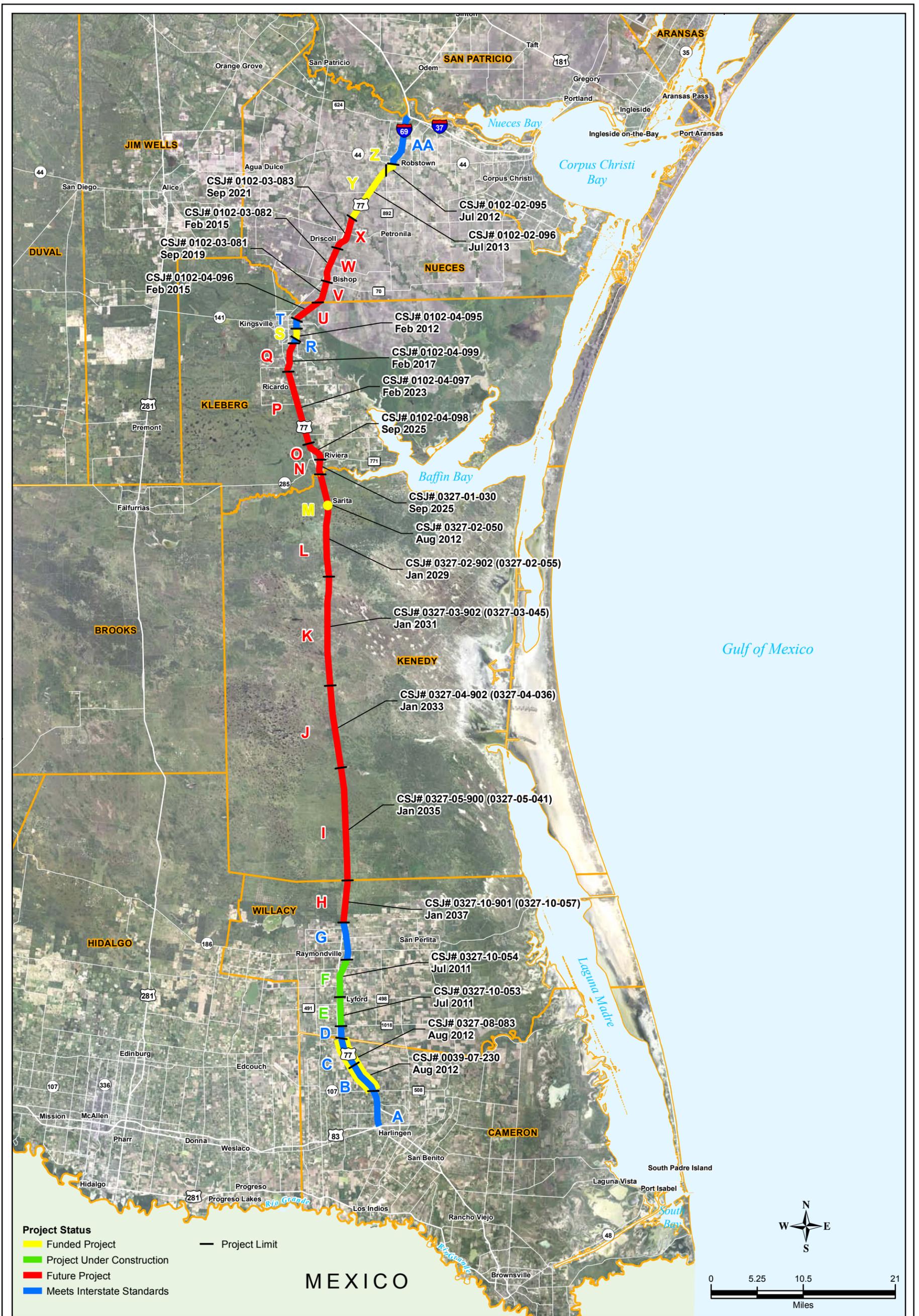
Turn bays



Dedicated right or left turn lane at roadway intersections.

US Fish and Wildlife Service (USFWS)

The Federal agency responsible for working with others to conserve, protect and enhance fish, wildlife, plants, and their habitats.



Cameron, Kenedy, Kleberg,
Nueces, and Willacy Counties
CSJ: 1111-07-004

US 77 PROGRAM
DEVELOPMENT PLAN
I 37 TO US 83

US 77 Program Development Plan

Map Section	County	CSJ	Section Limits	Description of Work	Program Cost Estimate	Estimated Let Date*
A	Cameron	Section Currently at Interstate Standards				
B	Cameron	0039-07-230	SH 107/FM 508 interchange in Combs, TX to 3.7 miles north of SH 107/FM 508 interchange	Conversion of 2-way frontage road to 1-way frontage roads with ramp reconfiguration	\$1,769,040.00	Aug-12
C	Cameron	0327-08-083	3.7 miles north of SH 107/FM 508 interchange to Cameron/Willacy county line	Conversion of 2-way frontage road to 1-way frontage roads with ramp reconfiguration	\$2,558,790.00	Aug-12
D	Willacy	Section Currently at Interstate Standards				
E	Willacy	0327-10-053	FM 1018 to 0.3 miles north of FM 498	Construct mainlanes	\$13,977,857.57	Jul-11
F	Willacy	0327-10-054	0.3 miles north of FM 498 to FM 3168	Construct overpass and mainlanes	\$19,055,494.77	Jul-11
G	Willacy	Section Currently at Interstate Standards				
H	Willacy	0327-10-901 (0327-10-057)	Business 77 to Willacy/Kenedy county line	Construct mainlanes and overpass	\$87,483,986.60	Jan-37
I	Kenedy	0327-05-900 (0327-05-041)	Willacy/Kenedy county line north to Norias Road	Construct mainlanes and overpasses	\$139,772,567.95	Jan-35
J	Kenedy	0327-04-902 (0327-04-036)	Norias Road north 9.6 miles (Armstrong Ranch Gate)	Construct mainlanes and overpasses	\$93,376,821.25	Jan-33
K	Kenedy	0327-03-902 (0327-03-045)	9.6 miles north of Norias Road to 8 miles south of La Parra Ave.	Construct mainlanes and overpasses	\$148,210,302.67	Jan-31
L	Kenedy	0327-02-902 (0327-02-055)	8 miles south of La Parra Ave. to Kenedy/Kleberg county line	Construct mainlanes and overpasses	\$94,964,057.25	Jan-29
M	Kenedy	0327-02-050	0.87 miles south of La Parra Ave. to 0.71 miles north of La Parra Ave.	Construct overpass in Sarita	\$11,319,740.00	Aug-12
N	Kleberg	0327-01-030	Kenedy/Kleberg county line to SH 285	Construct relief route around Riviera	\$43,669,769.98	Sep-25
O	Kleberg	0102-04-098	SH 285 to 1.5 miles north of SH 285	Construct relief route around Riviera	\$69,662,884.79	Sep-25
P	Kleberg	0102-04-097	1.5 miles north of SH 285 to County Road 2130	Construct mainlanes, frontage roads and structures	\$112,617,332.69	Feb-23
Q	Kleberg	0102-04-099	County Road 2130 to FM 1356	Construct mainlanes, frontage roads and structures	\$41,056,118.32	Feb-17
R	Kleberg	Section Currently at Interstate Standards				
S	Kleberg	0102-04-095	FM 425 to SH 141	Construct mainlanes and overpass at Caesar Ave	\$16,516,500.00	Feb-12
T	Kleberg	Section Currently at Interstate Standards				
U	Kleberg	0102-04-096	FM 1898 to Kleberg/Nueces county line	Construct mainlanes and partial frontage roads	\$12,849,580.20	Feb-15
V	Nueces	0102-03-081	Kleberg/Nueces county line to FM 70	Construct mainlanes and overpasses	\$35,470,819.14	Sep-19
W	Nueces	0102-03-082	FM 70 to County Road 16	Construct mainlanes and overpasses	\$39,513,086.26	Feb-15
X	Nueces	0102-03-083	County Road 16 to south of County Road 28	Construct relief route around Driscoll	\$103,031,478.65	Sep-21
Y	Nueces	0102-02-096	South of County Road 28 to FM 892	Construct mainlanes and overpasses	\$40,829,092.00	Jul-13
Z	Nueces	0102-02-095	FM 892 to SH 44	Construct mainlanes	\$14,454,000.00	Jul-12
AA	Nueces	Section Currently at Interstate Standards				
Total Program Cost					\$1,142,159,320.09	

Source: TxDOT DCIS, November and December 2011

* It is important to understand that these dates are estimates based on anticipated funding. Actual funding is determined by the U.S. Congress and Texas Legislature, and the actual funding will eventually determine the date when the entire project is completed. The Program Development Plan will be regularly updated by TxDOT to reflect changes based upon actual funding and the progress made on the project.