



# Station 1

Welcome and Sign-in



TEXAS DEPARTMENT OF TRANSPORTATION

# WELCOME

## I-69 Connector From I-69C/US 281 to I-69E/US 77

CSJ: 0921-02-353

Cameron, Hidalgo, and Willacy counties, Texas

---

**Virtual Public Meeting with In-Person Option**

**In-Person Locations and Dates:**

The Endowment Center Wednesday, Nov. 3, 2021

Combes Community Center Thursday, Nov. 4, 2021



# Station 2

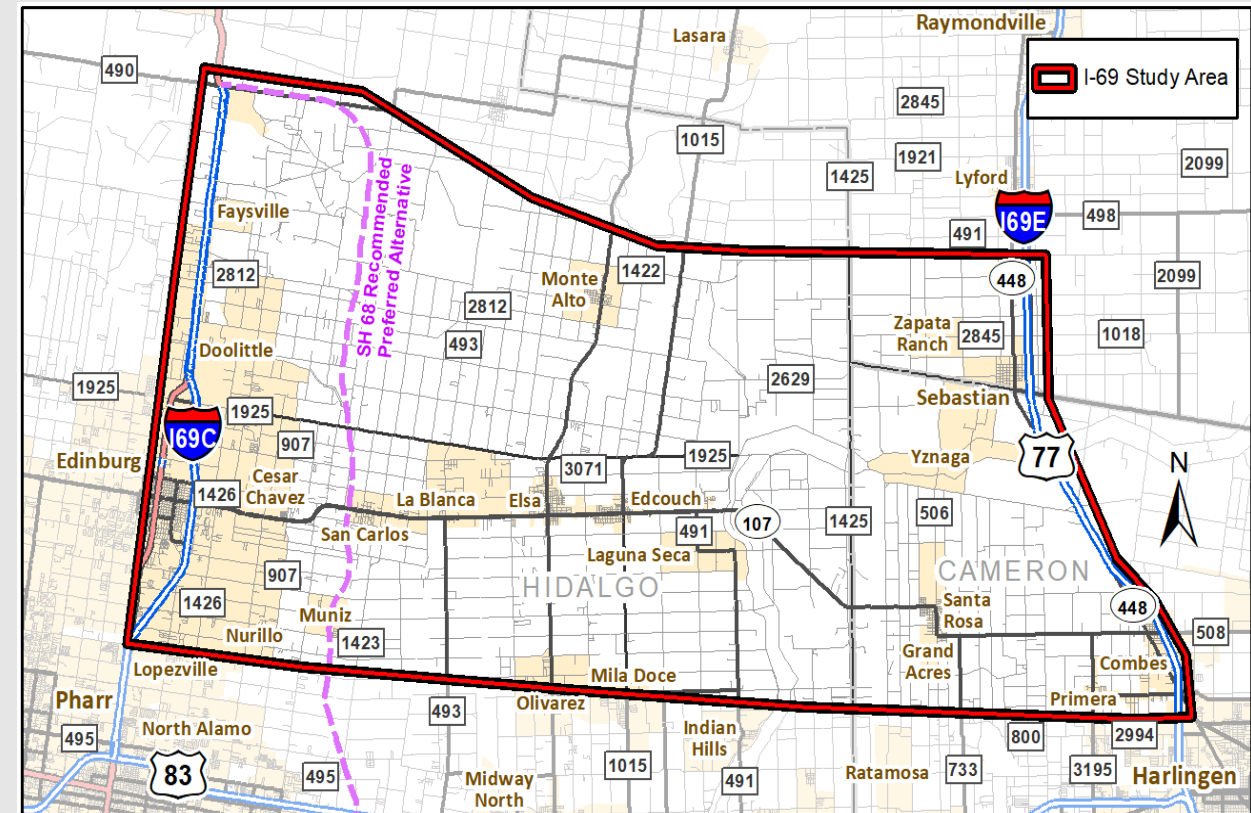
Study Background and History

# Study Background and History



- Study area includes approximately 400 square miles
- Technical work group meetings (October 2019 and 2020) and Open House Public Meetings (December 2019)
  - Provided input on proposed study area, goals and objectives, constraints within the study area, and on potential corridor alternatives

I-69 Connector Study Area from I-69C/US 281 to I-69E/US 77





- **Goal of the Study**

- Examine existing and new location transportation corridors between I-69C/US 281 and I-69E/US 77

- **Objectives**

- Alleviate traffic congestion on I-2
- Provide additional capacity and infrastructure to meet future population growth and travel demand
- Provide an additional hurricane evacuation route in the Lower Rio Grande Valley
- Improve mobility
- Enhance overall connectivity of the transportation network in the Lower Rio Grande Valley

- **Goals and Objectives were developed with input from the first public meeting and technical work group input**

# Purpose of this Virtual Public Meeting

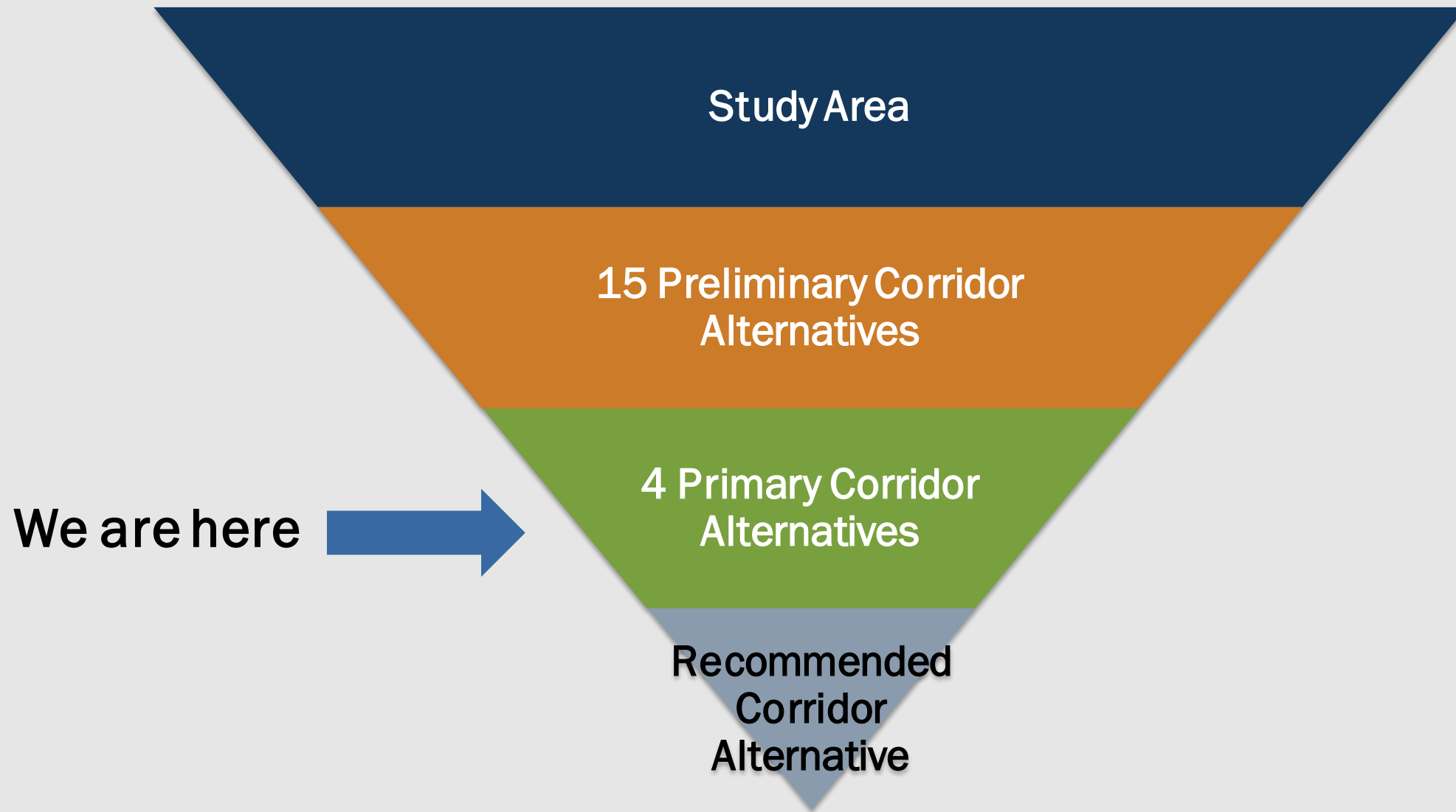


Provide overview and status of corridor planning study

Review corridor alternatives developed for the study

- Fifteen preliminary corridor alternatives considered
- Four primary corridor alternatives recommended for further study

Afford an opportunity to provide input and comments





# Station 3

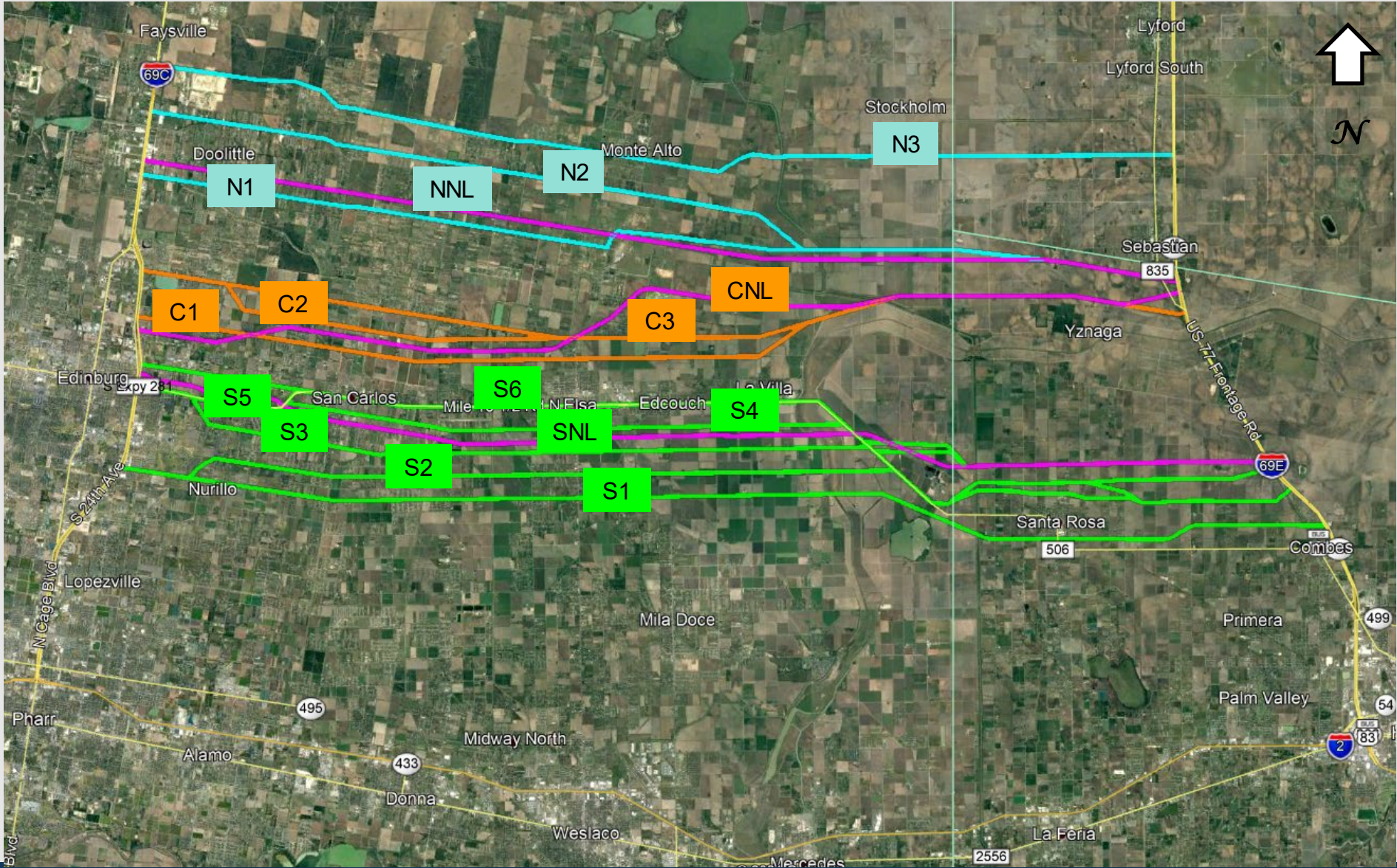
Preliminary Corridor Alternatives



- 15 Preliminary Corridor Alternatives
  - Developed based on Technical Work Group/public input, traffic studies, engineering and environmental constraints
  - Grouped into three identified study area zones (centered around):
    - SH 107 (south zone), FM 1925 (central zone) and FM 2812 (north zone)

South Zone	Central Zone	North Zone
7 Corridor Alternatives	4 Corridor Alternatives	4 Corridor Alternatives
<ul style="list-style-type: none"><li>• 6 on a combination of existing and new location</li><li>• 1 entirely on new location</li></ul>	<ul style="list-style-type: none"><li>• 3 combination alternatives</li><li>• 1 entirely on new location</li></ul>	<ul style="list-style-type: none"><li>• 3 combination alternatives</li><li>• 1 entirely on new location</li></ul>

# Preliminary Corridor Alternatives



# Environmental and Engineering Categories Evaluated



## Environmental Categories

- **Parcels Impacted**
- Potential Impacted Properties
- **Residential**
- **Agricultural**
- Commercial/Industrial
- Institutional (Schools, Churches, Hospitals, Museums)
- Transportation
- Undeveloped
- Neighborhoods Bisected
- **Colonias**
- Landfills
- Oil & Gas Pipeline Crossings
- O&G Wells (Active, Dry Hole, Plugged, Permitted)
- Parks (Local, State, Federal)
- **Wildlife Refuges/Wildlife Management Areas**
- Previously-recorded Historic Resources
- National Register of Historic Places Sites
- Known Archeological Sites
- State Antiquities Landmark
- **Cemeteries**
- Natural Resources
- **Prime/Unique Farmland Soils**
- T&E Species Potential Habitat
- Critical Habitat
- Mapped Stream Crossings
- Irrigation/Drainage Canals
- **100-Year Floodplain**
- **National Wetland Inventory Features**
- Encroachment of IBWC Boundary

## Engineering Categories

- Meets Goals and Objectives
- Length of Facility
- Proposed ROW Requirements (350 ft Corridor)
- Estimated Construction Cost
- Railroad Crossings
- Drainage Easement Crossings
- Transmission Line Crossings
- Wind Farms

**Priority**  
**Environmental**  
**Categories are bolded**



- **Goals and Objectives**

- North zone corridors were eliminated from further study because they did not meet study goals & objectives

- **Traffic**

- North zone corridors were eliminated from further study due to low projected traffic volumes and low projected traffic congestion relief for I-2
- Best performing South/Central zone corridors were carried forward because they carry higher traffic volumes and provide higher traffic congestion relief for I-2

- **Engineering and Environmental Parameters**

- South/Central zone corridors with lower right of way requirements and environmental impacts were carried forward

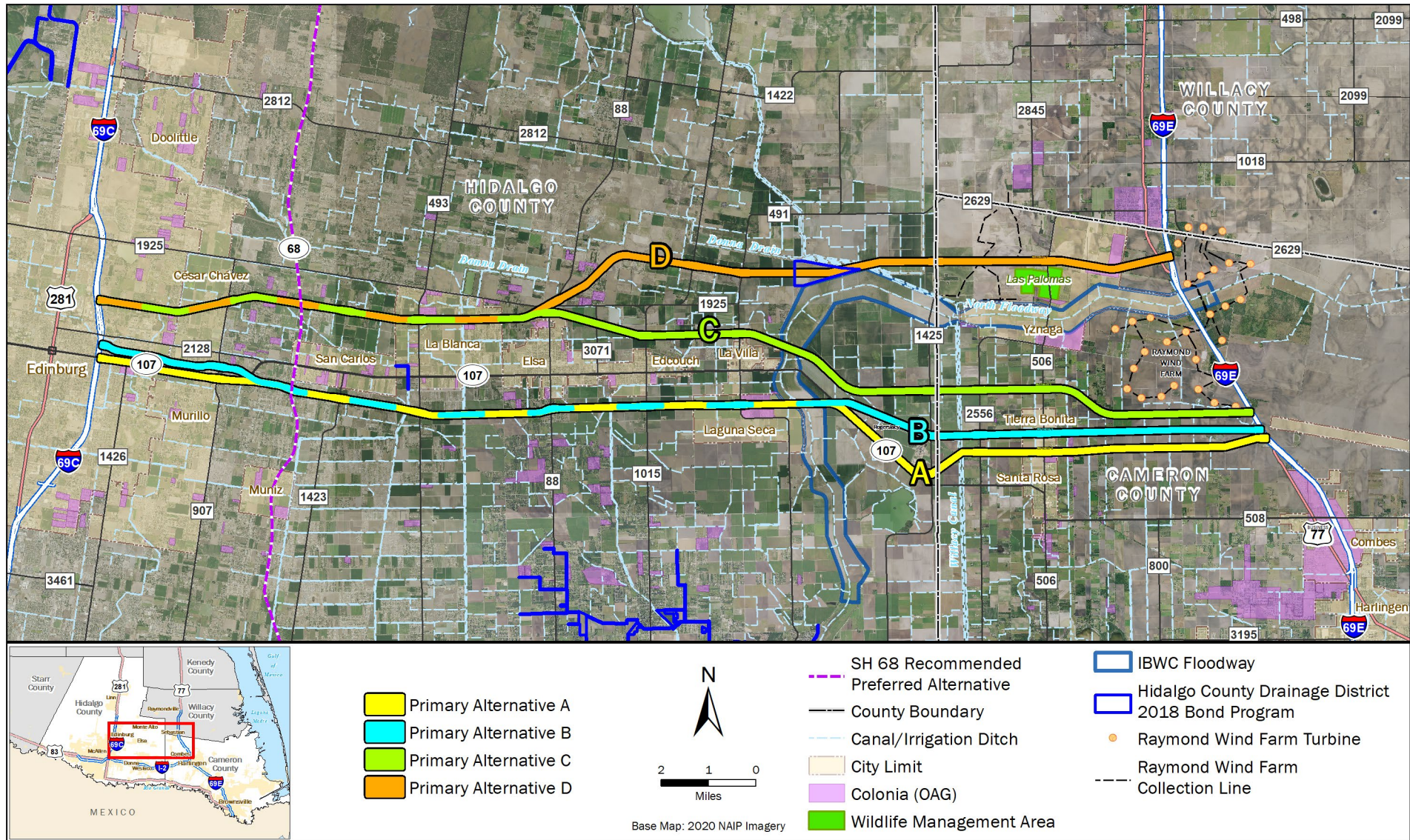
*For more information, please see the I-69 Preliminary Routes Memo located on the TxDOT website at: [www.txdot.gov](http://www.txdot.gov) key word search “Virtual Public Meeting – I-69 Connector”*



# Station 4

Primary Corridor Alternatives

# Four Primary Corridor Alternatives



# Alternatives Evaluation – Goals & Objectives



Evaluation Criteria	Primary Corridor Alternative A	Primary Corridor Alternative B	Primary Corridor Alternative C	Primary Corridor Alternative D
Alleviate traffic congestion on I-2	High	High	Low	Low
Provide additional capacity & infrastructure to meet future population growth & travel demand	High	High	Low	Low
Provide an additional hurricane evacuation route in the LRGV	Yes	Yes	Yes	Yes
Improve mobility	High	High	High	High
Enhance overall connectivity of the transportation network in the LRGV	High	High	High	High

Note: A rating of Low, Medium, and High was used to assess the objectives, with a value of High meaning it better met the objective and Low meaning it did not meet the objective as well.

# Primary Corridors Potential Future Traffic and Typical Sections



Route	2045 AADT*	Potential (Ultimate) Typical Section
Primary Corridor Alternative A	80,300	
Primary Corridor Alternative B	63,650	
Primary Corridor Alternative C	44,500	
Primary Corridor Alternative D	44,500	

\*AADT= Annual Average Daily Traffic

# Alternatives Evaluation – Engineering Parameters



Evaluation Criteria	Unit of Measurement	Primary Corridor Alternative A	Primary Corridor Alternative B	Primary Corridor Alternative C	Primary Corridor Alternative D
Length of Facility	Miles	<b>25.47</b>	24.83	24.97	<i>23.20</i>
Proposed ROW Requirements (350 ft corridor; 450 ft at overpasses)	Acres	<b>1,121</b>	1,094	1,100	<i>1,021</i>
Estimated Construction Cost	\$(Millions)	<b>239.2</b>	234.8	235.7	<i>218.3</i>
Railroad Crossings	Number	<b>2</b>	<i>1</i>	<i>1</i>	<i>1</i>
Drainage Easement Crossings	Number	<i>3</i>	<b>6</b>	<i>3</i>	4
Transmission Line Crossings	Number	4	3	<b>6</b>	<i>2</i>
Wind Farms	Number	0	0	0	<b>1</b>

*Green (italicized) values = lowest number*

**Red (bolded) values = highest number**

# Alternatives Evaluation – Priority Environmental Criteria

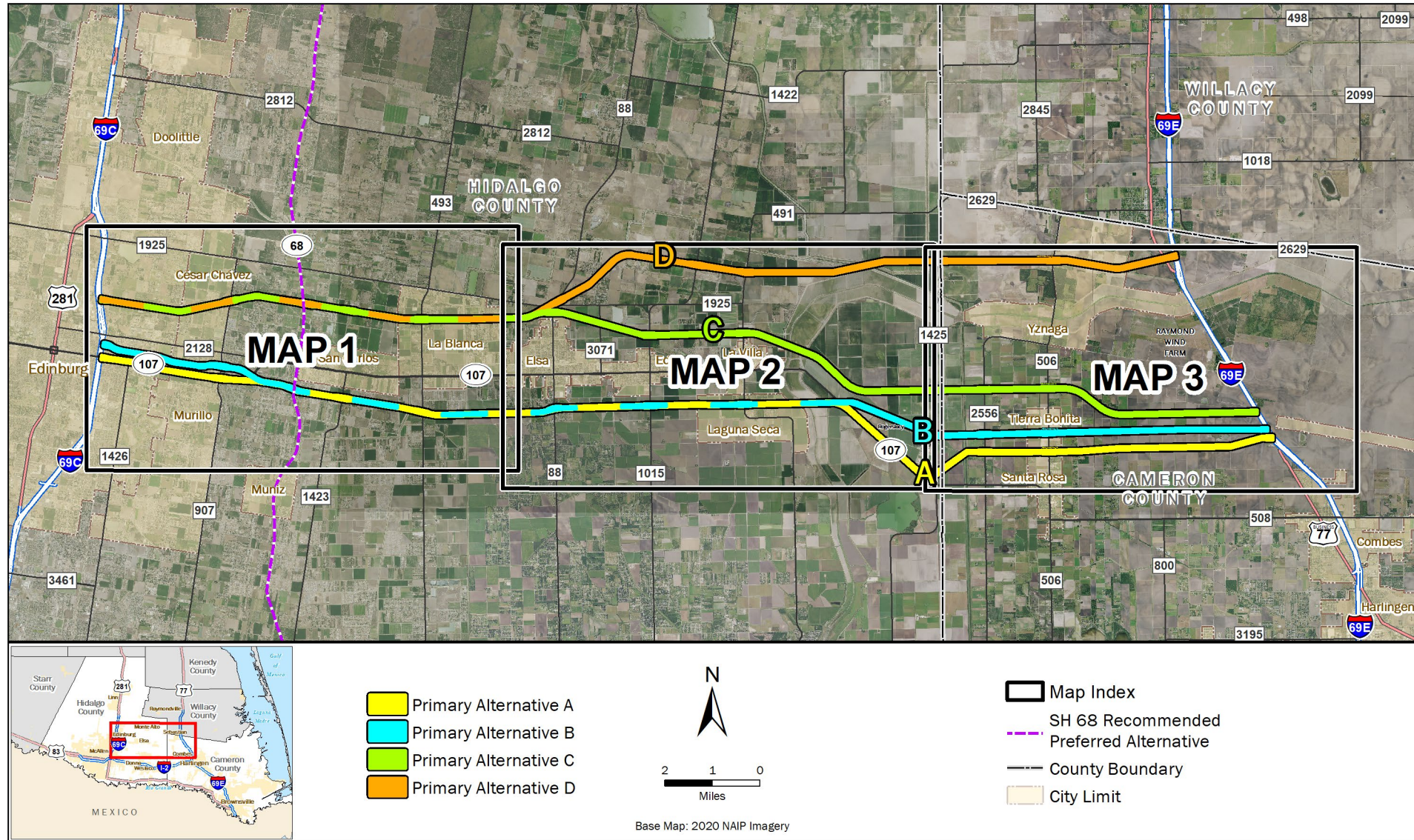


Evaluation Criteria	Unit of Measurement	Primary Corridor Alternative A	Primary Corridor Alternative B	Primary Corridor Alternative C	Primary Corridor Alternative D
Human Environment Resources					
Parcels Impacted	Number	<b>555</b>	453	289	<i>252</i>
Potential Impacted Properties – Residential	Acres	<b>103</b>	92	98	<i>65</i>
Potential Impacted Properties – Agricultural	Acres	<i>759</i>	843	<b>1,130</b>	816
Community Impacts					
Colonias	Number	8	9	<i>4</i>	<b>10</b>
Cultural Resources					
Cemeteries	Number	0	0	0	0
Natural Resources					
Wildlife Refuges/Wildlife Management Areas	Acres	4.25	<i>3.7</i>	3.87	<b>9.12</b>
Prime/Unique Farmland Soils	Acres	<i>706.29</i>	727.07	741.32	<b>805.04</b>
100-Year Floodplain	Acres	<i>227.8</i>	297.37	316.7	<b>385.5</b>
National Wetland Inventory Features	Acres	<i>5.95</i>	7.77	9.03	<b>14.72</b>

*Green (italicized) values = lowest number*

**Red (bolded) values = highest number**

# Primary Corridor Alternatives-Overview map

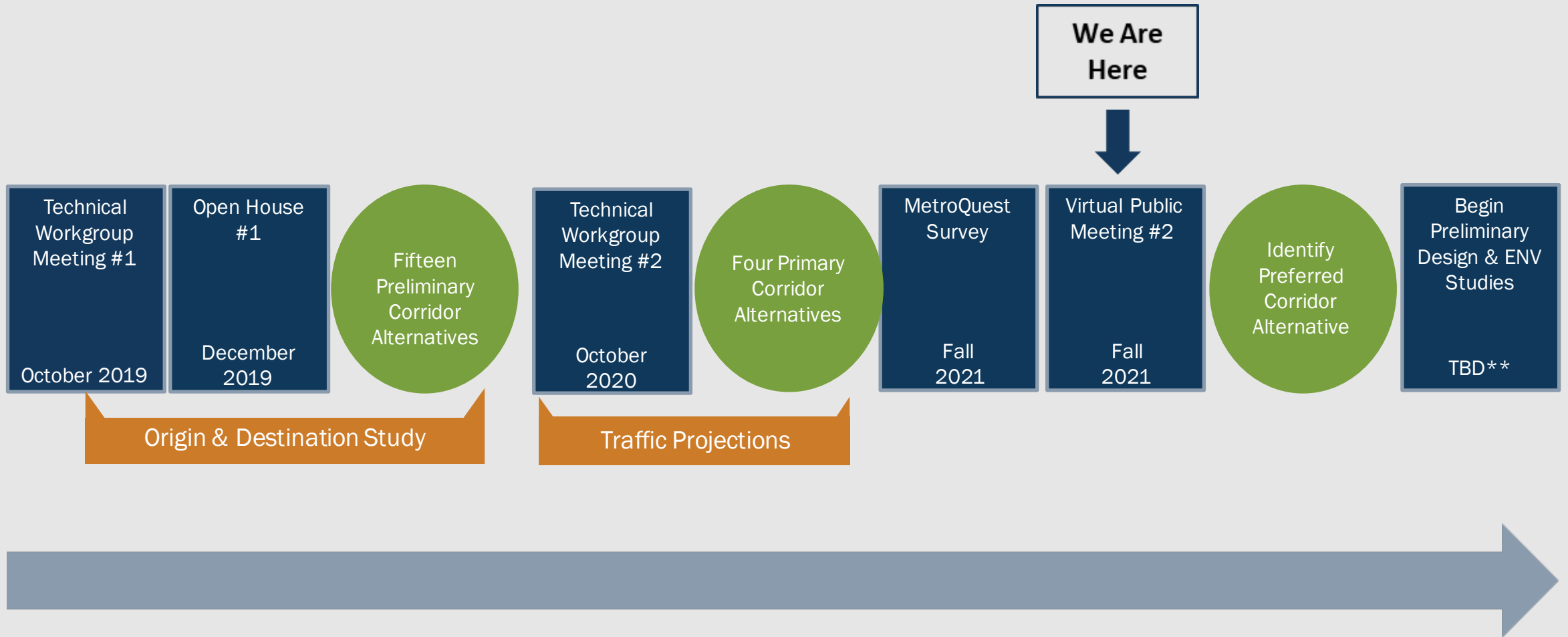




# Station 5

Timeline

# Study Timeline



**\*\*To be determined**



# Station 6

Comment and Contact Information

# How To Submit Your Comments



All comments must be received or postmarked by **Friday, Nov. 19, 2021** to be included in the official meeting documentation.



## Online

[www.txdot.gov](http://www.txdot.gov)  
Keyword search  
“Virtual Public Meeting – I-69  
Connector”



## Email Comments

[Robin.Gelston@txdot.gov](mailto:Robin.Gelston@txdot.gov)



## Mail-in Comments

TxDOT Pharr District Office  
Attn: I-69 Connector  
600 W. I-2  
Pharr, TX 78577

## Additional Questions?

Any questions regarding this study may be made at anytime during the study development process.

### Please contact:

Margil Maldonado, Jr., P.E., Project Manager

Phone: 956-702-6134

Email: [Margil.Maldonado@txdot.gov](mailto:Margil.Maldonado@txdot.gov)