



# WELCOME

**Driven by Texans**

# SH 44 Robstown Route Study

# OPEN HOUSE

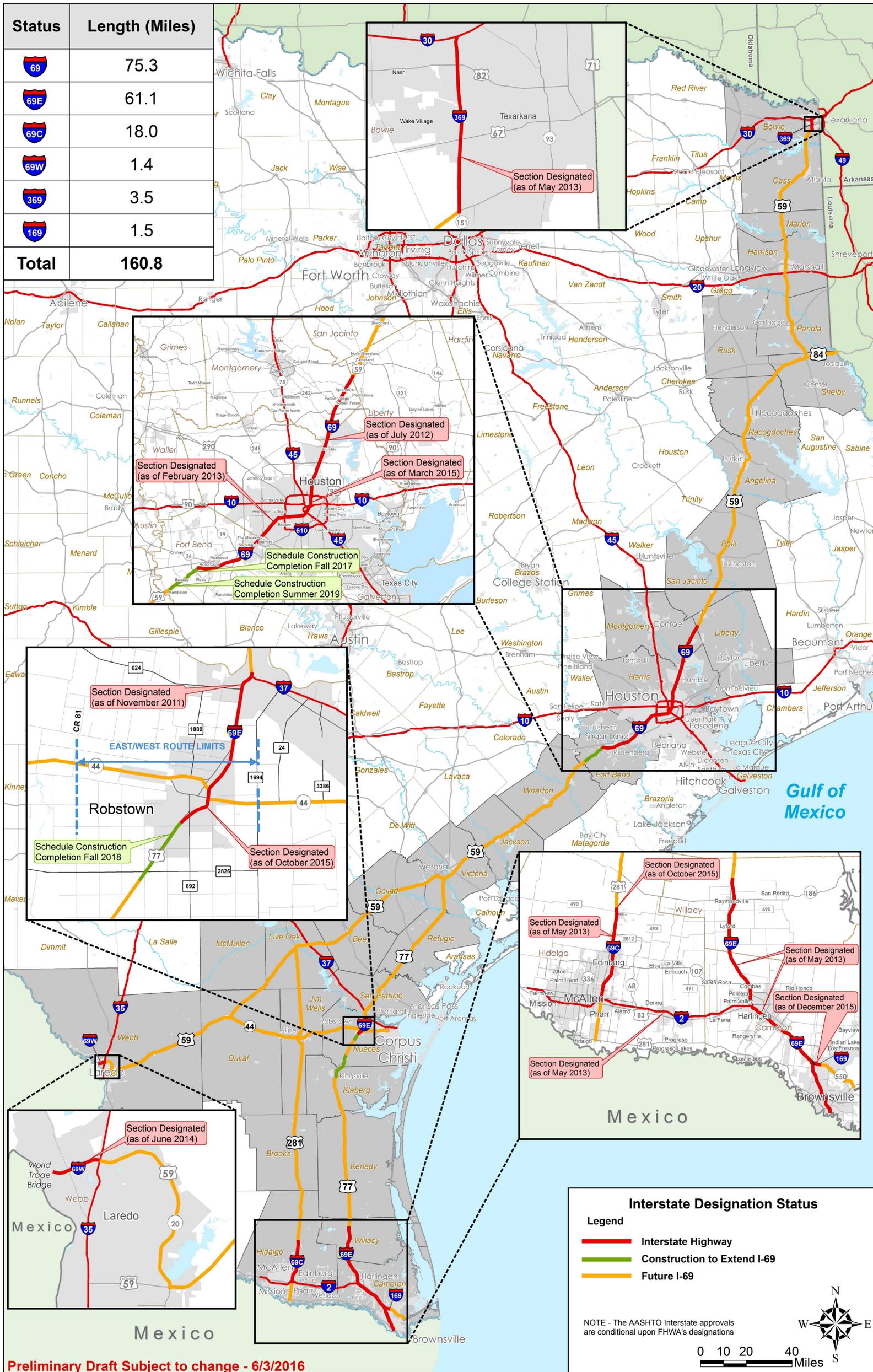
## Why Am I Here?

- **Learn about the study**
- **Provide comments and ask questions**

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project is being, or has been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.



# The I-69 System in Texas





## Study Purpose

- SH 44 has been identified to become part of the I-69 System in Texas.
- The SH 44 Robstown Route Study for upgrading SH 44 to meet interstate standards is being conducted to:
  - Establish the need and purpose for the project
  - Characterize the environmental setting
  - Develop and screen route options to determine which ones should be advanced for detailed environmental study
- The study is scheduled to be complete by spring 2017, and at that time TxDOT will determine the next steps in the project development.



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## Need for the SH 44 Project

- The federal Fixing America's Surface Transportation (FAST) Act that was signed into law on December 4, 2015, added SH 44 from Freer to Corpus Christi to the I-69 System in Texas. The limits of SH 44 through Robstown being studied do not meet interstate standards.
- SH 44 is a primary connecting route for traffic travelling between the inland Port of Laredo and the seaport of Corpus Christi. The operational conditions of SH 44 through Robstown impede the mobility of freight between these two port destinations.

**TxDOT convened a group of stakeholders that included representatives and officials from:**

- the City of Robstown,
- Nueces County,
- the Port of Corpus Christi,
- State Representative Abel Herrero,
- Senator Juan “Chuy” Hinojosa, and
- other interested parties

**Stakeholders collectively:**

- Identified project needs
- Identified community characteristics, environmental features, future development, infrastructure, etc. that helped determine the route option locations
- Provided input into the route option evaluation
- Made recommendations that will guide TxDOT in the next steps in the project development process

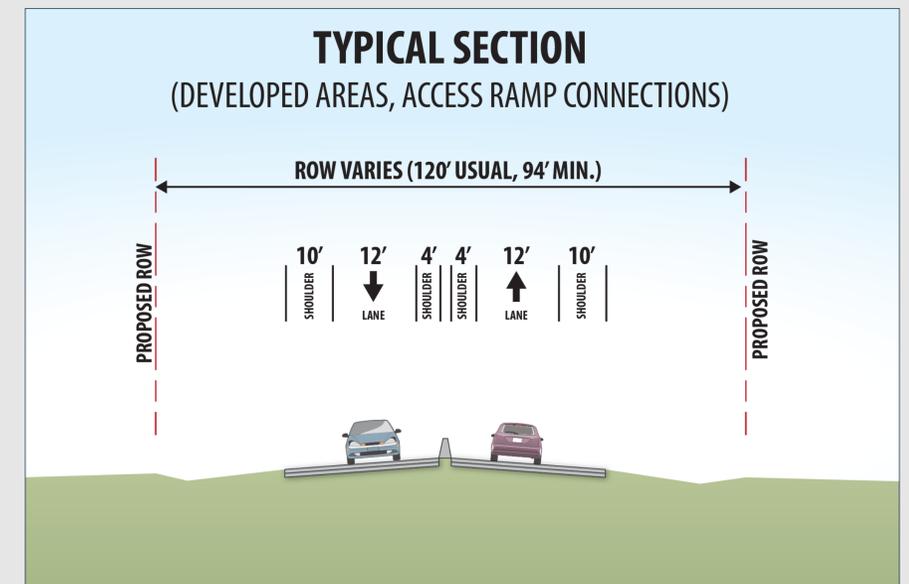
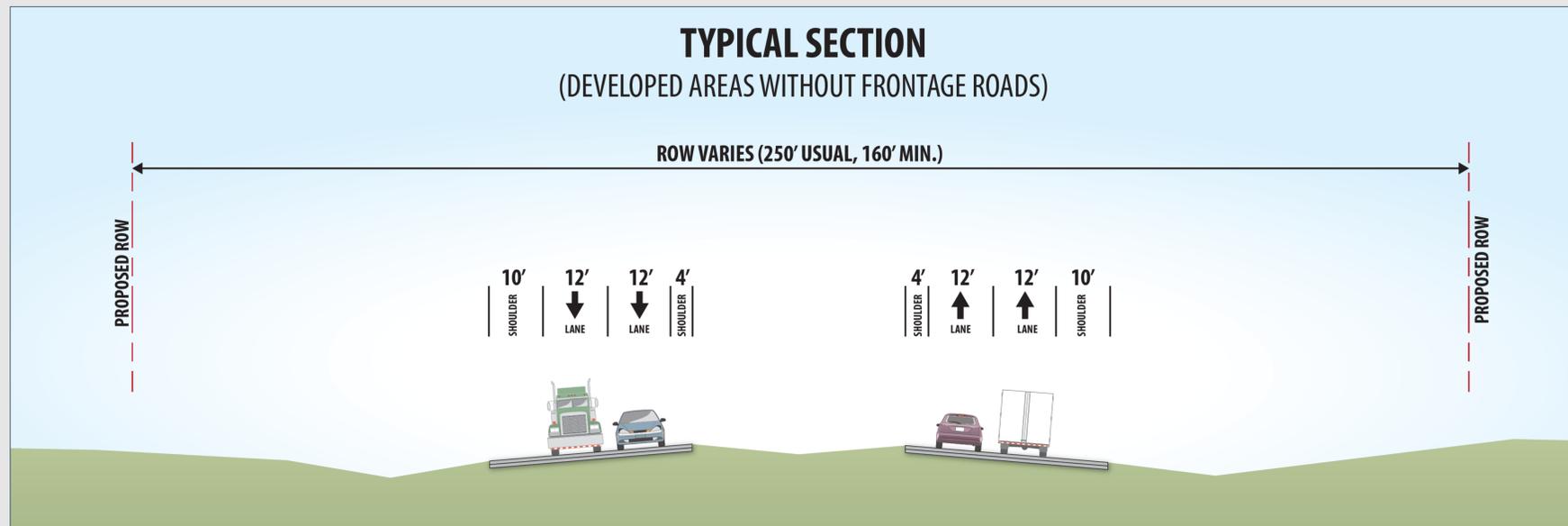
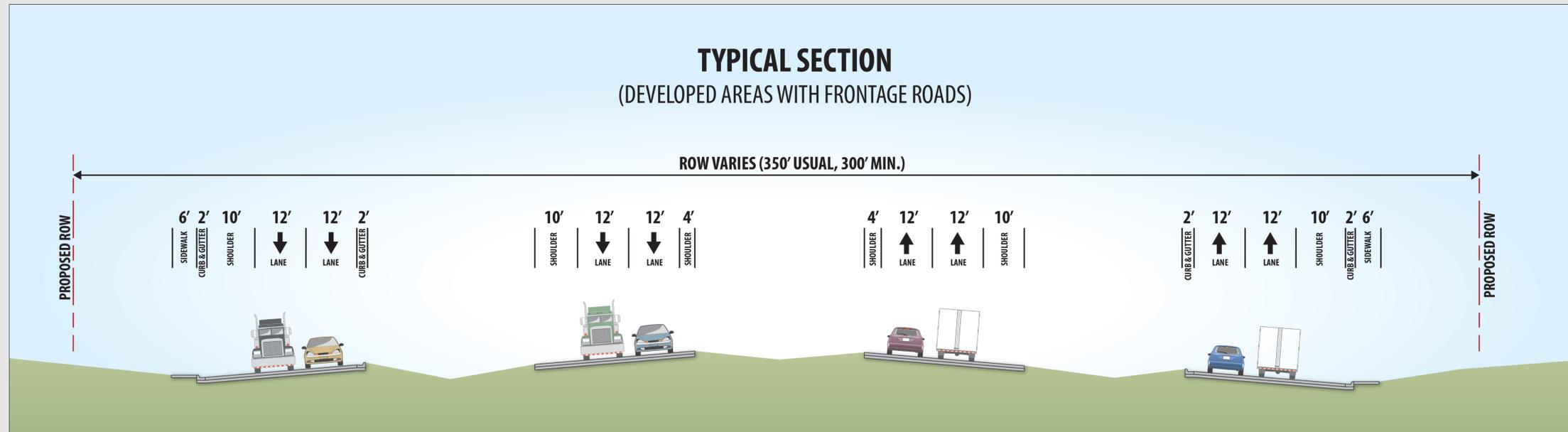
**Stakeholder Meetings:**

- Nov. 12, 2015, Nov. 28, 2016, Jan. 5, 2017





# Typical Sections – Developed Areas



## Typical Sections in Undeveloped Areas (not shown)

- With Frontage Roads ROW Varies (400' Usual, 350' Min.)
- Without Frontage Roads ROW Varies (300' Usual, 210' Min.)



# Overview of Route Option Locations

## Route Options Legend

- Option A
- Option B
- Option C
- Option D
- Option E
- Option F

## Legend

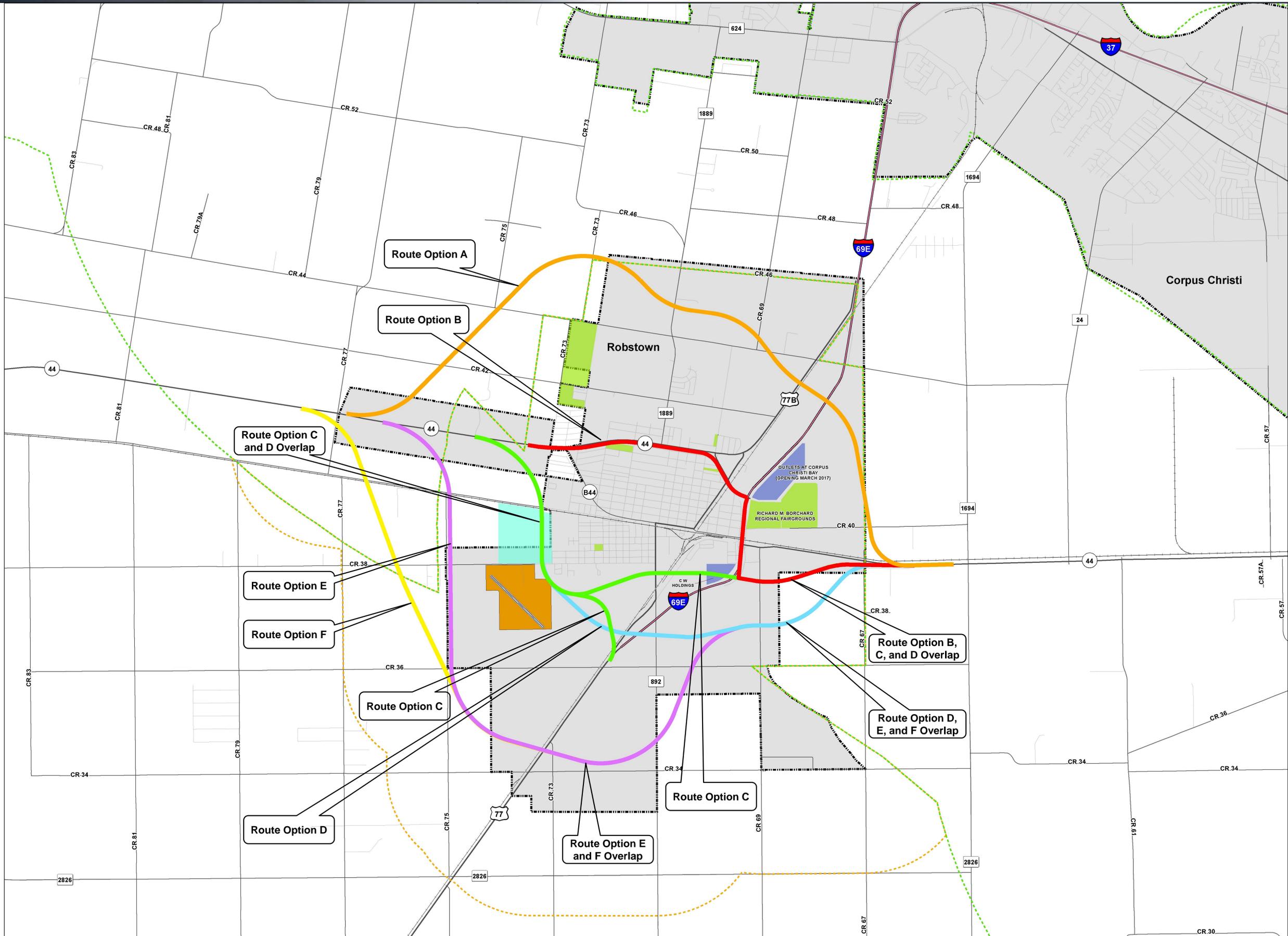
- Railroad
- Future Development Features
- Intermodal Facility
- Public Recreation Areas
- Nueces County Airport
- City Boundary
- Robstown ETJ
- Corpus Christi ETJ



0 2,000 4,000 Feet

**WORKING DRAFT  
PRELIMINARY AND  
SUBJECT TO CHANGE  
2/9/2017**

Route option locations are conceptual and for planning purposes only.





# Route Option Key Aspects Matrix

Route Option	Length (miles)	New Right-of-Way Required (Note 1) (acres)	Total Cost (Note 2) (\$M 2015)	Key Aspects Relative to the Route Options
<b>A</b>	7.8	390	\$338	<ul style="list-style-type: none"> <li>•Northernmost option</li> <li>•Highest right-of-way (ROW) acreage within 100-year floodplain</li> <li>•Shortest construction length along I-69E, may have less impact on I-69E traffic during construction</li> <li>•Lowest total cost estimate</li> <li>•Does not include frontage roads</li> </ul>
<b>B</b>	4.9	120	\$547	<ul style="list-style-type: none"> <li>•Upgrades existing SH 44 to Interstate standards through Robstown</li> <li>•Most displacements and ROW acreage acquisition affecting community features such as parks, schools, churches, cemeteries, and government housing properties</li> <li>•Highest potential to affect historic age sites</li> <li>•Highest total cost estimate</li> <li>•Highest ROW cost</li> <li>•Would require a separate process with FHWA to issue a design exception due to close proximity of interchanges</li> <li>•Frontage roads not present between Business 77 and I-69E, and I-69E to CR 67</li> </ul>
<b>C</b>	5.3	180	\$500	<ul style="list-style-type: none"> <li>•Second highest ROW acreage within 100-year floodplain</li> <li>•Long construction length along I-69E, may have more impact on I-69E traffic during construction</li> <li>•Split directional interchange at I-69E</li> <li>•Highest construction cost</li> <li>•Frontage roads not present between SH 44 and CR 40, and east of the airport to CR 67</li> </ul>
<b>D</b>	5.6	230	\$480	<ul style="list-style-type: none"> <li>•Long construction length along I-69E, may have more impact on I-69E traffic during construction</li> <li>•Split directional interchange at I-69</li> <li>•Frontage roads not present between SH 44 and CR 40, and east of the airport to CR 67</li> </ul>
<b>E</b>	8.4	430	\$482	<ul style="list-style-type: none"> <li>•May affect an archeological site</li> <li>•Potential to limit future airport expansion</li> <li>•Frontage roads not present between SH 44 and CR 38, and FM 892 to CR 67</li> </ul>
<b>F</b>	8.7	460	\$469	<ul style="list-style-type: none"> <li>•Southernmost option</li> <li>•May affect an archeological site</li> <li>•Highest ROW acreage acquisition of prime farmland soils</li> <li>•Requires the most acres of new ROW</li> <li>•Frontage roads not present between SH 44 and CR 38, and FM 892 to CR 67</li> </ul>

**NOTES:**

(1) Route option right-of-way (ROW) widths were based on the typical section usual width including mainlanes and frontage roads. The ROW width can be reduced if frontage roads are not needed. Additionally, the widths do not consider engineering factors such as topography, drainage, and interchange configurations.

(2) Costs are based on TxDOT 2015 construction item unit prices and are for comparison purposes only. Cost estimates will vary depending on anticipated year of construction.



# Route Option Evaluation Matrix

Route Option	Potential Displacements	Residential Structures	Commercial Parcels	Community Features	Parks	Schools	Churches	Cemetery	Government Housing Properties	Farmlands	Prime Farmland Soils	Cultural Resources	Historic Age Sites	Archeological Sites Within Corridor	Aquatic Resources	100-Year Floodplain
A		●	●		●	●	●	●	●		●		●			●
B		●	●		●	●	●	●	●		●		●			●
C		●	●		●	●	●	●	●		●		●			●
D		●	●		●	●	●	●	●		●		●			●
E		●	●		●	●	●	●	●		●		●			●
F		●	●		●	●	●	●	●		●		●			●

Route Option	Engineering	Impact to I-69E Traffic	Total Cost (\$M 2015) (Note 1)	Proposed New ROW	Major Utilities	Oil & Gas Wells - Active within ROW (Note 2)	Oil & Gas Wells - Plugged within ROW	Oil & Gas Wells - Abandoned or 150' of ROW	Oil & Gas Wells - Active within Plugged within 150' of ROW (Note 2)	Oil & Gas Wells - Abandoned or Locations within 150' of ROW	Oil & Gas Wells - Permitted Locations within ROW	Pipelines	High Voltage Electrical Transmission Lines	Other	Potential to Limit Future Airport Expansion	Requires Design Exception
A		●	\$338	●		●	●	●	●	●	●	●	●		●	●
B		●	\$547	●		●	●	●	●	●	●	●	●		●	●
C		●	\$500	●		●	●	●	●	●	●	●	●		●	●
D		●	\$480	●		●	●	●	●	●	●	●	●		●	●
E		●	\$482	●		●	●	●	●	●	●	●	●		●	●
F		●	\$469	●		●	●	●	●	●	●	●	●		●	●

**NOTES:**

- (1) Costs are based on TxDOT 2015 construction item unit prices and are for information purposes only. Cost estimates will vary depending on anticipated year of construction.
- (2) Active well sites were not visible in review of 2014 aerial imagery.

**Legend - Relative Effects**

- Low
- Medium
- High



## Stakeholders identified route options' **positives (+)** and **negatives (-)**.

Collectively stakeholders recommended that:

- Route Option "B" should NOT be constructed.
- ★ Route Option "D" should be considered for further development.

ROUTE OPTION A

- (-) Bypass Outlet Mall
- (-) Limits development north of Robstown
- (-) Lack of interchanges limits access
- (-) Larger percentage w/in City Limits (Cost for Local)
- (-) Oil + Gas wells

ROUTE OPTION B —

- (-) Past meetings lots of negatives
  - Divides town
  - Displacements
  - Schools/Parks
  - Public Safety - Freight Trucks
  - Poor evacuation route
- Local Utility Adjustments
- Shorter
- Noise?
- Hazmat in City

ROUTE OPTION E

- (+) Allows for growth within ETJ
- (-) Limits future airport expansion
- (-) Affect on Airport Navigation aids

Ditto Route F

ROUTE OPTION C

- (+) Removes link from tax base but brings development
- (-) Too close to existing development
- (-) Takes out current development (Cupfolding)
- (-) Sharp curve just west of town
- (-) Proximity to schools
- (+) See DE
- (-) Potential for noise + pollution + air quality
- (+) Better Outlet Mall Access
- (+) Better visibility of City
- (+) Within ETJ

ADD PLUS FOR ALL ROUTES WITHIN ETJ

ROUTE OPTION D ★

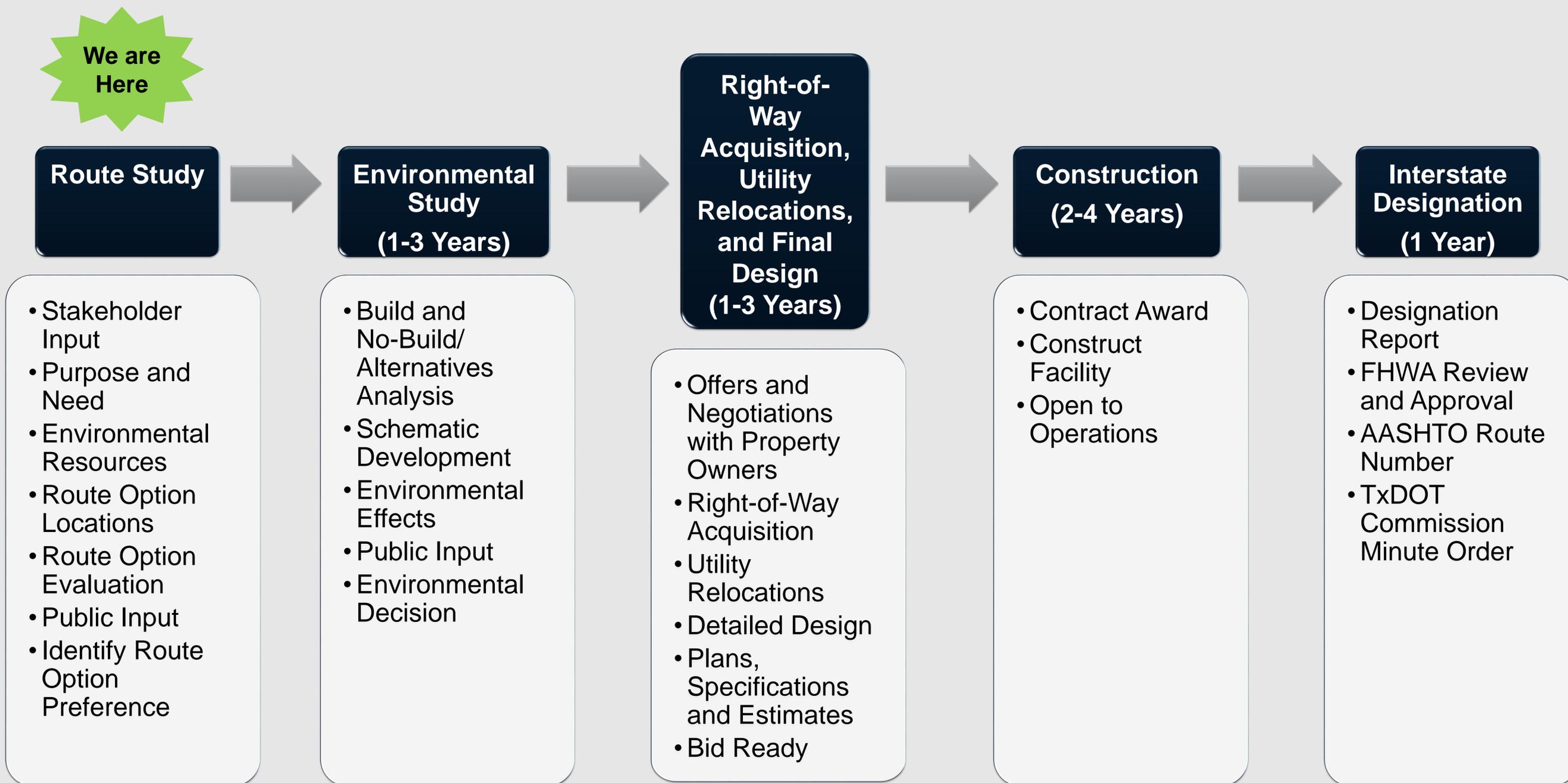
- (+) Provides airport access
- (+) Funnels traffic closer to town
- (+) Not limit Airport
- ②+ May } Impede or enhance growth of inland port + airport
- (+) Better emergency access
- (-) Proximity to elementary schools
- (+) Better evacuation route
- (-) 25% of Intermodal facility parcel
- (+) within Robstown ETJ

ROUTE OPTION F

- (+) Hazmat and traffic out of town
- (+) Room for expansion south and west
- (+) Economic Dev Opportunities
- (+) Inland and airport expansion room
- (-) Not within Robstown ETJ. Loss of Tax Opportunities
- (-) Draws traffic away from City
- (+) Fewer noise impacts
- (+) More access
- (+) Crosses undeveloped areas
- (-) Too Long
- (-) Utility service \$



# Project Development Process



The Project Development Process timeline shown is preliminary and based on available funding.