SH 44 Robstown Route Study Report

April 2017

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List of Acronyms and Abbreviations

AASHTO	American Association of State Highway and Transportation Officials
ADT	average daily traffic
AADT	average annual daily traffic
CR	County Road
ETJ	extraterritorial jurisdiction
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FM	farm-to-market
I-69	Interstate 69
KCS	Kansas City Southern railroad
LOS	level of service
mph	miles per hour
MPO	Metropolitan Planning Organization
ROW	right-of-way
RPZ	runway protection zone
SH 44	State Highway 44
TxDOT	Texas Department of Transportation
UP	Union Pacific
US 77	U.S. Highway 77

1. INTRODUCTION

In December 2015, State Highway 44 (SH 44), from Freer to Corpus Christi, Texas, was identified in the federal transportation law, Fixing America's Surface Transportation Act (FAST Act), to be added to the Interstate 69 (I-69) System in Texas once sections meet interstate standards and connect to an existing interstate highway. The section of SH 44 through Robstown, generally between Farm to Market Road (FM) 1694 and County Road (CR) 81 in Nueces County, currently does not meet interstate design standards as defined in the American Association of State Highway and Transportation Officials (AASHTO) Manual – A Policy on Design Standards-Interstate System (AASHTO, 2016). To meet interstate standards, a highway typically has a minimum of four lanes, continuous median, overpasses, and interchanges with no connecting driveways or at-grade intersections. Access roads may be included for local access.

In response, the Texas Department of Transportation (TxDOT) has conducted a SH 44 Robstown Route Study to develop and evaluate route options, taking into consideration local stakeholder and public input, that would meet interstate standards in the Robstown area with the eventual goal of constructing, designating and signing this section of SH 44 as part of the I-69 System. TxDOT has already been developing projects east of Robstown to upgrade SH 44. **Figure 1** depicts the limits of this route study and the status of the SH 44 upgrades east of Robstown.

Two broad options were considered during this route study:

- Upgrade of existing SH 44 through Robstown to interstate standards, or
- Construction of SH 44 to interstate standards on new location.

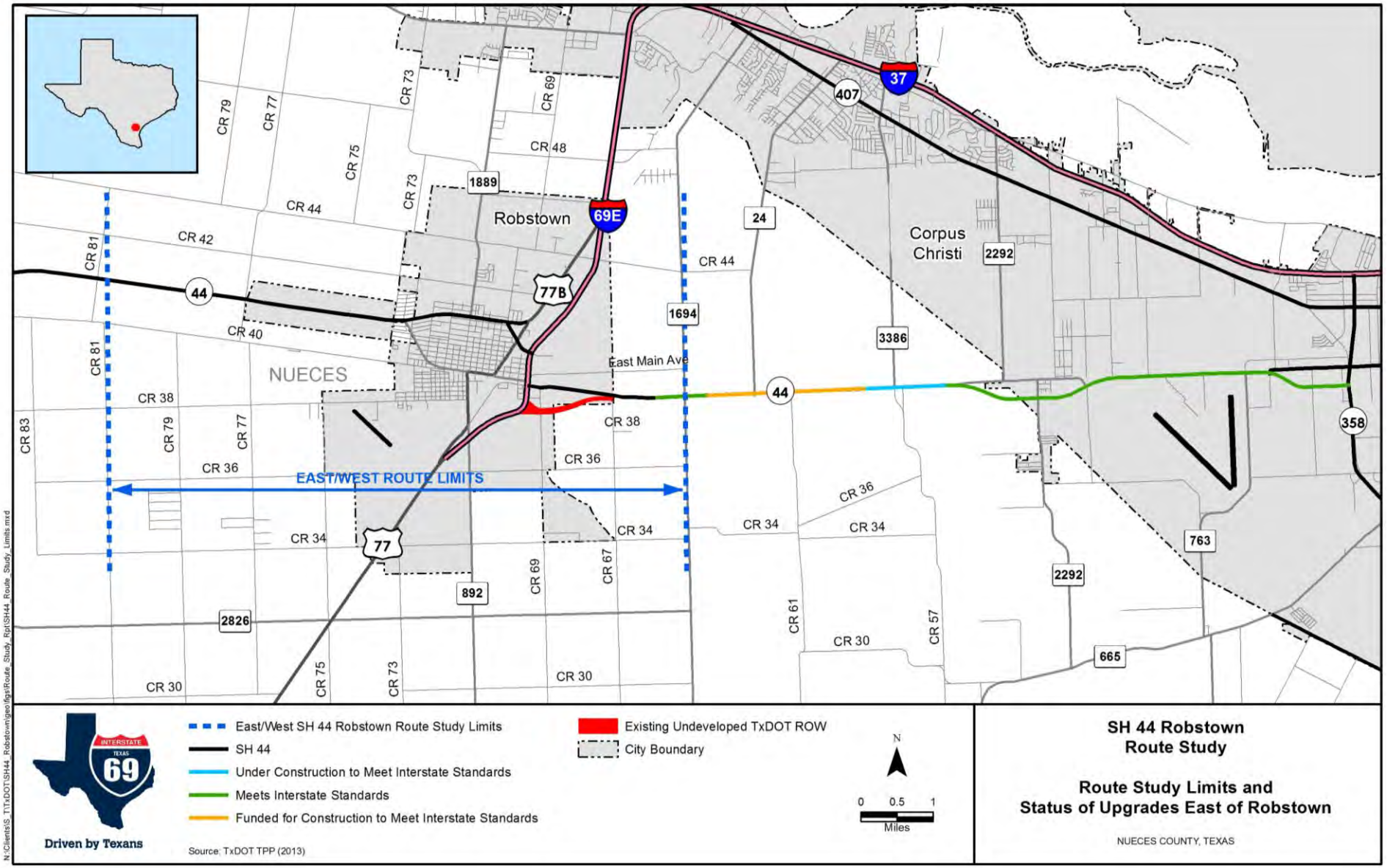

Figure 1: SH 44 Robstown Route Study Limits and Status of Upgrades East of Robstown

1.1 PURPOSE OF THE STUDY

The purpose of this study is to evaluate and identify the potential best route option(s) for extending an upgraded SH 44 that meets interstate standards farther west in the Robstown area between FM 1694 and CR 81. The intent is to make planning-level decisions, in accordance with the Federal Highway Administration's (FHWA's) planning and environmental linkage regulations, 23 CFR 450, Appendix A, that would:

- Define the project's need and purpose.
- Characterize the study area's environmental setting (affected environment), identifying those environmental and planning features that could influence SH 44 route option locations.
- Develop, evaluate, and screen SH 44 route options, taking into consideration stakeholder and public input and preferences, potential impacts to the environment and the community, and estimated costs.
- Identify the recommended route option(s) to be advanced for further detailed design, public review and input, and environmental study.

These planning-level decisions would be carried forward into the next phase of project development as the basis for developing the schematic design of the build alternative and for conducting the environmental study process. The ultimate goal of the project is to develop and advance a transportation facility that meets interstate standards, has community support, effectively serves Robstown, and improves mobility between the inland Port of Laredo and the seaport of Corpus Christi.

1.2 STUDY PROCESS

Figure 2 illustrates the general steps involved in conducting the route study including stakeholder and public input opportunities.

(*) Stakeholder and/or Public Input Opportunity

Figure 2: Route Study Process

This route study involved robust and proactive community engagement consistent with the planning and environmental linkage provisions of 23 CFR 450, Appendix A. TxDOT coordinated and conducted meetings with a stakeholder group, local city and county officials, and other organizations with interest in participating in the study. The stakeholder group formally met in 2015, 2016, and 2017 to provide input to the project need and purpose, the identification of important environmental and planning features, the development of the route options to be considered, and the evaluation and merits of the various route options. Four meetings with individual stakeholders were also held. **Table 1** provides information about the individual and formal stakeholder meetings as well as key results. **Appendix A** includes the sign-in sheets from these meetings. A public open house was also held to obtain public input on the route study results.

Table 1: Stakeholder Meetings, Meetings with Individual Stakeholders, and Public Open House

Meeting Details	Primary Purpose	Key Results
October 8, 2015 City of Robstown and Representative Herrero Staff Meeting	Review environmental and planning features, and discuss potential preliminary route options.	• Input on environmental and planning features. • Developed sketches of route option conceptual locations (**Appendix B**).
November 12, 2015 Stakeholder Meeting #1	Review project draft problem statements as a basis for defining need and purpose, and the five initial preliminary route options.	• Input on problem statements, environmental and planning features. • Refinements to route options.
February 17, 2016 Nueces County Airport Meeting	Identify potential opportunities and constraints for developing route options in the airport vicinity.	• Input on Nueces County's initial preference for runway extension and runway approach types.
March 29, 2016 City of Robstown Status Update Meeting	Provide an update on the study progress and discuss next steps.	• Input on status of planning features.
November 28, 2016 Stakeholder Meeting #2	Review the project need and purpose, route option locations and evaluation results, and discuss any preferences and rationale for the preferences.	• Discussions regarding merits of the route options. • Input to not carry the upgrade route option forward. • Input that route options should not limit airport expansion.
December 12, 2016 Robstown City Council Meeting	Present the route options and a summary of the route options evaluation to the Robstown City Council.	• Discussions regarding merits of the route options. • Input that there would not likely be support for the upgrade route option.
January 5, 2017 Stakeholder Meeting #3	Receive feedback on the route options, determine if the stakeholders have route option preferences, and document the rationale for any preferences.	• Input to not carry the upgrade route option forward. • Input that the southern route options were preferred. • Input that route options that limit the future expansion of the airport should not be carried forward. • Identified a recommended stakeholder group route option preference.
February 9, 2017 Public Open House	Present route study results	• Input on route option preferences. • Input on access road location.

2. PROJECT NEED AND PURPOSE

With the input gathered at the stakeholder meetings and the enactment of the FAST Act, the project need and purpose were defined as follows:

Interstate Project Needs

- The federal 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 design 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 mobility of freight between these two port destinations.

Stakeholder Identified Needs

- At-grade rail crossings in Robstown delay traffic and present a safety concern for the traveling public utilizing SH 44.
- There is a lack of effective access and connectivity to the Nueces County Airport and a potential future intermodal facility just north of the airport in Robstown.
- SH 44 through the city of Robstown experiences drainage issues, which impede the flow of traffic.
- Schools located on and near SH 44 within Robstown generate pedestrian and school bus traffic that mix with through traffic causing safety concerns.
- Trains using the railroad loop in Robstown block at-grade crossings in town causing traffic delays.

Project Purpose

The project purpose is to: 1) provide a continuous access-controlled facility in the Robstown area that meets interstate standards, 2) provide improved access to the airport, potential future intermodal facility, and other planned developments, 3) improve safety for local and through traffic, and 4) improve mobility and connectivity.

3. ENVIRONMENTAL, COMMUNITY, AND TRAFFIC CHARACTERISTICS

3.1 STUDY AREA DESCRIPTION

The route study limits were set as FM 1694 on the east and CR 81 on the west. The route study northern and southern limits were not set considering a concerted effort would be made to keep the route options as close to Robstown as possible, while minimizing potential adverse impacts. The study area is identified on **Figure 3**.

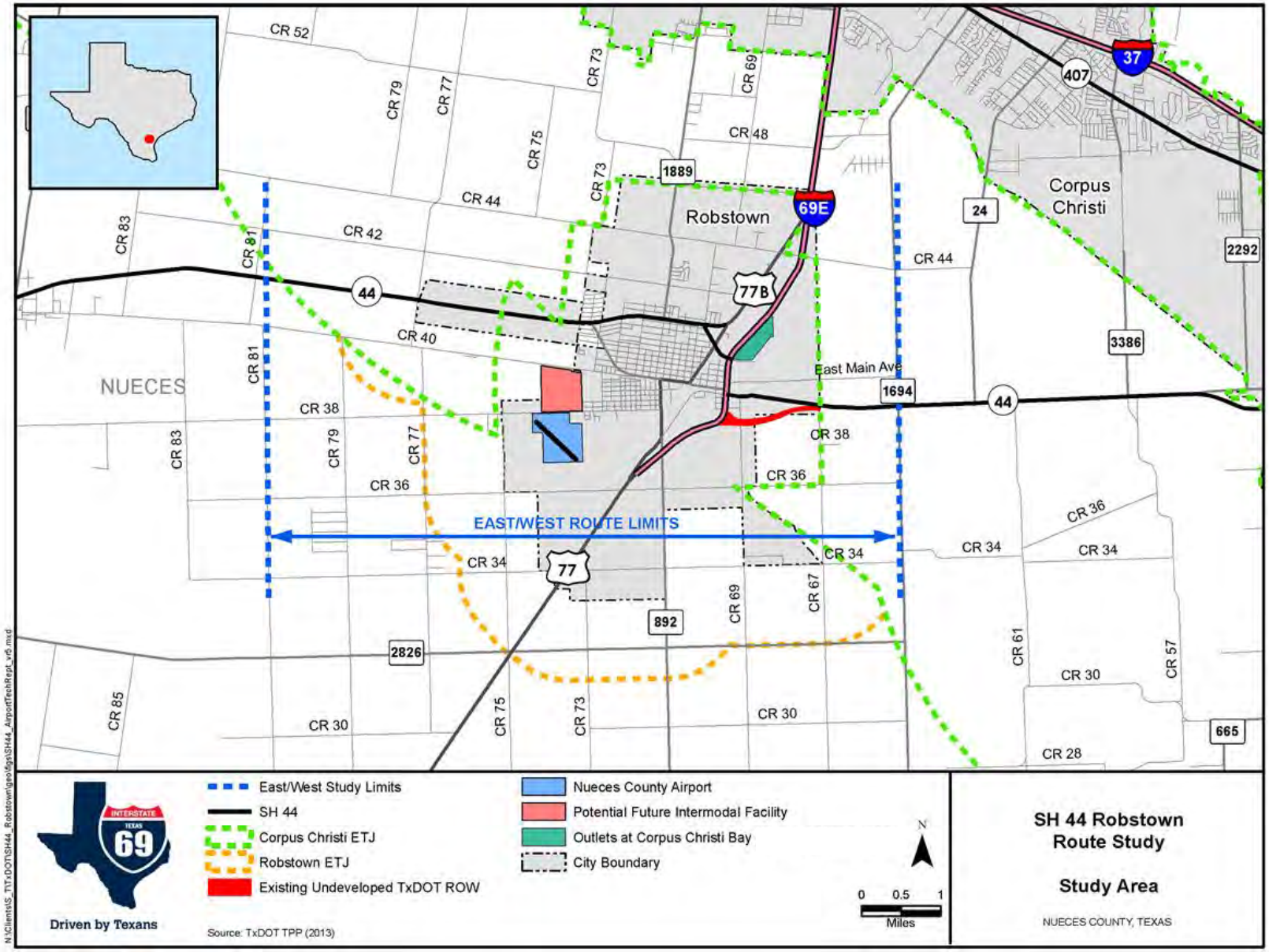

Figure 3: Study Area

SH 44 west of Robstown is a non-access controlled rural four-lane divided highway with median crossovers. Agricultural fields border the majority of the highway with some residential and commercial driveway connections.

SH 44 west of Robstown (Google, 2017a)

Through Robstown, SH 44 is an urban four-lane roadway with a continuous left turn lane and curb and gutter. This section of SH 44 is densely developed. There are six traffic signals, one school zone, and a school pedestrian crossing at N. 1st on this section of SH 44. On the east end, SH 44 forks to the southeast crossing Business 77 and the Union Pacific (UP) railroad via a steel four-lane bridge before intersecting with I-69E/US 77 access roads beneath an I-69E grade separated interchange.

SH 44 in Robstown (Google, 2017b)

SH 44 then shares the route with the I-69E/US 77 access roads for approximately 0.7 mile in a north/south direction. The access roads pass in front of the Richard M. Borchard Fairgrounds, and cross the Kansas City Southern (KCS) railroad at-grade. There is one traffic signal at Industrial Boulevard. The northbound and southbound access roads are two lanes with curb and gutter, an outside shoulder, and include intermittent dedicated left turn lanes. There are residential and commercial developments along the access roads. SH 44 then turns east at the Industrial Boulevard intersection where it parallels the KCS railroad located immediately to the north.

SH 44 along I-69E (Google, 2017b)

East of I-69E and west of the FM 1694 grade separated interchange, SH 44 is both an urban (near I-69E) and rural four-lane highway. The urban section includes numerous commercial properties for a length of 0.3 mile east of I-69E. The rural SH 44 north right-of-way (ROW) borders the KCS railroad south ROW. Agricultural fields border the majority of the rural highway south ROW along with several residential and commercial driveway connections.

SH 44 urban section east of I-69E (Google, 2017b)

SH 44 rural section east of I-69E (Google, 2017a)

3.2 ENVIRONMENTAL FEATURES

Environmental and community features within the study area were identified using secondary source data and during a subsequent windshield survey along existing roadways. The environmental features included resources such as prime farmland soils, historic age sites, historical markers, archeological sites, floodplain, unnamed intermittent and perennial streams, open water (ponds), wetlands, threatened and endangered species occurrences, coastal zone boundary and hazardous material sites (landfill, superfund, permitted sites).

Utilities such as oil and gas wells, pipelines, high voltage electrical transmission lines and substations, communication and radio towers, public water wells and intakes, and wastewater facilities and outfall locations were also researched and identified.

Most of these features along with the community features in **Section 3.3** served as the base information for the development of the environmental features map (**Appendix C**), which was used to assist in developing route options that avoided and/or minimized potential impacts to sensitive features and resources to the fullest extent possible. It should be noted that prime farmland soils are present throughout the entire study area and were not included on the environmental features map. Throughout the study process, the stakeholders were provided opportunities to review the environmental features map and contribute information to include on it based on their local knowledge of the study area.

Based on the secondary source data review, the following resources were not identified in the study area:

- Named intermittent or perennial streams
- National Priorities List (NPL) Superfund sites
- Permitted industrial hazardous waste sites
- National Register of Historic Places (NRHP) listed sites

3.3 COMMUNITY FEATURES

Community features in the study area were also compiled on the environmental features map and considered in the development of the route options. Commercial and residential properties were identified using aerial maps. The Robstown city limits and extraterritorial jurisdiction (ETJ) were also identified and mapped.

It is important to note that minority and low income areas occur throughout the study area based on review of American Community Survey data. Because the demographic characteristics of the study area would not be differentiating, it was decided to defer evaluation of environmental justice and other demographic conditions during this route study. These issues would be studied in detail during the environmental and schematic development process, the timetable of which has not yet been determined by TxDOT.

Other community features identified included health care facilities, daycares, schools, churches, cemeteries, parks/recreational areas, government housing, and existing and planned developments such as the Nueces County Airport, Richard M. Borchard Regional Fairgrounds, CW Holdings potential development, a potential future intermodal facility, and the Outlets at Corpus Christi Bay mall.

3.4 TRAFFIC CHARACTERISTICS

SH 44 serves as a hurricane evacuation route for the Corpus Christi area. SH 44 traffic must pass through Robstown including seven signalized intersections and one school zone. The delays experienced at the signalized intersections and a reduced local speed limit of 40 miles per hour (mph) increase the travel time along the corridor. The presence of a school zone with a 30 mph speed limit and a school pedestrian crossing at N. 1st Street to serve nearby schools south of SH 44 also require motorists to slow down and to be alert for pedestrians and

bicyclists. In addition, an at-grade railroad crossing with SH 44 north of Industrial Boulevard creates a bottleneck when trains are present.

The Corpus Christi Metropolitan Planning Organization (MPO) Travel Demand Management (TDM) model was used for traffic forecasting to evaluate the roadway operating conditions in the study area for future year 2045. The model was calibrated/validated in the study area using the 2014 average annual daily traffic (AADT) counts. Traffic volumes for the year 2045 were then developed using the Corpus Christi MPO TDM model. A Level of Service (LOS) analysis was performed to evaluate the effectiveness of a roadway system to provide adequate traffic capacity. LOS "A" would represent the best operating condition and LOS "F" would represent the worst congested condition.

The LOS standard adopted by TxDOT for urban freeways and their auxiliary facilities is LOS "C," and in heavily developed urban areas, LOS "D" may be acceptable. In rural areas, LOS "B" is desirable for freeway facilities; however, LOS "C" may be acceptable for auxiliary facilities (i.e., ramps, direct connections and frontage roads) carrying unusually high volumes.

Table 2 presents existing SH 44 AADT volumes (2014) and projected year 2045 average daily traffic (ADT) volumes for the no-build scenario along with the results of the LOS analysis.

Table 2: Existing SH 44 Traffic Volumes (2014) and SH 44 Projected 2045 Traffic Volumes for No-Build Scenario

	West end near CR 81	East of FM 1889 in Robstown	Just west of I-69E	Just east of I-69E	East end near FM 1694
SH 44 Existing 2014 Volumes (AADT)	8,400 (LOS A)	13,500 (LOS B)	8,000 (LOS A)	16,900 (LOS B)	20,600 (LOS C)
SH 44 Projected 2045 Volumes (ADT) for No-Build Scenario	14,500 (LOS B)	30,000 (LOS D)	19,400 (LOS B)	52,000 (LOS F)	48,400 (LOS F)

Source: TxDOT 2015a, TxDOT 2015b

4. ROUTE OPTIONS DEVELOPMENT

4.1 ROUTE OPTION DESIGN CHARACTERISTICS

To meet interstate standards, the route option design includes two 12-foot mainlanes in each direction with 4-foot inside and 10-foot outside shoulders. The median width varies from 76 to 48 feet. One-way access roads include two 12-foot lanes in each direction as well as 4-foot inside and 10-foot outside shoulders. Curb and gutter and sidewalks are provided on access roads in developed areas. Based on these design dimensions, the ROW width of a route option

ranges from 250 to 400 feet, depending on the absence/presence of access roads and whether the route option is in developed or undeveloped areas.

The following issues were taken into consideration when locating interchanges, overpasses, drainage crossings, and access roads along a route option:

- Local Interchanges and Overpasses – Local interchange and overpass locations were determined by identifying important connecting facilities such as FM roadways, major county roads, and development features such as the airport and potential future intermodal facility. Local interchange and overpass locations were selected, as appropriate, to maintain existing travel patterns to the greatest extent possible, minimize restriction of access to properties, and to promote better connectivity within the roadway network.
- Interstate to Interstate Interchanges – A directional interchange, accommodating all traffic movements, is required at the connection of two interstates such as I-69E and the future SH 44/I-69 System route in Robstown. As such, all directional movements with I-69E or US 77 (future I-69E) were provided by either an eight-leg fully directional interchange or as a split directional interchange (i.e., independent connections via access ramps offset from the major interchange).
- Drainage Crossings – Bridges for drainage crossings were located at the crossings of defined drainage channels.
- Access Roads - Access roads were included at various locations to provide local access to the roadway network and properties, as well as to facilitate access to development features such as the potential future intermodal facility. It should be noted that access road locations are preliminary. The cost effectiveness of purchasing access rights versus constructing access roads will be studied during the environmental and schematic development process, the timetable of which has not yet been determined by TxDOT.

4.2 ROUTE OPTION DEVELOPMENT PROCESS

Route options were developed at a planning level of design detail to meet interstate standards. At this stage of project development, the route option designs did not fully take into account topography, drainage, and many other detailed design elements. Route options were developed with the intent to avoid and minimize the potential for adverse impacts to known environmental and community features. These features are shown in the Environmental Features map in Appendix C. Figure 4 illustrates the steps involved in developing the route options.

Route Option Conceptual Location Sketches

See Stakeholder Sketches on Map in **Appendix B**

- Route option to the north of town
- Two near town route options to the east of the airport, traversing the intermodal facility parcel adjacent to the drainage channel on the east side
- Route option south and west of the airport

Preliminary Route Option Development

Use route option conceptual sketches as base, and include route option to upgrade SH 44 through town:

- Apply interstate design criteria to develop five preliminary route options, considering environmental and community features
- Identify interchange, overpass, drainage crossing, and access road locations
- Apply typical ROW for configuration and overlay on environmental features map

Preliminary Route Option Stakeholder and Engineering Refinements

Stakeholder

- Add overpass at Flores Street to SH 44 upgrade route option
- Develop split directional interchanges with I-69E for near town route otpions
- Develop new route option west of CR 75

Engineering

- Traffic projections to confirm lane configuration of mainlanes, ramps, access roads, overpasses and crossroad interchanges
- Development of fully directional interchange layouts
- Addition of bridges over floodways and defined drainage facilities
- Alignment adjustments to avoid or minimize conflict with Nueces County Airport future improvements
- ROW adjustments to accommodate typical section mainlanes, access roads, interchange configurations and bridge locations

Final Route Options

- Advance six route options for evaluation
- Consider input recieved during the public open house

Figure 4: Route Option Development Process

4.3 ROUTE OPTION DESCRIPTIONS

The six route options that were developed as a result of the process in **Figure 4** are described and presented in **Table 3** and shown on **Figures 5, 6,** and **7**. Additionally, route option layouts which show interchange, overpass, and drainage crossing locations as well as potential ROW limits are included in **Appendix D**.

Table 3: Route Options Under Study

Route Option	Description
A	North of town - This route option crosses areas north and northeast of Robstown. West of I-69E, it traverses the less densely developed areas north of town. East of I-69E, route option A crosses undeveloped areas immediately east of the Nueces County fairgrounds.
B	Upgrade of existing SH 44 – This route option crosses through Robstown along existing SH 44. It includes a segment parallel to existing I-69E mainlanes west of the Nueces County fairgrounds, and it uses the existing undeveloped TxDOT ROW east of I-69E.
C	Immediately south of town - This route option crosses close to the south side of Robstown, immediately west and south of the city limits. East of I-69E, it uses existing undeveloped TxDOT ROW. It includes two direct connectors separate from the primary directional interchange to reduce ROW requirements and potential impacts to businesses. The separate direct connectors provide for movements northbound I-69E to westbound SH 44, and eastbound SH 44 to southbound I-69E, in new location ROW south of the route option C mainlanes.
D	South of town - This route option is south of route option C, and crosses areas immediately west the city limits and is further south of the city limits than route option C. East of I-69E it crosses undeveloped areas south of the existing undeveloped TxDOT ROW. It includes two direct connectors separate from the primary directional interchange to reduce ROW requirements and potential impacts to businesses. The separate direct connectors provide for movements westbound SH 44 to northbound I-69E, and southbound I-69E to eastbound SH 44, in the existing undeveloped TxDOT ROW just south of SH 44 (east of I-69E).
E	Far south of town - This route option passes immediately west of the airport along the CR 75 east ROW and crosses south of the airport. East of US 77, route option E crosses undeveloped areas south of the existing undeveloped TxDOT ROW.
F	Far south and west of town - This route option passes between CR 77 and CR 75, and crosses south of the airport. It matches route option E at the US 77 interchange and east of US 77.

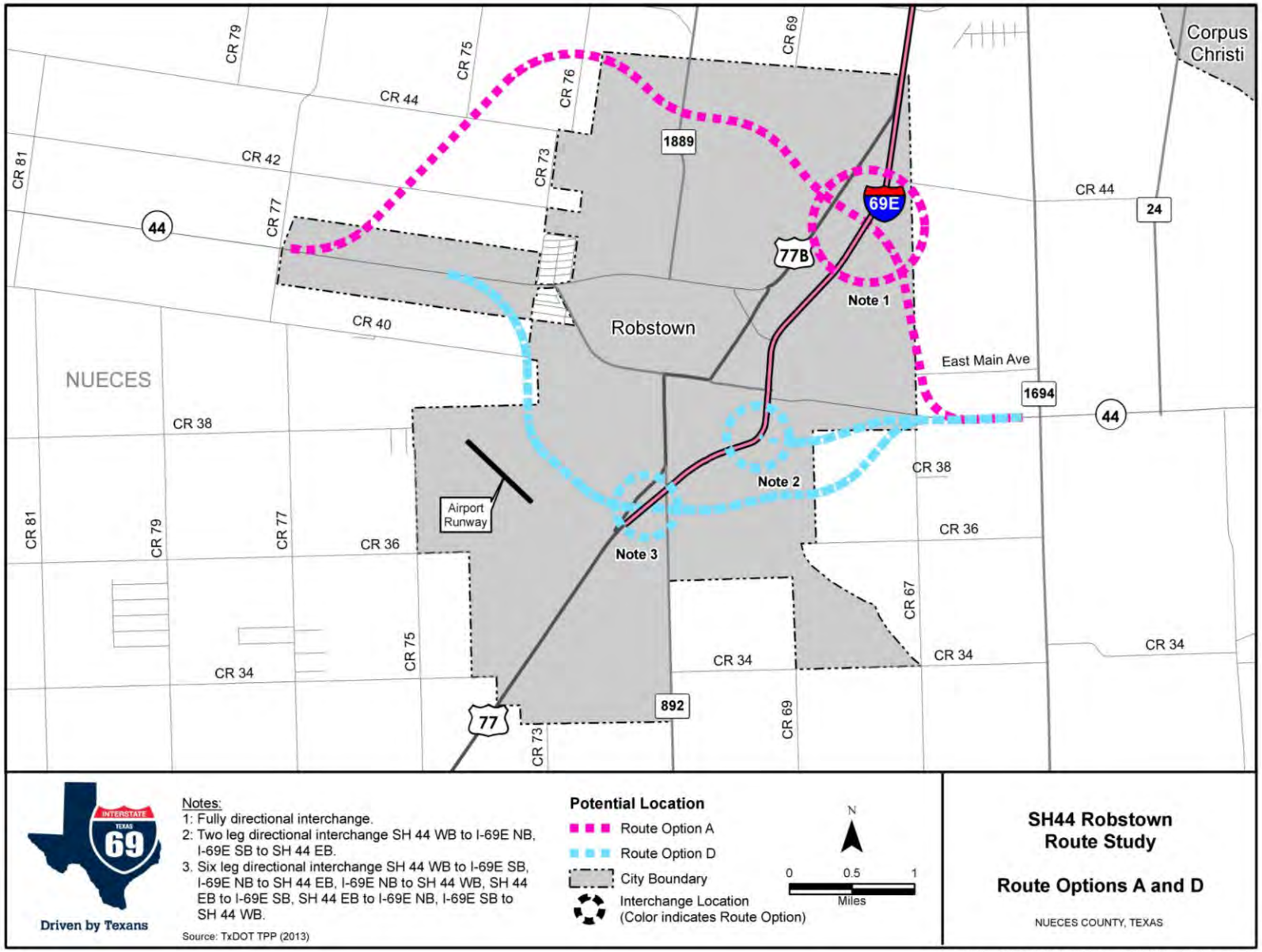

Figure 5: Route Options Under Study (Route Options A and D)

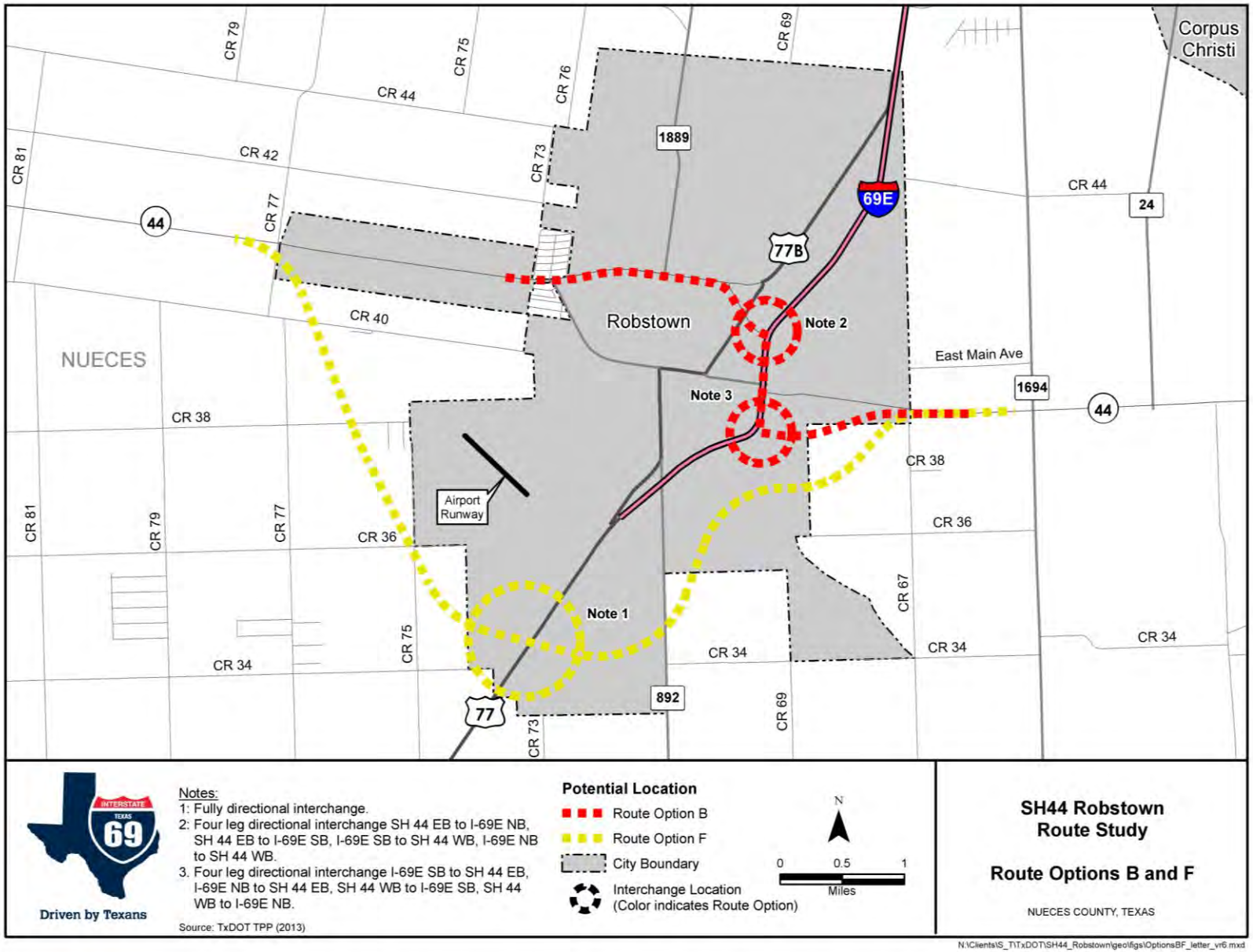

Figure 6: Route Options Under Study (Route Options B and F)

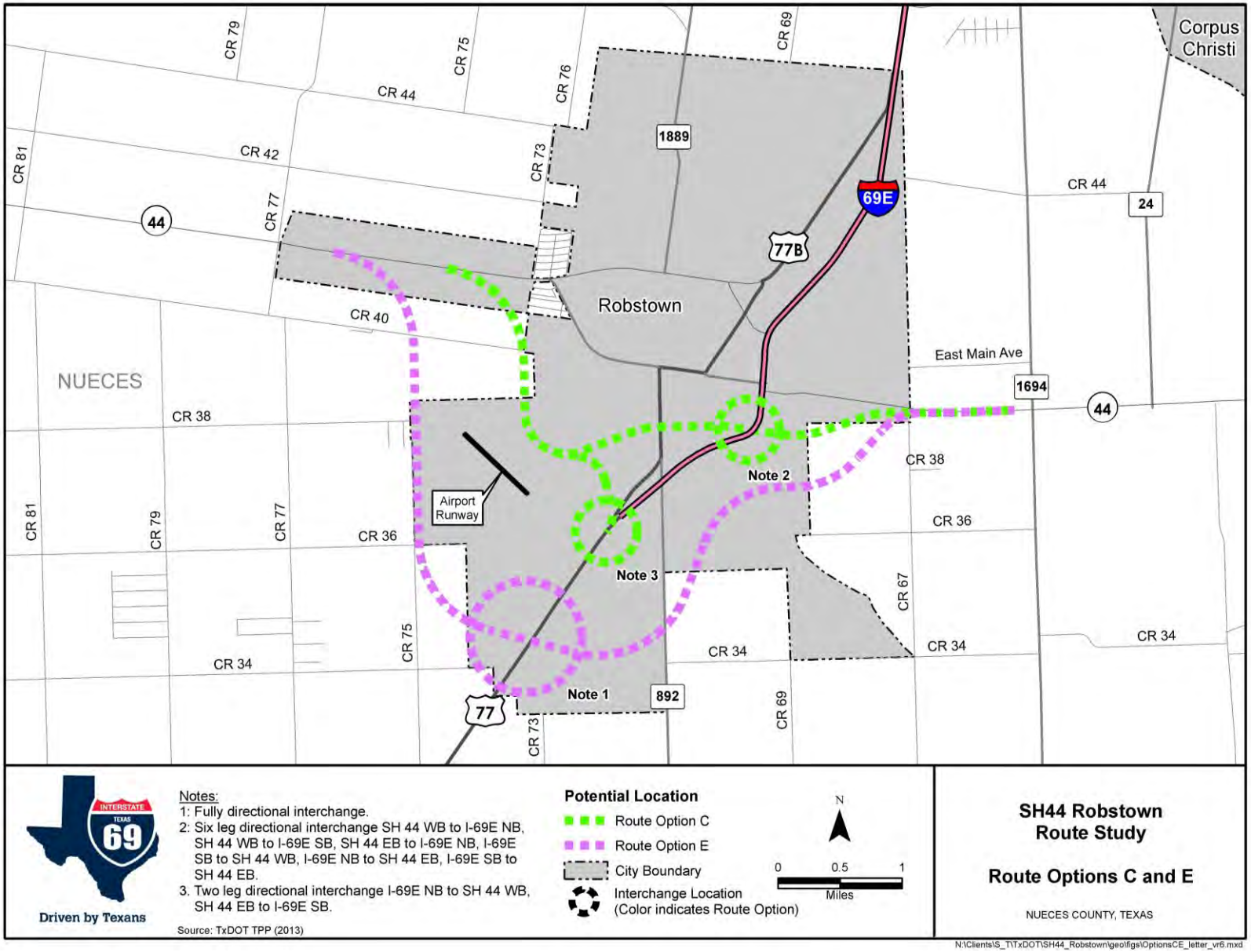

Figure 7: Route Options Under Study (Route Options C and E)

4.4 ROUTE OPTION EVALUATION AND SCREENING

The six route options were evaluated based on environmental and engineering criteria. These criteria were quantified in an evaluation matrix to allow for a relative comparison of the six route options in terms of their potential impacts and ability to meet the need and purpose. The quantified route option evaluation results were then compared for each criterion to determine which were differentiating. The evaluation criteria identified as differentiating among the six route options included:

- Potential displacements of residential and commercial properties
- Community features, including parks, schools, churches, cemeteries, and government housing properties
- Prime farmland soils
- Cultural resources, including historic age sites and archeological sites within the corridor
- 100-year floodplain
- Engineering factors, including impact to I-69E traffic, total cost, and proposed new ROW
- Major utilities, including oil and gas wells, pipelines, and high voltage electrical transmission lines
- Other criteria, including the potential to limit airport expansion and the need for a design exception

Table 4 summarizes the key aspects of the route option evaluation results. It was determined that all route options, with the exception of route option B, would meet all interstate design standards and therefore would satisfy the interstate need and purpose of the project. Route option B would require a design exception because of insufficient interchange spacing. Route options C, D, and F would fully address the interstate and stakeholder identified needs of the project. Route options A and B would not provide improved access to the Nueces County Airport or the potential future intermodal facility and therefore would not fully address the stakeholder identified project needs. The stakeholders stressed the importance of effectively serving these two facilities during the route study.

Furthermore, the evaluation results showed that route option B would have the greatest potential to cause substantially more displacements and adverse impacts on community features, including historic age sites. It is also estimated to have the highest total cost (**Table 4**). Alternatively, route option D would have lower relative adverse impacts on farmlands, cultural resources, and 100-year floodplain. All of the route options would have varying degrees of potential adverse impacts to major utilities. Route option E could potentially impede future expansion at the Nueces County Airport. Finally, based on the traffic analysis, all route options would reduce traffic congestion along existing SH 44 within the study area.

Table 4: Route Option Key Aspects

Route Option	Key Aspects Relative to the Route Options
A	▪ Length 7.8 miles, New ROW (Note 1) 390 acres, Total Cost (Note 2) $338 million ▪ Northernmost option ▪ Highest ROW acreage within 100-year floodplain ▪ Shortest construction length along I-69E, may have less impact on I-69E traffic during construction ▪ Lowest total cost estimate ▪ Does not include access roads
B	▪ Length 4.9 miles, New ROW (Note 1) 120 acres, Total Cost (Note 2) $547 million ▪ Upgrades existing SH 44 to interstate standards through Robstown ▪ Most displacements and ROW acreage acquisition affecting community features, such as parks, schools, churches, cemeteries, and government housing properties ▪ Highest potential to affect historic age sites ▪ Highest total cost estimate ▪ Highest ROW cost ▪ Would require a separate process with FHWA to issue a design exception due to close proximity of interchanges ▪ Access roads not present between Business 77 and I-69E, and I-69E to CR 67
C	▪ Length 5.3 miles, New ROW (Note 1) 180 acres, Total Cost (Note 2) $500 million ▪ Second highest ROW acreage within 100-year floodplain ▪ Long construction length along I-69E, may have more impact on I-69E traffic during construction ▪ Split directional interchange at I-69E ▪ Highest construction cost ▪ Access roads not present between SH 44 and CR 40, and east of the airport to CR 67
D	▪ Length 5.6 miles, New ROW (Note 1) 230 acres, Total Cost (Note 2) $480 million ▪ Long construction length along I-69E, may have more impact on I-69E traffic during construction ▪ Split directional interchange at I-69E ▪ Access roads not present between SH 44 and CR 40, and east of the airport to CR 67
E	▪ Length 8.4 miles, New ROW (Note 1) 430 acres, Total Cost (Note 2) $482 million ▪ May affect an archeological site ▪ Potential to limit future airport expansion ▪ Access roads not present between SH 44 and CR 38, and FM 892 to CR 67
F	▪ Length 8.7 miles, New ROW (Note 1) 460 acres, Total Cost (Note 2) $469 million ▪ Southernmost option ▪ May affect an archeological site ▪ Highest ROW acreage acquisition of prime farmland soils ▪ Requires the most acres of new ROW ▪ Access roads not present between SH 44 and CR 38, and FM 892 to CR 67

Notes:

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

(2) Total cost includes costs associated with utility relocations, ROW, environmental mitigation, project development and construction oversight, and construction. Construction costs were based on TxDOT 2015 construction item unit prices. Costs are for comparison purposes only and cost estimates will vary depending on anticipated year of construction.

The route options and evaluation results were presented to the stakeholders on November 28, 2016, and January 5, 2017, to solicit comments, determine if collectively they had route option preferences, and document the rationale for any preferences. The feedback was received through robust discussions about the evaluation results and merits of the route options. **Table 5** presents the stakeholder identified positive and negative characteristics of each route option.

January 5, 2017 Stakeholder Meeting

Table 5: Stakeholder-Identified Positive and Negative Characteristics of Route Options

Route Option	Stakeholder Feedback	
A	Positives: ▪ None given	Negatives: ▪ Would bypass the outlet mall ▪ Limits residential development north of Robstown ▪ Lack of interchanges would limit access for emergency vehicles ▪ Large percentage of the route option is within the city limits affecting local participation costs ▪ Large number of oil and gas wells affected by the route
B	Positives: ▪ Shorter route ▪ Within the Robstown ETJ	Negatives: ▪ Substantial amount of displacements and disruption to community features ▪ Close proximity to schools ▪ Existing drainage issues already present along existing SH 44 ▪ Estimated cost of the route (it is the most expensive) ▪ Effects to businesses ▪ Negative effect on the outlet mall and fairground ▪ The freeway would create a barrier between children who live north of SH 44 and the schools to the south ▪ Would compromise public safety as freight trucks and trucks with hazardous materials travel through the city ▪ Would be a poor hurricane evacuation route because of congestion ▪ Extensive local utility adjustments would be required ▪ Would create noise in the city
C	Positives: ▪ Removes land from the tax base but provides areas for development ▪ May impede or enhance growth of the inland port (potential future intermodal facility) and airport and would use approximately 25% of the intermodal facility parcel ▪ Provides better access to the outlet mall ▪ Location provides better visibility of the city by motorists ▪ Within the Robstown ETJ	Negatives: ▪ Removes land from the tax base but provides areas for development ▪ May impede or enhance growth of the inland port (potential future intermodal facility) and airport and would use approximately 25% of the intermodal facility parcel ▪ Too close to existing development (south part of the city) ▪ Removes current development opportunities at the CW Holdings parcel area ▪ Includes a sharp curve just west of town, which may slow traffic speed or pose safety concerns ▪ Close proximity to schools ▪ Has potential for noise pollution and air quality concerns to nearby residences

Table 5: Stakeholder Identified Positive and Negative Characteristics of Route Options (Continued)

Route Option	Stakeholder Feedback	
D	Positives: ▪ May impede or enhance growth of the inland port (potential future intermodal facility) and airport ▪ Provides direct access to the airport ▪ Would funnel traffic closer to town ▪ Would not limit future airport expansion ▪ Better emergency services access ▪ Better evacuation route for the Corpus Christi region ▪ Within the Robstown ETJ	Negatives: ▪ May impede or enhance growth of the inland port (potential future intermodal facility) and airport ▪ Close proximity to elementary schools ▪ Would use approximately 25% of the intermodal facility parcel
E	Positives: ▪ Would allow for growth within the ETJ ▪ Would move vehicles carrying hazardous materials and traffic out of town ▪ There would be room for the city to expand to the south and west ▪ Would provide economic development opportunities in areas outside the Corpus Christi ETJ ▪ Would allow for airport and inland port (potential future intermodal facility) expansion ▪ Fewer noise impacts ▪ Provides more access through interchanges ▪ Crosses undeveloped areas providing potential for development adjacent to the interstate	Negatives: ▪ Would limit future airport runway expansion ▪ May adversely affect the operation of airport navigation aids, if installed ▪ Draws traffic away from the city ▪ A long route ▪ Utility service in the area is provided by a Robstown Co-op. The city would not get revenue from utilities but would get franchise fees
F	Positives: ▪ Would move vehicles carrying hazardous materials and traffic out of town ▪ There would be room for the city to expand to the south and west ▪ Would provide economic development opportunities in areas outside the Corpus Christi ETJ ▪ Would allow for airport and inland port (potential future intermodal facility) expansion ▪ Fewer noise impacts ▪ Provides more access through interchanges ▪ Crosses undeveloped areas providing potential for development adjacent to the interstate	Negatives: ▪ Western portion is not within the Robstown ETJ so there would be a loss of tax opportunities ▪ Draws traffic away from the city ▪ A long route ▪ Utility service in the area is provided by a Robstown Co-op. The city would not get revenue from utilities but would get franchise fees

5. SH 44 ROBSTOWN ROUTE STUDY RECOMMENDATIONS

The following items summarize the stakeholder recommendations made during the January 5, 2017 meeting:

- The stakeholders reached a consensus that route option B should not be carried forward because of the items discussed at the November 28, 2016 stakeholder meeting and the other items identified at the January 5, 2017 meeting. These items are reflected as negatives in **Table 5**.
- The stakeholders noted that the southern route options were their preference based on the positive aspects of the route options documented in **Table 5**.
- Route options that limit the future expansion of the airport should not be carried forward.
- As a collective group, the stakeholders identified route option D as their recommended preference based on the positive aspects of the route options documented in **Table 5**.

On February 9, 2017, TxDOT hosted an open house at the Richard M. Borchard Fairgrounds to gather public input on:

- The need and purpose for the project
- The environmental setting
- The route options evaluation results
- Route option preferences

The open house was attended by 38 members of the public (including four elected officials or their representatives). Nine comments were received, six of which expressed support for the stakeholder recommended route option D preference. The other issues contained in the comments included concern over the potential impacts of route option B and a suggestion to include access roads on route option D.

Figure 8 depicts the stakeholder route option D preference.

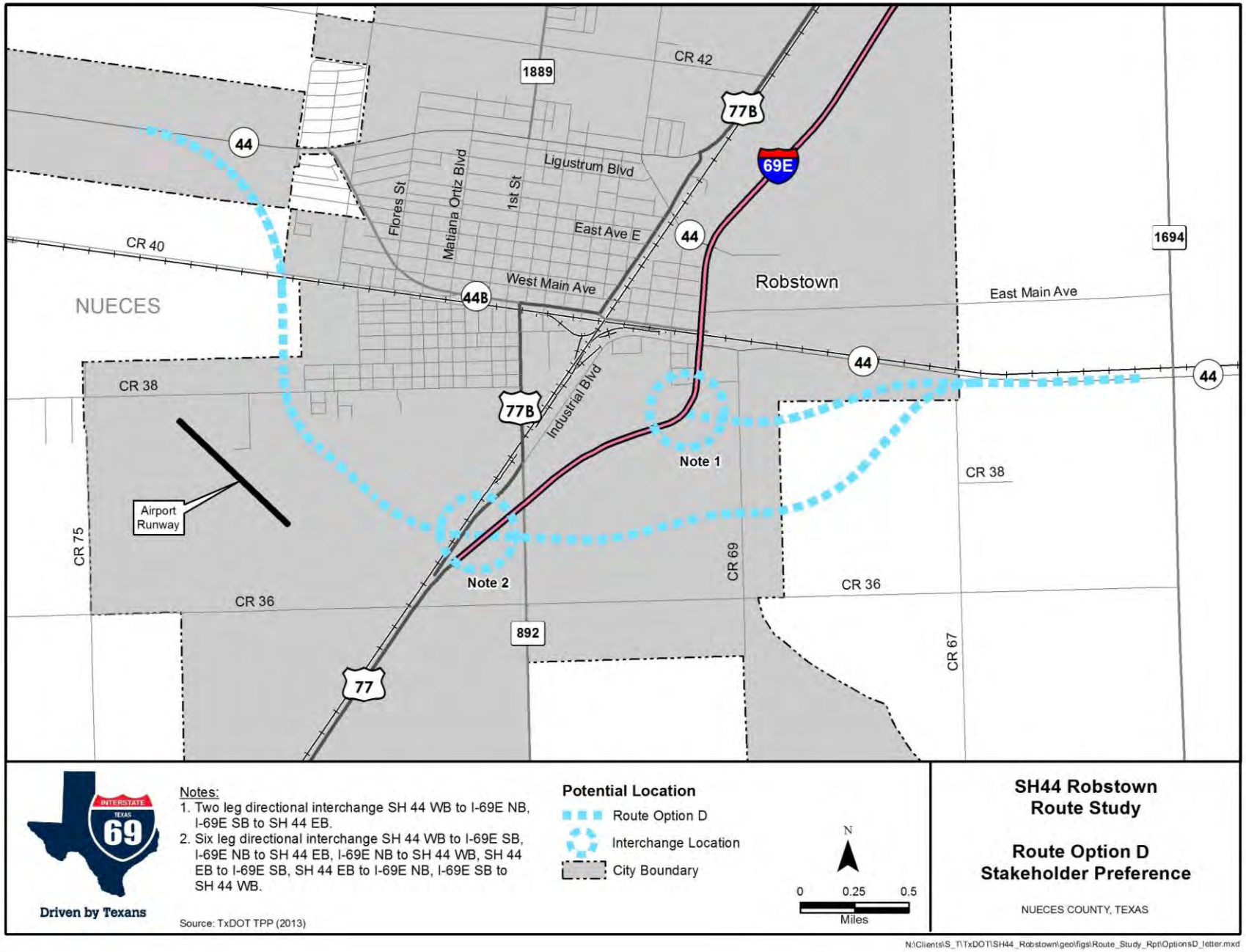

Figure 8: Stakeholder Preference - Route Option D

6. CONCLUSION

This SH 44 Robstown Route Study Report documents the project need and purpose, the study area's environmental setting, the development and evaluation of six route options that meet interstate standards, and the recommended route option preference to be advanced into the next phase of project development. Based on the evaluation results, the stakeholders' preference is route option D. Furthermore, comments received as a result of the public open house confirmed a preference for the southern route options. Six of the nine comments received specifically indicated a preference for route option D. No other route option preferences were identified.

Consequently, it is recommended that the planning level decisions, information, and recommendations presented in this route study be carried forward into the next phase of project development, per 23 CFR 450, Appendix A. They would serve as the basis for developing the schematic design of the build alternative and for conducting the environmental study and continued public involvement. During this effort more data would be gathered, additional public involvement would occur, and further refinements would likely be made to the route option being advanced in an effort to reduce adverse impacts to residential properties, commercial properties, and environmental features.

7. NEXT STEPS

Identify Funding Sources

Environmental evaluation, design, and construction funding has not been identified for any portion of the project. TxDOT will work with local officials to develop a long-term strategy to identify funding. This may include federal, state, and local resources.

Complete the Environmental and Schematic Design Process

Depending when funding becomes available, TxDOT will carry the results of this study into the environmental and schematic design process, including opportunities for additional public involvement, for the entire route or for individual sections of the route that would have logical termini and independent utility. For example, route option D includes independent connectors that are located within undeveloped existing TxDOT ROW. If these connectors are developed as a first phase or as an independent project, they could provide movements from westbound SH 44 to northbound I-69E and from southbound I-69E to eastbound SH 44 and, thus relieve traffic congestion at the existing south SH 44 interchange with I-69E. Additionally these connectors would be elevated and would reduce delays caused by the at-grade railroad crossing just north of the I-69E/SH 44 south interchange. However, there have been no decisions regarding potential project phasing or the development of independent projects at this time.

Designate SH 44 as Part of the I-69 System in Texas

The SH 44 Robstown Route Study project will connect directly to an existing interstate (I-69E). As noted in **Section 1.1**, the TxDOT Corpus Christi District is actively working to upgrade SH 44 east of I-69E between FM 1694 and SH 358 to interstate standards. Once these sections are completed to meet interstate standards and the remaining section of SH 44 between FM 1694 and I-69E is developed to meet interstate standards and connects to I-69E, approximately 11 miles of interstate could be added to the I-69 System in Texas.

8. REFERENCES

American Association of State Highway and Transportation Officials. 2016. A Policy on Design Standards–Interstate System, May 2016.

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———. 2017b. Street View Robstown, Texas, May 2016. Accessed February 24, 2017.

Texas Department of Transportation. 2015a. Traffic Count Database System Website http://txdot.ms2soft.com/tcds/tsearch.asp?loc=Txdot&mod, 2014 volumes, accessed August 2015.

———. 2015b. Corpus Christi MPO Travel Demand Model, 2040. Transportation Planning and Programming Division, August 4, 2015.

Appendix A

Stakeholder and Individual Meeting Sign In Sheets

October 8, 2015 -

City of Robstown and

Representative Herrero Staff Meeting

Texas Department of Transportation

SIGN-IN SHEET

SH 44 Robstown Route Study Meeting
Thursday, October 8, 2015 8:30 a.m.
Robstown City Hall Chambers

Name	Organization	Phone Number	Email Address	Signature
Matilda Saenz	Rep. Hernandez	[redacted]		Matilda Saenz
Steve Linhart	TxDOT Austin			Steve Linhart
Beatriz Charo	City of Robstown			B Charo
Herman Rodriguez	City of Robstown			HR
Christopher Caron	TxDOT-CRP			C. O Caron
Valente Olivarez Jr.	TxDOT-CRP			Valente Olivarez
Tina Brown	Atkins		.com	Tina B

November 12, 2015

Stakeholder Meeting #1

Texas Department of Transportation

SIGN-IN SHEET

SH 44 Robstown Route Study Stakeholder Meeting
Thursday, November 12, 2015 4:00 p.m.
Robstown City Hall

Name	Organization	Phone Number	Email Address	Signature
Steve Linhart	TXDOT	[redacted]		Steve Linhart
JAMES LOWE	ATKINS			James Lowe
Phillip Williams	ATKINS			[illegible]
Tina Brown	Atkins			[illegible]
[illegible]				
RICK DUPRIEST	PORT OF CC			Rick Dupriest
Steve Waterman	Nueces County			[illegible]
Valente Olivarez Jr.	TxDOT			Valente Olivarez
Herman Rodriguez	City of Robstown			[illegible]
Paula Sales Evans	TXDOT			Paula Sales Evans
ANDY VIGASTOL	LAN			[illegible]
Mandy Barrera	COR			[illegible]
Juan Padilla	COR.			[illegible]
JESUS MONTANO	REP. HARRIGAN			[illegible]

Texas Department of Transportation

SIGN-IN SHEET

SH 44 Robstown Route Study Stakeholder Meeting
Thursday, November 12, 2015 4:00 p.m.
Robstown City Hall

Name	Organization	Phone Number	Email Address	Signature
MIKE PUSLEY	NUECES COUNTY	[redacted]	[redacted]	[redacted]
RUBEN SAENZ	N. County	[redacted]	[redacted]	[redacted]
Beatriz Charo	City of Robstw	[redacted]	[redacted]	[redacted]
* ABEL HERRERO	STATE REP DIST 34	[redacted]	[redacted]	[redacted]
* CHRIS CARON	TxDOT CRP	[redacted]	[redacted]	[redacted]

* ATTENDED BUT DID NOT SIGN IN

February 17, 2016

Nueces County Airport Meeting

SIGN-IN SHEET

SH 44 Robstown Route Study Meeting
Wednesday, February 17, 2016 4:00 p.m.
Robstown City Hall

Name	Organization	Phone Number	Email Address	Signature
Roger Beall	TxDOT TPP	[redacted]	[redacted]	
Steve Linhart	TxDOT TPP	[redacted]	[redacted]	
Chris Caron	TxDOT CRP	[redacted]	[redacted]	
Valente Olivarez, Jr.	TxDOT CRP	[redacted]	[redacted]	
Paula Sales-Evans	TxDOT CRP	[redacted]	[redacted]	
Victor Vourcos	TxDOT CRP	[redacted]	[redacted]	
Loyd Neal	Nueces County	[redacted]	[redacted]	
Mike Pusley	Nueces County	[redacted]	[redacted]	
Steve Waterman	Nueces County	[redacted]	[redacted]	
Oscar Ortiz	Nueces County	[redacted]	[redacted]	
Ruben Saenz	Nueces County	[redacted]	[redacted]	
Matilda Saenz	State Representative Herrero's Office	[redacted]	[redacted]	
Tina Brown	Atkins	[redacted]	[redacted]	
James Lowe	Atkins	[redacted]	[redacted]	
Phillip Williams	Atkins	[redacted]	[redacted]	
Scott Harris	LAH. INC	[redacted]	[redacted]	
		[redacted]	[redacted]	

Texas Department of Transportation

SIGN-IN SHEET

SH 44 Robstown Route Study Meeting
Wednesday, February 17, 2016 4:00 p.m.
Robstown City Hall

Name	Organization	Phone Number	Email Address	Signature
Beatriz Charo	City of Robstown	[redacted]	[redacted]	(Charo)
Gary Sullivan	Nueces Co.			
Sylvia Ramirez	Senator Hinojosa			
Ma				
DAVID FLORES JR	CON			

March 29, 2016

City of Robstown Status Update Meeting

SIGN-IN SHEET

SH 44 Robstown Route Study Meeting
Study Update
March 29, 2016 4:00 p.m.
Robstown City Hall

Name	Organization	Phone Number	Email Address	Signature
Steve Linhart	TxDOT TPP	[redacted]	[redacted]	
Chris Caron	TxDOT CRP	[redacted]	[redacted]	
Valente Olivarez, Jr.	TxDOT CRP	[redacted]	[redacted]	
Paula Sales-Evans	TxDOT CRP	[redacted]	[redacted]	
Victor Vourcos	TxDOT CRP	[redacted]	[redacted]	
Mandy Barrera	City of Robstown	[redacted]	[redacted]	
Herman Rodriguez	City of Robstown	[redacted]	[redacted]	
Lisa Benavides	City of Robstown	[redacted]	[redacted]	
Beatriz Charo	City of Robstown	[redacted]	[redacted]	
David Flores	City of Robstown	[redacted]	[redacted]	
State Representative Abel Herrero	Texas House of Representatives	[redacted]	[redacted]	
Matilda Saenz	State Representative Herrero's Office	[redacted]	[redacted]	
Senator Juan "Chuy" Hinojosa	Texas State Senate	[redacted]	[redacted]	
Sylvia Ramirez	Senator Hinojosa's Office	[redacted]	[redacted]	
Tina Brown	Atkins	[redacted]	[redacted]	
Roy Gutierrez	Robstown	[redacted]	[redacted]	

November 28, 2016

Stakeholder Meeting #2

SIGN-IN SHEET

SH 44 Robstown Route Study
Stakeholder Meeting
Monday, November 28, 2016 4:00 p.m.
Hilltop Community Center

Name	Organization	Phone Number	Email Address	Initials
Mandy Barrera	Mayor, City of Robstown	[redacted]	[redacted]	
Tina Brown	Atkins	[redacted]	[redacted]	
Beatriz Charo	Grants Administrator, City of Robstown	[redacted]	[redacted]	
John Cox	Manager, Nueces County Airport	[redacted]	[redacted]	
Rick Dupriest	Port of Corpus Christi	[redacted]	[redacted]	
Mitzi Ellison	NLA, Inc.	[redacted]	[redacted]	
David Flores	Public Works Superintendent, City of Robstown	[redacted]	[redacted]	
Robert Gonzalez	Robstown Area Development Commission	[redacted]	[redacted]	
Scott Harris	LAN – Consultant for Port of Corpus Christi	[redacted]	[redacted]	
Abel Herrero	Representative, District 34, Texas House of Representatives	[redacted]	[redacted]	
Sam Keach	Community Relations, First State Bank of Odem	[redacted]	[redacted]	
Steve Linhart	TxDOT TPP	[redacted]	[redacted]	
James Lowe	Atkins	[redacted]	[redacted]	
Jesus Moreno	State Representative Herrero's Office	[redacted]	[redacted]	
Oscar Ortiz	Commissioner, Precinct 3, Nueces County	[redacted]	[redacted]	

Texas Department of Transportation

SIGN-IN SHEET

SH 44 Robstown Route Study
Stakeholder Meeting
Monday, November 28, 2016 4:00 p.m.
Hilltop Community Center

Name	Organization	Phone Number	Email Address	Initials
Juan Padilla	Councilman, City of Robstown	[redacted]	[redacted]	
Jeffrey Pollack, AICP	Transportation Planning Director, Corpus Christi MPO			
Mike Pusley	Commissioner, Precinct 1, Nueces County			
Herman Rodriguez	City Secretary, City of Robstown			
Matilda Saenz, PhD.	State Representative Herrero's Office			
Paula Sales-Evans	TxDOT Corpus Christi District			
Glen Sullivan, P.E.	County Engineer, Nueces County			
Andy Vigstol	LAN – Consultant for Port of Corpus Christi			
Victor Vourcos	TxDOT Corpus Christi District			
Steve Waterman	Director, Nueces County Commissioners Court			
Phillip Williams	Atkins			

Texas Department of Transportation

SIGN-IN SHEET

SH 44 Robstown Route Study
Stakeholder Meeting
Monday, November 28, 2016 4:00 p.m.
Hilltop Community Center

Name	Organization	Phone Number	Email Address	Initials
Zulema Zapata	SON. JUAN "Chuy" HINOJOSA	[redacted]		ZZ
Rumaldo Juarez	Robstown Area Dev. Commission			RJ
Jesus J. Jimenez	I.C.E. / N.C. DRAINAGE DISTRICT			

December 12, 2016

Robstown City Council Meeting

Sign-In Sheets were collected by the

City of Robstown

January 5, 2017

Stakeholder Meeting #3

SIGN-IN SHEET

SH 44 Robstown Route Study
Stakeholder Meeting
Thursday, January 5, 2017 4:00 p.m.
Robstown City Council Chambers
101 East Main Avenue, Robstown, Texas

Name	Organization	Phone Number	Email Address	Initials
John Marez	Commissioner, Precinct 3, Nueces County	[redacted]	[redacted]	jm
Jesus Moreno	State Representative Herrero's Office	[redacted]	[redacted]	
Juan Padilla	Councilman, City of Robstown	[redacted]	[redacted]	JP
Jeffrey Pollack, AICP	Transportation Planning Director, Corpus Christi MPO	[redacted]	[redacted]	
Mike Pusley	Commissioner, Precinct 1, Nueces County	[redacted]	[redacted]	
Sylvia Ramirez	District Director, Senator Juan "Chuy" Hinojosa's Office	[redacted]	[redacted]	
Herman Rodriguez	City Secretary, City of Robstown	[redacted]	[redacted]	HR
Matilda Saenz, PhD.	State Representative Herrero's Office	[redacted]	[redacted]	MS
Paula Sales-Evans	TxDOT Corpus Christi District	[redacted]	[redacted]	
Glen Sullivan, P.E.	County Engineer, Nueces County	[redacted]	[redacted]	
Andy Vigstol	LAN – Consultant for Port of Corpus Christi	[redacted]	[redacted]	
Victor Vourcos	TxDOT Corpus Christi District	[redacted]	[redacted]	VV
Steve Waterman	Director, Nueces County Commissioners Court	[redacted]	[redacted]	SW
Phillip Williams	Atkins	[redacted]	[redacted]	PW
Zulema Zapata	Senator Juan "Chuy" Hinojosa's Office	[redacted]	[redacted]	

ROLAND R. FLORES CITY COUNCIL [redacted]

SIGN-IN SHEET

SH 44 Robstown Route Study
Stakeholder Meeting
Thursday, January 5, 2017 4:00 p.m.
Robstown City Council Chambers
101 East Main Avenue, Robstown, Texas

Name	Organization	Phone Number	Email Address	Initials
Mandy Barrera	Mayor, City of Robstown	[redacted]		
Tina Brown	Atkins			TB
Beatriz Charo	Grants Administrator, City of Robstown			BC
John Cox	Manager, Nueces County Airport			
Rick Dupriest	Port of Corpus Christi			
Mitzi Ellison	NLA, Inc.			ME
David Flores	Public Works Superintendent, City of Robstown			[illegible]
Brigida Gonzalez	Corpus Christi Metropolitan Planning Organization			
Robert Gonzalez	Robstown Area Development Commission			RG
Scott Harris	LAN – Consultant for Port of Corpus Christi			
Abel Herrero	Representative, District 34, Texas House of Representatives			
Jesus Jimenez	I.C.E./ Nueces Co. Drainage District No. 2			
Rumaldo Juarez	Robstown Area Development Commission			RJ
Sam Keach	Community Relations, First State Bank of Odem			
Steve Linhart	TxDOT TPP			SL

Elias R. Vasquez City Council member

Sybil Tipton City Council Member

Texas Department of Transportation

SIGN-IN SHEET

SH 44 Robstown Route Study
Stakeholder Meeting
Thursday, January 5, 2017 4:00 p.m.
Robstown City Council Chambers
101 East Main Avenue, Robstown, Texas

Name	Organization	Phone Number	Email Address	Initials
Elva V Lopez	RADC	[redacted]		
Herman Rodriguez	COR			con
Roland Padilla	City of Robstown			
Lillie Garza				
Victorino Gar				
Dhiren Bhakta				
Ronald Berglund	RIDC			m
Avan Irani	NEC			
Ninfa Irevino	RUS Trustee			
Larry Cantu	City of Robstown / RIDC			
Richard Gutierrez	COR FIRE DEPT			con.
Joe Rodriguez	City of Robstown			
Angela Garza				
Derry Le				
Derly Flores	Robstown P.D.			
Enrique PARRAGA Jr.	Robstown P.D.			
Rodney Flores	RIDC			
MARCOS ALANIZ	RIDC			
Roy Gutierrez	Robstown utility			

[redacted]

Appendix B

Route Option Conceptual Locations Sketches

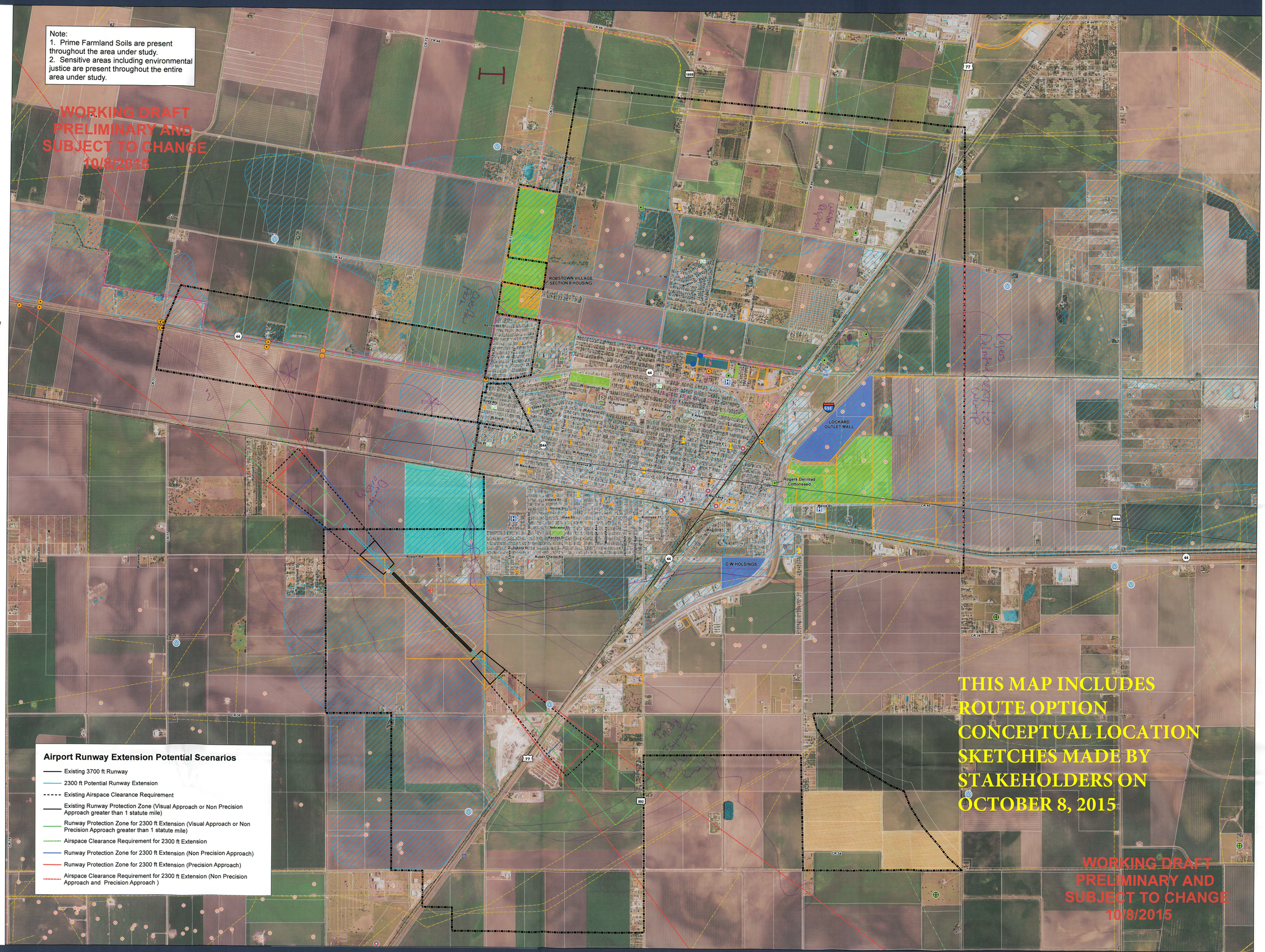
TxDOT Planning

SH44 Robstown Environmental Features Map

Legend

- Nueces County Airport (Source: TxDOT)
- Cemetery (Texas Historical Commission)
- Healthcare Facility
- School (Texas Education
- Public Water System Well (TCEQ)
- Municipal Solid Waste Sites (TCEQ)
- Superfund Site (TCEQ)
- Permitted and Industrial Hazardous Waste Site (TCEQ)
- Utlitity (Atkins)
- Communication Tower (FCC)
- AM Radio Tower (FCC)
- FM Radio Tower (FCC)
- Historical Markers (THC)
- Oil/Gas Well (Railroad Commission of Texas)
- Public Water System Intake (TCEQ)
- Daycare (DFPS)
- Water Wells (TWDB)
- Wastewater Outfall (TCEQ)
- Place of Worship (Atkins)
- Archeological Sites
- Railroad
- Electric Transmission Line (Atkins)
- Electric Transmission Line (Census TIGER)
- Active Pipeline (Railroad Commission of Texas)
- Nueces County Owned Parcels (NCAD)
- Parcel (NCAD)
- City Boundary (TXDOT)
- I-69 Segment Committee Planning Feature (Point)
- I-69 Segment Committee Planning Feature (Polygon)
- Preliminary Floodzone (1%-Annual-Chance-Flood-Event)
- NDD (TPWD)
- Powerline Substation (Atkins)
- Future Development Features
- Section 8 Housing
- Intermodal Facility (Atkins)
- Historical Constraints Identified during SH44 P&FS
- Potential 4F/Recreation Areas
- Wetland (USFWS NWI)

Site location information is protected by the National Historic Preservation Act of 1966 (as amended), Title III §304 and by the Texas Antiquities Code §191.004, and is not intended for public distribution.



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Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 08, 2015

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Texas Department of Transportation

Appendix C

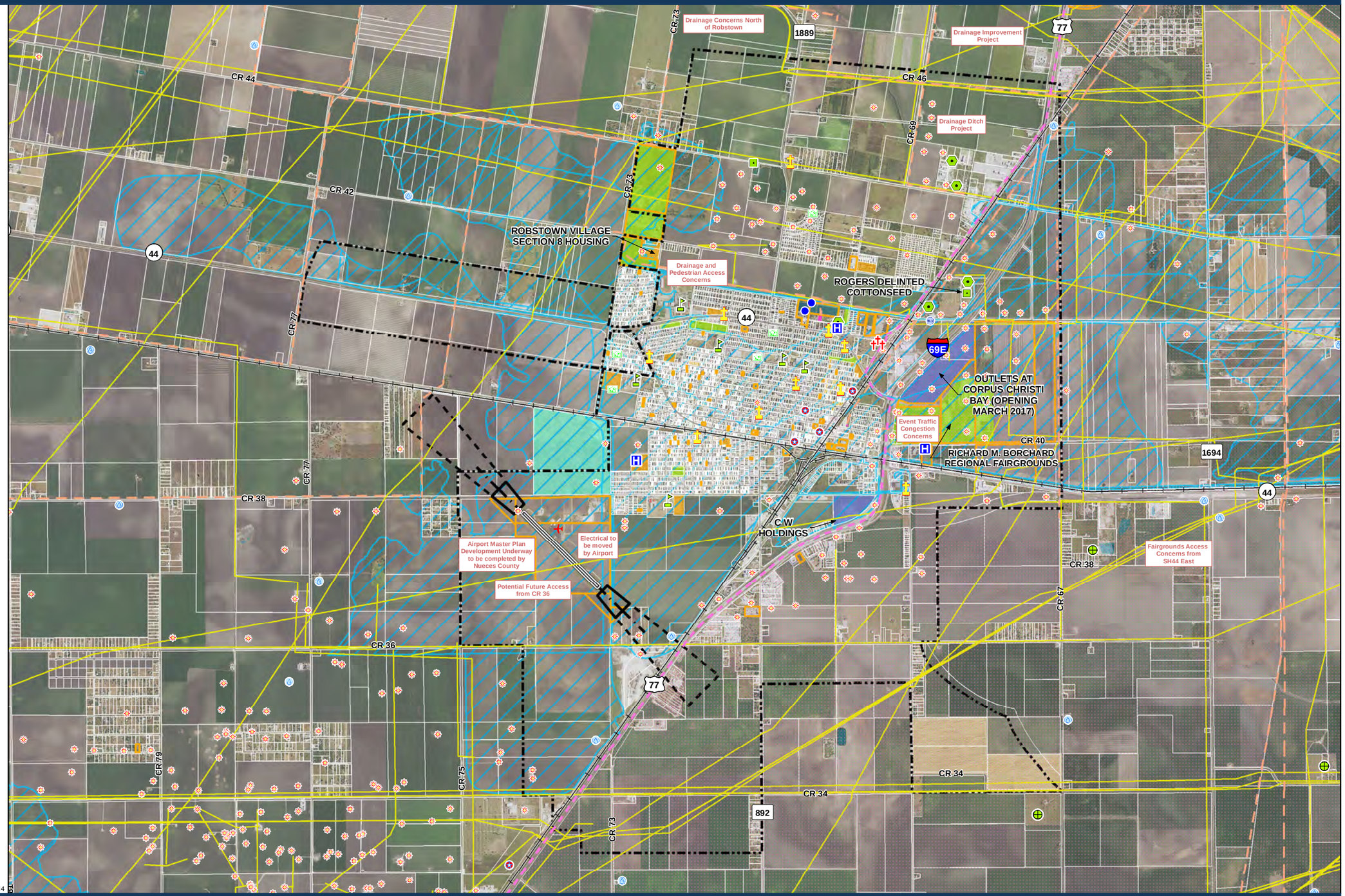
Environmental Features Map

TxDOT Planning

SH 44 Robstown Route Study Environmental Features Map

Legend

- Nueces County Airport (TxDOT)
- Cemetery (Texas Historical Commission)
- Healthcare Facility (Google, Texas Imagery Service)
- School (Texas Education Agency)
- Public Water System Well (TCEQ)
- Municipal Solid Waste Sites (TCEQ)
- Non-Priority Superfund Site (TCEQ)
- Permitted and Industrial Hazardous Waste Site (TCEQ)
- Communication Tower (FCC)
- AM Radio Tower (FCC)
- FM Radio Tower (FCC)
- Historical Markers (THC)
- Oil/Gas Well (Railroad Commission of Texas)
- Public Water System Intake (TCEQ)
- Daycare (DFPS)
- Water Wells (TWDB)
- Wastewater Outfall (TCEQ)
- Place of Worship (Google,Texas Imagery Service)
- Railroad
- Electric Transmission Line (Texas Imagery Service)
- Active Pipeline (Railroad Commission of Texas)
- Centerline Existing Runway
- Existing 3700 ft Runway
- Existing Airspace Clearance Requirement
- Existing Runway Protection Zone (Visual Approach or Non Precision Approach greater than 1 statute mile)
- Nueces County Owned Parcels (NCAD)
- Parcel (NCAD)
- City Boundary (TXDOT)
- Preliminary Floodzone (1%-Annual-Chance-Flood-Event) (FEMA)
- Powerline Substation (Texas Imagery Service)
- Future Development Features (NCAD, Texas Imagery Service)
- Government/Section 8 Housing (NCAD, Google)
- Intermodal Facility (NCAD, Texas Imagery Service)
- Public Recreation Areas (NCAD, Texas Imagery Service)
- Wetland (USFWS NWI)
- SH44 Route Study Stakeholder Input
- Coastal Zone Boundary (TCC)



Imagery: NAIP 2014

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Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
November 28, 2016

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Appendix D

Route Option Layouts

TxDOT Planning

SH 44 Robstown Route Study
Route Options A and D

Route Options Legend

- Potential Drainage Crossing
- Potential Interchange
- Potential Overpass
- Option A Existing ROW
- Option D Existing ROW
- Option A Potential ROW
- Option D Potential ROW

Legend

- Nueces County Airport (TxDOT)
- Cemetery (Texas Historical Commission)
- Healthcare Facility (Google, Texas Imagery Service)
- School (Texas Education Agency)
- Public Water System Well (TCEQ)
- Municipal Solid Waste Sites (TCEQ)
- Non-Priority Superfund Site (TCEQ)
- Permitted and Industrial Hazardous Waste Site (TCEQ)
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- FM Radio Tower (FCC)
- Historical Markers (THC)
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- Public Water System Intake (TCEQ)
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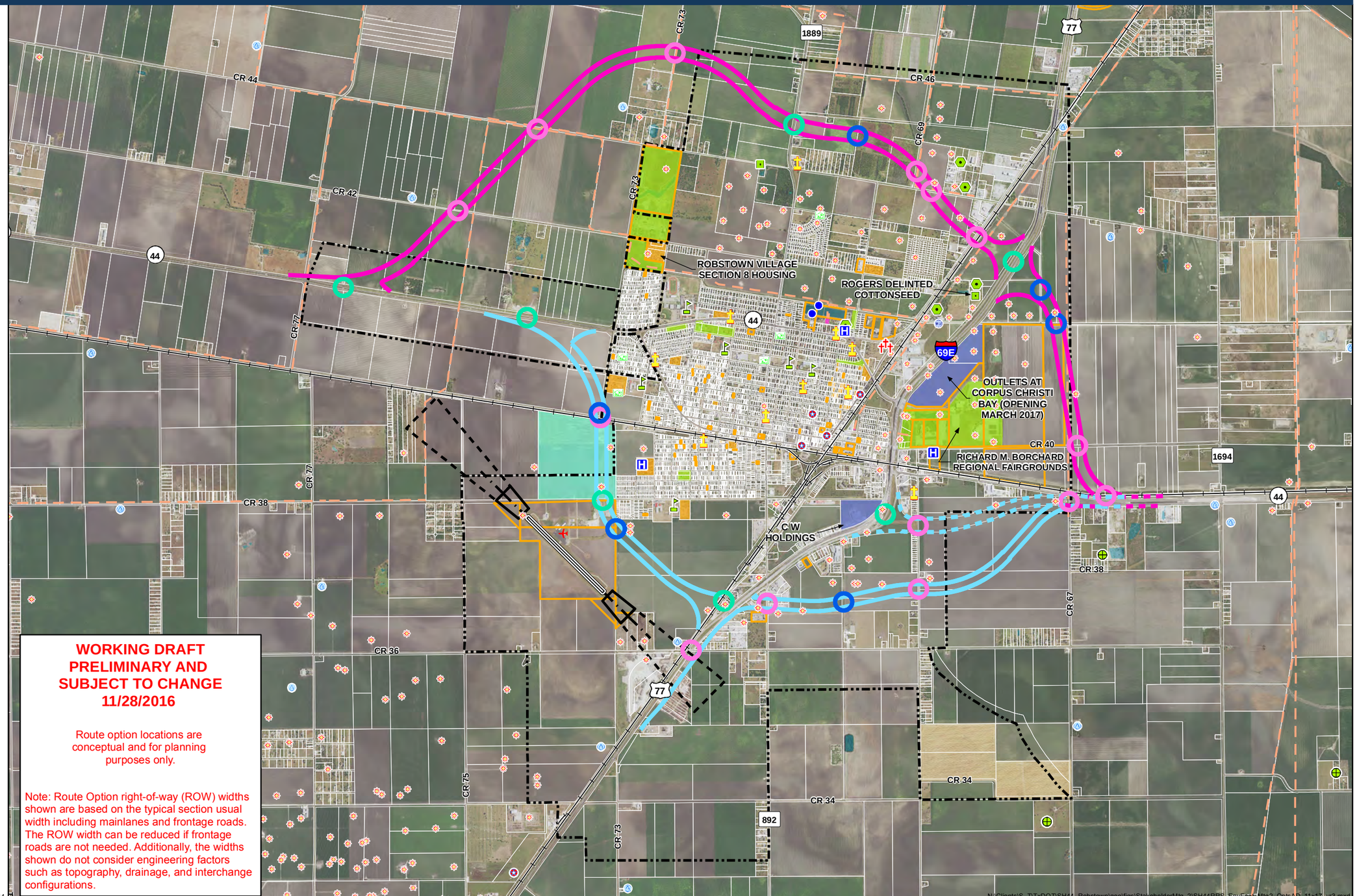
- Centerline Existing Runway
- Existing 3700 ft Runway
- Existing Airspace Clearance Requirement
- Existing Runway Protection Zone (Visual Approach or Non Precision Approach greater than 1 statute mile)
- Nueces County Owned Parcels (NCAD)
- Parcel (NCAD)
- City Boundary (TXDOT)
- Powerline Substation (Texas Imagery Service)
- Future Development Features (NCAD, Texas Imagery Service)
- Government/Section 8 Housing (NCAD, Google)
- Intermodal Facility (NCAD, Texas Imagery Service)
- Public Recreation Areas (NCAD, Texas Imagery Service)
- Wetland (USFWS NWI)



WORKING DRAFT PRELIMINARY AND SUBJECT TO CHANGE 11/28/2016

Route option locations are conceptual and for planning purposes only.

Note: Route Option right-of-way (ROW) widths shown are 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 shown do not consider engineering factors such as topography, drainage, and interchange configurations.

Imagery: NAIP 2014

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0 0.5 1 Miles

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November 28, 2016

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TxDOT Planning

SH 44 Robstown Route Study
Route Options B and F

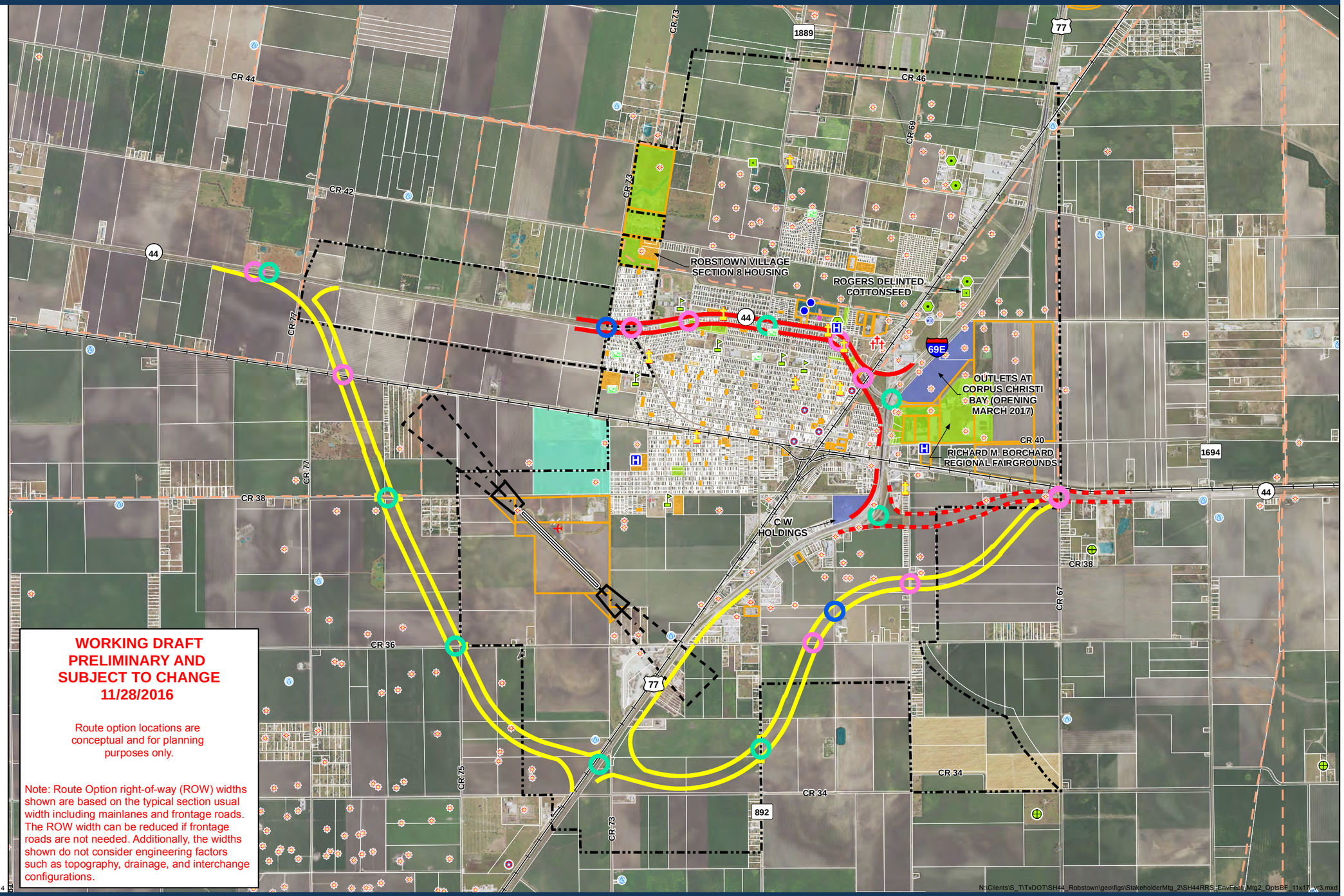
Route Options Legend

- Potential Drainage Crossing
- Potential Interchange
- Potential Overpass
- Option B Existing ROW
- Option B Potential ROW
- Option F Potential ROW

Legend

- Nueces County Airport (TxDOT)
- Cemetery (Texas Historical Commission)
- Healthcare Facility (Google, Texas Imagery Service)
- School (Texas Education Agency)
- Public Water System Well (TCEQ)
- Municipal Solid Waste Sites (TCEQ)
- Non-Priority Superfund Site (TCEQ)
- Permitted and Industrial Hazardous Waste Site (TCEQ)
- Communication Tower (FCC)
- AM Radio Tower (FCC)
- FM Radio Tower (FCC)
- Historical Markers (THC)
- Oil/Gas Well (Railroad Commission of Texas)
- Public Water System Intake (TCEQ)
- Daycare (DFPS)
- Water Wells (TWDB)
- Wastewater Outfall (TCEQ)
- Place of Worship (Google, Texas Imagery Service)
- Railroad
- Electric Transmission Line (Texas Imagery Service)
- Centerline Existing Runway
- Existing 3700 ft Runway
- Existing Airspace Clearance Requirement
- Existing Runway Protection Zone (Visual Approach or Non Precision Approach greater than 1 statute mile)
- Nueces County Owned Parcels (NCAD)
- Parcel (NCAD)
- City Boundary (TXDOT)
- Powerline Substation (Texas Imagery Service)
- Future Development Features (NCAD, Texas Imagery Service)
- Government/Section 8 Housing (NCAD, Google)
- Intermodal Facility (NCAD, Texas Imagery Service)
- Public Recreation Areas (NCAD, Texas Imagery Service)
- Wetland (USFWS NWI)

Imagery: NAIP 2014



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TxDOT Planning

SH 44 Robstown Route Study
Route Options C and E

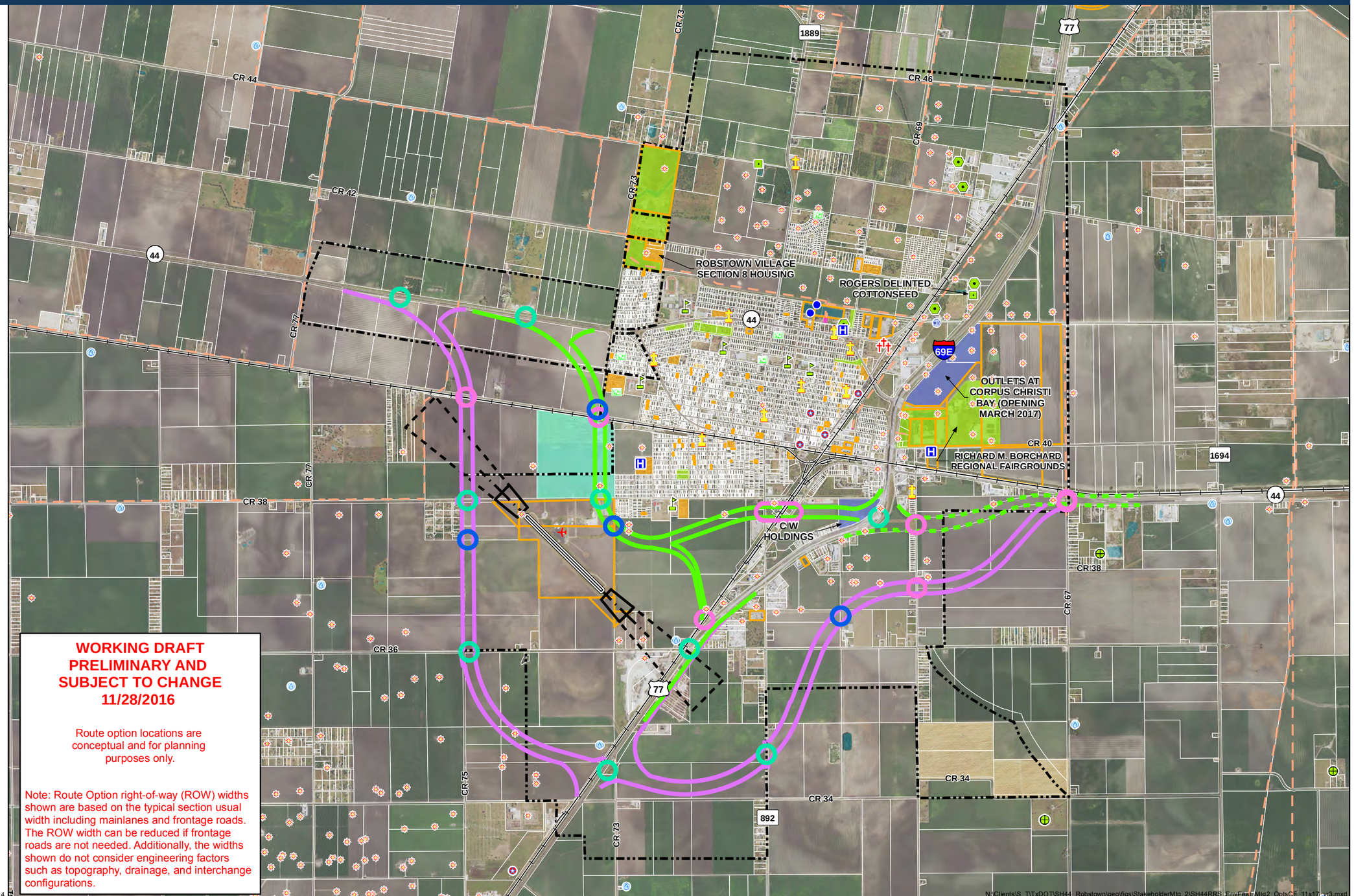
Route Options Legend

- Potential Drainage Crossing
- Potential Interchange
- Potential Overpass
- Option C Existing ROW
- Option C Potential ROW
- Option E Potential ROW

Legend

- Nueces County Airport (TxDOT)
- Cemetery (Texas Historical Commission)
- Healthcare Facility (Google, Texas Imagery Service)
- School (Texas Education Agency)
- Public Water System Well (TCEQ)
- Municipal Solid Waste Sites (TCEQ)
- Non-Priority Superfund Site (TCEQ)
- Permitted and Industrial Hazardous Waste Site (TCEQ)
- Communication Tower (FCC)
- AM Radio Tower (FCC)
- FM Radio Tower (FCC)
- Historical Markers (THC)
- Oil/Gas Well (Railroad Commission of Texas)
- Public Water System Intake (TCEQ)
- Daycare (DFPS)
- Water Wells (TWDB)
- Wastewater Outfall (TCEQ)
- Place of Worship (Google, Texas Imagery Service)
- Railroad
- Electric Transmission Line (Texas Imagery Service)
- Centerline Existing Runway
- Existing 3700 ft Runway
- Existing Airspace Clearance Requirement
- Existing Runway Protection Zone (Visual Approach or Non Precision Approach greater than 1 statute mile)
- Nueces County Owned Parcels (NCAD)
- Parcel (NCAD)
- City Boundary (TXDOT)
- Powerline Substation (Texas Imagery Service)
- Future Development Features (NCAD, Texas Imagery Service)
- Government/Section 8 Housing (NCAD, Google)
- Intermodal Facility (NCAD, Texas Imagery Service)
- Public Recreation Areas (NCAD, Texas Imagery Service)
- Wetland (USFWS NWI)

Imagery: NAIP 2014



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11/28/2016

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