



**Lockwood, Andrews
& Newnam, Inc.**

A LEO A DALY COMPANY

July 7th, 2016

Mr. Herman Rodriguez
City Secretary
City of Robstown
101 East Main Ave
Robstown, Texas 78380

Reference: Robstown Feasibility Study –Site Certification

Dear Mr. Rodriguez:

This letter report serves as a summary of the professional services performed by LAN for the **Site Certification effort** associated with the Feasibility Study for a future inland intermodal, industrial, or rail port in Robstown, Texas. The Site Certification effort of this project is considered Phase I of the overall study; LAN assumes that this project will continue into Phase II with a more detailed analysis of the feasibility and utilization of this site for development.

A 175 acre tract of land in Robstown has been identified by the Corpus Christi Regional Economic Development Corporation (CCREDC) as a **strategic site** for future port-related, commercial, or industrial growth. This Site Certification is the initial step towards eliminating uncertainties and identification of potential obstacles related to the development of the site and should be followed up by a more detailed feasibility study. The site that has been pre-identified on the west side of Robstown is near the Nueces County Airport and on the Kansas City Southern (KCS) rail and offers many assumed benefits for economic development for the City of Robstown.

As a follow-up to this Phase I Site Certification effort, LAN expects to meet with the City of Robstown and the CCREDC to review the Phase I findings; and will use the outcomes of this effort to identify opportunities and constraints; note internal and external requirements; make recommendations regarding site utilization; and develop preliminary opinions of costs associated with developing the site.

LAN looks forward to continuing this project with the City of Robstown, the CCREDC, and continuing analysis of this site for future development.

Sincerely,

A handwritten signature in blue ink, appearing to read 'S. Harris', is written over a horizontal line.

Scott Harris, P.E.
Regional Manager

Attachment 1 – Summary of Findings

Attachment 2 – Environmental Assessment, Robstown Trade Processing and Inland Center, rev Sept 2009

Attachment 3 – Photographic Record from Site Survey

Copy: Mr. Tommy Kurtz, CCREDC

ATTACHMENT 1

SUMMARY OF FINDINGS

Project Location / Description

The project site is a 175 acre tract located just beyond the western city limits of Robstown in Nueces County, Texas. The tract is bounded by County Road 38 (also known as Airport Road or Ruben Chavez Road) along the south; a private dirt road along the west; County Road 40 (also known as Old Robstown & Banquete Road or West Avenue A) along the north; and Laurel Street and a drainage ditch along the east. The Nueces County Airport lies to the south directly across County Road 38. The Kansas City Southern (KCS) rail line runs along the northern boundary of the property, between it and County Road 40. Reference Exhibit 1.

Based on the Port of Corpus Christi's Strategic Plan, they have identified this site as the **Robstown Inland Port Site**, located on the SH44 corridor. The SH 44 corridor from North Padre Island Drive (SH 358) to a point about five miles west of Robstown has excellent highway access, is served by the Kansas City Southern railroad and has direct rail access via the Savage Lane Line to the port Inner Harbor. This zone in Nueces County is definitely an area where remote sites meeting the selection criteria could be identified. All of this area is either inside the city limits or in the extra-territorial jurisdiction of either the City of Corpus Christi or the City of Robstown, and thus subject to land use zoning controls to deal with compatible use and encroachment issues.



Figure 1 – SH44 Corridor

Existing Land-Use / Property Ownership

The site is owned by the City of Robstown and is located on agricultural property and bordered by agricultural use to the west, north and northeast. Residential properties lie to the southeast and the Nueces County Airport is across County Road 38 to the south. Reference Exhibit 2.

An ALTA/ACSM Land Title Survey on the property was completed as part of this study. This survey includes: Monuments placed at all major corners of the boundary, gross land area, marked utilities, and substantial features observed in the process of conducting the survey. Reference Exhibit 2A.

Transportation Systems and Accessibility to Project Site

The City of Robstown Project Site is extremely accessible to local and regional industrial and commercial supply and logistics centers by being conveniently located near the intersection of Interstate 69, State Highway 44, Interstate 37, the Kansas City Southern and Union Pacific Railroads. Reference Exhibit 3A.

Port of Corpus Christi

The Project Site is accessible to the Port of Corpus Christi via rail or highway, approximately 20 miles to the east. Truck traffic from Robstown can access the PCCA using Interstate 69E to the north to Interstate 37 and then the Joe Fulton Corridor in northwest Corpus Christi. Reference Exhibit 3B.

Numerous Public General Cargo Facilities, Cargo Docks, and the Bulk Terminal Facility are easily connected to Robstown by rail and highway. More detail of those facilities can be found here:

<http://www.portofcc.com/images/pccpdfs/PCCA%202006%20Facilities%20Guide.pdf>

Existing Port Area Rail Facilities are shown on Exhibit 3C. For more information on PCCA rail facilities and plans for railroad improvements needed to serve the growing rail traffic see:

http://www.portofcc.com/images/pccpdfs/rail/Rail_Plan-2013.pdf

Nueces County Airport

Robstown’s local airport is the Nueces County Airport, just southwest of the City and directly across CR36 from the Project Site.

Nueces County owns and operates the general aviation airport, which provides access for single and light twin-engine aircraft. The airport is supported by one runway oriented in a northwest / southeast manner with taxiway turnarounds at each end.

Runway 13-31	
Runway Length (feet)	3,700
Runway Width (feet)	75
Runway Surface Material	Asphalt
Runway Load Bearing Strength (lbs) Single Wheel (SWL)	11,000
Runway Markings	Nonprecision
Runway Lighting	Medium Intensity
Taxiway Lighting	None (Centerline Reflectors)
Approach Lighting	None
Visual Aids	Rotating Beacon Lighted Windcone / Segmented Circle

Figure 2 – Nueces County Airport Runway Data

The landside facilities at the airport provide support to the operation of aircraft and include and general aviation terminal building, approximately 12,000 square yards for aircraft parking and circulation and tie-down positions for 13 aircraft, hangar space for 20 aircraft, 24/7 fuel service, and commercial maintenance services.

County Road Systems and Traffic Impacts

Based on the size and condition of the County Road systems around the project site, they provide limited support for industrial or commercial use. The existing roads however do provide the initial right-of-way necessary to access the site.

Access to the Project Site via County Road 38 from I69 would include traffic impacts to approximately 75 residences, one elementary school, and one day care facility. Access to the Project Site via County Road 77 and County Road 40 from SH44 has limited impacts to traffic but improvements to these road would need to be made to support industrial and commercial traffic. Currently both roads are approximately 22-foot wide (two lane) and asphalt-paved.

Roadway	No. of Lanes	Existing Material	ROW Width	Configuration
HWY 44	4 Lanes	Asphalt	200-feet	Divided Hwy
County Road 36	2 Lanes	Asphalt	40-feet	22-foot wide CR
County Road 38	2 Lanes	Asphalt	40-feet	22-foot wide CR
County Road 40	2 Lanes	Asphalt	80-feet	22-foot wide CR, adjacent to KCS RR
County Road 77	2 Lanes	Asphalt	40-feet	22-foot wide CR

Figure 3 – Existing Roadway Data

SH44 Bypass Route Study

The Texas Department of Transportation (TxDOT), Corpus Christi District, are currently completing a route study for a future bypass of State Highway 44 (SH44) around the City of Robstown. Currently traffic on SH44 goes through the City of Robstown; this proposed bypass would offer a non-stop, unimpeded route, around the City. See Figure 4, below.

SH44 is a primary connecting route for traffic travelling between the inland Port of Laredo and the seaport of Corpus Christi. The geometric and operations conditions of SH44 through Robstown impede the efficient movement of freight between these two port destinations. At-grade crossings in Robstown delay traffic and present safety concerns for the traveling public utilizing SH44 and the mix of local traffic and regional commercial traffic on SH44 in Robstown increase the potential for safety incidents.

Below is a graphic representation of the proposed route which would be adjacent to the proposed Project Site and offer even better connectivity to the Nueces County Airport, I-69 corridor, and the Port of Corpus Christi.

Proposed Regional Parkway

In 2013, the Corpus Christi Metropolitan Planning Organization (CCMPO) completed a feasibility study for a regional parkway that would create a second connection to North Padre Island, western Nueces County (west side of Robstown), and ultimately connecting to I-37 in San Patricio County via a new crossing of the Nueces River. The project is a long-term benefit for the region but is a factor for the proposed Project Site in this study. Below is a graphic representation of the proposed route which would shows Segment E adjacent to the proposed Project Site. This proposed parkway provides additional benefits and connectivity for the Project Site. See Figure 5, below.

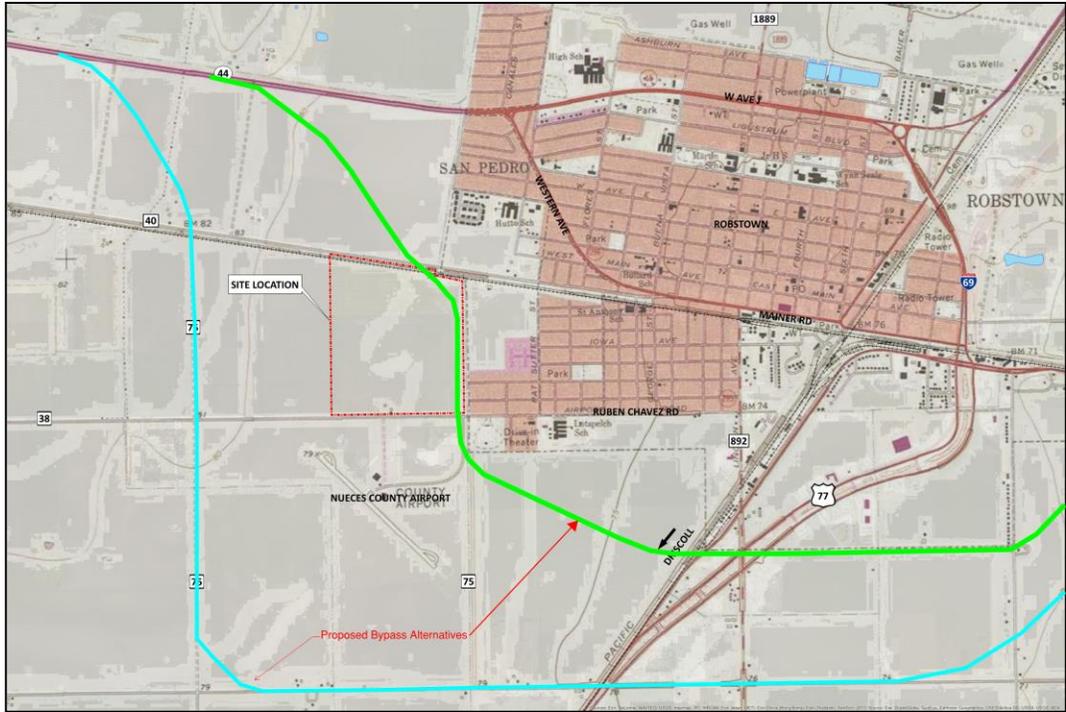


Figure 4 – SH44 Bypass Route Study Alternatives

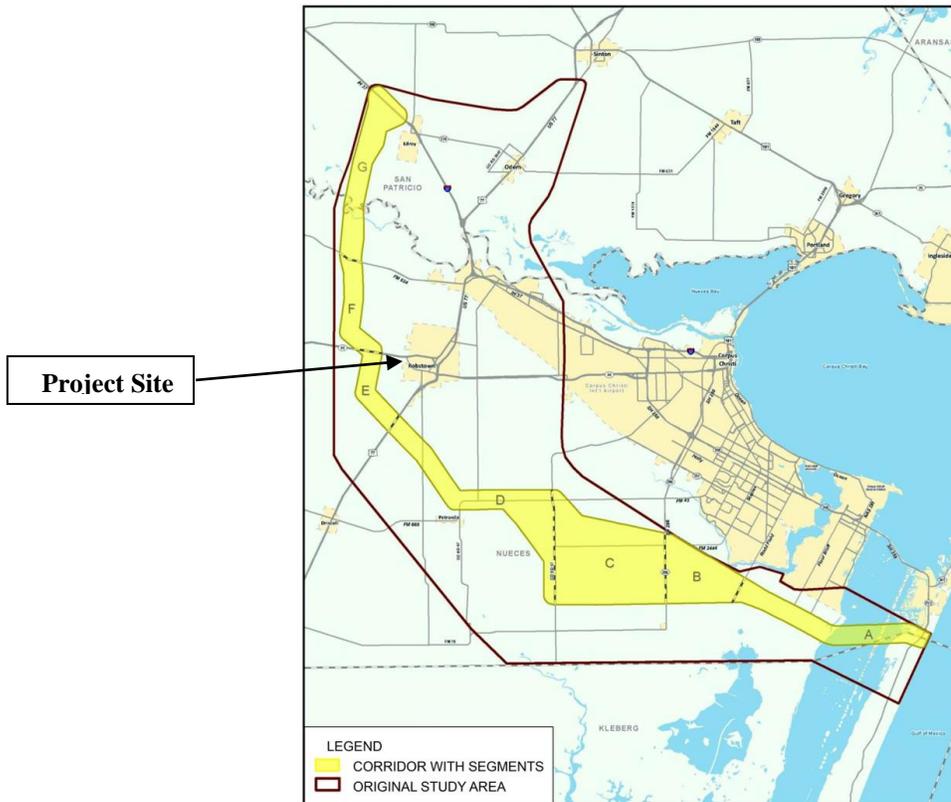


Figure 5 – Proposed Regional Parkway

Floodplain and Stormwater Concerns

The site lies in Zone "A4" according to FEMA – FIRM Community Panel Map No. 4854940275. Zone A4 is an area within the 100-year flood zone, with a Base Flood Elevation (BFE) of 79 feet. The existing elevations of the property currently range from 76-feet to 80-feet; the lower elevations being along the eastern section of the property.

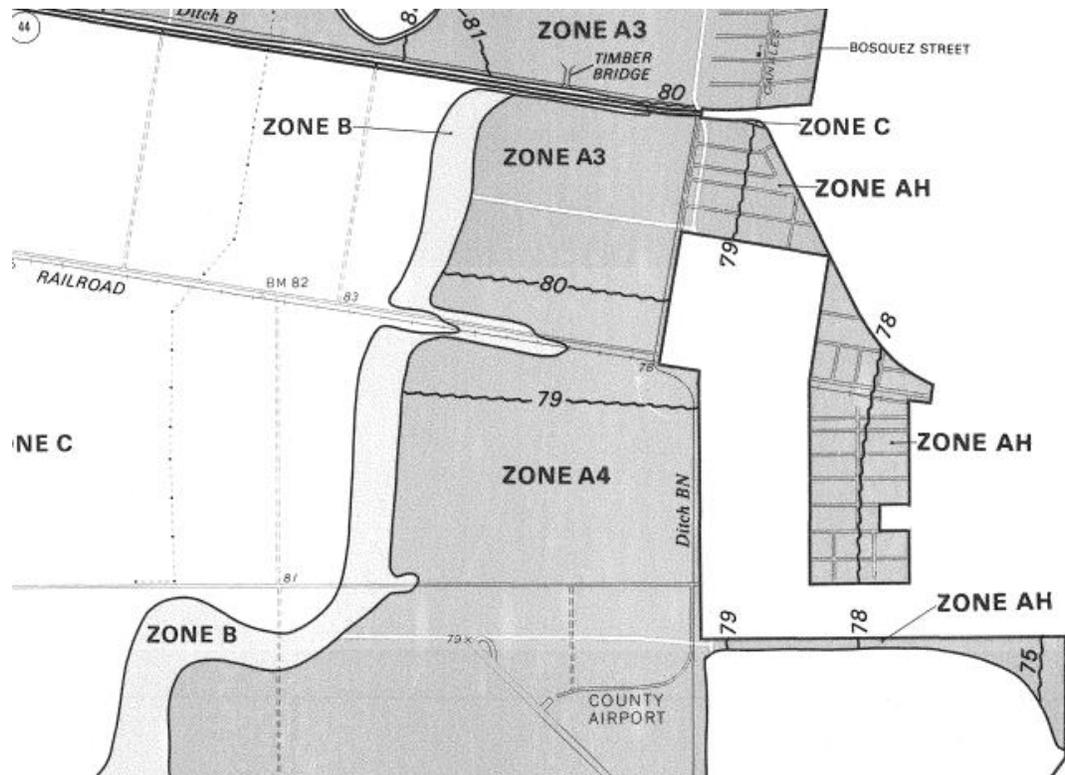


Figure 6 – FEMA FIRMette Map

Future development of the site may require some earthwork and fill in order to prevent any structures from being built below the 79-foot BFE. Additionally, several years ago, a detention basin was excavated along the eastern side of the property. The detention basin parallels the existing floodway which is a grass-lined trapezoidal channel. This basin could possibly be used to retain stormwater from the site. [Reference Exhibit 4.](#)

Site drainage generally flows from west to east with a portion of south end of the property draining into the ditch alongside County Road 38. A culvert at the north-northeast corner of the property allows site drainage to enter a trapezoidal drainage channel where it is conveyed to the north. The previously mentioned detention basin has two 2-foot by 5-foot side-by-side concrete box culverts at the north end. These box culverts allow storm water runoff from the trapezoidal channel to back up into the detention basin where runoff is stored until the channel waters recede. There is also a pipe culvert at the south end of the detention basin with a hinged flap check valve which prevents storm water from entering the south end but once receding, allows stored storm water to drain out of the detention basin into the channel. During the site reconnaissance it was noted that this check valve had broken off of the concrete headwall at the pipe outlet and should be repaired. Also of note, there are currently no culverts that would allow site drainage to enter the basin – it serves only to enhance the overflow capacity and storage of the trapezoidal channel itself.

Environmental & Wetlands Identification

During site reconnaissance, water was observed in the trapezoidal channel but neither in the detention basin, nor anywhere else on the site. No freshwater pond wetlands are indicated on the drainage and wetlands map within the site boundary. [Reference Exhibit 5.](#)

As part of the scope of this study, LAN reviewed an existing Phase I Environmental Assessment, performed on the site in November 2009 (Reference Attachment 3). At the beginning of this project, it was presumed that the old study would be sufficient enough to be included in this research and the CCREDC's Certified Sites Program. Based on our review of this study it has been found that the scope of the 2009 study was concentrated on a site adjacent to our proposed Project Site and not on the same property currently being analyzed.

Based on this finding and the age of the report (7+ years), LAN recommends that a new Phase I Environmental Assessment be completed on this project site.

Soil Conditions / Properties

According to the Soil Survey of Nueces County, the site lies predominantly in a "VcA" - Victoria Clay (O to 1% Slope) soil. The Victoria Clay series consists of dark, calcareous, crumbly soils that crack when dry and swell and take in water slowly when wet. VcA soils occupy more than 60% of the county. The surface is dark-gray heavy clay containing lime and is about 3-feet thick. These soils are fine and granular if plowed when moisture content is favorable, but cloddy seedbed is formed if plowed when too wet or too dry. [Reference Exhibit 6.](#)

Oil and Gas Wells / Pipeline Locations

Based on the Texas Railroad Commissions Public GIS Viewer, the Project Site has one permitted well, three dry well holes, and one plugged oil/gas well. Those locations are located on [Exhibit 7.](#) Ownership information for these wells is not provided as part of this study but could be determined through further research.

Water Supply

An existing 12" diameter water line runs along the south, west and the majority of the north boundaries of the site. Although there is a residential water line in Laurel Street along the east side of the existing drainage channel, there are no water lines along the eastern property line along the west side of the existing drainage channel. Fire hydrants have been installed along the south, west and north of the site, spaced at approximately 325-foot intervals along the 12-inch water line alignment. Future plans include the addition of an elevated water storage tank in the vicinity of the southeast corner of the site. [Reference Exhibit 8.](#)

Sanitary Sewer

The nearest sanitary sewer lines are located in Ruben Chavez Road, 2 blocks east of the southeast corner of the site. The "Dakota Lift Station" is approximately one mile east of the site. These existing sanitary sewer facilities serve the local residential area and are not of a capacity large enough to serve a 175 acre industrial facility. [Reference Exhibit 9.](#)

Therefore, future sanitary sewer expansion would need to include on-site gravity lines to convey wastewater to the northwest corner of the site to a proposed lift station. This lift

station would pump wastewater via a force main to the east along County Road 40 and then turn north along the western city limits of Robstown; cross Highway 44 and continue north to Concho Street where the force main would then turn again to the east and follow an adjacent drainage ditch; crossing Business Highway 77 to the existing Robstown waste water treatment plant.

Existing Electrical Utilities / Distribution Lines

There are existing electrical residential lines along County Road 38 to provide low voltage power to the site. There is also a high voltage power line located approximately $\frac{3}{4}$ of a mile to the west. Reference Exhibit 10.