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FINAL ENVIRONMENTAL STATEMENT

TO THE FEDERAL HIGHWAY ADMINISTRATION

TEXAS DIVISION

1. Administrative action is requested on this report.

2. Improvement of State Highway 35 to a four lane divided highway with grade separations at the major intersections from Gregory to the Copano Bay Causeway which involves the cities of Gregory, Aransas Pass, Rockport and the unincorporated city of Fulton in San Patricio and Aransas County, Texas.

3. SUMMARY: This report was undertaken to determine if a proposed route on SH 35 from Gregory to Copano Bay Causeway would effect the environment of the area. The Route Study Report submitted by the Texas Highway Department for public hearing, is concerned with the economical and environmental impact the proposed routes would have on the area. Three routes designated Routes A, B & C were studied in the Texas Highway Department Route Study Report and from the facts derived in the Route Study Report, Route A was recommended over Routes B & C.

The locations of the routes of Proposed Route A and Alternate Routes B & C were determined by the use of aerial photographs and preliminary schematics drawn thereon. Efforts were made to displace as few families as possible, to miss all public parks, to miss all churches, to miss all live oil wells, to miss the large ponds in the area and to utilize as much of the existing right of way and roadways as economically feasible while trying to arrive at a fast, safe, efficient and economical route.

Proposed Route A is on an existing natural ridge which requires less of a commitment of borrow material than Alternate Routes B & C.

Proposed Route A will provide a higher road than Alternate Routes B & C. Since it is located on higher natural ground it can be utilized advantageously during flooding conditions for emergency rescue or evacuation efforts.

The proposed improvement of SH 35 is in agreement with the Texas Coastal Bend Regional and Planning Commission's Report on Transportation dated March, 1968. Also, the recommended Route A is in agreement with the Comprehensive Plan of Rockport, Texas dated April, 1969.

Proposed Route A has been revised in two sections as shown on the attached Revised Environmental Route Study Map #1, sheet 37. These two sections were revised as a result of verbal objections to the proposed route at the Public Hearing which was held on March 14, 1972 and letters received subsequent to the hearing. These objections and comments are presented in item 9, Evaluation and Disposition of Draft Environmental Statement and Public Hearing Comments, sheets 24 thru 35.

4. THE FOLLOWING ALTERNATES WERE CONSIDERED:

- (a) Leave existing SH 35 as it is;
- (b) Widen existing SH 35;
- (c) Alternate Route B;
- (d) Alternate Route C.

5. The following Federal, State, and Local Agencies were requested to comment and only those marked (replied) actually did so:

- (a) Department of Health, Education and Welfare, (replied)
- (b) Department of Agriculture, (replied)
- (c) Department of the Army, Corps of Engineers, (replied)
- (d) The Coastal Bend Regional Planning Commission, (replied)
- (e) United States Department of the Interior, (replied)
- (f) Environmental Protection Agency, (replied)
- (g) Department of Housing and Urban Development, (no reply)
- (h) City of Rockport, (replied)
- (i) U.S. Department of Transportation, (replied)
- (j) City of Gregory, (no reply)
- (k) City of Aransas Pass, (verbal reply at the Public Hearing)
- (l) County of Aransas, (replied)
- (m) County of San Patricio, (no reply)

6. The Draft Environmental Statement was made available to the Council on Environmental Quality and to the public on November 24, 1971.

1. DESCRIPTION AND PURPOSE:

Existing SH 35 will become inadequate to carry the anticipated number of vehicles in the next five years. The present 1970 traffic on existing SH 35 is approximately 5,100 vehicles per day, the 1975 anticipated traffic will be 6,500 vehicles per day, and the anticipated 1994 traffic will be 14,000 vehicles per day. Within the next five years, the operating speed of the traffic on existing SH 35 will drop below the minimum tolerable conditions of 55 mph for rural principal arterials as defined by the National Transportation Planning Study. The present operating speed is 56 mph and in 1994 the operating speed will be 36 mph on the existing facility.

The average accident rate in the State of Texas for the last five years has been approximately 200 per 100,000,000 vehicle miles. The accident rate for this section of SH 35 has been as follows: in 1965, 361; in 1966, 341; in 1967, 376; in 1968, 425; and in 1969, 419. Since these accident rates are far above the state wide average, the Texas Highway Department considers this section of roadway to be a high accident highway.

The present thru automobile and truck traffic on the existing route brings about undue traffic hazards to the residents in the cities of Aransas Pass, Rockport and Fulton. This traffic hazard is especially evident in the city of Rockport. Children going to the junior and senior high schools must travel SH 35 or cross SH 35 where the thru vehicles are traveling on the same road with a posted speed limit of 55 mph. A traffic hazard also exists in Aransas Pass where the Aransas Pass High School is located adjacent to existing SH 35. The proposed route will take the thru traffic out of the cities of Aransas Pass, Rockport and Fulton, giving more safety to the residents and school children in these cities. The new route will not mean the abandonment of existing SH 35 as it will be designated as a Business Route upon completion of the selected route.

The locations of the junior and senior high schools in the city of Rockport, the high school in Aransas Pass, the Proposed Route A and Alternate Routes B & C and existing SH 35 are shown on the Environmental Route Study Map #1.

The contour of the land throughout the area that played an important part in the recommendation of a route can be found on the Environmental Route Study Map #2.

Proposed Route A is approximately 22 3/4 miles long and is shown on the Environmental Study Maps coded as  Proposed Route A begins East of Gregory on SH 35, 3/4 of a mile South of the intersection of SH 35 and SH 361 and follows the existing location of SH 35 in an easterly direction for a distance of 6 miles, to where existing SH 35 curves into Aransas Pass, 3 miles West of Aransas Pass. From there the route leaves existing SH 35 and proceeds on new location for 11 1/2 miles in a northeasterly direction, generally following the present location of Avenue A in Aransas Pass and then in an easterly direction for 2 1/2 miles and joining again with existing SH 35 at the South end of the Aransas County Airport. From there Route A again follows the existing location of SH 35 for a distance of 3 miles to the existing Copano Bay Causeway.

For approximately 3/4 of a mile, from its beginning East of Gregory to SH 361, Proposed Route A is proposed as a freeway. This will complete the proposed freeway facility between Portland and Gregory. It is proposed as a 4 lane divided highway from SH 361 to the Copano Bay Causeway. Grade separations are proposed at the following intersections and are indicated by numbered circles on the Route Study Map #1: #2A- SH 361, #3A- SH 35 Business Route(South)(existing SH 35), #4A- FM 1069 (North-South), #5A- FM 1069 (East-West), #7A- FM 881, #8A- FM 2165, #10A- SH 35 Business Route (North)(existing SH 35).

Adequate right of way is proposed from future Fifth Avenue out of Rockport to the proposed grade separation at SH 35 Business Route (North) for future

development of frontage roads. Adequate right of way is also proposed for future grade separations at #6A- Future Fifth Avenue out of Rockport, #9A- FM 3036, and #11A- FM 1781 (North). Stage construction to the ultimate facility proposed in this report will probably be necessary as funds become available.

The anticipated 1994 traffic volumes and turning movements at the major intersections on Route A are referenced by numbered circles on the Environmental Study Map #1 and are shown in Table #1.

The number of lanes and the proposed and existing right of way widths for the usual roadways on Proposed Route A are shown on the typical sections in this report. Additional right of way, which varies, is proposed at the major intersections where the grade separations are anticipated.

The terrain along Proposed Route A from its beginning for the first 3/4 of a mile along existing SH 35 is fairly level commercial property. The next 4 1/2 miles along existing SH 35 is level sandy loam farm land. The next 2 miles, mostly along SH 35, is low lying sandy pasture land which is mostly mesquite brush. The next 2 miles are through sparsely populated outlots of Aransas Pass which is sandy and has scattered oak trees. The next 5 3/4 miles are along the highest part of Live Oak Peninsula through sandy pasture land which is covered with small oak trees, and the latter 3 miles of this section has scattered ponds and scattered motts of large live oak trees. The next 3/4 of a mile is through an undeveloped subdivision outside of the city limits of Rockport. This area is sandy soil with scattered ponds and is covered with small oaks and scattered motts of large live oak trees. The next 1/2 mile is through the outlying residential area of Rockport, however, Proposed Route A goes through an area where there are only 2 houses. This section is sandy and is covered with small oaks. The next 3 3/4 miles are through an area West of Rockport and Fulton which is undeveloped, is sandy soil and is covered with small oaks.

The next 3 miles which is along SH 35 from the South end of the Aransas County Airport to the Copano Bay Causeway, is through an area of low lying sandy soil and scattered live oak trees. Most of this area is undeveloped land except for several businesses and several houses just North of Fulton and the Aransas County Airport. The acquisition of part of the Aransas County Airport right of way does not create any problems as the distance from the proposed roadway to the existing runways will meet the current Airway-Highway clearance requirements.

As can be seen on the Environmental Study Map #1, Route A goes through several oil fields, but there are no live oil wells in the proposed right of way. The elevations of the existing land around Proposed Route A can be determined from the contours on the Environmental Study Map #2.

The proposed land use of the area along Proposed Route A is essentially the same as the present land use except for the expansion of residential and commercial property. The future land use along the bay front East of Gregory, between Gregory and Ingleside, is anticipated to be used for industry. Several large companies have already bought large tracts of land in this area for industrial use. These tracts are shown on Environmental Route Study Map #1. The existing farm land between Gregory and Aransas Pass is expected to remain as farm land, possibly becoming irrigated land in the future. The area between Aransas Pass and Copano Bay Causeway is anticipated to be residential in the future with scattered commercial property along the proposed route and along the Business Route.

2. PROBABLE IMPACT OF THE PROPOSED PROJECT ON THE ENVIRONMENT:

Proposed Route A displaces a total of 15 families and 3 businesses. Of the families displaced; 11 families live in houses and the other 4 families live in trailer houses. Alternate Route B would have displaced 17 families and 3 businesses. There were 8 families in houses and 9 families in trailer houses. Alternate Route C would have displaced a total of 8 families and 3 businesses. Five of the displaced families lived in houses and the other 3 families lived in trailer houses. The route considered that would have improved existing SH 35, through the cities, would have displaced numerous families and businesses. The number of people that will be displaced on Proposed Route A is not known at this time. Because of the rapid growth of this area, the number of displacements may increase before the actual acquisition of right of way.

Proposed Route A has replacement housing available for the displaced families as verified by several Real Estate Companies in the area. In addition, each house that a displaced family vacates becomes available to be moved to a new location and there are plenty of lots available in Gregory, Aransas Pass, Rockport and Fulton.

No one group of people whether minority or majority were discriminated against in the selection of the route. Relocation assistance to the displaced families will be available and has been considered.

Specifications for temporary water pollution controls will be utilized during construction to minimize water pollution during construction. Erosion within the right of way will be minimized by the use of riprap and by planting grass on the slopes around the grade separations. Drainage will be handled as near as possible to the natural drainage of the area by utilizing open ditches in the right of way and culverts under the roadways at the natural outfalls.

Erosion of the area outside of the right of way should not be a factor because the proposed route is on almost level terrain.

The proposed route was routed through the least populated areas, thereby displacing as few people as is necessary. In order to miss the highly populated areas it was necessary to go through undeveloped land which has small live oak and mesquite trees, and scattered motts of large live oaks. Each route would require removal of some large live oak trees near the Copano Bay Causeway.

Each of the routes required some borrow material from an outside source. The Proposed Route A and Alternate Routes B & C are listed in their order of demand on a borrow source with Proposed Route A requiring less borrow material than Alternate Routes B & C.

Proposed Route A will have an effect on the motels, drive-in groceries, restaurants, and gas stations in the by-passed areas around the cities of Aransas Pass, Rockport and Fulton, as would Alternate Routes B & C. Existing SH 35 will be designated as a Business Route to the cities of Aransas Pass, Rockport and Fulton upon completion of the routes. Route A is located fairly close to the cities in the area, therefore the traveling motorist can still utilize the facilities of the cities.

Proposed Route A will provide a faster, safer and more direct route than existing SH 35 for residents and other traveling motorists to the Aransas National Wildlife Refuge, the home of the Whooping Cranes, and to the recreation areas around Aransas Pass, Rockport and Fulton. It will also provide the same fast, safe and more direct route for residents and other traveling motorists to recreation areas in and around Corpus Christi and the Padre Island National Seashore.

The Proposed Route A and Alternate Routes B & C will remove much of the

vehicular noise and exhaust emissions from the center of the cities of Aransas Pass, Rockport and Fulton by rerouting thru traffic around these cities.

Proposed Route A is located through generally undeveloped land but as the route approaches the outskirts of Rockport it separates the outlying residential area from the city. The division of the outlying residential areas should not create a problem as grade separations have been proposed to offer safe and easy access to any shopping centers; recreational or other facilities of Rockport and the surrounding area.

The following items listed in Appendix C of the November 24, 1970 Draft Instructional Memorandum do not: have a significant aesthetic or visual effect; destroy or derogate important recreational areas not covered by Section 4(f) of the DOT-Act; substantially alter the pattern of behavior for a species; interfere with important breeding, nesting, or feeding grounds; lead to significantly increased air or water pollution in a given area; adversely affect the water table of an area; disturb the ecological balance of land and water area; involve a reasonable possibility of contamination of a public water supply source, treatment facility or distribution system.

3. ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED:

Proposed Route A will require a total commitment of approximately 733 acres of new right of way, and of the total acreage, 475 acres are brushland, 95 acres are in farmland, and 163 acres are in undeveloped subdivided acreages. Proposed Route A will remove some live oak trees, require material from an outside borrow source, transfer traffic from existing businesses, and displace some families. Alternate Routes B & C would also have effected the above items but would have varying degree of effect on the environment and ecology of the area. Proposed Route A will remove some live oak trees near the Copano Bay Causeway as would Alternate Routes B & C. The removal of the live oak trees is unavoidable as this is the most feasible location for the proposed route or any other route to tie into the recently completed causeway. The proposed route requires borrow material for grade separations at the major intersections which cannot be avoided in order to give safety to the residents and traveling public. Alternate Routes B & C would require more borrow material for roadway fill and grade separations as the Alternate Routes B & C were proposed on a lower elevation than Proposed Route A. This demand for borrow source is unavoidable in order to provide safety to the public and to build the roadway above anticipated flooding during adverse weather conditions. Proposed Route A is closer to the cities of Aransas Pass, Rockport and Fulton, therefore having less of an adverse effect on business in the area than would Alternate Routes B & C which were proposed further away from the cities. In reference to displacement of families, Proposed Route A will displace 15 families and 3 businesses, Alternate Route B would have displaced 17 families and 3 businesses, and Alternate Route C would have displaced 8 families and 3 businesses. The displacement of families is unavoidable in order to offer a safe, fast, economical, and efficient route to the traveling public.

4. ALTERNATIVES:

An alternative that was considered in addition to the proposed route was to leave the existing SH 35 just as it is. The existing facility has had a high accident rate over the last five years and travel time is exceedingly slow on the existing route. For the safety and convenience of the traveling public, improvement of the existing route of SH 35 is necessary. Another alternative that was considered was to widen existing SH 35 through the cities of Aransas Pass, Rockport and Fulton. This route had considerable merit in that it would utilize all of existing SH 35 right of way, but by not rerouting the present and anticipated thru traffic it would impose an increased traffic hazard on the residents of the area. The alternative of widening existing SH 35 right of way was also found to displace too many families and businesses causing it to be unacceptable and uneconomical.

Alternate Routes B & C were considered and each route had some merits. Alternate Routes B & C were found to be approximately  $\frac{1}{2}$  mile shorter than Proposed Route A. Alternate Route C displaced fewer families than Proposed Route A. Alternate Routes B & C would require larger and more costly drainage structures than Proposed Route A due to the water run-off from the larger drainage areas on Alternate Routes B & C. The larger and more costly drainage structures require more of a commitment from outside resources for their construction. Another unfavorable situation occurring on Alternate Routes B & C was that these routes required more outside borrow material than did Proposed Route A which is proposed on an existing high natural ridge.

Each of the Alternate Routes B & C were farther from the cities of Aransas Pass, Rockport and Fulton and they would cost more to construct and maintain than Proposed Route A.

5. THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY:

Proposed Route A offers a safe, fast and efficient means of travel. The route for the most part, has been proposed through undeveloped land. The undeveloped land along Proposed Route A will be developed, whether Proposed Route A is built or not as this is a fast growing resort area. The new route, besides increasing the value of the land, should help the economy of the area by bringing in new residents which should, in turn, interest more industry.

The cities of Aransas Pass, Rockport and Fulton should realize a lower accident rate upon completion of a proposed route as the existing thru traffic will be rerouted around the city. The proposed route will help eliminate the dangerous situation that occurs around the high schools at Aransas Pass and Rockport. In the city of Aransas Pass, the high school is bordered on one side by existing SH 35 and the same existing SH 35 divides the high school from its stadium. The students wishing to go to the stadium for any reason during or after school must cross existing SH 35. In the city of Rockport the high school and junior high school is only one block from the existing SH 35 with a posted speed limit of 55 mph. Both Aransas Pass and Rockport would receive a long-term benefit through additional safety to the school children of the area by not having to be confronted daily with the heavy traffic of existing SH 35. Proposed Route A will naturally provide a higher road than Alternate Routes B & C since it is located on higher natural ground which could be utilized advantageously during flooding conditions for emergency rescue or evacuation efforts.

The proposed improvement of SH 35 is in agreement with the Texas Coastal Bend Regional and Planning Commission's Report on Transportation dated March, 1968. Also, the recommended Route A is in agreement with the Comprehensive Plan of Rockport, Texas dated April 1969.

6. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES:

Route A where it is on new location, is proposed through undeveloped land consisting of mesquite, small live oak trees, and sparsely located motts of large live oak trees. This is unavoidable as the route was routed through the least populated areas which made it necessary to go through the undeveloped land. Each of the routes required a certain amount of earth fill to obtain a desirable roadway elevation and grade separations. Alternate Routes B & C would have required more of a commitment of borrow from an outside source than Proposed Route A which is proposed on an existing ridge giving it the highest natural elevation of any of the routes considered. Proposed Route A is approximately 22 3/4 miles long and Alternate Routes B & C were approximately 22 1/2 miles long, so Proposed Route A requires more land, asphalt, aggregate and base material commitments than would Alternate Routes B & C. Proposed Route A is the longest route, but it should not require as much concrete, steel, or borrow material as Routes B & C would. More concrete and steel would be needed in the construction of culverts and other bridge structures on Alternate Routes B & C to carry the rainfall run-off anticipated which these routes must drain from their larger drainage areas.

7. PROBLEMS AND OBJECTIONS:

A local citizen, who was interested in buying property near the South end of the Copano Bay Causeway, Mr. Malcolm Bean of Corpus Christi inquired about the proposed right of way at the Copano Bay Causeway and asked us to try to miss the large live oaks in this area.

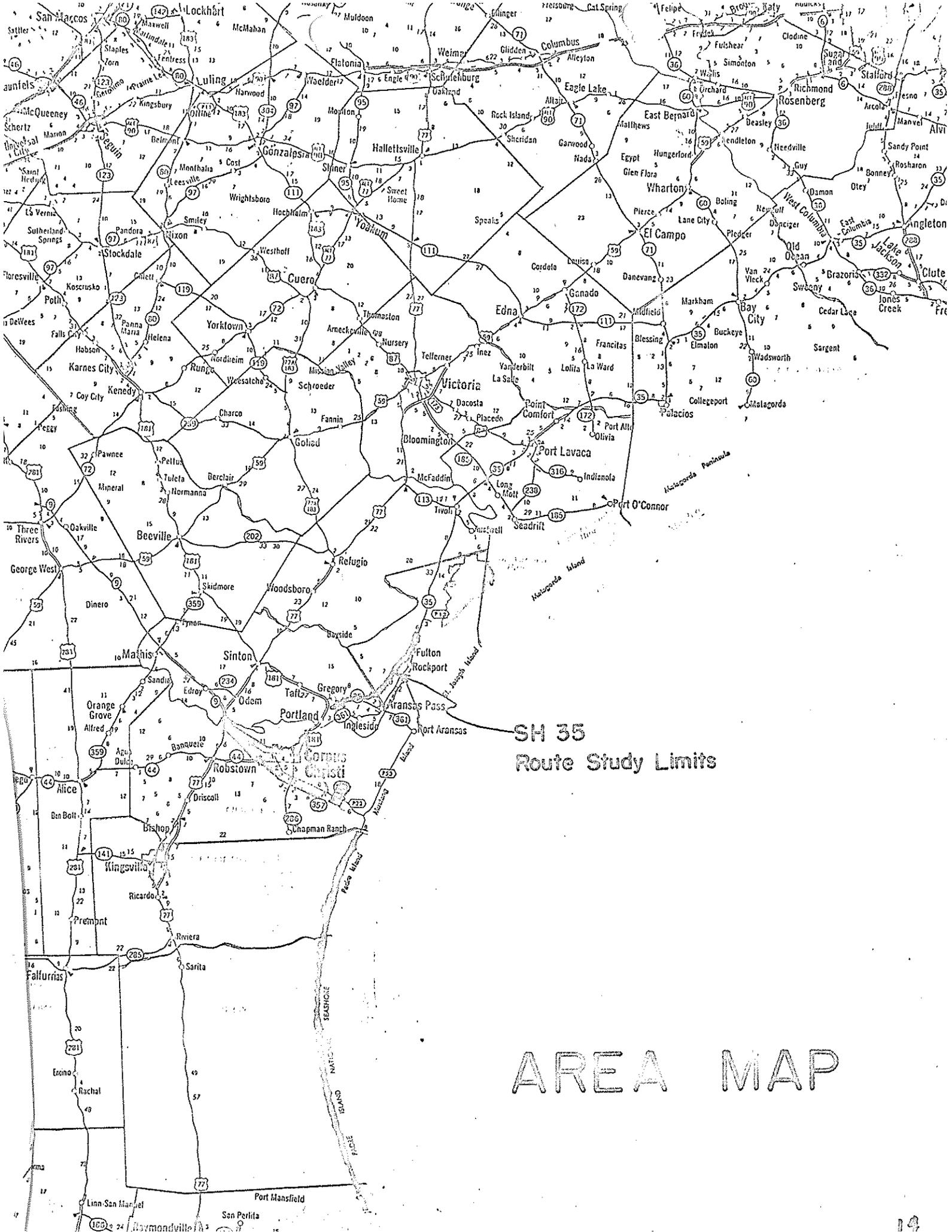
At the time of the writing of this report, no other problems or objections about this project have been received.

8. STEPS TO MINIMIZE HARM:

Proposed Route A will have an effect on the drive-in groceries, motels, gas stations, and restaurants in the area, but there are grade separations proposed at the major intersections offering quick and easy access to these businesses. Existing SH 35 will not be abandoned but will become a Business Route upon completion of Proposed Route A, leaving a route available to the traveling motorist to visit or use the facilities of the city.

In the selection of the route for Proposed Route A, efforts were made to miss as many houses as possible, not to go through any public park land, to miss all churches and live oil wells, to miss all large ponds in the area, and to utilize as much of the existing right of way and roadway as possible while keeping the route as safe, fast, economical, and efficient as possible.

Proposed Route A displaces some families but relocation assistance and housing for the displaced families is available and has been considered in the selection of the route. Any large live oak trees found in the right of way will be saved if it is far enough away from the proposed pavement to meet the Texas Highway Department Safety Standards. Routes B & C would require some fill from an outside source but it was recommended to use the route on the highest elevation, minimizing the amount of borrow material.



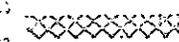
SH 35  
Route Study Limits

# AREA MAP



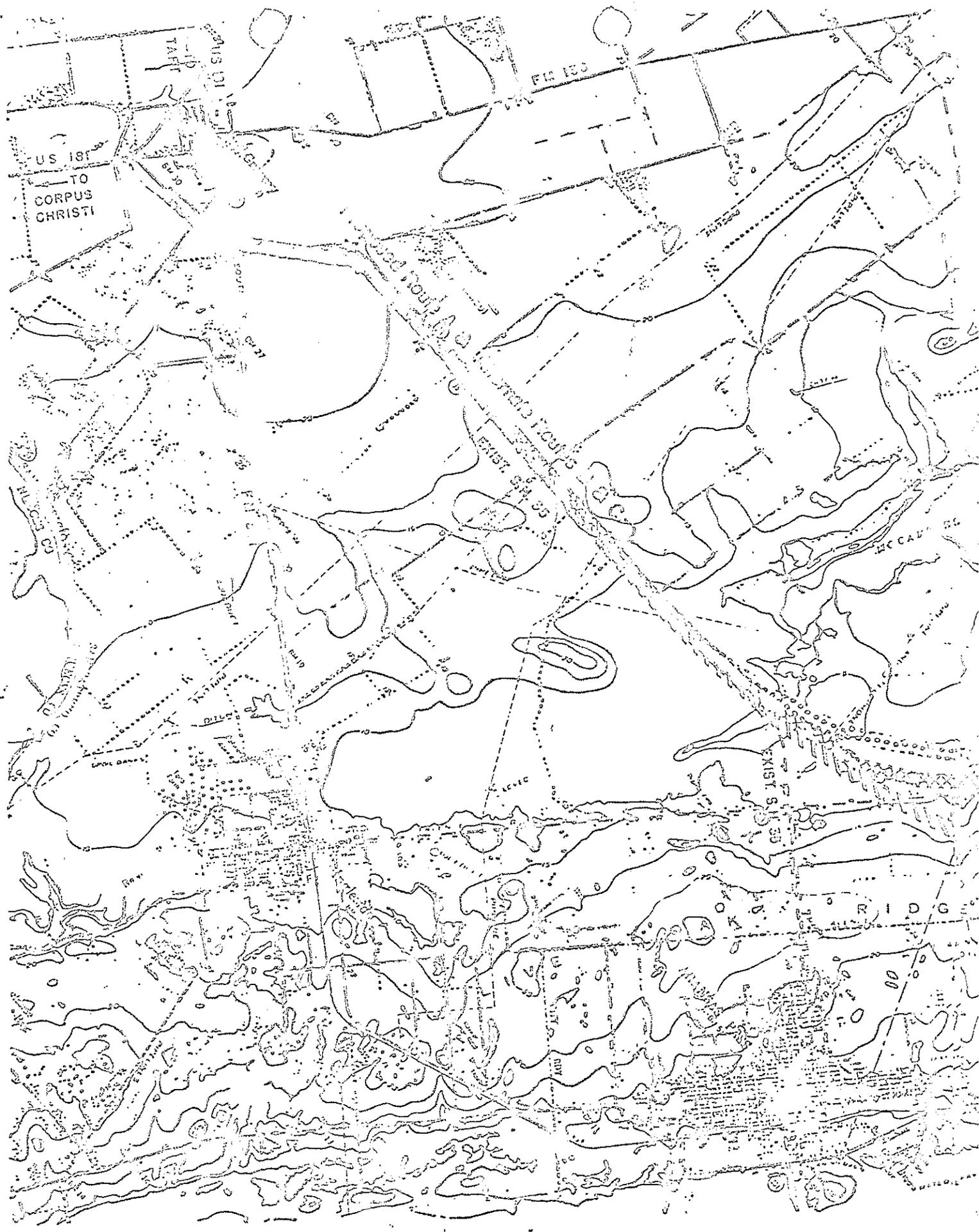
ENVIRONMENTAL  
 ROUTE STUDY MAP #2  
 OF S.H. 35

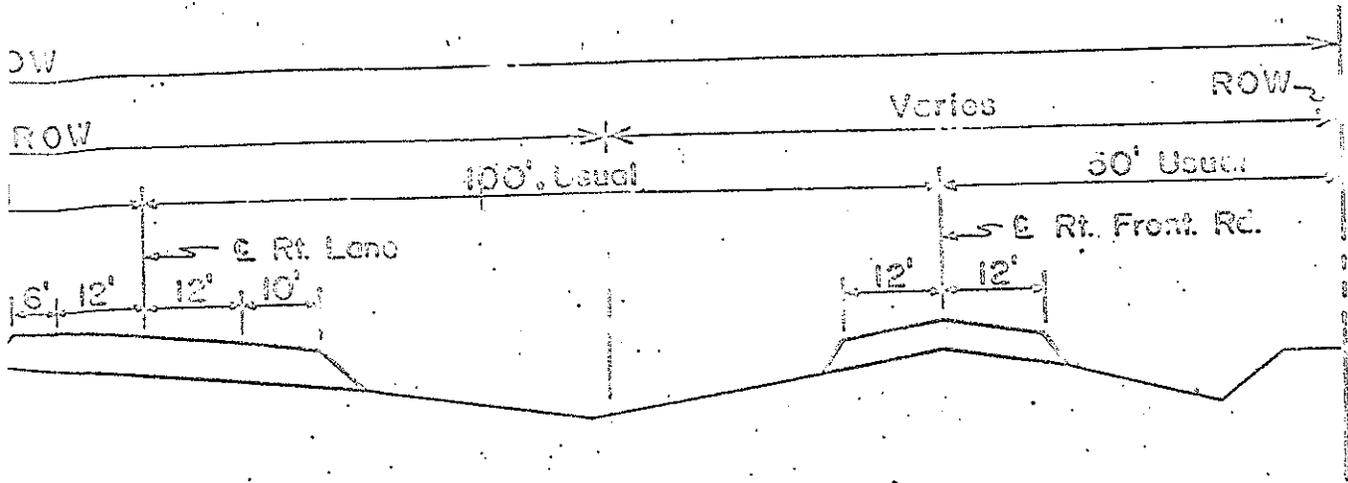
From 7 Mi. NE of Gregory  
 To Copano Bay Causeway

Legend: Proposed Route " "   
 Alternate Route "E"   
 Alternate Route "C" 

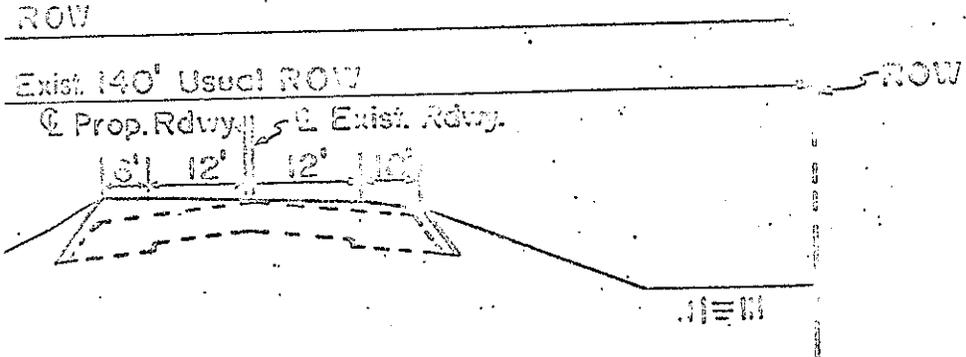
Scale: 1" = 5,280 Ft.





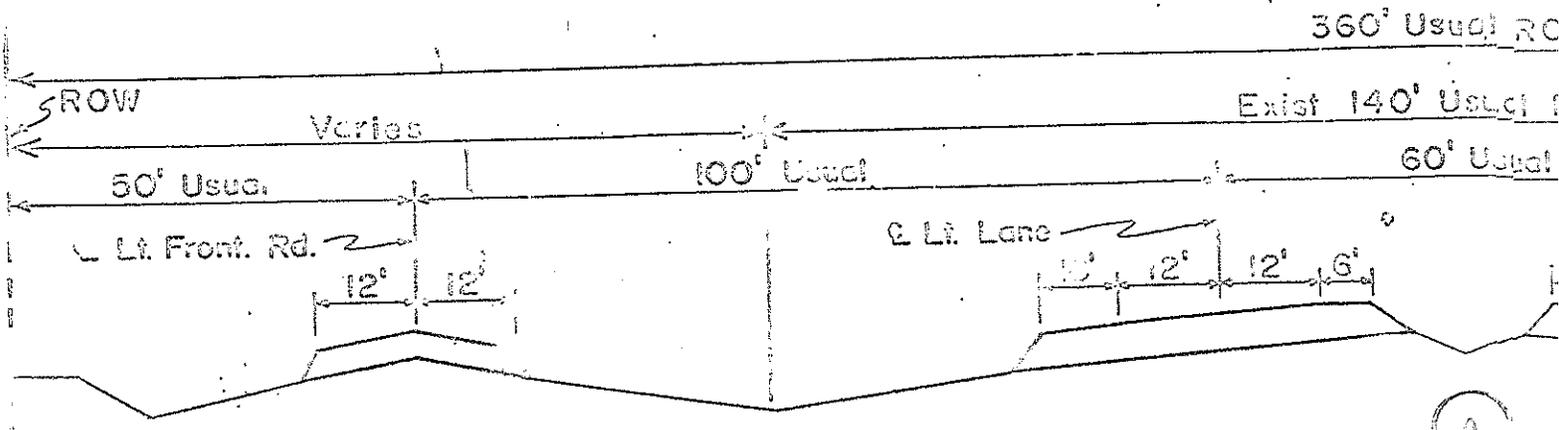


Sta 1  
 607 to



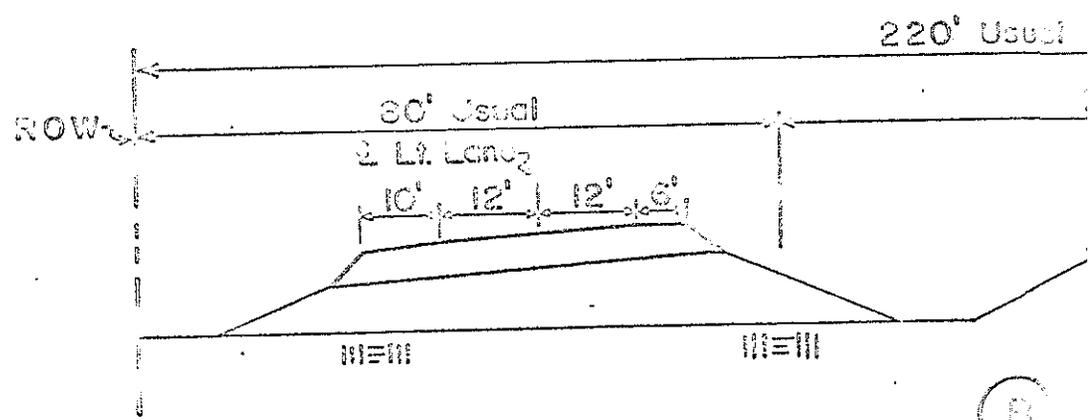
Sta 2  
 1361 to  
 as Pass.  
 County Airport  
 100

Typical Sections of proposed improvements  
 of S.R. 35 from East of Gregory to Capano  
 Dry Caution.



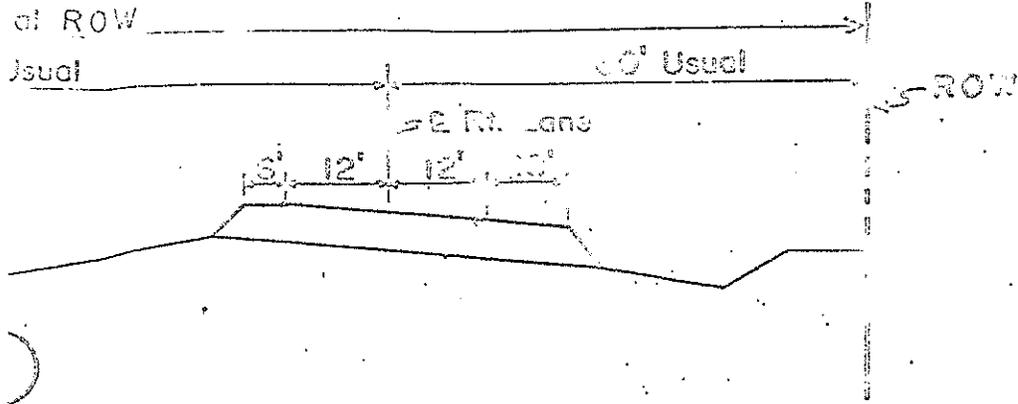
A

Proposed Road  
From East of Gr...  
North of SH 301

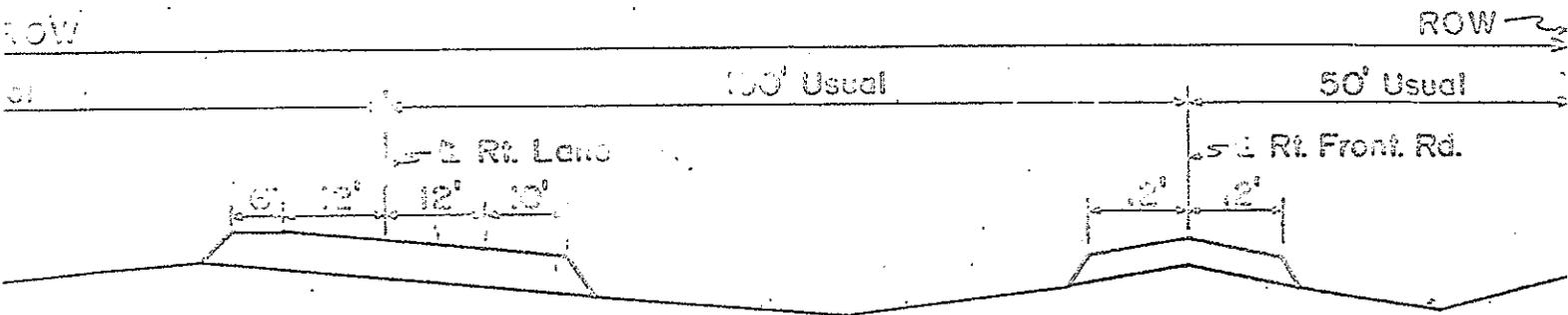


B

Proposed Road  
From North of SH  
3 mi. West of Aransas  
Also from Aransas Co  
to Copano Bay Brld.

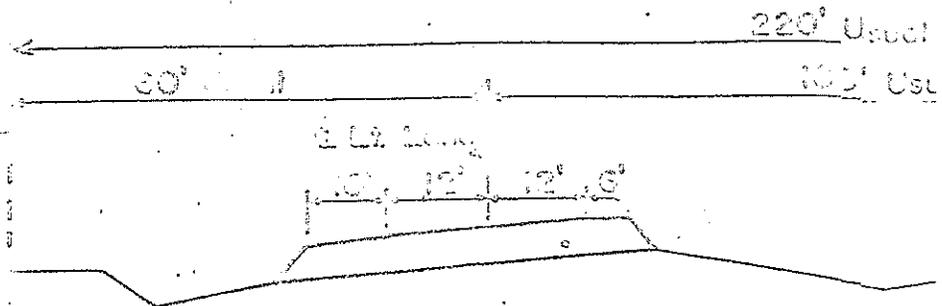


Route  
of Aransas Pass to Future  
out of Rockport.

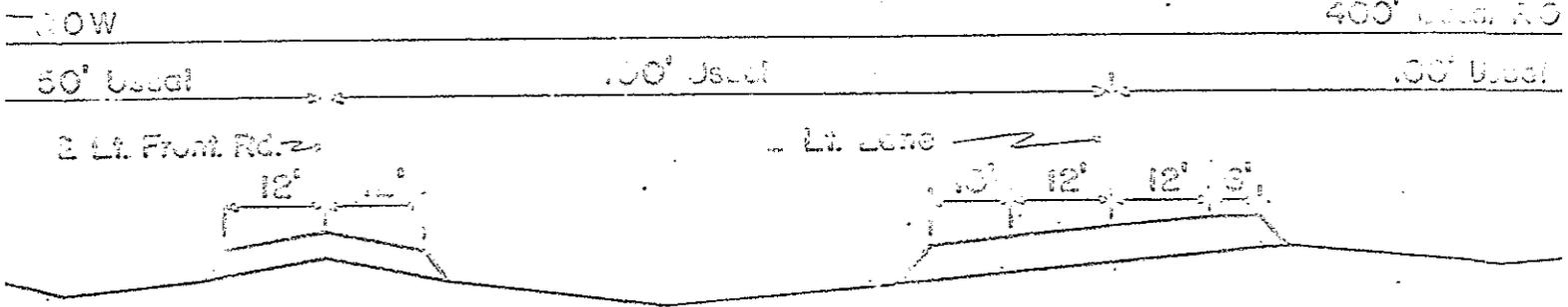


Route  
out of Rockport to near  
Airport

Typical Sections of proposed improvements  
of SH 35 from East of Gregory to Copano  
Bay Causeway.

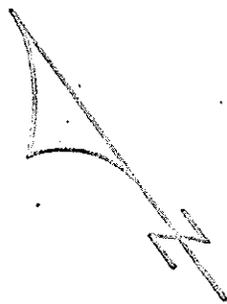


Proposed to  
 From 3 mi. west of  
 5th Ave. cut

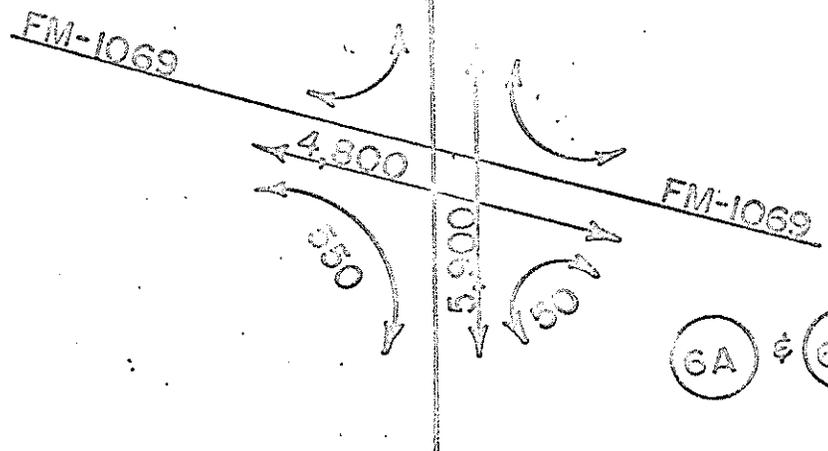


Proposed to  
 From future 5th Ave. cut  
 Aronson Co.

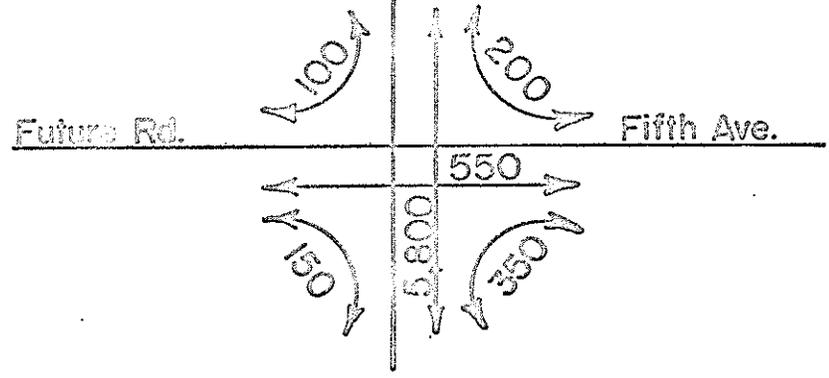




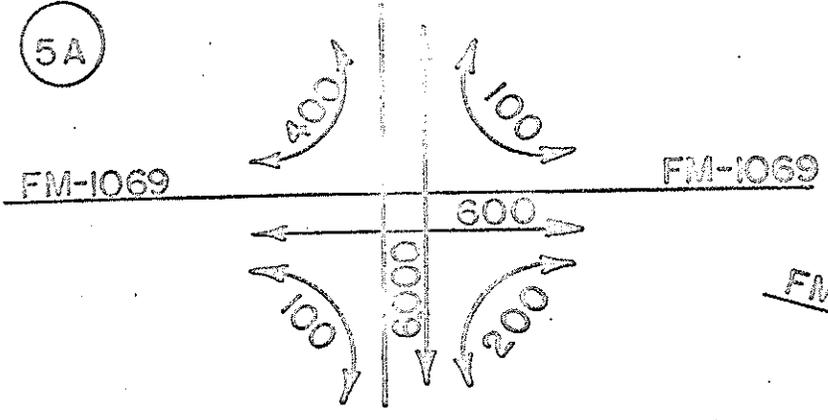
4A



6A & 6B<sub>1</sub>



5A



7A

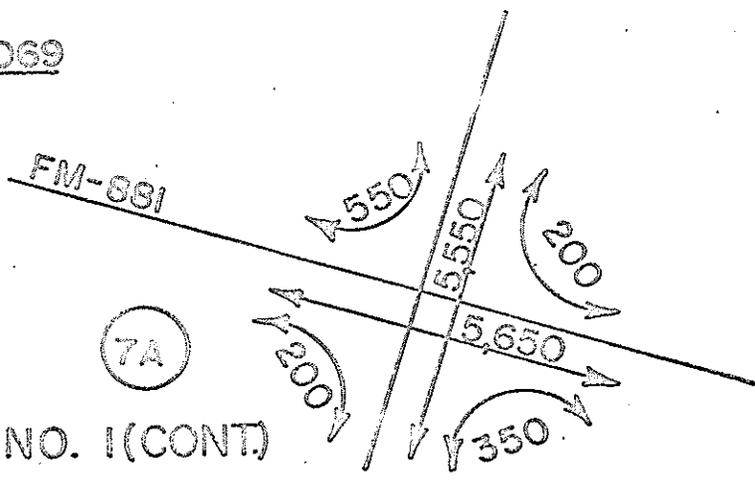


TABLE NO. I (CONT.)

1994 Anticipated Average Daily Traffic Volumes and Turning Movements Along SH-35 From Gregory To Copano Bay Causeway: San Patricio & Aransas Counties.

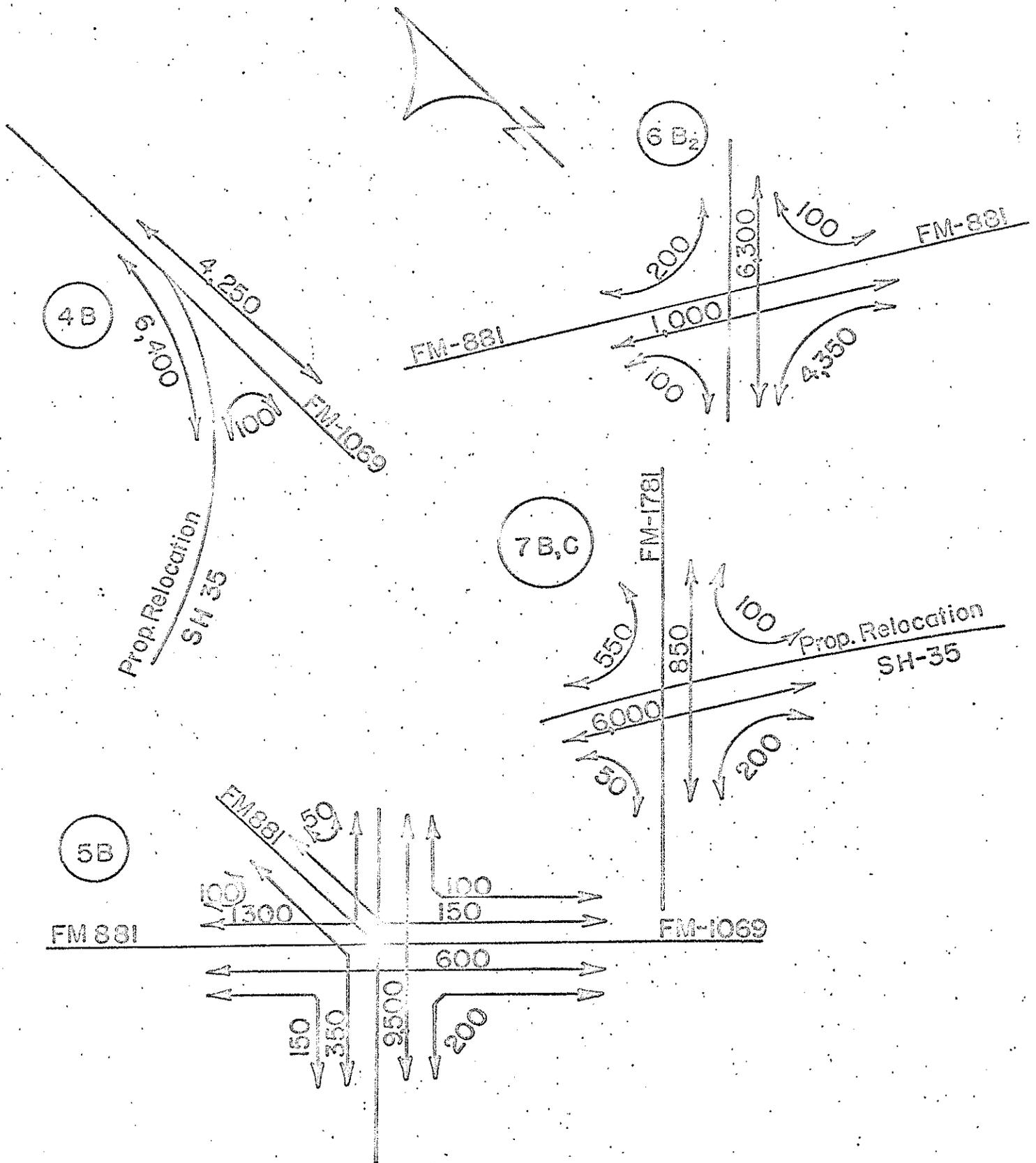


TABLE NO. I (CONT.)

1994 Anticipated Average Daily Traffic Volumes and Turning Movements Along SH-35 From Gregory To Copano Bay Causeway, San Patricio & Aransas Counties.

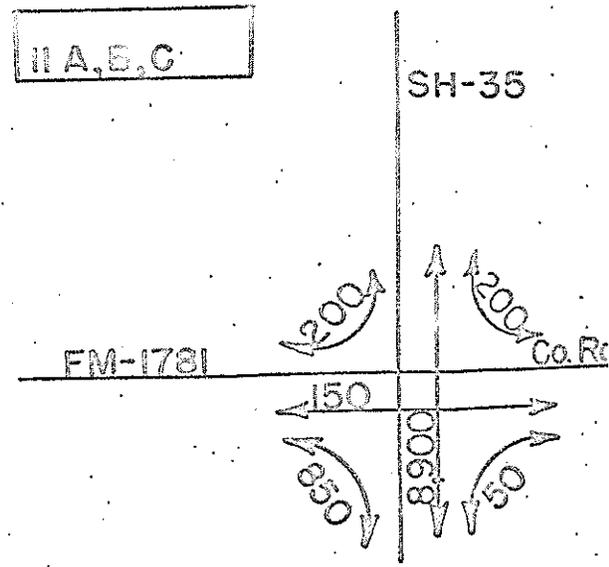
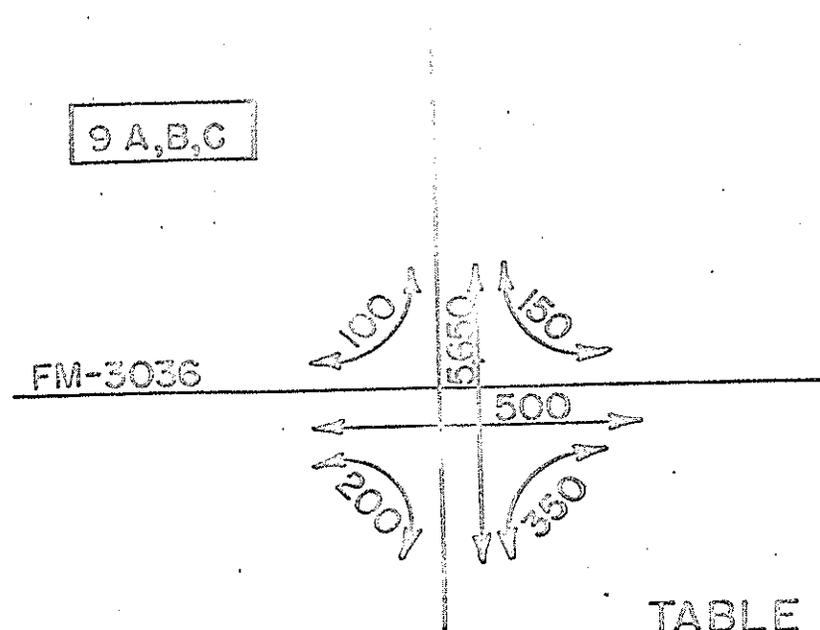
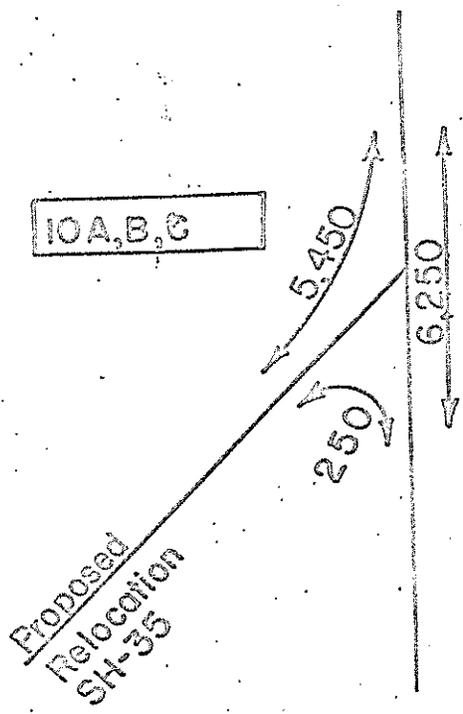
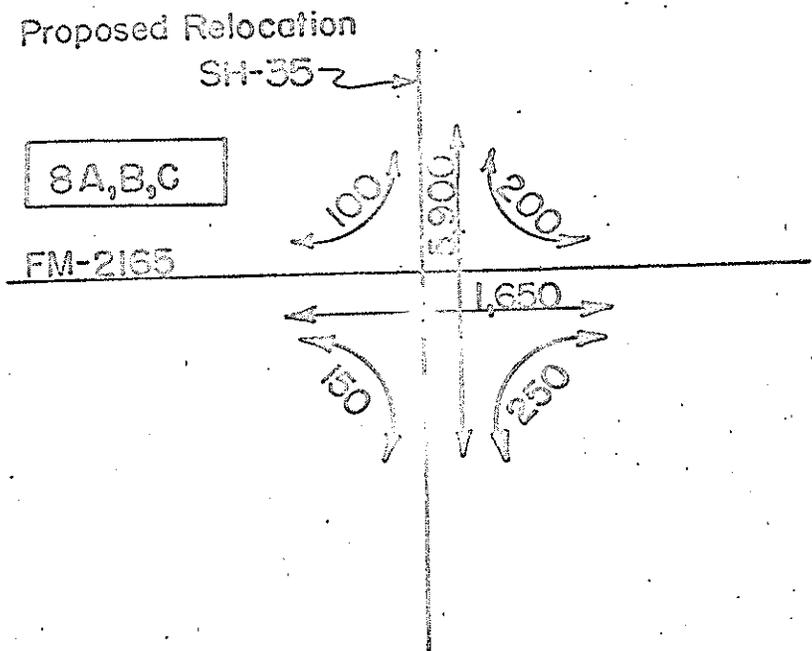
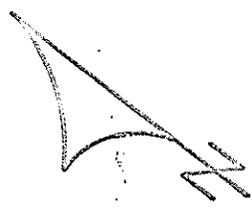


TABLE NO. 1 (CONT.)

1994 Anticipated Average Daily Traffic Volumes and Turning Movements Along SH-35 From Gregory To Copano Bay Causeway: San Patricio & Aransas Counties.

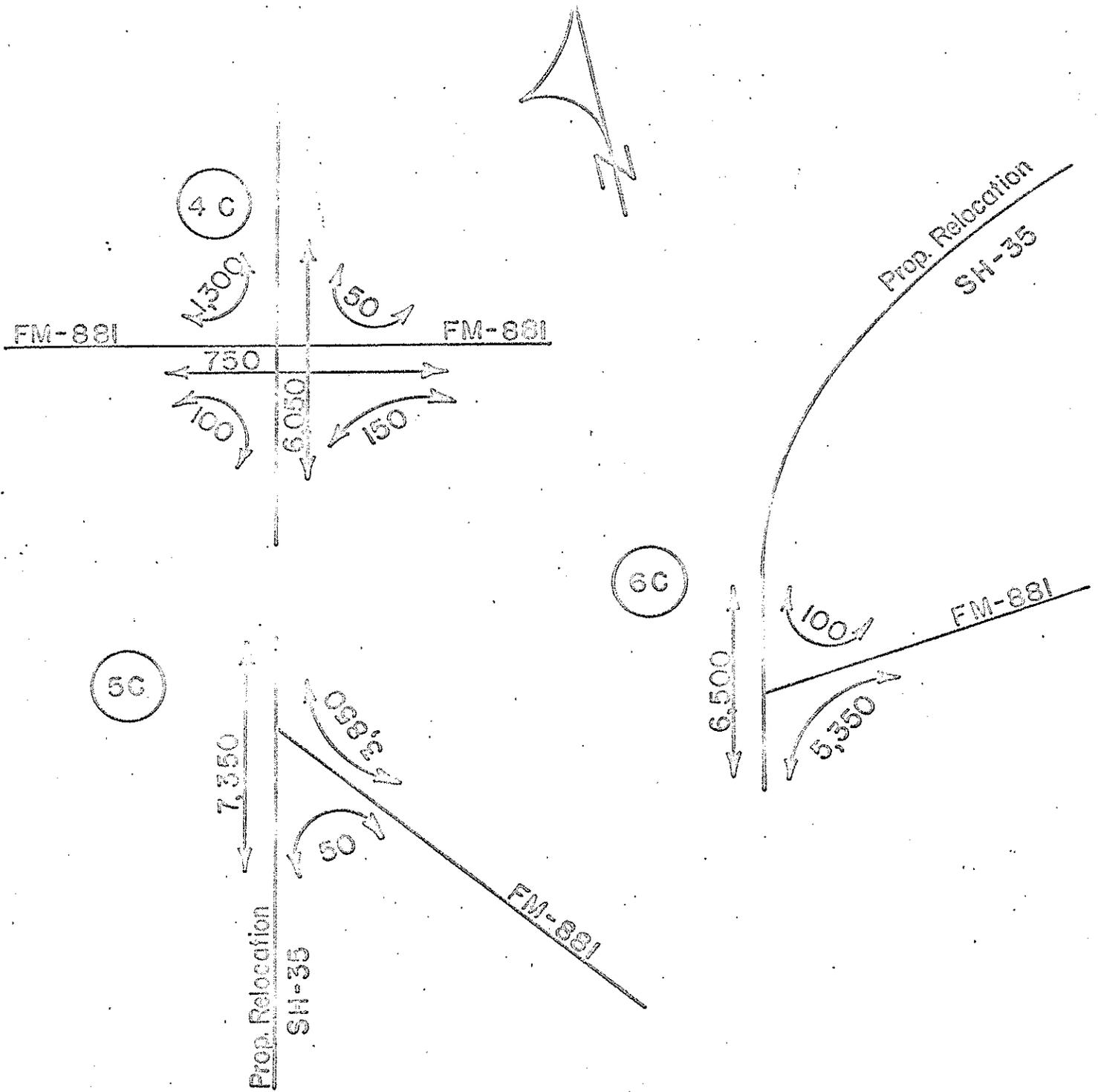


TABLE NO. 1 (CONT.)

1994 Anticipated Average Daily Traffic Volumes and Turning Movements Along SH-35 From Gregory To Copago Bay Causeway: San Patricio & Aransas Counties.

Planning Survey Division  
 February 24, 1971

9. EVALUATION AND DISPOSITION OF DRAFT ENVIRONMENTAL STATEMENT AND PUBLIC HEARING

COMMENTS:

A. The following correspondence was received in response to the Route Public Hearing held March 14, 1972.

1. March 20, 1972 letter from Mr. Harry E. Ayers and Anna Marie Ayers, local property owners, San Patricio County, requesting consideration of alignment change so as to minimize damages to their house being close to ROW line and dividing property into three parts, owned by Mr. and Mrs. Ayers.

Disposition and Discussion:

A major change in alignment is proposed which will eliminate the above damages and which will also more nearly follow the layout of property lines in this area, greatly reducing the bisecting of many properties. The revised alignment is shown on the attached revised Route Map as Revised Section #1 Route "A".

2. March 15, 1972 letter from Mr. Edward G. Woody, owner of Woody Acres Trailer Park, objecting to the proposed route dividing the property and leaving a lake bed for trailer park development. Mr. Woody requests study for realignment to minimize damages.
3. March 18, 1972 letter from Mr. and Mrs. R.E. McBride, P.O. Box 726, Rockport, Texas, objecting to the northerly 3 mile section of the proposed relocation to remain on existing Highway 35, adjacent to the most densely populated rural area, and recommending consideration of new alignment of the proposed route to the West of the airport.
4. March 28, 1972 letter from Mr. F. Earl Turner, Live Oak Point #12 owner, P.O. Box W, Buno, Texas, questions the wisdom of bringing the main flow of Houston - Corpus Christi traffic through Fulton - Rockport area.

5. March 29, 1972 letter from Mr. Ennis C. Smith, 5317 Valerie, Bellaire, Texas and property owner in Fulton Beach area. Mr. Smith submitted an opinion poll from property owners on the East side of existing Hwy 35, basically between the South side of Aransas County Airport to the Copano Bay Causeway. The property owners are interested in a quiet retreat and they had a preference that Hwy 35 be diverted completely away from its present location, specifically, to the West of Aransas County Airport.

Disposition and Discussion:

A major change in alignment is proposed to the West of Aransas County Airport which should obviate the comments of the above letters from Mr. Woody, Mr. and Mrs. R.E. McBride, Mr. Earl Turner and Mr. Ennis Smith et al. The revised alignment is shown on the attached revised route map as Revised Section #2 Route "A".

6. March 29, 1972 letter from Mr. David B. Connery, Jr. representing Lakewood Estates, Ltd., a trailer park named Lakewood Trailer Park located North of Aransas County Airport and immediately South of FM 1781 on existing Hwy 35. Mr. Connery requested that every effort be made to obviate the condemnation of the area of Lakewood Estates, abutting Hwy 35.

Disposition and Discussion:

No revisions in alignment can be made to overcome this particular objection. In the study of the proposed change in alignment of Hwy.35 to the West of Aransas County Airport, any other alternative would more extensively damage Lakewood Trailer Park.

7. March 23, 1972 letter from W.C. Fletcher, Jr., 3810 Westheimer, Houston, Texas. Owner of property immediately South of Copano Bay Causeway,

West of and abutting existing Hwy 35. Mr. Fletcher requested information on the extent of property to be taken for ROW purposes and projected date of construction.

Disposition and Discussion:

Letter of April 4, 1972 to Mr. Fletcher stated that the Highway Department cannot say how much ROW will be required until such time as the Route is approved and a design of the facility is made. The projected date of construction was estimated to be some six to ten years in the future.

B. The following statements were received in response to the Route Public Hearing held March 14, 1972.

1. Statement by Mr. Delmar Hiller, Mayor of Rockport, Texas.

- a. The City of Rockport Comprehensive Plan does coincide with the recommended Route A.
- b. The City Council of Rockport in a meeting with the County Judge and three Commissioners officially went on record as endorsing Route A.
- c. The mayor requested that the Highway Department give due consideration now to the purchase of the ultimate ROW needed.

2. Statement by Mr. Edward Woody, property owner.

- a. Mr. Woody stated that his Woody Acres Mobile Home and Travel Trailer Park was not named as a displaced business and he was assured that it was an oversight and that he would be considered as a business.

3. Statement by Mrs. A.B. McKenzie.

- a. Mrs. McKenzie stated that she thought a grade separation should be provided at FM 3036 and proposed Hwy 35. ROW will be acquired to provide for a grade separation in the future when warranted.

4. Statement by Mr. Glen Shean, owner of Cottage Grove in Fulton Beach.
  - a. Mr. Shean asked if the required ROW would be taken off the West side of the present ROW and also presented a property owner's opinion survey with four questions (attached to the transcript of the public hearing and marked Exhibit B). The major change in proposed alignment as discussed in item A-5 above would satisfy this comment.
  
5. Statement from Mr. Richard Parks, Jr. representing the Chamber of Commerce of Aransas Pass.
  - a. Mr. Parks said the Chamber endorsed proposed Route "A" and requested that Ave. A be designated a business route into Aransas Pass. The design study will now propose a connection from the new location of Hwy 35 to Ave. A.
  
6. Statement from Mr. W.A. Sky-Eagle, area engineer for the Army Corps of Engineers.
  - a. Mr. Sky-Eagle requested that the Highway Department keep drainage in the forefront as design develops so as not to impede run-off.
  
7. Statement from Mr. Vandenburg, property owner.
  - a. Question as to how close can a highway ROW line come to a house before the Highway Department has to buy it and can the Highway Department buy all of a parcel if there isn't enough remainder to be worth anything to anyone. These questions were answered effectively as being taken care of by monetary damages to the remainder during ROW acquisition.
  
8. Statement from Mr. Earl Turner, property owner, Live Oak Point.
  - a. Mr. Turner asked what consideration has been given to diverting Houston to Corpus Christi thru traffic on the other side of Copano

3ay. This route is not feasible because of cost considerations and because this would not be an answer to the traffic problem in this area.

9. Statement from Mr. Ennis Smith, property owner.

a. What consideration has been given to routing Hwy 35 to the North of Aransas County Airport. This question is answered in A-5 above in reference to letter of March 29, 1972, expounding on this point.

10. Statement from Mr. Jim Wade, ordinary citizen.

a. Comment was favorable to a commendable job, timely, and appreciative of efforts to improve Hwy 35.

C. The following correspondence was received in response to the environmental statements made at the Route Public Hearing.

1. March 29, 1972 letter from Mr. Ennis C. Smith, 5317 Valerie, Bellaire, Texas and property owner in Fulton Beach. Mr. Smith stated that the Texas Highway Department environmental considerations missed the true meaning of the areas' environment, that is, a quiet year-round retreat away from highways. A super highway directly to the resort area is not needed as people will come if the true environment is maintained.

Disposition and Discussion:

The major change in alignment proposed to the West of Aransas County Airport will eliminate some of the traffic from the Fulton Beach resort area.

D. The following correspondence was received on the Draft Environmental Statement.

1. The Community Environmental Management, PHS, HSMHA under the Department of Health, Education and Welfare, 1114 Commerce Street, Dallas, Texas, replied January 14, 1972. They commented that the displacement of

15 families requires that such families be afforded the relocation assistance and real property acquisition policies of P.L. 91-646, except insofar as a State Agency can comply under State Laws up to July 1, 1972. Accordingly, the Environmental Statement for this project should cover this aspect in detail.

Disposition and Discussion:

Insofar as a State Agency can comply, relocation assistance will be extended to the displacees in accordance with P.L. 91-646, (The Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970).

2. The Department of Health, Education, and Welfare, Washington, D.C. replied February 3, 1972 recommending that guidelines outlined in APHA-PHS Recommended Housing Maintenance and Occupancy Ordinance (PHS Publication No. 1935), be employed during the development of this project.

Disposition and Discussion:

The guidelines as outlined in the above publications will be followed during the development of this project insofar as the State's Relocation Assistance will allow.

3. The Department of Agriculture, Soil Conservation Service, Temple, Texas replied January 4, 1972 stating that the proposed project is located within the San Patricio watershed. A report on the San Patricio Watershed Protection, Flood Prevention and Agricultural Water Management Project, was prepared by Lockwood, Andrews and Newnam, Inc. for the San Patricio County Commissioners Court. It would be beneficial to coordinate the two proposed projects.

Disposition and Discussion:

It would be beneficial to coordinate the two proposed projects during construction plan preparation. The report has no effect on the location of a route. The report for San Patricio County Commissioners Court on the San Patricio Watershed Protection has been acquired and is on file with the Texas Highway Department's District Office.

4. The Department of the Army, Galveston District, Corps of Engineers, Galveston, Texas replied December 29, 1971 stating that the proposed project would facilitate movement of vehicle traffic, both passenger cars and trucks, associated with use of the commercial fishing and recreational boat basins at and in the vicinity of Aransas Pass, Port Aransas, Rockport, Fulton and the deep-draft navigation facilities at Harbor Island, Ingleside and LaQuinta. It is suggested that these beneficial impacts of the proposed project be incorporated into the statement.

Disposition and Discussion:

The proposed project would facilitate movement of vehicle traffic, both passenger cars and trucks, associated with use of the commercial fishing and recreational boat basins at and in the vicinity of Aransas Pass, Port Aransas, Rockport, Fulton and the deep-draft navigation facilities at Harbor Island, Ingleside and LaQuinta.

5. The Coastal Bend Regional Planning Commission replied January 24, 1972 that the Coastal Bend Council of Governments wishes to reserve the right to comment further on the environmental impacts of the final route selection as related to the Federal Highway Administration's Policy and Procedure Memorandum 50-9, specifically Section 4 (d)(2).

Disposition and Discussion:

The Texas Highway Department has reviewed the FHWA's Policy and Procedure Memorandum 50-9, Section 4(d)(2), which states that the State Highway Department should solicit the cooperation of all political subdivisions that have authority and responsibility for a transportation planning process within a given region. This has been done by distribution of the Draft Environmental Statement, and it is the policy of the Texas Highway Department (AO 45-67, 9/11/67) to cooperate with all political subdivisions involved in any transportation planning process.

6. The United States Department of the Interior, Southwest Region, Houston, Texas replied January 24, 1972, recommending the following:
  - a. The statement should indicate that the National Register of Historic Places has been consulted and that no National Register properties will be affected.
  - b. The statement should contain evidence that the Historic Preservation Officer for the State has been contacted.
  - c. It would be helpful if data on the geology of the highway construction areas were included.
  - d. Possible environmental problems that could be connected with anticipated growth in the area should be recognized.
  - e. Borrow material should be obtained in a manner which minimizes environmental degradation and whatever aesthetic qualities the borrow site might have should be restored or improved.

Disposition and Discussion:

- a. The National Register of Historic Places shows no National Register properties will be affected by the project.

- b. The Historic Preservation Officer for the State has been contacted and according to their records no historic sites will be affected. The Texas Highway Department Historic records indicate that there is an Indian campsite area just North of the Aransas County Airport but is not considered a significant historic site.
  - c. The geology of the surface of the area is covered on sheet 3 and 4 of the environmental statement and the contour of the land is shown on sheet 16, Environmental Route Study Map #2.
  - d. Possible environmental problems connected with the expected growth in the area are recognized as a potential effect of the project. Commercial and residential development along the route are expected to occur. The project will be affected by ingress and egress to abutting property. Turning lanes and cross overs on the project will be required to accommodate these facilities.
  - e. Borrow material for the project should be obtained in a manner which minimizes environmental degradation. It is recognized that borrow sources can be unsightly. Highway Department construction plans presently limit borrow source location to be further than six hundred feet from public roads.
7. The Environmental Protection Agency, Region VI, Dallas, Texas replied January 24, 1972 recommending that the soil erosion practices that will be used be described and preventive measures to control dust and other preventive pollutants be discussed. Methods of handling and applying herbicides and pesticides during future operation and maintenance activities should be discussed. Methods of disposing of brush, vegetation and residential buildings and commercial buildings in the right of way should be discussed. Measures to prevent damage to or contamination

of the public water supply should be described. Measures to prevent violation of the Water Quality Standards of Texas and of the United States should be discussed.

Disposition and Discussion:

The soil erosion measures to prevent exposing large amounts of unprotected soil at one time will be covered in the plans and specifications for the project. The plans and specifications will limit the amount of soil the Contractor can have unprotected at any one time. Dust will be controlled by sprinkling. Herbicides and pesticides will be applied with proper equipment and trained maintenance personnel. Clearing and disposing of the brush, vegetation, and residential and commercial buildings along the right of way will be accomplished without presenting undue effects on the environment. The Texas Highway Department will abide by the regulations that are in effect at the time of construction. A water supply distribution pipeline system will be affected by the project. The pipeline will be adjusted in conformance with the Water Quality Standards of Texas and the United States. No public water supply source or treatment facility will be affected by this project. The construction and maintenance of the project and the adjustment of all utilities will be done in conformance with the Water Quality Standards of Texas and United States under Highway Department inspection. Sanitary facilities will be provided in conformance with State and Federal water pollution control regulations.

8. A letter from the Mayor, City of Rockport, Texas dated December 8, 1971 in which he stated that the City Council has reviewed the proposed alternate locations of Highway 35 By-Pass and by action of the City

Council at its regular meeting held on Tuesday, December 7th, the Council endorses the locations of Proposed Route "A" as the route which they would most prefer to see constructed. We further find that the construction of this routing will have no adverse effect on local environmental conditions. We look forward to the further progress being made by your department in order to begin construction of this vitally needed Highway 35 By-Pass.

Disposition and Discussion:

This endorsement requires no comment.

9. The U.S. Department of Transportation, Federal Highway Administration, Austin, Texas, replied January 11, 1972, requesting the following comments be considered in preparing the Final Environmental Statement.
  - a. The draft statement lacks a description of the existing facility.
  - b. The types of businesses displaced should be discussed in the final statement.

Disposition and Discussion:

- a. The existing route of State Highway 35 from the City of Gregory to the City of Aransas Pass consists of a two lane roadway with 24 feet of asphaltic concrete pavement and two 8-foot sealed shoulders with the exception of a four lane section with curb and gutter in the City of Aransas Pass. This section of road has several high-accident rate intersections, and near the edge of the Central Business District in the City of Aransas Pass, the road has several sharp turns that through traffic must negotiate. The present route of State Highway 35 from Aransas Pass to Rockport is a two lane roadway with 26 feet of asphaltic concrete pavement

and two 8-foot sealed shoulders. There are several dangerous intersections and traffic signals near the Central Business District of the City of Rockport. The existing route of State Highway 35 from the City of Rockport to the Copano Bay Causeway is a two lane roadway with 26 feet of asphaltic concrete pavement and two 8-foot sealed shoulders. This route has frequent curves and many dangerous grade crossings.

b. The types of businesses that both the Proposed Route "A" and all alternate routes displace are as follows:

- (1) Service Station
- (2) Pleasure Boat Sales building
- (3) Real Estate office
- (4) Woody Acres Mobile Home and Travel Trailer Park (not listed in the Draft Environmental Statement). This is discussed in item B-2.

10. A copy of the minutes of the regular meeting on December 13, 1971 of the Commissioners Court of Aransas County, Texas, in which a motion was duly passed to approve the proposed route of State Highway 35 as presented by the Texas Highway Department. The Commissioners Court also passed a motion not to accept any subdivision of land on the proposed route until right of way has been secured.

Disposition and Discussion:

This endorsement requires no comment.

DESCRIPTION AND ENVIRONMENTAL EFFECTS OF REVISED ROUTE A

The contents of the Final Environmental Statement for Proposed Route A are effective and are supplemented only by the following for Revised Route A.

Revised Route A differs from Proposed Route A in two sections and are shown on the Revised Environmental Route Study Map and are designated by ||||| . The first revised section leaves Proposed Route A at a point approximately 3 miles West of Aransas Pass and proceeds in an easterly direction parallel to and approximately 1,000 feet Northeast of existing SH 35. Revised Route A intersects Avenue A with a curve, thence in a northerly direction parallel to and on the West side of Avenue A until it intersects with Proposed Route A again. The terrain along revised section number 1 is through sparsely populated outlots of Aransas Pass which is sandy with mesquite brush and small live oaks. This section of the Revised Route is longer and more indirect than Proposed Route A. The revised alignment follows the existing property lines more closely. There are two houses and possibly two mobile homes which will be displaced. This reduces the number of homes in the taking in this section by 4 houses and increases the displacement by the addition of 2 mobile homes. The displacement of the houses and mobile homes, while fewer than on Proposed Route A is unavoidable. There is also a crude oil pump station and several water wells which will be displaced. Future land use along this section is anticipated to develop residentially with commercial establishments along the right of way.

The second section of Revised Route A departs from Proposed Route A just South of FM 2165 and proceeds in a northerly direction parallel to and just West of the common line between the Modesett-Kennedy Ranch

and the Fulton outlots until it intersects with existing FM 1781. From there, it skirts the Aransas County Airport on the Northwest side and then angles across Live Oak Peninsula in an easterly direction until it intersects with Proposed Route A, approximately one mile South of the Copano Bay Causeway. The terrain along revised section number 2 is basically through large ownerships of land and some smaller outlots. The soil is sandy with some marshes and ponds and the area is sparsely populated. There are two unoccupied houses and one new business which will be displaced in this section. There were 2 occupied houses and 2 businesses plus 2 new businesses on Proposed Route A which were to be displaced. This reduces the number of businesses which will be displaced by 3. The displacement of the houses and the business is unavoidable. The route does pass through a gas and oil field with many pipelines. The route can be located to miss all active wells but many pipelines will need adjusting. Future land use along this section is anticipated to be a resort area with some commercial establishments along the right of way. The revised route will have airway-highway clearance on the Northwest side of the Aransas County Airport.

ENGINEERING, RIGHT OF WAY AND CONSTRUCTION COSTS OF THE PROJECT AND RELATED

FACILITIES:

ROUTE "A"	Cost In San Patricio Co.	Cost In Aransas Co.	Total Cost
Right of Way	\$ 236,000.	\$ 500,000.	\$ 736,000.
Utilities	94,500.	157,500.	252,000.
Relocation Assistance	34,000.	18,000.	52,000.
Constr. and Engr.	<u>4,200,000.</u>	<u>5,300,000.</u>	<u>9,500,000.</u>
Total Costs	\$ 4,564,500.	\$ 5,975,500.	\$10,540,000.

REVISED ROUTE "A"

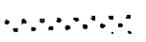
Right of Way	\$ 236,000.	\$ 456,000.	\$ 692,000.
Utilities	94,500.	380,000.	474,500.
Relocation Assistance	34,000.	18,000.	52,000.
Constr. and Engr.	<u>4,375,500.</u>	<u>5,700,000.</u>	<u>10,075,500.</u>
Total Costs	\$ 4,740,000.	\$ 6,554,000.	\$11,294,000.

Refugio Co.  
Aransas Co.

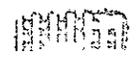


# ENVIRONMENTAL ROUTE STUDY MAP #1 OF S. H. 35

From 7 Mi. NE of Gregory To Copano Bay Causeway

Legend: Proposed Route "A"   
 Alternate Route "B"   
 Alternate Route "C" 

Scale: 1" = 1 Mi.







Retard Co.  
Aransas Co.

FULTON  
BRANCH  
OIL FIELD

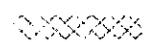
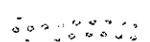
SALT  
LAKE  
OIL FIELD

Revised Section  
No. 2, R. 12

FULTON

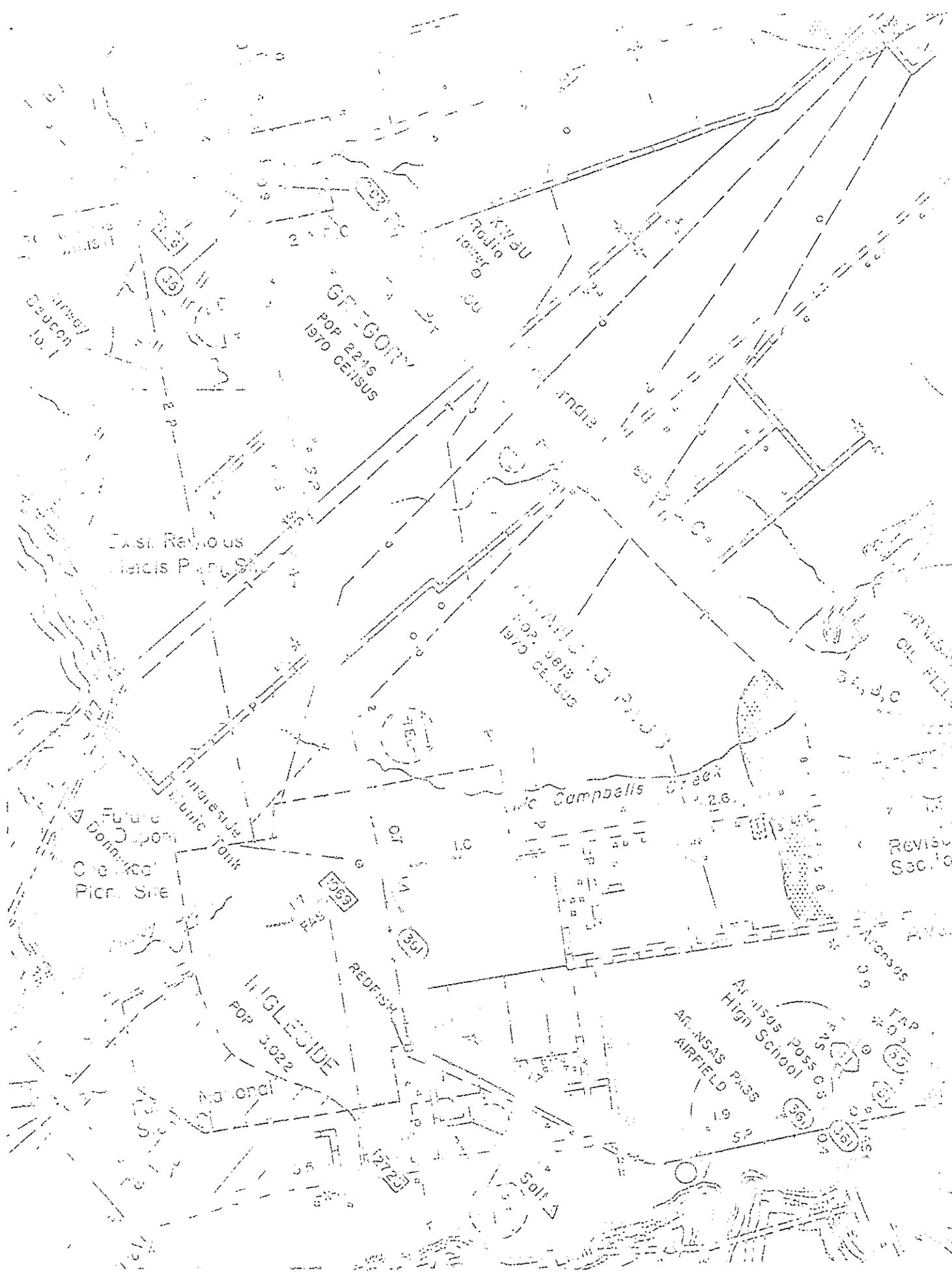
High School

From 7 miles E of Gregory To Copano Bay Causeway

- Legend: Proposed route "A"   
Alternative route "B"   
Alternative route "C"   
Revised Section "D" 

Scale: 1" = 1 mile





GREGORY  
POP 2246  
1970 CENSUS

KYLEU  
Radio  
tower

Wesley  
Beacon  
10.1

East Remous  
Leicis Park St

Ark. 15  
POP 2618  
1970 CENSUS

ARKANSAS  
OIL FIELD

McCampbell's Creek  
2.26

Future  
Commodore  
Picn. Site

Revised  
Sec. 10

HIGHSIDE  
POP 3,022

Arkansas  
High School  
AIRFIELD P-38

Salt  
Flat

REDFISH

369

368

367

2723

National

TRP  
2-0

369

368

367

NOISE ANALYSIS

For

STATE HIGHWAY 35

FROM GREGORY  
TO COPANO BAY CAUSEWAY

SAN PATRICIO AND ARANSAS COUNTIES

Location  
(See Section I of  
Study Report, Page 47)

Existing  
Land  
Use  
Category

- |  |   |
|--|---|
| 1. Motel in Gregory                                  | B |
| 2. Frame house on FM 1069                            | B |
| 3. Frame house in Rockport outlots                   | B |
| 4. Drive-in grocery & Washateria on FM 831           | C |
| 5. Mobile home on FM 3036                            | B |
| 6. House near Aransas County Airport on Airport Road | B |
| Section A  | D |
| Section B  | D |
| Section C  | D |
| Section D  | D |

SOUND CHART FOR SH 35 FROM GREGORY TO COPANO BAY CAUSEWAY

Type of Existing Building & Window Condition	PPM 90-2 Maximum Recommended L 10 Design Noise Level		Existing Distance From Existing Effective Lane (Ft.) Col. 3	Existing Ambient Noise Levels (dBA) Measured Col. 4	Distance From Proposed Effective Lane (Ft.) Col. 5	Design Year L 10 Ambient Noise Levels (dBA Calc) (60 MPH Oper. Speed)		Remarks
	Maximum Exterior Noise Level (dBA) to Achieve 55 (dBA) Interior Col. 1	Maximum Exterior Noise Level (dBA) Col. 2				1974 Col. 6	1991 Col. 7	
Frame Closed	70	70	70	74	150	69	69	Col. 4 exceeds Col. 2
Frame Closed	70	70	--	55	300	57	62	OK
Frame Closed	70	70	--	40	200	61	65	OK
Frame Closed	75	65	--	64	260	59	63	OK
Metall Closed	70	70	--	50	200	61	65	OK
Frame Closed	70	70	--	55	110	70	70	OK
----	70	--	70	74	150	69	69	Col. 4 exceeds Col. 2
----	70	--	60	60	60	76	78	existing ROW line
----	70	--	--	46	60	74	76	Col. 6&7 exceeds Col 1
----	70	--	--	55	60	63	68	Col. 6&7 exceeds Col 1 at prop. ROW line

DISCUSSION OF SOUND LEVELS ON SH 35  
FROM GREGORY TO COPANO BAY CAUSEWAY

This discussion chronologically follows locations depicted on the Sound Chart, Page 41.

Location 1: The existing L 10 sound level at the motel in Gregory is 74 dBA's. The L 10 design year noise levels are 69 dBA's thus they are satisfactory. The reason that the future noise is less than the existing is because the proposed expressway main lanes will be farther from the motel than the existing main lane is from the motel.

Location 2 thru 6: The design year noise levels are below the maximum L 10 noise levels so the noise levels are satisfactory.

Section A: This section is in the area of Location 1. The design year noise levels are satisfactory because the right of way line of the proposed expressway section is 150 feet from the main lane traffic which handles the main flow of traffic.

Section B: This section is from SH 361 to 3 miles West of Aransas Pass thru undeveloped land. The design year noise levels at the proposed right of way line are 76 and 78 dBA's which exceeds the maximum recommended 70 dBA. As shown in Section B of the Sound Contour Map, the design year contour of 70 dBA is 100 feet back of the proposed right of way line. In accordance with PPM 90-2, the local governments are herein advised that the noise levels of the future traffic in this section will exceed the maximum at the proposed right of way line. The existing land use in this section is crop and pasture. The future land use is also crop and pasture according to the Coastal Bend Regional Planning Commission's Land Use Plan, a portion of which is included in this report.

Section C: This section is from 3 miles West of Aransas Pass to Future

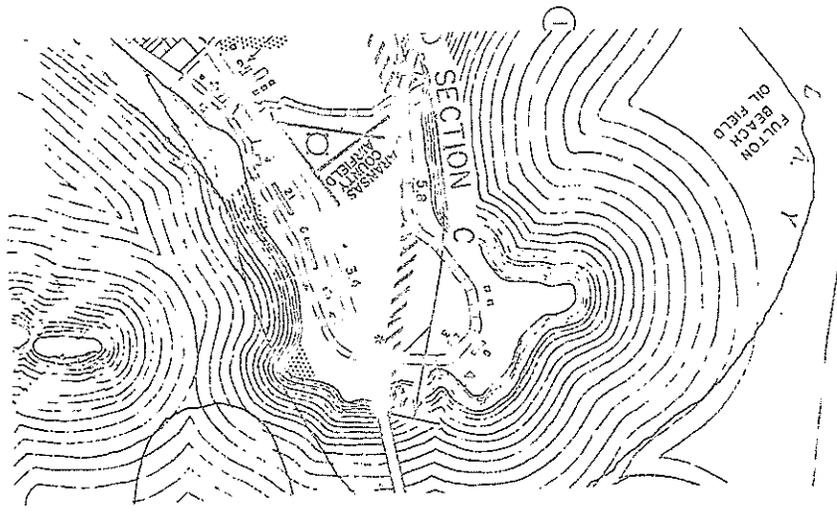
Fifth Avenue in the outskirts of Rockport and from FM 3036 to the Copano Bay Causeway. The design year noise levels at the proposed right of way line are 74 and 76 dBA's which exceeds the maximum recommended 70 dBA. The design year contour of 70 dBA is 50 feet back of the proposed right of way line. This is shown in Section C of the enclosed Sound Contour Map. Again, the local governments are herein advised that the noise levels of the future traffic in this section will exceed the maximum at the proposed right of way line. The existing land use in this section is pasture. The future land use in Section C is pasture except from the Aransas County Airport to the Copano Bay Causeway which is shown on the attached Land Use Plan as tourist and resort.

Section D: The design year noise levels in this section are satisfactory at the proposed right of way line. This is because an expressway is proposed which requires more right of way than in Section B & C, thus the proposed right of way is farther from the main lane of traffic.

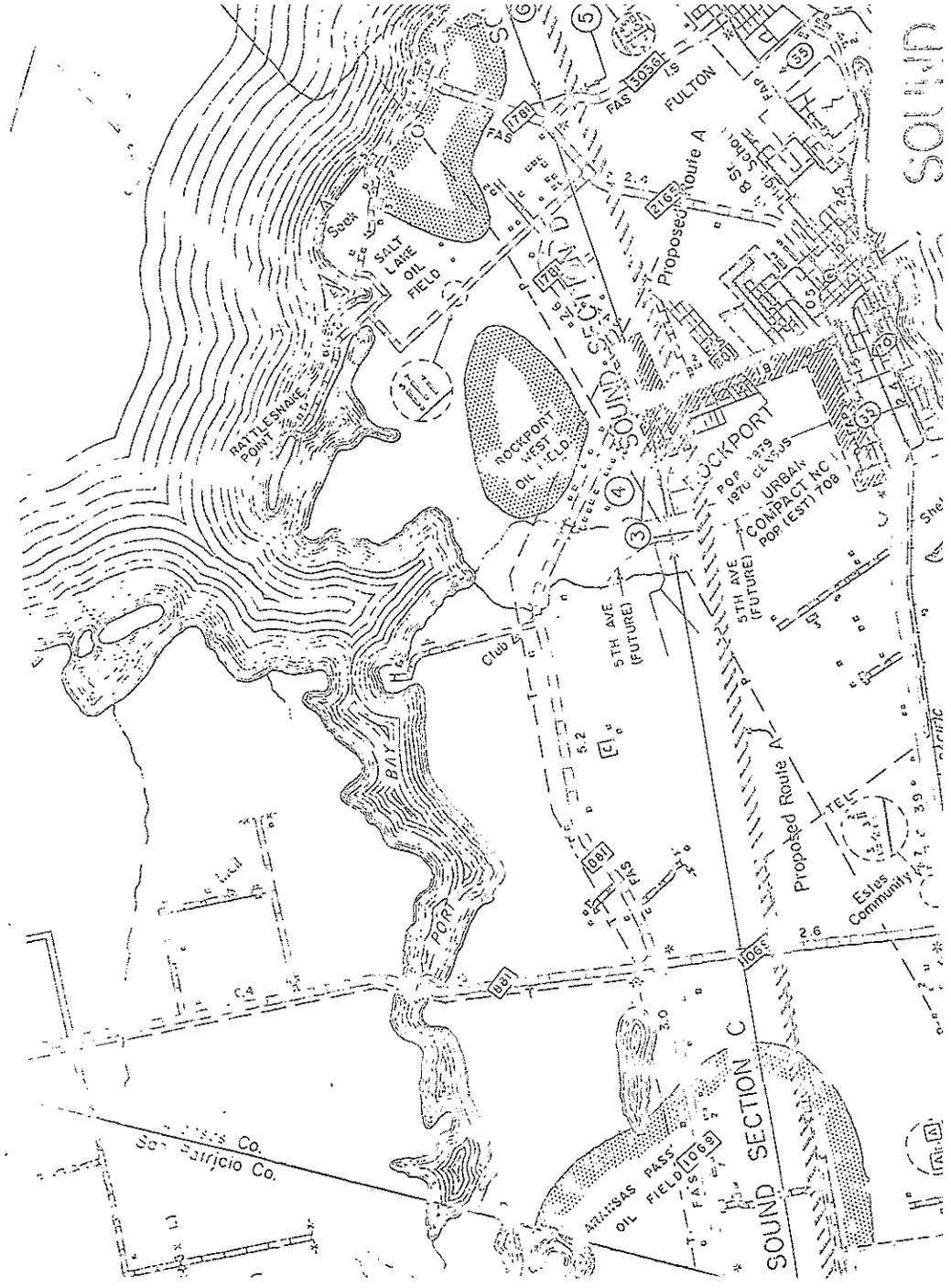
#### GENERAL DISCUSSION:

The design year noise levels on this project for the existing land use are satisfactory and aren't excessive at any of the existing buildings. The design year noise levels exceed the maximum allowable at the proposed right of way lines. These contours are shown on the attached Sound Contours in Sections B & C. In accordance with PPM 90-2, it is the Highway Department's responsibility to cooperate with local governments by furnishing approximate future noise levels for various distances from the highway improvement and shall make available information that may be useful to local communities to protect future land development from becoming incompatible with anticipated highway noise levels. The information contained in this noise report will be circulated to the various local governments for their information.

C O P A N O  
Refugio Co.  
Avonsds Co.



EVEL. STUDY MAP



SOUND

SOUND SECTION C

MILNES PASS OIL FIELD (1065)

ROCKPORT OIL FIELD

SALT LAKE OIL FIELD

ROCKPORT URBAN  
POP 1970 CE 15,35

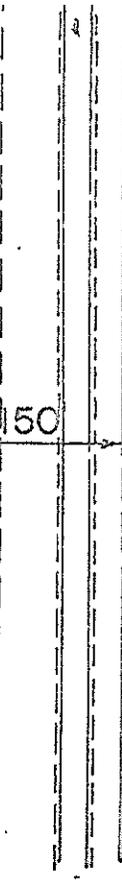
ROCKPORT COMPACT NC  
POP (EST) 17,08

5TH AVE (FUTURE)

San Patricio Co.



Prop ROW 69 dBA



69 dBA Prop ROW

### SOUND SECTION A

From East of Gregory to North of S.H. 361

Design Year 1994

70 dBA Prop ROW 76 dBA



70 dBA Prop ROW 70 dBA

### SOUND SECTION C

From 3 mi West of Arkansas Pass to Future 5th Avenue out of Rockport & From F.M. 3036 to Copano Bay Causeway  
Design Year 1994

70 dBA



78 dBA Prop ROW

### SOUND SECTION B

From North of S.H. 361 to 3 mi West of Arkansas Pass

Design Year 1994

Prop ROW 68 dBA



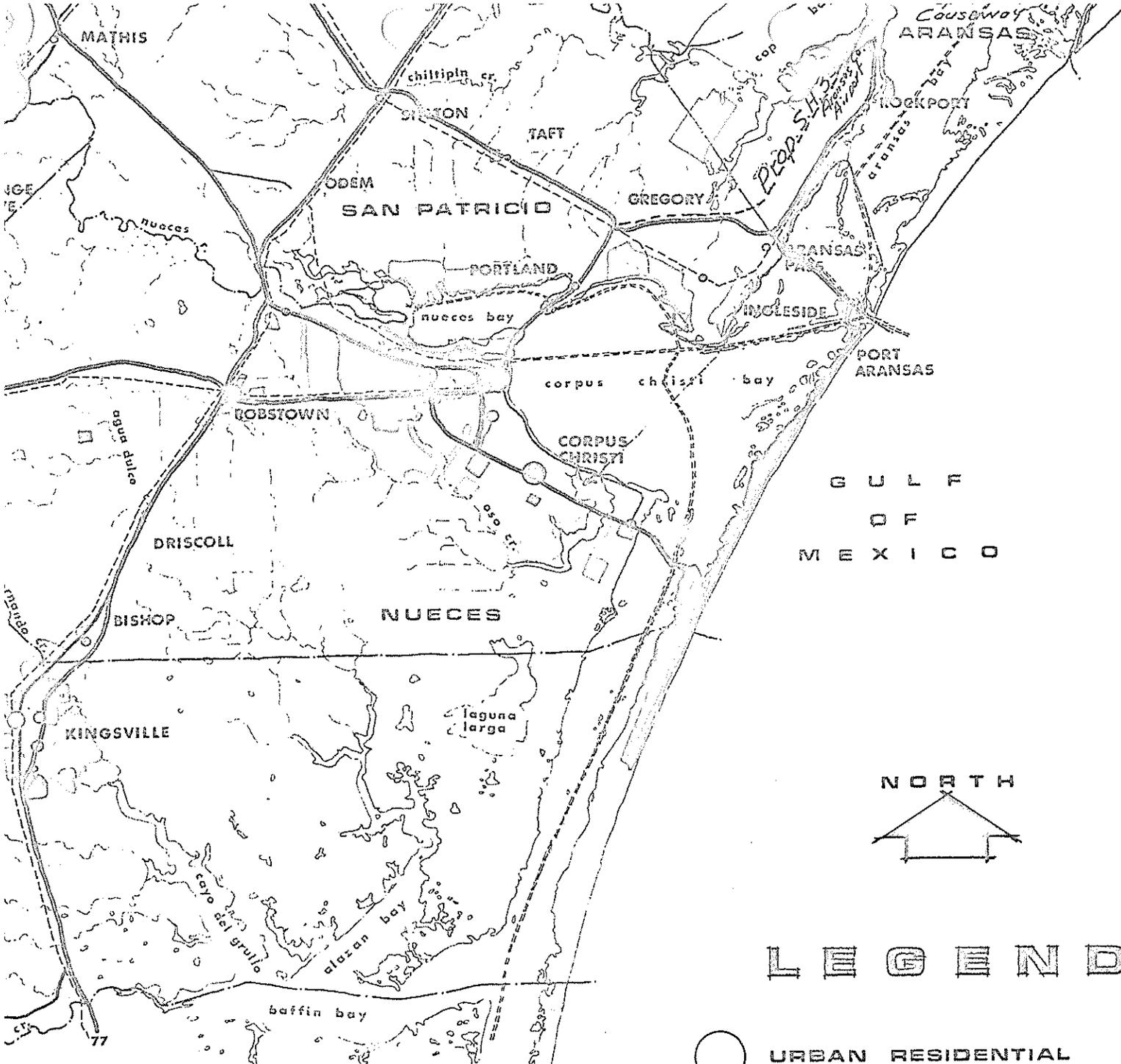
68 dBA Prop ROW

### SOUND SECTION D

From Future 5th Avenue out of Rockport to F.M. 3036  
Design Year 1994

## SOUND CONTOURS FOR S.H. 35

From Copano Bay Causeway to Arkansas Pass



GULF OF MEXICO



# LEGEND

-  URBAN RESIDENTIAL
-  TOURIST & RESORT
-  COMMERCIAL
-  INDUSTRIAL
-  MILITARY & OTHER PUBLIC
-  PUBLIC OPEN SPACE
-  CROP & PASTURE
-  RANGE LAND

COASTAL BEND  
 REGIONAL  
 PLANNING  
 COMMISSION  
 REGIONAL  
 LAND  
 USE PLAN

AIR POLLUTION EVALUATION  
FOR  
STATE HIGHWAY 35  
FROM GREGORY  
TO COPANO BAY CAUSEWAY  
SAN PATRICIO AND ARANSAS COUNTIES

## AIR POLLUTION EVALUATION

The effect of this proposed project upon air quality has been considered and reported herein.

### Existing Meteorological Factors

The existing meteorological factors in the project area pertinent to the accumulation and distribution of pollutants are as follows:

The most frequent stability class is "D" which exists approximately 61% of the time. The associated wind direction is from the south - southeast at a speed of 14.9 miles per hour.

Additional existing meteorological information obtained from the local Air Quality Control Office is included in a chart on page 50.

### Anticipated Effects During Construction

During construction, dust on unsurfaced haul roads will be held to a minimum with sprinkling. Construction procedures for earth fills require the use of water for obtaining desired compaction which has a secondary effect on reducing dust. The Contractor will be reminded that if he disposes of cleared timber or brush by burning, he will be required to do so in accordance with the Texas Air Control Board's Regulation I, Rule 101.

### Anticipated Effects Following Project Completion

The project is expected to be completed by 1984. The pollutant loads of carbon monoxide and hydrocarbons resulting from vehicle operation on the existing and proposed facility upon completion (1984) and the design year (1994) were calculated and are shown on page 51. Procedures used for this evaluation are based on the manual Traffic Generated Air Pollution Evaluation Procedures prepared

by the Texas Highway Department and transmitted by Administrative Circular 63-73 of June 20, 1973, along with PPM 90-7 Air Quality Guide Lines. The results of these calculations were plotted on the charts on pages 52 and 53. These results indicate that the pollutants emitted by the 1984 traffic will be lower than the pollutants by the existing traffic whether the facility is improved or not. This is mainly due to emission controls required on post 1975 automobiles. However, the 1994 pollutant loads are considerably lower on the proposed facility than on the 1994 existing facility considering no improvements are to be made. This is due mainly to the higher pollutant emissions from the slower operating speed of the vehicles on the existing facility with no improvements as the facility would be over crowded.

#### Consistency With The State Implementation Plan

The construction, operation, and maintenance of the proposed project will be consistent with the State Implementation Plan as prepared by the Texas Air Control Board.

#### Conclusions

It is the conclusion of this evaluation that air quality will be significantly improved as a result of this project. The proposed project will result in 35% less carbon monoxide emissions and 25% less hydrocarbons in the design year, 1994.

Carbon monoxide	Hydrocarbons	Methane	Oxides of Nitrogen	Non Methane Hydrocarbons	Nitrogen Dioxide	Nitric Oxide	Wind Spec	
							Aug.	Sept.
.5	.4	.7	.01	.2	.01	.20	6.2	4.2
.3	.6	.9	.02	.1	.01	.22	3.7	5.7
.6	.8	1.1	.03	.1	.01	.54	7.4	7.9
.5	.9	1.0	.03	.0	.01	.32	8.0	8.7
1.1	1.3	1.5	.02	.0	.01	.29	4.5	9.2
.4	.4	.7	.01	.0	.01	.41	5.3	8.9
.3	.6	.7	.01	.0	.01	.24	6.0	5.8
.5	.6	.9	.02	.0	.01	.54	6.4	6.0
1.2	1.1	1.2	.03	.0	.01	.24	5.2	4.7
2.0	1.1	1.2	.04	.0	.01	.32	3.9	3.4
1.7	1.3	1.9	.04	.0	.01	.29	5.0	4.8
1.8	1.8	2.1	.03	.0	.01	.41	3.7	4.5
.6	.6	1.0	.02	.0	.01	.26	2.4	4.2
.8	.7	.9	.01	.0	.01	.41	1.7	5.9
.6	.6	.9	.02	.0	.01	.54	6.5	3.7
.8	.7	1.0	.03	.0	.01	.24	5.4	5.1
1.2	.7	.9	.04	.0	.01	.32	5.1	9.1
1.9	.3	1.1	.02	.0	.01	.41	4.2	2.1
2.4	.5	1.1	.04	.0	.01	.54	4.2	2.1
2.1	.8	1.4	.03	.0	.01	.26	3.6	4.5

id	Spec	Ambient Temperature			
		Sept.	Oct.	Sept.	Oct.
4.2	4.2	83.4	82.1	81.0	
5.7		80.2	82.2		
7.9		79.7	81.2		
8.7		79.5	80.4		
9.2		80.6	78.2		
8.9		81.5	74.9		
5.8		81.6	78.1		
6.0		83.7	81.8		
4.7		83.3	81.7		
3.4		79.7	78.1		
4.6		82.5	77.9		
4.5		80.3	82.7		
4.2		79.1	82.5		
5.9		78.0	76.9		
3.7		82.6	77.8		
		79.6			
		79.0			
		78.0			
9.1		80.6	75.0		
2.1		83.2	80.8		
4.5		84.3	80.5		
4.1		81.6	80.6		
4.0		80.4	81.6		
3.5		81.0	82.4		
4.6		81.5	82.0		
6.2		81.6	82.8		
6.0		79.7	73.8		
4.7		80.3	73.7		
4.7		77.9	75.0		
2.8		81.0	79.3		
3.1		81.5			

ANNUAL POLLUTANT LOAD RESULTING FROM  
THE EXISTING AND PROPOSED FACILITY

ADT	No. of Miles	Operating Speed MPH	No. of Grams Carbon Monoxide per Veh. Mi.	Carbon Monoxide Tons/Year	No. of Grams Hydrocarbons per Veh. Mi.	Hydrocarbons Tons/Year
<b>1974 (Existing Facility)</b>						
11,100	0.75	55	10	33.4	0.6	2.0
6,400	5.0	60	10	128.5	0.6	7.7
6,000	18.0	60	10	433.6	0.6	26.0
Totals:				595.5		35.7
<b>34 (Existing Facility With No Improvements)</b>						
17,100	0.75	40	4	20.6	0.4	2.1
9,800	5.0	55	4	78.7	0.3	5.9
9,900	18.0	55	4	286.2	0.3	22.5
Totals:				385.5		30.5
<b>1994 (Existing Facility With No Improvements)</b>						
22,800	0.75	35	6	41.2	0.4	2.7
13,000	5.0	35	6	156.6	0.4	10.4
13,200	18.0	35	6	572.4	0.4	38.2
Totals:				770.2		51.3
<b>1984 (Completed Facility)</b>						
17,100	0.75	55	4	20.6	0.3	1.6
9,800	5.0	55	4	78.7	0.3	5.9
4,650	17.0	60	4	127.0	0.3	9.5
5,200	18.0	60	4	150.3	0.3	11.3
Totals:				376.6		28.3
<b>1994 (Completed Facility)</b>						
22,800	0.75	55	4	27.6	0.3	2.0
13,000	5.0	55	4	104.4	0.3	7.8
6,250	17.0	60	4	170.6	0.3	12.8
6,950	18.0	55	4	200.9	0.3	15.1
Totals:				503.5		37.7

# CARBON MONOXIDE POLLUTANT CHART

