



# IH 35 PEL Study Public Meeting Summary and Analysis Report – October 2012



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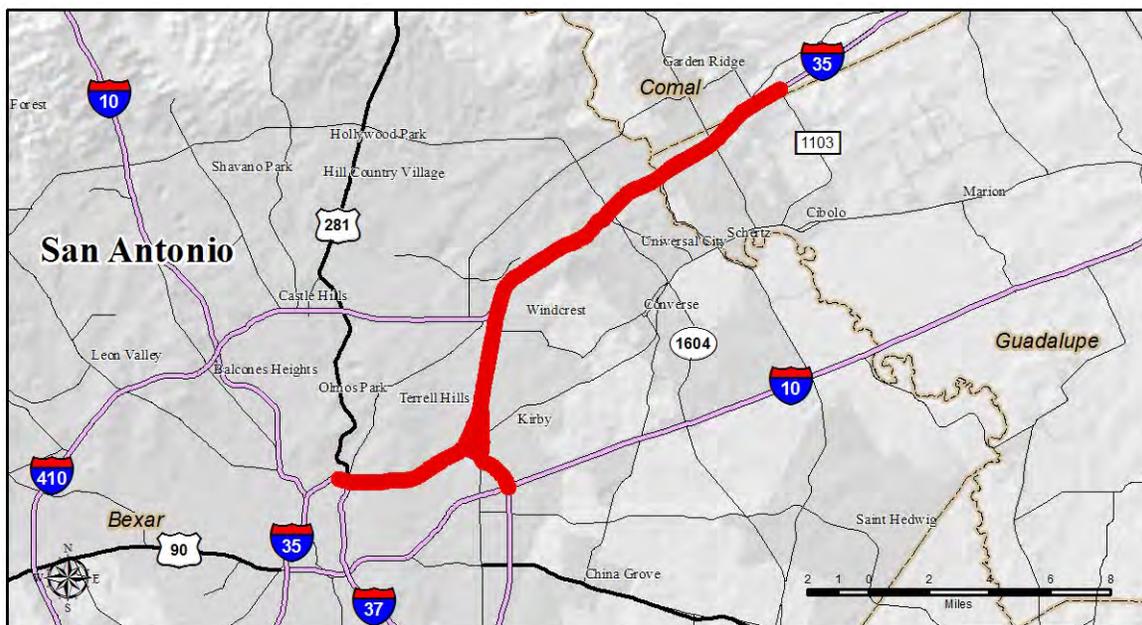
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## 1. Project Background

In September 2011, the Alamo Regional Mobility Authority (Alamo RMA) and Texas Department of Transportation (TxDOT) began the IH 35 Planning and Environmental Linkages (PEL) Study to identify transportation needs and potential improvements for IH 35 from Hubertus Road/FM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio, and for Loop 410 from IH 35 on the north side of San Antonio east to IH 10. The PEL Study area is shown in **Figure 1-1** below.

**Figure 1-1: IH 35 PEL Study Area**



Previous planning studies, including the 1996 Northeast (IH 35) Corridor Major Investment Study (MIS), have identified a need for transportation improvements along this section of IH 35. However, none of these efforts has advanced to the environmental study process, which identifies specific improvements to be implemented. The PEL Study will draw from these previous efforts, as well as new technical analyses and public and agency participation, to develop proposed solutions (alternative concepts) to be carried forward into a more detailed National Environmental Policy Act (NEPA) study in late 2012.

Re-engaging the public and agencies in the planning process is a key element of the IH 35 PEL Study. As part of the public and agency participation process, the Alamo RMA and TxDOT formed a Technical Advisory Committee (TAC) and Community Advisory Committee (CAC) to provide advice and recommendations regarding transportation needs and proposed improvements for IH 35 within the study area. These committees held their first meetings on October 31, 2011 and November 9, 2011, respectively, where members provided input regarding the problems, needs, and goals previously identified in the 1996 MIS. These meetings were followed by two public workshops on November 16<sup>th</sup> and 17<sup>th</sup>, respectively, to introduce the IH 35 PEL study to the public and gather input on the previously identified problems, needs, and proposed solutions within the study area.

The input gathered from the Fall 2011 public involvement activities was incorporated into the Draft IH 35 PEL Study Need and Purpose Statement. It was also used to help identify the basic concepts and values to be considered in the development and evaluation of draft alternatives. The Draft Need and Purpose Statement, as well as proposed factors and objectives to be used in the evaluation of proposed alternatives, were presented to the TAC and CAC on January 30<sup>th</sup> and February 2<sup>nd</sup>, respectively. The Draft Need and Purpose Statement and proposed evaluation factors/objectives were then refined based on input from the two committees, and were presented at two public workshops on February 22<sup>nd</sup> and 23<sup>rd</sup>, 2012.

The input gathered from the Spring 2012 public involvement activities was used to help identify, refine, and conduct an initial screening (Phase I) for several draft alternative concepts for IH 35 within the study area. These draft alternative concepts and initial screening results were presented to the TAC and CAC at two separate meetings held on May 22, 2012, and to the public at two meetings held in June 2012. Feedback from these meetings was used to refine the alternative concepts to be considered in a more detailed evaluation process (Phase II). The results of the Phase II analysis and overall PEL Study were presented to the CAC on September 18<sup>th</sup> and to the TAC on September 21<sup>st</sup>, 2012.

## **2. October 2012 Public Meetings**

Two public meetings were held in October 2012 to present and request feedback on the results of the Phase II analysis and overall IH 35 PEL Study, as well as the alternative concepts that are being proposed for further analysis under a National Environmental Policy Act (NEPA) study. The public meeting locations, as shown in **Table 2-1** and **Figure 2-1**, were the same locations used for the first round of public workshops in Fall 2011. The October 2012 public meeting locations catered to travelers on both the northbound and southbound sides of IH 35.

Table 2-1: IH 35 PEL Study October 2012 Public Meeting Schedule	
Date/Time	Location
Tuesday, October 9, 2012 5:30 PM – 8:00 PM	St. Patrick's Church Community Center 1114 Willow Street San Antonio, Texas 78208
Wednesday, October 10, 2012 5:30 PM – 8:00 PM	Schertz Civic Center 1400 Schertz Parkway Schertz, Texas 78154

Figure 2-1: IH 35 PEL Study October 2012 Public Meeting Locations



The following summary provides a brief description of the October 2012 public meetings and discusses the input received through the process.

### 3. Public Meeting Advertising

The IH 35 PEL Study public meetings were advertised using both traditional and non-traditional media, including the following:

- Eight legal notices (including English and Spanish language notices) ran in the *San Antonio Express-News*, the *San Antonio Observer*, the *New Braunfels Herald – Zeitung*, and *La Prensa* 30 days and 10 days prior to the first meeting on October 9, 2012 (see **Table 3-1** for specific publication dates);
- Four display ads ran in the *San Antonio Express-News*, the *San Antonio Observer*, *New Braunfels Herald – Zeitung*, and *La Prensa* six to two days before the first meeting on October 9, 2012 (see **Table 3-1** for specific publication dates);
- Public meeting dates, times, and locations were posted on the IH 35 PEL Study website at [www.timefor35.com](http://www.timefor35.com), on the IH 35 PEL Study Facebook page at [www.Facebook.com/TimeFor35](http://www.Facebook.com/TimeFor35), and the IH 35 PEL Twitter page at [www.Twitter.com/TimeFor35](http://www.Twitter.com/TimeFor35) one week prior to the October 9, 2012 meeting; follow-up information was posted to these sites immediately after the public meetings to provide online access to the public meeting materials and encourage the public to submit comments;
- The Alamo RMA sent four separate newsletter e-notifications (on September 26<sup>th</sup>, October 2<sup>nd</sup> and October 8<sup>th</sup>) to over 1600 stakeholders on its mailing list to announce the public meetings;
- The north bound portable dynamic message sign was placed in the vicinity of Walters Street before noon, Tuesday October 2, 2012. It was picked up on the morning of Thursday, October 11, 2012. The south bound portable dynamic message sign was placed on the wide shoulder at Schertz Parkway the morning of Wednesday, October 3, 2012. It was picked up the morning of Thursday, October 11, 2012.
- Directional signs were placed in various locations around each public meeting facility to help participants find the facility and to generate additional local awareness of the event;
- Email notifications via vertical response were sent out to the project database;
- The San Antonio-Bexar County Metropolitan Planning Organization announced the public meetings in its *Fast Track* newsletter starting October 1, 2012.

<b>Table 3-1: October 2012 Public Meeting Newspaper Advertisements</b>		
<b>Newspaper</b>	<b>Advertisement Type</b>	<b>Publication Date</b>
<i>San Antonio Express-News</i>	English Legal Notice	September 9, 2012
<i>San Antonio Observer</i>	English Legal Notice	September 5, 2012
<i>La Prensa</i>	Spanish Legal Notice	September 9, 2012
<i>New Braunfels Herald – Zeitung</i>	English Legal Notice	September 9, 2012
<i>San Antonio Express-News</i>	English Legal Notice	September 30, 2012
<i>San Antonio Observer</i>	English Legal Notice	September 26, 2012
<i>La Prensa</i>	Spanish Legal Notice	September 30, 2012
<i>New Braunfels Herald – Zeitung</i>	English Legal Notice	September 30, 2012
<i>San Antonio Express-News</i>	English Display Ad	October 7, 2012
<i>San Antonio Observer</i>	English Display Ad	October 3, 2012
<i>La Prensa</i>	Spanish Display Ad	October 7, 2012
<i>New Braunfels Herald – Zeitung</i>	English Display Ad	October 7, 2012

Copies of the advertisements, flyers, online postings, press release, articles, real estate signs, e-notifications, portable dynamic message signs and door hangers are included in **Appendix A**.

#### **4. Public Meeting Attendance**

Excluding IH 35 PEL Study staff, 10 people participated in the October 9, 2012 public meeting at St. Patrick’s Church and 47 people participated in the October 10, 2012 public meeting at the Schertz Civic Center, bringing the total meeting attendance to 57. Participants represented a wide range of interests and included private citizens, members of community organizations, city and county staff, and other agency representatives. Copies of the sign-in sheets from both meetings are included in **Appendix C**.

## **5. Public Meeting Format and Materials**

Both public meetings utilized an open-house format, which allowed members of the public to arrive, view exhibits and handouts, ask questions of staff, and provide comments any time between 5:30 PM and 8:00 PM. The exhibits and materials were identical for both meetings, and were designed to correspond with a meeting layout that included nine distinct stations. The stations were set up slightly differently at each meeting, however, to accommodate differences between the meeting room sizes and layouts. IH 35 PEL Study team members, comprised of TxDOT staff and consultants, were available at each station to provide information and answer questions from the public.

The nine stations are described below, in the order that they were intended to be viewed by the public.

### **Station 1: Welcome**

At this station members of the public could sign in, learn about the workshop format, and receive introductory materials. The station included a “Welcome” display board, an IH 35 PEL Study banner, sign-in sheets, and a handout packet comprised of the following:

- “Alternative Concepts” brochure describing the development and evaluation of the draft alternative concepts for IH 35, as well as the draft results/recommendations;
- “Frequently Asked Questions” handout answering general questions about the IH 35 PEL Study process; and
- Public comment form.

Spanish-language versions of each handout were available upon request. Additionally, this station included a “Live and Work” exercise. This display was comprised of a map entitled “Show Where You Live and Work,” where project staff provided workshop attendees with colored dots and asked them to place a green dot where they live and an orange dot where they work. The intent of this exercise was to generate thoughts and discussions about how people use and interact with the transportation system, as well as to help project staff understand the public workshop participants’ perspectives and the types of input that they provide.

### **Station 2: IH 35 Planning and Environmental Linkages Study Overview**

This station was intended to provide an overview and status update of the IH 35 PEL Study to workshop participants. It displayed a graphic display board showing the general IH 35 PEL Study process and an overall IH 35 PEL Regional and Study area map. It also included a presentation that provided a visual and audio overview of the entire IH 35 PEL Study.

There was also a graphic display board outlining how the public has assisted with the study. The board outlined the four rounds of public workshops/meetings.

The station was equipped with a narrated PowerPoint presentation that was projected onto a large screen, a computer and speakers, and several rows of chairs for workshop participants

who wished to hear the presentation. The presentation was pre-recorded and looped so that everyone who wanted to hear the presentation could do so at their convenience.

The presentation was the same for both workshops, and included discussions of the following: the IH 35 PEL Study area and process; why a PEL study is being used for IH 35; input received from previous public workshops; the Draft Need and Purpose Statement; the alternative concepts development and evaluation process; and the next steps in the IH 35 PEL Study process. Staff was available nearby to answer questions about the presentation.

### **Station 3: Need and Purpose**

This station was intended to present the IH 35 PEL Study Draft Need and Purpose Statement, which was a primary component in the development and initial screening of the draft alternative concepts. It displayed two exhibits that listed the current Draft Need Statement and Draft Purpose Statement for the IH 35 PEL Study. Staff was available to answer any questions.

### **Station 4: Alternative Concepts Development, Screening, and Results**

This station was intended to provide information about the alternative concepts development, screening and results of the study. There was a graphic board explaining the standalone alternative concept and how it could potentially meet the Need and Purpose of the IH 35 PEL Study. It was followed by a board explaining a complementary transportation system solution, and an informational board that outlined the process for developing and evaluating the IH 35 PEL Study Alternative concepts. The following steps were displayed for participants to read and discuss with staff that was available to answer any questions:

- Step One: Develop Universe of Alternative Concepts
- Step Two: Phase I Alternative Screening
- Step Three: Grouping of Similar Alternative Concepts
- Step Four: Phase II Alternative Evaluation
- Step Five: Final Recommendation

Information displayed at this station corresponded with sections of the “Alternative Concepts” brochure provided at the sign-in table, and staff was available to answer any questions.

### **Station 5: What We Accomplished**

This station was intended to present the accomplishments of the IH 35 PEL Study. The following accomplishments were displayed for participants to read and discuss with staff that was available to answer any questions:

- Need and Purpose identified
- Affected Environment identified
- Several alternative concepts eliminated from further study as standalone solutions
- Two alternative concepts identified for further study in NEPA

- Public and agencies re-engaged
- Planning process documented for use in NEPA

### **Station 6: Environmental Setting**

This interactive station was intended to show the types of environmental and community resources that were considered in the development and evaluation of draft alternatives. The station included a large IH 35 PEL Study area maps depicting environmental resources and land use. These roll maps were laid out on tables. Project engineers, planners, and Geographic Information Systems (GIS) staff were available to answer any questions.

### **Station 7: IH 35 PEL Study Next Steps**

The intent of this station was to inform the participants of how the project team plans to move forward after the meeting concludes. The exhibit displayed at this station explained that the project team would review the public input received, finalize technical reports, and request concurrence from the Federal Highway Administration (FHWA) prior to beginning a more detailed analysis in a National Environmental Policy Act (NEPA) study.

### **Station 8: Comments**

This station provided four tables with a comment box on each for meeting participants to complete and submit their comment forms, if desired. Project staff collected all written comments at the end of each workshop, and documented them in the project record.

### **Station 9: Court Reporter**

This station offered an opportunity for meeting participants to provide their comments verbally. A court reporter was available to transcribe the comments, which have been documented in the project record.

**Figure 5-1** shows the general layout of the October 9, 2012 meeting, while **Figure 5-2** shows the general layout of the October 10, 2012 meeting. **Table 5-1** lists all of the materials presented. Copies of all materials, as well as example photos from the workshops, are included in **Appendix B**.

Figure 5-1: General Layout of the IH 35 PEL Study October 9, 2012 Public Meeting

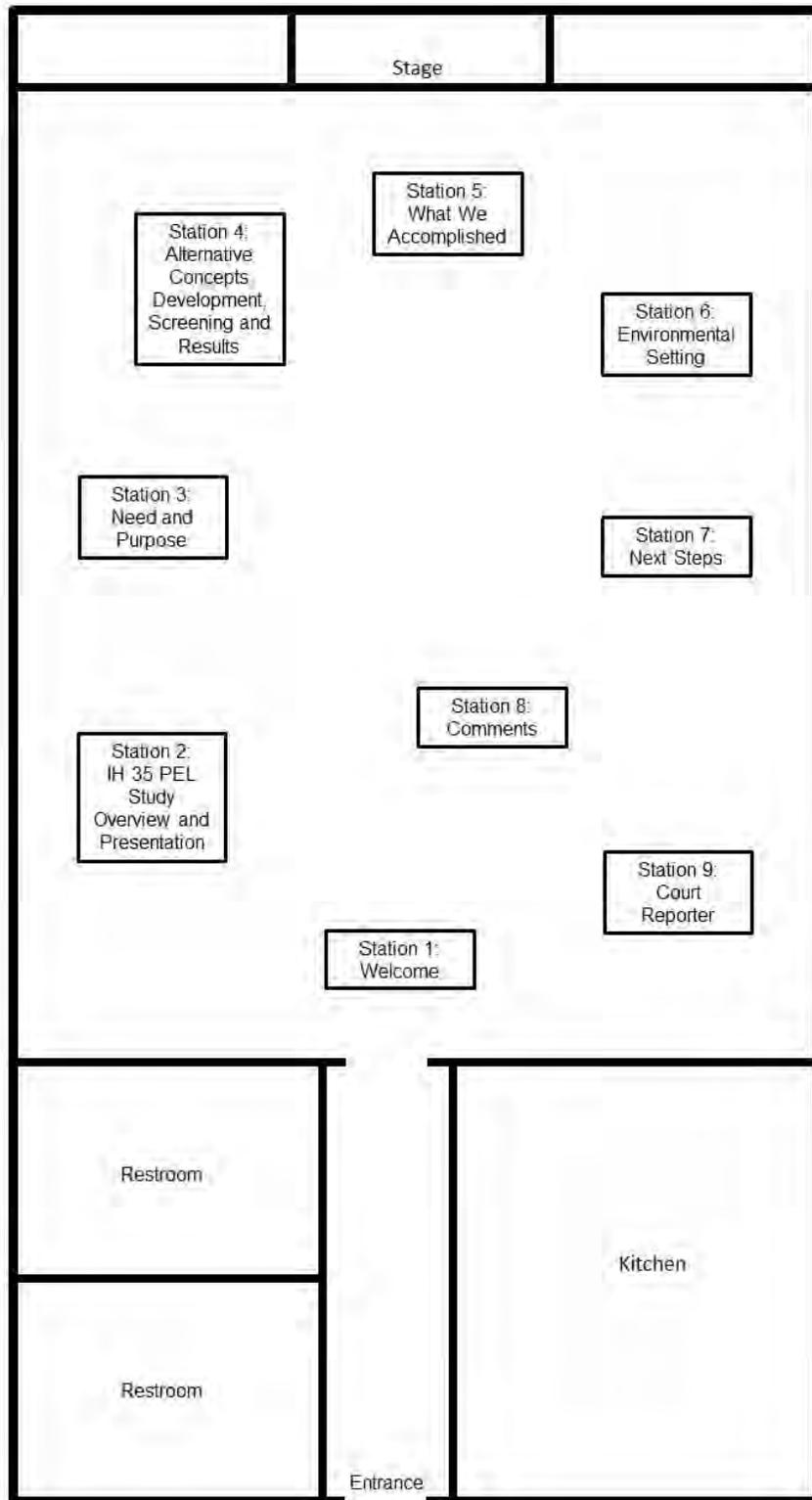
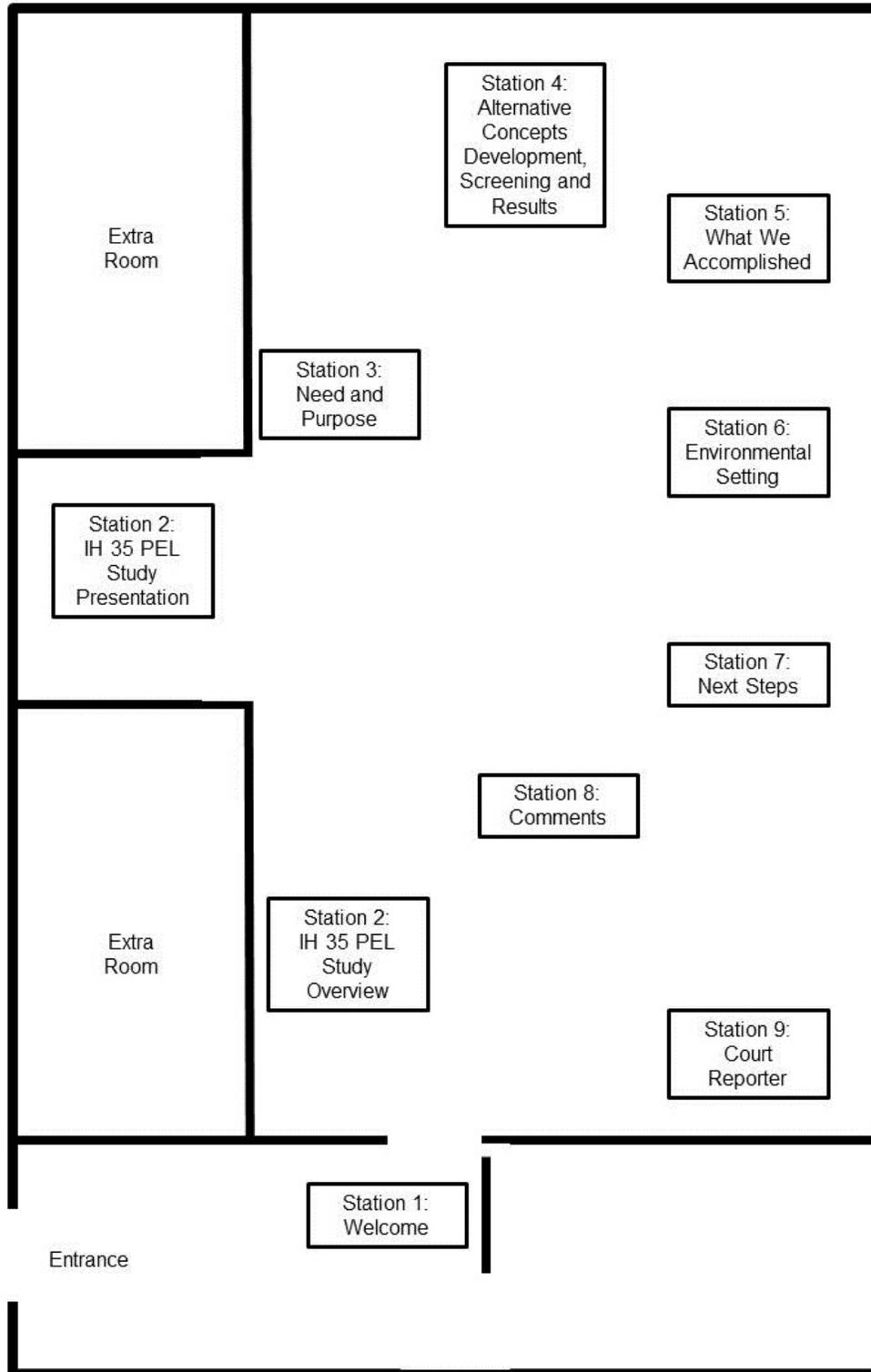


Figure 5-2: General Layout of the IH 35 PEL Study October 10, 2012 Public Meeting



**Table 5-1: October 2012 Public Meeting Materials**

<b>Station</b>	<b>Type</b>	<b>Title</b>
Station 1: Welcome	Text Exhibit	Welcome
	Map Exhibit	Regional Study Area Map – Where Do You Live/Work?
	Handout	Alternative Concepts Brochure
	Handout	Frequently Asked Questions
	Handout	Comment Form
	Handouts	All Spanish Handouts – Available on Request
Station 2: Planning and Environmental Linkages Study Overview & Presentation	Map Exhibit	IH 35 Planning and Environmental Linkages Study Area Map
	Graphic Exhibit	IH 35 PEL Study Process Timeline
	Graphic/Text Exhibit	How You Have Helped at Each Stage
	PowerPoint Presentation	IH 35 Planning and Environmental Linkages (PEL) Study Update
Station 3: Need and Purpose	Text Exhibit	Need for Improvements in the IH 35 PEL Study Area
	Text Exhibit	Purpose of Improvements in the IH 35 PEL Study Area
Station 4: Alternative Concepts Development, Screening, and Results	Text Exhibit	What is a Standalone Alternative Concept?
	Text Exhibit	What is a Complementary Transportation System Solution?
	Graphic Exhibit	Screening Process
	Text Exhibit	Step 1 – Develop Universe of Alternative Concepts
	Text Exhibit	Step 2 – Phase I Alternative Screening
	Text Exhibit	Step 3 – Grouping of Similar Alternative Concepts
	Text Exhibit	Step 4 – Phase II Alternative Evaluation

<b>Table 5-1: October 2012 Public Meeting Materials</b>		
<b>Station</b>	<b>Type</b>	<b>Title</b>
<i>(Station 4 continued)</i>	Text Exhibit	Step 5 – Final Recommendation
	Graphic/Text Exhibit	Next Steps (Alternatives)
Station 5: What We Accomplished	Graphic Exhibit	Overall Results
Station 6: Environmental Setting	Roll Plot	Environmental Resources (3)
	Roll Plot	Land Use
	Exhibit	Green Road Signs
Station 7: Next Steps	Text Exhibit	What Happens Next (Overall Study)

## 6. Public Meeting Comments

The official public comment period for the October 2012 public meetings opened October 9, 2012 and ended October 24, 2012. Members of the public could provide comments through a variety of methods, including the following:

- Dropping a written comment form in the public meeting comment box at Station 8;
- Providing a verbal comment to the court reporter at Station 9;
- Mailing a written comment to the IH 35 PEL Study Office; 601 NW Loop 410, Suite 410; San Antonio, Texas 78216;
- Submitting a comment through the website at [www.Timefor35.org](http://www.Timefor35.org);
- Emailing a comment to [IH35@rjrivera.com](mailto:IH35@rjrivera.com); and
- Faxing a comment to (210) 340-5664

In addition, members of the public could also call the IH 35 PEL Study hotline at (210) 412-3434 to speak to project staff, though comments must have been submitted in writing to be considered part of the official record.

**Table 6-1** shows the number of comment submissions by meeting (where applicable) and method by which they were submitted.

<b>Table 6-1: Comment Submissions During the IH 35 PEL Study October 2012 Public Meeting Comment Period</b>				
<b>Submission Method</b>	<b>Public Meeting Comments</b>		<b>Other Comments Submitted During Comment Period</b>	<b>Total Comments</b>
	<b>10/9</b>	<b>10/10</b>		
Comment Drop Box (comment forms)	2	15	NA	17
Court Reporter Transcriptions	0	6	NA	6
Email Submissions	NA	NA	5	5
Letters	NA	NA	0	0
<b>Total Comments</b>	<b>2</b>	<b>21</b>	<b>5</b>	<b>28</b>

Most of the comments submitted during the public meetings provided feedback about problems and proposed solutions for IH 35. Some of the most frequently-received comments included the following:

- Belief that additional lanes are needed, but not tolled;
- More turn-arounds are needed at certain intersections to improve traffic flow;
- Safety concerns due to speed limits, on ramps and road markings;
- Desire for additional transit/rail solutions; and
- Overall desire to expand the existing IH 35 facility and improve connecting facilities.

**Table 6-2** provides a listing of and response codes for all comments received during the official comment period, while **Table 6-3** provides the corresponding responses. Comments are listed verbatim, and are sorted by last name, date, and comment submission type.

**Table 6-2: Comments and Response Codes for All IH 35 PEL Study October 2012 Public Meeting Comments**

Last Name	First Name	Business with TxDOT?	Date	Submission Type	Comment Number	Comment	Comment Response Code
Anonymous		No	10/9/12	Comment Form	1	Hike & bike trail needed to connect Salado Creek Trail Head (Seguin Rd. Jack White Park) to Walters St. Bridge hike & bike & connect Salado Creek Trailhead to trail to be built along FM 78 toward Kirby.	A
Anonymous		No	10/9/12	Comment Form	2	Create elevated sections at some of the heaviest spots like coming into downtown or at 35/1604. This is always so heavy. The elevated sections could be used by long distance drivers who are going interstate. Right now you have all drivers local/commercial/interstate on these lanes. Not everyone is going to Austin/out of state, etc. Need some elevated sections along the way.	B
Anonymous		No	10/9/12	Comment Form	3	Also have an HOV on both the elevated and lower lanes. Even though the driving speed may be 80-85 not all drivers do this. An HOV lane could be for your fast drivers who do not slow down everyone.	B, C
Anonymous		No	10/10/12	Comment Form	4	Have safety boxes phones along the way and well lit at night.	D
Anonymous		No	10/10/12	Comment Form	5	From 35 around Walzen or Eisenhower, NB & SB the ramp goes up. 410 EB at Perrin Beitel Bridge the ramp goes up and connects to 35 the NB bridge this bridge is elevated double decked to and beyond FM 1103. SB 35 is elevated double decker from north to FM 1103 and goes to Walzen/Eisenhower & swings west to the Perrin Beitel Bridge. Make it high & speed out at 1604 so when 1604/35 is rebuilt you have room. Make the # of entrance ramps to keep traffic moving make numerous exits so they can get off when they need to or have to because of a wreck. Do all of this, toll at \$.025 to \$.50 & it will get used.	B, D, G
Battle	Cynthia	No	10/10/12	Comment Form	6	My family arrived to SCUS area in 2003 & 35 has become horrendous in the past couple of years. I'm happy that there are thoughtful studies but however the most important alternative to me is the lack of public transportation in this area. This meeting was helpful & addressed all my questions in this regard.	C, F
Battle	Cynthia	No	10/10/12	Comment Form	7	The entrance ramps, N Bound from Costco to Rudy's BBQ has been in existence for a few years & it's a very dangerous ramp. Coupled with foolish drivers, rude drivers & a short merge onto 35 I avoid it when I have family in the car or when it's busy. Has this ramp been studied or is there a way to get rid of it all together? Thank you!	D

**Table 6-2: Comments and Response Codes for All IH 35 PEL Study October 2012 Public Meeting Comments**

Last Name	First Name	Business with TxDOT?	Date	Submission Type	Comment Number	Comment	Comment Response Code
Becker	Randal	No	10/9/12	Email	8	Dear Texas Transportation Commission and Honorable Commissioners: the public has already paid for Interstate Highway 35 from Laredo to Canada. Creating toll (tax) lanes on this road, or any road, will be devastating to each and every person who uses these roads. Most of these toll (tax) dollars will come from individual incomes. Along with the gas tax, the TxDOT already collects a road and bridge tax at registration time every year. As individuals, we already pay: gas tax, road and bridge tax, bonds for road improvement tax, property tax, sales tax, federal income tax, school district tax, medical district tax, community college district tax, Medicare tax, FICA tax, city tax, capital gains tax, estate tax. And you want us to pay more tax...in the form of a toll. I say no to more taxes and absolutely no to any tolls. I urge you to stand up and say no to toll roads. Each individual car owner will have to pay an extra toll (tax) from their own personal funds to use a highway that is already paid for with previous, current and future tax dollars as well as matching federal funds. Personal incomes will suffer. Personal incomes will suffer from a toll (tax) in a good economy. They will suffer more in a bad economy. As a matter of fact, a new form of criminal will be created from toll runners that cannot afford to pay tolls. People will find a way around the toll to avoid this tax. Texas has the gas tax in place to pay for road building projects, but the Texas Legislature keeps robbing this fund because they can. Close the loopholes, put the road money where it belongs. There are other revenue sources besides a new tax (toll) from the local citizens. We have enough taxes to pay already. No more. Enough is enough. Say no to tolls. So no to foreign partnerships that include tolls. I appreciate your time and attention to this most important matter.	H
Broschat	Cyndi	No	10/10/12	Comment Form	9	At the 3009 exit... on the access road you need to extend the white reflective lane dividers so that the businesses at that exit can exit their businesses safely. Right now drivers exiting @ the 3009 exit go to the far right lane as soon as they get past the reflective posts that are presently there. You need to extend them a little past Cabana Dr. where La Posadita Mexican Rest. is. Thank you for your consideration.	D
Burke	Shonale	No	10/10/12	Comment Form	10	Very informative. Glad someone is working on the problem.	F
Carr	Donna	Yes	10/10/12	Comment Form	11	It seems like it has tried to cover all alternatives but still after a year comes down to needing more lanes on I35 that we knew from the beginning. When the time comes I would like for another consideration to be made. When the subdivisions Northcliffe and Scenic Hills were established 25+ years ago, the service road of I35 was 2 way allowing for residents to travel south to 1103 to crossover to go south on I35. I don't know when or why but that was stopped and residents had to travel north 1+ miles to exit 180 Schwab road to make the turn around. This area is growing and Sysco has a large facility on Schwab road. I am requesting a crossover or under be made at Country Club Blvd. between exit 178 & 180. This could be addressed when you are making the additional lanes on I35. Thank you for looking into this.	B, D
Carr	Reed	No	10/10/12	Comment Form	12	Nice presentation, but the need is so obvious for more lanes on I-35 that, except to satisfy some bureaucratic regulation, this all seems a waste of time. More lanes are need all the way to New Braunfels. An overpass at Country Club is needed for the approximately 2,000 homes in the 4 separate neighborhoods that feed in & out of Northcliffe from Country Club Blvd., Covers Cove, and those who drive the "back way" out Chelsea to 1103. It is a 3 mile road trip to go south on I-35 from Country Club via Schwab Rd.	B, D, E

**Table 6-2: Comments and Response Codes for All IH 35 PEL Study October 2012 Public Meeting Comments**

Last Name	First Name	Business with TxDOT?	Date	Submission Type	Comment Number	Comment	Comment Response Code
Dixon	Don	No	10/10/12	Court Reporter	13	My name is Don Dixon. I'm a mechanical engineer, and I'm a past president of San Antonio Texas Association of Business. So I've had quite a bit of activity in the business world. And, of course, since my business was transportation related, I certainly have an interest in what they're doing on our Interstate 35, but I'm particularly interested in the fact that this design remains completely free to all travelers. In other words, regardless of status, income, it should be completely free. In other words, there should not be any managed lanes, any HOV lanes, any HOT lanes, or any toll lanes. This project should be designed completely where it's absolutely free and meets the purpose and need, from a freedom of access - I can't think of the word - completely free in their study, just to make sure that those lanes are free.	H
Dixon	Don	No	10/10/12	Court Reporter	14	I had some problem with their dialogue, when they mentioned the word "managed" the congestion. I don't think manage is a good word because, from a public standpoint, manage seems like they're trying to control the behavior, and I'm not for any kind of activity that controls behavior. I'd like to see them use a different word on their presentation rather than manage. I don't really know what they mean, but they had it there. And I discussed it with the consultant, and he said they might consider a different word rather than manage. Okay. That's basically what I - I'm certainly interested in improving the Interstate 35. It's definitely needed.	I
Dixon	Don	No	10/10/12	Court Reporter	15	I like the work that TxDOT is doing out here between 1604 and 3009 currently. That's a very good project. The TxDOT engineer explained that to me. That's going to be a tremendous help. I'd like to see them do more work like that continuously, so that when you see problems, get in there, get them solved, and it would save a lot of problem, rather than just delay, delay, delay. Okay. That's it.	D, F
Dixon	Don	No	10/10/12	Comment Form	16	No Tolls. No HOV lanes. No HOT lanes. All access to our state public roads. Should be completely freely accessible. I am just an ordinary citizen.	C, F, H
Dossey	Patrick	No	10/10/12	Court Reporter	17	My name is Patrick Dossey. I'm a citizen of San Antonio and live in the neighborhood and work all over San Antonio. I do not have any connection with TxDOT or will not benefit from this project. I think the presentation tonight was well done, well presented. The only issue I have, of course, is I have two issues with any new improvement of the highways in Texas. I don't want them tolled, that's an aggressive tax on the people who work for a living, and I do want them funded and bid on with competitive bidding versus design-build contracts. Other than that, I know we need capacity and I hope it gets built as soon as possible. Thank you so much.	H
Earl	Wanda	No	10/23/12	Email	18	My address was 1901 N Panam, San Antonio Texas 78018...Sometimes in the past Panam was eliminated and is now 1901 N. Interstate 35. I was not given any notice that my street no longer exists. Why the BIG SECRET? We know that the hiway dept is considering some changes to I35. I guess that the hiway expansion will be in my front yard since the right of way is only 2 feet from my front sidewalk. I am an 80 year old widow and own my house and property. At my age I definitely do not like surprises. I could sell my house but, who would buy it knowing of the expansion. Please let me know what the heck is going on. What will happen to me?	B
Franklin	Gerry	No	10/10/12	Comment Form	19	I am impressed with the work that has been done. The initial work of adding lanes and turn arounds will greatly improve traffic flow. During this process, however, encouraging people to use the new 4 lane FM 3009 to FM 2252 IS NOT AVAILABLE alternative. 2252 West to Evans is only a 2 lane road with a left turn center lane. Even now, on a normal traffic day in the a.m. rush, traffic backs up west bound from the light @ Evans well into Garden Ridge, sometimes to Bat Cave. God forbid a train comes or the guards malfunction. In the evening, traffic east bound backs up nearly to Evans.	E

**Table 6-2: Comments and Response Codes for All IH 35 PEL Study October 2012 Public Meeting Comments**

Last Name	First Name	Business with TxDOT?	Date	Submission Type	Comment Number	Comment	Comment Response Code
Franklin	Gerry	No	10/10/12	Comment Form	20	Please consider adding a turnaround @ Schertz Pkwy for the ease of reaching Lowes & HEB.	D
Franklin	Gerry	No	10/10/12	Comment Form	21	The entrance ramp from the access road to NB I-35 just before Evans is very dangerous. We were told that a revamping of the ramp is under consideration. This is a good thing. Thanks to the folks who came out to inform us.	D
Gadsby	Harold	No	10/10/12	Comment Form	22	The problem at present is the speed come in to the city. The speed should be reduced at 1103 to 55 mph and at 3009 to 45 mph - from the hours of 6:30 a.m. to 9:00 a.m. - by reducing the speed it will reduce the number of accidents during the morning rush hour. They did this in Boston 67 years ago and it work.	D
Graham	Mary	No	10/8/12	Email	23	One suggestion we have for lessening the huge amount of traffic on I-35 is to legally MAKE 18-wheeler trucks use State Hwy 130/State Hwy 45 unless they can prove, through paperwork, that they have a delivery accessible only by driving on I-35. A hefty fine would be given to those who don't cooperate. To enforce this you'd no doubt have to remove the toll from the highway. The money lost from the tolls could be made up by increasing the gas tax by one cent ONLY UNTIL the highway is paid for. Truckers are being hit hard in the wallet, like all of us with higher fuel prices, but a limited time one cent increase I think would pass any vote, to lessen the traffic on I-35. We live in Scenic Hills subdivision and find it necessary to travel that highway to get anywhere from our location. We've totally given up trying to travel south on I-35 any afternoon, starting around 3PM. This problem has worsened 100% since we moved here seven years ago. Population growth, I'm sure, accounts for much of the traffic, but removing the trucks from that corridor would definitely help. The two major traffic hang-ups that we see are the 'do-is-do' of traffic 'exchanging' lanes to get to 1604 from I-35 heading south, and another like situation of exchanging lands to get from 1604 on to I-35 north. Whatever engineer designed those problem areas wasn't looking forward to the increase of traffic we have now. We try to avoid those two hot spots at all times possible. Asking the public for input to the problems encountered is fine, but where are the engineers who are the professionals at problems like these? We, as citizens, can see where the main problems are, but certainly don't know how to redesign the major problem intersections to solve them.	G, H
Hetzel	Dick	No	10/7/12	Email	24	Since R. J Rivera Associates was involved in the 1103 study a few years ago, hopefully some of the information that I've included can be of assistance. I feel that a connection between IH 35 and IH 10 would provide significant benefit to help address the growing congestion on the IH35 roadway by diverting some traffic to IH 10 and possibly alleviating some of the congestion on 410 between IH35 and IH10 also. Hopefully, the Powerpoint isn't too confusing. Although I believe I've identified most of the major points, if there are any that I need to clarify or remove, please call or perhaps we'll have an opportunity to speak at the Schertz meeting on Wednesday. (powerpoint presentation attached to email)	E
Kraft	Gloria	No	10/10/12	Comment Form	25	I agree to adding highway capacity to the existing IH facility. I live in the New Braunfels area and I am wondering how the traffic flow will be (when this proposed project is completed to FM 1103) to New Braunfels as well as to San Marcos. In my opinion whatever is done in the project will need to be done from FM 1103 thru New Braunfels and thru San Marcos otherwise "these lanes will be becoming parking lots" once this project ends at FM 1103.	B
Kraft	Gloria	No	10/10/12	Comment Form	26	Also I do "not" want foreign companies investing in the USA road systems nor being in charge in building USA roadways.	H

**Table 6-2: Comments and Response Codes for All IH 35 PEL Study October 2012 Public Meeting Comments**

Last Name	First Name	Business with TxDOT?	Date	Submission Type	Comment Number	Comment	Comment Response Code
Light	Kima	No	10/10/12	Comment Form	27	I liked the format and felt I could ask questions at anytime. I liked the sketch from TxDOT on the improvements that have already been bid out & will begin shortly. It is better to know ahead of the construction. Since Wurzbach Parkway is a main rd. through San Antonio, it would be imp. to have some fore thought as to how to improve access from I-35 to get on that freeway - probably between O'Connor & Wiedner. Plan ahead - not after businesses are all built up there. Thanks for the info.	E, I
Light	Kima	No	10/10/12	Comment Form	28	I am also in favor of a dedicated (high speed) rail line from S.A. to Austin to Dallas. This would improve movement on I-35.	C
McNamara	Steve	No	10/10/12	Court Reporter	29	I am Steve McNamara. I travel on I-35 all the way from Garden Ridge to Lackland Air Force Base every day, so I'm very familiar with the route. It really needs - the problem needs to be fixed. It looks like a great plan. Let's get on with the study.	F
Moczygemba	Karen	No	10/10/12	Court Reporter	30	What we were suggesting is like a flyover like they have over at San Pedro and Blanco for the area by The Forum to get to 1604, because that seems to back up the traffic a lot right there. Because after that moves out of the way, then you kind of get an opening there. The flyovers and the transit I understand, on 3009, both north and south, they are going to do the turnaround thing, which would help considerably. They could do that even at - what is it, Schertz Parkway. Schertz Parkway would be another good one to do that for. I think it's just Schertz Parkway and 3009 that would be good to have a turnaround - well and O'Connor Road and 35 would be another good one to have because there's a lot of -- we get off there. That would be another good place to have a turnaround on both sides. That's all I can think of. Thank you very much.	D
Moczygemba	Karen	No	10/10/12	Court Reporter	31	What was the other one? Oh, see if VIA could extend their bus service out so that maybe you could get like a commuter bus line and just - for people commuting in, not just into the downtown area, because not everybody works downtown.	C
Moczygemba	Karen	No	10/10/12	Court Reporter	32	Because a lot of times you're coming off of the access road, heading southbound on the access road, and you get to 3009, and it backs up down the access road and it takes forever for the light to change and a lot of the people are turning. Well, if they have had a turnaround, you wouldn't have half of this buildup, including us. You could go around and get right off, go straight into Bill Miller's if you want.	G
Moczygemba	Stan	No	10/10/12	Court Reporter	33	Because I know - Well, I work for VIA so I ride when I can. But I've ridden sometimes several periods, weeks, and the bus is loaded, and that's from the Randolph park and ride. There's been times where it's just been packed up, standing. And I know that if they were to - if you could convince VIA to build a park and ride outside of - right over there by 1518, because there's a lot of VIA vans - they have - they call them van pools. Its - people have one van and they drive it and they park this thing right under the bridge. If you had a park and ride there, you'd get a lot of people from New Braunfels parking there, because they come in there and they wouldn't have to wait so long to get - you know, to get through all the traffic. That's my problem. I go to the park and ride and it's 10 miles. My God, it takes me 45 minutes sometimes, depending on the traffic. And if they would just - I don't know. I work for them, but I don't understand them all the time. I thought there was some kind of legal limit for going outside the boundary of Bexar County, but they actually have a little portion of Cibolo in the service area. It's like about a one mile square area at the - tips off the bottom of the country. I never even knew about it. They said they go to Guadalupe County. Yeah, about that far (indicating).	C, G

**Table 6-2: Comments and Response Codes for All IH 35 PEL Study October 2012 Public Meeting Comments**

Last Name	First Name	Business with TxDOT?	Date	Submission Type	Comment Number	Comment	Comment Response Code
Potts	Linda	No	10/10/12	Comment Form	34	If 2252 is going to be an alternate to the construction on 35, there will need to be a stop light put up at Bat Cove/2252. Traffic is already bad at this time. Also the light at 2252 & Evans will need to be changed (time lengthened) to accommodate all the traffic. It sometimes can back up from Evans to 3009 or 2252. It would be great if they could expand 2252 from Evans to 3009 (North/South) to 2 lanes on each side.	E
Potts	Linda	No	10/10/12	Comment Form	35	Also, it would be great to put turn arounds at Schertz Parkway so that people could go to the businesses (Lowes, IHOP, HEB) without going thru the lights at 3009. Entrance at Evans & I-35 (Selma) - the entrance ramp needs to be extended so that cars have a little more space to check for on-coming traffic. Not enough acceleration lane.	D
Rightnour	Mark	No	10/10/12	Comment Form	36	I appreciated the ability to leisurely walk around and read boards or maps or ask questions of the representatives in the room. The map of the entire project area was very helpful to see current traffic flow and highway orientation. I am particularly interested in the FM 3009 to Judson Rd. project on IH-35 so a copy of the proposed construction areas would have been extremely helpful. I'd like to thank and recognize Randy Grones for taking time to answer my questions and the questions of others.	F
Smith	Denise	No	10/15/12	Email	37	I have to drive my 13 year old Autistic son to a private Autistic school every day. I get stuck in traffic going there and coming back. What we need is what Houston has, a HOV lane. I live off of FM 3009	G
Ullon	Adolph	No	10/10/12	Comment Form	38	Very impressed with the presentation. My comment is that HOV Lanes should be considered on IH 35.	I, G
Wentz	Kelly	No	10/10/12	Court Reporter	39	I live right before 1103, and I commute to 410 and Callaghan. I used to commute to downtown San Antonio, so I've driven all the way through the projected - the study area and now drive through a great part of it. Right now, my commute can be anywhere from 30 minutes, on a really, really good day. I've spent two hours in the car. I have to use two - I use two different apps on my phone to monitor traffic. I have to get up and watch traffic, I listen to it, I watch the signs, because I have to reroute myself. I have to get off of 35 all the time. Either I get off right at -- what is it? - I guess it would be right at Schertz Parkway and ride the access road all the way down past Retama, get back on. I have like this process I go through every morning. And I just hate this - I hate the fact that I have to - I can't - I don't have a set time I can get to work. So even if I leave my house early, sometimes I'll be stuck in the parking lot at work for an extra, you know, 30 minutes or longer because I can't get in because I left early. Or I'll end up there at work, you know, 30 minutes late and then I get in trouble or have to stay later. It's just frustrating. And I live literally off of 35, so I know something needs to be done, but it's going to impact us a lot because my neighborhood empties onto 35. So anything that's done is going to be a big impact. So I either need to find another job or...that's probably it.	G
Wentz	Kelly	No	10/10/12	Comment Form	40	I appreciate having the opportunity to view the materials as well as the explanation of the planning process and how the alternatives were analyzed and narrowed down. I would have liked to be given the information on the proposed timeline for the remaining phases of the project. I live literally off the access road of I-35 south of 1103. I commute daily to 410 and Callaghan and find my commute can be as little as 25-35 minutes and as long as 2 hours. I am concerned about the construction phases to include impact on property values being right off the highway.	F, I

**Table 6-3: Comment Response Code Key for the October 2012 Public Workshop Comments**

Response Code	General Topic Addressed	Response
A	Comments regarding bicycle/pedestrian needs or proposed improvements	Pedestrian/bicycle access is required to be considered in the design of transportation facilities. If the project moves forward into a National Environmental Policy Act (NEPA) study and a build alternative is selected, then such design features would be incorporated.
B	Comments regarding the potential expansion of IH-35 through the study area	Expansion of the existing IH 35 facility is being recommended for further study under the National Environmental Policy Act (NEPA). During such a study, specific details related to the project's design and construction (including at-grade, elevated, and depressed options, operational improvement components, number and type of lanes), as well as potential impacts on the built and natural environment, will be considered.
C	Suggestion of or comment regarding proposed rail, transit, or TDM/TSM/ITS improvements	Rail-Only, Transit-Only, and TDM/TSM/ITS-Only alternative concepts were considered during the initial (Phase I) screening process to determine whether or not they would meet the Need and Purpose of the IH 35 PEL Study. Although it was determined that they would not meet the Need and Purpose as standalone alternatives, Rail, Transit, and TDM/TSM/ITS systems will be considered in a future more detailed studies to determine how other standalone alternatives could potentially complement such systems.
D	Suggestion of specific operational and safety improvements	The TxDOT-San Antonio District is currently implementing several operational improvements on IH 35 within the study area as a separate process from the IH 35 PEL Study. The District will continue to work with local communities in the future, regardless of the outcome of the IH 35 PEL Study, to identify additional operational and safety improvements that can be made to improve mobility and safety within the corridor.

**Table 6-3: Comment Response Code Key for the October 2012 Public Workshop Comments**

<b>Response Code</b>	<b>General Topic Addressed</b>	<b>Response</b>
E	Comments regarding the potential construction or expansion of alternative facilities	Although the IH 35 PEL Study showed that some mobility improvements to IH 35 may be achieved by expanding parallel roadways or constructing new location facilities, these alternatives are not being recommended for further study under the National Environmental Policy Act (NEPA) due to their potential impacts to the built and natural environment.
F	General comment or suggestion	Thank you for your comment. It will be noted in the official record for the IH 35 PEL Study.
G	Identification of a specific transportation need or solution for IH 35	Specific problems identified during the IH 35 PEL Study process will continue to be considered in future, more detailed studies under the National Environmental Policy Act (NEPA). During such a study, specific details related to the project's design and construction (including at-grade, elevated, and depressed options, operational improvement components, and number and type of lanes) will be considered.

**Table 6-3: Comment Response Code Key for the October 2012 Public Workshop Comments**

<b>Response Code</b>	<b>General Topic Addressed</b>	<b>Response</b>
H	Issues related to specific funding mechanisms for IH 35 improvements	Transportation funding policy is established by state and federal legislation, which is outside the scope of the IH 35 PEL Study. If alternative funding mechanisms are used to finance any project identified through a subsequent National Environmental Policy Act (NEPA) process, any potential impacts on the social and natural environment resulting from the use of these mechanisms will be evaluated.
I	Comments regarding the IH 35 PEL Study public meeting materials	Thank you for your feedback on the materials presented at the public meeting. Project staff will take this feedback into consideration when preparing materials for public meetings to ensure that they are user-friendly and clearly communicate technical information.

## 7. Conclusion and Next Steps

Much of the general feedback from the October 2012 public meetings was similar to that received from the November 2011, February 2012 and June 2012 public workshops in that it supported the need for major transportation improvements in the IH 35 PEL study area. The recommended alternative concepts presented at the October 2012 public meetings will be used in future NEPA studies that are undertaken. The specific project details to be explored further in a NEPA study are:

- Number of lanes to be added
- Engineering and design (at-grade, elevated, depressed lanes, etc.)
- Potential environmental and social impacts
- Project financing (general purpose lanes, managed lanes, tolling)

Next, the project team will review the public input received, finalize technical reports and request concurrence from the Federal Highway Administration. Upon completion, a full NEPA study will begin.

Copies of this document, as well as future public workshop documents, will be available online at [www.TimeFor35.com](http://www.TimeFor35.com), in local libraries, and at the TxDOT-San Antonio District Office, the IH 35 PEL Study Office. Questions or additional comments may be directed to 210-549-7235 (210-549-SA35) or [IH35@rjrivera.com](mailto:IH35@rjrivera.com).

# Appendix A: IH 35 PEL Study October 2012 Public Meeting Advertising

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# Newspaper Advertising

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# Legal Notices

San Antonio Express-News – September 9, 2012

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STATE OF TEXAS:  
COUNTY OF BEXAR

Before me, the undersigned authority, a Notary Public in and for the State of Texas, on this day personally appeared: Lynette Nelson, who after being duly sworn, says that she is the BOOKKEEPER of THE HEARST CORPORATON (SAN ANTONIO EXPRESS-NEWS DIVISION), a daily newspaper published in Bexar County, Texas and that the publication, of which the annexed is a true copy, was published to wit:

Customer ID: 800836  
Customer Name: R J Rivera Associates  
Order ID: 2295628

Publication	Pub Date
EN Classified	09-SEP-12
EN Classified	30-SEP-12

*Lynette Nelson*  
 \_\_\_\_\_  
 Lynette Nelson  
 Bookkeeper

Sworn and subscribed to before me, this 14 day of Oct. A.D. 2012

Notary public in and for the State of Texas

*Olivia D. Chaverria*  
 \_\_\_\_\_



### IH 35 PLANNING AND ENVIRONMENTAL LINKAGES STUDY NOTICE OF PUBLIC MEETINGS PLANNING FOR TRANSPORTATION IMPROVEMENTS ALONG THE IH 35 CORRIDOR

The Texas Department of Transportation (TxDOT) will host two final public meetings in October 2012 for the IH 35 Planning and Environmental Linkages (PEL) Study. The purpose of the meetings is to present to and solicit input from the public on the alternative concepts being recommended for the next phase of project development, a National Environmental Policy Act (NEPA) study for IH 35 in portions of Comal, Guadalupe, and Bexar Counties.

The IH 35 PEL Study was initiated in August 2011 to identify potential improvements to meet the long-range transportation needs on IH 35. The study area follows IH 35 from Hubertus Road/RM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio, and Loop 410 from IH 35 on the north side of San Antonio east to IH 10. The three previous rounds of public workshops were held in November 2011, February 2012 and June 2012 to gather input on the problems, needs, proposed evaluation criteria, and draft alternative concepts for IH 35 within the study area. The IH 35 PEL Study follows the Federal Highway Administration's (FHWA) guidance on conducting PEL studies to ensure that the data and planning recommendations resulting from the study, including recommended alternative concepts, can be integrated into a future NEPA study process.

All interested citizens are encouraged to attend a public meeting to discuss the alternative concepts being proposed for future, more detailed environmental analysis in the study area. Court reporters and comment forms will be available at the meetings for individuals wishing to provide input. Comment forms and meeting materials will also be available on the project website at [www.TimeFor35.com](http://www.TimeFor35.com). Written comments may be emailed to [IH35@rivera.com](mailto:IH35@rivera.com), faxed to 210-340-5664, or mailed to IH 35 PEL Study, 601 NW Loop 410, Suite 410, San Antonio, Texas 78216. Website and/or mailed comments must be submitted by October 24, 2012.

Public meetings will be held from 5:30 PM to 8:00 PM at the following locations:

- Tuesday, October 9, 2012  
St. Patrick's Church Community Center  
114 Willow Street  
San Antonio, Texas 78208
- Wednesday, October 10, 2012  
Schertz Civic Center  
1400 Schertz Parkway  
Schertz, Texas 78154

The same material will be presented at both meetings. Spanish interpreters will be available at the meetings to assist with translation needs. Persons who plan to attend a meeting and have other special communication or accommodation needs are encouraged to call 210-549-5435 (210-549-7235) at least two business days prior to the meeting to request assistance. TxDOT will make every reasonable effort to accommodate these needs.

San Antonio Observer – September 5, 2012

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 By the Hon. Judge  
 J. R. ...

**Announcement**

The members of the Historic New Light have Baptist Church have authorized the Pastoral Search Committee to seek and find the mature, experience man that God has already ordained to be their next Pastor.

**Qualifications:**

1. Must be able to preach and teach God's Word effectively to a congregation of various ages.
2. Must fit the qualifications stated in 1 Timothy 3:1-6.
3. Must be a Baptist Ordained Preacher.
4. Experience as a Pastor is preferred, but not required.
5. Must be able to develop and implement ministries to engage the church and the surrounding community.
6. Must **PROJECT** a vision that will encourage church growth.

If you are the man that God has ordained to lead our congregation, please forward your resume, with salary expectations to the following address, no later than September 28, 2012.

Deacon Richard Allen    6447 Beech Trail    Converse, TX. 78109

**IH 35 PLANNING AND ENVIRONMENTAL LINKAGES STUDY**

**NOTICE OF PUBLIC MEETINGS**

**PLANNING FOR TRANSPORTATION IMPROVEMENTS ALONG THE IH 35 CORRIDOR**

The Texas Department of Transportation (TxDOT) will host two final public meetings in October 2012 for the IH 35 Planning and Environmental Linkages (PEL) Study. The purpose of the meetings is to present to and solicit input from the public on the alternative concepts being recommended for the next phase of project development, a National Environmental Policy Act (NEPA) study for IH 35 in portions of Comal, Guadalupe, and Bexar Counties.

The IH 35 PEL Study was initiated in August 2011 to identify potential improvements to meet the long-range transportation needs on IH 35. The study area follows IH 35 from Hubertus Road/FM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio; and Loop 410 from IH 35 on the north side of San Antonio east to IH 10. The three previous rounds of public workshops were held in November 2011, February 2012 and June 2012 to gather input on the problems, needs, proposed evaluation criteria, and draft alternative concepts for IH 35 within the study area. The IH 35 PEL Study follows the Federal Highway Administration's (FHWA) guidance on conducting PEL studies to ensure that the data and planning recommendations resulting from the study, including recommended alternative concepts, can be integrated into a future NEPA study process.

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 1114 Willow Street  
 San Antonio, Texas 78208

**Wednesday, October 10, 2012**                      **Schertz Civic Center**  
 1400 Schertz Parkway  
 Schertz, Texas 78154

The same material will be presented at both meetings. Spanish interpreters will be available at the meetings to assist with translation needs. Persons who plan to attend a meeting and have other special communication or accommodation needs are encouraged to call 210-549-5A35 (210-549-7235) at least two business days prior to the meeting to request assistance. TxDOT will make every reasonable effort to accommodate these needs.

La Prensa – September 9, 2012

To place an ad or classified, please call 242-7900

# Clasificado

## ESTUDIO DE ENLACES DE PLANIFICACIÓN Y MEDIOAMBIENTE (PEL) EN IH 35 AVISO DE REUNIONES PÚBLICAS PLANIFICACIÓN PARA MEJORAS DE TRANSPORTE A LO LARGO DE LA CARRETERA IH 35

El Departamento de Transporte de Texas (TxDOT) llevara a cabo dos reuniones públicas finales en octubre 2012 para el Estudio de Enlaces de Planificación y Medioambiente (PEL) en IH 35. El propósito de estas reuniones es presentar y solicitar información del público sobre alternativas propuestas para la siguiente fase de desarrollo del proyecto, tal como exige la ley Nacional de Política Ambiental (NEPA) para la carretera IH 35 en partes de los condados de Comal, Guadalupe y Bexar.

El Estudio PEL de IH 35 se inició en agosto de 2011 para identificar posibles mejoras para acomodar las necesidades de transportación de largo alcance IH 35. El área de estudio corre a lo largo de IH 35, desde la Calle Hubertus/FM 1103 en Schertz hasta la intersección con IH 37/US 281 en el centro de San Antonio; y el periférico 410 (Loop 410) desde IH 35 en la parte norte de San Antonio al este hacia la IH 10. Tres rondas anteriores de talleres públicos se llevaron a cabo en noviembre 2011, febrero 2012 y junio 2012 para recaudar información sobre los problemas, necesidad y criterios de evaluación propuestos y las posibles soluciones en IH 35 dentro del área de estudio. El Estudio PEL de IH 35 seguirá la dirección de la Administración Federal de Carreteras (FHWA) sobre cómo realizar un estudio PEL. Esto asegurará que los datos y las recomendaciones de planificación que resultan del estudio puedan ser integrados en el proceso de estudio futuro NEPA.

Se les invita a los ciudadanos interesados a asistir a una reunión pública para discutir las alternativas propuestas para el análisis futuro, ambiente mas detallado en el área de estudio. Varias taquígrafas y formularios para comentarios estarán disponibles en la reunión para los individuos que desean dar comentarios. Formularios de comentarios y otros documentos de la reunión estarán disponibles en la página web del proyecto [www.TimeFor35.com](http://www.TimeFor35.com). Comentarios escritos pueden ser enviados al correo electrónico [IH35@rjrivera.com](mailto:IH35@rjrivera.com), mandados por fax al 210-340-5664, ó enviados por correo a IH 35 PEL Study, 601 NW Loop 410, Suite 410; San Antonio, Texas 78216. Comentarios enviados a través de correo electrónico o por correo postal deben ser entregados a más tardar el 24 de octubre de 2012.

Las reuniones públicas se llevarán a cabo de las 5:30 PM hasta las 8:00 PM en los siguientes lugares:

- martes, 9 de octubre de 2012** St. Patrick's Church Community Center  
1114 Willow Street  
San Antonio, Texas 78208
- miércoles, 10 de octubre de 2012** Schertz Civic Center  
1400 Schertz Parkway  
Schertz, Texas 78154

La misma información y documentos se presentarán en las reuniones. Intérpretes estarán disponibles en la reunión para ayudar con la traducción. Las personas que desean asistir a la reunión y que tengan necesidades especiales de comunicación o de algún otro tipo deberán hablar al 210-549-7235 por lo menos dos días hábiles antes del taller para poder tomar medidas apropiadas. TxDOT harán todo esfuerzo razonable para cubrir estas necesidades.

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## New Braunfels Herald-Zeitung – September 9, 2012

THE NEW BRAUNFELS HERALD-ZEITUNG  
NEW BRAUNFELS, TEXAS

NEW BRAUNFELS HERALD-ZEITUNG

ATTN: RUDY RIVERA, PE  
RJ RIVERA ASSOCIATES INC  
7410 BLANCO RD SUITE 250  
PO BOX 460151  
SAN ANTONIO TX 78246-0151

REFERENCE: 12531905  
2876302 INV 11599/IH 35 PLAN

STATE OF TEXAS  
COUNTY OF COMAL

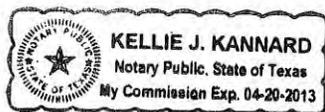
Before me, the undersigned authority, on this day,  
personally appeared, Rosie Willingham, who being  
duly sworn, deposes and says that she is the  
Business Manager at the New Braunfels  
Herald-Zeitung; that said newspaper is regularly  
published in Comal County and generally circulated  
in Comal, Guadalupe, Hays, and Bexar counties,  
Texas; that the attached notice was published on  
the following date.

*Rosie MD Willingham*  
Rosie Willingham--Business Manager

PUBLISHED ON: 09/09 09/30

FILED ON: 10/01/12

Subscribed and sworn before me this 1<sup>st</sup> of Oct.  
2012 A.D.



*Kellie J. Kannard*  
Notary Public

**IH 35 PLANNING AND ENVIRONMENTAL LINKAGES STUDY****NOTICE OF PUBLIC MEETINGS****PLANNING FOR TRANSPORTATION IMPROVEMENTS ALONG THE IH 35 CORRIDOR**

The Texas Department of Transportation (TxDOT) will host two final public meetings in October 2012 for the IH 35 Planning and Environmental Linkages (PEL) Study. The purpose of the meetings is to present to and solicit input from the public on the alternative concepts being recommended for the next phase of project development, a National Environmental Policy Act (NEPA) study for IH 35 in portions of Comal, Guadalupe, and Bexar Counties.

The IH 35 PEL Study was initiated in August 2011 to identify potential improvements to meet the long-range transportation needs on IH 35. The study area follows IH 35 from Hubertus Road/FM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio; and Loop 410 from IH 35 on the north side of San Antonio east to IH 10. The three previous rounds of public workshops were held in November 2011, February 2012 and June 2012 to gather input on the problems, needs, proposed evaluation criteria, and draft alternative concepts for IH 35 within the study area. The IH 35 PEL Study follows the Federal Highway Administration's (FHWA) guidance on conducting PEL studies to ensure that the data and planning recommendations resulting from the study, including recommended alternative concepts, can be integrated into a future NEPA study process.

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Public meetings will be held from 5:30 PM to 8:00 PM at the following locations:

**Tuesday, October 9, 2012**

**St. Patrick's Church Community Center  
1114 Willow Street  
San Antonio, Texas 78208**

**Wednesday, October 10, 2012**

**Schertz Civic Center  
1400 Schertz Parkway  
Schertz, Texas 78154**

The same material will be presented at both meetings. Spanish interpreters will be available at the meetings to assist with translation needs. Persons who plan to attend a meeting and have other special communication or accommodation needs are encouraged to call 210-549-SA35 (210-549-7235) at least two business days prior to the meeting to request assistance. TxDOT will make every reasonable effort to accommodate these needs.

## San Antonio Express-News – September 30, 2012

# HEARST *media services*

1098

San Antonio Express-News | mySA.com | Yahoo!

## SAN ANTONIO EXPRESS NEWS AFFIDAVIT OF PUBLICATION

STATE OF TEXAS:  
COUNTY OF BEXAR

Before me, the undersigned authority, a Notary Public in and for the State of Texas, on this day personally appeared: Lynette Nelson, who after being duly sworn, says that she is the BOOKKEEPER OF THE HEARST CORPORATION (SAN ANTONIO EXPRESS-NEWS DIVISION), a daily newspaper published in Bexar County, Texas and that the publication, of which the annexed is a true copy, was published to wit:

Customer ID: 900836  
Customer Name: R J Rivera Associates  
Order ID: 2295628

Publication	Pub Date
EN Classified	09-SEP-12
EN Classified	30-SEP-12

*Lynette Nelson*  
Lynette Nelson  
Bookkeeper

Sworn and subscribed to before me, this 14 day of Oct. A.D. 2012

Notary public in and for the State of Texas

*Olivia D. Chaverra*



### IH 35 PLANNING AND ENVIRONMENTAL LINKAGES STUDY NOTICE OF PUBLIC MEETINGS PLANNING FOR TRANSPORTATION IMPROVEMENTS ALONG THE IH 35 CORRIDOR

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San Antonio Observer – September 26, 2012

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Portion of proceeds to benefit  
 Davis Scott YMCA

La Prensa – September 30, 2012

# ificados



nd fa- me to be generous;  
anted. teach me to serve You  
o fail. as You deserve: to  
give, and not count  
the cost; to fight,  
and not to heed the  
wounds; to toil, and  
not to seek for rest;  
to labor, and not to  
ask for reward, except  
that knowing that I  
am doing Your Will.  
Amen.

**MIRACULOUS PRAYER**

Los tres ángeles

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**ESTUDIO DE ENLACES DE PLANIFICACIÓN Y MEDIOAMBIENTE (PEL) EN IH 35**  
**AVISO DE REUNIONES PÚBLICAS**  
**PLANIFICACIÓN PARA MEJORAS DE TRANSPORTE A LO LARGO DE LA CARRETERA IH 35**

El Departamento de Transporte de Texas (TxDOT) llevara a cabo dos reuniones públicas finales en octubre 2012 para el Estudio de Enlaces de Planificación y Medioambiente (PEL) en IH 35. El propósito de estas reuniones es presentar y solicitar información del público sobre alternativas propuestas para la siguiente fase de desarrollo del proyecto, tal como exige la ley Nacional de Política Ambiental (NEPA) para la carretera IH 35 en partes de los condados de Comal, Guadalupe y Bexar.

El Estudio PEL de IH 35 se inició en agosto de 2011 para identificar posibles mejorar para acomodar las necesidades de transportación de largo alcance IH 35. El área de estudio corre a lo largo de IH 35, desde la Calle Hubertus/FM 1103 en Schertz hasta la intersección con IH 37/US 281 en el centro de San Antonio; y el periférico 410 (Loop 410) desde IH 35 en la parte norte de San Antonio al este hacia la IH 10. Tres rondas anteriores de talleres públicos se llevaron a cabo en noviembre 2011, febrero 2012 y junio 2012 para recaudar información sobre los problemas, necesidad y criterios de evaluación propuestos y las posibles soluciones en IH 35 dentro del área de estudio. El Estudio PEL de IH 35 seguirá la dirección de la Administración Federal de Carreteras (FHWA) sobre cómo realizar un estudio PEL. Esto asegurará que los datos y las recomendaciones de planificación que resultan del estudio puedan ser integrados en el proceso de estudio futuro NEPA.

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New Braunfels Herald-Zeitung – September 30, 2012

THE NEW BRAUNFELS HERALD-ZEITUNG  
NEW BRAUNFELS, TEXAS

NEW BRAUNFELS HERALD-ZEITUNG

ATTN: RUDY RIVERA, PE  
RJ RIVERA ASSOCIATES INC  
7410 BLANCO RD SUITE 250  
PO BOX 460151  
SAN ANTONIO TX 78246-0151

REFERENCE: 12531905  
2876302 INV 11599/IH 35 PLAN

STATE OF TEXAS  
COUNTY OF COMAL

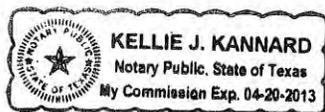
Before me, the undersigned authority, on this day,  
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duly sworn, deposes and says that she is the  
Business Manager at the New Braunfels  
Herald-Zeitung; that said newspaper is regularly  
published in Comal County and generally circulated  
in Comal, Guadalupe, Hays, and Bexar counties,  
Texas; that the attached notice was published on  
the following date.

*Rosie MD Willingham*  
Rosie Willingham--Business Manager

PUBLISHED ON: 09/09 09/30

FILED ON: 10/01/12

Subscribed and sworn before me this 1<sup>st</sup> of Oct.  
2012 A.D.



*Kellie J. Kannard*  
Notary Public

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# Display Ads

San Antonio Express-News – October 7, 2012

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**Russia extends helping hand**  
In this photo released by the Syrian official news agency, a Russian plane carrying medical aid supplies is unloading in Damascus. Russia said Saturday that the medical aid had been approved by the Syrian Health Ministry.

**BORDER TENSION**

**Turkey returns to Syria once again**

**BEIRUT** — Turkey fired artillery into Syria for a fourth consecutive day Saturday after another Syrian mortar shell landed on the Turkish side of the increasingly tense border.

The exchanges — and Turkey's recent warnings to Syria that it would defend itself — have raised fears of regional conflict.

While stray shells and bullets from the Syrian conflict often have landed in Lebanon and Turkey, for the first time a Syrian shell killed five Turkish civilians Wednesday, prompting Turkey's response.

Both Syria and Turkey denied Saturday that Syria had pulled its forces back 6 miles from the border to avoid provoking Turkey, as Turkish news media had reported Friday.

A Turkish government official dismissed the reports as unreliable.

Rebel activity was heightened Saturday along the border area in Syria's Idlib province.

Anti-government activists said rebels had seized the Syrian village of Khirbet al-Jouz, not far from where the mortar shell landed in a field in the Turkish village of Guveci; another Turkish official confirmed in an interview that rebels had taken control in the area.

Also, rebels claimed to have seized a checkpoint at Darfush, also in the border region.

Potential spillover from the Syrian conflict is a concern not only in Turkey but also on all of Syria's borders.

Some Lebanese officials believe Syria wants to drag Lebanon into the

**WEAPONS**

**Saudi Arabia, Qatar a lid on assistance to Syria**

**RIYADH, Saudi Arabia** — For months, this kingdom and Qatar have been funneling money and small arms to Syria's rebels but have refused to provide heavier weapons, like shoulder-fired missiles, that could allow opposition fighters to bring down government aircraft, take out armored vehicles and turn the war's tide.

While they've publicly called for arming the rebels, they have held back, officials in both countries said, in part because they have been discouraged by the United States, which fears the heavier weapons could end up in the hands of terrorists.

"You can give the rebels AKs, but you can't stop the Syrian regime's military with AKs," said Khalid al-Attiyah, a state minister for foreign affairs in Qatar.

Providing the rebels with heavier weapons "has to happen," he added. "But first we need the backing of the United States, and preferably the U.N."

Saudi officials said the U.S. wasn't barring them from providing shoulder-fired missiles, but warning about the risks.

The Saudis and Qataris said they hoped to convince their allies that those risks could be over-

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You are invited to attend the **4th Public Meeting** for the **IH 35 Planning-Environmental Linkages Study** **Planning for Transportation Improvements along the IH 35 Corridor**

**Open House Format**  
Attend Any Time Between 5:30 PM and 8:00 PM at the location most convenient to you!

**Tuesday, October 9**  
St. Patrick's Church Community Center  
1114 Willow St.  
San Antonio, Texas 78208

**Wednesday, October 10**  
Schertz Civic Center  
1400 Schertz Pkwy, Bldg. 5  
Schertz, Texas 78154

**Tuesday, October 10**  
Schertz Civic Center  
1400 Schertz Pkwy, Bldg. 5  
Schertz, Texas 78154

**Tuesday, October 9**  
St. Rino's Church  
1114 Willow St.  
San Antonio, Texas 78208

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San Antonio Observer – October 3, 2012

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# A "PIECE OF SCUM"

Lee Boyd Malvo, D.C. Sniper, Felt Like 'Worst Piece Of Scum,' 'Washington Post' Reports  
Huffingtonpost.com

WASHINGTON -- Convicted D.C. sniper Lee Boyd Malvo said in a newspaper interview published Sunday that the devastated reaction of a victim's husband made him feel like "the worst piece of scum."

Malvo expresses remorse in the interview with The Washington Post (wapo.st/SrLk9l) and urged the families of victims to try and forget about him and his partner John Allen Muhammad so they can move on. Tuesday marks the 10th anniversary of the beginning of the deadly spree in the Washington area carried out by Malvo and John Allen Muhammad. The pair has been linked to 27 shootings across the country, including 10 fatal attacks in the Washington area.

Malvo, 27, told the Post in a rare interview that the look on the face of victim Linda Franklin's husband right after she was shot stands out in his memory of the rampage.



Franklin, a 47-year-old FBI analyst, was killed as she and her husband loaded supplies outside a Home Depot in Falls Church, Va.

"They are penetrating," Malvo said of Ted Franklin's eyes. "It is the worst sort of pain I have ever seen in my life. His eyes ... Words do not possess the depth in which to fully convey that emotion and what I felt when I saw it. ... You feel like the worst piece of scum on the planet."

Malvo is serving a life sentence with no parole at a prison in southwest Virginia for killing Franklin. Muhammad was executed in Virginia in 2009.

The sniper-style attacks all but paralyzed the nation's capital, as people were shot at random while going about their everyday life -- pumping gas, buying groceries, and for one young boy, as he went to school. The shooters used a high-powered rifle, firing from the trunk of a modified Chevy Caprice until they were tracked down at a Maryland rest stop.



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**Open House Format -**  
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at the location most convenient to you!



You are invited to attend the  
**4th Public Meeting**  
for the IH 35 Planning-Environmental Linkages Study  
**Planning for Transportation Improvements along the IH 35 Corridor**

**Tuesday, October 9**  
St. Patrick's Church Community Center  
1114 Willow St.  
San Antonio, Texas 78208

**Wednesday, October 10**  
Schertz Civic Center  
1400 Schertz Pkwy., Bldg. 5  
Schertz, Texas 78154




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La Prensa – October 7, 2012



Están invitados a la  
**Cuarta Reunión Pública**  
 Para el Estudio de Enlace - Planificación y el Medio Ambiente para la carretera IH 35  
**Planificando mejoras de transporte a través del corredor de la carretera IH 35**

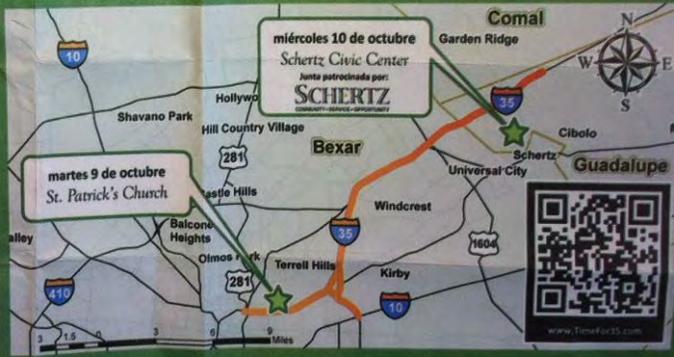
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**martes 9 de octubre**  
 St. Patrick's Church Community Center  
 1114 Willow St.  
 San Antonio, Texas 78208

**miércoles 10 de octubre**  
 Schertz Civic Center  
 1400 Schertz Pkwy., Bldg. 5  
 Schertz, Texas 78154



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## New Braunfels Herald-Zeitung – October 7, 2012



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**4th Public Meeting**  
 for the IH 35 Planning-Environmental Linkages Study  
**Planning for Transportation Improvements**  
 along the IH 35 Corridor

**Tuesday, October 9** Wednesday, October 10  
 St. Patrick's Church Community Center Schertz Civic Center  
 1114 Willow St. 1490 Schertz Pkwy., Bldg. 5  
 San Antonio, Texas 78208 Schertz, Texas 78154

**Tues., October 9**  
 St. Patrick's Church

**Wed., October 10**  
 Schertz Civic Center  
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Flyer

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# You are Invited! We want to hear from you!



The Alamo Regional Mobility Authority and the Texas Department of Transportation want to hear your thoughts and concerns on issues and potential improvements for Interstate 35 from Hubertus Rd/FM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio. Two public meetings will be held in October to discuss the results of the IH 35 Planning and Environmental Linkages (PEL) Study alternative concept evaluations, overall process, and future steps being recommended for the next phase of project development in portions of Comal, Guadalupe, and Bexar Counties:

**(Tuesday) October 9, 2012**

**(Wednesday) October 10, 2012**

**5:30 – 8:00 PM**

**St. Patrick's Church Community Center  
1114 Willow Street  
San Antonio, Texas 78208**

**5:30 – 8:00 PM**

**Schertz Civic Center  
1400 Schertz Parkway  
Schertz, Texas 78154**



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Phone: 210-549-SA35 (210-549-7235)

Email: [IH35@rjrivera.com](mailto:IH35@rjrivera.com)



# ¡Están Invitados! ¡Queremos oír de ustedes!



La Autoridad Regional de Movilidad del Alamo y el Departamento de Transporte de Texas quieren oír sus opiniones y preocupaciones sobre cuestiones claves y mejoras potenciales para el Interstate 35 desde Hubertus Rd/FM 1103 en Schertz hasta la intersección con IH 37/US 281 en el centro de San Antonio. Dos reuniones públicas se llevarán a cabo en octubre para discutir los resultados del Estudio de Enlace – Planificación y el Medio ambiente para la carretera IH 35 de alternativas conceptuales, el proceso en general, y los futuros pasos recomendados para la siguiente fase de desarrollo del proyector en porciones de los condados de Comal, Guadalupe, y Bexar:

**(martes) 9 de octubre 2012**

**(miércoles) 10 de octubre 2012**

**5:30 – 8:00 PM**

**St. Patrick's Church Community Center  
1114 Willow Street  
San Antonio, Texas 78208**

**5:30 – 8:00 PM**

**Schertz Civic Center  
1400 Schertz Parkway  
Schertz, Texas 78154**



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# Online Announcements

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**Alamo Area Council of Governments (AACOG)**  
October 5 via RSS Graffiti

**Time For 35 Public Meeting**  
October 10, 2012 The Alamo Regional Mobility Authority and the Texas Department of Transportation want to hear your thoughts and concerns on issues and potential improvements for Interstate 35 from Hubertus Road/FM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio.  
Source: Calendar

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October 5 via RSS Graffiti

**Time For 35 Public Meeting**  
October 9, 2012 The Alamo Regional Mobility Authority and the Texas Department of Transportation want to hear your thoughts and concerns on issues and potential improvements for Interstate 35 from Hubertus Road/FM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio.  
Source: Calendar

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**Alamo Area Council of Governments (AACOG)**  
October 5 via RSS Graffiti

**Career Development Specialist - Pleasanton**  
Career Development Specialist - Pleasanton (AACOG) This non-supervisory position is based in the Workforce Solutions Alamo Career Center in Pleasanton. Duties include conducting assessments and jointly preparing a career development plan with customers that outlines both short and long-term education, training, and emp...  
See More  
Source: Alamo Area Council of Governments, TX - Jobs

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**Alamo Area Council of Governments (AACOG)**  
October 5 via RSS Graffiti

**Solar Fest**  
October 6, 2012 Each year, a fusion of education and entertainment around solar energy brings the community out to enjoy live music, solar demonstrations, food and fun. An important annual event for the South Texas community. Solar Fest provides valuable information to the public

**Alamo Area Council of Governments (AACOG)**  
October 5 via RSS Graffiti

**Services Coordination Specialist - HCS**  
Services Coordination Specialist - HCS (AACOG) Duties include coordination services through available service providers and monitoring the service delivery system through site visits to ensure service goals are met; development and implementation of the Person Directed Plan, monitoring consumers' progress in both gener...  
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**Time For 35 Public Meeting**

Tuesday, October 9  
The Alamo Regional Mobility Authority and the Texas Department of Transportation want to hear your thoughts and concerns on issues and potential improvements for Interstate 35 from Hubertus Road/PM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio.

Two public meetings will be held in October to discuss the results of the IH 35 Planning and Environmental Linkages (PEL) Study alternative concept evaluations, overall process, and future steps being recommended for the next phase of project development in portions of Comal, Guadalupe, and Bexar Counties.

Date:	October 9
Time:	5:30 PM - 8:00 PM
Location:	St. Patrick's Church Community Center
Address:	1114 Willow Street San Antonio, TX 78208
Contact:	(210) 549-7235
Email:	<a href="#">Contact</a>
Links:	<a href="#">Time for 35 Website</a>



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# City of Schertz Website



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- October 2012
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Categories

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- City Notices
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- Special Events

Recent Posts

- Schertz November Election Information
- Fall Clean Up Continues Through Oct. 21
- Schertz PD Supports 'Move Over' Program
- TxDOT Meeting Seeks IH-35 Solutions
- Big TxDOT IH-35 Project Underway

Employee Page

[Schertz Employee Page](#)

## TxDOT Meeting Seeks IH-35 Solutions

Posted on October 10, 2012 by cmcollough



Schertz Executive Directors Brian James and David J. Harris (center left to right) look over a map of IH-35 with a group of TxDOT officials Wednesday night, Oct. 10, during an information sharing and public input meeting in the Schertz Civic Center.

TxDOT and the Alamo RMA sponsored the Schertz meeting, the 4th and final round of public meetings on the IH 35 Planning and Environmental Linkages Study that covers the future of the highway from downtown to FM 1103 in Schertz.

Information on the process is available at [www.TimeFor35.com](http://www.TimeFor35.com).

This entry was posted in [City News](#), [General News](#). [Bookmark the permalink](#).

# SA-BC MPO Fast Track Newsletter

**We Plan to Keep You Moving!**

**SAN ANTONIO-BEXAR COUNTY METROPOLITAN  
PLANNING ORGANIZATION**



## FastTrack Newsletter

### MPO Committee Meetings:

Technical Advisory Committee	Bicycle Mobility Advisory Committee	Pedestrian Mobility Advisory Committee	Transportation Policy Board
Friday October 5, 2012 1:30 p.m.	Wednesday October 10, 2012 6:00 p.m.	Wednesday October 17, 2012 3:30 p.m.	Monday October 22, 2012 1:30 p.m.
MPO Conference Room 825 S. St. Mary's	VIA Metro Center 1021 San Pedro	MPO Conference Room 825 S. St. Mary's	VIA Metro Center 1021 San Pedro
<a href="#">Agenda and Packet</a>	<a href="#">Agenda and Packet</a>	<a href="#">Agenda and Packet</a>	<a href="#">Agenda and Packet</a>

[www.sametroplan.org](http://www.sametroplan.org)

October 1, 2012

### Public Attends Traffic Congestion and Safety Workshop



Approximately 50 area residents joined MPO and partner agency staff to conduct a Traffic Congestion and Safety Workshop as part of the kickoff of the MPO's next long range transportation plan update (Mobility 2040).

The most recent Texas Transportation Institute's Urban Mobility report (2010 data) shows congestion in San Antonio and Bexar County costing about \$593 million annually due to time lost and fuel wasted while stuck in

traffic – adding up to about \$591 per driving commuter.

In 2010, Bexar County drivers suffered 37,809 crashes resulting in 12,623 injuries and 152 fatalities. The MPO has been working with the Texas Department of Transportation's Crash Records Information System (CRIS) and now has 2008-2010 crash data available on its website under the [safety section](#).

## Make the TimeFor35! Public Meetings



Please join us for the **final round of public meetings** on the IH 35 Planning and Environmental Linkages Study!

Join us on October 9, 2012 and October 10, 2012 for the final round of public meetings on the IH 35 Planning and Environmental Linkages Study! From 5:30 p.m. until 8:00 p.m. each night, we will be discussing the results of the IH 35 PEL Study alternative concept evaluations, overall process, and future steps to help improve IH 35. Each night will feature the same materials and presentation. Please come give your input into how the future of this corridor should be shaped!

### [Public Meeting Notice Flyer](#)

Tuesday, October 9, 2012

5:30 – 8:00 PM

St. Patrick's Church Community Center  
1114 Willow Street  
San Antonio, Texas 78208

[Map](#)

Wednesday, October 10, 2012

5:30 – 8:00 PM

Schertz Civic Center  
1400 Schertz Parkway  
Schertz, Texas 78154

[Map](#)

### Written comments

may be emailed to [IH35@rjrivera.com](mailto:IH35@rjrivera.com), faxed to 210-495-5403, or mailed to RJ RIVERA Associates, Inc.  
ATTN: IH 35 PEL  
601 NW Loop 410, Suite 410  
San Antonio, Texas 78216

# SApublicMeetings.com Website



# SA Public Meetings Calendar

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September 2012

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30						

November 2012

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25	26	27	28	29	30	

## October 2012

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Month

Week

Day

List

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2 <ul style="list-style-type: none"> <li>Commissioners Court</li> <li>National Night Out - Areawide 6:00 pm - 8:30 pm</li> </ul>	3	4	5 <ul style="list-style-type: none"> <li>San Antonio Hispanic Chamber of Commerce - 1st Annual State of Trade Luncheon 11:30 am - 1:00 pm @ Grand Hyatt Hotel</li> </ul>	6
7	8 Columbus Day <ul style="list-style-type: none"> <li>City of Alamo Heights - City Council Meeting 5:30 pm - 8:00 pm @ Alamo Heights</li> </ul>	9 <ul style="list-style-type: none"> <li>Last Day (TODAY) for Citizens to Register to VOTE! 8:00 am - 5:00 pm</li> <li>Northeast Senior Expo: "Navigating the Maze!" 10:00 am - 4:00 pm @ Live Oak Civic Center</li> <li>IH 35 PEL Study - Public Meeting #4 5:30 pm - 8:00 pm @ St. Patrick's Catholic Church - Community Center</li> <li>San Antonio Hispanic Chamber - Noche en San Antonio Business Networking Mixer - La Hacienda de Los Barrios 5:30 pm - 7:30 pm @ La Hacienda de Los Barrios Restaurant</li> <li>Westside Creeks Restoration Oversight Committee Meeting 6:00 pm</li> </ul>	10 <ul style="list-style-type: none"> <li>Water Forum III - Our Water: Our Future 10:00 am - 2:00 pm @ Pearl Stable at the Historic Pearl Brewery</li> <li>IH 35 PEL Study - Public Meeting #4 5:30 pm - 8:00 pm @ Schertz Civic Center</li> <li>MPO Bike Night 6:00 pm - 8:30 pm @ VIA Metro Center</li> </ul>	11	12	13 <ul style="list-style-type: none"> <li>LiveGreenFest 10:00 am - 3:00 pm @ Olmos Basin Park</li> </ul>
14	15	16	17	18	19	20

# Schertz Magazine



**MAGAZINE ARCHIVES**

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- March 2012
- April 2012
- May 2012
- June 2012
- July 2012
- August 2012
- September 2012

**Z-SPOT**

**Cibolofest 2012**  
Residents of the area have much to see and do at Cibolofest 2012. The event takes place near the City of Cibolo Municipal Complex, Loop 539 and Main St. Food, games, crafts and live entertainment are Read more...

**Homecoming 2012**  
Homecoming 2012, Samuel Clemens. Read more...

**Rainbow over Schertz**  
A rainbow forms against a dark cloud Thursday as a fast-moving autumn storm moved through Schertz. The rainbow was photographed by Schertz Executive Director David J. Harris. Read more...

**Gentleman Farmer**  
You know the name Borgfeld; probably even driven the road or even passed by the historic farm established in 1867 on Cibolo Valley Drive. But what do you really know about the family behind the name. Read more...

**Ministry at work**  
Members from the San Antonio Food Bank, in conjunction with volunteers from Bracken United Methodist Church, gather at Pickett Park quarterly to share supplies with families in need. Read more...

**CIVIC NEWS**  
**PLANNING IH-35 FUTURE**

Published on October 10th, 2012



Top photo – Schertz Executive Directors Brian James and David J. Harris (center left to right) look over a map of IH-35 with a group of TxDOT officials Wednesday night, Oct. 10, during an information sharing and public input meeting in the Schertz Civic Center.

Bottom Photo — Members of the public look at maps and displays and talk with TxDOT officials.

TxDOT and the Alamo RMA sponsored the Schertz meeting, the 4th and final round of public meetings on the IH 35 Planning and Environmental Linkages Study that covers the future of the highway from downtown to FM 1103 in Schertz.

Information on the process is available at [www.TimeFor35.com](http://www.TimeFor35.com).

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## Texas Foreclosures and Public Notices

**IH 35 PLANNING AND ENVIRONMENTAL LINKAGES STUDY NOTICE OF PUBLIC MEETINGS PLANNING FOR TRANSPORTATION IMPROVEMENTS ALONG THE IH 35 CORRIDOR** The Texas Department of Transportation (TxDOT) will host two final public meetings in October 2012 for the IH 35 Planning and Environmental Linkages (PEL) Study. The purpose of the meetings is to present to and solicit input from the public on the alternative concepts being recommended for the next phase of project development, a National Environmental Policy Act (NEPA) study for IH 35 in portions of Comal, Guadalupe, and Bexar Counties. The IH 35 PEL Study was initiated in August 2011 to identify potential improvements to meet the long-range transportation needs on IH 35. The study area follows IH 35 from Hubertus Road/FM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio, and Loop 410 from IH 35 on the north side of San Antonio east to IH 10. The three previous rounds of public workshops were held in November 2011, February 2012 and June 2012 to gather input on the problems, needs, proposed evaluation criteria, and draft alternative concepts for IH 35 within the study area. The IH 35 PEL Study follows the Federal Highway Administration's (FHWA) guidance on conducting PEL studies to ensure that the data and planning recommendations resulting from the study, including recommended alternative concepts, can be integrated into a future NEPA study process. All interested citizens are encouraged to attend a public meeting to discuss the alternative concepts being proposed for future, more detailed environmental analysis in the study area. Court reporters and comment forms will be available at the meetings for individuals wishing to provide input. Comment forms and meeting materials will also be available on the project website at [www.TimeFor35.com](http://www.TimeFor35.com). Written comments may be emailed to [IH35@rivers.com](mailto:IH35@rivers.com), faxed to 210-340-5664, or mailed to IH 35 PEL Study, 601 NW Loop 410, Suite 410, San Antonio, Texas 78216. Website and/or mailed comments must be submitted by October 24, 2012. Public meetings will be held from 5:30 PM to 8:00 PM at the following locations: Tuesday, October 9, 2012 St. Patrick's Church Community Center 1114 Willow Street San Antonio, Texas 78203 Wednesday, October 10, 2012 Schertz Civic Center 1400 Schertz Parkway Schertz, Texas 78154 The same material will be presented at both meetings. Spanish interpreters will be available at the meetings to assist with translation needs. Persons who plan to attend a meeting and have other special communication or accommodation needs are encouraged to call 210-549-SA35 (210-549-7235) at least two business days prior to the meeting to request assistance. TxDOT will make every reasonable effort to accommodate these needs.

Location: | Publication date: **09/10/12**

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### East Texas

- Final day of catfish festival dodges rain
- Hallsville ISD sets hearing on state ranking
- Pentagon: submarine, cruiser collision under investigation

[East Texas](#)

### Gulf Coast

- Obituaries 10.14.12
- Area experts to answer questions Thursday about Corpus Christi's infrastructure
- Coastal Bend school reunions: 10.15.12

[Gulf Coast](#)

### Hill Country

- Experts ready to dig in and identify old relics
- Man, 65, stung to death by bees

# Time for 35 Website

### Why do we need to do this study now?

With the growth experienced by the Base Realignment and Closure Commission (BRAC) efforts, the continued commercial growth and truck traffic on this corridor, and the growth experienced by the San Antonio region, now is the time for 35! We need to start this journey to environmental clearance today so we can be ready, within just a few years, with an environmentally cleared project, ready to be developed, that helps prepare our community to address the congestion we have today, and allows us to be ready for the continued growth that is projected to occur across our region.

### How can I be involved?

There are a number of ways to be involved and engaged with the IH 35 PEL study.

- 1) Follow us on Social Media - We are on [Facebook](#) - and We are on [Twitter](#)!
- 2) Invite us to come speak to your group at a meeting by [emailing the study team here](#)
- 3) Call us with any questions you might have - our number is 210-549-7235 (210-549-SA35)
- 4) Sign up for the E-newsletter to stay up to date on the latest developments with the IH 35 Planning and Environmental Linkages Study!



- 5) Let us know what is important to you on IH 35 as we move forward in our study!

### Public Workshop Round 4 - October 9 and October 10, 2012

Join us on October 9, 2012 and October 10, 2012 for the 4th round of public workshops on the IH 35 Planning and Environmental Linkages Study! Doors open at 5:30 p.m. and each night will feature the same materials and presentation. All materials will be online on October 11, 2012 by 10 a.m. in case you miss these two events! This round of workshops will discuss the results of the IH 35 Planning and Environmental Linkages Study alternative concept evaluations, overall process, and future steps being recommended.

**Tuesday, October 9, 2012 5:30 – 8:00 PM**

**St. Patrick's Church Community Center**

**1114 Willow Street**

**San Antonio, Texas 78208**

[Map](#)

**Wednesday, October 10, 2012 5:30 – 8:00 PM**

**Schertz Civic Center**

**1400 Schertz Parkway**

**Schertz, Texas 78154**

[Map](#)

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Home > [Projects](#) > [IH 35 Planning and Environmental Linkages Study](#)

## IH 35 PLANNING AND ENVIRONMENTAL LINKAGES STUDY

Welcome to the Online Home for the IH 35 Planning and Environmental Linkages Study.

It's Time For 35!





**What is this study?**

The IH 35 Planning and Environmental Linkages Study (IH 35 PEL) is a partnership between the Alamo Regional Mobility Authority and the Texas Department of Transportation to begin the community discussion and visioning for long-term improvements to the Interstate 35 corridor, from FM 1102 into Downtown San Antonio.

This is the first phase in a multi-year study that will help bring environmental clearance to IH 35 for long-term improvements, helping us address the growing congestion on this vital roadway.

Through public meetings and open houses, technical and community advisory committees, and technical and environmental reviews, working together, we can begin to shape the future of this corridor in a way that helps bring a transportation vision forward to guide our community as we look to develop and improve IH 35.

**Why do we need to do this study now?**

With the growth experienced by the Base Realignment and Closure Commission (BRAC) efforts, the continued commercial growth and truck traffic on this corridor, and the growth experienced by the San Antonio region, now is the time for 35! We need to start the journey to environmental clearance today so we can be ready, within just a few years, with an environmentally cleared project, ready to be developed, that helps prepare our community to address the congestion we have today, and allows us to be ready for the continued growth that is projected to occur across our region.

**How can I be involved?**

There are a number of ways to be involved and engaged with the IH 35 PEL study:

- 1) Follow us on Social Media - We are on Facebook - and We are on Twitter!
- 2) Invite us to come speak to your group at a meeting by emailing the study team here
- 3) Call us with any questions you might have - our number is 210-549-7235 (210-549-5A35)
- 4) Sign up for the E-newsletter to stay up to date on the latest developments with the IH 35 Planning and Environmental Linkages Study!

Register for E-newsletter

- 5) Let us know what is important to you on IH 35 as we move forward in our study!

**Public Workshop Round 4 - October 9 and October 10, 2012**

Join us on October 9, 2012 and October 10, 2012 for the 4th round of public workshops on the IH 35 Planning and Environmental Linkages Study! Doors open at 5:00 p.m. and each night will feature the same materials and presentation. All materials will be online on October 11, 2012 by 10 a.m. in case you miss these two events! This round of workshops will discuss the results of the IH 35 Planning and Environmental Linkages Study alternative concept evaluations, overall process, and future steps being recommended.

**Tuesday, October 9, 2012 6:30 – 8:00 PM**  
 St. Patrick's Church Community Center  
 1114 Willow Street  
 San Antonio, Texas 78208  
[Map](#)

**Wednesday, October 10, 2012 6:30 – 8:00 PM**  
 Sohertz Civic Center  
 1400 Sohertz Parkway  
 Sohertz, Texas 78164  
[Map](#)

[Download a copy of the flyer for more information!](#)

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**TimeFor35** @TimeFor35 11m

Our second public workshops are coming up on the 22nd and 23rd of February - visit [timefor35.com](http://timefor35.com) for more... <fb.me/NQZ1a7OV>

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**TimeFor35** @TimeFor35 14 Jun

Did you miss the public workshops this week? No problem - we have it all online now - [TimeFor35.com](http://TimeFor35.com) -... <fb.me/1kTDYKKRZ>

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**TimeFor35** @TimeFor35 13 Jun

Please join us tonight at the AT&T Center for the third round of IH 35 PEL Study meetings to help plan the future... <fb.me/1y8lcMPTd>

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**TimeFor35** @TimeFor35 8 Jun

Join us at the IH 35 PEL Study meetings next week to help plan the future of the IH 35 corridor!! We want your... <fb.me/1PBRnoQUr>

IH 35 PEL Study October 2012 Public Meeting Advertising

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Our second public workshops are coming up on the 22nd and 23rd of February - visit [timefor35.com](http://timefor35.com) for more... <fb.me/NQZ1a7OV>

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### Tweets

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 **TimeFor35** @TimeFor35 25 Sep  
 Our fourth round of public meetings are coming up on the 9th and 10th of October - See the image for more... [fb.me/14Vebh0yn](http://fb.me/14Vebh0yn)  
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 **TimeFor35** @TimeFor35 25 Sep  
 Our second public workshops are coming up on the 22nd and 23rd of February - visit [timefor35.com](http://timefor35.com) for more... [fb.me/NQZ1a7OV](http://fb.me/NQZ1a7OV)  
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## Hearings and Meetings Schedule

Public meetings and public hearings allow you to participate in the transportation planning process and are a coordinated effort to gather your input. These meetings help you better understand the road, rail and aviation projects that affect your community. Everyone is welcome to attend.

Hearing Handouts will remain on this page for one month following the hearing or meeting. After one month, information will be moved to the [Archive](#).

City	Date	Description
Houston	10/11/12	North Houston Corridor
Schertz	10/10/12	IH 35 Planning and Environmental Linkages Study
San Antonio	10/09/12	IH 35 Planning and Environmental Linkages Study
Houston	10/09/12	North Houston Corridor
Plantersville	10/09/12	SH 105
Prosper	10/09/12	US 380
El Paso	10/04/12	El Paso / Santa Teresa - Chihuahua Border Master Plan
El Paso	10/03/12	I-10 Operational Improvements
Brownwood	10/01/12	FM 2524 (Austin Avenue)
Houston	09/20/12	FM 1093
Austin	09/20/12	Proposed Approval of Financial Assistance - Aviation
Waco	09/20/12	I-35 Waco Project
Austin	09/18/12	US 183 South
Austin	09/07/12	STIP August 2012 Quarterly Revisions

### Related Links

- [Statewide Long-Range Transportation Plan 2035 Meetings](#)
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## Public Meeting - IH 35 Planning and Environmental Linkages Study (PEL)

Home > Inside TxDOT > Get Involved > Hearings & Meetings > Schedule



**Where:** St. Patrick's Church Community Center  
1114 Willow Street  
San Antonio, TX 78208

**When:** Tuesday, Oct. 9, 2012  
5:30 p.m. - 8 p.m.

**Where:** Schertz Civic Center  
1400 Schertz Parkway  
Schertz, TX 78154

**When:** Wednesday, Oct. 10, 2012  
5:30 p.m. - 8 p.m.

**Purpose:** A public meeting to discuss the results of the IH 35 PEL Study alternative concept evaluations, overall process, and future steps to help improve IH 35.

**Description:** Meetings are the fourth and final opportunity to give input on the IH 35 Planning and Environmental Linkages Study and help shape the future of the IH 35 corridor.

For more information, visit the [IH 35 Planning and Environmental Linkages Study](#).

**Contact:**  
San Antonio District  
Phone: (210) 615-5839  
[E-mail Us](#)



# E-Mail Notifications

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More information online at [www.TimeFor35.com](http://www.TimeFor35.com)

## Make the TimeFor35! Public Meetings to be held next month!

September 26, 2012 [View in browser](#) [Share](#)



### Please join us for the **final round of public meetings** on the IH 35 Planning and Environmental Linkages Study!

Dear Erin,

Join us on October 9, 2012 and October 10, 2012 for the 4th and final round of public meetings on the IH 35 Planning and Environmental Linkages Study! From 5:30 p.m. until 8:00 p.m. each night, we will be discussing the results of the IH 35 PEL Study alternative concept evaluations, overall process, and future steps to help improve IH 35. Each night will feature the same materials and presentation. Please come give your input into how the future of this corridor should be shaped!

#### [Public Meeting Notice Flyer](#)

Tuesday, October 9, 2012  
5:30 – 8:00 PM  
St. Patrick's Church Community Center  
1114 Willow Street  
San Antonio, Texas 78208  
[Map](#)

Wednesday, October 10, 2012  
5:30 – 8:00 PM  
Schertz Civic Center  
1400 Schertz Parkway  
Schertz, Texas 78154  
[Map](#)

**Written comments**  
may be emailed to [IH35@rjrivera.com](mailto:IH35@rjrivera.com), faxed to 210-340-5664, or mailed to  
RJ RIVERA Associates, Inc.  
ATTN: IH 35 PEL  
601 NW Loop 410, Suite 410  
San Antonio, Texas 78216

All information presented at the 4th Round of Public Meetings will be posted online at [www.TimeFor35.com](http://www.TimeFor35.com)  
by 10 a.m. on October 11, 2012.

Make the Time for 35 – 4th & Final Round of Public Workshops on October 9th/10th!

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## Make the TimeFor35! Public Meetings to be held next month!

October 2, 2012 [View in browser](#) [Share](#)



### Please join us for the **final round of public meetings** on the IH 35 Planning and Environmental Linkages Study!

Dear Erin,

Join us on October 9, 2012 and October 10, 2012 for the 4th and final round of public meetings on the IH 35 Planning and Environmental Linkages Study! From 5:30 p.m. until 8:00 p.m. each night, we will be discussing the results of the IH 35 PEL Study alternative concept evaluations, overall process, and future steps to help improve IH 35. Each night will feature the same materials and presentation. Please come give your input into how the future of this corridor should be shaped!

#### [Public Meeting Notice Flyer](#)

Tuesday, October 9, 2012

5:30 – 8:00 PM

St. Patrick's Church Community Center  
1114 Willow Street  
San Antonio, Texas 78208

[Map](#)

Wednesday, October 10, 2012

5:30 – 8:00 PM

Schertz Civic Center  
1400 Schertz Parkway  
Schertz, Texas 78154

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#### Written comments

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RJ RIVERA Associates, Inc.  
ATTN: IH 35 PEL  
601 NW Loop 410, Suite 410  
San Antonio, Texas 78216

All information presented at the 4th Round of Public Meetings will be posted online at [www.TimeFor35.com](http://www.TimeFor35.com) by 10 a.m. on October 11, 2012.

Next week! 4th & Final Round of Public Workshops on October 9th/10th!

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## Make the TimeFor35! Public Meetings to be held next month!

October 8, 2012 [View in browser](#) [Share](#)



### Please join us for the **final round of public meetings** on the IH 35 Planning and Environmental Linkages Study!

Dear Erin,

Join us tomorrow (October 9, 2012) and on October 10, 2012 for the 4th and final round of public meetings on the IH 35 Planning and Environmental Linkages Study! From 5:30 p.m. until 8:00 p.m. each night, we will be discussing the results of the IH 35 PEL Study alternative concept evaluations, overall process, and future steps to help improve IH 35. Each night will feature the same materials and presentation. Please come give your input into how the future of this corridor should be shaped!

[Public Meeting Notice Flyer](#)

[Reunión Pública Flyer Notice \(en español\)](#)

Tuesday, October 9, 2012

5:30 – 8:00 PM

St. Patrick's Church Community Center  
1114 Willow Street

San Antonio, Texas 78208

[Map](#)

Wednesday, October 10, 2012

5:30 – 8:00 PM

Schertz Civic Center

1400 Schertz Parkway

Schertz, Texas 78154

[Map](#)

Written comments

may be emailed to [IH35@rjrivera.com](mailto:IH35@rjrivera.com), faxed to 210-340-5664, or mailed to

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ATTN: IH 35 PEL

601 NW Loop 410, Suite 410

San Antonio, Texas 78216

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Tomorrow! 4th & Final Round of Public Workshops, Oct. 9th/10th!

All information presented at the 4th Round of Public Meetings will be posted online at [www.TimeFor35.com](http://www.TimeFor35.com) by 10 a.m. on October 11, 2012.

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# Directional Signs

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*TIME for 35*

# **IH 35 MEETING**

# Portable Dynamic Message Signs

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## Electronic Message Sign

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I	H		3	5			
M	E	E	T	I	N	G	S
5	:	3	0	-	8	P	M

### Message 2

1	0	/	0	9		S	T
P	A	T	R	I	C	K	S
C	H	U	R	C	H		

### Message 3

1	0	/	1	0			
S	C	H	E	R	T	Z	
C	I	V	I	C		C	R

Message 4

F	O	R		I	N	F	O
T	I	M	E	F	O	R	3
5	.	C	O	M			

Appendix B: IH 35 PEL Study October  
2012 Public Meeting Materials and  
Example Photographs

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# Public Meeting Exhibits

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It's Time for 35!



# Welcome

To the IH 35  
Planning and  
Environmental Linkages  
Study

# Public Meeting

Less **time** in traffic

More **time** for you

It's **time** to take action



[www.TimeFor35.com](http://www.TimeFor35.com)



# IH 35 PEL Study Process



Less *time* in traffic

More *time* for you

It's *time* to take action



[www.TimeFor35.com](http://www.TimeFor35.com)



# How You've Helped at Each Stage



- November 2011 Public Workshops

Update  
Previously  
Identified Needs  
and Goals

Develop Project  
Need and  
Purpose  
Statement



- February 2012 Public Workshops

Refine Project  
Need and  
Purpose  
Statement

Develop Draft  
Alternative  
Concepts and  
Evaluation  
Methodology



- June 2012 Public Meetings

Evaluate  
Alternative  
Concepts Against  
Need and Purpose  
Statement



- October 2012 Public Meetings

Recommend  
Alternatives for  
Future  
Environmental  
Analysis



Less **time** in traffic

More **time** for you

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## Need for Improvements in the IH 35 PEL Study Area



- Increasing traffic demand and congestion
- Inadequate roadway capacity
- Roadway safety and operational concerns
- Structural and functional roadway deficiencies
- Limited integration of IH 35 with other existing and planned transportation modes

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## Purpose of Improvements in the IH 35 PEL Study Area



To develop transportation alternatives that improve mobility and safety in the IH 35 corridor in a manner that will:

- manage vehicle congestion for the projected 25-year planning horizon,
- promote efficient use of existing transportation facilities,
- minimize impacts to the natural and built environment, and
- complement other modes of transportation and economic development initiatives in the region

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# What is a Standalone Alternative Concept?



- A standalone alternative concept is an alternative concept that, on its own merit, could potentially meet the Need and Purpose of the IH 35 PEL Study

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# What is a Complementary Transportation System Solution?



- A Complementary Transportation System Solution (CTTS) is a preliminary alternative concept that has been eliminated as a standalone alternative concept, but that has the potential to complement and enhance other standalone alternatives

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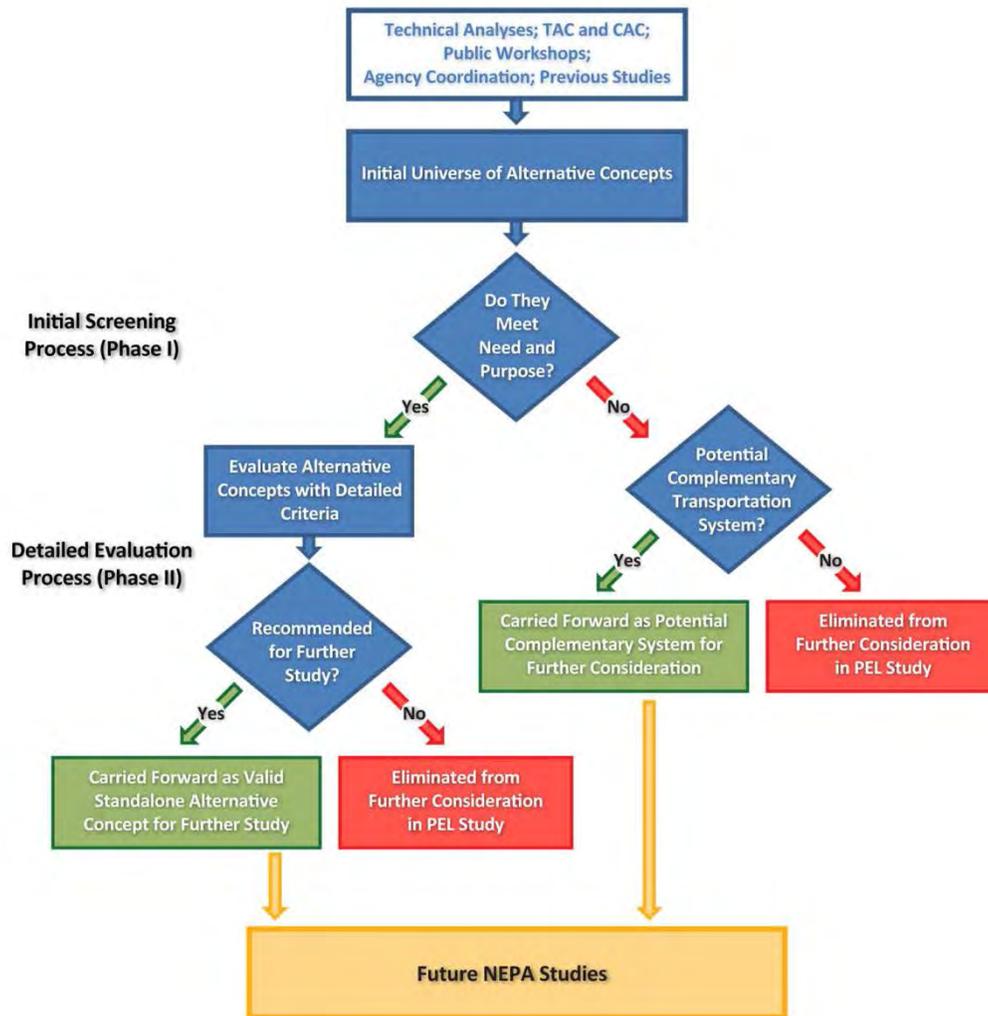
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# What is the Process for Developing and Evaluating the IH 35 PEL Study Alternative Concepts?



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## Step 1: Develop Universe of Alternative Concepts



*What options are available that could potentially address the transportation issues in the Study Area?*

### Universe of Alternative Concepts

- No Build
- Travel Demand Management/Transportation System Management/Intelligent Transportation Systems (TDM/TSM/ITS)-Only
- Rail-Only
- Transit-Only
- Truck Lanes-Only
- At-Grade Expansion
- Elevated Expansion
- Elevated/At-Grade Expansion
- Depressed Expansion
- New Location Highway
- Expansion of Parallel Facility

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## Step 2: Phase I Alternative Screening



*Do the alternative concepts meet the  
Need and Purpose of the Study?*

### **Eliminated as Standalone Concept in Phase I**

- TDM/TSM/ITS-Only
- Rail-Only
- Transit-Only
- Truck Lanes-Only

### **Concept Carried Forward to Phase II**

- No Build
- At-Grade Expansion
- Elevated Expansion
- Elevated/At-Grade Expansion
- Depressed Expansion
- New Location Highway Facility
- Expansion of Parallel Facility

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## Step 3: Grouping of Similar Alternative Concepts



*Are there similarities amongst the alternative concepts to allow for grouping or generalization?*

### **Group 1: Add Highway Capacity to Existing IH 35**

- At-Grade Capacity
- Elevated Capacity
- Elevated/At-Grade Capacity
- Depressed Capacity

### **Group 2: Construct New Highway Capacity Away from Existing IH 35**

- New Location Highway Facility
- Expansion of Parallel Roadway

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## Step 4: Phase II Alternative Evaluation



Which generalized concept would be relatively more successful at meeting the Need and Purpose of the Study?

Alternative Concept	Improve Mobility			Minimize Potential Impacts		
	Avg. Speed	Travel Time	Total Volume	Residential	Business	Environment
No Build	✗	✗	✗	✓	✓	✓
Group 1: Add Highway Capacity to the Existing IH 35 Facility	✓	✓	✓	✓	✓	✓
Group 2: Construct New Highway Capacity Away from the Existing IH 35 Facility	✓	✓	✓	✗	✗	✗

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## Step 5: Final Recommendation



*Which alternative concept is being recommended for future National Environmental Policy Act (NEPA) Study?*

### Recommended alternative concepts to be carried into NEPA

- Expansion of the existing IH 35 facility that will manage congestion for the 25-year planning horizon
- No Build Alternative (required to be considered in all NEPA studies)

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# Next Steps



What happens after the IH 35 PEL Study is complete?

## Specific project details to be explored further in a NEPA study



Number of lanes to be added



Potential environmental and social impacts



Engineering and design (at-grade, elevated, depressed lanes, etc.)



Project financing (general purpose lanes, managed lanes, tolling)

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# Overall Results of the IH 35 PEL Study



Need and Purpose identified



Affected environment identified



Several alternative concepts  
eliminated from further study as  
standalone solutions



Two alternative concepts identified  
for further study in NEPA



Public and agencies re-engaged



Planning process documented for use  
in NEPA

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## What Happens Next?



- Review the public input received
- Finalize technical reports
- Request concurrence from the Federal Highway Administration (FHWA)



### Begin NEPA study

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# Public Meeting Presentation

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# IH 35 Planning and Environmental Linkages (PEL) Study Update

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## What is the Purpose of Tonight's Meeting?

- IH 35 Planning and Environmental Linkages (PEL) Study Overview
- Input from previous public workshops
- Alternative Concept Development and Screening Process
- Results of IH 35 PEL Study
- Next Steps

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# IH 35 PEL Study Overview

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# IH 35 PEL Study



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## Goal of the IH 35 PEL Study

- Engage stakeholders early and often
- Identify transportation needs and issues
- Identify potential alternative concepts and
- Recommend viable transportation alternative concepts for future studies

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## Why Use a PEL Study for IH 35?

- Re-engages the public and agencies in the planning process
- Creates link between past, current, and future transportation decisions, thus potentially minimizing duplication of efforts
- Shortens the time needed to implement a project

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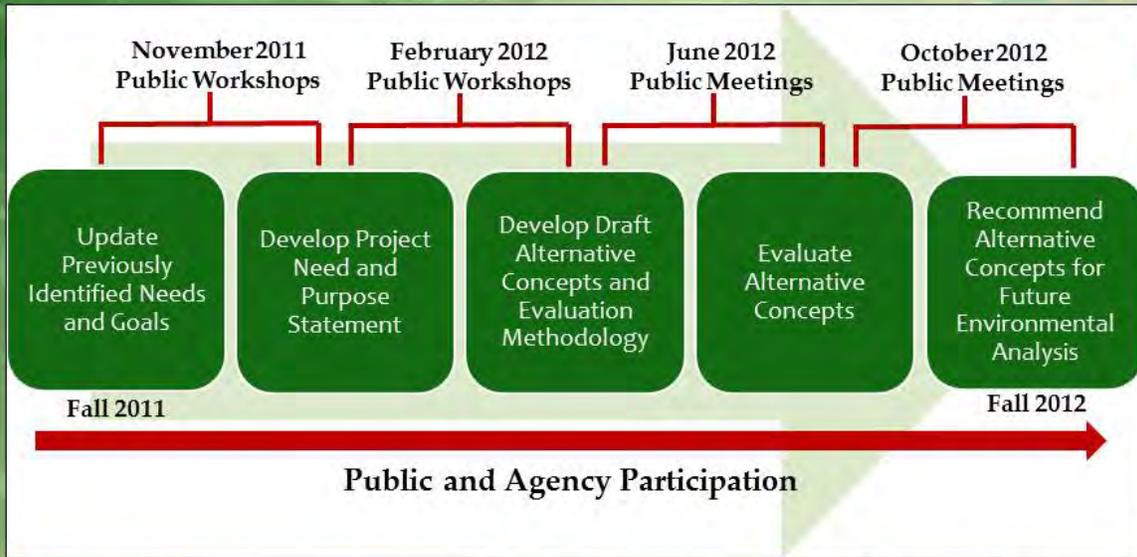


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# Where Have We Been?



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## Need for Improvements in the IH 35 PEL Study Area

- Increasing traffic demand and congestion
- Inadequate roadway capacity
- Roadway safety and operational concerns
- Structural and functional roadway deficiencies
- Limited integration of IH 35 with other existing and planned transportation modes

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# Purpose of Improvements in the IH 35 PEL Study Area

To develop transportation alternatives that improve mobility and safety in the IH 35 corridor in a manner that will:

- Manage vehicle congestion for the projected 25-year planning horizon,
- Promote efficient use of existing transportation facilities,
- Minimize impacts to the natural and built environment, and
- Complement other modes of transportation and economic development initiatives in the region.

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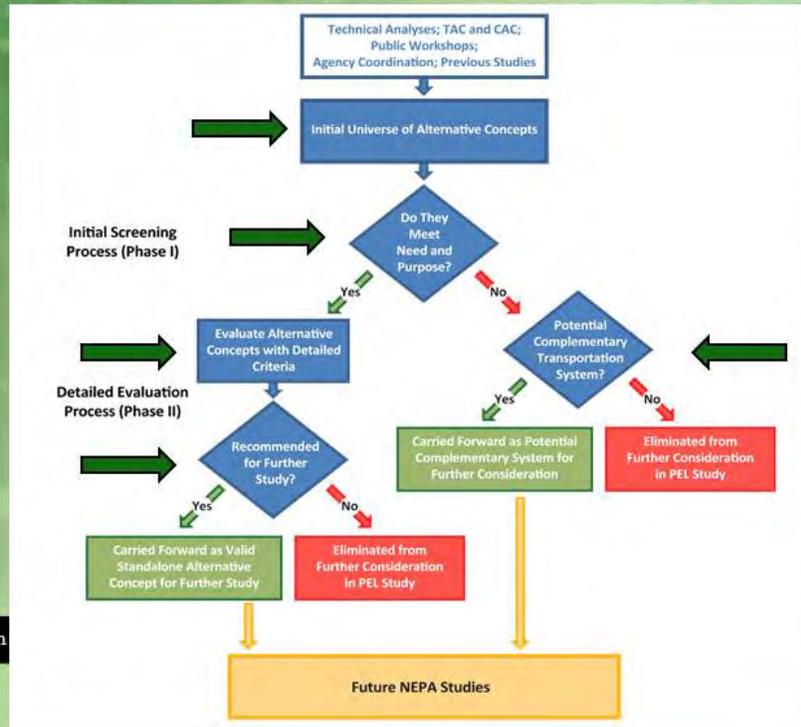


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# Alternative Concepts Development and Evaluation Process



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# Alternative Concept Evaluation Results

- Alternative Concepts Recommended for further study under NEPA
  - Add Highway Capacity to the Existing IH 35 Facility
  - No Build

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# Items to be Explored Further in NEPA

- Number of lanes
- Engineering and design configurations
- Project financing
- Project-specific impacts



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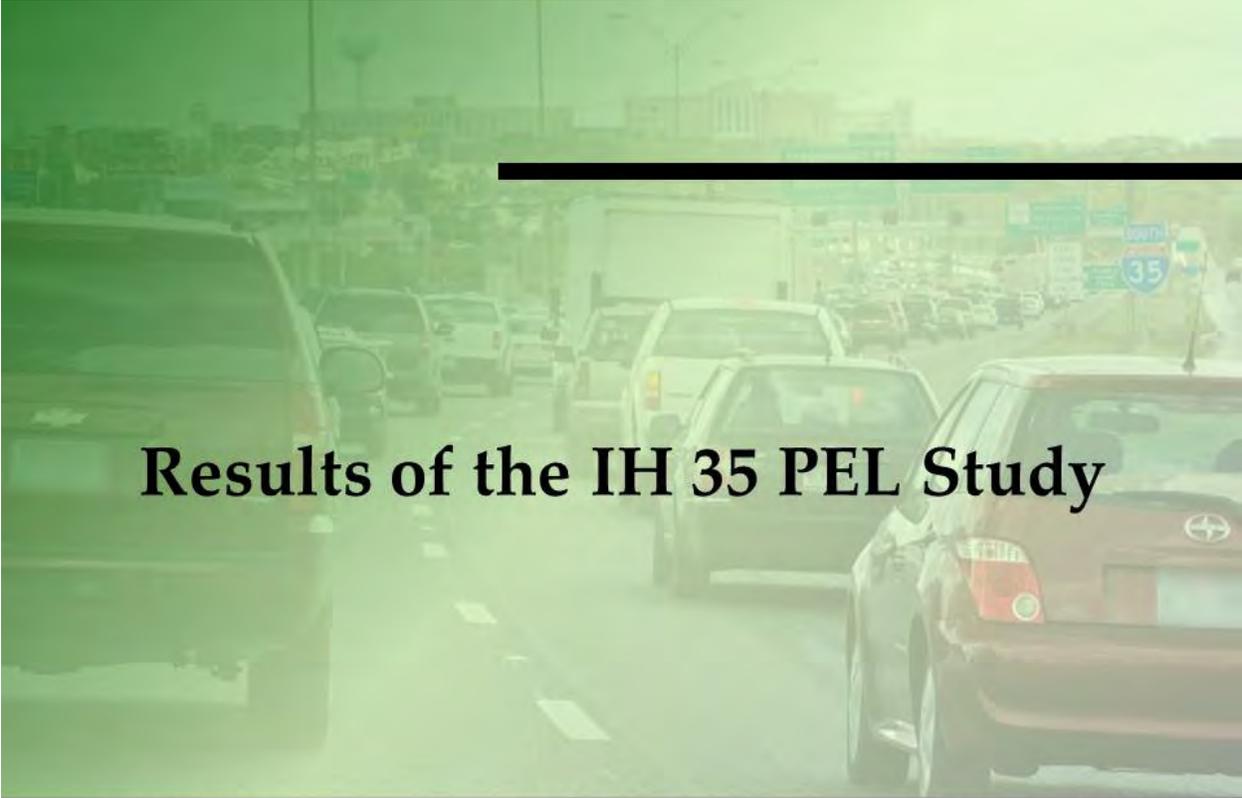
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# Results of the IH 35 PEL Study

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# Results of the IH 35 PEL Study

- Need and Purpose
- Affected Environment
- Two Alternatives identified for further study in NEPA
- Elimination of six alternative concepts from further study as standalone solutions in NEPA
- Re-engagement of the public and agencies

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# Next Steps

- Review Comments from Public Meetings
- Finalize Reports
- Request Federal Highway Administration (FHWA) Concurrence
- Begin NEPA Study

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# We Want Your Input!

- Leave a Comment at a Public Meeting:
  - Comment Station
  - Court Reporter
- Visit: [www.TimeFor35.com](http://www.TimeFor35.com)
- Email: [IH35@rjrivera.com](mailto:IH35@rjrivera.com)
- Mail: IH 35 PEL Study  
601 NW Loop 410, Suite 410  
San Antonio, Texas 78216
- Call: 210-549-SA35 (210-549-7235)

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# Public Meeting Handouts

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## Overall Results/Products from the IH 35 PEL Study

### Need and Purpose Identified

- The IH 35 PEL Study identified a Need and Purpose Statement that lays out the problem to be addressed and why it is necessary to address it.
- The Need and Purpose Statement sets the stage for the development and evaluation of proposed solutions (alternatives) in both the planning and environmental study phases.

### Several Concepts Eliminated from Further Study as Standalone Solutions in NEPA

- TDM/TSM/ITS-Only
- Rail-Only
- Transit-Only
- Truck Lane-Only
- New Location Highway Facility
- Expansion of Parallel Roadway

### Affected Environment Identified

- The IH 35 PEL Study identified various natural and man-made resources within the study area that could potentially be affected by future transportation improvements.
- Affected environment information is used throughout the planning and environmental process to determine future project constraints and compare potential impacts among proposed alternatives.

### Two Alternatives Recommended for Further Study in NEPA

- Add highway capacity to existing IH 35
- No build alternative

### Public and Agency Involvement

The IH 35 PEL Study has engaged the public and agencies early and often throughout the study process through the following:

- Eight public workshops/meetings
- Four Community Advisory Committee meetings
- Four Technical Advisory Committee meetings
- Various other agency meetings

Input received from this outreach has been incorporated into the Need and Purpose Statement and alternative concept development and evaluation process.



### We want your input!

Tonight, we want to hear your thoughts about the alternative concepts that are being recommended for further study under the National Environmental Policy Act (NEPA). Please take some time to ask questions of staff, submit a comment form, and/or speak to a court reporter and let us know what you think. The IH 35 PEL Study team will review the public input received and make a final recommendation for the alternative concept(s) to be carried forward to a NEPA study for more detailed analysis.

### WRITTEN COMMENTS

Written comments may be submitted tonight, emailed to [ih35@jiviera.com](mailto:ih35@jiviera.com), faxed to 210-495-9403, or mailed to RJ Jiviera Associates, Inc., ATTN: IH 35 PEL, 601 NW Loop 410, Suite 410, San Antonio, Texas 78216. Emailed and/or mailed comments must be submitted by October 24, 2012.

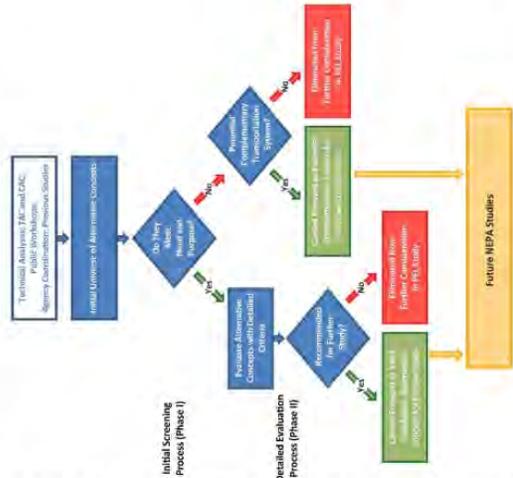


## IH 35 Planning and Environmental Linkages (PEL) Study Public Meeting #4



### What was the process for developing and evaluating the IH 35 PEL Study alternative concepts?

The IH 35 PEL Study team first identified a "Universe of Standalone Alternative Concepts" for consideration, which included 11 preliminary concepts that could potentially address the transportation needs within the study area. These alternative concepts were developed based on previous planning studies, technical analysis, and suggestions provided through public and agency input.



**STANDALONE ALTERNATIVE CONCEPT**  
An alternative concept that, on its own merits, could potentially meet the Need and Purpose of the IH 35 PEL Study.

The study team then conducted an initial screening of the universe of standalone alternative concepts (Phase I) to determine which could potentially meet the Need and Purpose of the IH 35 PEL Study. Those that could not meet the Need and Purpose were eliminated from future consideration as standalone alternative concepts.\*

Those alternative concepts that could potentially meet the Need and Purpose were then studied in more detail in Phase II, which looked specifically at the potential mobility benefits and impacts that each concept could have within the corridor. The concept that is determined to best meet the Need and Purpose and mobility/impacts criteria from Phase II will be carried forward into a National Environmental Policy Act (NEPA) study for a more detailed analysis.

### NEED FOR IMPROVEMENTS

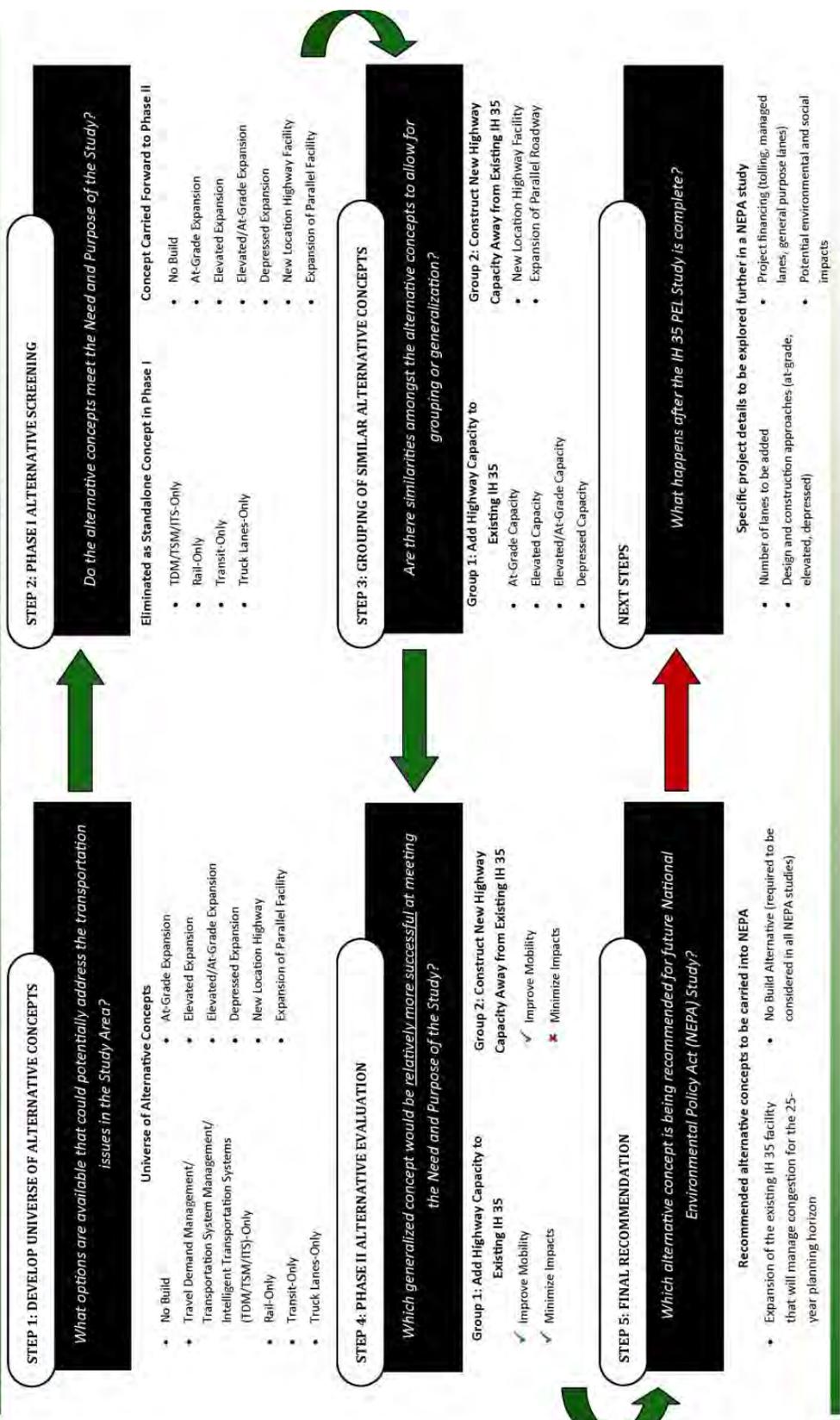
- Increasing traffic demand and congestion
- Inadequate roadway capacity
- Roadway safety and operational concerns
- Strategic and functional roadway deficiencies
- Limited integration of IH 35 with other existing and planned transportation modes

### PURPOSE OF IMPROVEMENTS

To develop transportation alternatives that improve mobility and safety in the IH 35 corridor in a manner that will manage vehicle congestion for the projected 25-year planning horizon, promote safety, and address transportation justice impacts. To address the need for complementary and complementary other modes of transportation and economic development initiatives in the region.

\* Some preliminary alternative concepts eliminated as standalone alternatives concepts were identified as potential complementary transportation system solutions. These are solutions that could be combined with a standalone concept to improve the overall transportation system, and will continue to be discussed and analyzed in future studies.

**Overview of Alternative Concept Development, Evaluation, and Recommendations**



## Resultados/Productos Totales del Estudio de IH 35 PEL

### Necesidad y El Propósito Identificado

- El estudio de IH 35 PEL identificó una necesidad y la declaración de objetivo que presenta el problema para ser dirigido y porque es necesario dirigirse a ello.
- La declaración de objetivo y necesidad pone la etapa para el desarrollo y la evaluación de soluciones propuestas (alternativas) tanto en la planificación como en la fase de estudio ambiental.

### Varios conceptos eliminados de estudio adicionales como soluciones independientes NEPA

- TDM/TSM/ITS-Único
- Baranda-Único
- Transito-Único
- Carril para Camión-Único
- Carretera de nueva ubicación
- Expansión de Carreteras Paralela



### Identificación de Ambiente Afectados

- El estudio de IH 35 identificó varios recursos naturales y artificiales dentro del área de estudio que potencialmente podría ser afectados por futuras mejoras de transporte.
- La información de ambiente afectada se utiliza en todo el proceso de planificación y medio ambiente para determinar las limitaciones futuras del proyecto y comparar los impactos potenciales entre alternativas propuestas.

### Dos alternativas recomendadas para mas estudio en NEPA

- Aumentar la capacidad de carretera al existente IH 35
- Alternativa de No Construir

### Participación del Público y Agencias

El estudio de IH 35 PEL ha involucrado al público y agencias desde el principio y con frecuencia a lo largo de este proceso de estudio a través de lo siguientes:

- Ocho talleres/reuniones públicas
- Cuatro reuniones de Comité Asesor de Comunidad
- Cuatro reuniones de Comité Asesor Técnico
- Varias otras reuniones de agencias

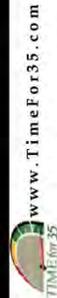
Aportaciones recibidas de este alcance se ha incorporado en la declaración de objetivo y necesidad y el proceso de desarrollo de conceptos alternativos y proceso de evaluación.

### ¡Desacemos su entrada!

Esta noche, nosotros queremos oír sus pensamientos acerca de los conceptos alternativos que son recomendados para el estudio bajo del Acto Nacional de Política Medioambiental (NEPA). Tome tiempo para hacer preguntas del personal, someta una forma de comentario, y/o de su comentario a la periodista del tribunal y díganos que usted piensa. El equipo de estudio de IH 35 PEL examinará la entrada pública recibida y hará una recomendación final para el concepto alternativo para ser llevado a un estudio de NEPA para análisis más detallado.

### COMENTARIOS ESCRITOS

Los comentarios escritos pueden ser sometidos esta noche, mandando un correo electrónico a [ih35@rivera.com](mailto:ih35@rivera.com), mandando un fax a 210.495.5403, o envíalos a RJ RIVERA Associates, Inc., Attn: IH 35 PEL, 601 NW Loop 410, Suite 410, San Antonio, Texas 78216. Comentarios deben ser sometidos a más tardar el 24 de octubre de 2012.

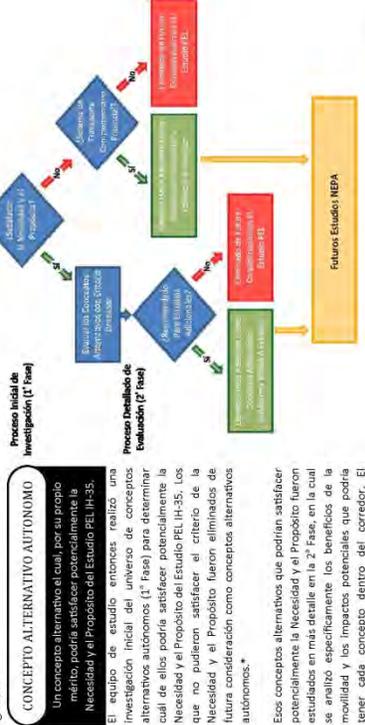


## Estudio de Enlaces de Planificación y Medioambiente (PEL) en IH 35 Reunión Pública #4



### ¿Cuál fue el proceso para desarrollar y evaluar los conceptos alternativos de Estudio PEL IH-35?

El equipo del Estudio PEL IH-35 identificó primero un "Universo de Conceptos Alternativos Autónomos" para ser evaluados, los cuales incluyeron 11 conceptos preliminares que podían abordar potencialmente las necesidades de transporte dentro del área de estudio. Estos conceptos alternativos fueron desarrollados basados en estudios previos de planificación, análisis técnico y sugerencias del público y varias agencias.



Algunos de los conceptos alternativos preliminares que fueron eliminados como conceptos alternativos fueron aquellos que no cumplían con los requisitos para ser considerados como un concepto autónomo para mejorar el sistema general de transporte y continuará a ser discutidos y

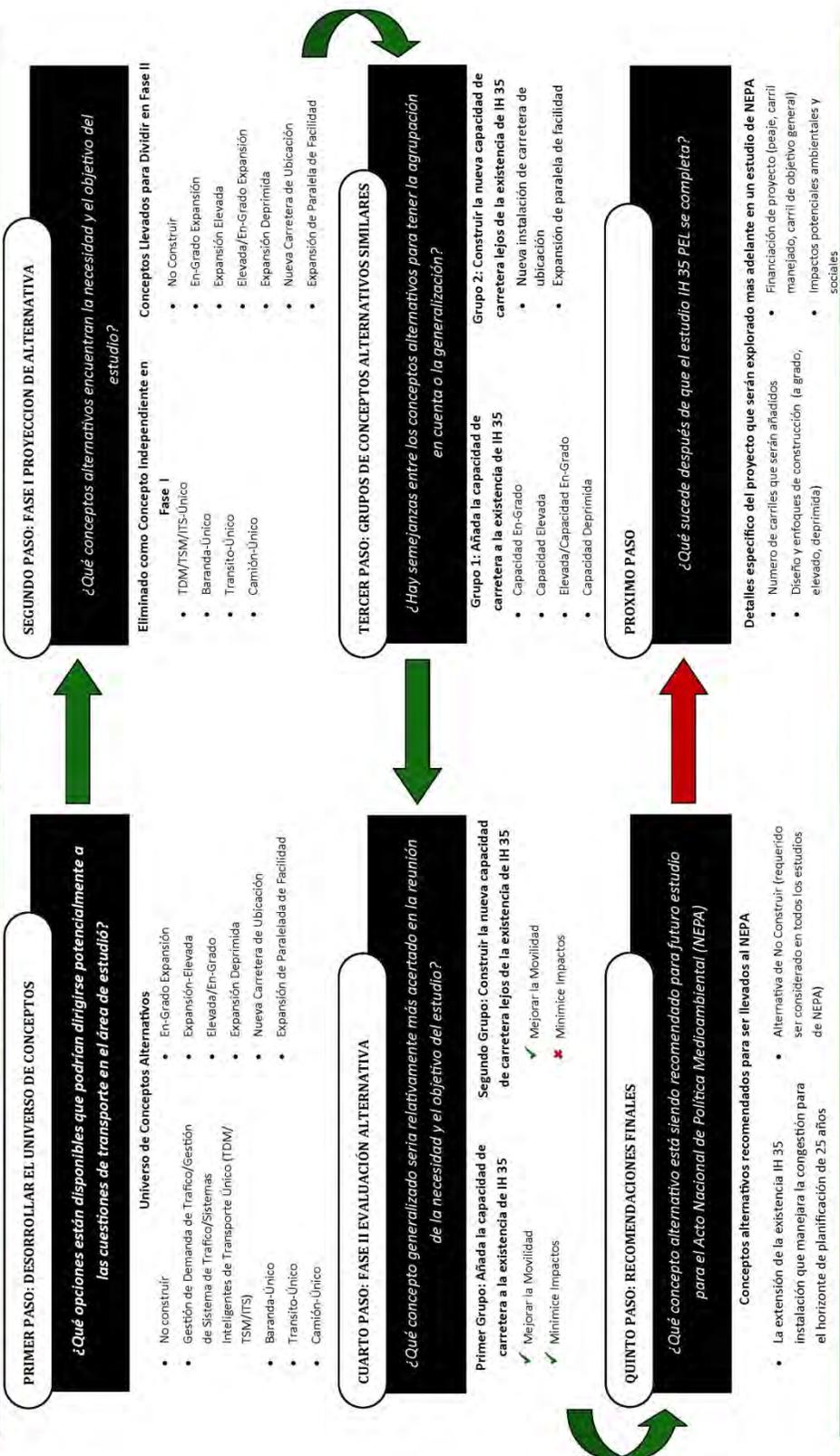
#### NECESIDAD PARA LAS MEJORAS

- Aumento de tráfico y congestión
- Capacidad inadecuada de las calles y carreteras
- Seguridad y preocupaciones operacionales en las calles
- Deficiencias estructurales y funcionales de las carreteras
- La integración limitada de IH-35 con otros modos existentes

#### EL PROPOSITO DE LAS MEJORAS

Desarrollar alternativas de transporte que mejoren la movilidad y la seguridad en el corredor IH 35 de manera que gestionará la congestión de vehículos durante los siguientes 25 años, promover el uso eficiente de las instalaciones de transporte existentes, minimizar los impactos al medio ambiente natural y construido y complementar otros modos de transporte y las iniciativas de desarrollo económicas en la región.

**Descripción de Desarrollo de Concepto Alternativo, Evaluación, y Recomendación**





















## IH 35 Planning and Environmental Linkages (PEL) Study Public Meeting #4



### IH 35 PEL Frequently Asked Questions

**What is the purpose of the IH 35 PEL Study?** The study will identify transportation needs and potential improvements for IH 35 in portions of Bexar, Comal and Guadalupe Counties.

**What are the study limits?** The study area follows IH 35 from Hubertus Road/FM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio, and Loop 410 from IH 35 on the north side of San Antonio east to IH 10.



IH 35 PEL Study Area

**What is a PEL Study?** A PEL study is a new tool established by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to make the process of identifying, evaluating, and selecting preferred transportation improvements more efficient. This process allows early planning-level decisions to be carried into future, more detailed environmental studies to select specific transportation improvements for implementation.

**Why are we doing a PEL study for this section of IH 35?** Previous planning studies have identified a need for transportation improvements along this section of IH 35, but none have advanced to the environmental study process (which identifies specific improvements to be implemented). A PEL study will re-engage the public and agencies in the transportation decision-making process, and will provide a recognized "link" between past, current, and future studies for this area, thus potentially minimizing any duplication of effort and shortening the time needed to implement a project.

**How is this study related to other recent transportation planning efforts for IH 35?** The San Antonio-Bexar County Metropolitan Planning Organization's (SA-BC MPO's) *Mobility 2035* Metropolitan Transportation Plan and the I-35 Corridor Advisory Committee's *MY 35 Plan* both contain long-range recommendations for IH 35 within the study area. The IH 35 PEL Study has considered these recommendations, as well as additional proposed solutions developed through public and agency participation and detailed technical evaluation, to move IH 35 improvements closer to implementation.

**Who is conducting the study?** The study process is being led by the Texas Department of Transportation (TxDOT) and the Alamo Regional Mobility Authority (Alamo RMA), with participation from the public and local, state, and federal agencies.

**How long will the study take, and what are the major milestones?** The study is anticipated to be complete by Fall 2012, with major study milestones occurring as follows:

- Identify transportation needs and goals in the study area (Fall/Winter 2011)
- Identify the environmental resources within the study area (Winter 2011/Spring 2012)
- Identify the Need and Purpose for improvements to IH 35 in the study area (Winter 2011/Spring 2012)
- Establish the factors/objectives by which to develop and evaluate proposed alternative concepts (Winter 2011/Spring 2012)
- Develop proposed solutions (draft alternative concepts) to meet the needs (Spring/Summer 2012)
- Evaluate the draft alternative concepts (Spring/Summer 2012)
- Recommend alternative concepts to be carried forward into future environmental studies (Fall 2012)

**How has public and agency input been used in the process so far?** TxDOT and the Alamo RMA have hosted four rounds of public meetings, four Community Advisory Committee (CAC) meetings, four Technical Advisory Committee (TAC) meetings, and numerous elected official and stakeholder meetings to engage stakeholders at key milestones since the Study began in September 2011. The input gathered through these activities has been used to develop and refine the Study's Draft Need and Purpose Statement, draft alternative concepts, and the factors and objectives to be used in evaluating the draft alternative concepts. Summary and analysis reports for the November 2011, February 2012 and June 2012 public workshops are available at [www.Timefor35.com](http://www.Timefor35.com), in the TxDOT-San Antonio District and Alamo RMA offices, and at various libraries throughout the study area. A report for the October 2012 public meetings will also be available for viewing after all related public comments have been processed.

**What is the Technical Advisory Committee (TAC)?** The TAC is responsible for providing technical advice and recommendations regarding transportation needs and proposed improvements for IH 35 within in the study area. Representatives from local, state, and federal agencies such as cities and counties, the Texas Historical Commission, the SA-BC MPO, VIA, and the U.S. Army Corps of Engineers have been invited to participate on this committee.

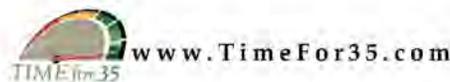
**What is the Community Advisory Committee (CAC)?** The CAC is responsible for providing advice and recommendations from a community/public perspective regarding transportation needs and proposed improvements for IH 35 within the study area. Representatives from neighborhood associations, community organizations, churches, schools, businesses, chambers of commerce, and other stakeholders have been invited to participate on this committee.

**How can I find out more information or submit a comment?**

- **Visit the project website:** [www.TimeFor35.com](http://www.TimeFor35.com)
- **Send us an email:** [IH35@rjrivera.com](mailto:IH35@rjrivera.com)
- **Call us:** 210-549-SA35 (210-549-7235)
- **Visit us on Facebook:** [www.Facebook.com/TimeFor35](http://www.Facebook.com/TimeFor35)
- **Sign up for our Twitter feed:** [www.Twitter.com/TimeFor35](http://www.Twitter.com/TimeFor35)
- **Write to us:**

IH 35 PEL Study  
601 NW Loop 410, Suite 410  
San Antonio, Texas 78216

\*Written comments must be submitted by **October 24, 2012** to be included in the official public meeting record.





## Estudio de Enlaces de Planificación y Medioambiente (PEL) en IH 35 Reunión Pública #4



### Preguntas Frecuentes sobre el Estudio PEL IH-35

**¿Cuál es el propósito del Estudio PEL IH 35?** El estudio identificará las necesidades de transporte y mejoras potenciales para IH-35 en porciones de los condados de Bexar, Comal, y Guadalupe.

**¿Cuáles son los límites del estudio?** El área de estudio sigue la carretera IH-35 desde la Calle Hubertus/FM 1103 en Schertz hasta la intersección con IH-37/US 281 en el centro de San Antonio y Loop 410 desde IH-35 en la parte norte de San Antonio hacia el este hasta la carretera IH-10.

**¿Qué es un Estudio PEL?** Un estudio PEL es un medio nuevo establecido por la Administración Federal de Carreteras (FHWA por sus siglas en



Área del Estudio PEL IH-35

inglés) y la Administración Federal de Tránsito (FTA por sus siglas en inglés) para hacer el

proceso de identificar, evaluar y seleccionar las mejoras de transporte preferidas más eficiente. Este proceso permite que las decisiones iniciales al nivel de planeación puedan ser incluidas en futuros estudios medioambientales detallados para seleccionar las mejoras de transporte específicas que se implementarán.

**¿Por qué estamos haciendo un estudio PEL para este tramo de IH-35?** Estudios previos de planificación han identificado la necesidad para mejoras de transporte a lo largo de este tramo de IH-35, pero ninguna ha avanzado al proceso de estudio medioambiental (el cual identifica mejoras específicas a ser implementadas). Un estudio PEL involucrará de nuevo al público y a las agencias en el proceso de toma de decisiones y proveerá un enlace reconocido entre los estudios previos, actuales y futuros para esta área, así potencialmente disminuyendo cualquier duplicación de esfuerzos y acortando el tiempo requerido para implementar un proyecto.

**¿Cómo se relaciona este estudio a otros esfuerzos recientes de planificación de transporte para IH-35?** El Plan de Transporte Metropolitano *Mobility 2035* de la Organización Metropolitana de Planificación de San Antonio-Condado de Bexar (SA-BC MPO, por sus siglas en inglés) y el plan *MY 35* del Comité de Consejo del Corredor I-35 contienen recomendaciones de largo plazo para la carretera IH-35 dentro del área de estudio. El Estudio PEL IH-35 ha considerado estas recomendaciones, así como soluciones adicionales propuestas desarrolladas a través de la participación del público y de las agencias y la evaluación técnica detallada, para avanzar la implementación de estas mejoras en IH-35.

**¿Quién está realizando el estudio?** El proceso del estudio será dirigido por el Departamento de Transporte de Texas (TxDOT, por sus siglas en inglés) y la Autoridad Regional de Movilidad del Alamo (Alamo RMA, por sus siglas en inglés), con la participación del público y agencias locales, estatales y federales.

**¿Cuánto tiempo tomará el estudio y cuáles son los objetivos mayores?** Se anticipa que el estudio se completará para el otoño del 2012, con los acontecimientos mayores del estudio ocurriendo como se delinea abajo:

- Identificar las necesidades y objetivos de transporte en el área de estudio (Otoño/Invierno 2011)

- identificar los recursos medioambientales dentro del área de estudio (Invierno 2011/Primavera 2012)
- Identificar la Necesidad y el Propósito para mejoras a IH-35 en el área de estudio (Invierno 2011/Primavera 2012)
- Establecer los factores/objetivos para poder desarrollar y evaluar los conceptos alternativos propuestos (Invierno 2011/Primavera 2012)
- Desarrollar soluciones propuestas (preparar conceptos alternativos) para satisfacer las necesidades (Primavera 2012/Verano 2012)
- Evaluar los borradores de los conceptos alternativos (Primavera/Verano 2012)
- Recomendar conceptos alternativos a ser evaluados en futuros estudios medioambientales (Otoño 2012)

**¿Cómo han sido utilizadas las opiniones y sugerencias del público y de las agencias en el proceso hasta ahora?**

TxDOT y el Alamo RMA han llevado a cabo cuatro series de reuniones públicas, cuatro reuniones del Comité de Consejo de la Comunidad (CAC), cuatro reuniones del Comité de Consejo Técnico (TAC) y varias reuniones con funcionarios elegidos para involucrar a las personas interesadas desde que el Estudio empezó en septiembre 2011. Las opiniones recabadas a través de estas actividades han sido utilizadas para desarrollar y perfeccionar la Declaración de Necesidad y Propósito del Estudio, redactar conceptos alternativos y los factores y objetivos que serán utilizados para evaluar los borradores de los conceptos alternativos. Reportes de resumen y análisis de los talleres públicos de noviembre 2011, febrero 2012, y junio 2012 están disponibles en [www.Timefor35.com](http://www.Timefor35.com), en la oficina del Distrito de San Antonio de TxDOT y en las oficinas del Alamo RMA, así como en varias bibliotecas en el área de estudio. Un reporte sobre las reuniones públicas de octubre 2012 también estará disponible para revisión después de que todos los comentarios públicos relacionados a estas reuniones han sido procesados.

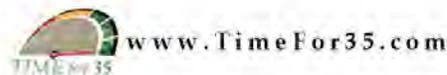
**¿Qué es el Comité de Consejo Técnico?** El TAC se hace responsable de proveer consejos técnicos y recomendaciones referentes a las necesidades de transporte y mejoras propuestas para la carretera IH-35 dentro del área de estudio. Representantes de agencias locales, estatales y federales tales como ciudades y condados, la Comisión Histórica de Texas, el SA-BC MPO, VIA y el Cuerpo de Ingenieros Civiles de las Fuerzas Armadas de los E.E.U.U. han sido invitados a participar en este comité.

**¿Qué es el Comité de Consejo de la Comunidad (CAC)?** El CAC se hace responsable de proveer consejos y recomendaciones referentes a las necesidades de transporte y mejoras propuestas para el IH-35 dentro del área de estudio desde una perspectiva comunitaria/pública. Representantes de las asociaciones de vecindarios, organizaciones comunitarias, iglesias, escuelas, negocios, cámaras de comercio y otros interesados han sido invitados a participar en este comité.

**¿Cómo puedo encontrar más información o entregar un comentario?**

- **Visite la página web del proyecto:** [www.TimeFor35.com](http://www.TimeFor35.com)
- **Envíenos un correo electrónico:** [IH35@rjrivera.com](mailto:IH35@rjrivera.com)
- **Llámenos:** 210-549-SA35 (210-549-7235)
- **Visítenos en Facebook:** [www.Facebook.com/TimeFor35](http://www.Facebook.com/TimeFor35)
- **Siganos en Twitter:** [www.Twitter.com/TimeFor35](http://www.Twitter.com/TimeFor35)
- **Escribanos:**
  - IH 35 PEL Study
  - 601 NW Loop 410, Suite 410
  - San Antonio, Texas 78216

\*Comentarios escritos deben ser entregados a más tardar el 24 de octubre de 2012 para ser incluidos en el registro oficial de la reunión pública.



# Example Photographs

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IH 35 PEL Study Team staff and participating agencies were available at the October 2012 public meetings to answer any questions that participants had.



The looped presentation at the public meetings presented participants with background information on the IH 35 PEL Study.



The public meeting stations were designed to update the participants on the overall progress of the IH 35 PEL Study.



Public meeting participants were asked to provide input on the alternative concepts that are being recommended for further study.

Appendix C: IH 35 PEL Study October  
2012 Public Meeting Sign-In Sheets

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# October 9, 2012 – St. Patrick's Community Center

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IH 35 PEL Study - Public Meeting #4  
 October 9, 2012  
 St. Patrick's Church Community Center

Name	Organization	Phone #	Email Address
Sessé-Lano	Self - Retired	386-5098	[REDACTED]
Wanda Earl		505 7810	[REDACTED]
MARY McHERNAN, P.P.	ARMTIC	502-547-7426	[REDACTED]
Leticia Flores	chef J.W. Marriott.	210-246-2090	[REDACTED]

IH 35 PEL Study - Public Meeting #4  
 October 9, 2012  
 St. Patrick's Church Community Center

Name	Organization	Phone #	Email Address
Charlotte Kehl	Spanish Trail	(210) 735-3503	[REDACTED]
CLAYTON R. PIPS	TXDOT	(210) 615-6076	[REDACTED]
Abon Ellis	Baker	210-408-3910	[REDACTED]
Sgt Ericsson	SA-DC MPO	230 6902	[REDACTED]
Christina Castano		362 2097	[REDACTED]
Carmen Rodriguez	STAMASON	225-5777	[REDACTED]

# October 10, 2012 – Schertz Civic Center

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(17)

IH 35 PEL Study - Public Meeting #4  
October 10, 2012  
Schertz Civic Center

Name	Organization	Phone #	Email Address
Clara Steven Lawton	CITIZEN	210 659 0330	
Steve Tubbs	Edco	(210) 659 9684	
Bob Levey	HDR	210 841 2800	
Robt Brockman		210 383 5974	
Chuck McCollough	City of Schertz	210 884 1649	
Chad Spares		210 274-5583	
STEVE WHITE	CITY	210 945 9986	
Kenna Knight	citizen	210-447-7878	
Larry Busch	Schertz	210-619-1800	
Linda Potts	citizen	210-651-6369	
Justin Nugent	Citizen	210-621-7214	
Steve Bonnette	Pape-Driss	210-375-9000	

IH 35 PEL Study - Public Meeting #4  
 October 10, 2012  
 Schertz Civic Center

①

Name	Organization	Phone #	Email Address
Michael McCoy		210-499-0803	[REDACTED]
Jennifer Beith		210-504-3391	[REDACTED]
Bryce Gunn		210-655-1336	[REDACTED]
AROLD GADSBY		210 655 5514	[REDACTED]
PAT DOSSEY		210 344.8967	[REDACTED]
Don Dixon		210 8215930	[REDACTED]
STEVE MONTANA		2109459396	[REDACTED]

IH 35 PEL Study - Public Meeting #4  
 October 10, 2012  
 Schertz Civic Center

(D)

Name	Organization	Phone #	Email Address
Cadey Bowes	Nb A-Z	827-539767	
Harold Silberman		(210) 473-2479	
Antonia + Adolph		(210) 945-0432	
Alicia Kraft	Farm Owner	830-609-2635	
Brian Jones	City of Schertz	2070150	
Cynth Brooks	Smart Moves Realty	210-861-2858	
Gerry Foulds	Citizen		
DAVID HARRIS	CITY OF SCHERTZ	619-1000	
Geg Wood	FITWIA	210 623-0945	
Pam Howell	North East Handel	557-8888	
Jill Mesick		751-385-3007	
GARY ADAMS	CITIZEN	210-912-7698	

(14)

IH 35 PEL Study - Public Meeting #4  
October 10, 2012  
Schertz Civic Center

Name	Organization	Phone #	Email Address
Kenny Sauer	Home Owner	210-289-1476	
Penny & Tempie Callaway	Home Owner	210-566-7063	
<del>Karen Miller</del>	<del>Home Owner</del>		
Reed Carr	Northcliffe HOA	830 626 3710	
Mark Rightman	Home owner	210 842 7889	
Ed Cimici	City of Live Oak	210-844-2725	
Mary Spence	City of Schertz	210.619.1634	
Dick Hefel	City of	210 658 3005	
EO Zikowski	Gibco	760-445-4711	
Shondale Burke	Homeowner	210-566-3546	
Kelly Wentz	Homeowner	210-618-3168	
STAN FROEN	LI	210-655-8317	

moc24ggemba

Appendix D: Comments Received During  
the IH 35 PEL Study October 2012 Public  
Meeting Comment Period

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# Comment Forms and Court Reporter Transcripts

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October 9, 2012 – St. Patrick’s Community Center

## Comment Form Submissions





# IH 35 Planning and Environmental Linkages (PEL) Study



**Public Meeting #4  
St. Patrick's Church  
October 9, 2012**

## COMMENT FORM

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

Name _____		<b>The best way to reach me is by:</b> <input type="checkbox"/> Mail <input type="checkbox"/> Phone <input type="checkbox"/> Fax <input type="checkbox"/> Email <input type="checkbox"/> Other
Street Address _____	Zip Code _____	
Phone _____	Fax _____	
Email _____		

Thank you for attending the IH 35 PEL Study Public Meeting #4. Please take a moment to provide comments on the materials presented tonight and/or on the overall IH 35 PEL Study.

*Hike & bike trail needed to connect Salado Creek Trail Head (Sequin Rd. Jack White Park) to Walters St. bridge hike & bike & to connect Salado Creek Trailhead to trail to be built along FM 78 toward Kirby*



# IH 35 Planning and Environmental Linkages (PEL) Study



## Public Meeting #4 St. Patrick's Church October 9, 2012

## COMMENT FORM

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

Name _____		<b>The best way to reach me is by:</b> <input type="checkbox"/> Mail <input type="checkbox"/> Phone <input type="checkbox"/> Fax <input type="checkbox"/> Email <input type="checkbox"/> Other
Street Address _____	Zip Code _____	
Phone _____	Fax _____	
Email _____		

Thank you for attending the IH 35 PEL Study Public Meeting #4. Please take a moment to provide comments on the materials presented tonight and/or on the overall IH 35 PEL Study.

Create elevated sections at some of the heaviest spots like coming into downtown or at 35/1604. This is always so busy. The elevated sections could be used by long distance drivers who go going interstate. Right now you have all drivers local/commercial/interstate on these lanes. Not everyone is going to Austin/out of state, etc. Need some elevated sections along the way. Also have an HOV on both the elevated & lower lanes. Even though the driving speed may be 80 85, not all drivers do this. An HOV lane could be for your fast drivers who do not slow down everyone. Have safety boxes phone along the way and wheel bit at night.

Thank you

## Court Reporter Transcripts



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TRANSCRIPTION OF COMMUNITY STATEMENTS/COMMENTS ON  
IH-35 PLANNING & ENVIRONMENTAL  
LINKAGES STUDY  
BY  
TEXAS DEPARTMENT OF TRANSPORTATION  
AND  
ALAMO REGIONAL MOBILITY AUTHORITY  
OCTOBER 9, 2012  
AT ST. PATRICK'S CHURCH COMMUNITY CENTER  
1114 WILLOW STREET  
SAN ANTONIO, TX 78208

---

(No Verbal Comments Made).

SAN ANTONIO COURT REPORTING, FIRM NO. 175  
555 E. BASSE ROAD, SUITE 205  
SAN ANTONIO, TEXAS 78209 (210)227-1525

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TRANSCRIPTION OF COMMUNITY STATEMENTS/COMMENTS ON  
IH-35 PLANNING & ENVIRONMENTAL  
LINKAGES STUDY

BY  
TEXAS DEPARTMENT OF TRANSPORTATION  
AND  
ALAMO REGIONAL MOBILITY AUTHORITY

OCTOBER 9, 2012

AT ST. PATRICK'S CHURCH COMMUNITY CENTER  
1114 WILLOW STREET  
SAN ANTONIO, TX 78208  
-----

I, DARLENE ZUEHL, Certified Shorthand Reporter in and  
for the State of Texas hereby certify to the following:

That the recorded statements/comments made are true and  
correct to the best of my hearing and ability.

Certified to by me this 15<sup>th</sup> day of October,  
2012.

  
DARLENE ZUEHL, Texas CSR #7505  
Expiration Date: December 31, 2012  
San Antonio Court Reporting  
555 E. Basse Road, Suite 205  
San Antonio, Texas 78209  
(210) 227-1525 Firm Reg. #175

\*\*\*\*\*

SAN ANTONIO COURT REPORTING, FIRM NO. 175  
555 E. BASSE ROAD, SUITE 205  
SAN ANTONIO, TEXAS 78209 (210)227-1525

October 10, 2012 – Schertz Civic Center

## Comment Form Submissions



# IH 35 Planning and Environmental Linkages (PEL) Study



**Public Meeting #4  
Schertz Civic Center  
October 10, 2012**

## COMMENT FORM

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

*Dyndi Broschat / Smart Moves Realty*

The best way to reach me is by:

Name  Mail  
 Street Address  Phone  
 Zip Code  Fax  
 Phone  Email  
 Fax  Other  
 Email *Cbroschat@smartmoves.com*

Thank you for attending the IH 35 PEL Study Public Meeting #4. Please take a moment to provide comments on the materials presented tonight and/or on the overall IH 35 PEL Study.

*All Back*

GENERAL COMMENTS (continued):

At the 3009 Exit... on the access road  
you need to extend the white reflective  
lane dividers so that the businesses  
at that exit can exit their businesses  
safely.

Right now drivers exiting ~~the~~ @ the 3009  
exit go to the far right lane as soon  
as they get past the reflective posts  
that are ~~the~~ presently there.

you just need to extend them  
a little past Cabana Dr. where  
La Posadita Mexican Rest. is.

Thank you for your consideration.

Thank you for taking the time to share your opinions with us. To be included in the official record for this meeting, please submit your comment card no later than **Wednesday, October 24, 2012**. You can submit your comment form at the public meeting, or by email, fax or through the US Postal Service.

**IH 35 PEL Study**  
**c/o RJ RIVERA Associates, Inc.**  
601 N.W. Loop 410, Suite 410  
San Antonio, Texas 78216  
Phone: 210-549-7235 (210-549-SA35)  
Fax: 210-340-5664  
E-mail: IH35@rjrivera.com



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# IH 35 Planning and Environmental Linkages (PEL) Study



**Public Meeting #4  
Schertz Civic Center  
October 10, 2012**

## COMMENT FORM

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

Name <u>Mrs FRANKLIN (GERAY)</u>		The best way to reach me is by: <input type="checkbox"/> Mail <input type="checkbox"/> Phone <input type="checkbox"/> Fax <input checked="" type="checkbox"/> Email <input type="checkbox"/> Other
Street Address <u>7911 INDIAN MOUND</u>	Zip Code <u>78266</u>	
Phone <u>stlga156@gmail.com</u>	Fax	
Email		

Thank you for attending the IH 35 PEL Study Public Meeting #4. Please take a moment to provide comments on the materials presented tonight and/or on the overall IH 35 PEL Study.

\* I am impressed with the work that has been done. The initial work of adding lanes and turn arounds will greatly improve traffic flow.

\* During this process, however, encouraging people to use the new 4 lane FM 3009 to FM 2252 IS NOT A VIABLE alternative. 2252 West to Evans is only a 2 lane road, with a left turn center lanes. Even now, on a normal traffic day in the a.m. rush, traffic backs up west bound from the light @ Evans well into Garden Ridge, sometimes to Rat Cave. God forbid a train comes or the guards malfunction. In the evening, traffic east bound backs up nearly to Evans.

\* Please consider adding a turn around @ Schertz Pkwy for the ease of reaching Lowes + HEB.

\* The entrance ramp from the access road to NB I-35 just before ~~the~~ Evans is very dangerous. We were told that a reworking of the ramp is under consideration. This is a good thing.

Thanks to the folks who came out to inform us! 😊









# IH 35 Planning and Environmental Linkages (PEL) Study



**Public Meeting #4  
Schertz Civic Center  
October 10, 2012**

## COMMENT FORM

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

Name <i>Mark Rightnow</i>		The best way to reach me is by:
Street Address <i>101 Running Brook Cibola</i>	Zip Code <i>78108</i>	
Phone <i>210 842 7889</i>	Fax	<input type="checkbox"/> Mail
Email <i>Mark.rightnow@sbeglobal.net</i>		<input type="checkbox"/> Phone
		<input type="checkbox"/> Fax
		<input checked="" type="checkbox"/> Email
		<input type="checkbox"/> Other

Thank you for attending the IH 35 PEL Study Public Meeting #4. Please take a moment to provide comments on the materials presented tonight and/or on the overall IH 35 PEL Study.

*I appreciated the ability to leisurely walk around and read briefing maps or ask questions of the representatives in the room. The map of the entire project area was very helpful to see current traffic flows and highway orientation. I am particularly interested in the FM 3009 to Judson Rd project on IH 35 so a copy of the proposed construction areas would have been extremely helpful. I'd like to thank and recognize Randy Grooms for taking time to answer my questions and the questions of others.*





# IH 35 Planning and Environmental Linkages (PEL) Study



**Public Meeting #4  
Schertz Civic Center  
October 10, 2012**

## COMMENT FORM

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

Name <i>Donna Carr</i>		The best way to reach me is by:	
Street Address <i>3509 Columbia</i>		Zip Code <i>78108</i>	<input type="checkbox"/> Mail
Phone <i>830-626-3710</i>		Fax	<input checked="" type="checkbox"/> Phone
Email <i>donna.carr42@yahoo.com</i>			<input type="checkbox"/> Fax
			<input checked="" type="checkbox"/> Email
			<input type="checkbox"/> Other

Thank you for attending the IH 35 PEL Study Public Meeting #4. Please take a moment to provide comments on the materials presented tonight and/or on the overall IH 35 PEL Study.

*It seems like it has tried to cover all alternatives but still after a year comes down to needing more lanes on I-35 that we knew from the beginning.*

*When the time comes I would like for another consideration to be made. When the subdivisions Northcliff and Senic Hills were established 25+ years ago, the service road of I-35 was 2 way allowing for residents to travel south to 1103 to crossover to go south on I-35.*

*I don't know when or why but that was stopped and residents had to travel north 14 miles to exit 180 Levee road to make the turn around. This area is growing and Syco has a large facility on Levee road.*

*I am requesting a crossover or under be made at Country Club Blvd between exit 178 + 180. This could be addressed when you are making the additional lanes on I-35.*

*Thank you for looking into this*







GENERAL COMMENTS (continued):

If 2252 is going to be an alternative to the construction on 35, there will need to be a stop light put up at Bat Cave/2252. Traffic is already bad at this time. Also the light at 2252 + Eward will need to be changed ~~to~~ (time lengthened) to accommodate all the traffic. It sometimes can back up from Eward to 3009 or 2252. It would be great if they could expand 2252 from Eward to 3009 (North ~~&~~ South) to 2 lanes on each side.

also, it would be great to put turn arounds at Schertz Parkway so that ~~3~~ people could go to the businesses (Lowes, IHop, H.E.B.) without going thru the lights at 3009.

Entrance at Eward + I-35 (Selma) — the entrance ramp needs to be attended so that cars have a little more space to check for on-coming traffic. Not enough acceleration lane.

Thank you for taking the time to share your opinions with us. To be included in the official record for this meeting, please submit your comment card no later than **Wednesday, October 24, 2012**. You can submit your comment form at the public meeting, or by email, fax or through the US Postal Service.

**IH 35 PEL Study**  
c/o RJ RIVERA Associates, Inc.  
601 N.W. Loop 410, Suite 410  
San Antonio, Texas 78216  
Phone: 210-549-7235 (210-549-SA35)  
Fax: 210-340-5664  
E-mail: IH35@rjrivera.com



[www.TimeFor35.com](http://www.TimeFor35.com)



GENERAL COMMENTS (continued):

From 35 around Walzen or Eisenhower. NB + SB  
the ramp goes up. 410 EB at Perrin Beitel bridge the ramp  
goes up and connects to the 35 NB bridge this  
bridge is elevated double decked to and beyond  
FM 1103. SB 35 is elevated double decked from north of FM 1103  
and goes to Walzen/Eisenhower + swings west to the Perrin  
Beitel bridge. Make it high + speed over at 1604  
so when 1604/35 is rebuilt you have room.

Make the # of entrance ramps to keep traffic moving  
make numerous exits so they can get off when they  
need to or have to because of a wreck.

Do all of this, toll of 25¢ to 50¢ + it will get used

Thank you for taking the time to share your opinions with us. To be included in the official record for this meeting, please submit your comment card no later than **Wednesday, October 24, 2012**. You can submit your comment form at the public meeting, or by email, fax or through the US Postal Service.

**IH 35 PEL Study**  
c/o RJ RIVERA Associates, Inc.  
601 N.W. Loop 410, Suite 410  
San Antonio, Texas 78216  
Phone: 210-549-7235 (210-549-SA35)  
Fax: 210-340-5664  
E-mail: IH35@rjrivera.com



[www.TimeFor35.com](http://www.TimeFor35.com)



# IH 35 Planning and Environmental Linkages (PEL) Study



**Public Meeting #4  
Schertz Civic Center  
October 10, 2012**

## COMMENT FORM

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

Name <i>Kim Light</i>		The best way to reach me is by:
Street Address <i>444 Whittail Pass 78154</i>		
Phone <i>210-447-7878</i>	Fax	<input type="checkbox"/> Mail
Email <i>Kimaml@aol.com</i>		<input type="checkbox"/> Phone
		<input type="checkbox"/> Fax
		<input checked="" type="checkbox"/> Email
		<input type="checkbox"/> Other

Thank you for attending the IH 35 PEL Study Public Meeting #4. Please take a moment to provide comments on the materials presented tonight and/or on the overall IH 35 PEL Study.

*I liked the format + felt I could ask questions at any time.*

*I liked the sketch from Tx Dot on the improvements that have already been bid out + will begin shortly. It is better to know ahead of the construction.*

*Since Wurzbach Parkway is a main rd. through San Antonio, it would be imp. to have some fore thought as to how to improve access from I-35 to get on that freeway - probably between O'Connor + Wiedner. Plan ahead - Not after businesses are all built up there.*

*Thanks for the info.*

*I am also in favor of a dedicated rail line (high speed) from S.A. to Austin to Dallas this would improve movement on I-35.*



# IH 35 Planning and Environmental Linkages (PEL) Study



**Public Meeting #4  
Schertz Civic Center  
October 10, 2012**

## COMMENT FORM

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

Name <u>HAROLD GADSBY</u>		The best way to reach me is by: <input type="checkbox"/> Mail <input checked="" type="checkbox"/> Phone <input type="checkbox"/> Fax <input type="checkbox"/> Email <input type="checkbox"/> Other
Street Address <u>6658 Kings Crown</u>		
Zip Code <u>SAN ANTONIO TX 78233</u>		
Phone <u>210-655-5514</u>	Fax	
Email		

Thank you for attending the IH 35 PEL Study Public Meeting #4. Please take a moment to provide comments on the materials presented tonight and/or on the overall IH 35 PEL Study.

*The problem at present is the Speed  
Come in to the City*

*The speed should be reduced at  
1103 to 55 MPH and at 3009 to  
45 MPH - from the hours of 6:30AM  
to 9:00 AM - by reducing the speed  
it will reduce the number of  
accident during the morning rush hour  
they did this in Boston 67 years  
ago. and it work*



# IH 35 Planning and Environmental Linkages (PEL) Study



**Public Meeting #4  
Schertz Civic Center  
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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

Name	DON DIXON		The best way to reach me is by:
Street Address	206 MORNINGSTAR	Zip Code	
Phone	512	20209	
	NA	Fax	
Email	NA		
	<input type="checkbox"/> Mail	<input type="checkbox"/> Phone	
	<input type="checkbox"/> Fax	<input type="checkbox"/> Email	
	<input type="checkbox"/> Other		

Thank you for attending the IH 35 PEL Study Public Meeting #4. Please take a moment to provide comments on the materials presented tonight and/or on the overall IH 35 PEL Study.

NO TOLLS  
 NO HOV LANES  
 NO HOT LANES  
 ALL ACCESS TO OUR  
 STATE PUBLIC ROADS  
 SHOULD BE COMPLETELY  
 FREELY ACCESSIBLE

I AM JUST AN  
 ORDINARY CITIZEN



# IH 35 Planning and Environmental Linkages (PEL) Study



**Public Meeting #4  
Schertz Civic Center  
October 10, 2012**

## COMMENT FORM

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- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

Name <u>Cynthia Butte</u>		The best way to reach me is by: <input type="checkbox"/> Mail <input checked="" type="checkbox"/> Phone <input type="checkbox"/> Fax <input type="checkbox"/> Email <input type="checkbox"/> Other
City <u>Cibola</u>	Zip Code	
Street Address <u>210 304 3391</u>		
Phone	Fax	
Email		

Thank you for attending the IH 35 PEL Study Public Meeting #4. Please take a moment to provide comments on the materials presented tonight and/or on the overall IH 35 PEL Study.

My family arrived to SCUC area in 2003 & 35 has become horrendous in the past couple of years. I'm happy that there are thoughtful studies but however the most important alternative to me is the lack of public transportation in this area. This meeting was helpful & addressed all my questions in this regard.

The entrance ramp, N. Band from Costco to Rudy's BBQ has been in existence for a few years & it's is a very DANGEROUS ramp. Coupled with foolish drivers, rude drivers & a short merge onto 35 I avoid it when I have family in the car ~~or~~ or when it's busy. Has this ramp been studied, question or is there a way to get rid of it all together?

Thank You!



# IH 35 Planning and Environmental Linkages (PEL) Study



**Public Meeting #4  
Schertz Civic Center  
October 10, 2012**

## COMMENT FORM

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- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

Name <u>Reed Carr</u>		The best way to reach me is by: <input checked="" type="checkbox"/> Mail <input checked="" type="checkbox"/> Phone <input type="checkbox"/> Fax <input checked="" type="checkbox"/> Email <input type="checkbox"/> Other
Street Address <u>3509 Columbia Dr</u>	Zip Code <u>78108</u>	
Phone <u>836 626 3710</u>	Fax	
Email <u>reed.carr37@gmail.com</u>		

Thank you for attending the IH 35 PEL Study Public Meeting #4. Please take a moment to provide comments on the materials presented tonight and/or on the overall IH 35 PEL Study.

Nice presentation, but the need is so obvious for more lanes on I-35 that, except to satisfy some bureaucratic regulation, this all seems a waste of time.

More lanes are needed all the way to New Braunfels.

An overpass at Country Club is needed for the approximately 2000 homes in the 4 separate neighborhoods that feed in & out of Northside from Country Club Blvd, Cypress Cove, and those who drive the "back way" out Chelsea to 1403.

It is a 3 mile road trip to go south on I-35 from Country Club via Shwab Rd.



# IH 35 Planning and Environmental Linkages (PEL) Study



## Public Meeting #4 Schertz Civic Center October 10, 2012

## COMMENT FORM

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

Name <u>Gloria Kraft</u>		The best way to reach me is by: <input type="checkbox"/> Mail <u>ok</u> <input type="checkbox"/> Phone <u>ok</u> <input type="checkbox"/> Fax <input checked="" type="checkbox"/> Email <input type="checkbox"/> Other
Street Address <u>2065 River Oaks Dr, New Braunfels, TX 78132</u>		
Zip Code <u>78132</u>		
Phone <u>830-609-2635 home</u>	Fax	
Email <u>krafttx2@yahoo.com</u>		

Thank you for attending the IH 35 PEL Study Public Meeting #4. Please take a moment to provide comments on the materials presented tonight and/or on the overall IH 35 PEL Study.

*\* I agree to adding highway capacity to the existing I. H. facility.*

*I live in the New Braunfels area and I am wondering how the traffic flow will be (when this <sup>proposed</sup> project is completed to FM 1103) to New Braunfels as well as to San Marcos. In my opinion whatever is done in this project will need to be done from FM 1103 thru New Braunfels and thru San Marcos otherwise "these lanes will be becoming parking lots" once this project ends at FM 1103.*

*I do "not" favor outer loops to carry traffic around Towns nor do I favor toll roads. Toll roads are inaccessible to those that are "poverty stricken".*

*Also I do "not" want foreign companies investing in the USA road systems nor being in charge <sup>in</sup> building USA roadways.*



# IH 35 Planning and Environmental Linkages (PEL) Study



## Public Meeting #4 Schertz Civic Center October 10, 2012

## COMMENT FORM

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting on

Name <u>Kelly Wentz</u>		The best way to reach me is by:
Street Address <u>2510 War Admiral Blvd</u>	Zip Code	
Phone <u>214-18-3168</u>	Fax	<input type="checkbox"/> Mail
Email <u>KellyHWentz@gmail.com</u>		<input type="checkbox"/> Phone
		<input type="checkbox"/> Fax
		<input checked="" type="checkbox"/> Email
		<input type="checkbox"/> Other

Thank you for attending the IH 35 PEL Study Public Meeting #4. Please take a moment to provide comments on the materials presented tonight and/or on the overall IH 35 PEL Study.

I appreciate having the opportunity to view the materials as well as the explanation of the planning process and how the alternatives were analyzed and narrowed down. I would have liked to be given the information ~~the~~ on the proposed timeline for the remaining phases of the project. I live literally off the access road of I-35 south of 1103. I commute daily to 410 and Callaghan and find my commute can be as little as 25-30 minutes and as long as 2 hours. I am concerned about the construction phases to include impact on property values being right off the highway.

## Court Reporter Transcripts

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TRANSCRIPTION OF COMMUNITY STATEMENTS/COMMENTS ON  
IH-35 PLANNING & ENVIRONMENTAL  
LINKAGES STUDY  
BY  
TEXAS DEPARTMENT OF TRANSPORTATION  
AND  
ALAMO REGIONAL MOBILITY AUTHORITY  
OCTOBER 10, 2012  
AT SCHERTZ CIVIC CENTER  
1400 SCHERTZ PARKWAY  
SCHERTZ, TX 78154

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KELLY WENTZ: I live right before 1103, and I commute to 410 and Callaghan. I used to commute to downtown San Antonio, so I've driven all the way through the projected -- the study area and now drive through a great part of it. Right now, my commute can be anywhere from 30 minutes, on a really, really good day. I've spent two hours in the car.

I have to use two -- I use two different apps on my phone to monitor traffic. I have to get up and watch traffic, I listen to it, I watch the signs, because I have to reroute myself. I have to get off of 35 all the time. Either I get off right at -- what is it? -- I guess it would be right at Schertz

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1 Parkway and ride the access road all the way down past Retama,  
2 get back on. I have like this process I go through every  
3 morning.

4           And I just hate the -- I hate the fact that I have  
5 to -- I can't -- I don't have a set time I can get to work. So  
6 even if I leave my house early, sometimes I'll be stuck in the  
7 parking lot at work for an extra, you know, 30 minutes or longer  
8 because I can't get in because I left early. Or I'll end up  
9 there at work, you know, 30 minutes late and then I get in  
10 trouble or have to stay later. It's just frustrating.

11           And I live literally off of 35, so I know  
12 something needs to be done, but it's going to impact us a lot  
13 because my neighborhood empties onto 35. So anything that's done  
14 is going to be a big impact. So I either need to find another  
15 job or... That's probably it.

16           KAREN MOCZYGEMBA: What we were suggesting is like  
17 a flyover like they have over at San Pedro and Blanco for the  
18 area by The Forum to get to 1604, because that seems to back up  
19 the traffic a lot right there. Because after that moves out of  
20 the way, then you kind of get an opening there. What was the  
21 other one? Oh, see if VIA could extend their bus service out so  
22 that maybe you could get like a commuter bus line and just -- for  
23 people commuting in, not just into the downtown area, because not  
24 everybody works downtown.

25           STAN MOCZYGEMBA: Because I know -- Well, I work

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1 for VIA so I ride when I can. But I've ridden sometimes several  
2 periods, weeks, and the bus is loaded, and that's from the  
3 Randolph park and ride. There's been times where it's just been  
4 packed up, standing. And I know that if they were to -- if you  
5 could convince VIA to build a park and ride outside of -- right  
6 over there by 1518, because there's a lot of VIA vans -- they  
7 have -- they call them van pools. It's -- people have one van  
8 and they drive it and they park this thing right under the  
9 bridge.

10 If you had a park and ride there, you'd get a lot  
11 of people from New Braunfels parking there, because they come in  
12 there and they wouldn't have to wait so long to get -- you know,  
13 to get through all the traffic. That's the problem. I go to the  
14 park and ride and it's 10 miles. My God, it takes me 45 minutes  
15 sometimes, depending on the traffic. And if they would just -- I  
16 don't know.

17 I work for them, but I don't understand them all  
18 the time. I thought there was some kind of legal limit for going  
19 outside the boundary of Bexar County, but they actually have a  
20 little portion of Cibolo in the service area. It's like about a  
21 one mile square area at the -- tips off the bottom of the county.  
22 I never even knew about it. They said they go to Guadalupe  
23 County. Yeah, about that far (Indicating).

24 KAREN MOCZYGEMBA: The flyovers and the transit  
25 and I understand, on 3009, both north and south, they are going

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1 to do the turnaround thing, which would help considerably. They  
2 could do that even at -- what is it, Schertz Parkway?

3 STAN MOCZYGEMBA: Yeah, Schertz Parkway.

4 KAREN MOCZYGEMBA: Schertz Parkway would be  
5 another good one to do that for.

6 STAN MOCZYGEMBA: Because a lot of times you're  
7 coming off of the access road, heading southbound on the access  
8 road, and you get to 3009, and it backs up down the access road  
9 and it takes forever for the light to change and a lot of the  
10 people are turning. Well, if they had a turnaround, you wouldn't  
11 have half of this buildup, including us. You could go around and  
12 get right off, go straight into Bill Miller's if you want and --

13 KAREN MOCZYGEMBA: I think it's just Schertz  
14 Parkway and 3009 that would be good to have a turnaround -- well,  
15 and O'Connor Road and 35 would be another good one to have  
16 because there's a lot of -- we get off there. That would be  
17 another good place to have a turnaround on both sides. That's  
18 all I can think of. Thank you very much.

19 STEVE MCNAMARA: I am Steve McNamara. I travel on  
20 I-35 all the way from Garden Ridge to Lackland Air Force Base  
21 every day, so I'm very familiar with the route. It really  
22 needs -- The problem needs to be fixed. It looks like a great  
23 plan. Let's get on with the study.

24 DON DIXON: My name is Don Dixon. I'm a  
25 mechanical engineer, and I'm a past president of San Antonio

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1 Texas Association of Business. So I've had quite a bit of  
2 activity in the business world. And, of course, since my  
3 business was transportation related, I certainly have an interest  
4 in what they're doing on our Interstate 35, but I'm particularly  
5 interested in the fact that this design remains completely free  
6 to all travelers.

7 In other words, regardless of status, income, it  
8 should be completely free. In other words, there should not be  
9 any managed lanes, any HOV lanes, any HOT lanes, or any toll  
10 lanes. This project should be designed completely where it's  
11 absolutely free and meets the purpose and need, from a freedom of  
12 access -- I can't think of the word -- completely free in their  
13 study, just to make sure that those lanes are free.

14 I had some problem with their dialogue, when they  
15 mentioned the word "managed" the congestion. I don't think  
16 manage is a good word because, from a public standpoint, manage  
17 seems like they're trying to control the behavior, and I'm not  
18 for any kind of activity that controls behavior. I'd like to see  
19 them use a different word on their presentation rather than  
20 manage. I don't really know what they mean, but they had it  
21 there. And I discussed it with the consultant, and he said they  
22 might consider a different word rather than manage.

23 Okay. That's basically what I -- I'm certainly  
24 interested in improving the Interstate 35. It's definitely  
25 needed. I like the work that TxDOT is doing out here between

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1 1604 and 3009 currently. That's a very good project. The TxDOT  
2 engineer explained that to me. That's going to be a tremendous  
3 help. I'd like to see them do more work like that continuously,  
4 so that when you see problems, get in there, get them solved, and  
5 it would save a lot of problems, rather than just delay, delay,  
6 delay. Okay. That's it.

7           PATRICK DOSSEY: My name is Patrick Dossey. I'm a  
8 citizen of San Antonio and live in the neighborhood and work all  
9 over San Antonio. I do not have any connection with TxDOT or  
10 will not benefit from this project. I think the presentation  
11 tonight was well done, well presented.

12           The only issue I have, of course, is I have two  
13 issues with any new improvement of the highways in Texas. I  
14 don't want them tolled, that's an aggressive tax on the people  
15 who work for a living, and I do want them funded and bid on with  
16 competitive bidding versus design-build contracts. Other than  
17 that, I know we need capacity and I hope it gets built as soon as  
18 possible. Thank you so much.

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TRANSCRIPTION OF COMMUNITY STATEMENTS/COMMENTS ON  
 IH-35 PLANNING & ENVIRONMENTAL  
 LINKAGES STUDY  
 BY  
 TEXAS DEPARTMENT OF TRANSPORTATION  
 AND  
 ALAMO REGIONAL MOBILITY AUTHORITY  
 OCTOBER 10, 2012  
 AT SCHERTZ CIVIC CENTER  
 1400 SCHERTZ PARKWAY  
 SCHERTZ, TX 78154

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I, DARLENE ZUEHL, Certified Shorthand Reporter in and  
 for the State of Texas hereby certify to the following:

That the recorded statements/comments made are true and  
 correct to the best of my hearing and ability.

Certified to by me this 15<sup>th</sup> day of October,  
2012.

*Darlene Zuehl*  
 \_\_\_\_\_  
 DARLENE ZUEHL, Texas CSR #7505  
 Expiration Date: December 31, 2012  
 San Antonio Court Reporting  
 555 E. Basse Road, Suite 205  
 San Antonio, Texas 78209  
 (210) 227-1525 Firm Reg. #175

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## Other Written Comments

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## IH 35 PEL Study

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**From:** [REDACTED]@aol.com  
**Sent:** Tuesday, October 23, 2012 11:02 AM  
**To:** IH 35 PEL Study  
**Subject:** IH35

Sir:

My address was 1901 N Panam, San Antonio Texas 78208...Sometime in the past Panam was eliminated and is now 1901 N. Interstate 35. I was not given any notice that my street no longer exists. Why the BIG SECRET? We know that the hiway dept is considering some changes to I 35.

I guess that the hiway expansion will be in my front yard since the right of way is only 2 feet from my front sidewalk.

I am an 80 year old widow and own my house and property. At my age I definitely do not like surprises. I could sell my house but, who would buy it knowing of the expansion. Please let me know what the heck is going on. What will happen to me?

Sincerely

Wanda Earl  
[REDACTED]  
San Antonio, Texas 78208

## IH 35 PEL Study

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**From:** Denise Smith <[REDACTED]>  
**Sent:** Monday, October 15, 2012 1:33 AM  
**To:** IH 35 PEL Study  
**Subject:** Comment

I have to drive my 13 year old Autistic son to a private Autistic school every day. I get stuck in traffic going there and coming back. What we need is what Houston has, a HOV lane. I live off of FM3009.

**Denise Smith**  
**Autism & Beyond Board Member**  
**Austim Society of San Antonio Chair**  
**The San Antonio Autism Meetup Organizer**

[REDACTED] mobile  
[REDACTED] fax

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## IH 35 PEL Study

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**From:** Randy Becker <[REDACTED]>  
**Sent:** Tuesday, October 09, 2012 8:36 PM  
**To:** IH 35 PEL Study  
**Subject:** IH 35 Comments

October 9, 2012

Dear Texas Transportation Commission and Honorable Commissioners:

The public has already paid for Interstate Highway 35 from Laredo to Canada. Creating toll (tax) lanes on this road, or any road, will be devastating to each and every person who uses these roads. Most of these toll (tax) dollars will come from individual incomes.

Along with the gas tax, the TxDOT already collects a road and bridge tax at registration time every year.

As individuals, we already pay:

Gas tax  
Road and bridge tax  
Bonds for road improvements tax  
Property tax  
Sales tax  
Federal Income tax  
School district tax  
Medical District Tax  
Community College District tax  
Medicare tax  
FICA tax  
City tax  
Capital Gains tax  
Estate tax

And you want us to pay more tax....in the form of a toll. I say no to more taxes and absolutely no to any tolls. I urge you to stand up and say no to toll roads.

Each individual car owner will have to pay an extra toll (tax) from their own personal funds to use a highway that is already paid for with previous, current and future tax dollars as well as matching federal funds. Personal incomes will suffer. Personal incomes will suffer from a toll (tax) in a good economy. They will suffer more in a bad economy.

As a matter of fact, a new form of criminal will be created from toll runners that cannot afford to pay tolls.

People will find a way around the toll to avoid the tax. Texas has the gas tax in place to pay for road building projects, but the Texas Legislature keeps robbing this fund because they can.

Close the loopholes, put the road money where it belongs. There are other revenue sources besides a new tax (toll) from the local citizens. We have enough taxes to pay already. No more. Enough is enough.

Say no to tolls. Say no to foreign partnerships that include tolls. I appreciate your time and attention to this most important matter.

Sincerely,  
Randal A. Becker, MBA, CMPE  
[REDACTED]  
San Antonio, TX 78269  
[REDACTED]

## IH 35 PEL Study

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**From:** Mary Graham <[REDACTED]>  
**Sent:** Monday, October 08, 2012 2:58 PM  
**To:** IH 35 PEL Study  
**Subject:** Suggestion/Comment

One suggestion we have for lessening the huge amount of traffic on I-35 is to legally MAKE 18-wheeler trucks use State Hwy. 130/ State Hwy.45 unless they can prove, through paperwork, that they have a delivery accessible only by driving on I-35. A hefty fine would be given to those who don't cooperate. To enforce this you'd no doubt have to remove the toll from the highway. The money lost from the tolls could be made up by increasing the gas tax by one cent ONLY UNTIL the highway is paid for. Truckers are being hit hard in the wallet, like all of us with higher fuel prices, but a limited time one cent increase I think would pass any vote, to lessen the traffic on I-35. We live in Scenic Hills subdivision and find it necessary to travel that highway to get anywhere from our location. We've totally given up trying to travel south on I-35 any afternoon, starting around 3PM. This problem has worsened 100% since we moved here seven years ago. Population growth, I'm sure, accounts for much of the traffic, but removing the trucks from that corridor would definitely help. The two major traffic hang-ups that we see are the 'do-si-do' of traffic 'exchanging' lanes to get to 1604 from I-35 heading south, and another like situation of exchanging lanes to get from 1604 on to I-35 north. Whatever engineer designed those problem areas wasn't looking forward to the increase of traffic we have now. We try to avoid those two hot spots at all times possible. Asking the public for input to the problems encountered is fine, but where are the engineers who are the professionals at problems like these? We, as citizens, can see where the main problems are, but certainly don't know how to redesign the major problem intersections to solve them.

Russell and Mary Graham

[REDACTED]  
Cibolo, TX 78108 [REDACTED]

## **IH 35 PEL Study**

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**From:** Dick H <[REDACTED]>  
**Sent:** Sunday, October 07, 2012 10:00 PM  
**To:** IH 35 PEL Study  
**Subject:** 1103 Study  
**Attachments:** TXDOT I35.pptx

Since R. J Rivera Associates was involved in the 1103 study a few years ago, hopefully some of the information that I've included can be of assistance. I feel that a connection between IH 35 and IH 10 would provide significant benefit to help address the growing congestion on the IH35 roadway by diverting some traffic to IH 10 and possibly alleviating some of the congestion on 410 between IH35 and IH10 also.

Hopefully, the Powerpoint isn't too confusing. Although I believe I've identified most of the major points, if there are any that I need to clarify or remove, please call or perhaps we'll have an opportunity to speak at the Schertz meeting on Wednesday..

Thank you for your assistance.

Cheers,  
Dick Hetzel  
[REDACTED]

# NORTHEAST AND EAST SA CORRIDORS I35/I10

Dick Hetzel  
October 2012  
1

## Restricted Traffic Flows into San Antonio

Current studies indicate insufficient traffic flow.



2

## Current Probable Proposals

Some proposals...

- ▣ Include widening of IH-35.
- ▣ Improved 1604/35 interchange
- ▣ Turnaround lanes

3

## Vast Improvement Anticipated

However problems remain...

- ▣ The area bounded by San Antonio, New Braunfels, and Sequin is experiencing large growth.
- ▣ 1604 and 46 provide cross traffic between 10 and 35, but is insufficient for developing areas.
- ▣ Existing roads reaching 78 do not connect the two interstates adequately and frequently do not connect, or would require construction in flood zones.

4

## Result

- ❑ IH35 traffic almost daily is diverted to FM1103 off of IH35 in an effort to reach IH10 or FM78.
- ❑ Traffic arriving from SH 130 will go on IH10, FM 78 and FM 3009 to reach IH35.
- ❑ Even with the enhancements to IH35, they will be insufficient to support the population growth and the congested areas will remain.



5

## Cibolo's Population Growth

- ❑ In 2000, official census population for Cibolo was 3,035.
- ❑ In 2010, official census indicated a population of 15,349... a growth of approximately 406%.
- ❑ One current estimate is that in 2012/Q2, there are approximately 23,500 citizens in Cibolo.

## Cibolo's Residential and Traffic Growth

- ▣ Most housing development in the last five years has been off of FM 1103 which feeds directly into IH 35. As of 2011/Q4, there were 3,920 lots in this area with 1,931 homes or approximately 50% started or occupied. Additional growth continues.
- ▣ FM 1103 as the primary access has experienced a significant increase in traffic and even more is anticipated. This growth has further negatively impacted IH35's significant traffic volume.

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## Why the Growth

- ▣ A "City of Choice" because of the rural atmosphere, moderate housing costs, low crime rate and an excellent school system.
- ▣ Access to the San Antonio metroplex via IH35, and to some extent even IH10.
- ▣ BRAC and the elimination of hundreds of residences at Randolph AFB.

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## Possible additional growth factor

### BRAC

POPULATION	2006	2007	2008	2009	2010	2011	2012	Delta
BROOKS CITY-BASE	2,188	2,050	2,049	2,171	1,652	529	-	-2,188
FT SAM HOUSTON	25,924	26,742	26,637	28,992	30,584	38,837	43,468	17,544
LACKLAND AFB	32,039	32,188	32,188	32,548	33,502	33,429	32,950	911
RANDOLPH AFB	11,900	11,855	12,013	12,051	11,847	11,655	11,330	-570
<b>TOTAL</b>	<b>72,051</b>	<b>72,835</b>	<b>72,887</b>	<b>75,762</b>	<b>77,585</b>	<b>84,450</b>	<b>87,748</b>	<b>15,697</b>

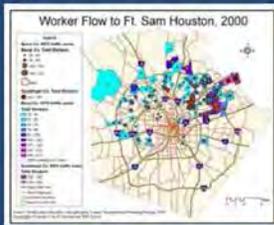
Note the FSH Delta of +17,500.

## BRAC Studies

- A review of BRAC study...
  - Task 3 Report, Transportation Infrastructure, Sept 2008 identified that the study focused upon the Ft Sam Houston area specifically and Bexar County in general.

## Additional Study Observations

- The 2008 Report noted that in 2000, the map of Worker flow to FSH identified large concentrations of personnel in the North East.



- Please note the large concentration outside of Bexar County off of IH35.

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## Further Study Observations

- Pg. 3 – "... there were many jobs in the project study prior to the BRAC program. However, most of these jobs were held by persons living outside the FSH redevelopment study area. This imbalance could increase as the result of BRAC-related expansion."
- Pg. 4 – "...many new post staff members are expected to live outside the study area. Perhaps the best indicator of where they may live is the spatial distribution of the homes occupied by current post staff."
- Pg. 4 – "The largest concentrations of FSH employees live north of the post."

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## Additional Observations

- ❑ Large population increase in the City of Cibolo exceeding 400% in the past few years has placed significant stress on transportation and infrastructure.
- ❑ Task 3 Report suggests that some personnel are expected to live outside of the study area.
- ❑ A previous study indicated a significant concentration outside of Bexar County up IH35.
- ❑ BRAC study *did not* include the Cibolo area.

## Result

- ❑ It appears that much of the growth in Cibolo was the result of BRAC.
- ❑ Inadequate roadways to IH35 and IH10 result in traffic delays and additional congestion to FSH.
- ❑ Municipal funding insufficient to meet citizen needs.

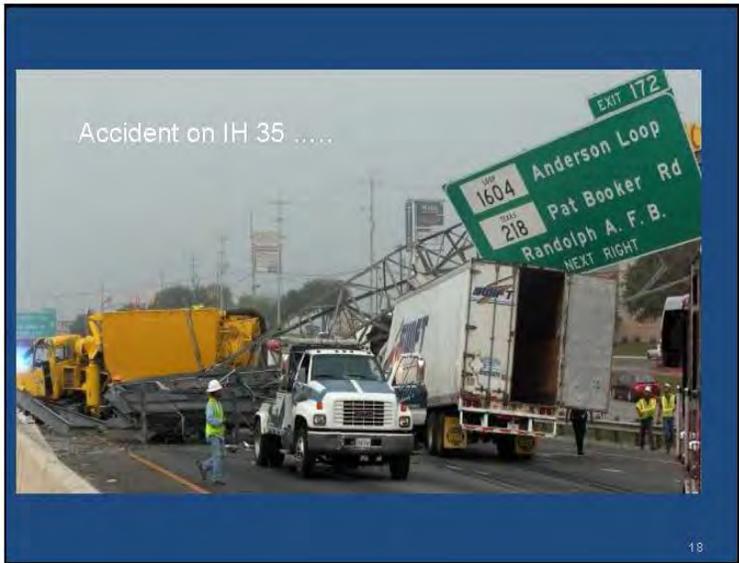
## Proposals

- ▣ An additional BRAC study be initiated to review areas and adjoining communities outside of Bexar County to review the impact of BRAC and the resultant growth.
- ▣ Consideration be given for improving FM 1103 by widening and extending it from IH35 to IH10 thereby supporting a more efficient distribution of the traffic flow toward FSH and relieving some of the IH35 congestion into San Antonio. The current section between the curve and FM78 should revert to the city.

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Supplemental Information  
gathered from news reports and  
other sources.

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...brings IH35 to a halt.

IH-35 AT SCHERTZ

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Traffic diverting to FM 1103 off of IH35 to get to San Antonio through FM 78 or IH 10.

Near intersection of Main St. and FM 1103 on their way to FM 78.

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...along with gridlock on 1103 and 78. With the new addition of SH 130, greater congestion should be anticipated.



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## FM 1103 Growth

Saddlecreek Ranch Units 1-4 411 lots, 40 new starts, 263 total starts (61.56%)  
 Cibolo Vista 343 lots, 23 new starts, 144 total starts (41.98%)  
 Turning Stone 681 lots, 60 new starts, 60 total starts, (8.11%)  
 Heights of Cibolo 444 lots, 15 new starts, 177 total starts (39.86%)  
 Gatewood 368 lots, 312 total starts (85.25%)  
 Stonebrook 251 lots, 124 total starts (49.40%)  
 Town Creek Village 123 lots, 121 total starts (98.4%)  
 Buffalo Crossing 438 lots, 372 total starts (84.74%)  
 Cibolo Valley Ranch 788 lots, 79 new starts, 667 total starts (83.38%)  
 Landmark Pointe 74 lots, 0 new (Preliminary Plat Approved for 277 SFR lots)

(Period 11/1/11 to 9/10/12-new starts)

**Total Lots:** 3,920 lots Revised to **4,123 SFR lots** due to the Landmark Pointe Preliminary Plat

**Note:** There have been 289 new starts along the FM 1103 corridor in 10 months, an average of 29 per month.

**Total Housing Starts:** 1,931 homes or 49.3% of all lots 289 new starts, 2,220 total starts (53.84%)  
 -lots (as of 10/31/11)

**More specifics concerning FM 1103.**

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Summary: Cibolo does not have sufficient highways to facilitate an expanding economy supporting San Antonio. There is no thoroughfare between IH 35 and 10. IH 35 is congested. The SA/Bexar MPO is working on IH35, but only to 3009. Additional congestion on 1103 and highway 78 once SH 130 opens. Cibolo efforts with the MPO for 1103 resulted in our placement 5<sup>th</sup> from the bottom of all projects.

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