



[SLIDE 1]

We have simultaneous interpretation available for any individuals that would like to hear the presentation and comments in Spanish. Please see the table located near the sign in table for your headset.

<<SPANISH INTERPRETER SAYS THE FOLLOWING>>: ***Se ofrece interpretación simultánea para aquellos que deseen escuchar la presentación y comentarios en español. Por favor diríjase al área de interpretación si necesita audífonos.***

Good evening. Please make your way to your seats as it is now 6:00 p.m., and time for our presentation to begin. Before we begin our formal hearing, I would like to mention a few things. In consideration of the speakers and fellow attendees, please take a moment to silence your mobile devices.

The restrooms are located out the doors to your left.

My name is **Dr. Robert Bielek**, and I am the District Engineer for the El Paso District of the Texas Department of Transportation and the Public Hearing Officer for tonight's proceeding.



TxDOT welcomes you to this Public Hearing for the I-10 Connect project which encompasses I-110 and US 54 from State Loop 375 (Cesar Chavez Border Highway) to Yandell Road, in El Paso County, Texas. The proposed project is included in the El Paso Metropolitan Planning Organization's Amended Horizon 2040 Metropolitan Transportation Plan and in the Amended 2017-2020 State Transportation Improvement Plan. On behalf of the Department, I would like to express our thanks to everyone who is attending this Public Hearing and to Texas Tech for providing the facility. Before proceeding further, I would like to recognize our Elected Officials in attendance. As I announce your name, please stand briefly to be recognized.

[Read off separate list of Elected Officials in Attendance.]

Have I overlooked any other elected officials?

<<PAUSE>>

We appreciate your attendance and thank you for your interest in this project. This Public Hearing is being recorded by a certified court reporter for the formal public record.

You may have noticed a sign-in table as you walked in. If you have not already done so, please sign-in before you leave this evening. The sign-in sheets allow us to record tonight's participants.



As you arrived, you were also given the opportunity to express your interest in this project and indicate whether you would like to register to make a verbal statement during tonight’s “Public Comments” portion of the hearing. In the event you did not register and would like to, please do so during our upcoming intermission. The public comment session will begin after the intermission. The Public Hearing will adjourn after all verbal public comments have been heard.



Public Hearing Agenda		
1	Welcome & Introductions	Dr. Robert Bielek, P.E.
2	Project Overview	Mr. Brian Swindell, P.E.
3	Environmental Overview	Ms. Kim Johnson
4	Right of Way	Mr. Manuel Hernandez
5	15-minute Intermission	
6	Public Comments	Dr. Robert Bielek, P.E.
7	Adjournment	Dr. Robert Bielek, P.E.

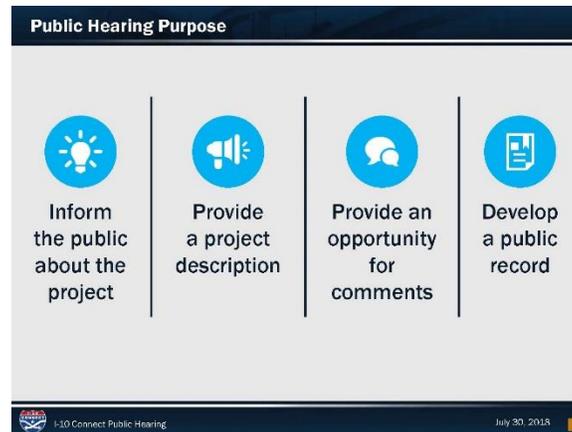
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[SLIDE 2]

Many of you may have attended previous Public Hearings conducted by the Texas Department of Transportation. However, for the benefit of those of you who have never attended one, I would like to explain how the Department conducts a Public Hearing. Following my initial comments, **Mr. Brian Swindell** will give a detailed presentation concerning the location and design features for the I-10 Connect project. **Ms. Kim Johnson** will follow with the environmental effects related to the project. Following **Ms. Johnson, Mr. Hernandez** will explain TxDOT's right-of-way acquisition procedures and the relocation assistance program for displaced persons and businesses. After our presentation, we will provide the hearing information and then take a **15-minute** intermission so that you can view the project design currently on display. During the intermission, you're encouraged to ask any questions of the team members. Following the intermission, we will reconvene the hearing and ask those who indicated on the registration form that they would like to make a statement to come forward to our floor microphone, to state your name for the record, and provide any comments concerning the project.



Following the registered speakers, anyone else who did not register will also be given an opportunity to comment. I would now like to recognize the project team from TxDOT and the consultant team who are present tonight to assist you and answer questions. If you are a part of the project team, please stand up.



[SLIDE 3]

Public Hearings play an important role in the project approval process. The Public Hearing serves several purposes:

1. To inform the public about the proposed project and the status of planning on the project.
2. To describe the project so that those attending can determine the project's potential affect to their lives and property.
3. To provide an opportunity for the public to present their comments and opinions during the planning process. These comments will be taken into consideration during the detailed design stage.
4. And finally, to develop a record of public views and participation to supplement recommendations for subsequent decisions.

This hearing is being held in compliance with both federal and state laws.



How to Submit Comments

 <p>Verbal comments will commence after the intermission</p>	 <p>Written comments can be placed in the comment box</p>	 <p>E-mail comments to: i10connect@hdrinc.com</p>	 <p>Mail comments to: Blanton & Associates, Inc. Attn: I-10 Connect 5 Lakeway Centre Court, Suite 200 Austin, Texas 78734</p>
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DEADLINE FOR COMMENTS IS THURSDAY AUGUST 14, 2018

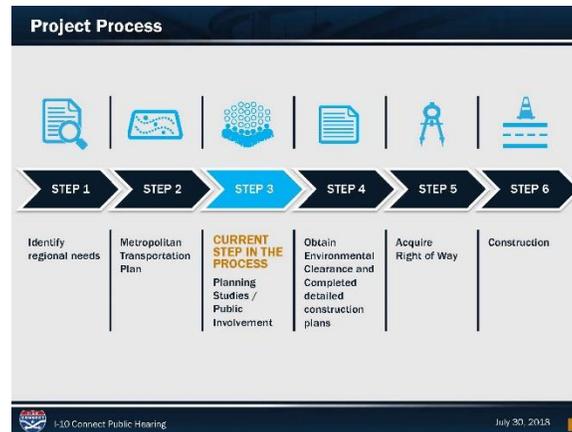
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[SLIDE 4]

As I said earlier, after the hearing and intermission, there will be an opportunity for you to present comments for the official record. If you register to speak, your name will be called in the order the registration form was received. When your name is announced, please come to the microphone and state your name and who you represent, if applicable. Each speaker will be limited to a period of three minutes. Once your time is up, you will be asked to be seated so that the next speaker can present comments. We will not answer questions during the presentation or comment period so that everyone will have time to make their comments. However, project team members will be available to answer project related questions during the intermission. If you would like to submit written comments, there are comment forms available in English and Spanish at the sign-in table, and they may be placed in the comment box tonight, emailed, or mailed to the address on the form. All written comments must be postmarked or emailed no later than August 14, 2018 in order to be included in the public record for this hearing.



I would now like to turn the technical hearing over to **Mr. Swindell** from HDR, who has been assisting TxDOT with developing the schematic design for the proposed project.



[SLIDE 5]

Thank you Dr. Bielek. Transportation projects typically follow the sequence shown here. We are currently in step 3, conducting planning studies. Planning studies include cost estimates, schematic design, environmental studies, and public involvement. The environmental technical reports were reviewed by TxDOT and approved for circulation, which allows this Public Hearing to take place this evening. Following this hearing, TxDOT will continue with the finalization of environmental documentation in the form of an Environmental Assessment. Your statements and comments will be addressed and will be given full consideration in the preparation of the final recommendation and design for the proposed project. After the closing date of the hearing comment period, in this case August 14, 2018, we will process the comments received and complete a Public Hearing Summary and final environmental documentation for review and approval.



[SLIDE 6]

The I-10 Connect project proposes operational improvements to I-10, I-110, US 54, and Loop 375 (Cesar Chavez Border Highway) between Yandell Drive, on top of the screen, and Loop 375, on the bottom of the screen, in El Paso County, Texas. As you see the proposed project is west of where we are today.

Within the project limits, I-10 is an east-west divided facility, with eastbound lanes varying between three and five lanes and westbound lanes varying between four and six lanes. The existing I-110 is a divided facility that varies between two and three lanes in both directions. Because I-110 is a spur route for I-10 which transverses east-west, I-110 is referred to as an east-west route. Therefore, reference to “westbound” I-110 is actually southbound and “eastbound” I-110 is northbound. US 54 is a north-south divided facility that varies between two and three lanes in each direction within the project limits. US 62 (or more commonly known as Paisano Drive) is an east-west facility that generally consists of three travel lanes in each direction. Within the project limits, Paisano is a divided facility west of US 54, transitioning to signalized intersections and left-turn bays as traffic travels east.



Loop 375 is an east-west divided facility that varies between two and three lanes in each direction. Another key transportation related facility is the Bridge of the Americas which is a land port of entry that facilitates commuters and trade activities between Mexico and the United States.

There are eight existing interchanges within the project limits consisting of: one four level interchange, the spaghetti bowl, at I-10/I-110/US 54; one three level interchange at I-110/Paisano; one semi-direction "T" interchange at US 54/Loop 375; three diamond interchanges at US 54/Paisano, I-10/Copia Street, and I-10/Raynolds; and two half-diamond interchanges at US 54/E. Yandell Drive and US 54/Montana.

Currently, there is no direct connection to facilitate travel between I-10 and Loop 375 (Cesar Chavez Border Highway) with the exception of the existing loop ramp that connects northbound US 54 to westbound I-10. Traffic must utilize I-110, Paisano, US 54, and various city streets in order to connect to and from I-10 and Loop 375. Traffic traveling eastbound along I-10 wanting to access eastbound Loop 375 must exit to I-110, take the ramp to Paisano, travel east along Paisano, turn right onto the Gateway South Boulevard, and enter from the ramp onto Loop 375 eastbound. Alternatively, traffic traveling eastbound along Loop 375 wanting to access eastbound I-10 must travel to northbound US 54, exit to I-10 westbound, utilize Copia Street to access the I-10 eastbound frontage road, and take the eastbound I-10 ramp.



Traffic traveling westbound along I-10 wishing to access westbound Loop 375 must exit to Raynolds Street, travel north along Raynolds, turn left onto Yandell Drive, travel west along Yandell, turn left onto Gateway South Boulevard, and enter US 54. Once on US 54, traffic can access westbound Loop 375.



Project Goals and Objectives

-  Add connectivity – Provide needed connections from I-10 to Loop 375 (east to east and west to west)
-  Ease congestion and improve mobility in the study area
-  Improve queuing impacts approaching the Port of Entry
-  Minimize impacts to the environment
-  Improve mobility during planned I-10 reconstruction projects
-  Maximize existing assets (minimize reconstruction)

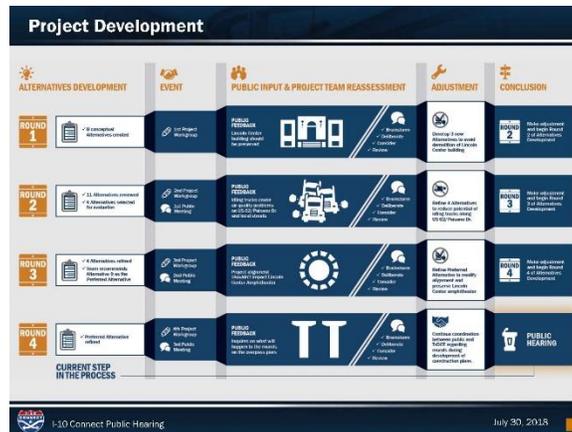
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[SLIDE 7]

The proposed I-10 Connect project addresses these concerns along with others by achieving its six goals and objectives. As mentioned earlier, there is only one high speed connection between I-10 and Loop 375 along US 54. In order to improve the resilience and reliability of the transportation system in the El Paso region, it is critical to provide the remaining east to east and west to west connections between I-10 and Loop 375. Furthermore, to prevent a system wide failure, the proposed project has to address congestion and queuing from the port of entry. Our traffic models indicate that the current annual hours of expected delay within the project area during the PM peak hour is approximately 262,000 hours/year. If nothing is done that number is expected to increase to over 500% to 1.6 million hours/year by the year 2042. This exponential increase in delay or congestion is primarily due to the spillback effect of queuing at the port of entry. While addressing these goals, diligence will be necessary in order to minimize impacts to the environment. The proposed project should also provide the public with an opportunity to detour during future I-10 reconstruction.



The final goal of the project is to maximize existing assets and minimize reconstruction in order to minimize project costs.



[SLIDE 8]

To achieve the six goals and provide a context sensitive solution, the I-10 Connect project has undergone multiple iterations or rounds which involved alternatives development, public outreach and input, adjustments and revisions. With the goals in mind, our team initially developed 8 conceptual alternatives and presented them to the project workgroup. In the project workgroup, we heard that additional alternatives were needed which avoided the Lincoln Center building. From there we developed an additional three conceptual alternatives which avoided impacting the building. For the second round, the design team presented eleven alternatives and narrowed them to four viable alternatives. A second project workgroup and a public meeting were held to solicit input. The public informed the team of the poor quality of life and congestion being generated by trucks using Paisano to access I-110/Port of Entry. It was this round where the I-110/Paisano interchange reduction concept was derived, and would drastically alter traffic behavior to address the congestion concerns along Paisano.



The design team applied the I-110/Paisano Interchange reduction to all of the viable alternatives and selected the preferred alternative to initiate the third round. Similar to the previous round, the preferred alternative was presented to project workgroup and public meeting to solicit input. Concern was raised that one of the direct connectors on the preferred alternative crossed over the Lincoln Center Amphitheater. The design team reconfigured the direct connector to avoid going over the amphitheater. For Public Meeting #3 and Project Workgroup Meeting #4, the fourth round, we presented the revised preferred alternative to the public and project workgroup to solicit feedback. Overall, the public was pleased to see the adjustments made, however there were some questions regarding impacts to the murals during construction. TxDOT is committed to continue coordination with the public regarding the murals and facilities within the project area. Additional details regarding the murals will be provided later in the presentation. With that said, we are here today to present to you the I-10 Connect preferred alternative.



[SLIDE 9]

The image shown is a realistic representation of the recommended preferred alternative and circled are the two major operational improvements. The I-10/I-110/US 54/ Loop 375 proposed connections enable the public to travel freely between I-10 and Loop 375. This improves the reliability and resilience of the El Paso system of highways by providing the public alternative routes for their travels. The second major improvement is the I-110/Paisano Interchange reduction which I will describe later in the presentation.



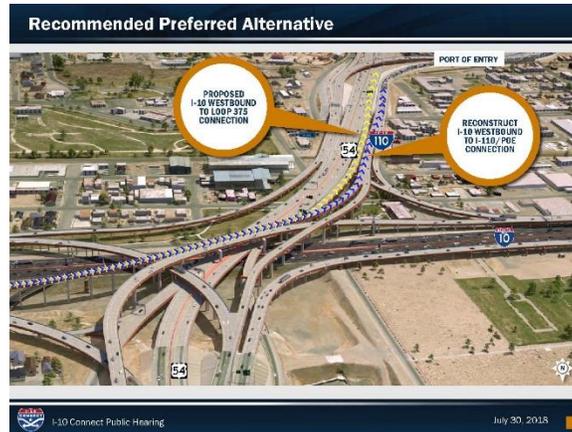
[SLIDE 10]

Focusing on the I-10/I-110/US 54/Loop 375 connections, one of the major changes necessary to accommodate the queuing from the Port of Entry was to relocate the entrance of the US 54 to I-110 ramp. The preferred alternative relocates the existing ramp, which is south of the spaghetti bowl, to north of the spaghetti bowl. Therefore, traffic wanting to access I-110/Port of Entry from US 54 southbound would exit earlier to a direct connector that would go over the I-10 mainlanes and the I-10 eastbound to US 54 northbound direct connector.



[SLIDE 11]

Traffic traveling eastbound on I-10 wanting to gain access to Loop 375 and Paisano would utilize the proposed I-10 Eastbound to Loop 375 connection, shown in yellow. Similar to today, traffic traveling eastbound on I-10 would utilize the reconstructed direct connector to I-110/Port of Entry, shown in blue.



[SLIDE 12]

Traffic traveling westbound on I-10 wanting to gain access to Loop 375 and Paisano would utilize the proposed I-10 westbound to Loop 375 connection, shown in yellow. Similar to today, traffic traveling westbound on I-10 would utilize the reconstructed direct connector to I-110/Port of Entry as shown in blue.



[SLIDE 13]

Traffic traveling eastbound on Loop 375 wanting to gain access to I-10 eastbound would utilize the proposed Loop 375 to I-10 eastbound connection shown in yellow. Traffic from Loop 375 wanting to gain access to US 54 northbound and I-10 westbound would not see any major changes in their route, as show in the dotted blue line.



[SLIDE 14]

The second major improvement is the I-110/Paisano interchange reduction. The rendering you see above is a birds-eye view of the proposed project looking north where the I-110/Paisano interchange reduction is circled. As mentioned previously, this operational improvement is derived from the public's input at the second public meeting, where the public voiced their concerns regarding the current operations in and around this interchange. The key generator of the public's concerns was the truck usage on Paisano accessing the port of entry.



[SLIDE 15]

The I-110/Paisano interchange reduction addresses the public's concerns by removing Paisano access to I-110/Port of Entry. Traffic wanting to enter the Port of Entry will need to do so using I-110 via I-10 or US 54. In other words, vehicles will not be able to access the Port of Entry from Paisano in the preferred alternative. The only access to the Port of Entry will be from I-110 via I-10 and US 54. As a result, the existing three level diamond interchange was no longer needed. Therefore the proposed interchange has only two levels. This interchange reduction removes the Port of Entry congestion along Paisano provides opportunities for enhanced pedestrian access as well as an additional access point to East San Antonio and the Findley Avenue area. Road users along I-110 accessing the Port of Entry should notice a significant operational improvement for both trucks and cars. Drivers will notice that the preferred alternative simplifies the operations at the Port of Entry by keeping all of the traffic on I-110 and removing the need to go through the various traffic signals. Another benefit of the interchange reduction is the consolidation from four intersections to one intersection.



In doing this, our study estimates that there will be an 81% reduction in crashes over the study period when compared to the no build scenario.



Railroad Coordination and Utility Adjustments	
RAILROAD COORDINATION	<ul style="list-style-type: none">✓ This will be need for proposed direct connector crossing with Union Pacific Railroad.✓ Total railroad aerial easement is estimated to be less than 0.1 acres.
UTILITIES	<ul style="list-style-type: none">✓ Utilities such as water lines, sewer lines, gas lines, fiber optic, electrical lines, and other utilities may need to be adjusted.✓ The adjustment and relocation of any utilities would be managed so that no substantial interruptions would occur while these adjustments are being made.

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[SLIDE 16]

Railroad coordination has been ongoing and it is estimated that an aerial easement will be needed from Union Pacific Railroad for the proposed improvements.

Utilities such as water lines, sewer lines, gas lines, fiber optic, electrical lines, and other utilities may need to be adjusted. The adjustment and relocation of any utilities would be managed so that no substantial interruptions would occur while these adjustments are being made.



Project Goals and Objectives

- ✓ Add connectivity
- ✓ Ease congestion
- ✓ Improve POE queuing impacts
- ✓ Minimize impacts to environment
- ✓ Improve mobility for I-10 reconstruction
- ✓ Maximize the existing assets



PORT OF ENTRY

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The slide features a list of six project goals and objectives on the left, each preceded by a checkmark. To the right is an aerial photograph of a complex highway interchange at the Port of Entry. Several lanes and ramps are highlighted in yellow, indicating the areas of improvement. The slide includes a title bar at the top, a footer with the project name and date, and a small logo in the bottom left corner.

[SLIDE 17]

Overall the preferred alternative's operational improvements, shown highlighted, achieve the six goals and objectives developed at the start of this project. Additionally, throughout the design process, the team has worked closely with the public to make adjustments to the project based on their input.

I would now like to turn the technical hearing over to **Ms. Johnson** from Blanton & Associates, who has been assisting TxDOT with developing the environmental assessment for the proposed project.



Environmental Overview

THE PROJECT WAS PROCESSED AS AN ENVIRONMENTAL ASSESSMENT (EA)

The EA evaluated impacts to the natural and human environment, including:

- > Vegetation
- > Threatened and Endangered Species
- > Water Resources
- > Air Quality
- > Cultural Resources
- > Hazardous Materials
- > Utilities
- > Environmental Justice and Limited English Proficiency
- > Access and Travel Patterns
- > Visual Impacts

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[SLIDE 18]

Thank you Mr. Swindell. An Environmental Assessment, or EA, was prepared for the proposed project, and is available for your review tonight.

The EA sets out to accomplish four objectives: it compares the Build and No-Build alternatives, presents existing conditions, evaluates potential impacts, and summarizes coordination with the public and resource agencies.

The EA evaluated and considered potential impacts to the natural and human environment, including vegetation, threatened and endangered species, water resources, air quality, cultural resources, hazardous materials, environmental justice, limited English proficiency, utilities, and visual impacts.



Environmental Overview



NATURAL RESOURCES

- No impacts to Threatened and Endangered Species
- No USACE Permit required for impacts to Waters of the U.S.

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[SLIDE 19]

The project would not result in impacts to Threatened or Endangered Species

The project would not result in impacts to Waters of the U.S. that would require a permit from the U.S. Army Corps of Engineers



Environmental Overview

CULTURAL RESOURCES

- Historic Resources survey Identified potential historic resources
- No effect on Archeological Historic Properties anticipated

SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA)

- Historic resources survey and report prepared in 2017 and 2018
- Consulted with stakeholders and local experts in Spring 2018
- Two properties in the project area were determined NRHP-eligible and NRHP-listed: NRHP-listed Franklin Canal and NRHP-eligible Lincoln Park School
- No adverse effect to the NRHP-listed Franklin Canal or NRHP-eligible Lincoln Park School
- Final report currently under review by SHPO, stakeholders, and local experts

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[SLIDE 20]

TxDOT has conducted a survey and assessment of potential historic resources and potential project-related impacts. After consultation with project stakeholders and local experts in the Spring of 2018, the historic resources survey report was updated. Two properties in the project area were determined National Register of Historic Places or “NRHP”-eligible and NRHP-listed: the NRHP-eligible Lincoln Park School and NRHP-listed Franklin Canal. No adverse effects to these resources are anticipated. The final report is currently under review and a Section 106 determination will be made prior to environmental approval.

An archeological background study determined that the project is expected to have no effect on archeological historic properties, due to the disturbed nature of the project area.

The slide content is presented on a light gray background with a dark blue header and footer. The header reads "Environmental Overview". Below it, the main title "HUMAN ENVIRONMENT" is displayed in orange. Two sections follow: "HAZARDOUS MATERIALS" in orange, with a bullet point stating "No Hazardous Materials concerns anticipated"; and "TRAFFIC NOISE" in orange, with a bullet point stating "Traffic Noise impacts were identified and proposed noise walls will be presented to affected property owners at upcoming noise workshops". The footer contains the I-10 Connect logo, the text "I-10 Connect Public Hearing", and the date "July 30, 2018".

Environmental Overview

HUMAN ENVIRONMENT

HAZARDOUS MATERIALS ➤ No Hazardous Materials concerns anticipated

TRAFFIC NOISE ➤ Traffic Noise impacts were identified and proposed noise walls will be presented to affected property owners at upcoming noise workshops

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[SLIDE 21]

An initial site assessment determined that there is low probability of encountering hazardous materials concerns during project construction.

The traffic noise analysis determined that the project would result in noise impacts at residential properties near I-110 and South Stevens Street, as well as near Paisano and South Grama Street, and that noise abatement would be warranted in these areas. A noise workshop will be held with these property owners who may benefit from a noise wall to determine if the walls will be built.



The slide is titled 'Environmental Overview' and 'HUMAN ENVIRONMENT, CONTINUED'. It is divided into two main sections: 'AIR QUALITY' and 'COMMUNITY IMPACTS ANALYSIS'. The 'AIR QUALITY' section contains one bullet point stating that an Air Quality Consultation process determined that the project does not require a PM10 or CO hot-spot analysis due to reduction in congestion and improvements in traffic flow. The 'COMMUNITY IMPACTS ANALYSIS' section contains three bullet points: construction would require some column/mural removal; temporary closures of recreational areas would be required during construction; and no disproportionately high or adverse impacts to minority or low-income (Environmental Justice) populations. The slide footer includes the I-10 Connect logo, the text 'I-10 Connect Public Hearing', and the date 'July 30, 2018'.

[SLIDE 22]

Based on input from the public regarding truck idling and associated air quality concerns, the project includes elements that would improve mobility and reduce truck traffic in residential areas. A review of traffic volumes and this improved mobility indicate that the project would not be of air quality concern, and could instead improve air quality due to the reduction in idling vehicles. The project was coordinated with the air quality consultation partners, and on July 9th and 10th of 2018, the partners determined that the project would not require a PM10 or Carbon Monoxide hot-spot analysis.

Potential community impacts were analyzed. These impacts include the removal of or impacts to 11 bridge columns with murals that carry the current I-10/US 54 interchange. TxDOT has worked to reduce the number of impacted columns and murals to the extent possible. Additionally, TxDOT met with community members and Lincoln Park Conservation Committee representatives to review which columns would be impacted and evaluate options for future murals.



TxDOT will continue to work with the community to provide lighting of murals, installation of bird spikes to protect murals, and identify locations for future murals to be painted on new columns.

While permanent impacts to recreational areas are not anticipated, the project would require temporary closure of **some elements of** the Lincoln Center property during construction.

The project area contains minority and low-income Environmental Justice populations. Although the project would permanently alter some access and travel patterns for the surrounding community and result in the displacement of one commercial property, these changes are not expected to result in disproportionately high or adverse impacts to these populations as the impacts are not limited to isolated low-income or minority groups within the community. In addition, the proposed access changes were based on public input and are anticipated to help improve local and regional traffic conditions, which would benefit adjacent Environmental Justice populations.



Environmental Overview

PROJECT PLANS AND THE ENVIRONMENTAL DOCUMENT ARE AVAILABLE FOR VIEWING TONIGHT

<p>ENVIRONMENTAL DOCUMENT</p> <p>This can be viewed on the internet at:</p> <p>txdot.gov/inside-txdot/projects/studies/el-paso/i10-connect.html</p>	<p>PROJECT INFORMATION</p> <p>This can be viewed Monday through Friday at the TxDOT El Paso District Office from 8 a.m. to 5 p.m.:</p> <p>TxDOT El Paso District Office 13301 Gateway West El Paso, TX 79928</p>
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[SLIDE 23]

The proposed project plans and environmental document, which details the environmental studies performed and the conclusions reached, are available for review tonight, and will continue to be available for review at the TxDOT El Paso District Office.

I will now turn the hearing over to **Mr. Hernandez** to discuss the Right-of-Way.



Right-of-Way Acquisition

<p>RIGHT-OF-WAY</p> <p>This is needed for proposed direct connectors.</p> <ul style="list-style-type: none">> Total Right-of-Way to be acquired is less than 0.14 acres.> One potential relocation of a commercial property located along <u>Frutas Ave.</u>	<p>TEMPORARY CONSTRUCTION EASEMENT</p> <p>This is needed to provided sufficient space to construct bridge structures.</p> <ul style="list-style-type: none">> Total Temporary Construction Easement is estimated to be around 0.81 acres.
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State Resources Available Today:

- > "State Purchase of Right-of-Way booklet"
- > "Relocation Assistance"

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[SLIDE 24]

Thank you Ms. Johnson. Right-of-way will be required for the preferred alternative. It is estimated that 0.14 acres of Right-of-way and 0.81 acres of temporary construction easements will be needed. One commercial building has been identified as a potential displacement along Frutas Avenue. All acquisitions must be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Two booklets are available for you at the right-of-way table here tonight, one is titled "State Purchase of Right-of-Way" and another one titled "Relocation Assistance." The booklets are provided in English and Spanish. If there is a possibility that some of your property may be acquired and you did not pick up the booklets, you may secure copies at the right-of-way table during the break. These booklets contain helpful information. This concludes the technical portion of the hearing and I will now hand the hearing back to Dr. Bielek to discuss the intermission and commenting process.



How to Submit Comments

 <p>Verbal comments will commence after the intermission</p>	 <p>Written comments can be placed in the comment box</p>	 <p>E-mail comments to: i10connect@hdrinc.com</p>	 <p>Mail comments to: Blanton & Associates, Inc. Attn: I-10 Connect 5 Lakeway Centre Court, Suite 200 Austin, Texas 78734</p>
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DEADLINE FOR COMMENTS IS THURSDAY AUGUST 14, 2018

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[SLIDE 25]

Before the intermission, I want to remind everyone that if you wish to make verbal comments please indicate this by completing a speaker card at the sign-in table. Your name will be called in the order the registration form was received. When your name is announced, please come to the microphone and state your name and who you represent, if applicable. If you are unable to come to the microphone, please raise your hand, and a team member will provide you with a microphone at your seat. Each speaker will be limited to a period of three minutes. Once your time is up, you will be asked to be seated so that the next speaker can present comments. We will not answer questions during the presentation or comment period so that everyone will have time to make their comments. However, project team members will be available to answer project related questions during the intermission. If you would like to submit written comments, there are comment forms available in English and Spanish at the sign-in table, and they may be placed in the comment box tonight, emailed, or mailed to the address on the form.



All written comments must be postmarked or emailed no later than **August 14, 2018** in order to be included in the public record for this hearing.



[SLIDE 26]

We will now observe our 15 minute intermission. During the intermission, please feel free to review the exhibits set-up in the hallway. If you have questions, ask one of the project team members during this time. These individuals will address your questions.



Public Comment Period

- 1 Use the microphone
- 2 State your name and address
- 3 State your interest in the project
- 4 Give your comments on the project
- 5 Please observe 3 minute rule

1 Minute | 2 Minutes | 3 Minutes

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The slide is titled "Public Comment Period" and lists five numbered steps: 1. Use the microphone, 2. State your name and address, 3. State your interest in the project, 4. Give your comments on the project, and 5. Please observe 3 minute rule. Below the list is a progress bar with an hourglass icon and markers for 1 Minute, 2 Minutes, and 3 Minutes. The bottom of the slide features the I-10 Connect logo and the text "I-10 Connect Public Hearing July 30, 2018".

[SLIDE 27]

We are going to resume the hearing now with the verbal public comment period. When I call your name please come to the microphone, state your name, who you represent, and provide your comments. Your comments are being recorded by the court reporter so please be sure to face the court reporter so your comments are accurately captured. We also ask that you make your comments concise and limit them to 3 minutes so everyone has an equal opportunity to speak. If you have more than 3 minutes of comments, please be sure to leave written comments as well. I will now call on the speakers in the order that they registered:

<<READ NAMES FROM SIGN-IN SHEET>>



How to Submit Comments

 <p>Written comments can be placed in the comment box</p>	 <p>E-mail comments to: i10connect@hdrinc.com</p>	 <p>Mail comments to: Blanton & Associates, Inc. Attn: I-10 Connect 5 Lakeway Centre Court, Suite 200 Austin, Texas 78734</p>
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DEADLINE FOR COMMENTS IS THURSDAY AUGUST 14, 2018

I-10 Connect Public Hearing July 30, 2018

[SLIDE 28]

This concludes the I-10 Connect Public Hearing. As mentioned earlier, we will be accepting comments on the project until Thursday August 14, 2018. Thank you for attending. The time is now (xx:xx)

