



I-35 NORTHEAST EXPANSION (NEX) FROM I-410 SOUTH TO FM 1103

Public Hearing

August 15, 2019

Open House: 5:00 p.m. – 6:00 p.m.

Public Hearing: 6:00 p.m.

Morgan's Wonderland

5223 David Edwards Drive

San Antonio, TX 78233

Open House: 5:00 p.m. – 6:00 p.m.

- View displays and exhibits

Public Hearing: 6:00 p.m.

- Introductions
- Hearing format
- Project overview
- Environmental overview
- Scheduling and funding
- Public comment session

INTRODUCTIONS

- Elected Officials
- TxDOT
- Project Team Members

PUBLIC HEARING PURPOSE AND FORMAT

- Purpose of the Public Hearing
 - To share proposed improvements
 - To gather comments and feedback from the community



Public Hearing Format:

- Sign up to speak
- Provide your name, address, and organization (if applicable)
- Limit your comment to three minutes
- Time cannot be shared with other commenters

PUBLIC COMMENT OPPORTUNITIES

1. Provide a verbal comment during the hearing
2. Complete a written comment card tonight
3. Email comments to: I-35NEX@GarverUSA.com
4. Mail comments to: Garver, LLC

Attn: Nandita Kaundinya, P.E.

RE: I-35 NEX

3010 Gaylord Parkway, Suite 190

Frisco, TX 75034



Deadline for Comments:

- Written comments must be received or postmarked before **August 30, 2019** to be part of the official hearing record



Verbal Comment Process:

- If you would like to make a verbal comment, please take a moment to fill out a speaker card
- Speaker cards are located under the board titled “Comments”

A white rectangular form titled "SPEAKER SIGN-UP CARD" with the Texas Department of Transportation logo in the top left corner. The form contains fields for NAME, ADDRESS, and REPRESENTING, followed by a section with three checkboxes for disclosure of conflicts of interest.

 SPEAKER SIGN-UP CARD

(PLEASE PRINT)

NAME: _____

ADDRESS: _____

REPRESENTING: _____

(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

HISTORY OF PROJECT

- Environmental Assessment (EA) on project completed 2015
 - Public Hearing held in February 2015
 - Finding Of No Significant Impact (FONSI) issued in July 2015
 - Previously approved improvements included:
 - Two tolled/managed elevated lanes in each direction of I-35 between main lanes and frontage roads
- Right-of-way acquisition is underway
- EA re-evaluation is underway primarily due to removal of tolling

PROJECT CHANGES FROM PREVIOUS EA

	Currently approved Environmental Assessment (EA)	Proposed changed EA Re-Evaluation
Typical Section	2 Tolled lanes	3 Non-Tolled lanes (2 General Purpose + 1 HOV)
Access	Connections to I-410 South, I-410 North and Loop 1604 West	Additional connections to Loop 1604 East/Pat Booker Road

PROPOSED PROJECT OVERVIEW

Purpose of the project is to provide improved mobility on I-35

Add capacity

From I-410 South to FM 1103

- Construct elevated lanes between I-35 main lanes and frontage roads
- 2 General Purpose (GP) lanes + 1 High Occupancy Vehicle (HOV) lane in each direction

From FM 3009 to FM 1103

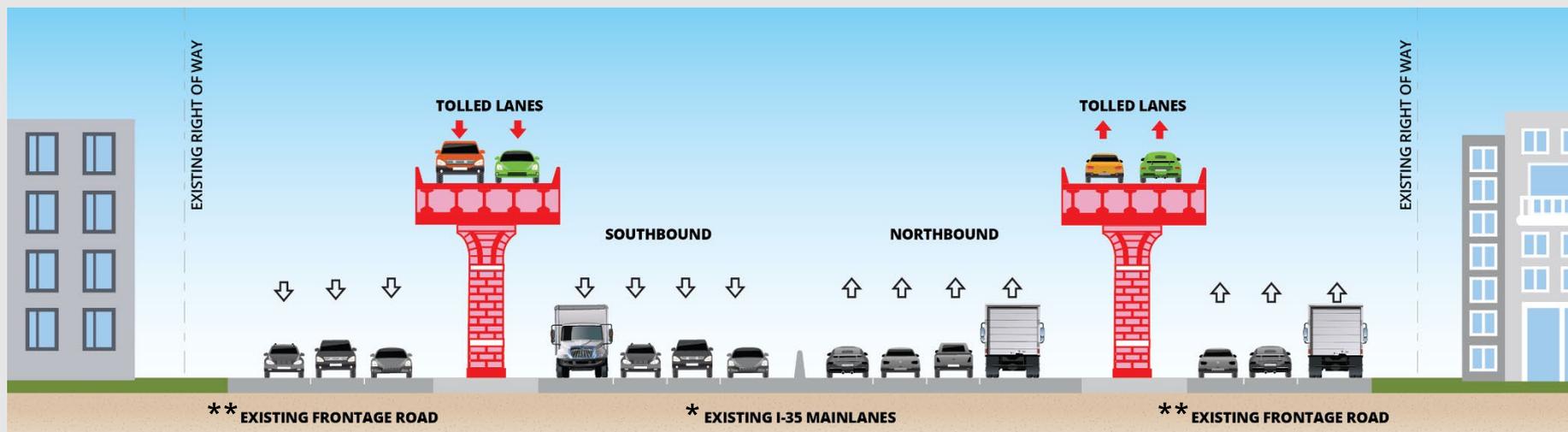
- At-grade widening to provide 2 additional lanes, 1 GP and 1 HOV

Additional Improvements

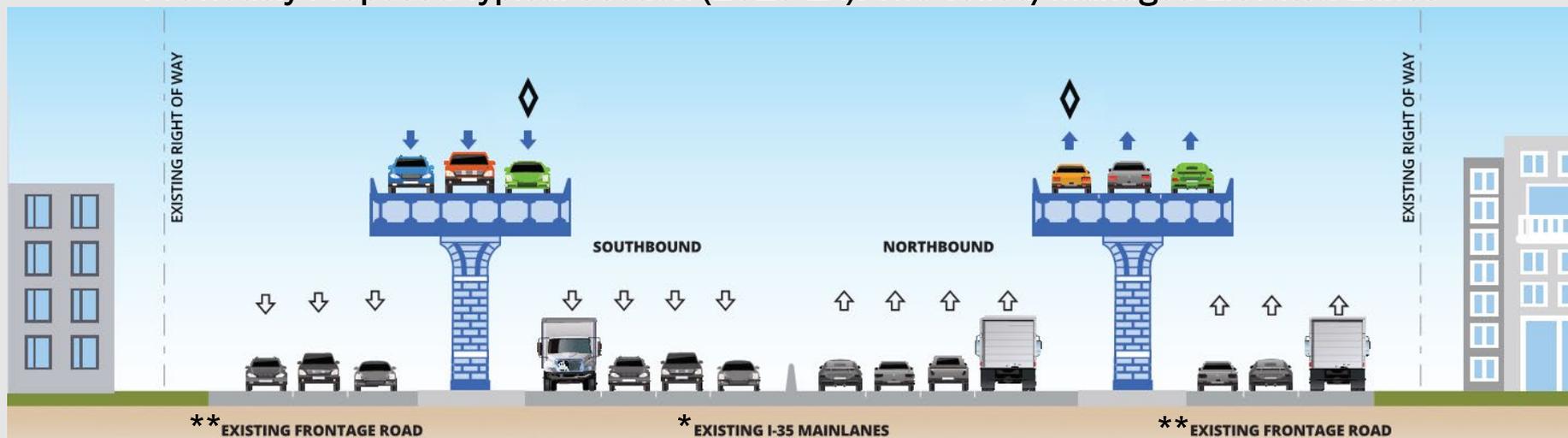
Direct connectors would be constructed to connect elevated lanes of I-35 to I-410 South, I-410 North, Loop 1604



I-35 TYPICAL SECTIONS



Previously Proposed Typical Section (2015 EA): Two Tolled/Managed Elevated Lanes



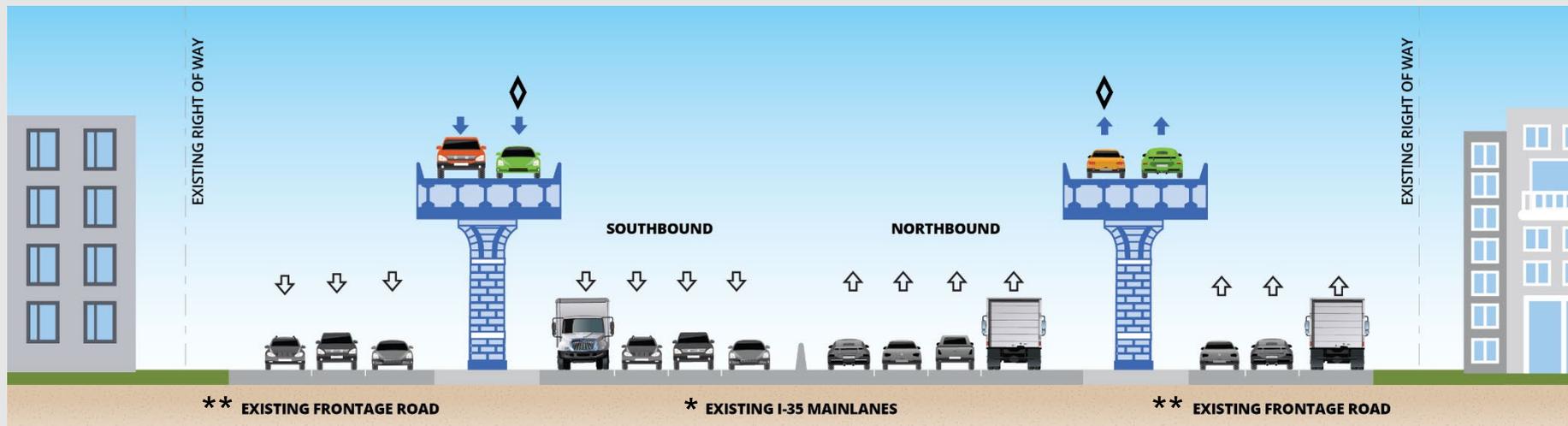
Current Proposed Typical Section – 3 Elevated Lanes with HOV Lane (All Non-tolled)

From I-410 South to Schertz Parkway

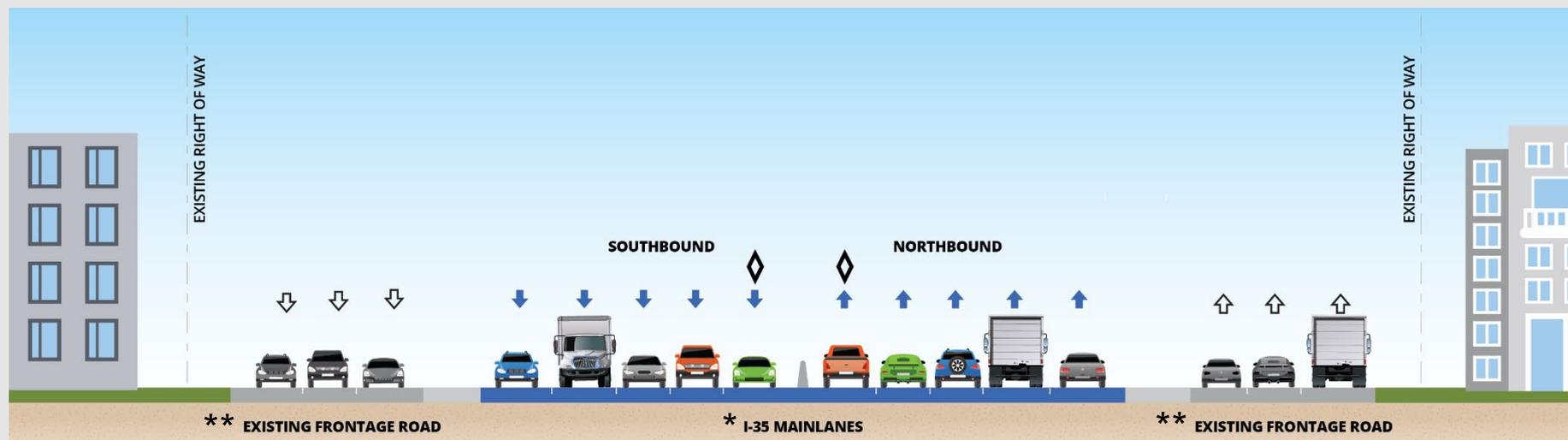
* VARIES 3-4 LANES IN EACH DIRECTION

** VARIES FROM 2-3 LANES IN EACH DIRECTION

I-35 TYPICAL SECTIONS



Proposed Typical Section - Schertz Parkway to FM 3009



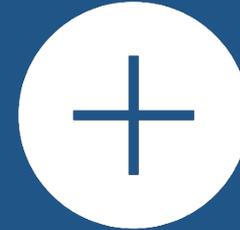
Proposed Typical Section - FM 3009 to FM 1103

* VARIES 3-4 LANES IN EACH DIRECTION

** VARIES FROM 2-3 LANES IN EACH DIRECTION

HIGH OCCUPANCY VEHICLE (HOV) LANES

- What is an HOV lane?
 - An HOV lane, or carpool lane, is a special lane reserved for:
 - Carpools
 - Vanpools
 - Buses
 - Motorcycles
 - Emergency response vehicles
 - These special lanes enable those who carpool or ride the bus to bypass the traffic in the adjacent, unrestricted General Purpose lanes. Lanes are identified as "2+" or "3+" which refers to the minimum number of occupants to qualify.

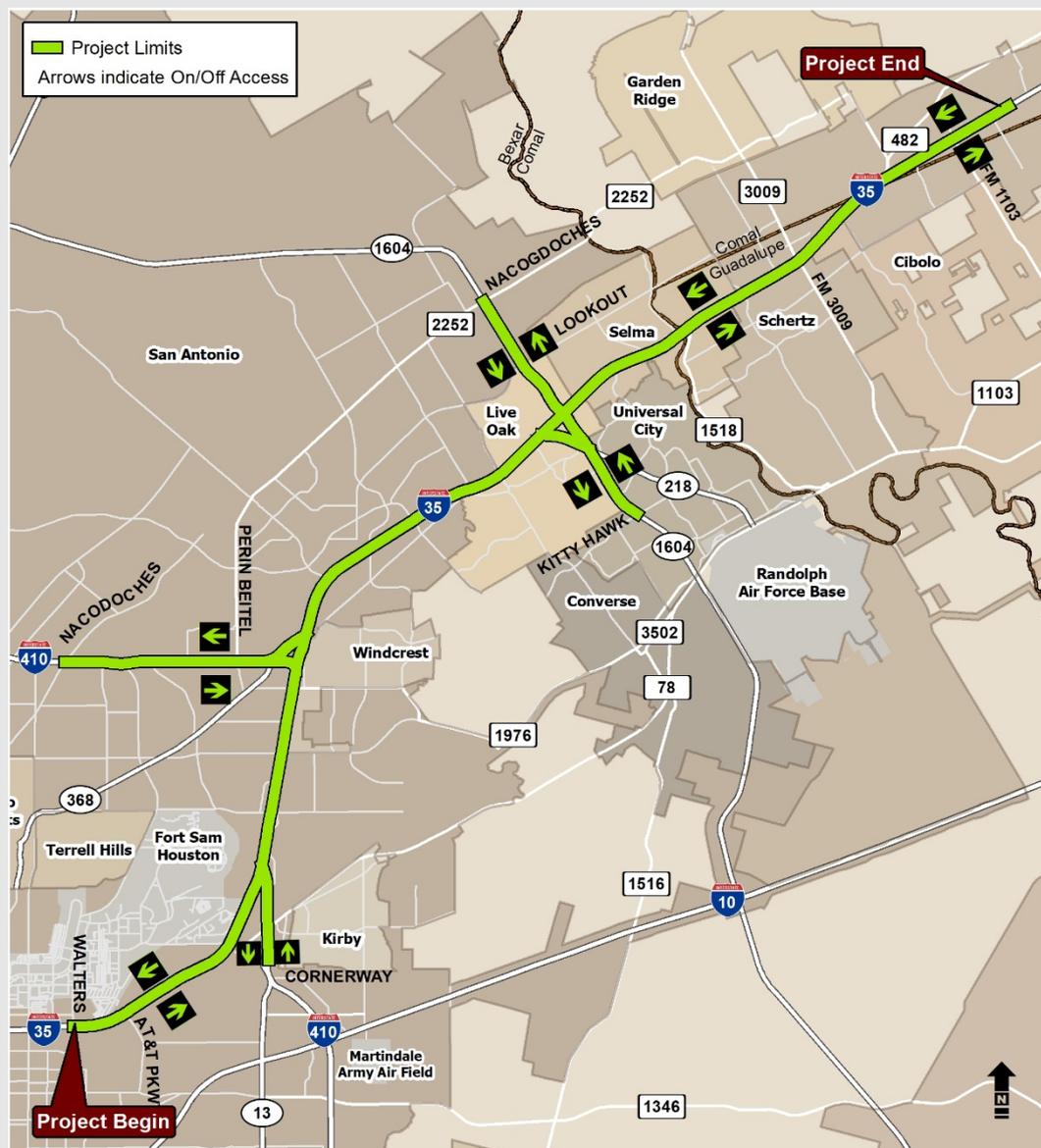


HOV Lane Benefits:

- Reduction in Congestion
- Increase in Ridership/
Vanpools/Mass Transit Service
- Moving More People
- Improvement to Safety
- Establishment of Corridor
Reliability
- Long-Term Mobility Choice

PROPOSED PROJECT ACCESS

- The proposed elevated lanes will serve as an express facility from Downtown San Antonio to the Schertz/New Braunfels area with limited entry/exit access on I-35
- Majority of local access will be maintained as it currently exists



I-35 ELEVATED LANES – EMERGENCY CROSSOVERS

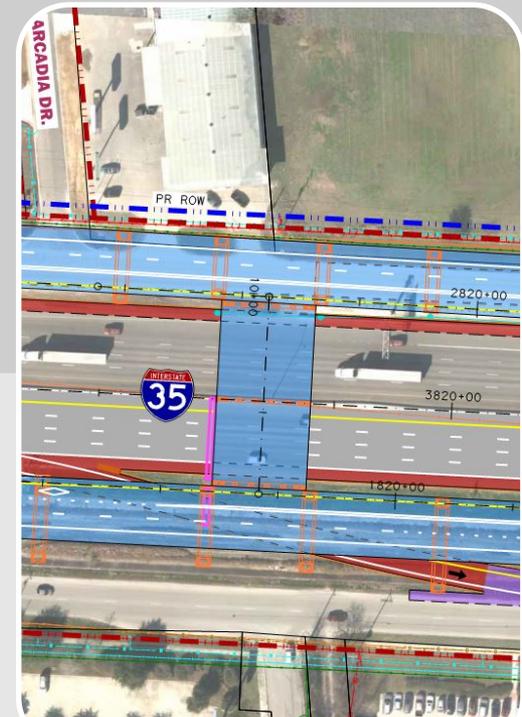
- Crossovers intended for first responders between Northbound and Southbound proposed elevated lanes are provided at 3 locations on I-35:



Between Eisenhauer Road and Walzem Road



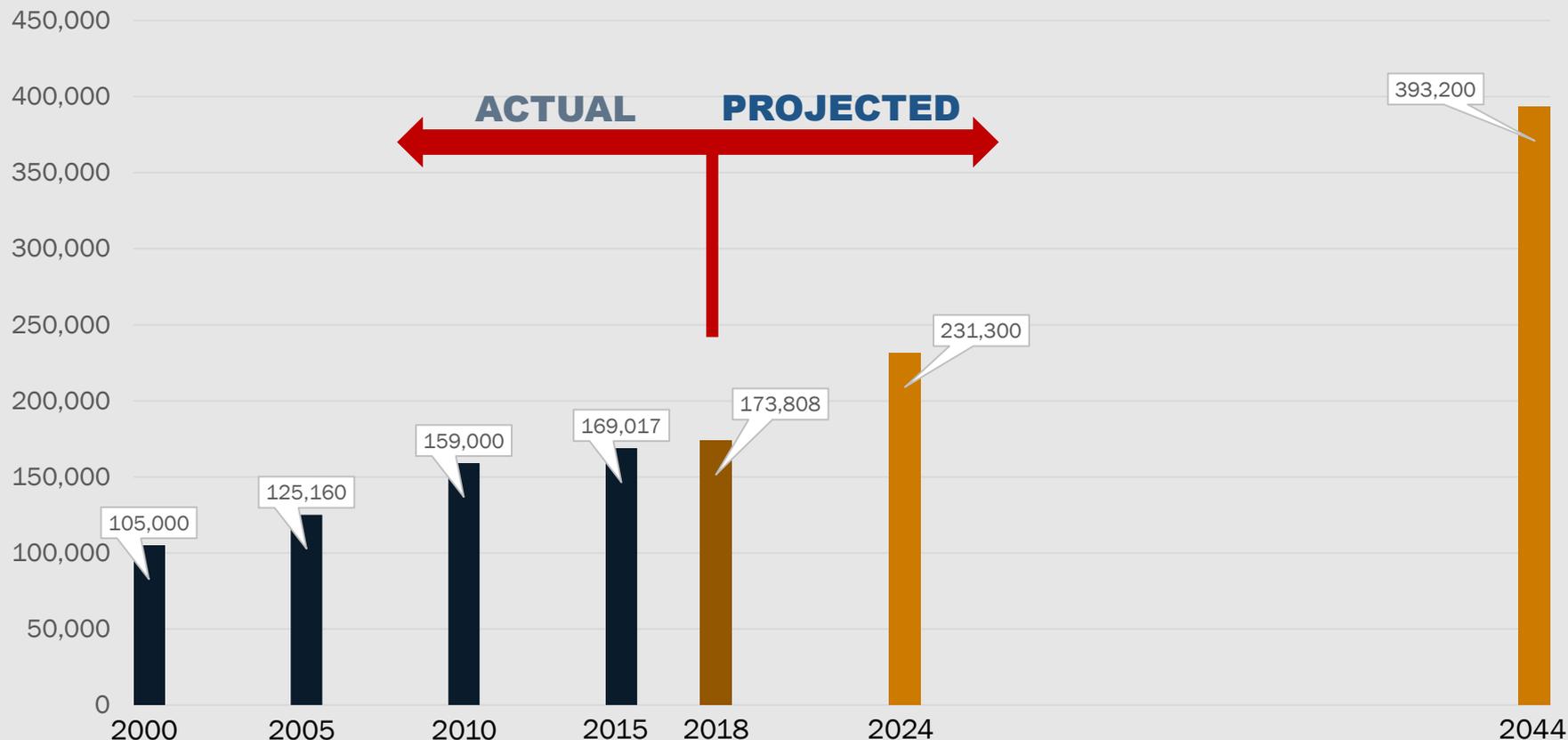
North of O'Connor Road



North of Olympia Parkway

PROJECT NEED – TRAFFIC PROJECTIONS

The project improvements were studied for anticipated increase in traffic in future years of 2024 and 2044



- 2010-2015 AADT based on historical counts
- 2018 ADT based on traffic count collection
- 2024-2044 AADT based on projected corridor growth rate

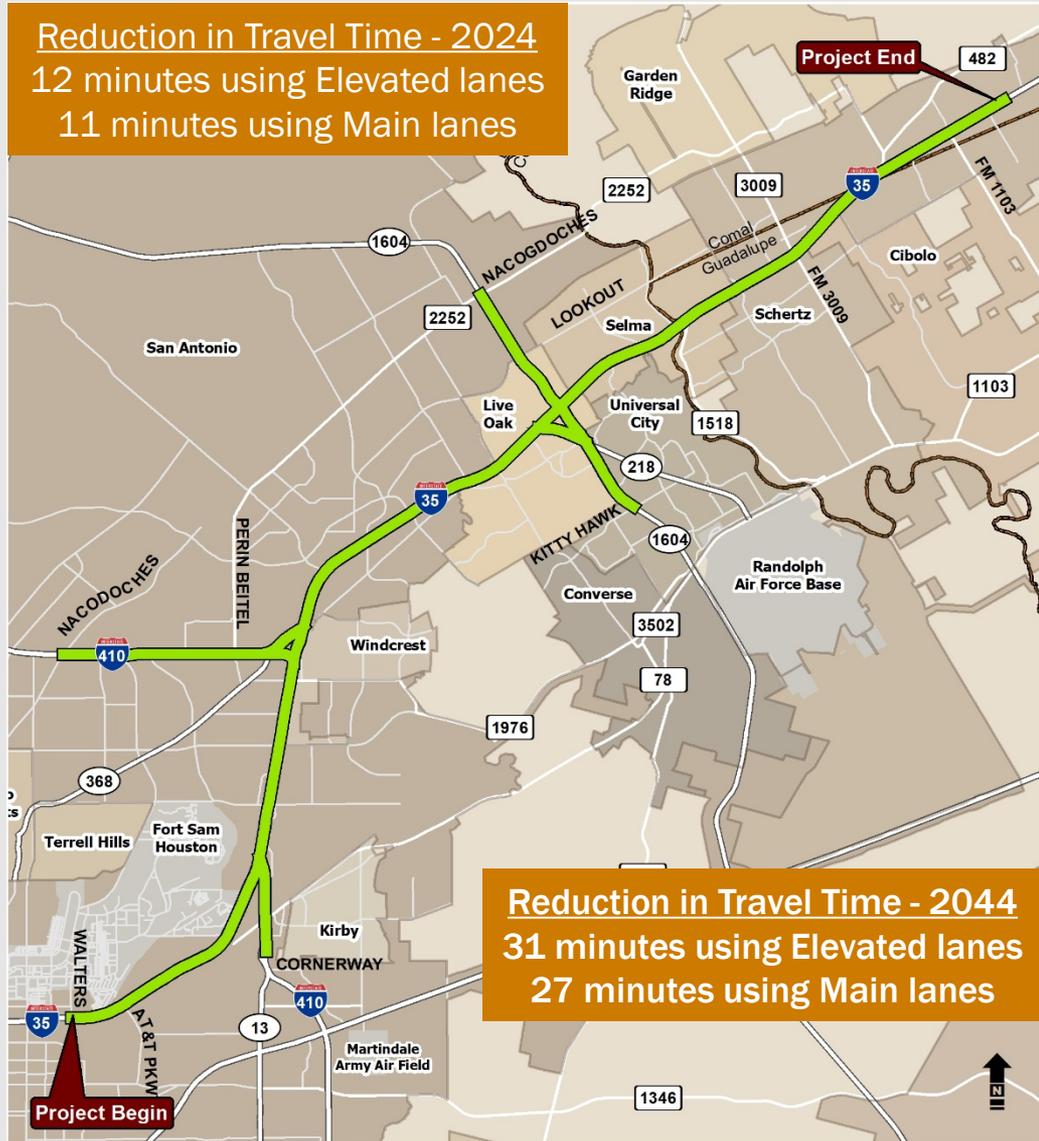
PROPOSED PROJECT BENEFITS

Short term travel time

Between I-410 North and FM 1518 (2024)	Average Travel Time on I-35
Build Elevated Lanes	8 mins
Build Main Lanes	9 mins
No Build	20 mins

Long term travel time

Between AT&T Center Pkwy and FM 1103 (2044)	Average Travel Time on I-35
Build Elevated Lanes	15 mins
Build Main Lanes	19 mins
No Build	46 mins



I-35 PROJECT PHASES

■ Initial Phases

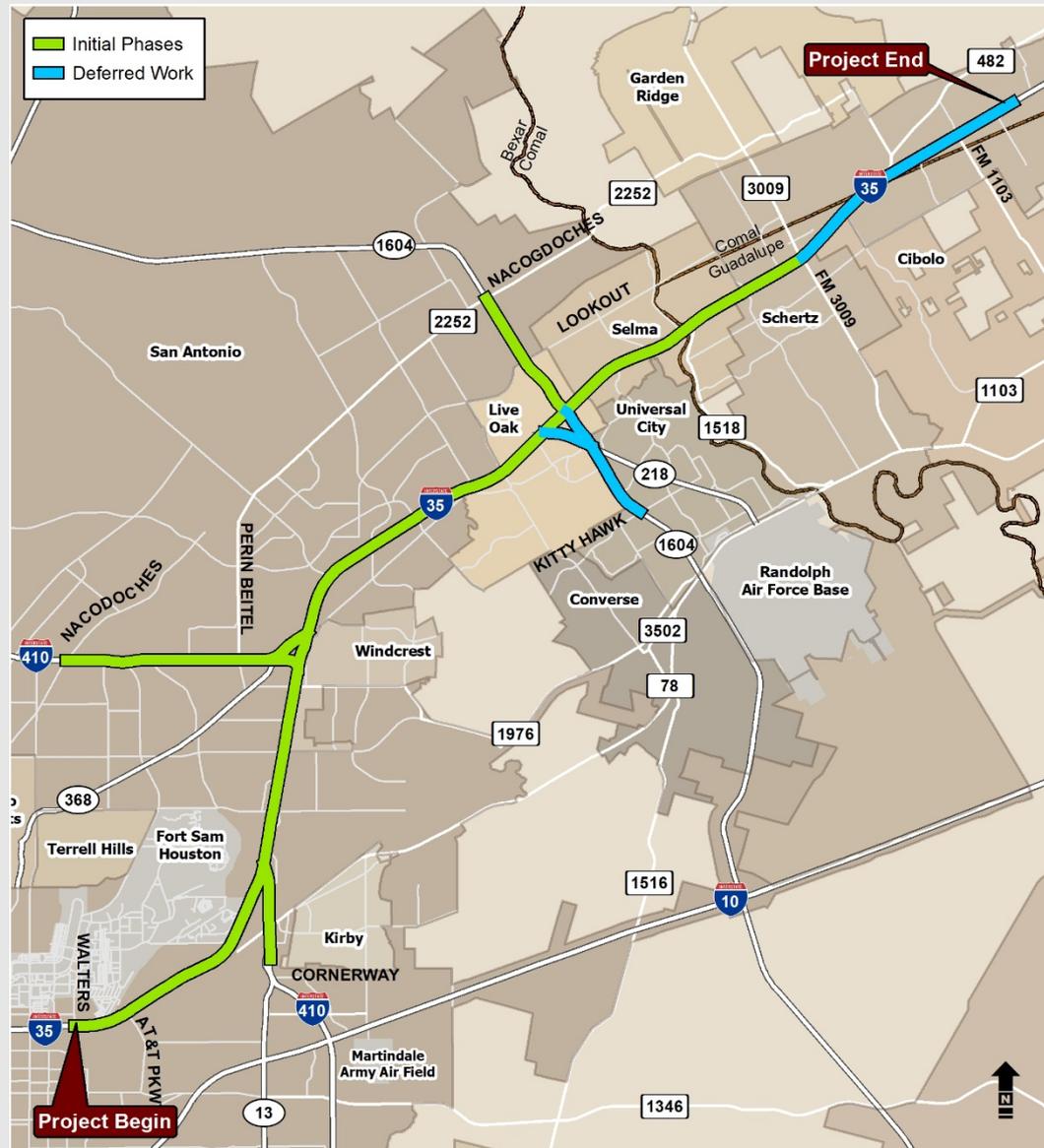
From I-410 North to FM 3009 (Funded)

From I-410 South (AT&T Parkway Vicinity) to I-410 North (Funding pending approval)

■ Deferred Work (Unfunded)

From FM 3009 to FM 1103

Loop 1604 East Direct Connectors



SUMMARY OF ENVIRONMENTAL IMPACTS

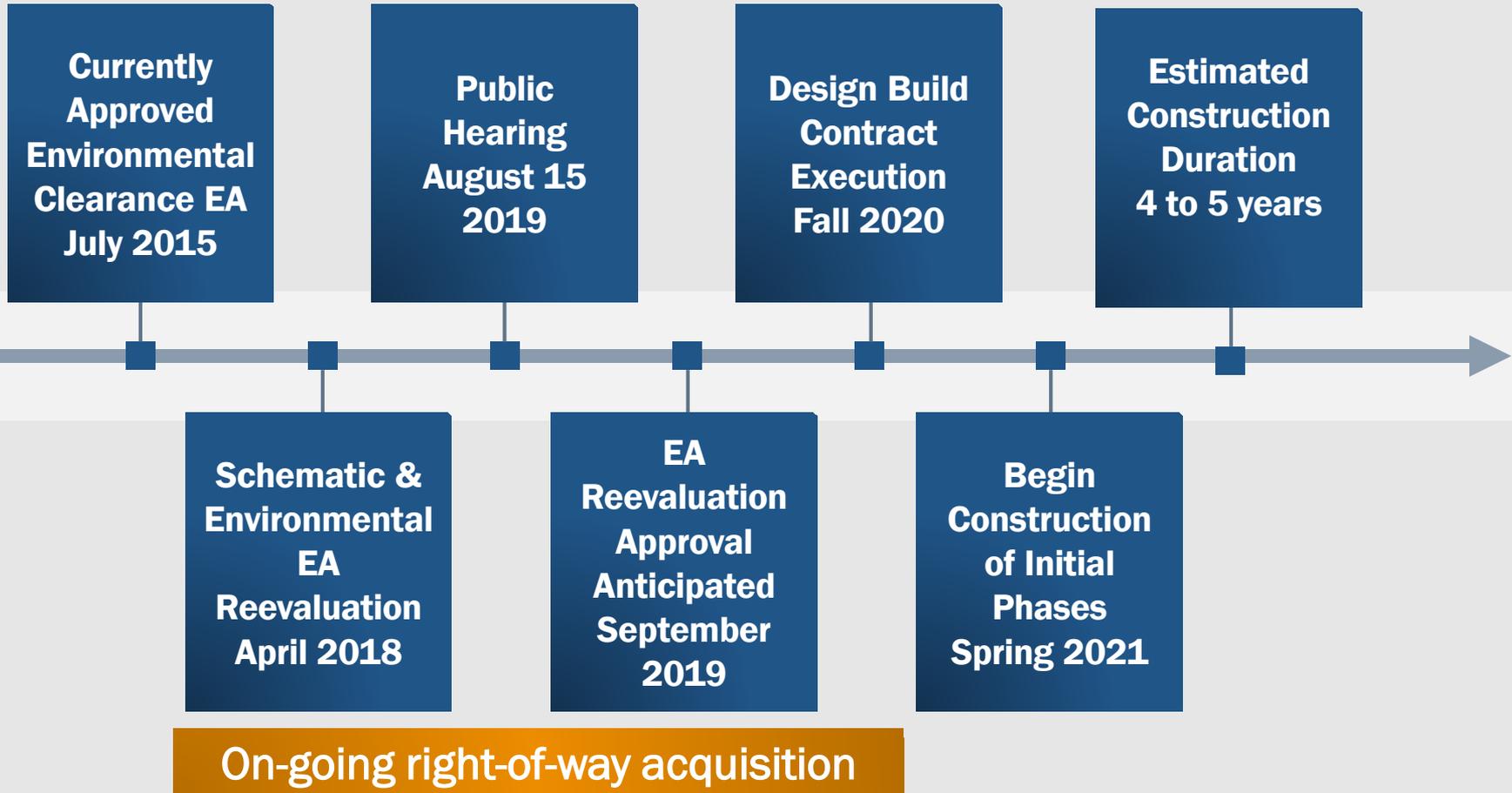
	Currently approved	Proposed
Project Area	2015 EA: 1,090 acres (includes: existing ROW, 21.0 acres of proposed ROW)	1,577.8 total project acreage (includes: 1,532.2 acres existing ROW, 36.5 acres of proposed ROW, 9.1 acres existing easements)
Right of way	21.0 acres	36.5 acres
Displacements	3	3
Riparian impacts	2.64 acres	4.14 acres
Streams Crossed	22	26
Wetlands	0	0
Historic Sites Impacted	0	1
Endangered species	No effect	May affect, not likely to adversely affect 2 karst species



The 2015 EA/FONSI, Draft EA
Reevaluation Checklist and Technical
Memoranda are available for review at
the Environmental Document Station

PROJECT TIMELINE

WE ARE HERE



This timeline is preliminary and subject to change



**Approximate
Construction Cost:**

**\$2.1
Billion**

Project Funding

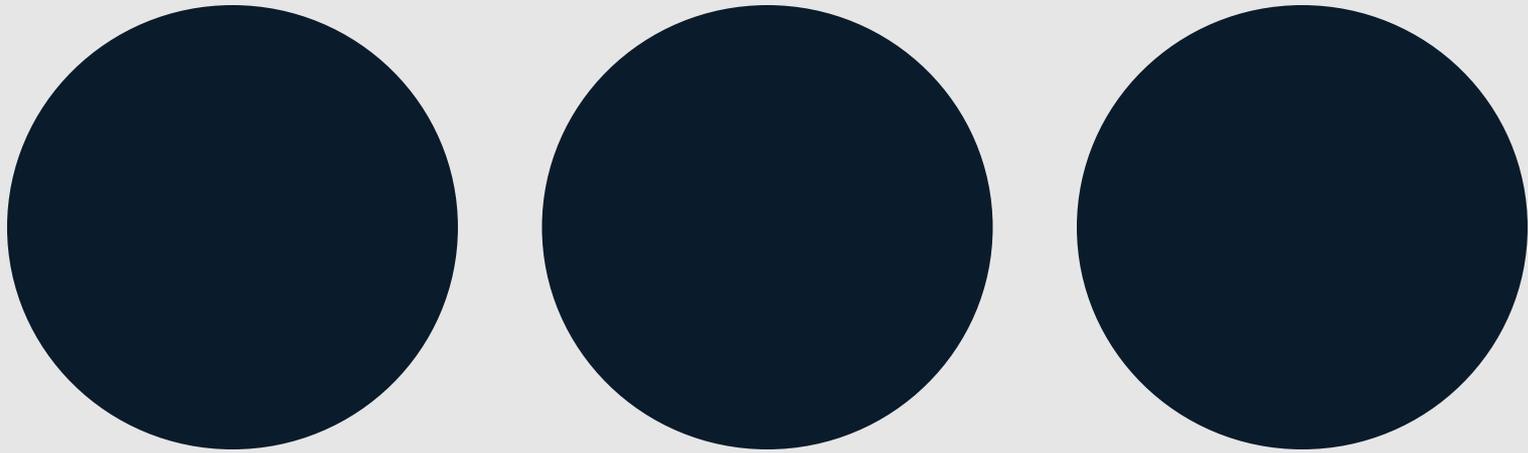
- Available Federal and State funding – \$965 Million
- Anticipated funding (2020 UTP) - \$602 Million
- Unfunded – \$533 Million



Speaker Comment Guidelines:

- Submit Speaker Registration Card
- Speaking time limited to 3 minutes
- Use microphone and face court reporter
- State your name and whom you represent (if applicable)
- Unused time may not be given to another speaker
- Questions will not be answered at this time, but will be documented





3 minutes per speaker

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Thank you for your participation!

