



 **WELCOME**

**Virtual Public Hearing**

**US 90 Reconstruction and Expansion Project  
From SH 211 to LP 13  
Bexar County, Texas**

CSJs: 0024-07-059, 0024-08-138, and 0024-08-143

10/15/2020

Script:

Hello and welcome to the TxDOT San Antonio District pre-recorded virtual public hearing video presentation for the US 90 Reconstruction and Expansion Project from State Highway 211 to State Loop 13. We appreciate your interest in the US 90 project and welcome each of you to provide comments about the project. The process of submitting comments will be explained later in the presentation.



### **TxDOT changed the traditional in-person public hearing to an online format in response to the COVID-19 outbreak.**

**An in-person option was offered by appointment only per public request.**

**This virtual public hearing and the information provided on the TxDOT website provide the same content as an in-person meeting:**

- Project information
- Estimated timeline
- Process for submitting comments
- Key contacts

Script:

Given the unique circumstance of the COVID-19 outbreak, along with our commitment to protecting public health during this national emergency, TxDOT is conducting this virtual public hearing to limit in-person contact and large gatherings. At this time, the online format will be used in lieu of an in-person public hearing. An in-person option was offered by appointment only per public request with strict protocols to ensure public safety.

This presentation covers the same information that the San Antonio District would have presented at an in-person public hearing. The comment process for the virtual public hearing will be described near the end of this presentation.

All hearing materials can be found on the TxDOT website on the US 90 hearing notice page. Information can be found at [www.txdot.gov](http://www.txdot.gov); keyword search “US 90 from SH 211”.



**Presentation is available in Spanish and the videos include Closed Captioning, if you need this presentation translated to any other language or ADA formats, please contact:**

**Patricia Kelly**

**Public Involvement Specialist**

**Email: [patricia@nancyledbetter.com](mailto:patricia@nancyledbetter.com)**

Script:

This virtual public hearing is also available in Spanish and the videos include Closed Captioning on the TxDOT meeting notice webpage. If you need the presentation translated into any other language or Americans with Disabilities formats, please contact Patricia Kelly at [patricia@nancyledbetter.com](mailto:patricia@nancyledbetter.com).



# Clayton Ripps, P.E.

Director of Transportation,  
Planning & Development

San Antonio District

Script:

This is Matt Werner, the consultant project manager for the US 90 project, and I will be narrating this presentation.

Clayton Ripps is the Director of Transportation Planning and Development at TxDOT's San Antonio District. He is the public hearing officer for tonight's virtual public hearing.

## Purpose of the Virtual Public Hearing



Project  
Overview

Project  
Purpose &  
Need

Learn About  
Project  
(Schematic,  
Funding &  
Schedule)

Learn about  
Environmental  
Process and  
Study Findings

Provide  
Comments

### Script:

The virtual public hearing presentation will cover the project overview; the purpose and need for the project; the project design, project funding, and schedule. The environmental overview and findings; and information on the public comment process will also be discussed.

## National Environmental Policy Act (NEPA)

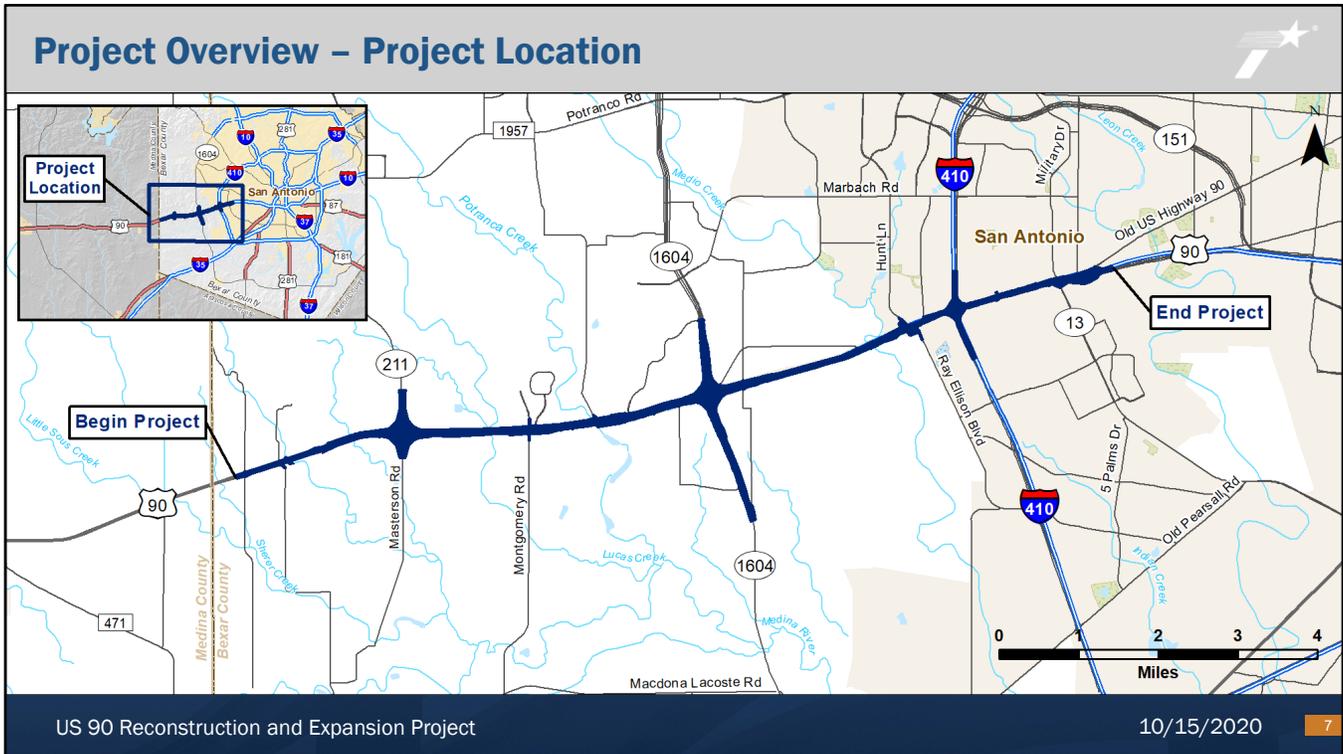


- Environmental Assessment (EA) prepared
- Federal Highway Administration – TxDOT Memorandum of Understanding: The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by the Federal Highway Administration (FHWA) and TxDOT.
- Public comment requested on draft EA document

### Script:

The proposed project would be funded by the Federal Highway Administration and is a major federal action subject to the National Environmental Policy Act. TxDOT prepared a draft Environmental Assessment, commonly referred to as an EA, to evaluate the social, economic, and environmental impacts of the proposed project and to determine whether such impacts warrant preparation of an Environmental Impact Statement. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 United States Code 327 and a Memorandum of Understanding dated December 9, 2019, and executed by the Federal Highway Administration and TxDOT.

The EA is available for public review and TxDOT will consider any comments submitted. Once the comment period is over, TxDOT will prepare a final EA. If TxDOT determines there would be significant adverse effects on the quality of the human environment, an Environmental Impact Statement would be prepared; otherwise TxDOT will prepare and sign a Finding of No Significant Impact.



**Script:**

TxDOT is proposing reconstruction and expansion of approximately 11.5 miles of existing US Highway 90 from State Highway 211 to Loop 13 (also known as West Military Drive).

The proposed project is located in western Bexar County and the city of San Antonio. The proposed project and the project limits are shown in navy blue.

The proposed project would expand the existing roadway from a four-lane divided roadway with intermittent frontage roads to a six-lane expressway with one-way continuous frontage roads in each direction. The proposed project includes the addition of direct connectors at Loop 1604 as well as improvements to State Highway 211, Montgomery Road, Hunt Lane, and Loop 13 intersections.

The proposed project extends west of State Highway 211 and east of Loop 13 to allow for transitions.

## Why Improvements Are Needed?



### PURPOSE AND NEED



#### NEED: What problems are we trying to address?

- ❑ The capacity of US 90 from SH 211 to LP 13 is inadequate to meet current and future traffic volumes, resulting in congestion, reduced mobility, and longer delays



#### PURPOSE: What are we trying to do?

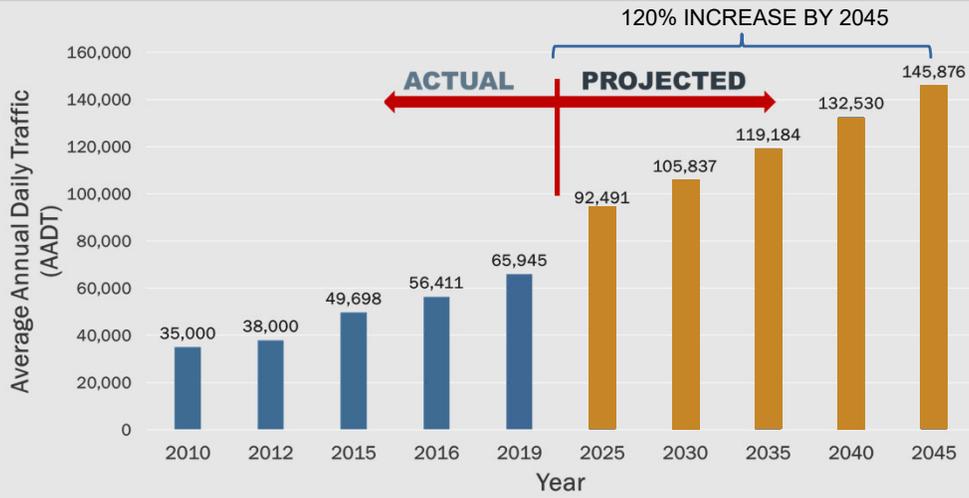
- ❑ Accommodate current and future traffic volumes on US 90 from SH 211 to LP 13, as well as improve mobility and connectivity

Script:

The proposed US 90 improvements are needed to accommodate the projected increase in traffic along US 90. The existing capacity is inadequate to meet current and future traffic volumes, resulting in congestion, reduced mobility, and longer delays.

The purpose of the proposed project is to accommodate existing and future traffic volumes and improve mobility and connectivity along US 90 between State Highway 211 and Loop 13.

## Traffic Projections: US 90 from SH 211 to LP 13



- 2010-2017 AADT traffic volumes from TxDOT Count Map
- 2022-2037 traffic volumes based on linear projections
- 2042 traffic volume produced from traffic analysis study performed by KCI

### Script:

US 90 is the main east/west corridor in western San Antonio. Western Bexar County and the US 90 corridor have experienced recent growth which has caused traffic volumes to increase over the past few years. In 2019, the existing traffic volumes along US 90 varied between approximately 60,000 and 70,000 vehicles per day. It is forecasted that the corridor will continue to develop and the traffic volumes will increase by 120% with volumes reaching approximately 150,000 vehicles by the year 2045.

## Traffic – US 90 Travel Time



SEGMENT	PEAK PERIOD	2019	2025 – NO BUILD	2025 – BUILD	2045 – NO BUILD	2045 – BUILD	2045 % DECREASE
I-410 to SH 211 (WESTBOUND)	AM	6.9 min	26.1 min	6.1 min	46.8 min	7.3 min	84 %
SH 211 to I-410 (EASTBOUND)		19.8 min	43.3 min	6.0 min	70.0 min	6.9 min	90 %
I-410 to SH 211 (WESTBOUND)	PM	9.0 min	23.2 min	6.2 min	36.6 min	6.5 min	82 %
SH 211 to I-410 (EASTBOUND)		7.0 min	8.3 min	5.8 min	43.5 min	7.9 min	82 %

\*Current travel times may vary. Travel times utilize 2019 traffic count data and future traffic projections.

### Script:

The proposed improvements would improve travel times to near or better than current conditions. In the year 2019, peak hour travel times between I-410 and SH 211 ranged from 7 to 20 minutes.

If the project is not built by the year 2025, travel times along US 90 are anticipated to increase. The maximum increase in travel times is estimated to be approximately 43 minutes under the no-build scenario. If the project is constructed, travel times are anticipated to decrease to approximately 6 minutes during morning and evening peak hours in 2025.

If the project is not built by the year 2045, the corridor would result in a grid lock along the US 90 corridor. Travel times are expected to increase up to approximately 70 minutes. In the year 2045, with the proposed improvements, travel times are anticipated to decrease to approximately 6 to 8 minutes during morning and evening peak hours.

## Project Description



- Ultimate Schematic Design – US 90 from SH 211 to LP 13
  - Expand from 4-lane divided to 6-lane expressway with continuous one-way frontage roads
  - Direct connector interchange at LP 1604 and US 90
  - Improving the SH 211, Montgomery Road, Hunt Lane, and LP 13 (also known as West Military Drive) intersections along US 90
  - Reconfiguring the entrance and exit ramps throughout the project corridor
  - Improvements would require approximately 79 acres of additional right of way; proposed right of way width would vary from approximately 300 to 590 feet

### Script:

The TxDOT San Antonio District is proposing reconstruction and expansion of approximately 11.5 miles of existing US 90 from State Highway 211 to Loop 13. The proposed improvements would begin approximately 2.2 miles west of the State Highway 211 intersection and end approximately 0.7 mile east of the Loop 13 intersection. The proposed project would expand the existing roadway from a four-lane divided roadway with intermittent frontage roads to a six-lane expressway with one-way continuous frontage roads in each direction. The proposed project includes the addition of direct connectors at Loop 1604 as well as improvements to State Highway 211, Montgomery Road, Hunt Lane, and Loop 13 intersections. The existing right of way varies from approximately 270 to 335 feet in width. The project would require approximately 79 acres of additional right of way and the proposed right of way would vary from approximately 300 to 590 feet in width.

## Project Description: Proposed Improvements



### Added Capacity

Additional mainlanes and frontage roads in each direction



### Improved Access

New location frontage roads, sidewalks, and ramps



### Fully Directional Interchange

5-level interchange at US 90 and LP 1604



### Right-of-Way (ROW) Acquisition

ROW is required to construct continuous frontage roads

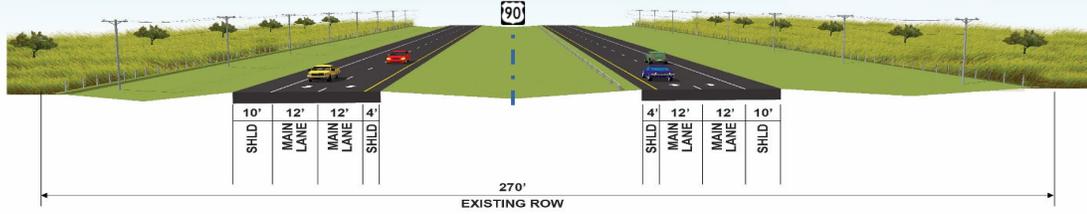
Script:

The proposed improvements include adding one additional mainlane in each direction; a fully-directional interchange at US 90 and Loop 1604; continuous frontage roads and sidewalks along the project; the construction of new ramps to facilitate better access to adjoining properties; and bicycle accommodations along both frontage roads. The proposed improvements would require right-of-way acquisitions at various locations throughout the project with the majority of the acquisitions being located west of Loop 1604.

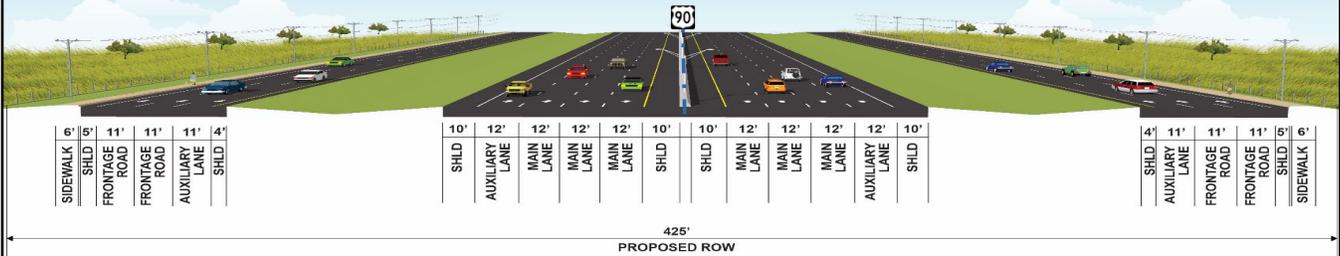
# Typical Section – SH 211 to LP 1604



## Existing Typical Section



## Proposed Typical Section



US 90 Reconstruction and Expansion Project

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### Script:

The existing typical section along US 90 west of Loop 1604 generally has two mainlanes in each direction, an open median separating the east and westbound travel lanes and no frontage roads except at intersecting roadways. The existing right-of-way width varies but has a usual width of 270 feet. The proposed typical section west of Loop 1604 would generally have three mainlanes and two frontage road lanes with auxiliary lanes in each direction with continuous sidewalks along the frontage roads. The proposed minimum typical section west of Loop 1604 would be three mainlanes and two frontage road lanes in each direction. The proposed right-of-way width varies but would have a usual width of 425 feet which would require right-of-way acquisitions along both sides of US 90 along the majority of the area west of Loop 1604.

# Typical Section - LP 1604 to I-410



## Existing Typical Section



SIDEWALK	6'	FRONTAGE ROAD	14'	FRONTAGE ROAD	12'	SHLD	4'	SHLD	10'	AUXILIARY LANE	12'	MAIN LANE	12'	MAIN LANE	12'	SHLD	6'	SHLD	6'	MAIN LANE	12'	MAIN LANE	12'	AUXILIARY LANE	12'	SHLD	10'	SHLD	2'	FRONTAGE ROAD	12'	FRONTAGE ROAD	12'	SHLD	2'
335'																																			
EXISTING ROW																																			

## Proposed Typical Section

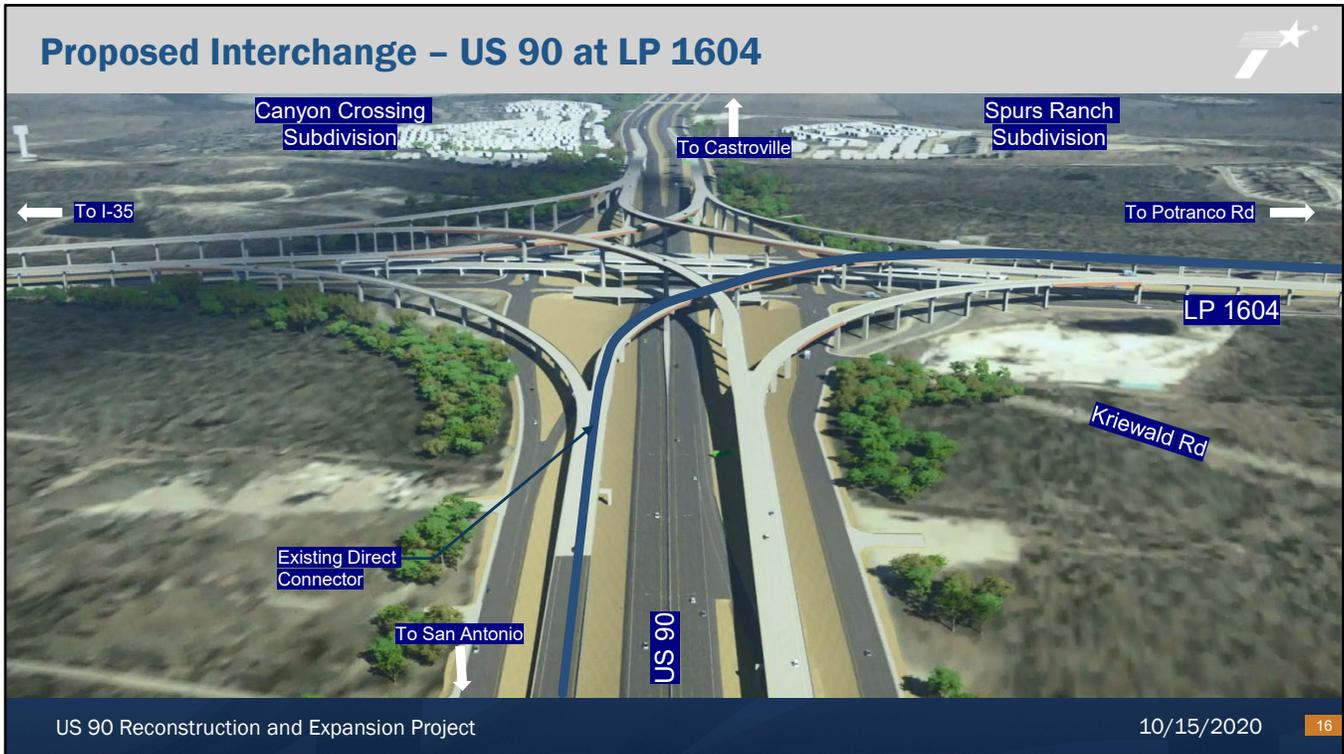


SIDEWALK	6'	SHLD	6'	FRONTAGE ROAD	11'	FRONTAGE ROAD	11'	AUXILIARY LANE	11'	SHLD	4'	SHLD	10'	AUXILIARY LANE	12'	AUXILIARY LANE	12'	MAIN LANE	12'	MAIN LANE	12'	MAIN LANE	12'	SHLD	10'	SHLD	10'	MAIN LANE	12'	MAIN LANE	12'	MAIN LANE	12'	AUXILIARY LANE	12'	AUXILIARY LANE	12'	SHLD	10'	SHLD	4'	FRONTAGE ROAD	11'	FRONTAGE ROAD	11'	SHLD	6'
335'																																															
EXISTING ROW																																															

### Script:

The existing typical section along US 90 between Loop 1604 and I-410 usually has two mainlanes with auxiliary lanes in each direction and an open median between the mainlanes and two frontage road lanes in each direction. The proposed typical section between Loop 1604 and I-410 would include three mainlanes in each direction with two auxiliary lanes, two westbound frontage road lanes with an auxiliary lane, and two eastbound frontage road lanes with continuous sidewalks along the westbound frontage road. The additional lanes in this area would be to accommodate the movements between the proposed Loop 1604 and I-410 direct connector interchanges. Minimal right-of-way acquisitions would be required between Loop 1604 and I-410.





Script:

The proposed improvements at US 90 and LP 1604 would include a five-level interchange. Level 1 would include the US 90 mainlanes. Level 2 would include the US 90 and Loop 1604 frontage road box with signalized intersections. Level 3 would include the Loop 1604 mainlanes. Levels 4 and 5 would include the eight direct connectors or flyover ramps for all direction movements to provide higher speed connections between US 90 and Loop 1604. One direct connector has been already been constructed with a previous project connecting southbound Loop 1604 to eastbound US 90.

## Project Planning and Funding



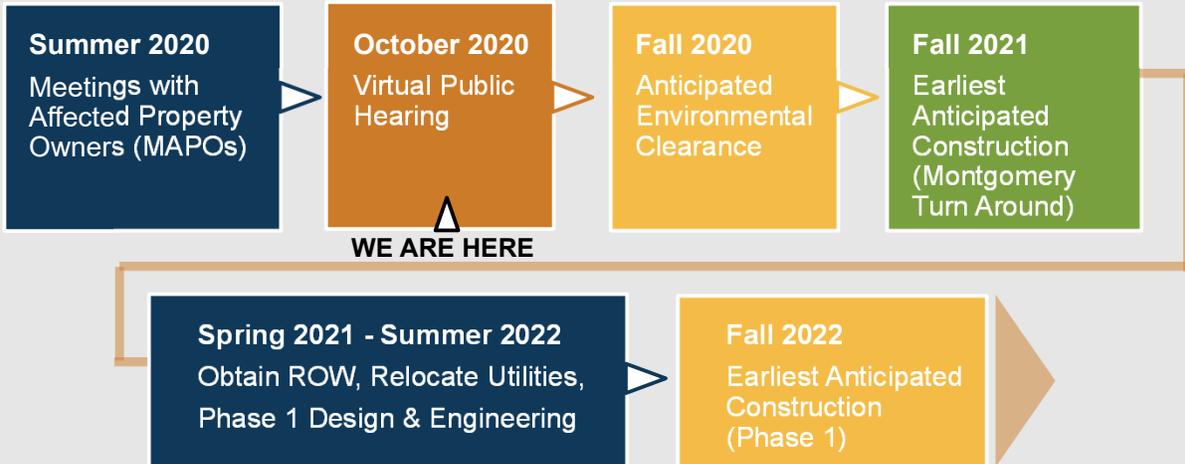
- Approximately \$213 million funded with federal and state funds
  - Frontage road construction on US 90 from SH 211 to LP 1604
  - Mainlane capacity improvements from Montgomery Road to I-410
  - Westbound US 90 to Northbound LP 1604 direct connector
  - SH 211 intersection improvements
- Project is consistent with Alamo Area MPO's transportation planning documents
  - 2045 Metropolitan Transportation Plan
  - 2019 to 2022 Transportation Improvement Plan

### Script:

The proposed project would be funded with federal and state dollars for a total of approximately 213 million dollars. This would fund the frontage roads on US 90 from State Highway 211 to Loop 1604, the mainlane capacity improvements from Montgomery Road to I-410, the westbound US 90 to northbound Loop 1604 direct connector, and the State Highway 211 intersection improvements. The project would be constructed in phases as funding becomes available.

The existing action is consistent with the Alamo Area Metropolitan Planning Organization's funded projects included in the 2045 Metropolitan Transportation Plan and the fiscal year 2019 to 2022 Transportation Improvement Plan.

## Project Schedule and Next Steps



**Phase 1 project includes construction of frontage roads west of LP 1604 and mainlane expansion.**

Script:

After the virtual public hearing and all comments are received and addressed, the schematic will be finalized and sent for final environmental approval. Once environmental approval is received, TxDOT would begin purchasing right of way and utility companies would begin relocating to provide room for the proposed improvements.

TxDOT has identified two projects which would begin over the next few years to alleviate congestion along the US 90 corridor. The first project, westbound to eastbound turn around at Montgomery Road overpass, is already under design and would begin construction next fall. The second project would construct frontage roads from State Highway 211 to Loop 1604 and provide additional lanes on the mainlanes to accommodate the anticipated increase in traffic.

## Environmental Overview



Environmental studies evaluated potential impacts of the proposed project on social and environmental resources, including:



Air Quality &  
Traffic Noise



Hazardous Materials



Historic &  
Archaeological Resources



Land Use &  
Parkland



Social &  
Community Impacts



Biological Resources



Threatened &  
Endangered Species



Water Resources



Indirect &  
Cumulative Impacts

### Script:

The TxDOT San Antonio District conducted environmental studies for the proposed project in compliance with the National Environmental Policy Act.

Environmental studies evaluated potential impacts of the proposed project on social and environmental resources, including air quality, traffic noise, hazardous materials, historic and archeological resources, land use and parklands, social and community impacts, biological resources including threatened and endangered species, water resources, and indirect and cumulative impacts. The results of these analyses are summarized on the next few slides.

The draft environmental assessment is available for download and review on the TxDOT website.



Air Quality &  
Traffic Noise



Hazardous Materials

- No adverse impacts to air quality anticipated
- Preliminary noise walls were found to be reasonable and feasible for two neighborhoods and one mobile home park
  - Final decision to construct noise walls are subject to final design, utility evaluations and polling of property owners adjacent to the proposed noise walls
- Initial site assessment for hazardous materials found 36 sites requiring additional research

### Script:

A traffic noise analysis was completed and the preliminary results determined the project would result in noise impacts. Noise walls were found to be reasonable and feasible for the Canyon Crossing neighborhood, the Amber Creek Neighborhood, and the Camino Creek Mobile Home Park. Any subsequent design changes may require a reevaluation of these preliminary noise walls. The final decision to construct the proposed noise walls will not be made until completion of the project design, utility evaluation, and polling of property owners located adjacent to the proposed noise walls.

No adverse impacts to air quality are anticipated.

A hazardous materials initial site assessment was conducted and concluded additional research would be needed for 36 sites.

## Environmental Overview - Continued



Historic &  
Archaeological Resources



Land Use &  
Parkland



Social &  
Community Impacts

- No historic or archeological resource impacts anticipated
- No adverse impacts to parklands anticipated
- Project would potentially displace one residence, one residential outbuilding, and one commercial outbuilding
  - No adverse impacts to access or community cohesion
  - No disproportionately high or adverse impacts to environmental justice populations

### Script:

TxDOT conducted a historic resources survey to evaluate historic resource impacts. Initial reporting indicated no historic resource impacts are anticipated. Coordination under Section 106 on the National Historic Preservation Act is still pending.

No impacts to archeological resources are anticipated.

No adverse impacts to parklands are anticipated.

A community impacts assessment was conducted and concluded the project would potentially displace one residence, one residential outbuilding, and one commercial outbuilding. No adverse impacts to access or community cohesion are anticipated. Impacts to environmental justice populations are not expected to be disproportionately high or adverse. The proposed improvements are anticipated to benefit the entire community.

## Environmental Overview - Continued



Biological Resources



Threatened & Endangered Species



Water Resources



Indirect & Cumulative Impacts

- Project area contains habitat for five state-listed threatened species
  - Best management practices will be implemented to minimize potential impacts
- Project would impact five waterbodies and/or wetland features
  - Impacts authorized under NWP 14, NWP 14 with a PCN, and IP
- No indirect or cumulative impacts as a result of the proposed project are anticipated

### Script:

Impacts to biological resources were evaluated and determined the project area does not contain suitable habitat for federally-listed threatened or endangered species but does contain habitat for five state-listed threatened species. These include the Texas horned lizard; the Texas tortoise; the Mexican treefrog; and two freshwater mussels species, the Texas fatmucket and Texas pimpleback. Best management practices will be implemented to minimize potential impacts, where possible. The project has been coordinated with the Texas Parks and Wildlife Department.

Impacts to water resources were evaluated and determined that five jurisdictional waterbodies and/or wetland features would be impacted by the proposed project. Impacts to these water bodies would be authorized under an assumed Nationwide Permit 14 or a Nationwide Permit 14 with a pre-construction notification. Impacts to one wetland may require authorization under an Individual Permit. Neither a pre-construction notice nor an Individual Permit application have been submitted to the US Army Corps of Engineers. A pre-application meeting is planned prior to their submittal.

An indirect and cumulative impacts analysis was conducted and found that indirect or cumulative impacts are not anticipated.

## ROW Acquisition



- 79 acres of proposed ROW acquisition from a total of 62 parcels are proposed
- ROW acquisition process will follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act)
  - Primary Federal law that sets guidelines for ROW acquisitions and relocation assistance

### Script:

Approximately 79 acres of additional right of way would be required for the project from 62 parcels, with a minimal number of displacements. The State, acting through TxDOT, will be appointing an authorized agent who will be responsible for the acquisition of necessary right of way, and for all relocation services. Acquisitions will be made in accordance with Federal and State statutes and guidelines.

The primary federal law which sets the guidelines for right-of-way acquisitions and relocation assistance is found in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, commonly referred to as the Uniform Act.

**ROW Acquisition - Continued**

- The State will appoint an authorized agent for ROW acquisition and relocation services
  - Property appraisals are performed by independent appraisers
  - Written appraisal provided to the landowner
  - Landowners can accept or counter the offer
- Special Commissioner hearing is held if an agreement cannot be reached
- Property owners will be reimbursed for any reasonable, incidental expenses in transferring title

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**Script:**

Independent fee appraisers will be contracted to appraise all necessary property. Affected property owners will receive written notification of the pending appraisal inspection. Appraisers will request permission to enter a property for inspection and offer the property owner, or their representative, the right to accompany them on the inspection. The appraiser will be asked to determine the value of the land to be acquired, real property improvements within the area to be acquired, and damages (if any) to the remaining property. The written appraisal will be provided to the landowner at the time the offer is made.

Once environmental clearance has been obtained and the project has been fully authorized, TxDOT's acquiring agent will commence the acquisition process. This agent will send each property owner an offer letter along with a copy of the appraisal. That letter, together with the appraisal, will advise each affected owner as to the value of the land to be acquired, the value of any improvements within the acquisition area, and damages (if any) to the remaining property. Each property owner can choose to accept the offer based on the appraisal or make a counter-offer based upon additional information that may affect the value of the land under consideration.

If no agreement can be reached, the State will obtain authorization to proceed with eminent domain proceedings. The initial stage of an eminent domain proceeding is what is known as a Special Commissioner's hearing. In the Special Commissioner's hearing a judge with jurisdiction over such proceedings will appoint three special commissioners to hear the evidence of both the landowner and TxDOT. A property owner may hire an attorney to represent them in this proceeding or appear on their own behalf. Based upon the testimony given, the Special Commissioners issue an award, which would be their determination of value. Once the State has deposited the amount of this award in the registry of the court, it will have a right of possession to the property. Either the landowner or the State can appeal the award of Special Commissioners and a court proceeding will then be scheduled to resolve the issue of value.

In all cases, the property owner will be reimbursed for any reasonable, incidental expenses necessarily incurred in transferring title to the acquired property to the State. Expenses eligible for reimbursement generally include recording fees and similar required expenses to convey the real property along with any penalties that are required for prepayment of any pre-existing recorded mortgage entered into in good faith encumbering the property.



- Available Resources
  - State Purchase of Right of Way Booklet and Relocation Assistance
  
- Questions: Please contact Patricia Kelly;  
[patricia@nancyledbetter.com](mailto:patricia@nancyledbetter.com) or (512) 659-3230

### Script:

The State of Texas is required to assist persons being displaced from their homes and businesses because of highway projects. TxDOT has available Relocation Assistance booklets which provide a general overview of the Relocation Assistance Program. These booklets outline the services offered and any payments for which displaced individuals, families, businesses and non-profit organizations may be eligible to receive.

For a basic review of your rights and TxDOT's obligations, please see the State Purchase of Right of Way brochure as well as the Relocation Assistance booklet on the TxDOT and project meeting page websites.

If you have any questions, please also feel free to contact Patricia Kelly at [patricia@nancyledbetter.com](mailto:patricia@nancyledbetter.com) or call (512) 659-3230.

## Public Involvement



### Meetings with Affected Property Owners: January and February 2018

- Discussed preliminary project design, ROW and right of entry process, and property owner concerns and gathered input

### Open House: December 4, 2018

- Inform the public of TxDOT's transportation plans
- Exchange of information during project development

### Meetings with Affected Property Owners: June through August 2020

- Discussed final design, ROW acquisition process, and property owner concerns and gathered input

### Virtual Public Hearing: October 15, 2020

- Present TxDOT's recommended design and gather input
- More formal and occurs near the end of the environmental and engineering processes

### Script:

Public involvement has occurred throughout the development of the project. In January and February of 2018, TxDOT met with potentially affected property owners to discuss the preliminary project design, receive input on any issues or concerns and discuss the right-of-way and right-of-entry process.

TxDOT held an open house on December 4, 2018, in the Kriewald Elementary School Cafeteria. The open house was held to inform the public of the proposed improvements to US 90 and to gather input from the public. A total of 146 people attended the meeting and 23 comments were received during the public comment period.

TxDOT held another round of meetings with affected property owners in June through August 2020, to present the final design, the ROW acquisition process, and property owner concerns.

The purpose of this virtual public hearing is to present TxDOT's recommended design for the US 90 reconstruction and expansion project and gather input. Hearings are more formal and occur near the end of the environmental and engineering processes.

## Virtual Public Hearing Materials



Virtual public hearing materials are provided on the TxDOT website:

### VIRTUAL PUBLIC HEARING PRESENTATION & SCRIPT (ENGLISH & SPANISH)



### PROPOSED SCHEMATIC DESIGN



### ENVIRONMENTAL ASSESSMENT



### PUBLIC HEARING COMMENT CARD (ENGLISH & SPANISH)

A comment card form for the virtual public hearing. It includes the Texas Department of Transportation logo and the following text: "Comment Card US 90 from SH 211 to I-10 Virtual Public Hearing with an In-person Component Thursday, October 15, 2020 9:00 am - 11:00 am 4810 Northwest Loop 410, Building 2, San Antonio, TX 78220". Below this, there are fields for "NAME:", "ADDRESS:", and "EMAIL:". Under "REPRESENTING:", there are three checkboxes: "I am representing to TxDOT", "I am involved with TxDOT", and "I could benefit personally from the project or other items about which I am commenting".

Script:

All virtual public hearing materials can be found on the US 90 meeting notice webpage located at [www.txdot.gov](http://www.txdot.gov), key word search "US 90 from SH 211". These materials include this recording, the script for this presentation in English and Spanish, the proposed schematic design, the Environmental Assessment, and a comment card in English and Spanish.

**How to Submit Your Public Comments**

**We Request Your Feedback**

			
<b>Verbal Testimony</b> (210) 360-1184	<b>Email Us Comments</b> US90Project@blantonassociates.com	<b>Mail-in Comments</b> Blanton & Associates, Inc. Attn: US 90 Project 5 Lakeway Centre Court, Suite 200 Austin, TX 78734	<b>Online Comment</b> <a href="http://www.txdot.gov">www.txdot.gov</a> Key word search "US 90 from SH 211"

**Verbal testimony and comments must be received or postmarked by 11:59 pm CST Oct. 30, 2020, to be included in the Documentation of Virtual Public Hearing Summary Report.**

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Script:

TxDOT is committed to continuing its efforts to gather public feedback for this project. We understand this virtual public hearing comment format is a bit different, so let's take a few minutes and explain the process.

The TxDOT San Antonio District is asking the public to provide their comments in the following ways:

To make a verbal comment, call (210) 360-1184 and leave a voice message when prompted. Please limit your voicemail to a maximum of three minutes. This option will be available starting October 15 and will continue until October 30, 2020. Your verbal comments will be recorded and included in the Documentation of Virtual Public Hearing Summary Report.

Email your comments to: [US90Project@blantonassociates.com](mailto:US90Project@blantonassociates.com).

Download the comment form and mail your comments to Blanton & Associates, Inc., Attn: US 90 Project, 5 Lakeway Centre Court, Suite 200, Austin, TX 78734.

Submit comments online by going to [www.txdot.gov](http://www.txdot.gov) and entering "US 90 from SH 211" in the "Search TxDOT" box in the upper-right hand corner of the webpage. Select the Virtual Public Hearing webpage, then click on the Online Comment Form under downloads at the bottom of the page.

All comments must be received or postmarked by October 30, 2020. You may also submit a combination of both verbal and written comments.

## Stay Informed and Stay in Touch



### PROJECT CONTACT:

**Richard De La Cruz, P.E.**

TxDOT Project Manager

Email: [Richard.DeLaCruz@txdot.gov](mailto:Richard.DeLaCruz@txdot.gov)

210-615-6434

The public may call project staff during regular office hours or email project staff to ask questions about the project at any time in the project development process.

Please visit project website at: [www.txdot.gov](http://www.txdot.gov) key search “US 90 from SH 211” to review the Documentation of Virtual Public Hearing Summary Report (available by December 2020)

Script:

Please contact our project manager, Richard De La Cruz, to ask questions at any time during the project development process. Richard’s email is [Richard.DeLaCruz@txdot.gov](mailto:Richard.DeLaCruz@txdot.gov) and his phone number is 210-615-6434.

As previously mentioned, project information including the Draft Environmental Assessment, virtual public hearing presentation slides, and maps or drawings showing the proposed project design are currently on the project website at [txdot.gov](http://txdot.gov), keyword search “US 90 from SH 211”. Following this hearing, the District will consider each comment received during the preparation of the final Environmental Assessment for this project. Responses to your comments will be included in the Documentation of Virtual Public Hearing Summary Report.



# Thank you!

Please remember to submit comments by  
October 30, 2020

Script:

Thank you for participating in this virtual public hearing and please remember to submit your comments by October 30, 2020.