



WELCOME

SH 21 FROM SH 80 TO SH 130: SCHEMATIC/ENVIRONMENTAL STUDY

Thursday, Aug. 29, 2024

TxDOT is hosting a virtual public meeting with an in-person option to identify and gather feedback on potential safety improvement concepts that align with TxDOT's mission and reflect community values. No formal presentation is planned, and community members are invited to come and go at their convenience.



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 9, 2019, and executed by the Federal Highway Administration and TxDOT

Scan this QR code to access the online materials!

Hello and welcome to the State Highway 21 from State Highway 80 to State Highway 130 Schematic and Environmental Study virtual public meeting hosted by the Texas Department of Transportation Austin District. Thank you for your time and attention today.

My name is Jessica DuVernay, a consultant supporting the TxDOT Austin District with public involvement services. This presentation has been pre-recorded and you can pause, fast-forward or rewind as necessary during this presentation.

This presentation is approximately 10 minutes long and will give you a detailed look at the proposed project along SH 21.

Project Location

- **Counties:**
Hays and Caldwell
- **Limits:**
SH 80 to SH 130
- **Length:**
17.7 miles



The 17.7-mile project corridor is from SH 80 to SH 130 in Hays and Caldwell counties.

Project Goals



Improve **safety**



Improve **accessibility**
to adjacent
communities



Address **growth**
along the corridor



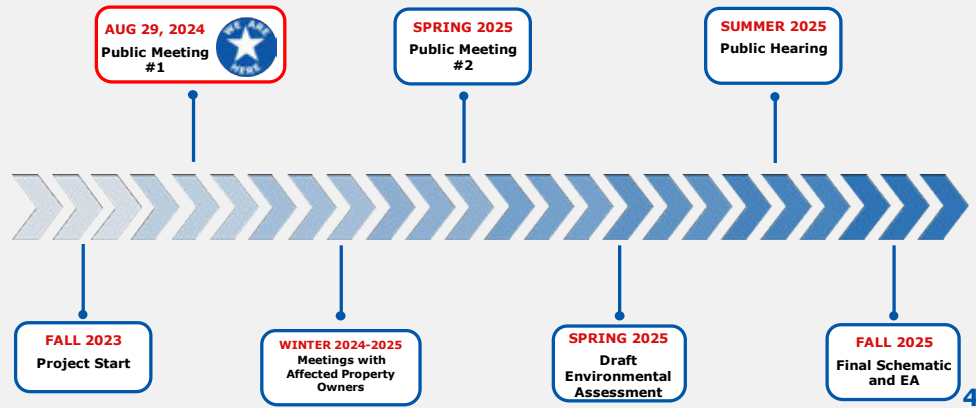
Improve **mobility**

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The goals for the SH 21 from SH 80 to SH 130 Schematic/Environmental Study project are to:

- Improve safety
- Address growth along the corridor
- Improve accessibility to adjacent communities; and
- Improve mobility

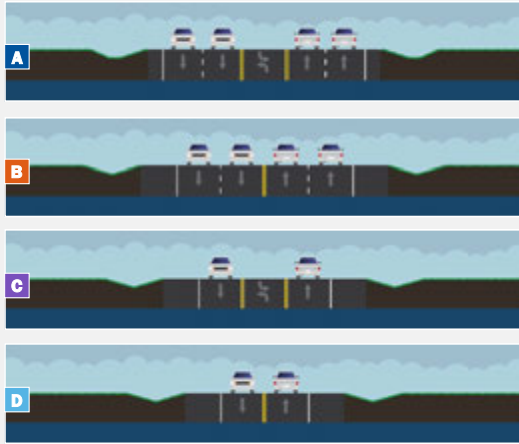
Project Timeline



*Dates are subject to change

The project timeline will follow a dedicated process that allows for maximum participation from stakeholders and residents interested in the project. Our project officially kicked off in the Fall of 2023. Beginning August 29, 2024 the first virtual public meeting began and will run through mid-September. Meetings with affected property owners will start in Winter 2024. The second public meeting is anticipated for Spring 2025 along with the draft environmental assessment. Summer 2025 we will hold a public hearing and the final schematic and environmental assessment will be submitted in the Fall of 2025. Please note all dates are subject to change.

Existing Typical Sections

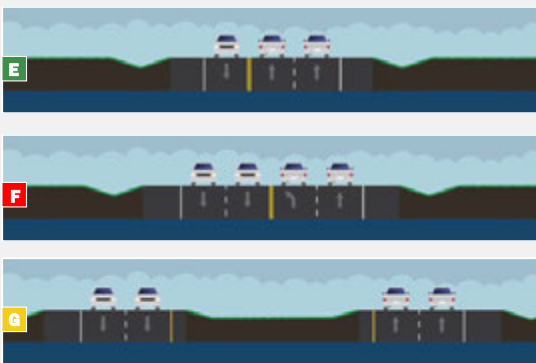


Note: Existing right-of-way width varies from 100-foot to 300-foot

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Within the project limits, the existing SH 21 lane configuration varies, but is primarily comprised of one lane in each direction, with alternating passing lanes, varying center-turn lanes and dedicated left-turn lanes.

Existing Typical Sections



Note: Existing right-of-way width varies from 100-foot to 300-foot

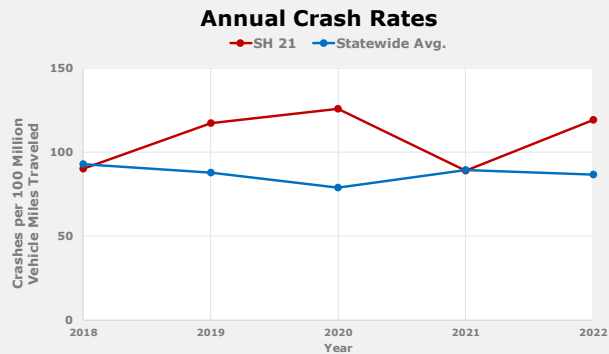
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The existing right of way also varies from 100 to 300 feet in width. Additionally, there are no existing sidewalk, bicycle or pedestrian facilities.

Existing Conditions Analysis

Crash Data

- Crash data collected **between 2018 and 2022** along the SH 21 study corridor
- Total Number (2018-2022): **975 crashes**
- 2022 SH 21 Crash Rate: **119.2**

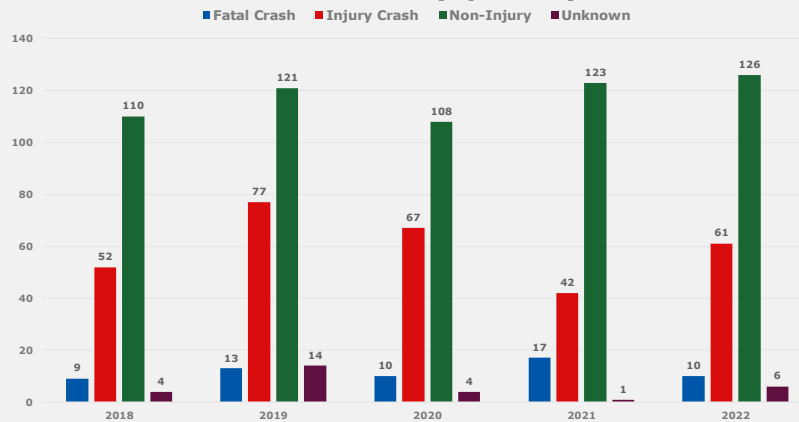


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Crash data was collected over a continuous five-year period between 2018 and 2022 with a resulting 975 crashes reported along the 17.7-mile corridor. This chart is compared against the state average of crashes where SH 21 crashes are higher.

Existing Conditions Analysis

Crash Severity (Totals)

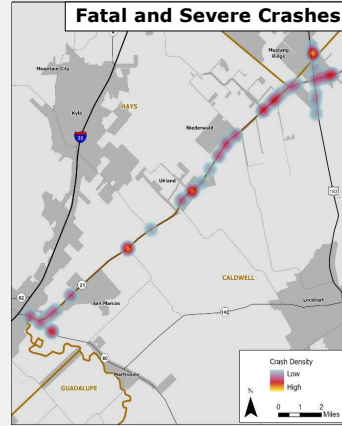
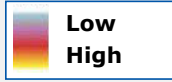


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The graph shows the different severities of crashes over the five years to include fatal and serious injury crashes. There were a total of 59 fatal crashes during the five-year period.

Existing Conditions Analysis

Crash Density

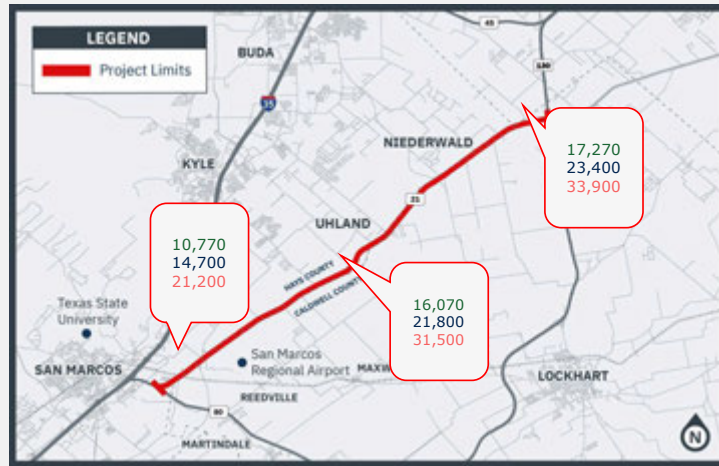


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The crash density maps display the locations of more frequent crashes. The lighter blue indicates lower crashes while the red and yellow indicates areas where more crashes have occurred over the 5-year period.

Existing Conditions Analysis

Daily Traffic Counts and Forecast

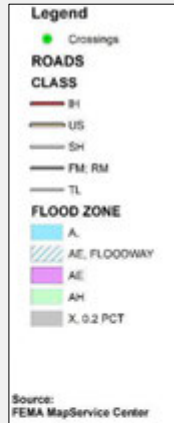


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Along with the safety study done along the corridor, traffic data was collected in 2023 with additional years of data being forecasted for 2035 and 2055. Traffic volumes are projected to almost double by the year 2055.

Existing Conditions Analysis

Flood Zones/Drainage

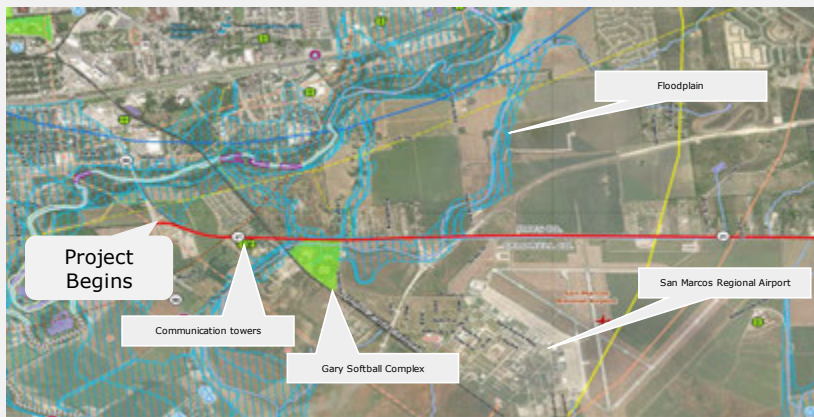


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Parts of the SH 21 corridor are in a floodplain and cross many flood zones in the 17.7-mile stretch.

Existing Conditions Analysis

Important Features



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The next few graphics show important features that have been considered along the SH 21 project limits to include:

- The Gary Softball complex
- Floodplain and other waterways
- The San Marcos Regional Airport

Existing Conditions Analysis

Important Features



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- Subdivisions currently being developed
- 3 Churches
- 2 Cemeteries

Existing Conditions Analysis

Important Features

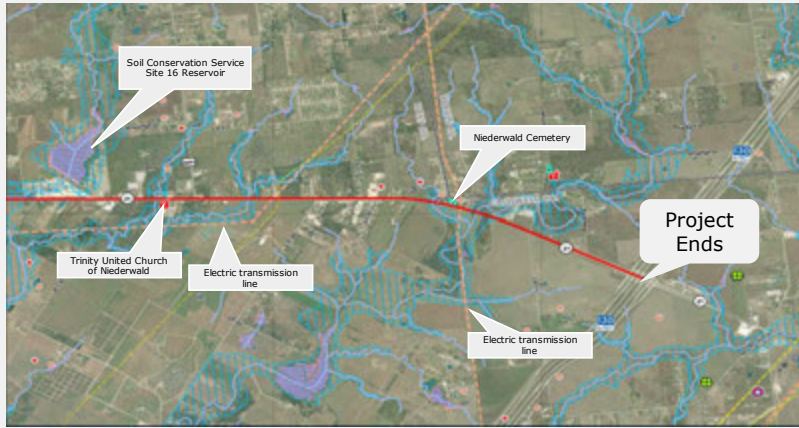


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- Existing utilities:
 - Communication towers
 - Electric transmission lines
 - Gas pipelines

Existing Conditions Analysis

Important Features



- Other roadway projects in the planning phase

Preliminary Proposed Typical Sections



45-mph: Low speed urban

- Widen to four-lane divided road
- Overpass at UPRR railroad
- Raised median with curb and gutter
- Addition of bicycle and pedestrian facilities
- Proposed right of way 140 – 160 feet



60-mph: Suburban

- Widen to four-lane divided road
- Raised median with curb and gutter and outside shoulders
- Addition of bicycle and pedestrian facilities
- Proposed right of way 160 – 200 feet



The preliminary proposed typical sections that are currently being examined are based on public input and technical studies.

Preliminary proposed typical section A will vary in locations through the 17.7-mile corridor. With a 45 mile per hour design speed, the roadway would be widened to a four-lane divided roadway, to include an overpass at the Union Pacific Railroad, raised medians with curb and gutter and the addition of bicycle and pedestrian facilities. The proposed right of way is 140 to 160 feet.

Preliminary proposed typical section B will also vary in locations throughout the corridor. This section would be a 60 mile per hour design speed, with a four-lane divided roadway with a raised median with curb and gutters and the inclusion of outside shoulders. Bicycle and pedestrian facilities would also be included. The proposed right of way is 160 to 200 feet.

Project Process

»» Ongoing Stakeholder and Public Engagement »»



- Prepared in accordance with National Environmental Policy Act (NEPA).
- Technical studies to inform and support schematic design.
- All finalized environmental documentation is provided to the public at the project's public hearing.
- Advancing to the next phase depends on the previous phase outcome, as well as funding availability.

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The project process facilitates ongoing stakeholder and public engagement. Currently the project is in the environmental study and schematic design phase. With this all materials of the project are prepared in accordance with the National Environmental Policy Act of 1969 or NEPA. With any project that will or has the potential to receive federal funds, TxDOT is required to evaluate the potential environmental impact of the proposed project. The NEPA process results in documentation provided to decision-makers so they have all the data needed to decide if the project should proceed.

All technical studies performed are to inform and support the schematic design and finalized documentation of those processes are presented to the public at the public hearing.

In order to move through the next phases of the project to construction, depends on the previous phase outcome as well as the availability of funding.

This will not be the last time you hear from us. As the project progresses through development and implementation, TxDOT will continue to engage the public and request input as the project is further defined.



Texas Department of Transportation

THANK YOU

SHARE YOUR FEEDBACK



In Person: Submit a comment form at one of the in-person public meetings



Online: TXDOT.gov and search "SH 21 Hays and Caldwell" or scan the QR code



Email: AUS_SH21West@txdot.gov



Phone: (512) 342-3400 and leave a verbal comment by voicemail



Mail: ATTN: Minhdang Bennett, P.E.,
SH 21 from SH 80 to SH 130
Schematic/Environmental Study
7901 N. I-35, Austin, TX 78753

Please submit
comments by
Friday
Sept. 13, 2024



Scan this QR code
to access the
online materials!

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Again, we thank you for your time and attention today. The next step is to hear from you. Comments can be provided in the following ways: submit your comments online at www.txdot.gov keyword search "SH 21 Hays and Caldwell", send us an email at AUS_SH21West@txdot.gov, through our project hotline at 512-342-3400 or you can mail in your comments to our project manager at the address on the screen.

All comments must be received by September 13, 2024, to be included in the official record. We encourage your participation and to stay engaged as the project continues.

Thank you very much.