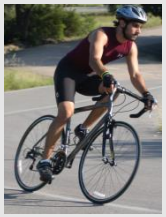
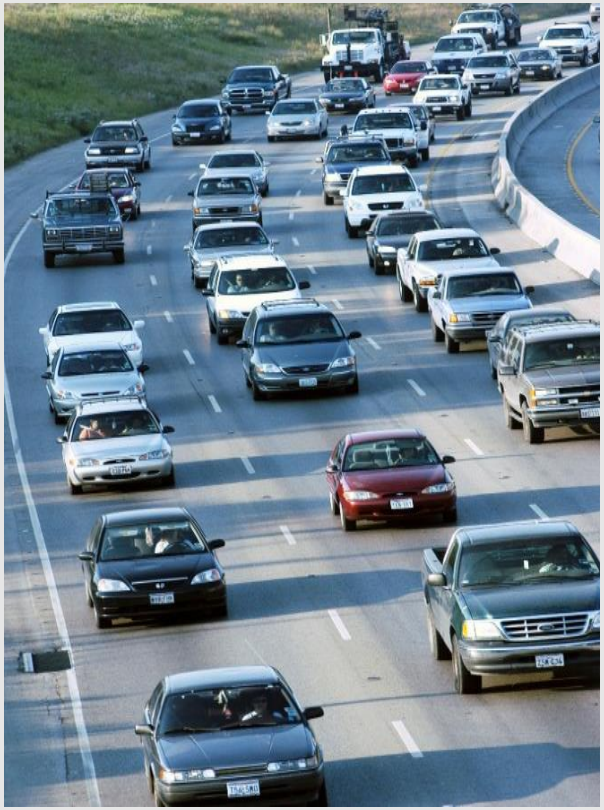
TEXAS DEPARTMENT OF TRANSPORTATION



I-10 – KENDALL EXTENSION

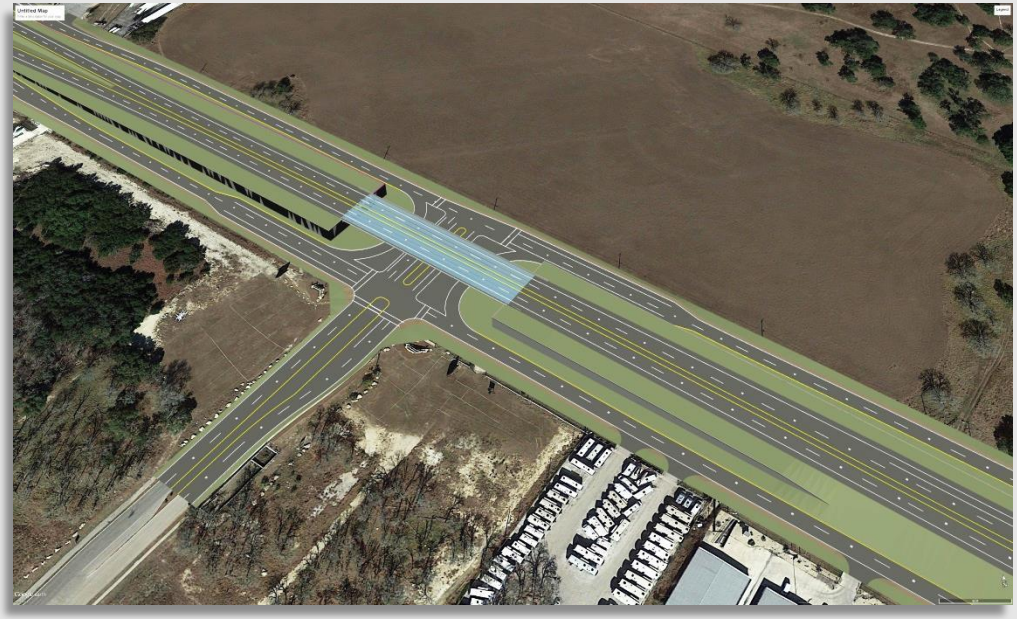
Open House



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 16, 2014, and executed by FHWA and TxDOT.

General Information

Interstate Highway 10



From: SH 46

To: Fair Oaks Pkwy

Kendall and Bexar County

OPEN HOUSE

December 8th, 2015

5:30 – 7:30

Boerne Middle School South

10 Cascade Caverns

Boerne, TX 78006

Project Location

Public Meeting Goals

- Provide tools to inform the public of the proposed project
  - Presentation
  - Proposed Design Layouts
  - Staff available to answer questions

Project Need and Purpose

- Need
  - Growth and Traffic Demand
    - Kendall County population is expected to increase by 88% over the next 30 years
    - Existing infrastructure will not adequately handle the increased traffic
  - Safety and Operations
    - Existing mainlane entrance and exit ramps have a dangerous traffic crossing when intersecting two-way frontage roads
    - Two-Way Frontage road intersections with cross streets have an increased number of conflict points
- Purpose
  - The purpose of the proposed project is to improve safety and traffic operations along the I-10 corridor, in order to accommodate future growth in the area

Project Timeline*

- Project Need Identified
- Evaluate human and natural environment
- Prepare environmental study documents
- Dec 8, 2015 - Public Meeting
- Summer 2016 – Environmental Approval

* This timeline is preliminary and subject to change.

Proposed Improvements Overview

- Widen/convert existing “two-way” frontage roads to “one-way” continuous frontage roads throughout the project limits
- Accommodate bicycles and pedestrians throughout the project limits
- Reconfigure I-10 intersections at SH 46 and US 87
- Provide elevated frontage road bridges over Balcones Creek
- Provide a grade separation at Balcones Creek Rd

Conversion of Two-Way Frontage Roads - Safety

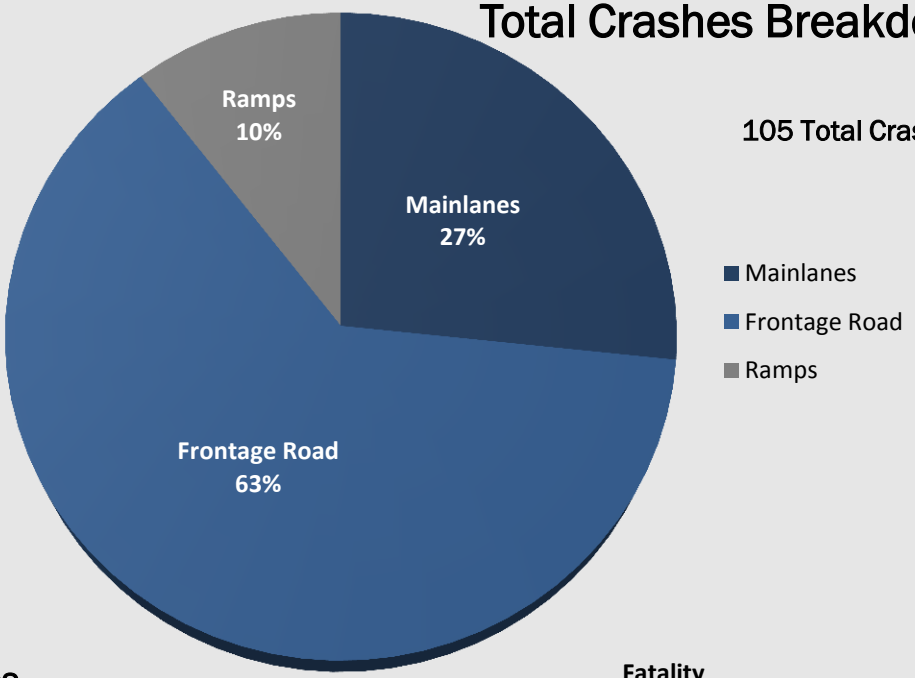
- One-way frontage roads improve safety by:
  - Reducing fatal and injury crashes by **57%**
  - Reducing serious head-on and angle collisions by **83%**
  - Reducing intersection injury crashes by **86%**

Source: "Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way: Methodology and Findings," Eisele, Yager, Brewer, Frawley, Park, Lord, Robertson and Kuo, Texas Transportation Institute, 2011

5-Year Crash Data (2009 – 2014)

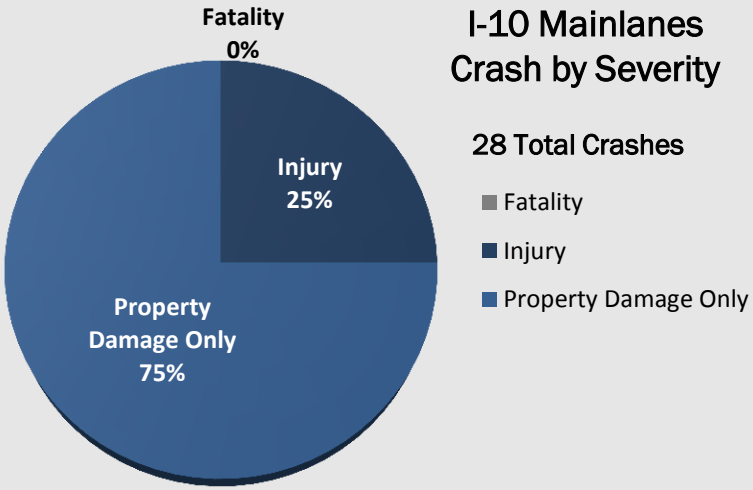
Total Crashes Breakdown

105 Total Crashes



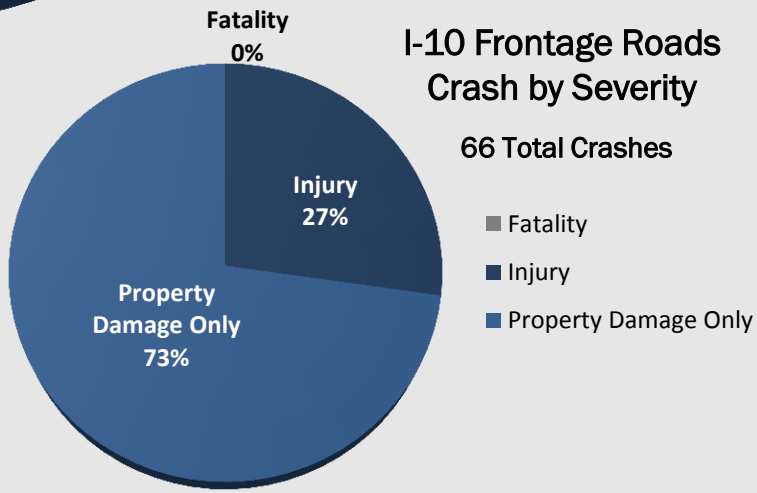
I-10 Mainlanes Crash by Severity

28 Total Crashes



I-10 Frontage Roads Crash by Severity

66 Total Crashes

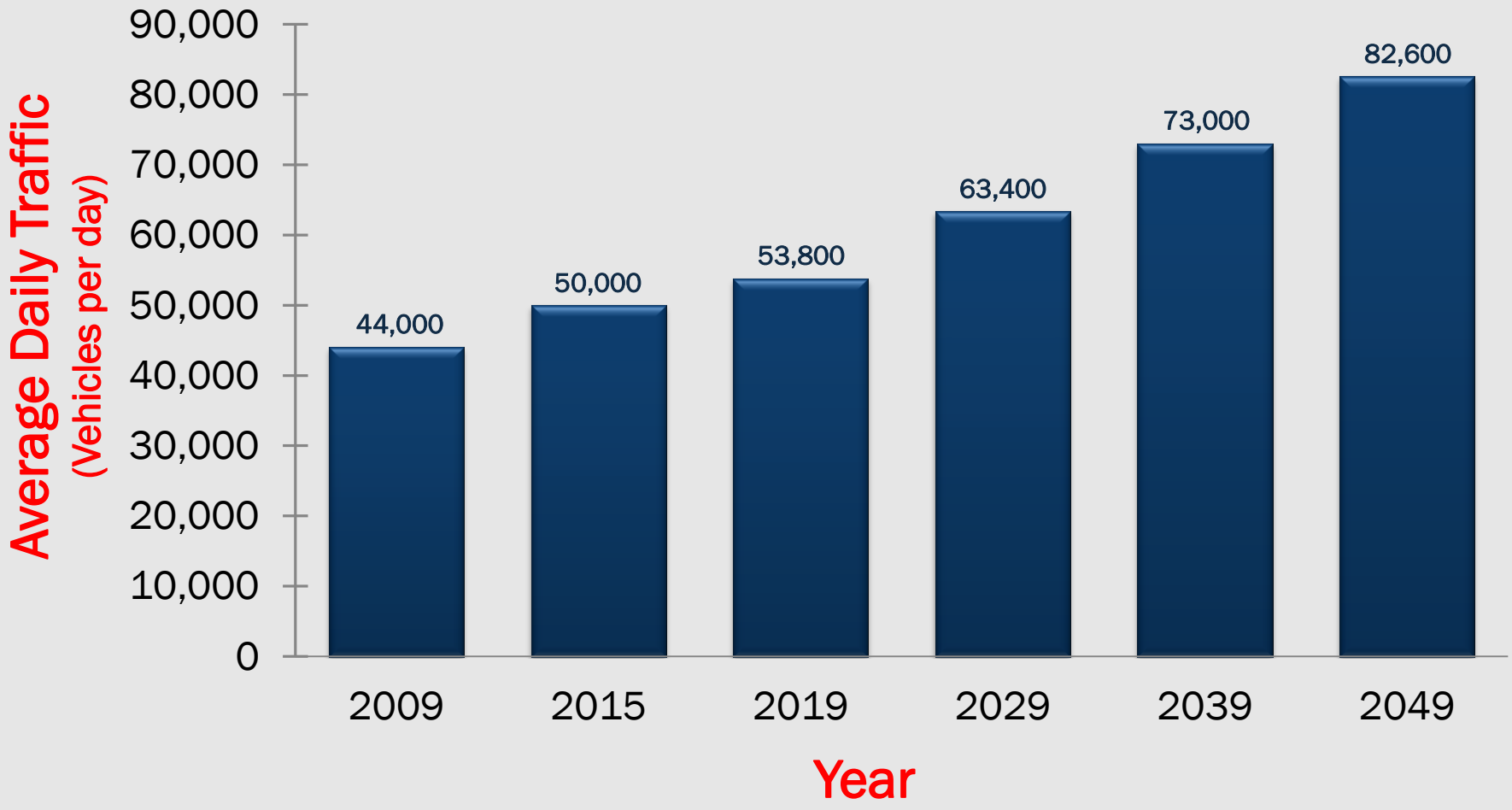


Conversion of Two-Way Frontage Roads - Operations

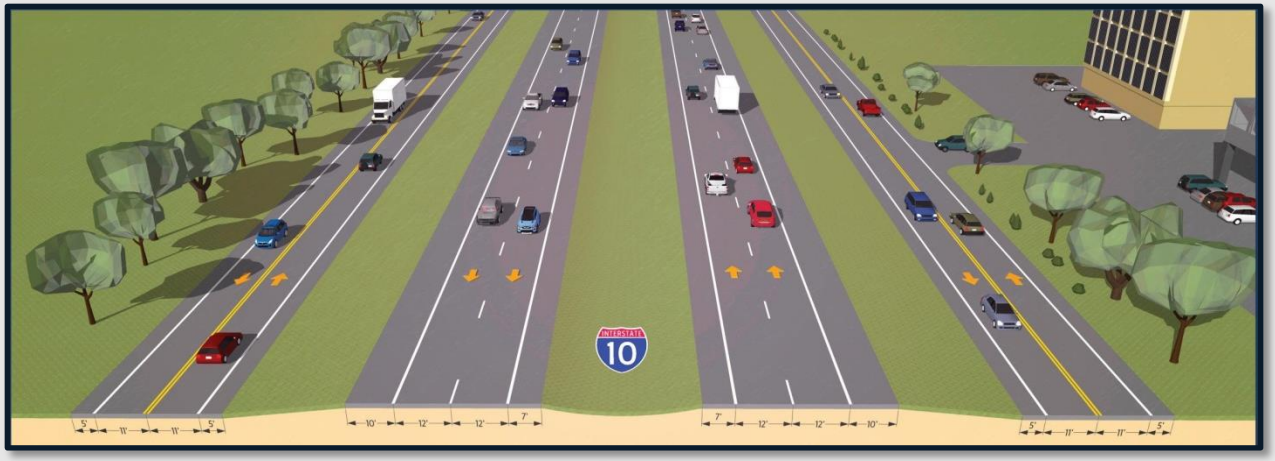
- One-way frontage roads reduce traffic congestion and delays because:
  - The conversion improves traffic operations and includes additional turn bay storage at intersections
  - Significantly reduces signal delays and start-up loss times at intersections
  - U-turn lanes improve traffic flow at intersections by providing an unabated turning movement in advance of the intersection

Source: "A Study to Develop Warrants for Conversion to One-Way Frontage Roads, "Messer, Stover and Gattis, Texas Transportation Institute, 1988

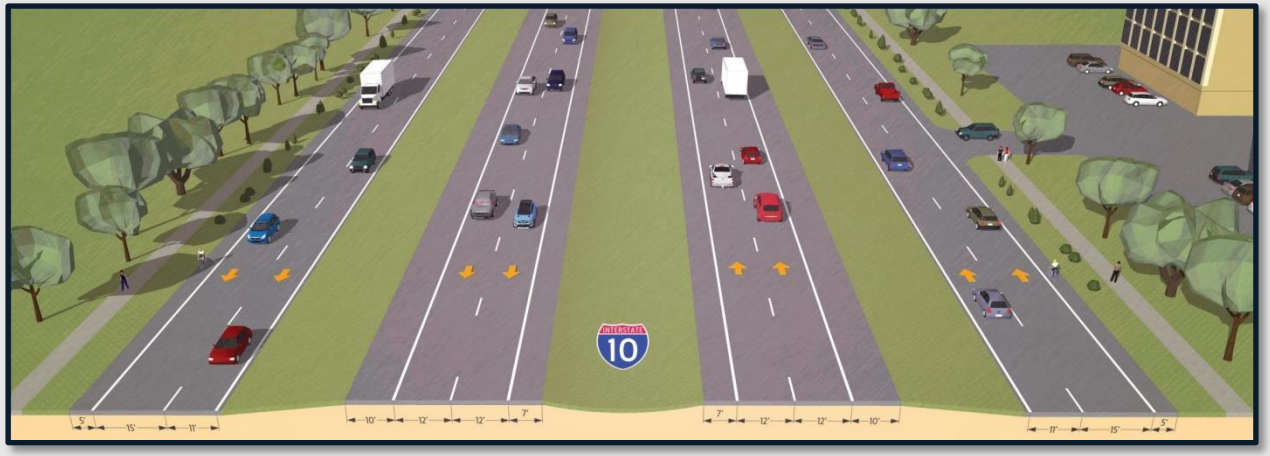
Projected Traffic



Proposed Improvements – Typical Section

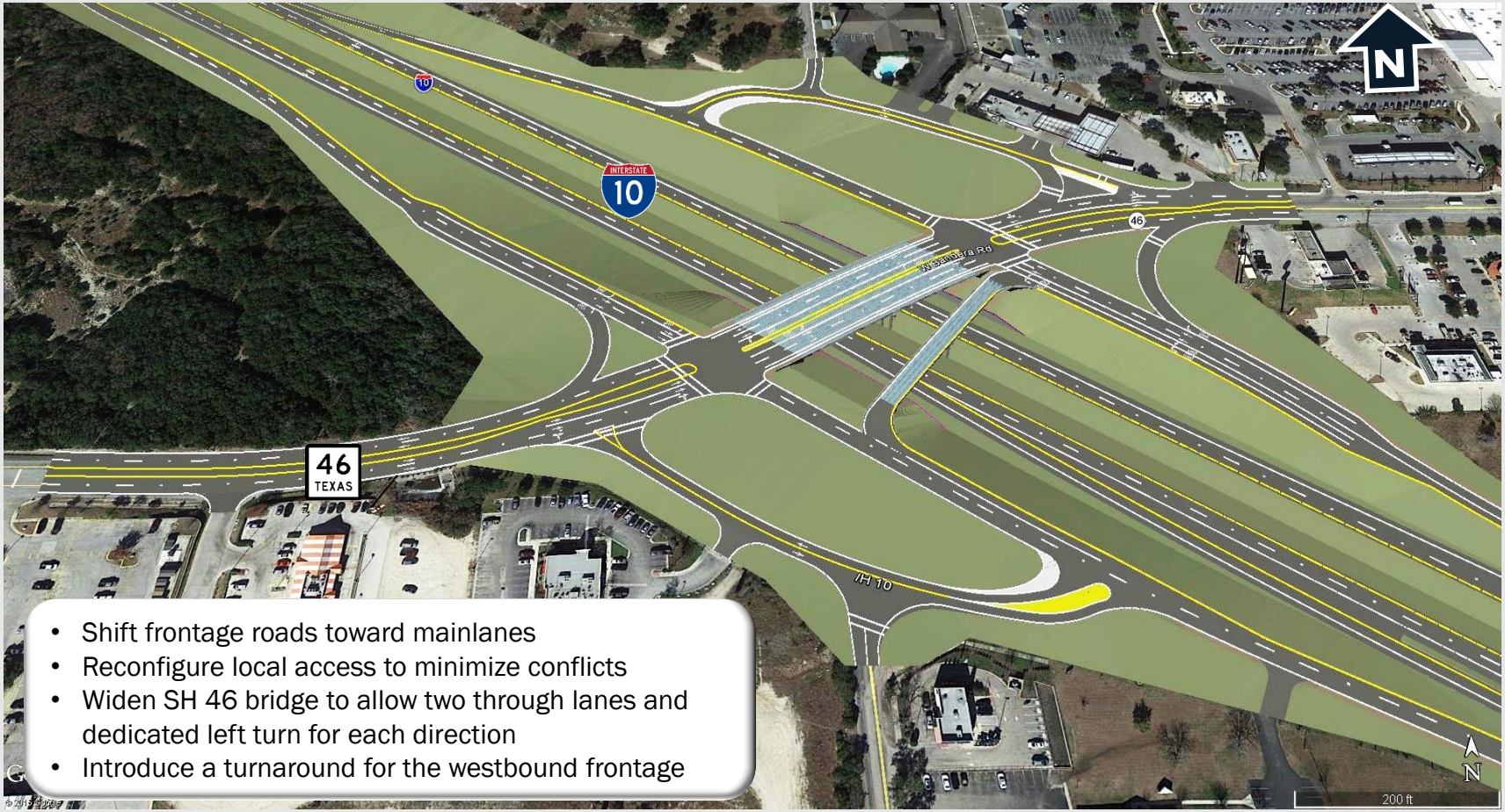


Existing



Proposed

Proposed Improvements – SH 46

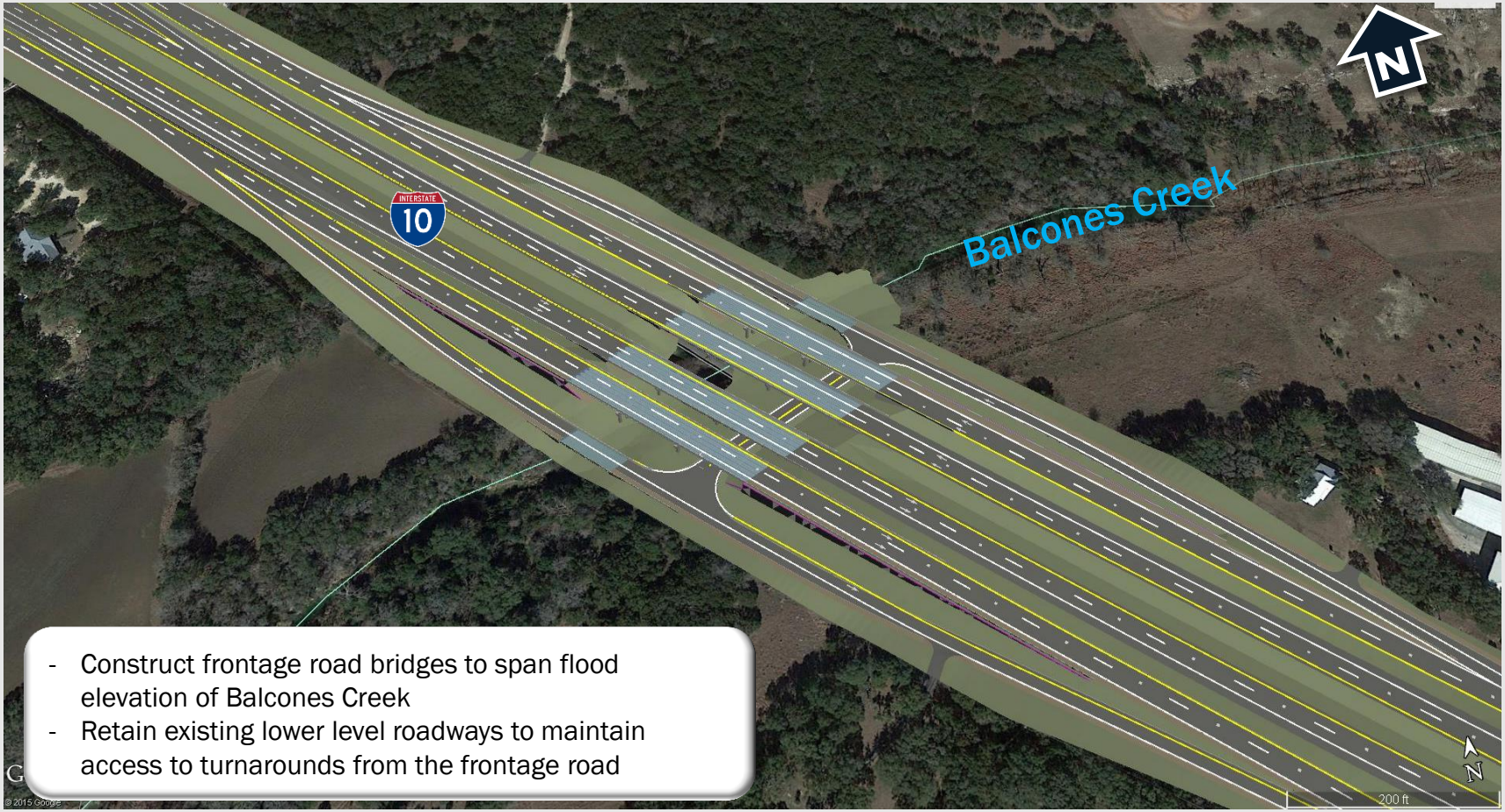


- Shift frontage roads toward mainlanes
- Reconfigure local access to minimize conflicts
- Widen SH 46 bridge to allow two through lanes and dedicated left turn for each direction
- Introduce a turnaround for the westbound frontage

Proposed Improvements – US 87

- Construct Standard Diamond type intersection
- Reconfigure local access to minimize conflicts
- Provide a bridge to span Menger Creek Tributary

Proposed Improvements – Balcones Creek



- Construct frontage road bridges to span flood elevation of Balcones Creek
- Retain existing lower level roadways to maintain access to turnarounds from the frontage road

Proposed Improvements – Balcones Creek Road

- Construct a grade separation at Balcones Creek Rd
- Construct turnarounds to maintain local access

Environmental Impacts

- **An environmental study is being conducted for the proposed project. This study considers:**
  - Impacts to the Human and Natural Environment
  - Community Impacts
  - Noise
  - Air
  - Vegetation
  - Streams and Wetlands
  - Threatened and Endangered Species
  - Cultural Resources
  - Hazardous Materials

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Project Schedule and Estimate

- Environmental and Preliminary Engineering anticipated Summer 2016
- Ready for Fall 2017 Construction Letting (pending funding)
  - Improvements likely to be phased, based on funding
- Current Construction Cost Estimate ~ $100 Million

Provide Your Comments

Options for Commenting

1. Give comment card to TxDOT staff tonight
2. Provide comments to onsite court reporter
3. Fax comments to: (972) 960-4171, Attn: Phillip Hanley
4. Mail comments to: HDR
   Attn: Phillip Hanley
   17111 Preston Rd, Suite 200
   Dallas, TX 75248
5. Email comments to: KendallExtension@hdrinc.com

Deadline for comments: December 17, 2015

Thank You for Your Participation!