



I-10 EAST IMPROVEMENT PROJECT OPEN HOUSE

July 9, 2015





I-10 EAST IMPROVEMENT PROJECT

From: Foster Road

To: Graytown Road

Bexar County

Thursday, July 9, 2015

5:00 PM – 7:00 PM



True Vision Baptist Church

2826 Ackerman Road

San Antonio, TX 78219

Why Am I Here?

- Learn about the purpose and need for transportation improvements in the area
- Review the proposed project improvements
- Ask questions and comment on the proposed project improvements

Project Location Map



Need

- Congestion at existing intersections such as Foster Rd., FM 1516 and LP 1604 create bottlenecks and impede traffic operations.
- Population in the corridor is anticipated to increase, which will place additional traffic on the transportation network and impede mobility and access in the area.

Purpose

- Improve the transportation network to reduce congestion and improve local and regional mobility and access
- Improve safety by converting frontage roads to one-way

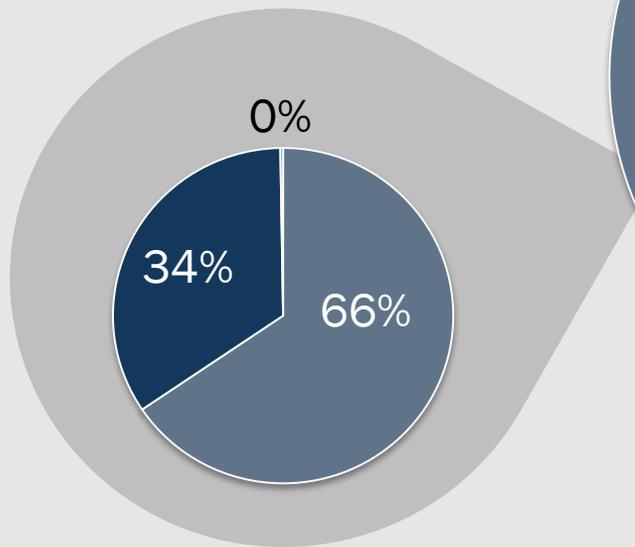
Project Information

- Project length ~ 6 miles
- Proposed Improvements include:
 - Construct new I-10 overpass at Woodlake Parkway and add four new ramps
 - Convert existing “two-way” frontage roads to “one-way”
 - Relocate existing entrance/exit ramps at Foster Rd., FM 1516, LP 1604 and Graytown Rd.
 - Intersection improvements and turnarounds at Foster Rd., FM 1516 and LP 1604
 - Accommodate bicycles and pedestrians
- No additional right of way anticipated

Crash Data

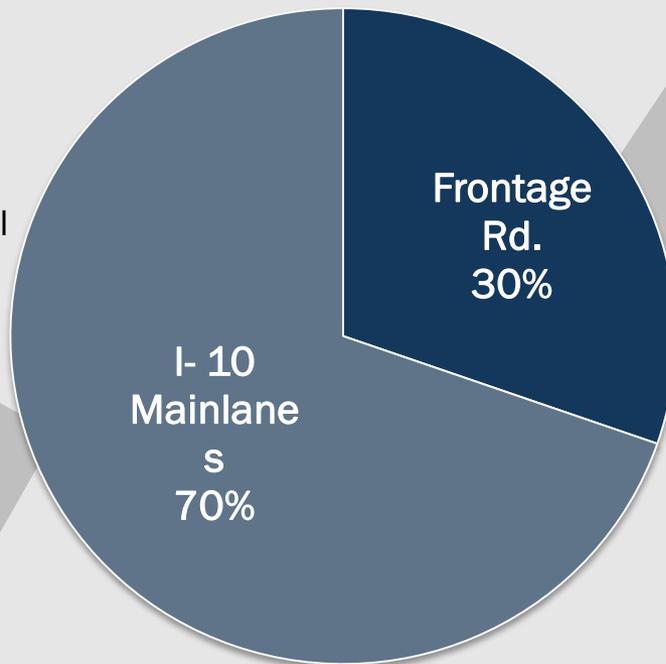
I-10 Mainlanes Crash by Severity

■ Property Damage Only ■ Injury ■ Fatal



Total Crashes = 386

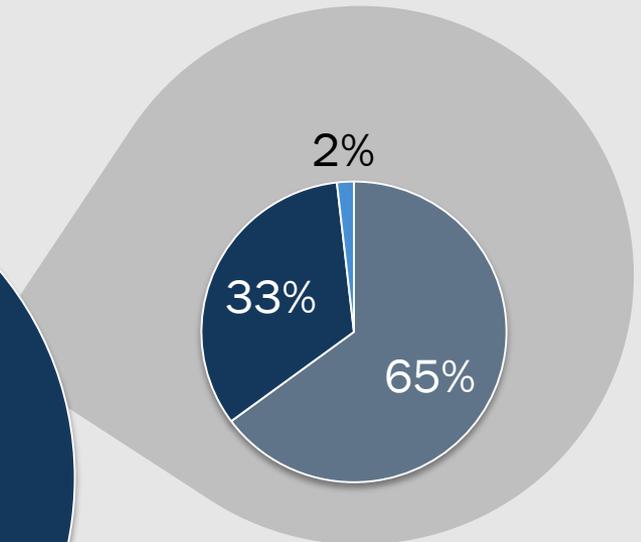
5 YEAR TOTAL (2010-2014)



Total Crashes = 554

Frontage Road Crash by Severity

■ Property Damage Only ■ Injury ■ Fatal



Total Crashes = 168

- One-way frontage roads reduce traffic congestion and delays because:
 - The conversion “adds” travel lanes in a specific direction
 - There is one less direction of traffic moving so waiting time at traffic signals is reduced
 - U-turn lanes improve traffic flow at intersections and can be used on one-way roads, but not on two-way roads

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

Frontage Road Conversion – Safety Improvements

- One-way frontage roads have been shown to improve safety by:
 - Reducing fatal and injury crashes by 57%
 - Reducing serious head-on and angle crashes 80-96%
 - Reducing intersection crashes 77-85%

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

Frontage Road Conversion – Economic Impacts

- One-way frontage roads do not have any substantial long-term negative impacts to businesses
- Businesses prefer that frontage road conversion construction is done as quickly as possible to minimize construction impacts

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

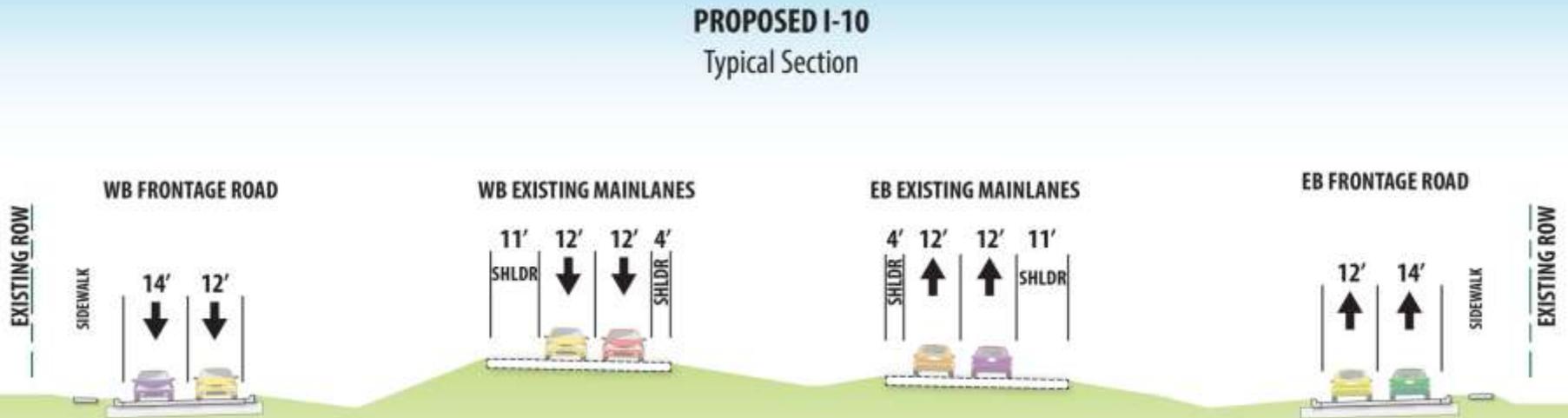
Ramp Reversal Benefits

- Reversing ramps have been shown to reduce crashes by 35%
- Research of 15 ramp revision sites show:
 - Improved traffic flow and less traffic queuing at 13 of 15 sites
 - Improved safety benefits at 12 of 15 sites
 - Improved sales tax, property value, and business development in 8 of 15 sites, though 7 sites could not be evaluated

Source: “Ramp Reversal Projects: Guidelines for Successful Implementation,” Cooner, Venglar, Rathod, Pultorak, Williams, Vo and Mattingly, Texas Transportation Institute, 2007.

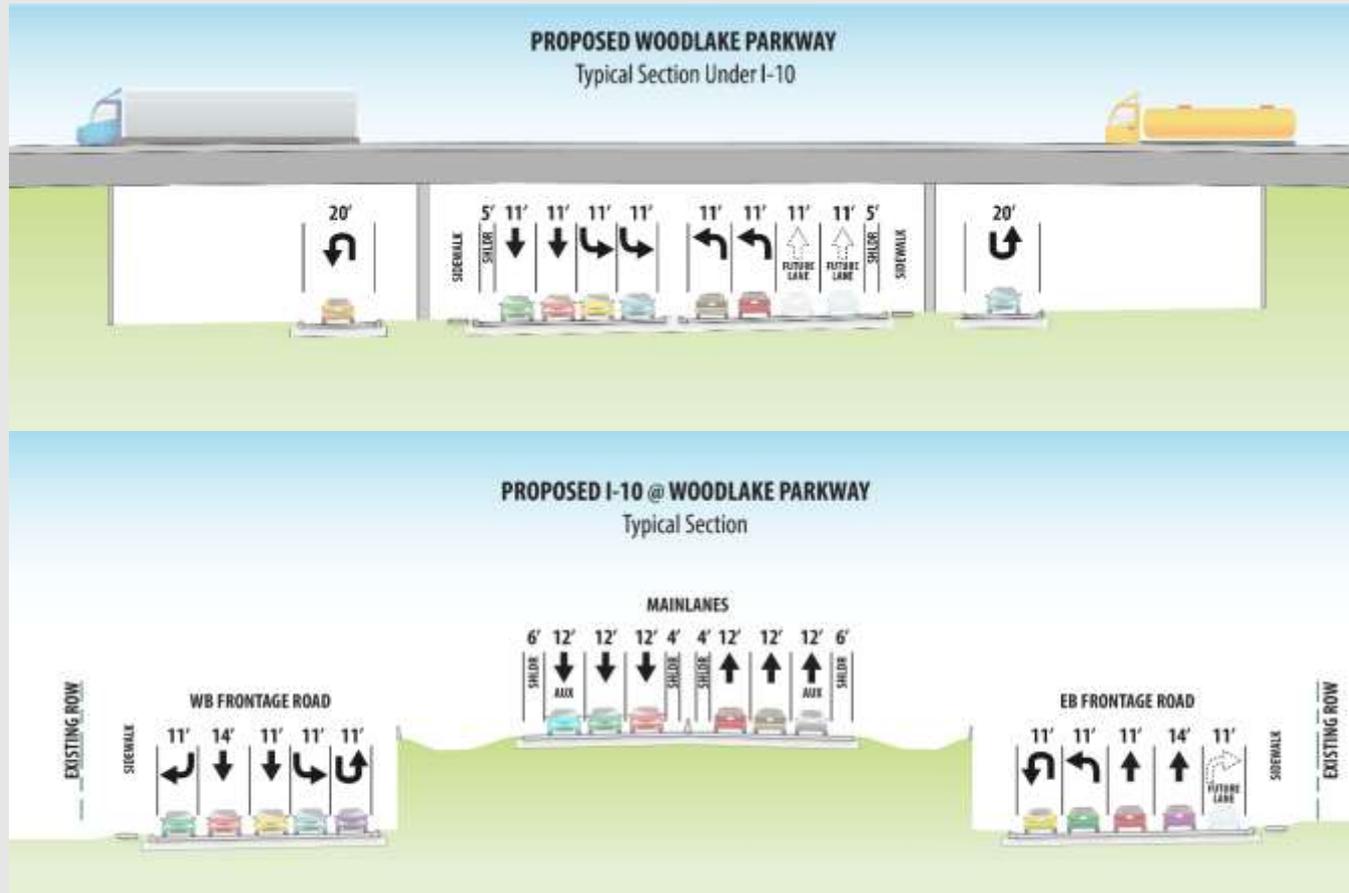
I-10 Proposed Improvements

- Convert existing I-10 two-way frontage roads to one-way frontage roads
- Construct a sidewalk next to the frontage roads to accommodate pedestrians



Woodlake Parkway Proposed Improvements

- Construct new I-10 overpass
- Add new ramps
- Convert two-way frontage roads to one-way



Environmental Considerations

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

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.

Project Schedule & Estimate

- Environmental and preliminary engineering (early 2016)
- Ready for Summer 2016 construction (pending funding)
 - Improvements likely to be phased, depending on funding
- Current Construction Cost Estimate ~ \$68.7 Million

Other Area Projects Under Development

In addition to the proposed I-10 Improvement Project, other projects currently under development in this area include:

- I-410 at I-10
 - Interchange improvements
- Loop 1604 (I-10 to I-35)
 - Expand to expressway
- I-10 (I-410 to LP 1604)
 - Add additional lanes to I-10

Each of these projects will have future public involvement opportunities.

Provide Your Comments

- Complete and submit comment card tonight
- Visit with Court Reporter
- Email: I10Efrontageroads@olivarri.com
- Mail to: I-10 East Improvements Project
P.O. Box 3706
Corpus Christi, TX 78463

Deadline for Comments: July 20, 2015

- Meeting Report will be posted at www.TxDOT.gov

Thank you for attending
and your participation!