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
I-10 East Improvement Project

Public Open House

July 9, 2015

Begin Project Foster Rd

Convert Frontage Rds to One-way
Revise Entrance & Exit Ramps

Proposed New Overpass at Woodlake Pkwy

Intersection Improvements

End Project Graytown Rd

Intersection Improvements
Need and Purpose

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

5 YEAR TOTAL (2010-2014)

I-10 Mainlanes
Crash by Severity

Frontage Road Crash by Severity

Property Damage Only  Injury  Fatal

66%  33%  2%

Total Crashes = 554

Frontage Rd. 30%

I-10 Mainlanes 70%

Total Crashes = 386

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
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
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.

Ramp Reversal Benefits

- Revising 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.

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
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!