

VIRTUAL PUBLIC MEETING 10/13/2020 - 10/28/2020

www.TxDOT.gov, keyword search "I-410 at US 281"

Comments Due: 10/28/2020

Submit Comments:

Mail or Deliver:
ATG - TxDOT 410/281/San Pedro
1777 NE Loop 410, Suite 600
San Antonio, TX 78217

Email: 410US281@emailatg.com

Website: www.TxDOT.gov and search keywords "I-410 at US 281"

Project Limits:

- I-410 - West Avenue to Broadway Street
- US 281 - I-410 to E. Nakoma Drive
- San Pedro Avenue at I-410

Estimated Project Cost

I-410 and San Pedro: \$54 M

US 281: \$13 M

Total: \$67 M

Project Fully Funded

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GET INVOLVED!

TxDOT is hosting a virtual public meeting to present and gather public feedback on the proposed improvements described in this newsletter. Get involved and tell TxDOT what you think. The virtual experience includes a narrated presentation, video simulations, opportunities to provide comments, and much more. The virtual experience will be live from Oct. 13 to Oct. 28, 2020. All comments must be received by Oct. 28, 2020. To participate, get more information or submit comments, please visit TxDOT.gov, keyword search "I-410 at US 281" or scan the QR code at the bottom of the page.

BACKGROUND

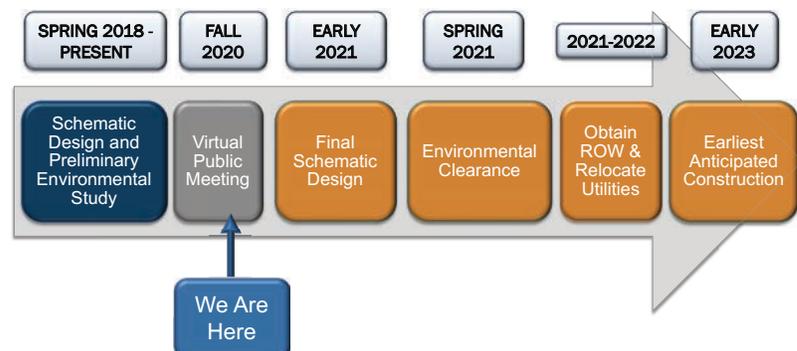
The Texas Department of Transportation completed a feasibility study in 2018 to identify potential mobility improvements in the vicinity of I-410, US 281 and San Pedro Avenue in San Antonio, Bexar County, Texas. The area includes a corridor listed among the 100 most congested roadways in Texas[†]. The study team analyzed existing traffic conditions, modeled future conditions under "build" and "no build" scenarios, and developed conceptual design improvements. They also engaged the public and stakeholders at key milestones to collect comments and feedback. Specifically, two rounds of public meetings and stakeholder interviews and agency coordination meetings were held. Stakeholders included elected officials, City of San Antonio and City of Castle Hills representatives, property owners, school districts, and other agencies. The first round of engagement introduced the effort and the second round presented the draft concepts. The two public meetings resulted in 173 attendees and 52 public comments. Based on the input received during the feasibility study meetings and the additional analysis, TxDOT concluded the proposed improvements would be carried forward for further evaluation and ultimately construction.

CURRENT EFFORT

The proposed improvements will be based on analyses currently being performed for the schematic and environmental phase of the project. Generally, the proposed improvements will address various concerns about traffic operations such as merging and weaving, bottlenecks, signal timing, and queueing. The improvements would optimize existing capacity to reduce congestion and reconfigure various elements including ramps and intersections for improved mobility. See pages 2-3 for the specific proposed improvements.

TxDOT's primary project goals are to improve safety, relieve congestion, and improve mobility.

PROJECT SCHEDULE*



* Project schedule is subject to change.

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 FHWA and TxDOT.

[†]100 Most Congested Texas Road Sections, Texas A&M Transportation Institute, Dec. 2019

I-410 at US 281/San Pedro Avenue Improvements

Project Limits I-410: West Avenue to Broadway Street | US 281: I-410 to E. Nakoma Drive | San Pedro Avenue at I-410

I-410 Proposed Improvements

A West Avenue to Honeysuckle Lane

- Remove eastbound (EB) entrance ramp from West Avenue to EB I-410 and replace with EB exit ramp from EB I-410 to Honeysuckle Lane.
- Remove westbound (WB) exit ramp from WB I-410 to West Avenue and reconstruct WB entrance ramp from Honeysuckle to WB I-410.

B NW Military Highway (FM 1535)

- Reconstruct and realign existing southbound (SB) to WB ramp from NW Military Highway to I-410 WB frontage road.
- Remove SB to EB Blanco Road connection.
- Reconstruct WB direct-connector¹ from WB I-410 to northbound (NB) NW Military Highway Intersection.
- Reconfigure NW Military Highway at I-410 EB frontage road to a "green-T intersection²".

C Honeysuckle Lane to Blanco Road (FM 2696) and San Pedro Avenue

- Construct new EB exit ramp from EB I-410 to Blanco Road.
- Reconstruct and realign EB frontage road between NW Military Highway and Blanco Road.
- Construct new EB elevated bridge exit ramp from EB I-410 to San Pedro Avenue.
- Reconstruct EB frontage road between Blanco Road and San Pedro Avenue, to weave under proposed elevated bridge from EB I-410 to San Pedro Avenue.

- Construct braided³ WB entrance ramp from Blanco Road over proposed exit ramp from WB I-410 to Honeysuckle Lane and West Avenue.
- Reconstruct and realign WB I-410 entrance ramp from San Pedro Avenue.

D San Pedro Avenue at I-410

- Construct dedicated SB dual right-turn lanes on San Pedro Avenue at I-410 WB frontage road.
- Reconstruct EB frontage approach to San Pedro, reconfigure EB lanes at intersection to provide triple left-turns from I-410 EB frontage road to NB San Pedro Avenue and maintain one through lane.

E San Pedro Avenue to McCullough Avenue

- Remove EB entrance ramp from San Pedro Avenue.
- Widen WB frontage road and reconstruct the WB to EB U-turn at San Pedro Avenue.
- Reconstruct WB exit ramp to San Pedro Avenue and remove existing WB entrance ramp from McCullough Avenue.

F McCullough Avenue

- Restrict NB and SB movements across I-410.
- Construct NB dual-right turns on McCullough Avenue.
- Modify traffic signal to maintain pedestrian access at WB I-410 frontage road and McCullough Avenue.

G McCullough Avenue to Jones Maltzberger Road

- Widen EB I-410 frontage road to add one additional lane.
- Reconstruct WB exit ramp as a two-lane exit ramp to McCullough Avenue, San Pedro Avenue, and Blanco Road.
- Widen WB I-410 frontage road to add one additional lane.

H US 281 to I-410

- Restripe the direct-connector from US 281 to WB I-410 to two-lanes and construct a barrier between the direct-connector lanes and WB I-410 main lanes.
- Construct a dedicated WB exit ramp (not shared with I-410 main lanes) from the US 281 direct-connector to San Pedro Avenue and Blanco Road.

I Airport Boulevard

- Remove and reconstruct WB entrance ramp from Airport Boulevard to WB I-410 east of existing ramp.

J Crownhill Boulevard

- Move WB access to Crownhill Boulevard to use the existing right-in and right-out access and remove direct access to the frontage road.

US 281 Proposed Improvements

K E Nakoma Drive to San Pedro Avenue

- Construct a SB collector-distributor⁴ road between E. Nakoma Drive and San Pedro Avenue.

L San Pedro Avenue to I-410

- Restripe to two lanes on I-410 direct-connector and add additional northbound receiving lane at Isom.
- Remove NB entrance ramp on US 281 from Jones Maltzberger Road.
- Construct a NB auxiliary lane⁵ from I-410 direct-connector¹ to the E. Nakoma Drive exit ramp.



Map terrain image: Google, Landsat/Copernicus

1. Direct-connector: a roadway facility that provides connection between two highways/freeways/interstates using a ramp that collects vehicles from the mainlanes of one roadway and distributes the vehicles to the mainlanes of the second roadway.

2. Green-T intersection: an intersection design that allows continuous flow for through-movements and controlled signalized traffic for all other intersection movements.

3. Braided ramp: a roadway facility composed of two individual ramps, with one ramp elevated above the other ramp. This configuration allows for unimpeded entering and exiting of the mainlanes.

4. Collector-distributor: a roadway facility that connects the main travel lanes of a highway and frontage roads or entrance ramps and restricts all other access (e.g. commercial driveways, entrance/exit ramps).

5. Auxiliary lane: a non-through lane used to separate traffic from through traffic on the mainlanes, located between an entrance and exit ramp.

Project Goals

The purpose of the I-410 at US 281/San Pedro Avenue project is to improve safety, congestion and mobility within the project area. A review of the crash history from 2014 to 2018 shows an average of 3.7 crashes per day, with a total of 9 fatalities, within the project limits. During the peak hours, the corridor experiences heavy congestion and excessive queuing along the mainlanes and at intersections along the frontage roads. By reconfiguring ramps, lengthening and/or removing weaving and merging segments, improving intersections, and removing bottlenecks, the proposed improvements aim to meet the purpose for the project.

Environmental Considerations

As part of the path to final design and construction, TxDOT must consider the potential for environmental impacts as a result of the effort. Environmental considerations include assessing impacts that may occur as a result of the project being developed. Current studies include potential impacts to archeological and historic resources, natural resources, community impacts and traffic noise.

Right-of-Way (ROW)

Additional ROW would be required for the proposed improvements. Proposed acquisition of ROW is needed for the following: widenings along the I-410 eastbound and westbound frontage roads; intersection widening at the I-410 westbound frontage road to Blanco Road; a deceleration lane into Chick-fil-A (near McCullough Avenue on the I-410 westbound frontage road); and dual northbound right-turns at McCullough Avenue. However, no residential or commercial business displacements are anticipated.

TXDOT WANTS YOUR FEEDBACK!

Let TxDOT know your thoughts on the proposed improvements. Please send your comments to the team by email at **410US281@emailatg.com** or by U.S. Postal Service to **ATG-TxDOT 410/281/San Pedro, 1777 NE Loop 410, Suite 600, San Antonio, TX 78217**.

For more information, please contact:

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