



Welcome to the Texas Department of Transportation San Antonio District’s virtual public meeting for the Interstate 410 at US 281 and San Pedro Avenue Operational Improvements project. My name is **Jeff Goldblatt** and I am a member of the project team. TxDOT is conducting schematic design and preliminary environmental studies along Interstate 410 in north central San Antonio from West Avenue to Broadway Street, along US 281 from Interstate 410 to East Nakoma Drive, and at the Interstate 410 at San Pedro Avenue interchange.

This is the first public involvement opportunity being conducted for the Interstate 410 at US 281 and San Pedro Avenue Operational Improvements project. This prerecorded presentation will discuss the proposed improvements and project information. At the end of the presentation, information will be provided on ways to submit comments and questions. To be included in the virtual public meeting record, comments must be received on or before **Wednesday, Oct. 28<sup>th</sup>, 2020.**

## Virtual Public Meeting in Response to Public Health

- TxDOT is committed to public health and community engagement. This virtual public meeting has been developed in response to the COVID-19 pandemic and seeks to emulate an in-person experience as much as possible.
- This virtual public meeting, and the information on the TxDOT website, includes:
  - Project information
  - Proposed improvements
  - Environmental studies
  - Project schedule and funding
  - Public opportunity to comment and provide feedback

**What you should know about COVID-19 to protect yourself and others**

**Know about COVID-19**

- Coronavirus (COVID-19) is an illness caused by a virus that can spread from person to person.
- The virus that causes COVID-19 is a new coronavirus that has spread throughout the world.
- COVID-19 symptoms can range from mild (or no symptoms) to severe illness.

**Know how COVID-19 is spread**

- You can become infected by coming into close contact (about 6 feet or two arm lengths) with a person who has COVID-19. COVID-19 is primarily spread from person to person.
- You can become infected from respiratory droplets when an infected person coughs, sneezes, or talks.
- You may also be able to get it by touching a surface or object that has the virus on it, and then by touching your mouth, nose, or eyes.

**Practice social distancing**

- Buy groceries and medicine, go to the doctor, and complete banking activities online when possible.
- If you must go in person, stay at least 6 feet away from others and disinfected items you must touch.
- Get deliveries and takeout, and limit in-person contact as much as possible.

**Prevent the spread of COVID-19 if you are sick**

- Stay home if you are sick, except to get medical care.
- Avoid public transportation, ride-sharing, or taxis.
- Separate yourself from other people and pets in your home.
- There is no specific treatment for COVID-19, but you can seek medical care to help relieve your symptoms.
- If you need medical attention, call ahead.

**Protect yourself and others from COVID-19**

- There is currently no vaccine to protect against COVID-19. The best way to protect yourself is to avoid being exposed to the virus that causes COVID-19.
- Stay home as much as possible and avoid close contact with others.
- Wear a cloth face covering that covers your nose and mouth in public settings.
- Clean and disinfect frequently touched surfaces.
- Wash your hands often with soap and water for at least 20 seconds, or use an alcohol-based hand sanitizer that contains at least 60% alcohol.

**Know your risk for severe illness**

- Everyone is at risk of getting COVID-19.
- Older adults and people of any age who have serious underlying medical conditions may be at higher risk for more severe illness.

 [cdc.gov/coronavirus](https://www.cdc.gov/coronavirus)

Given the unique circumstances of the COVID-19 pandemic, along with the department's commitment to protecting public health during this national emergency, TxDOT is conducting this virtual public meeting to avoid in-person contact. At this time, the online format will be conducted in-lieu of an in-person open house.

All meeting materials can be found online at [www.txdot.gov](http://www.txdot.gov), keyword search "**I-410 at US 281**".



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 Dec. 9, 2019, and executed by FHWA and TxDOT.

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We will begin this presentation by outlining the limits of the project and giving some background. Then, we will detail the reasons the project is being pursued and its purpose. With that history and context in mind, we will then summarize the proposed improvements on both I-410 and US 281. We will next provide information about environmental and utility considerations as well as project funding and the project schedule. We will close the presentation with a discussion of your options for providing input on the project.

### Project Location

Project Limits

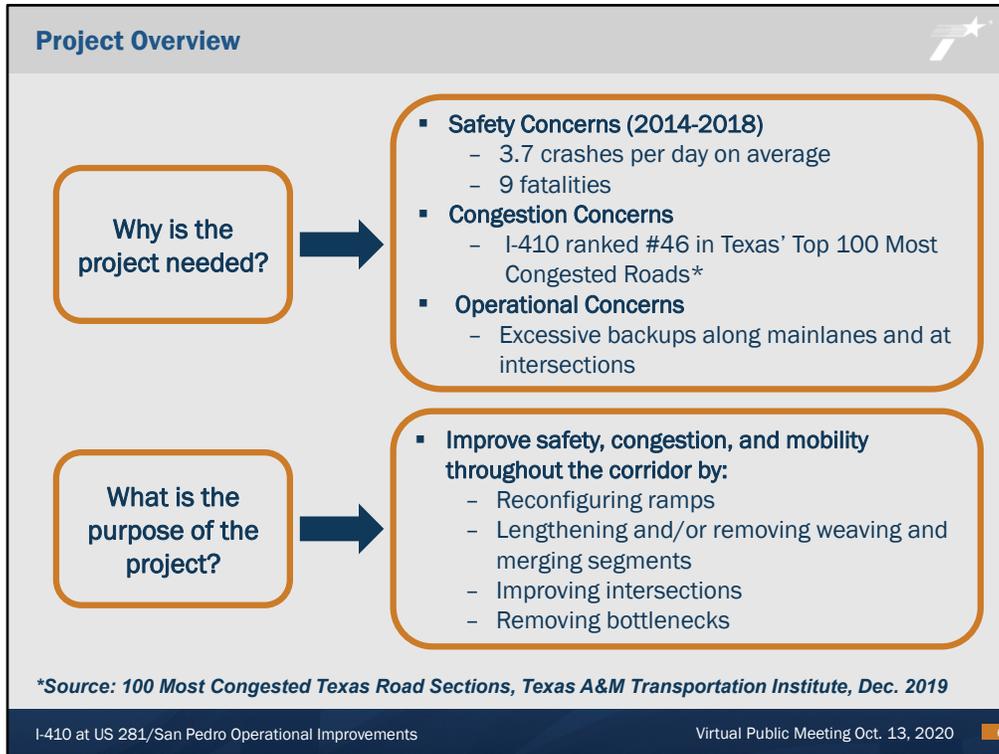
- I-410: West Avenue to Broadway Street
- US 281: I-410 to East Nakoma Drive
- San Pedro at I-410

I-410 at US 281/San Pedro Operational Improvements

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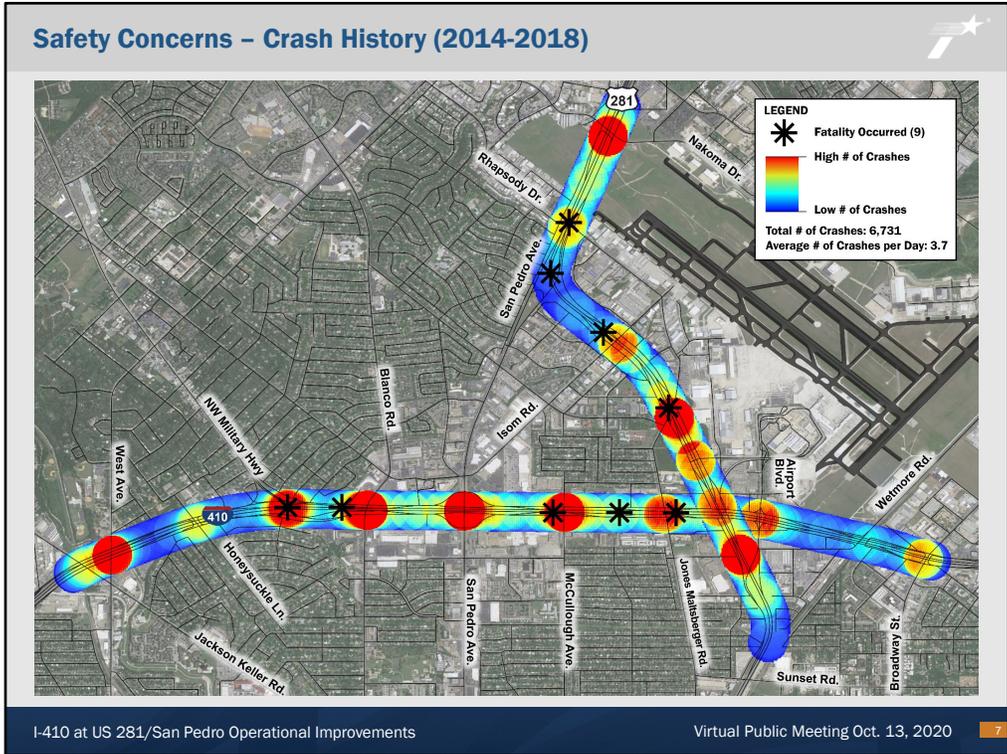
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This project is located in Bexar County, Texas. TxDOT is evaluating a 4.3 mile section of I-410 between West Avenue and Broadway Street and a 2.7 mile section of US Highway 281 between I-410 and East Nakoma Drive. The project also includes proposed improvements to the intersection of San Pedro at I-410. The project area is within both the City of San Antonio and City of Castle Hills and is adjacent to the San Antonio International Airport.

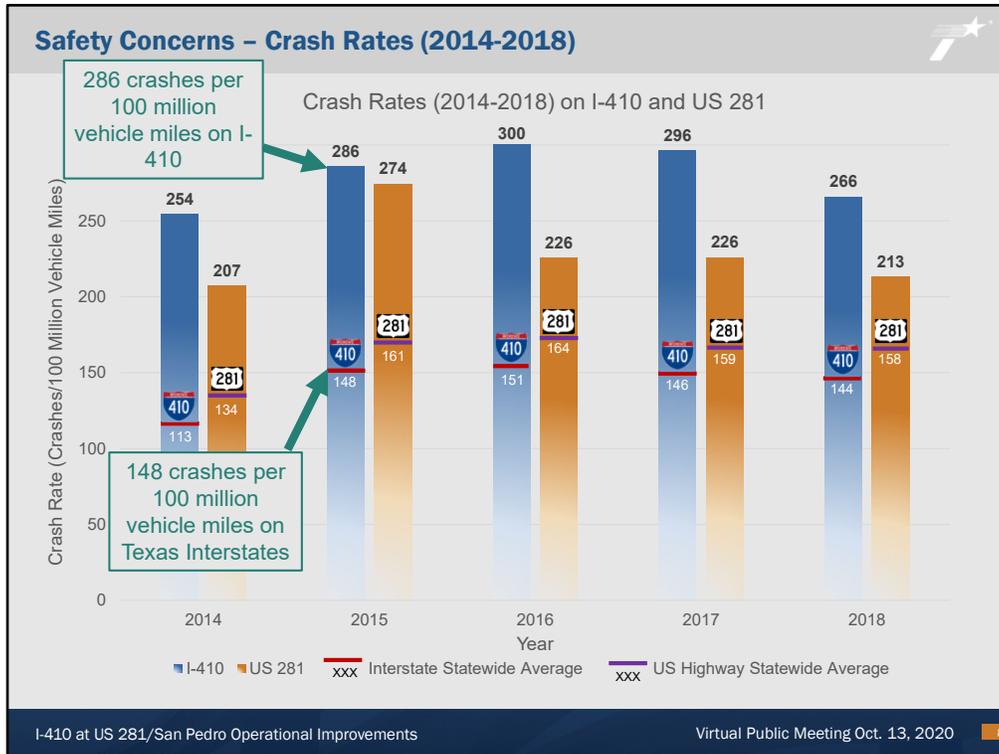


TxDOT has determined this project is needed to address safety, congestion, and operational concerns. An analysis of crashes from 2014 through 2018 found an average of 3.7 crashes occur per day within the project area. During this period, 9 of those crashes resulted in fatalities. The Texas A&M University Transportation Institute ranked the I-410 corridor 46th on its 2019 list of Texas' Top 100 Most Congested Roads. Motorists currently experience excessive queueing, or backups, along mainlanes and at intersections throughout the project area. With continued growth in the region, these conditions are not expected to improve.

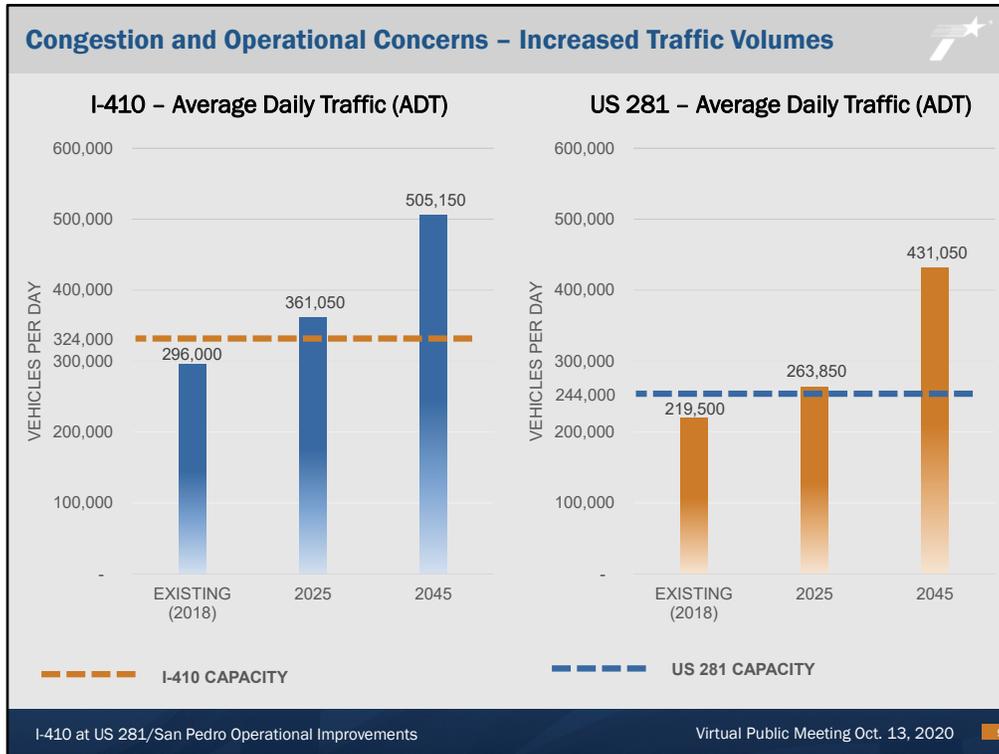
To address these concerns, TxDOT is proposing multiple improvements including removing and constructing ramps, increasing distance between ramps, improving intersections with lane reassignments and additions of turn-lanes, and removing bottlenecks. The most significant of these proposed improvements are discussed in detail in this presentation. All proposed improvements can be viewed in the project schematic available on the project website.



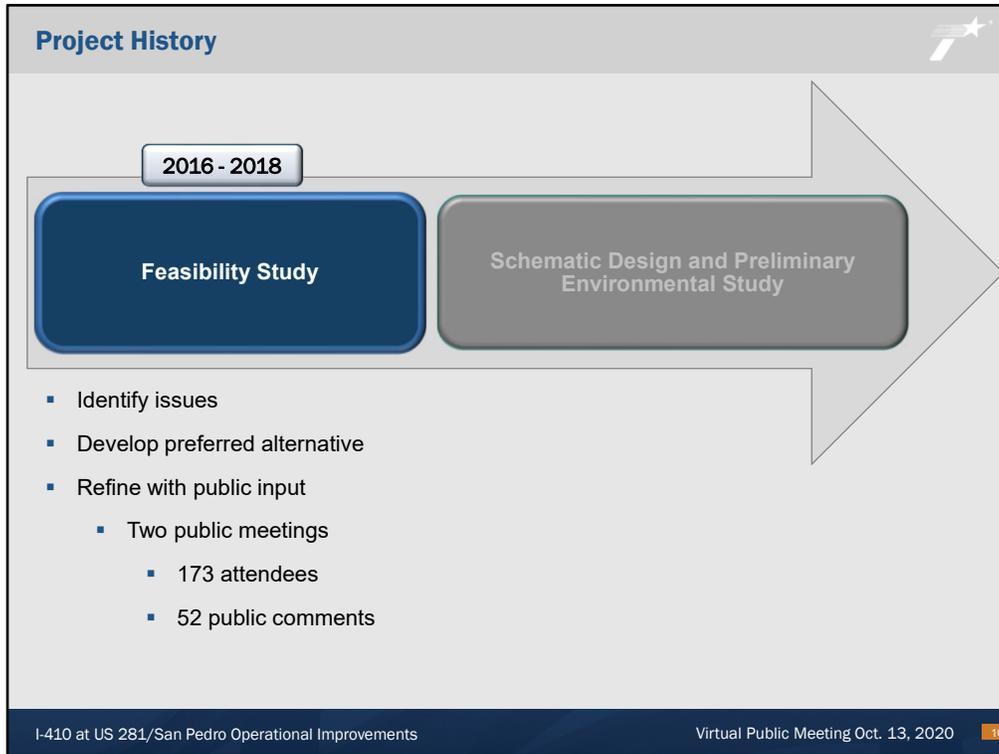
As previously mentioned, safety is a focus area for this project given the average 3.7 crashes per day. This map shows crashes were concentrated around the major intersections along I-410 as well as US 281. The crashes resulting in fatalities, illustrated with asterisks, occurred along both corridors.



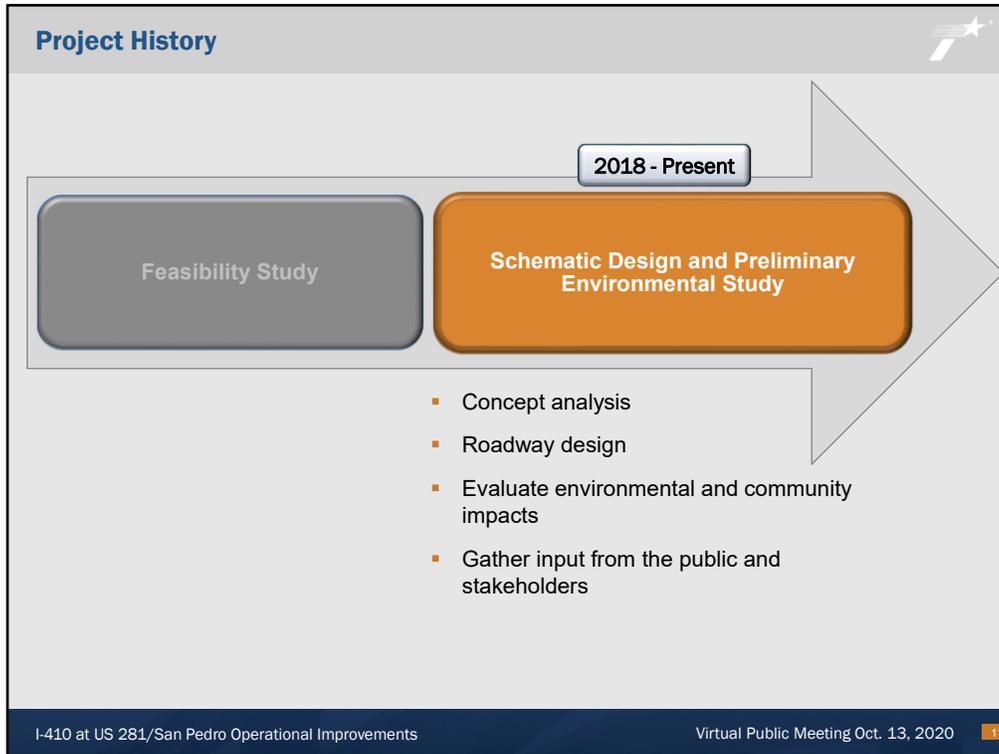
The crash rates on I-410 and US 281 were consistently higher than those on similar roadways. The blue bars on this graph represent I-410 crash rates and the orange bars represent US 281 crash rates for each year from 2014 through 2018. The solid line across the blue and orange bars represents the statewide average of crashes for that type of roadway. For example, [ANIMATION] in 2015 there were an average of 286 crashes per one hundred million vehicle miles driven on this segment of I-410. The average for all interstates in Texas that year [ANIMATION] was much lower at 148 crashes. As we see here, I-410 and US 281 consistently see crashes above the statewide average.



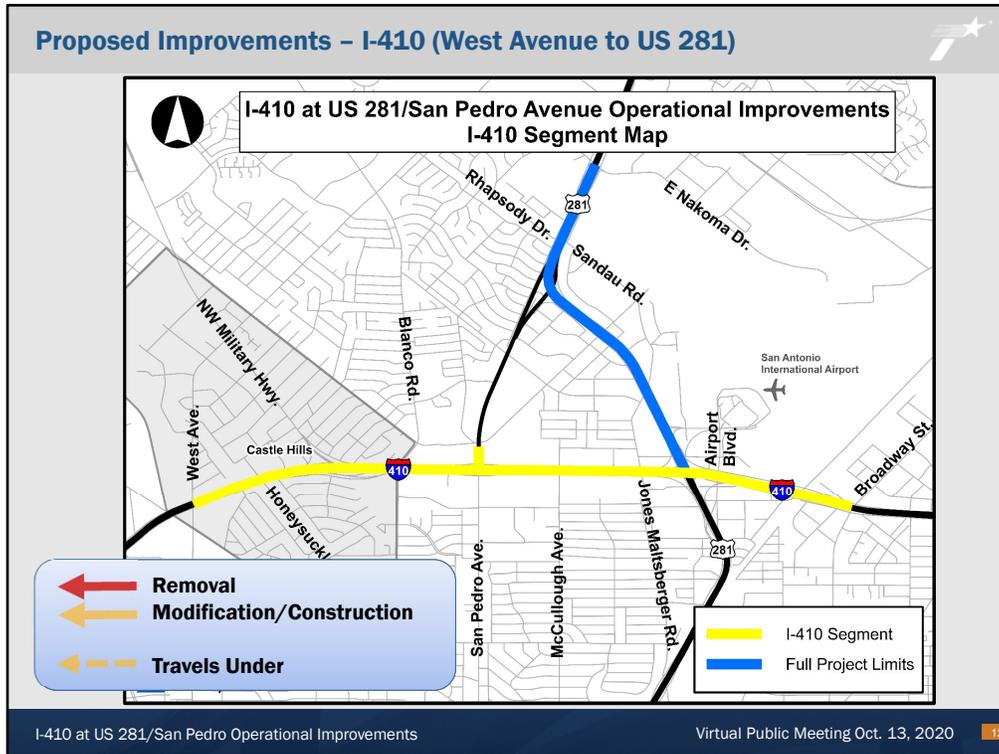
On an average day [ANIMATION], about 296,000 vehicles travel along the I-410 project area, with about 220,000 using US 281. With growth expected to continue in the San Antonio region [ANIMATION], future years will bring even greater traffic demand and, without improvements, will create a greater strain on these corridors. Capacity is the maximum number of vehicles which can use a road. The approximate capacity of I-410 is 324,000 vehicles per day [ANIMATION], whereas we can expect a maximum of about 244,000 vehicles per day on US 281. Currently neither roadway exceeds its daily capacity, but during peak traffic, capacity is regularly exceeded. When this occurs, drivers experience significant delay. As shown on the graph, by 2025, daily traffic volumes on both I-410 and US 281 are projected surpass this limit.



Operational improvements to I-410 and US 281 are not a new initiative. Prior to the current effort, a Feasibility Study [ANIMATION] was initiated in 2016 and was completed in 2018. The objective of this study was to identify issues facing the area and work to develop a preferred alternative. In the case of I-410 and US 281, issues with safety, multimodal options, signal timing, queueing, merging, weaving, and bottlenecks were identified. Throughout the process, the public and community stakeholders are consulted to ensure recommended improvements meet the needs of those affected. 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.



Once the feasibility study was complete, the schematic design and preliminary environmental study began [ANIMATION]. Using recommendations from the feasibility study, a concept analysis was completed which compared multiple designs with considerations for cost, impacts to the surrounding community, and input from stakeholders. With a refined concept the project team then moved into the schematic design and preliminary environmental study. This presentation and other meeting materials summarize that design and the environmental studies completed to date.



In the next few slides, we will walk through the first of these proposed project improvements along I-410 between West Avenue and US 281. Each improvement is summarized in a callout which will appear on the screen. [ANIMATION] Red arrows will indicate a roadway or ramp removal and gold arrows will indicate a roadway or ramp modification or the construction of a new feature. We use a dashed line to indicate when traveling under some other part of the roadway. For example, a dashed line is used when passing beneath a bridge.



Beginning at the western project limit, improvements include ramp changes between West Avenue and Northwest Military Highway. [ANIMATION] As we see represented by callout 1, in the eastbound direction, the existing entrance ramp from West Avenue to I-410 would be removed. [ANIMATION] It would be replaced by an exit ramp from eastbound I-410 to Honeysuckle Lane, shown by callout 2. Traffic currently using the entrance ramp will use the next entrance ramp, near Northwest Military Highway.

In the westbound direction [ANIMATION], the existing exit ramp from westbound I-410 to West Avenue would be removed, shown by number 3. As we see with callout 4 [ANIMATION], a new braided exit ramp from the westbound mainlanes would be constructed further east. Existing traffic would be expected to use this new exit to access Honeysuckle Lane and West Avenue. A braided ramp consists of one ramp being located over another. In this instance, the new ramp will exit to Honeysuckle and will be braided with the proposed entrance ramp from Blanco. [ANIMATION]

**I-410 Proposed Improvements – NW Military Highway Interchange**

**1. Realign southbound to westbound ramp from NW Military Highway to I-410 westbound frontage road**

**2. Reconfigure existing intersection of NW Military Highway and I-410 eastbound frontage road to a "Green T"**

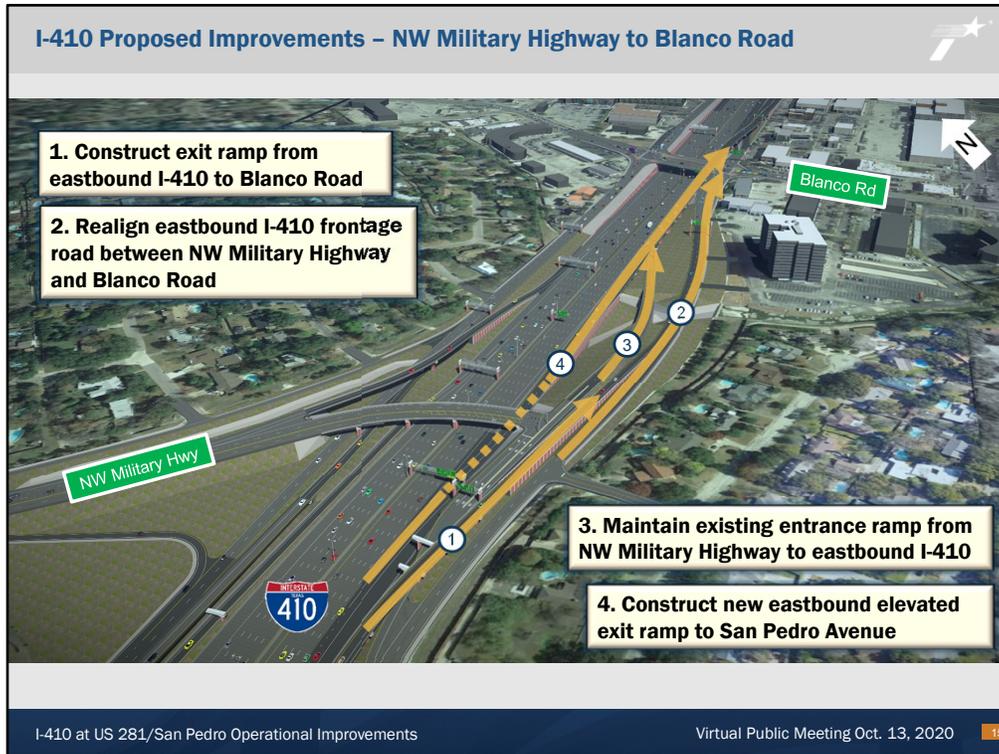
- Provides continuous and unsignalized eastbound through movement
- Maintains signalized eastbound left turn
- Maintains a signalized southbound left turn
- Modified to two phase signal timing

I-410 at US 281/San Pedro Operational Improvements

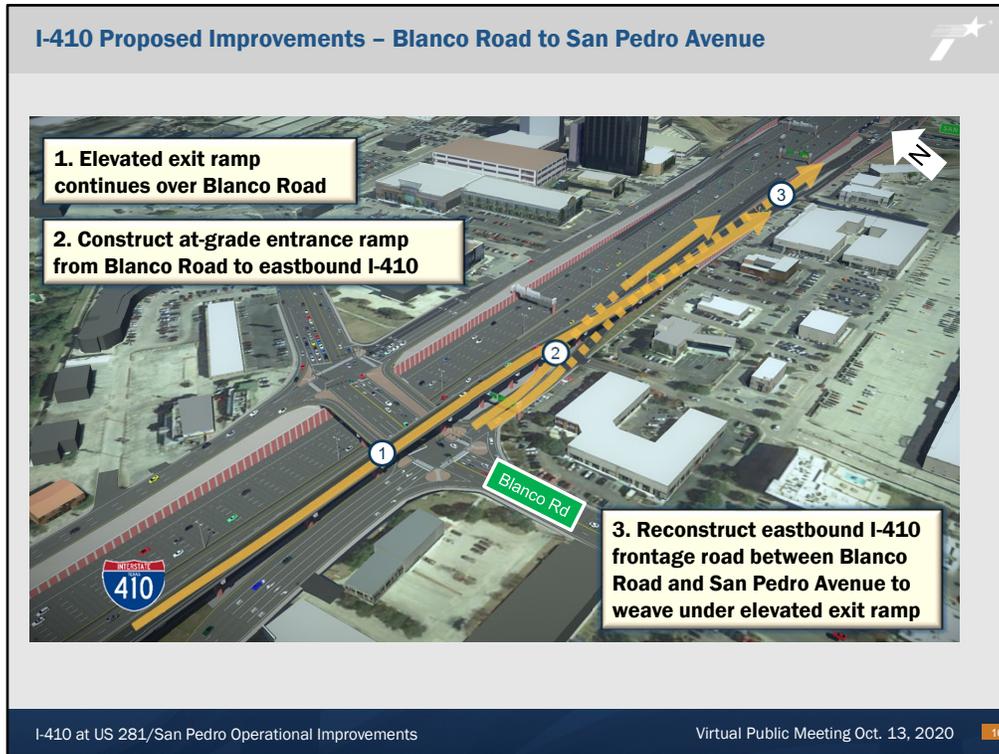
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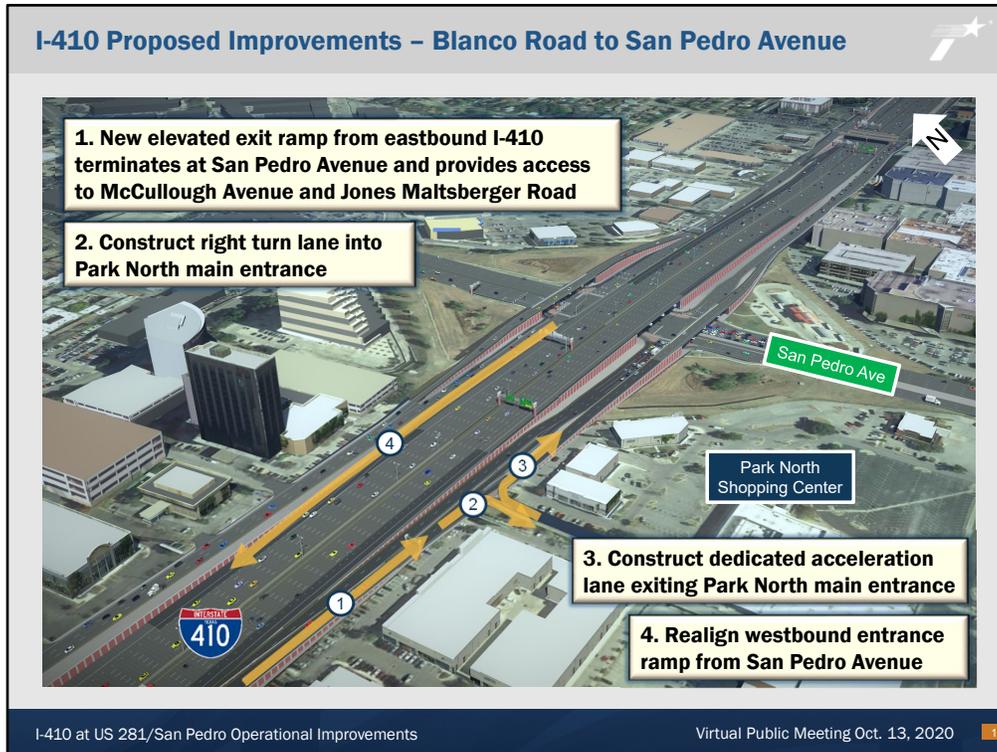
Moving to the east, we arrive at the Northwest Military Highway interchange. As shown by callout 1 [ANIMATION], the southbound to westbound ramp connecting Northwest Military Highway and the westbound I-410 frontage road would be realigned to improve sight distance. Callout 2 [ANIMATION] shows how the existing intersection of Northwest Military and the eastbound frontage road would be reconfigured as a Green T intersection. A Green T intersection permits eastbound through traffic, getting on I-410 or traveling east on the frontage road, to progress without stopping, while the turning movements at the intersection, getting on Northwest Military, will remain signalized. [ANIMATION]



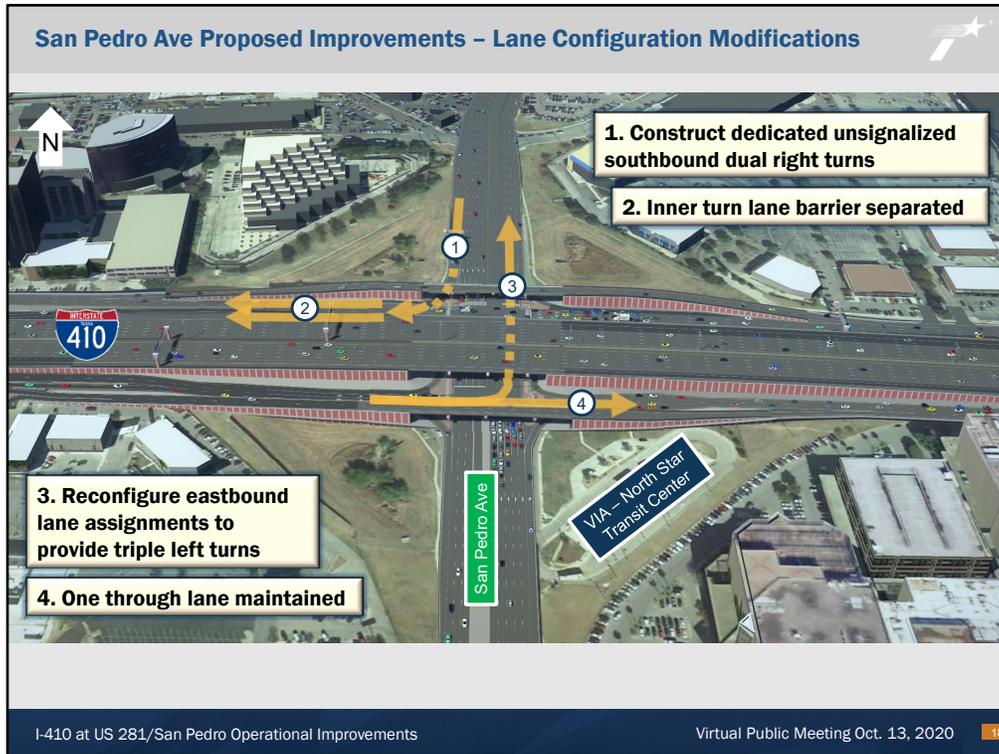
Between Northwest Military and Blanco Road, modifications to eastbound operations are proposed. Callout 1 [ANIMATION] shows a new exit ramp which would be constructed to provide access from eastbound I-410 to Blanco Road. We see in Callout 2 [ANIMATION] that the existing frontage road in this area would be realigned to accommodate the proposed changes without altering access to adjacent streets and businesses. Callout 3 [ANIMATION] highlights that the existing entrance ramp from Northwest Military to the eastbound mainlanes would remain. Callout 4 [ANIMATION] shows a new elevated exit ramp from eastbound I-410 which will travel underneath Northwest Military Highway and over Blanco Road to eventually reach San Pedro Avenue. [ANIMATION]



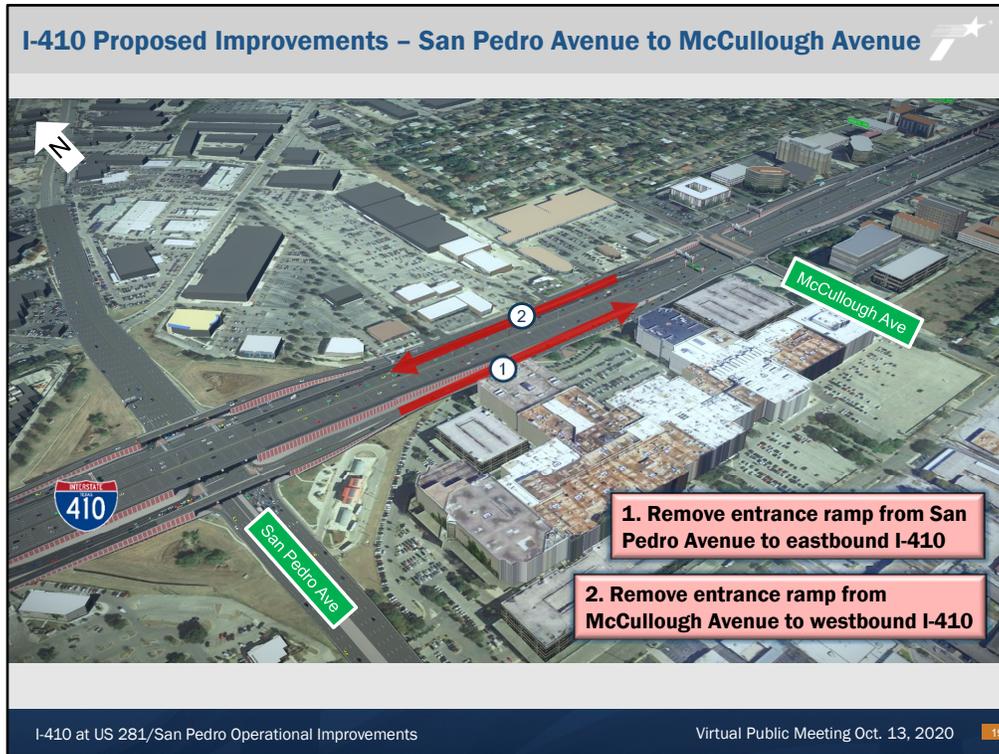
Callout 1 [ANIMATION] follows the elevated eastbound exit ramp from the previous slide as it travels over Blanco Road. Just east of the Blanco Road intersection [ANIMATION], an entrance ramp would be constructed, as shown by Callout 2. This ramp will provide access to the eastbound I-410 mainlanes. Callout 3 [ANIMATION] shows that to accommodate the proposed elevated ramp, the existing frontage road between Blanco Road and San Pedro Avenue would be reconstructed. [ANIMATION]



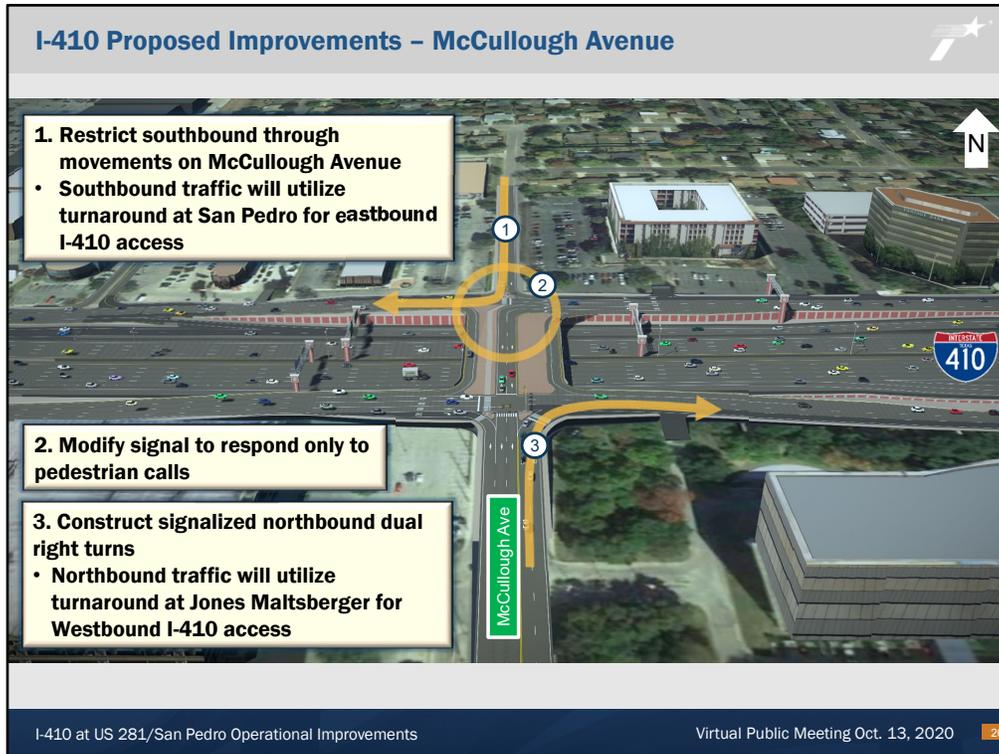
Callout 1 [ANIMATION] shows where the elevated exit ramp discussed on the last slides lands just to the west of San Pedro Avenue. This ramp would also provide access to McCullough Avenue and Jones Maltzberger Road via the existing San Pedro bypass. A new dedicated right turn lane, as indicated by Callout 2 [ANIMATION], would be constructed at the Park North Shopping Center main entrance to allow drivers to slow down before turning into the shopping center. For traffic exiting Park North [ANIMATION], a dedicated acceleration lane, shown by Callout 3, would also be constructed to allow drivers to increase speed before merging with the vehicles on the frontage road. As shown by Callout 4 [ANIMATION], in the westbound direction, the existing entrance ramp from San Pedro Avenue to the 410 mainlanes would be realigned. [ANIMATION]



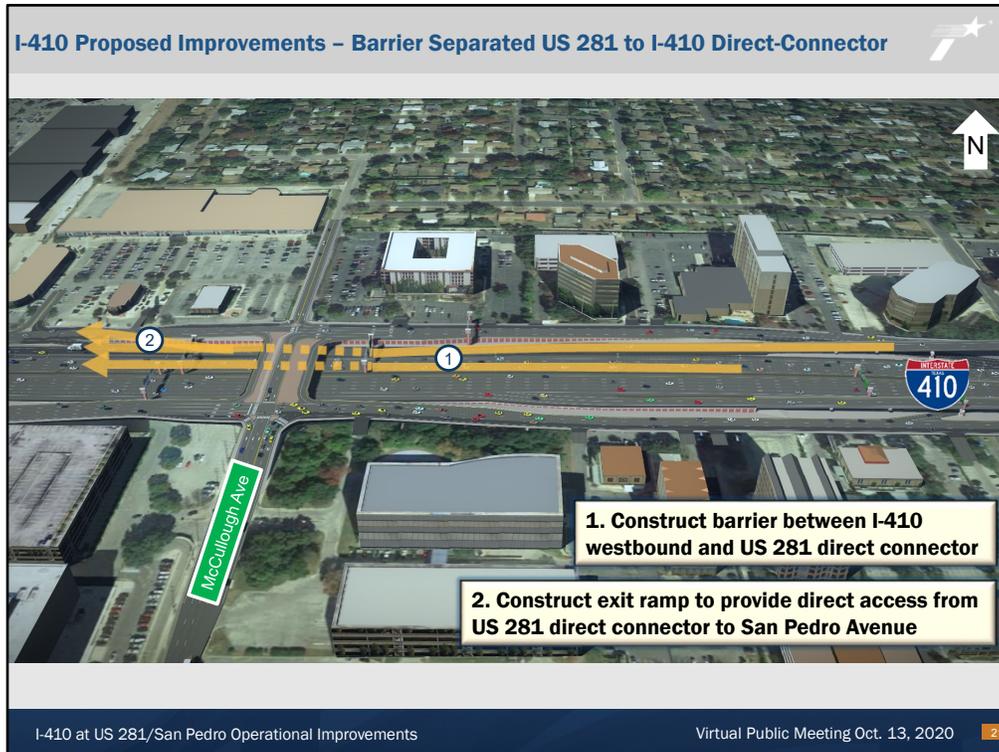
At San Pedro Avenue and I-410, a number of modifications are proposed to enhance safety and operations at intersections. As shown by Callout 1 [ANIMATION], two unsignalized southbound right turns would be constructed. Callout 2 [ANIMATION] shows that the outside lane would be barrier separated which would allow drivers to accelerate without worrying about conflicting traffic. The inside lane would still be able to access the westbound entrance ramp to I-410. Callout 3 [ANIMATION] shows that in the eastbound direction, triple left turn lanes are being proposed to accommodate the heavy left turning traffic. [ANIMATION] One lane is maintained for the existing through movement, as indicated by number 4. [ANIMATION]



To improve operations east of San Pedro Avenue, ramp removals are proposed. Callout 1 [ANIMATION] shows the removal of the eastbound entrance ramp from San Pedro Avenue. Callout 2 [ANIMATION] shows the removal of the westbound entrance ramp from McCullough Avenue. [ANIMATION] The reasoning for these removals and location of new access is discussed in the next couple of slides.



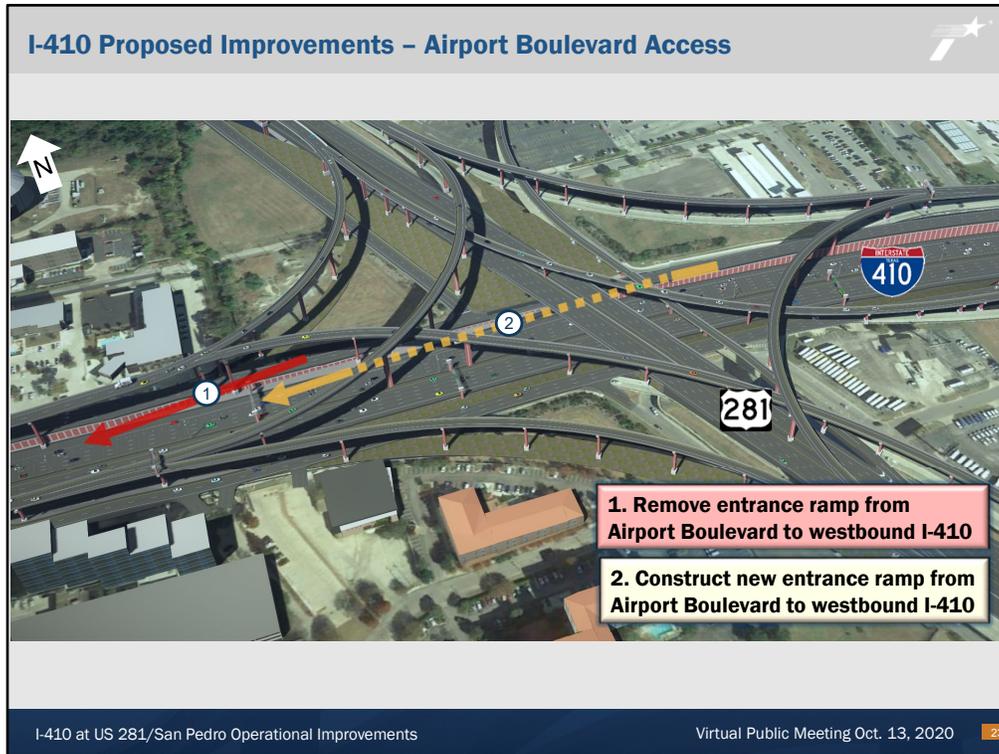
Given the removal and ramping changes in this area, improvements at McCullough Avenue and I-410 are required. As shown by Callout 1 [ ANIMATION] southbound movements from McCullough Avenue across I-410 would be restricted. Southbound traffic would instead travel west and utilize the existing turnaround at San Pedro Avenue and take the frontage road to McCullough south of I-410. As detailed by Callout 2 [ANIMATION], the existing signal at the intersection of McCullough Avenue and the westbound frontage road would be modified to allow free flow, unless there is a pedestrian call. This signal modification would decrease the number of delays experienced on the westbound frontage road. Callout 3 [ANIMATION] shows dual right turns which would be constructed on the northbound McCullough Avenue approach to I-410. [ANIMATION] Similar to the southbound movements, northbound traffic would utilize the existing turnaround at Jones Maltzberger Road for access to the westbound frontage road or McCullough north of the I-410 intersection.



The removal of the ramps east of San Pedro Avenue allows for the next set of proposed improvements. Callout 1 [ANIMATION] shows a barrier which would be constructed to separate the westbound I-410 mainlanes and the director connector from US 281. The barrier would remove the weaving between mainlane traffic and traffic coming from the US 281 direct connector. Related to the barrier modification, a dedicated exit ramp, shown as Callout 2 [ANIMATION] would be constructed to provide direct access from the direct connector to San Pedro Avenue. The outside lane of this ramp would have the option to exit and the inside line would continue to the I-410 mainlanes. [ANIMATION]



Ramp modifications between San Pedro Avenue and the US 281 interchange create the need for widening along the eastbound and westbound frontage roads, [ANIMATION] which are shown by Callouts 1 and 2. Additionally, because of the proposed barrier separation at the US 281 direct connector, [ANIMATION] the existing westbound exit ramp would be widened to include two lanes, as shown by Callout 3. Westbound drivers would use this ramp access McCullough Avenue, San Pedro Avenue, and Blanco Road. [ANIMATION]



The last proposed improvements on I-410 includes changes near Airport Boulevard. Callout 1 [ANIMATION] shows the removal of the existing entrance ramp from Airport Boulevard to the westbound mainlanes. Callout 2 [ANIMATION] shows the construction of a new entrance ramp that would give drivers more time to merge with mainlane traffic. [ANIMATION] Traffic traveling southbound on the US 281 frontage road will no longer be able to access this ramp and would instead use the entrance ramp west of San Pedro Avenue.

## I-410 Proposed Safety Improvements

- Increase weave, merge, and diverge distances
  - Reduces crashes between 10% and 30%
- Barrier separation between San Pedro bypass and entrance ramp
- Improve Safety at San Pedro Avenue
  - Reduce crashes by 10% at southbound approach
  - Reduce crashes by 25% at westbound approach

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Many of the proposed improvements along I-410 are aimed at addressing safety concerns. The benefits of the improvements from a safety perspective include [ANIMATION] removal or lengthening of ramp merges and diverges and lengthening of weaving segments along the mainlanes. These changes are expected to reduce crashes between 10% and 30%. The area around San Pedro is also expected to see significant safety improvement. In addition to the frontage road lane assignment changes at the San Pedro intersection [ANIMATION], barrier separation of the bypass from the westbound entrance ramp and from the frontage road driveways will remove multilane weaving. [ANIMATION] These improvements are anticipated to reduce crashes between 10% and 25%.

### I-410 Travel Time with Proposed Improvements

Mainlane Travel Times – AM Peak Hour

	Existing	No Build 2025	No Build 2045	Build 2025	Build 2045
<b>Westbound</b> (From East of Broadway Street to West of West Avenue)	08:42	18:37	21:57	<b>04:54</b>	<b>06:43</b>
<b>Eastbound</b> (From West of West Avenue to East of Broadway Street)	06:10	07:48	13:13	<b>04:27</b>	<b>04:42</b>

Mainlane Travel Times – PM Peak Hour

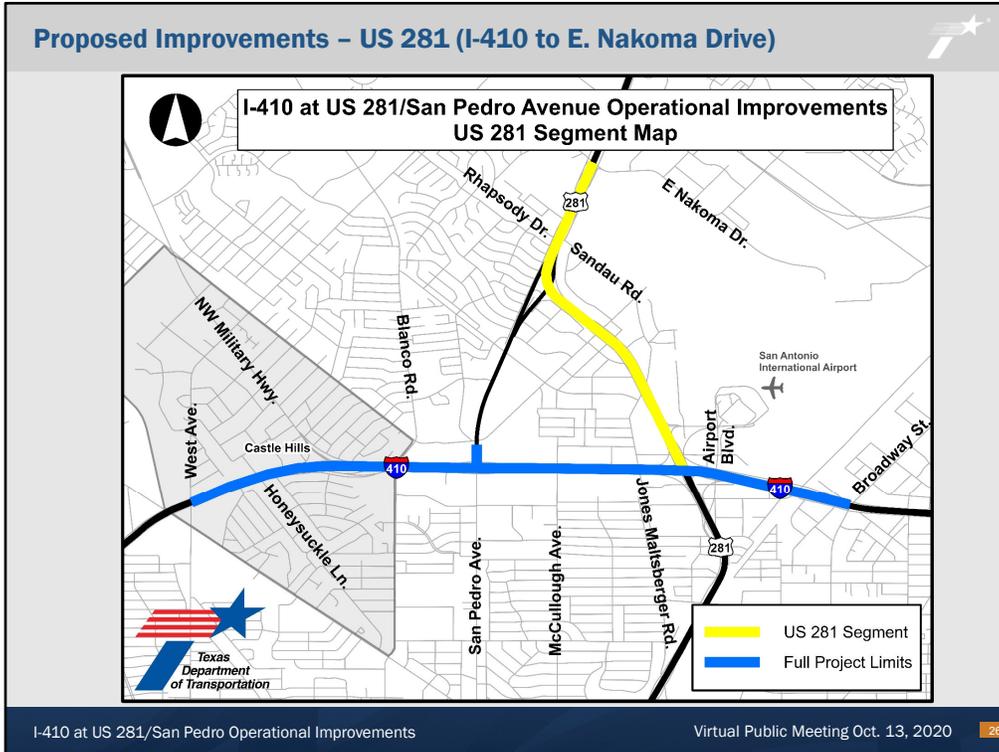
	Existing	No Build 2025	No Build 2045	Build 2025	Build 2045
<b>Westbound</b> (From East of Broadway Street to West of West Avenue)	12:40	16:39	20:31	<b>04:14</b>	<b>07:43</b>
<b>Eastbound</b> (From West of West Avenue to East of Broadway Street)	05:13	07:48	19:43	<b>04:33</b>	<b>07:29</b>

Westbound PM Peak Hour Mainlane Travel Times

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In addition to safety benefits, the proposed operational improvements are expected to improve mainlane travel times. If no improvements are made, the travel time it takes to drive from one end of the project area to the other is expected to only worsen over time, as seen in the “no build” columns of the table. Implementing the proposed improvements would result in the travel times shown in the “build” columns of the table. The travel times under the “build” conditions are considerably lower than the “No Build” condition and are improved from the existing conditions.

For example, currently in the PM peak hour [ANIMATION], it takes an average of 12 minutes and 40 seconds to travel westbound from just east of Broadway Street to just west of West Avenue. If no improvements are made, this same trip is expected to be 4 minute longer by 2025 and about 8 minutes longer by 2045. With the proposed improvements implemented, this trip is expected to take a little more than 4 minutes in 2025 and a little less than 8 minutes in 2045.



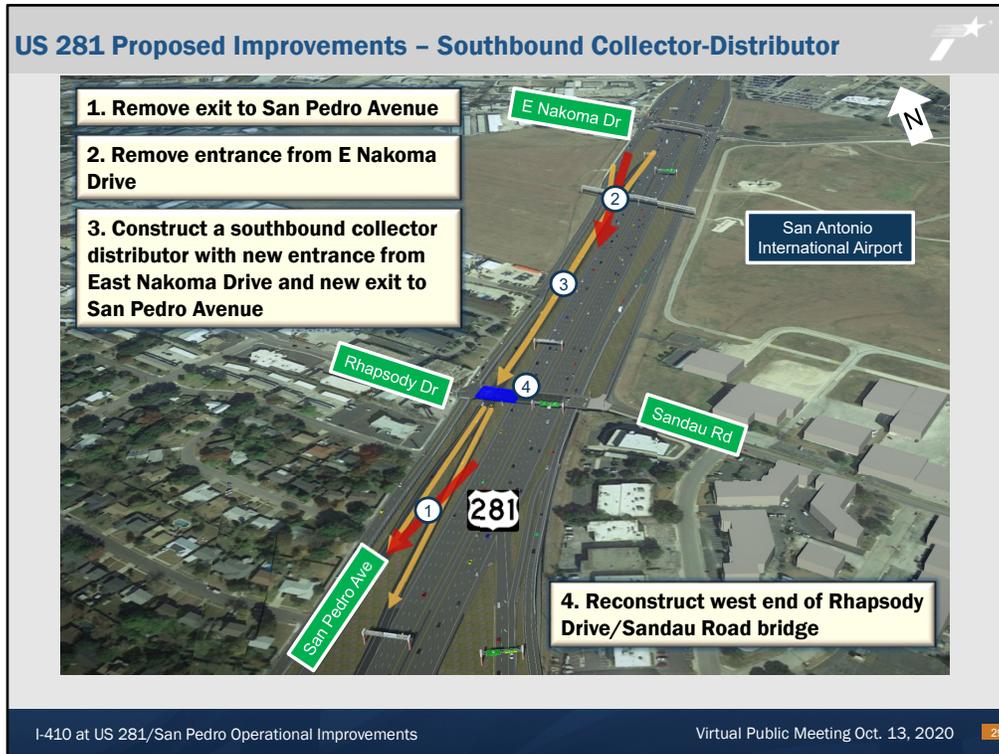
In addition to the proposed improvements for I-410, TxDOT is also considering proposed improvements along US Highway 281 between I-410 and East Nakoma Drive.



Improvements along US 281 [ANIMATION] begin with the removal of the northbound entrance ramp from Jones Maltzberger Road, as indicated by Callout 1. This traffic would be rerouted to use the existing entrance ramp north of Isom Road. The removal of the Jones Maltzberger entrance ramp [ANIMATION] would allow restriping to occur on the US 281 mainlanes, as shown by Callout 2. This restriping would create a continuous auxiliary lane between the direct connector from I-410 and the exit ramp to East Nakoma Drive. [ANIMATION] Auxiliary lanes are constructed to provide drivers space to accelerate to enter the highway or decelerate to exit. By extending this lane, we are able to give drivers more time to merge with mainlane traffic or simply exit to East Nakoma Drive.



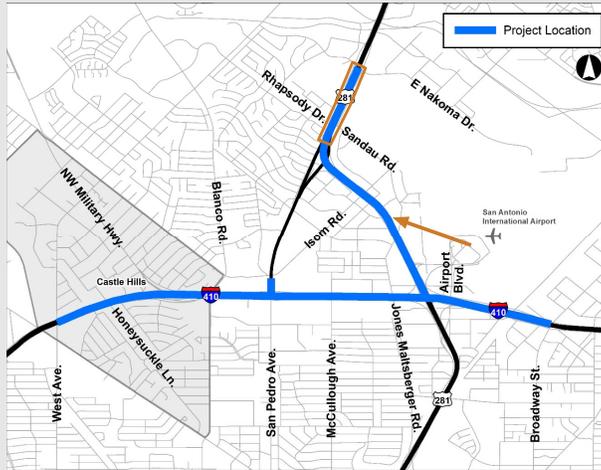
Moving further north, the next proposed improvement, shown by Callout 1 [ANIMATION], is the construction of a southbound auxiliary lane between a new southbound entrance ramp to US 281 from Nakoma Drive and the existing southbound exit to Isom Road. This removes the merge and diverge segments from these ramps.



The new entrance ramp onto US 281 from East Nakoma Drive is part of a new collector distributor system which is proposed between East Nakoma Drive and San Pedro Avenue. A collector distributor moves weaving maneuvers off the mainlanes, improving both safety and operations. To build this system [ANIMATION], the existing southbound exit to San Pedro Avenue would be removed, as shown by Callout 1. Also, as seen with Callout 2 [ANIMATION], the southbound entrance from East Nakoma Drive will be removed. Callout 3 [ANIMATION] shows the result collector-distributor system. It will replace the existing entrance from East Nakoma Dive and exit to San Pedro Avenue. To accommodate the new collector distributor [ANIMATION], the west end of the existing Rhapsody Drive and Sandau Road bridge will be reconstructed, as highlighted by Callout 4. [ANIMATION]

## US 281 Proposed Safety Improvements

- Removal of entrance from Jones Maltzberger
  - Reduces frontage road weave
  - Removes mainlane weave, reducing crashes by 40%
- Remove weave from mainlanes between E. Nakoma Drive and San Pedro Avenue and relocate to the collector-distributor



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As previously presented, the proposed US 281 improvements at Jones Maltzberger Road [ANIMATION], as well as improvements between East Nakoma Drive and San Pedro Avenue, reduce weaving maneuvers along US 281, which will improve safety along the corridor. The removal of the Jones Maltzberger Road entrance ramp [ANIMATION] would be expected to reduce crashes by 40% in that area.

**Environmental Overview** 

**Environmental Studies**

- Archaeological Resources
- Biological Resources
- Texas Parks and Wildlife Department Coordination
- Community Impacts Assessment
- Hazardous Materials Initial Site Assessment
- Historic Resources and Section 4(f)
- Traffic Noise
- Water Resources U.S. Fish and Wildlife Service Informal Consultation for Karst Invertebrates (completed July 16, 2020)
- **Environmental review is ongoing and part of the current effort**

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As part of the current effort on this project, environmental reviews are underway to evaluate how proposed improvements may impact archeological resources, biological resources, Texas Parks and Wildlife coordination, the surrounding community, hazardous materials sites, historic resources and section 4f, traffic noise, water resources, and karst invertebrates.

One property along the project area is of historic age; however, additional research and information is required to determine if the property qualifies as a historic resource. Should the property qualify, a Section 4(f) evaluation would be made to determine the effects of the project on that property.

Lastly, an informal consultation was performed with US Fish and Wildlife Service for potential impacts to federally listed karst invertebrates. This coordination was completed on July 16<sup>th</sup> of 2020. It was determined that the project may affect, but not likely to adversely affect federally listed karst invertebrates.

## ROW Overview



### Right of Way (ROW)

- Proposed acquisition of ROW is needed for:
  - Widenings along the eastbound and westbound frontage roads
  - Intersection widening at I-410 westbound frontage road to Blanco Road
  - Deceleration lane into Chick-Fil-A (near McCullough on westbound frontage)
  - Dual northbound right turns at McCullough Avenue
  - Parking impacted in ~20% of affected parcels
- **No residential or commercial business displacements are anticipated**

To implement some of proposed improvements along I-410 and US 281, minimal right of way will have to be acquired. This includes acquisitions for widenings along the eastbound and westbound frontage roads, intersection widening at the I-410 westbound frontage road and Blanco Road, a newly constructed deceleration lane along the westbound frontage for the Chick-Fil-A near McCullough avenue, the new northbound right turns at McCullough Avenue. As part of the proposed right of way acquisitions, parking will be impacted in only about 20% of the affected parcels. The current design does not result in the displacement of any residential or commercial businesses.

**Utilities Overview** 

**Relocation of Utilities**

- Water
- Wastewater
- Telecommunications
- Gas lines
- Overhead and underground electric

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To implement the proposed improvements, some utilities along the two corridors would be relocated. Coordination is ongoing with the appropriate agencies and companies to complete this work with minimal interruption for customers. Impacted utilities include water, wastewater, telecommunications, gas, and overhead and underground electric.



## Federally and State Funded

Estimated Construction Cost:

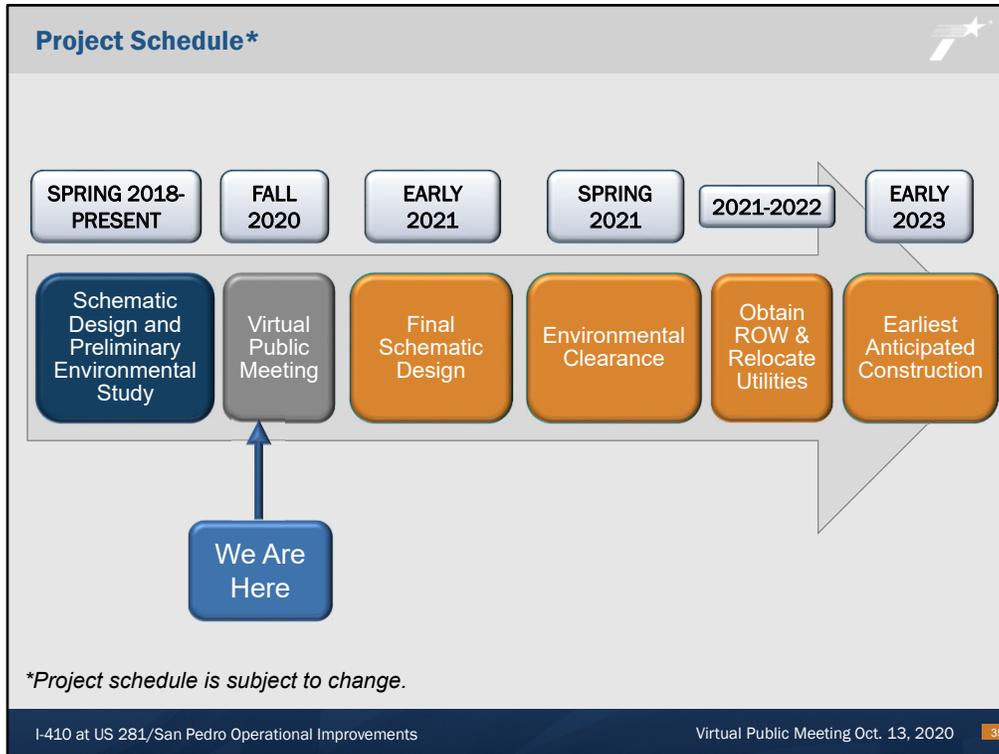
I-410/San Pedro: \$54 Million

US 281: \$13 Million

**Total: \$67 Million**

Project Fully Funded

The estimated construction cost for the I-410 and San Pedro Avenue portions of the project is \$54 million dollars. Another \$13 million dollars is estimated for the US 281 portion, for a total of \$67 million dollars in total construction costs. With these estimated costs, the project is fully funded.



With the schematic design and preliminary environmental studies complete, we have arrived at the current virtual public meeting. Following this meeting, all comments will be considered for potential design revisions. This upcoming winter, the final design is anticipated to be completed, with the environmental clearance anticipated to be approved in the spring of 2021. Once the concept design is approved and environmentally cleared, TxDOT will obtain the necessary right of way and coordinate with the appropriate agencies and companies to relocate utilities. This work will continue into 2022. Finally, construction is projected to begin in early 2023.

**Share Your Input** 

Online: [www.txdot.gov](http://www.txdot.gov), keyword search "I-410 at US 281"

Email: 410US281@emailatg.com

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

**Comments must be received or postmarked by Oct. 28, 2020 to be included in the official meeting documentation.**

For more information or questions at any time during the project development process, please contact TxDOT Project Manager, Fernando Flores, P.E. at (210)615-5869 or email at [Fernando.Flores@txdot.gov](mailto:Fernando.Flores@txdot.gov)

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Your feedback and comments are an important part of TxDOT's planning process. Feel free to provide comments on the materials you have seen today. Comments can be submitted by clicking on the "submit a comment" button on the virtual public meeting site or through the project meeting notice page on [www.txdot.gov](http://www.txdot.gov), keyword search "**I-410 at US 281**". Comments must be received via email or mailed and postmarked by Oct. 28, 2020, to be included in the Virtual Public Meeting Summary Report.

You can submit written comments in the following ways:

- by email to [410US281@emailatg.com](mailto:410US281@emailatg.com)
- by mail to ATG - TxDOT 410/281/San Pedro. 1777 NE Loop 410, Suite 600, San Antonio, Texas 78217
- Online by visiting [www.TxDOT.gov](http://www.TxDOT.gov) and searching in the upper right-hand search box for "**I-410 at US 281**".

All meeting materials can be found on the meeting notice page.

Thank You 



**Texas  
Department  
of Transportation**

Thank you for participating in this virtual public meeting

Please remember to submit comments by Oct. 28, 2020

I-410 at US 281/San Pedro Operational Improvements Virtual Public Meeting Oct. 13, 2020 

Thank you for participating in this virtual public meeting. Please remember to submit comments by Oct. 28, 2020.