

# I-10 FROM LOOP 1604 TO SH 130

PUBLIC HEARING



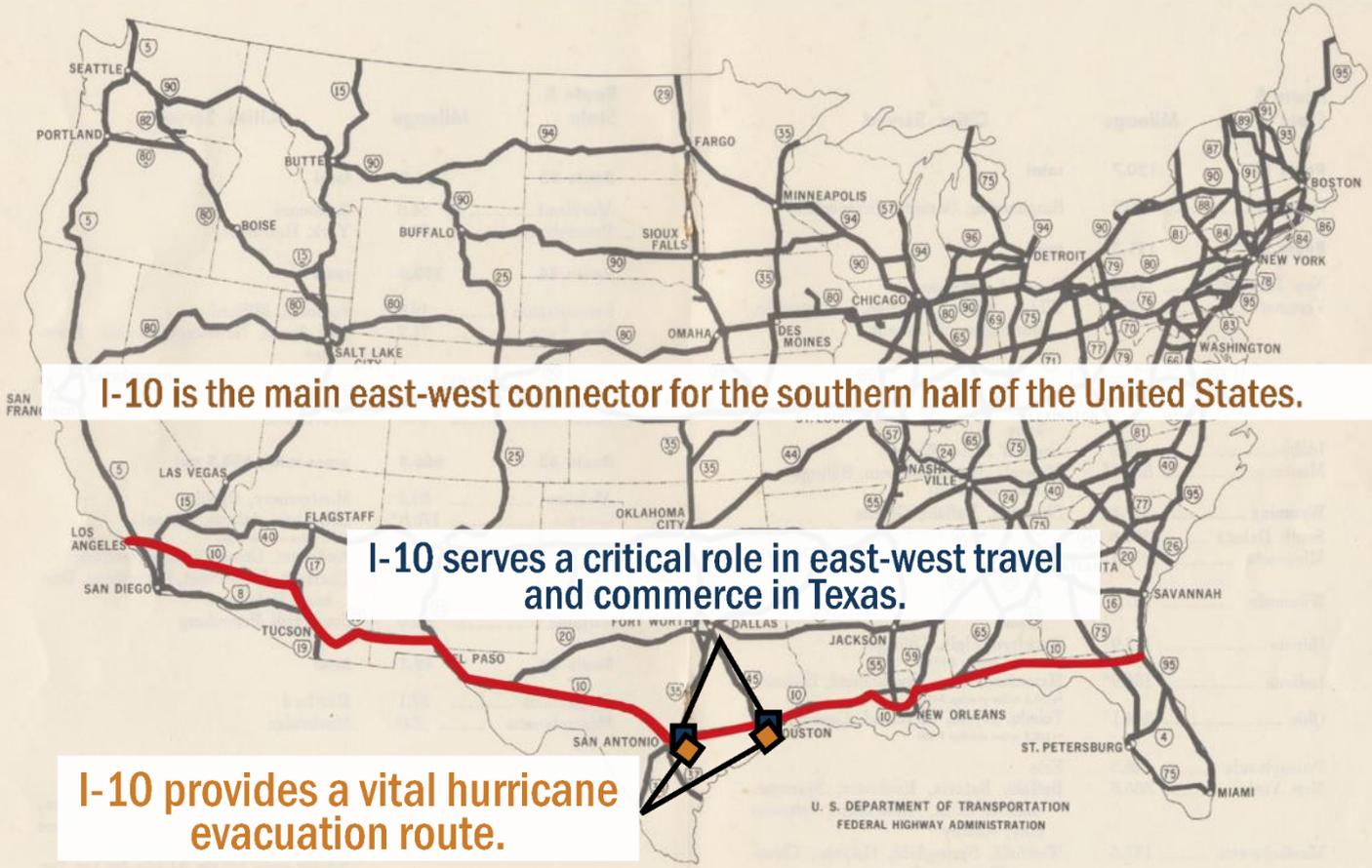
## ■ Purpose of the Public Hearing:

To solicit feedback from the community regarding proposed improvements

## ■ Public Hearing Procedures and Protocols:

- Sign up to speak at the registration table
- Provide your name and organization (if applicable)
- Limit comments to three minutes
- To ensure the court reporter correctly documents your comments, please address comments to TxDOT and the court reporter, not the audience

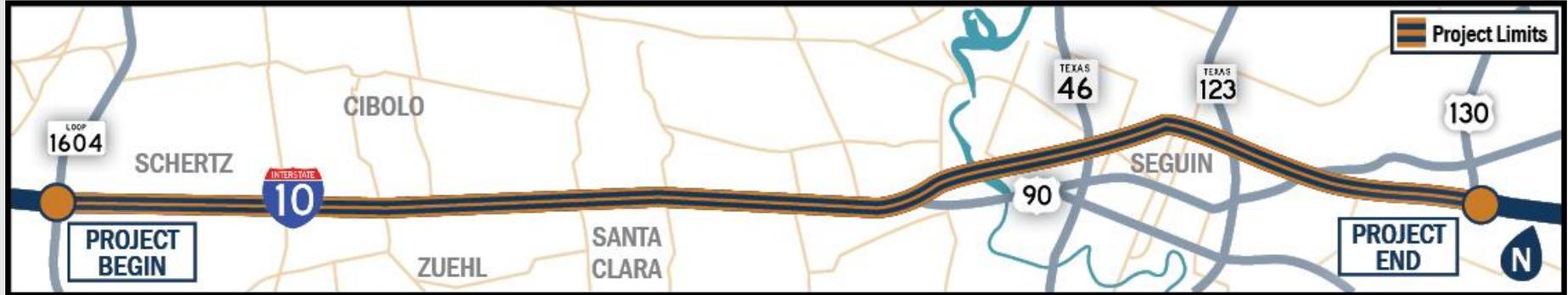
# I-10 Corridor Overview



# Project Location

## Proposed Project

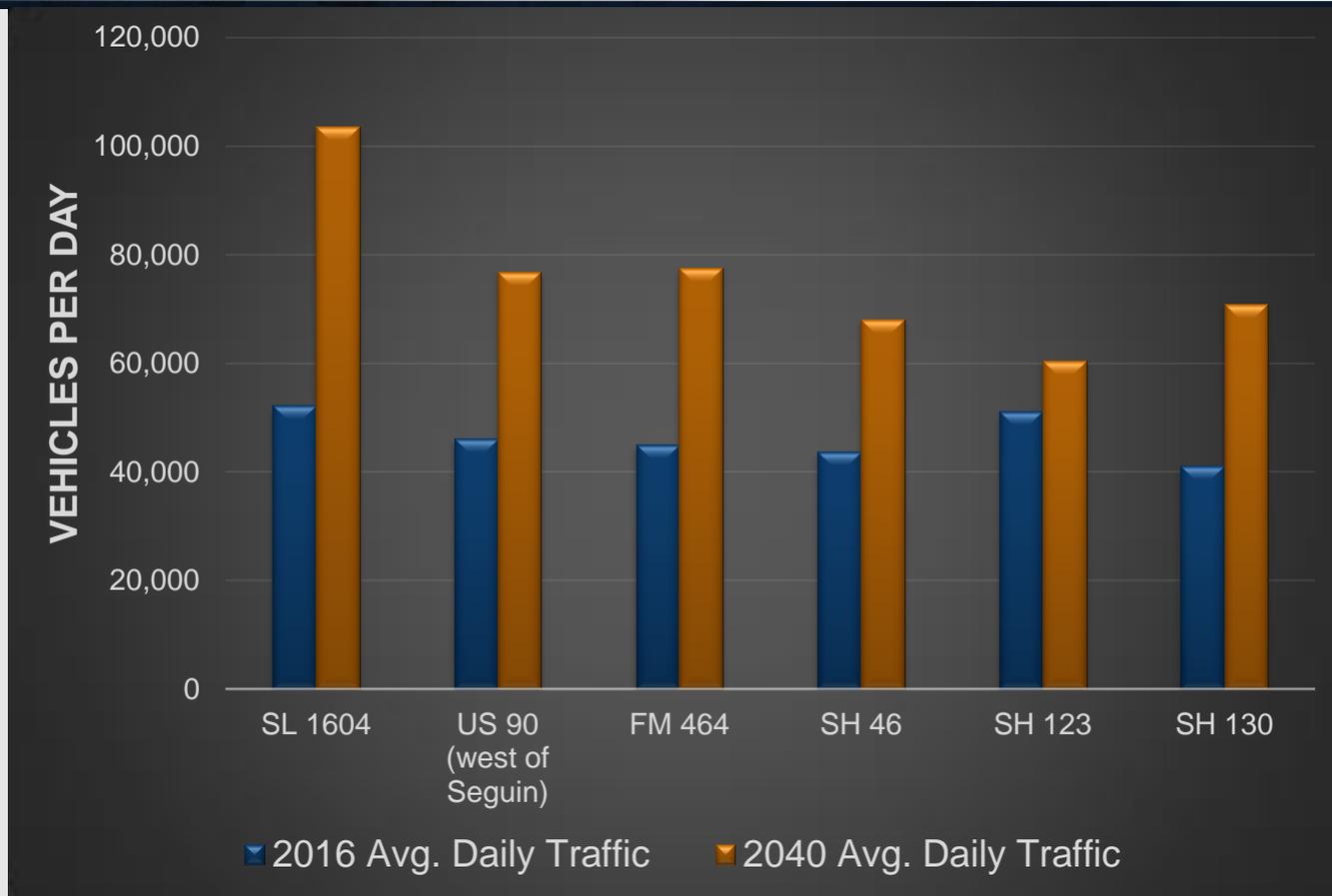
- Approximately 27 miles long
- Project begins at Loop 1604 (San Antonio)
- Project ends at SH 130 (Seguin)



## Why is the Project Needed?

- Address Congestion
  - Traffic along I-10 is projected to increase approximately 40% by the year 2040
- Facilitate Freight Movement
  - The percentage of trucks continues to increase
  - Bridge clearances do not meet today's design standards for trucks
- Improve Operations
  - Existing I-10/SH 46 intersection will not meet projected traffic demand
  - Ramps back up onto mainlanes in some locations
  - Existing interchanges lack turnarounds and will not meet projected traffic demand
  - Existing two-way frontage roads do not meet current design standards

# Project Overview - Projected Growth in Traffic on I-10 at Key Interchanges



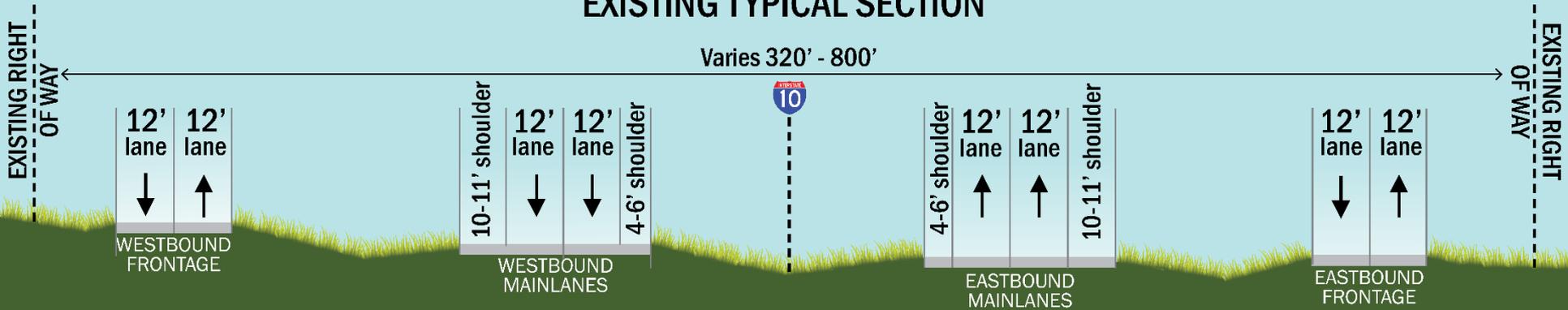
## What are the Proposed Improvements?

- Adding one mainlane in each direction
- Adding I-10 direct connector lanes between I-10 and SH 46
- Converting frontage roads from two-way to one-way operation
- Changing the location of numerous entrance/exit ramps
- Reconstructing several overpasses/underpasses to increase bridge clearances
- Adding turnarounds at some intersections
- Adding new frontage roads in some areas where none exist

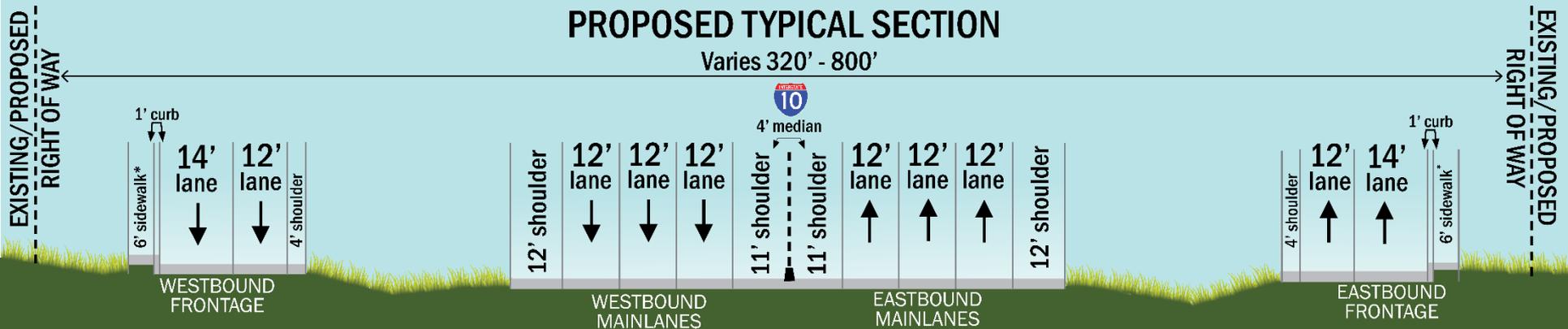


# Project Overview – Typical Sections

## EXISTING TYPICAL SECTION



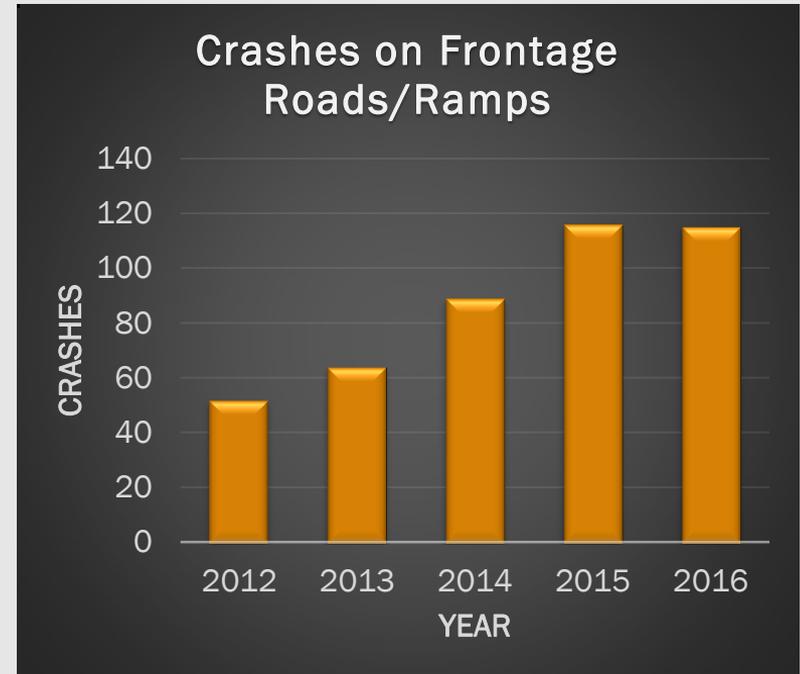
## PROPOSED TYPICAL SECTION



\* 6' sidewalks would be added primarily in the developed areas, while still accommodating future sidewalks in the more rural areas.

# Crash History

- Crashes along the I-10 frontage roads/ramps within the project area have doubled between 2012 and 2016
- 34% of crashes in the study area occurred on the frontage roads/ramps



Source: TxDOT Crash reports January 1, 2012 through September 5, 2016

# Frontage Road Conversion – Safety Improvements

- A study by the Texas A&M Transportation Institute showed that one-way frontage roads improved 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 et.al. Texas Transportation Institute, 2011

# Frontage Road Conversion – Traffic Congestion and Delay Improvements

- Another study found that 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 frontage roads, but not on two-way frontage roads



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

## Environmental Studies

- Archeological Resources
- Biological Resources
- Community Impacts Assessment
- Hazardous Materials Initial Site Assessment
- Historic Resources
- Traffic Noise
- Water Resources

Environmental reports are available tonight for public review.

## Environmental Summary

- Right of Way
  - Proposed: 14.19 acres
  - Temporary Construction Easements: 1.78 acres
- No displacements of residential or commercial properties would occur
- No noise abatement is proposed
- Wetlands and Other Waters of the U.S.
  - Potential impacts to waters of the U.S. would primarily occur from the replacement of bridges and extension of culverts in the project area

## Environmental Summary Continued

- Historic Resources
  - Consultation under Section 106 is ongoing.
  - The project would require 0.006 acres of right of way from a historic property determined to be eligible for the National Register of Historic Places (NRHP).
  - TxDOT is pursuing a *de minimis* impact determination. TxDOT will consider comments received during the public hearing before making a final Section 4(f) determination.
- The public boat ramp under the bridge at the Guadalupe River would remain, although temporary closures would occur during construction.

# Project Timeline



\* Date subject to change.

- I-10 from Loop 1604 to SH 130
  - Construction Cost: Approximately \$1.2 B
  - Funding Available: Approximately \$354 M
    - Graytown Road to Bexar/Guadalupe County Line = \$154 M
    - US 90A to SH 130 = \$200 M

# Public Hearing Format - Public Comment Opportunities

## Public Hearing

- Present verbal comments during the hearing
- Give a verbal comment to the court reporter tonight
- Leave a comment form in the comment box



## Mail

Michael Baker International  
ATTN: I-10 from Loop 1604 to SH 130  
17721 Rogers Ranch Parkway, #250  
San Antonio, TX 78258

## Email

Erin.Graham@mbakerintl.com

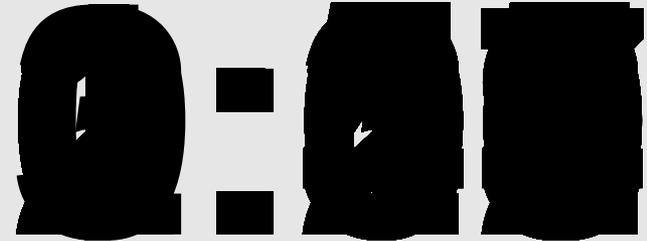
- \* For more information visit [txdot.gov](http://txdot.gov) and search “I-10 from Loop 1604”.

Comments must be postmarked or received by **February, 15, 2019** to be a part of the official hearing record



# Verbal Comments

- Submit Speaker Registration Card
- Limited to 3 minutes
- Use microphone and face court reporter
- State your name and whom you represent (if applicable)
- Unused time may not be given to another speaker



**We greatly appreciate your  
attendance and participation.**

**Deadline for comments:  
February 15, 2019**