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.
Meeting Format

Purpose of the Open House

To solicit feedback from the community regarding proposed improvements

Format

Citizens may come and go at their convenience, and staff will be available to answer questions.
Commenting Options

1. Fill out a comment card at the comment table.
2. Verbally give your comments to the court reporter tonight.
3. Email comments to: I-35Comal@pozcam.com
4. Mail comments to:

Richard De La Cruz, P.E., TxDOT Project Manager
4615 NW Loop 410
San Antonio, Texas 78229-5126

Deadline For Comments: Thursday, November 30, 2017
Project Descriptions

I-35 Comal County Operational Improvements

Southern Project Limits:
From FM 1103 to the Guadalupe River

Northern Project Limits:
From the Guadalupe River to the Comal/Hays County Line
Project Goals

- Reduce Congestion
- Improve Mobility
- Provide System Connectivity
- Improve Safety
Project Description - Southern Project

**Limits**

- From FM 1103
- To the Guadalupe River

**Operational Improvements**

- Schwab Road
- Engel Road
- Solms Road
- Loop 337/Rueckle Road

- Schmidt Avenue/Business 35
- Walnut Avenue
- FM 725 (Seguin Avenue)

**Length**

- 9.25 miles

**Additional Improvements**

- Business 35 intersections with Spur Street/Hidalgo Avenue and FM 725
# Project Description - Northern Project

## Limits
- From the Guadalupe River
- To the Comal/Hays County Line

## Length
- 9.5 miles

## Operational Improvements
- SH 46/Loop 337
- Business 35
- FM 306/Creekside Crossing
- Kohlenberg Rd/Conrads Ln
- Watson Ln
- FM 1102/York Creek Rd

## Intersection Addition
- One new-location, grade-separated turnaround

## Frontage Roads
- 2-Way → 1-Way Conversion
Priority Project Elements

Southern Project Priorities

- FM 1103 ramp reversal improvements
- FM 725 (Seguin Avenue) intersection improvements

Northern Project Priorities

- FM 306 Intersection Improvements with Partial Displaced Left Turn
- Replace grade-separation at Kohlenberg Rd/Conrads Ln
- Frontage Road conversion with ramps and new location turnaround
Typical Sections – Southern Project

Existing

FM 1103/Hubertus Road to LP 337/Rueckle Road
6 Main Lanes and One-Way Frontage Roads

Proposed

FM 1103/Hubertus Road to LP 337/Rueckle Road
6 Main Lanes and One-Way Frontage Roads

I-35 Comal County Operational Improvements – Open House
Typical Sections – Southern Project

Existing
LP 337/Rueckle Road to Guadalupe River
8 Main Lanes and One-Way Frontage Roads

Proposed
LP 337/Rueckle Road to Guadalupe River
8 Main Lanes and One-Way Frontage Roads
Typical Sections – Northern Project

Existing

- Guadalupe River to Kohlenberg Rd/Conrads Ln
  - 6 Main Lanes and One-Way Frontage Roads
  - Sidewalk (Locations Vary)
  - Shared Use Outer Lane for Bicycles
  - Add Auxiliary Lanes At Ramps
  - Outside Lane is dropped between BS 35 & FM 306

Proposed

- Guadalupe River to Kohlenberg Rd/Conrads Ln
  - 6 Main Lanes and One-Way Frontage Roads
  - Sidewalk (Locations Vary)
  - Shared Use Outer Lane for Bicycles
  - Add Auxiliary Lanes At Ramps
  - Outside Lane is dropped between BS 35 & FM 306
Typical Sections – Northern Project

Existing

Kohlenberg Rd/Conrads Ln to Comal/Hays County Line
6 Main Lanes, Two-Way Frontage Roads from Kohlenberg Rd. to York Creek Rd./FM 1102

Proposed

Kohlenberg Rd/Conrads Ln to Comal/Hays County Line
6 Main Lanes and One-Way Frontage Roads
What is a Partial DLT?

- Left turns cross opposing through movement upstream of intersection.
- Right turn movements are moved outside the intersection.

Partial DLT Benefits

- FM 306 Left-turns and Through movements run concurrently
- Simplified traffic operations
- Improves safety

Partial DLT Disadvantages

- Greater access control along roadway (along DLT, limited left-turn movements from driveways)
- Learning curve for motorists
What is a roundabout?
- Circular intersection with counterclockwise traffic flow
- Vehicles yield at entry... vehicles already circulating do not stop

Roundabout Benefits
- Safer than signalized intersections
  - Reduces all crashes by ~35%
  - Reduces severe crashes by ~80%
  - Fewer conflict points for all users
- Reduces delay

What about large trucks?
- Truck aprons and flared striping provide for truck off-tracking
Intersection Improvements - Southern Project

Schwab Road

Existing Intersection

Proposed Intersection

Delay Time: 50 seconds

Delay Time: 24 seconds

Note: Delay times based on planning traffic from the alternatives analysis.
Intersection Improvements - Southern Project

Engel Road

Existing Intersection

Proposed Intersection

Delay Time: 30 seconds

Delay Time: 2 seconds

Note: Delay times based on planning traffic from the alternatives analysis.
Intersection Improvements - Southern Project

Solms Road

Existing Intersection

Proposed Intersection

Delay Time: **240 seconds**

Delay Time: **26 seconds**

Note: Delay times based on planning traffic from the alternatives analysis.
Intersection Improvements- Southern Project

Loop 337 / Rueckle Road

Existing Intersection

Proposed Intersection

Delay Time: 1,287 seconds

Delay Time: 48 seconds

Note: Delay times based on planning traffic from the alternatives analysis.
Intersection Improvements - Southern Project

Business 35 / Schmidt Avenue

Existing Intersection

Proposed Intersection

Delay Time: **61 seconds**

Delay Time: **7 seconds**

Note: Delay times based on planning traffic from the alternatives analysis.
Intersection Improvements - Southern Project

Walnut Avenue

Existing Intersection

Proposed Intersection

Delay Time: **122 seconds**  
Delay Time: **42 seconds**

Note: Delay times based on planning traffic from the alternatives analysis.
Intersection Improvements - Southern Project

FM 725 (Seguin Avenue)

Existing Intersection

Proposed Intersection

Delay Time: 263 seconds

Delay Time: 51 seconds

Note: Delay times based on planning traffic from the alternatives analysis.
Intersection Improvements - Northern Project

SH 46 (Loop 337)

Existing Intersection

Proposed Intersection

Delay Time: **85 seconds**

Delay Time: **62 seconds**
Intersection Improvements - Northern Project

Business 35

Existing Intersection

Proposed Intersection

Delay Time: **17 seconds**

Delay Time: **6 seconds**
Intersection Improvements – Northern Project

FM 306/Creekside Crossing

Existing Intersection

- Delay Time: 42 seconds

Proposed Intersection

- Delay Time: 27 seconds
Kohlenberg Road/ Conrads Lane

Existing Intersection

Proposed Intersection

Delay Time: **18 seconds**

Delay Time: **8 seconds**
Intersection Improvements - Northern Project

New Location, Grade-Separated Turnaround

Existing Intersection

- Two-Way Frontage Roads

Proposed Intersection

- One-Way Frontage Roads
- Decreased Turnaround Distance

Existing Intersection:
- Kohlenberg Rd/Contras Ln
- Watson Ln E

Proposed Intersection:
- Kohlenberg Rd/Contras Ln
- Watson Ln E

WF Location:
- Existing Intersection: 2.6 mi
- Proposed Intersection: 1.5 mi → 1 mi
Intersection Improvements- Northern Project

Watson Ln

Existing Intersection

Delay Time : 10 seconds

Proposed Intersection

Delay Time : 5 seconds
Intersection Improvements - Northern Project

FM 1102/York Creek Rd

Existing Intersection

Proposed Intersection

Delay Time: 14 seconds  
Delay Time: 10 seconds
Two Categorical Exclusions (CEs) are being prepared for these projects. Resource investigations include:

- Air Quality Technical Report
- Biological Evaluation Report
- Community Impacts Assessment Report
- Archaeological Background Study
- Historic Resources Report
- Hazardous Materials Site Assessment
- Traffic Noise Analysis Technical Report
- Water Resources Technical Report
Project Development Schedule

- **TxDOT Advanced Project Development**
- **Project Stakeholder Meetings**
- **Initial Planning (Alamo Area Metropolitan Planning Organization Long Range Plan)**
- **Host Open House**
- **Incorporate comments from public and Finalize Schematic & Env Document**
- **Final Design & Construction Phase**

- **2015**
- **SUMMER 2017**
- **SPRING 2018**
- **TODAY**
- **SUMMER 2018**
- **TBD**
Approximate Construction Cost

- I-35 Southern Project - $120 Million
- I-35 Northern Project - $135 Million

Anticipated Funding Available for Priority Projects

- $100 Million State & Federal Funds