



US 90

OPEN HOUSE PUBLIC MEETING





US 90

FROM: LP 1604

TO: IH 410

BEXAR COUNTY

OPEN HOUSE PUBLIC MEETING

MAY 27, 2014

6:30 – 8:30



MARY LOU FISHER ELEMENTARY SCHOOL

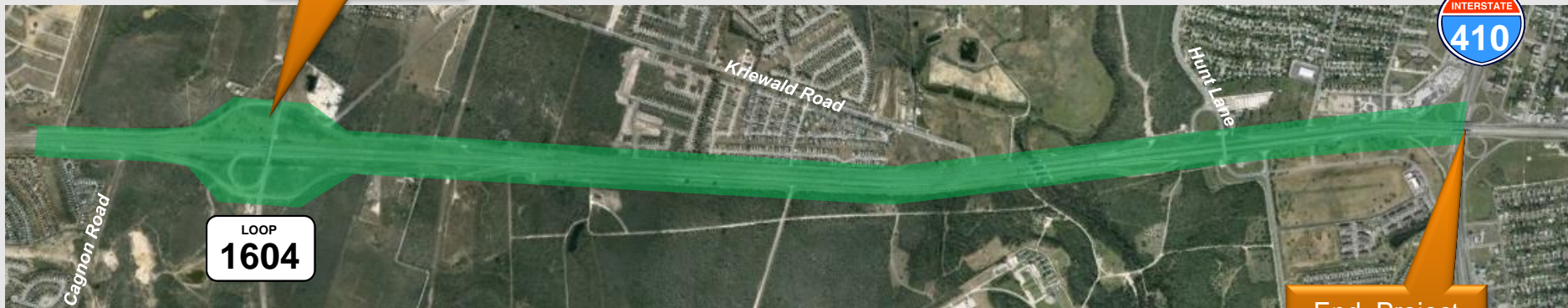
3430 Barrel Pass

San Antonio, TX 78245

Project Location



Begin Project
LP 1604



End Project
IH 410

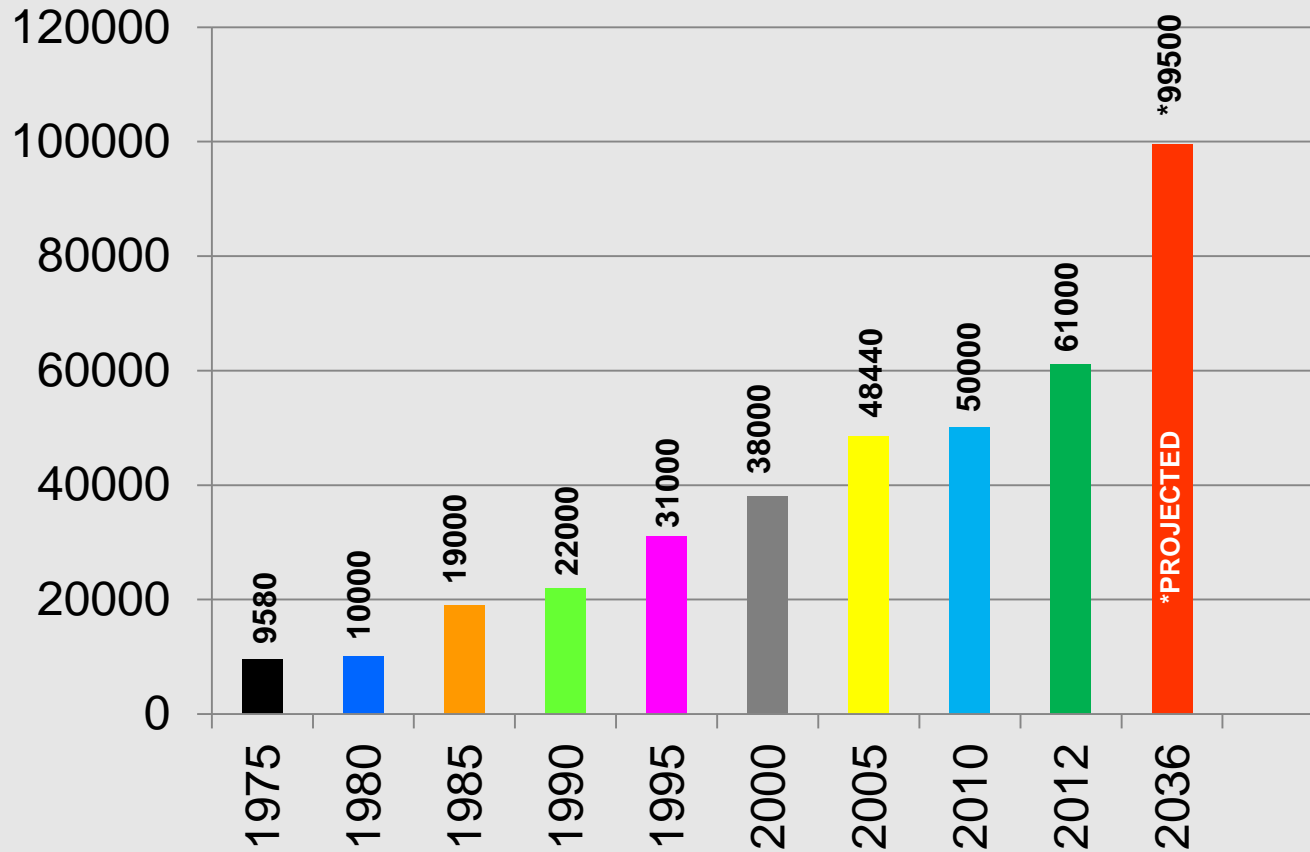
■ Need

- To improve mobility and safety on US 90 between LP 1604 and IH 410.
 - The current and future transportation demand exceeds capacity.

■ Purpose

- To address the identified mobility and safety needs between LP 1604 and IH 410.
 - The proposed conversion of the existing US 90 two-way frontage road between LP 1604 and Hunt Lane to a one-way frontage road is expected to reduce the number of accidents and severity by up to 50 percent (TTI, 2011).

Projected Traffic



US 90 (LP 1604 To IH 410) – Average Daily Traffic

Project Information

- Convert “two-way” operation frontage roads to “one-way” operation
- Operational improvements between entrance and exit ramps on US 90 mainlanes
- Intersection improvements at Loop 1604
- Project Length = 3.27 Miles

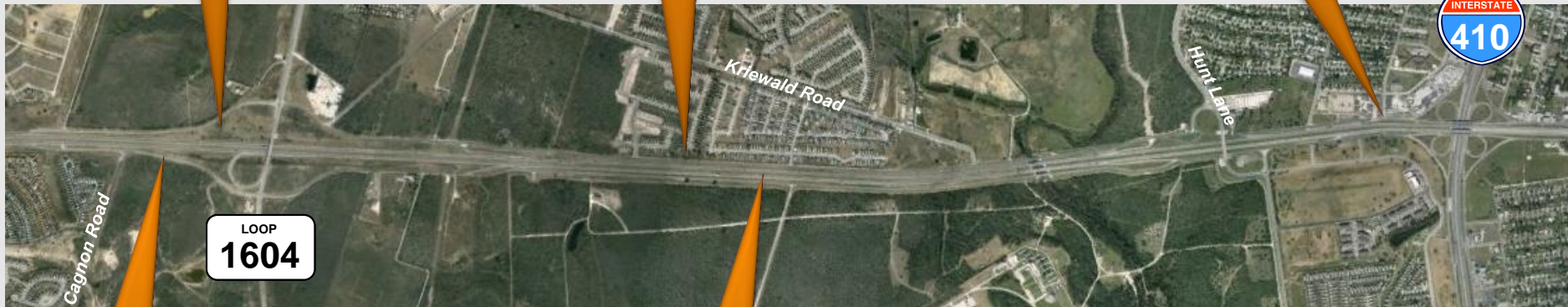
Project Description



Convert Westbound Frontage Rd to One-way

Convert Westbound Frontage Rd to One-way

Relocate WB IH 410 entrance ramp to US 90



Convert Eastbound Frontage Rd to One-way

Add Auxiliary lanes to the WB and EB US 90 mainlanes

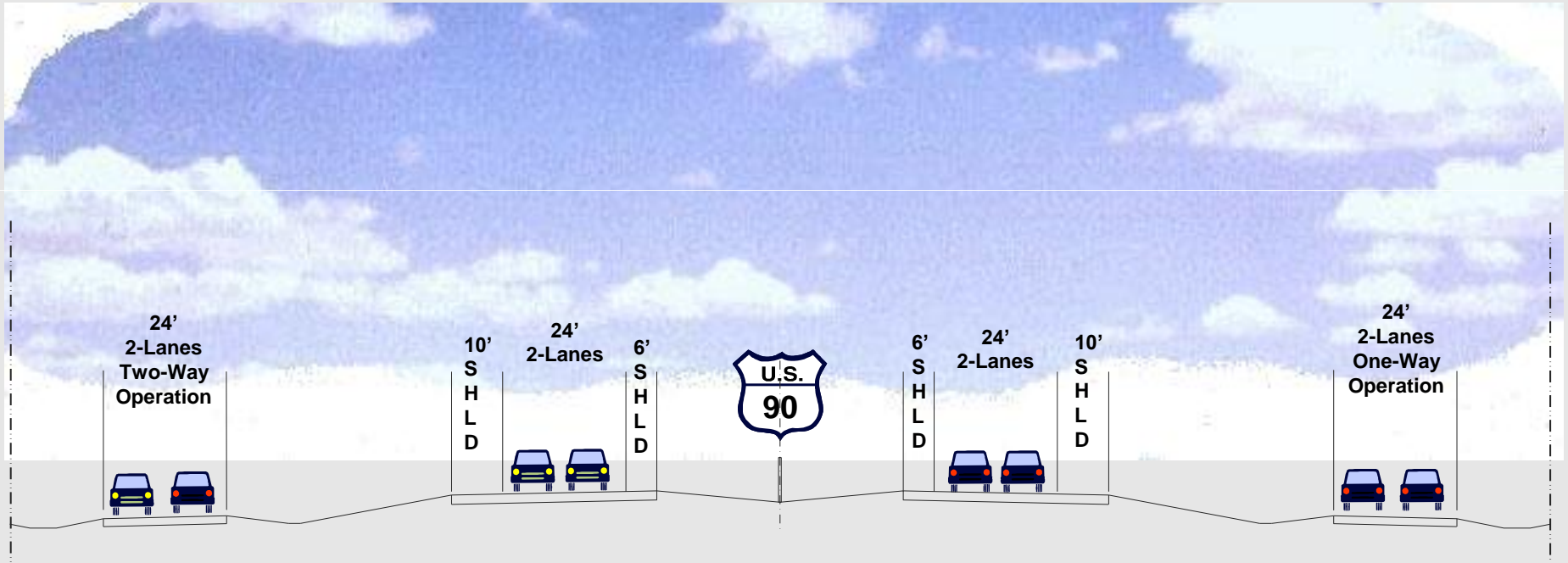
Conversion of two-way frontage roads

- Why convert the frontage roads to one-way?
 - Research has shown a significant reduction in the number, types, and severity of crashes
 - Frontage Road Crash Analysis Findings
 - 57% reduction in the expected number of fatal and Injury only crashes
 - 96% reduction in opposite direction crashes
 - 73% reduction in fatal and injury only rear-end crashes

Conversion of two-way frontage roads

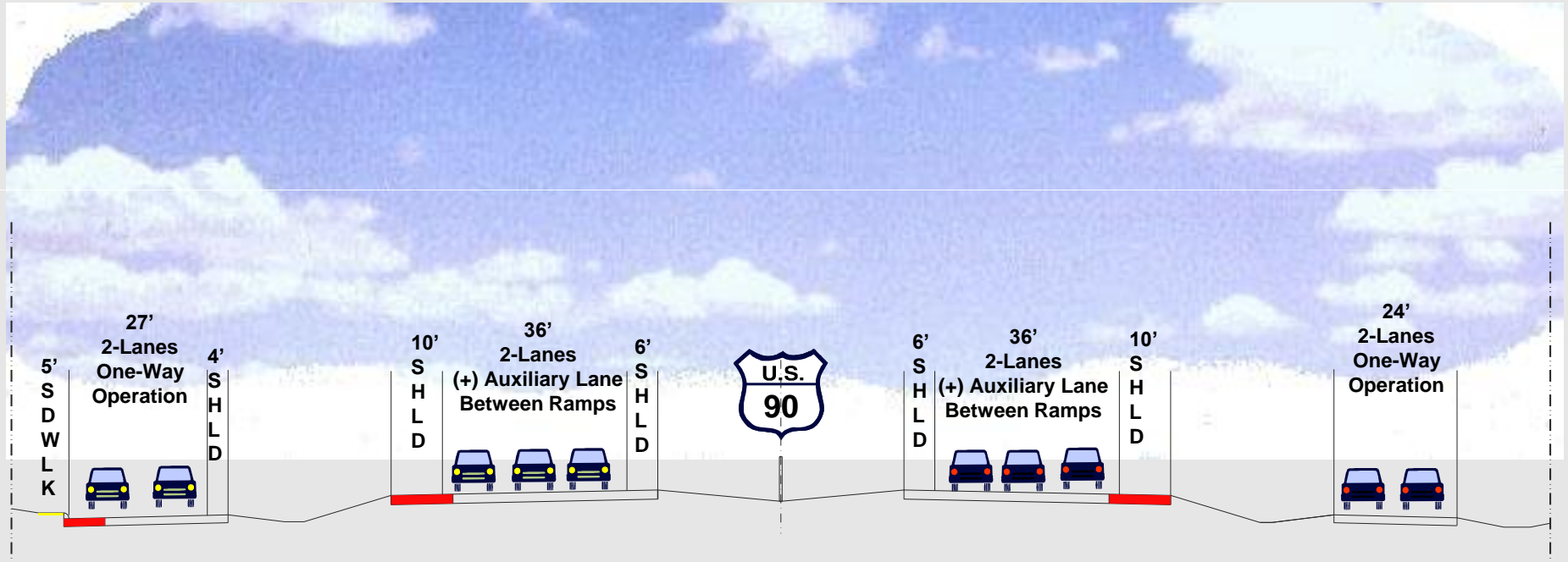
- Why convert the frontage roads to one-way?
 - Research has shown a significant reduction in the number, types, and severity of crashes
 - Intersection Crash Analysis Findings
 - 80% reduction in fatal and injury only opposite direction crashes
 - 85% reduction in fatal and injury only opposite direction crashes (including a left turn)

Typical Section



***Existing US 90
Typical Section***

Typical Section



Proposed US 90 Typical Section

Environmental Assessment

- No additional ROW required
- No disproportionately high or adverse effects on minority or low income populations
- Traffic Noise Analysis is being performed
- No impacts to Cultural resources (historical and archaeological) are anticipated
- No impacts to air quality, wetlands or any federally listed species are anticipated
- Portions of the proposed project are located within a Federal Emergency Management Agency (FEMA) designated 100-year floodplain
 - The hydraulic design for this project would be in accordance with the current FHWA and TxDOT design policies
 - Measures would be included to control and treat stormwater runoff from the project

- Current Let Date:

*could be Let in 2015 as funds are made available

- Construction Duration:

24 Months

Current Estimated Construction Cost:

\$ 21 Million



Provide Your Comments

Options for Commenting

1. Give comment card to TxDOT staff tonight
2. Provide comments to onsite court reporter
3. Fax comments to: (512) 338-2225, Attn: Jeff Allen
4. Mail comments to: Cox McLain Environmental Consulting, Inc.
Attn: Jeff Allen
6010 Balcones Drive, Suite 210
Austin, Texas 78731-3601
5. Email comments to: US90@coxmcclain.com

Deadline for comments: Friday, June 6, 2014

Public Meeting Report will be posted at www.txdot.gov when analysis is complete

***Thank You for Your
Participation!***

