

# FM 3351 from I-10 to Desperado Way Virtual Public Meeting with In-Person Open House

PRESENTATION AND SCRIPT



## Virtual Public Meeting with In-Person Open House

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### FM 3351

### From I-10 to Desperado Way

Bexar County | CSJ: 3212 06 017

TxDOT San Antonio District

National Environmental Policy Act Assignment to TxDOT: 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.

Welcome to the Texas Department of Transportation San Antonio District's pre-recorded presentation for the proposed widening of FM 3351, locally known as Ralph Fair Road, from I-10 to Desperado Way in Bexar County, Texas.

We appreciate your interest in this project and thank you for your participation.

This is a pre-recorded presentation made available online on Tuesday, Sept. 17, 2024, by 5 p.m.

The National Environmental Policy Act review and approval process applies to this project. 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.

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The slide features the Texas Department of Transportation logo and tagline 'Connecting you with Texas.' at the top. The main content is centered on a dark background with the text 'HELP #EndTheStreakTX' in large, bold, yellow and white letters. Below this is the tagline 'End the streak of daily deaths on Texas roadways.' in yellow. At the bottom left, it says 'TxDOT.gov (Keyword: #EndTheStreakTX)'. At the bottom right, there are icons for Facebook, Twitter, and Instagram, followed by '#EndTheStreakTX Toolkit' and a QR code. A small blue number '2' is in the bottom right corner of the slide.

Because safety is a priority at TxDOT, we begin each meeting with a safety minute. Today we will highlight TxDOT's End The Streak campaign. The last deathless day on Texas roadways was Nov. 7, 2000. That means for almost 24 years, at least one person has died every single day on Texas roadways. We all have a part to play in changing that. Texans can play a major role to End the Streak of deaths on Texas roadways with a few simple driving habits: wear seatbelts, drive the speed limit, put away the phone and other distractions and never drive under the influence of alcohol or drugs.

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## What is the purpose of the virtual public meeting with in-person open house?

-   
Learn about the project
-   
Review the proposed improvements
-   
Provide comments

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This presentation will provide an overview of the FM 3351 project, details of the proposed improvements, and how you can provide input.

At the end of the presentation, there are instructions on how to submit questions and comments. To be included in the official record, comments must be received on or before Wednesday, Oct. 2, 2024.

Your comments are an important part of this process and will be considered in project development. You are encouraged to talk to your neighbors and refer them to TxDOT so they can also make comments and be included in this process. Open house materials may be viewed at [www.txdot.gov](http://www.txdot.gov), keyword search "FM 3351 from I-10." The information on this webpage is the same information being shown in this presentation.

Let's get started!

# FM 3351 from I-10 to Desperado Way Virtual Public Meeting with In-Person Open House

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**Project location**

**Project limits**


- FM 3351 from I-10 to Desperado Way

**Project length**

- Approximately 3 miles

**County**

- Bexar



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The project limits are FM 3351 from I-10 to Desperado Way. The project is approximately three miles in length, and it is located in Bexar County, Texas.

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## Project goals

### What are we trying to do?

- Improve safety for pedestrians, bicyclists and vehicular traffic
- Improve mobility in the rapidly growing northern region of Bexar County
- Improve operational efficiency of the corridor

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The goals of this project are to:

- Improve safety for pedestrians, bicyclists and vehicular traffic,
- Improve mobility in the rapidly growing northern region of Bexar County and
- Improve operational efficiency of the corridor.

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### Proposed improvements

- Widen to a six-lane divided roadway with a raised median from I-10 to Camp Stanley's main gate
- Widen to a four-lane undivided roadway with a center left-turn lane from Camp Stanley's main gate to Desperado Way
- Bicycle and pedestrian accommodations
- Intersection improvements at I-10 and Curres Creek
- Drainage improvements
- Driveway reconstructions

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Proposed improvements for the FM 3351 project include:

- Widening to a six-lane divided roadway with a raised median from I-10 to Camp Stanley's main gate,
- Widening to a four-lane undivided roadway with a center left-turn lane from Camp Stanley's main gate to Desperado Way,
- Bicycle and pedestrian accommodations,
- Intersection improvements at I-10 and Curres Creek,
- Drainage improvements and
- Driveway reconstructions.

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## Why and when to consider a raised median

- Plays a critical role in the operation and safety of a roadway
- Multilane roadways with a high level of pedestrian activity
- High crash locations or where it is desirable to limit left turns to improve safety
- Roadways where aesthetic considerations are a high priority

Source: Transportation Research Board (TRB) AM Manual

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Raised medians play a critical role in the operation and safety of a roadway. It is important to consider adding raised medians when there are multilane roadways with a high level of pedestrian activity and when there are high crash locations along the corridor.

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**Nearby separate, funded construction projects**

- **FM 3351 Cibolo Creek Bridge** – Under construction
- **I-10 Turnaround Bridge** – Construction anticipated to begin in 2027

Please note these are separate construction projects.

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Nearby funded projects include the ongoing construction on FM 3351 Cibolo Creek Bridge, as well as the I-10 Turnaround Bridge project that is anticipated to begin construction in 2027. Please note that these are separate construction projects.



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TxDOT has been studying the FM 3351 corridor, coordinating with key stakeholders and agencies, and implementing funded projects for the roadway since 2019. On Sept. 25, 2023, Kendall County issued a resolution supporting TxDOT’s efforts to widen FM 3351 to reduce congestion and improve safety and mobility. Similarly, on Oct. 19, 2023, the City of Fair Oaks Ranch passed a resolution in support of TxDOT’s widening of FM 3351 between I-10 and SH 46. In response, TxDOT initiated the schematic design and environmental studies for the proposed project on FM 3351 from I-10 to Desperado Way in 2023.”

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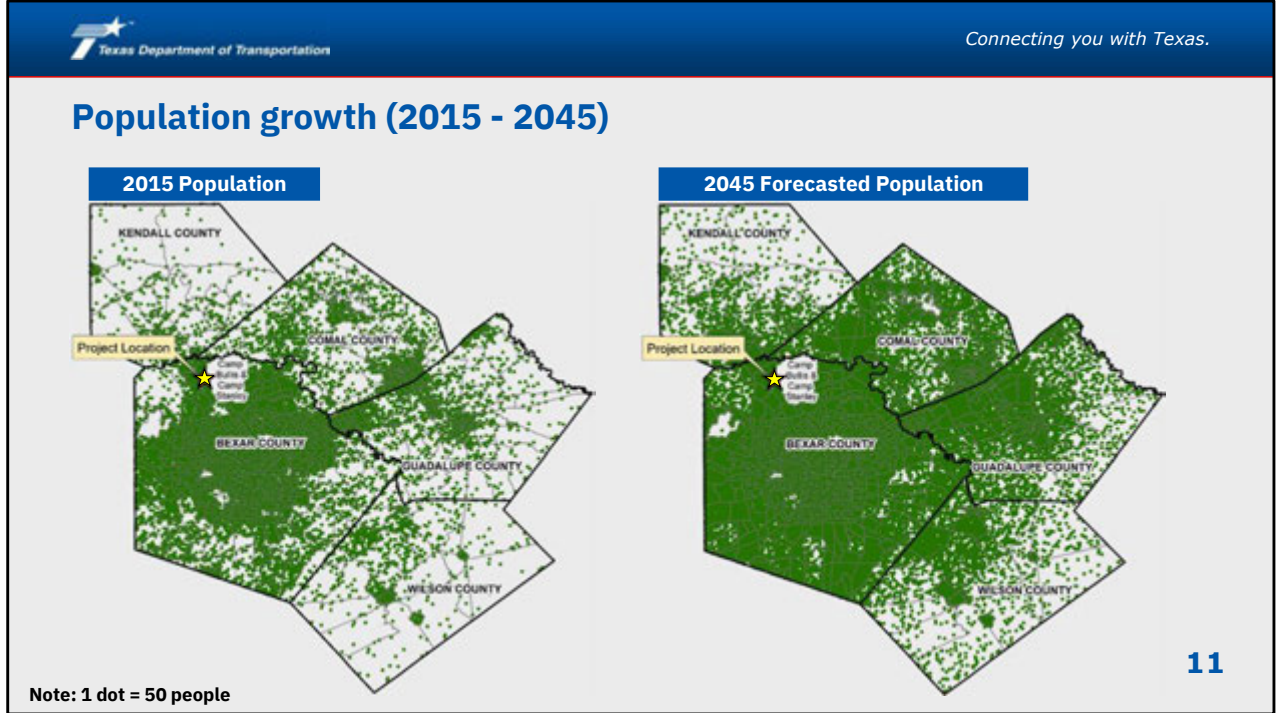
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## Population growth (2005 - 2023)

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The images on the screen illustrate the population growth along the FM 3351 corridor from 2005 to 2023.

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These images depict the forecasted population growth in the surrounding area from 2015 to 2045, with each green dot representing 50 people.

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The map on the right illustrates crash density along the FM 3351 corridor. Between 2021 and 2023, over 200 crashes occurred within the project limits, with hot spots at I-10, Old Fredericksburg Road, Curres Creek, Old Paseo Way and Desperado Way.


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As population growth continues in the project area, more vehicles are using this roadway. This chart shows the average daily traffic on FM 3351. In 2015, around 8,400 vehicles traveled the road daily, nearly doubling to 14,900 vehicles by 2021. By 2023, over 7,000 additional vehicles were added daily, and traffic is projected to reach 42,500 vehicles per day by 2059.

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### Existing and projected travel delays

FM 3351 Intersection	Traffic Control	Travel Delays (seconds per vehicle)				
		2018	2029		2049	
		Existing	No Build	Proposed	No Build	Proposed
I-10 Eastbound Frontage Road	Signalized	11	20	18	37	27
I-10 Westbound Frontage Road	Signalized	20	116	31	168	36
Curres Creek	Proposed Signalized	1	111	18	2,190	54
Old Paseo Way	Signalized	13	27	7.3	46	7

FM 3351 Intersection	Traffic Control	Travel Delays (seconds per vehicle)				
		2018	2029		2049	
		Existing	No Build	Proposed	No Build	Proposed
I-10 Eastbound Frontage Road	Signalized	19	22	23	44	30
I-10 Westbound Frontage Road	Signalized	15	118	33	189	55
Curres Creek	Proposed Signalized	1	175	19	2,725	58
Old Paseo Way	Signalized	8	28	8	46	9

**AM Peak Travel Times**

**PM Peak Travel Times**

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Now, let's compare travel delays. These two charts compare existing and projected delays at intersections along FM 3351 for 2018, 2029 and 2049. The top chart shows delays during the AM peak period (or the morning rush hour), and the bottom chart covers the PM peak period (or evening rush hour).

For 2029 and 2049, two scenarios are presented: the "no-build" condition and the "proposed" condition. The no-build condition serves as a baseline, assuming no improvements are made and FM 3351 remains in its current state. The proposed condition assumes that the project is implemented.

In 2018, delays on FM 3351 at these intersections were minimal, with vehicles passing through intersections in 20 seconds or less. However, by 2029, delays are expected to increase, particularly at the I-10 westbound frontage road and Curres Creek, where they could reach 2 to 3 minutes without improvements. However, with the proposed project in place, delays would be substantially reduced, allowing vehicles to pass through each intersection in under a minute.

Given the population growth, increasing traffic and delays, and identified crash hot spots on FM 3351, mobility improvements are needed.

# FM 3351 from I-10 to Desperado Way

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### Existing typical section

*FM 3351 from I-10 to Desperado Way*

**Existing Right of Way:**  
78' - 160'

Center Line

12' Lane 12' Lane

### Existing typical section

- One lane in each direction
- 78- to 160-foot right of way

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To better understand the proposed improvements, we will look at the existing conditions of FM 3351.

FM 3351 currently has one lane in each direction within an existing right-of-way width varying from 78 to 160 feet.

# FM 3351 from I-10 to Desperado Way

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### Proposed typical section

*FM 3351 from I-10 to Camp Stanley's Main Entrance*

Proposed Right of Way: 135' - 180' Preliminary and Subject to Change

Shared-Use Path

Center Line

10'

11' Lane 11' Lane 11' Lane 16' Median 11' Lane 11' Lane 11' Lane

### Proposed typical section

- Widening the road to include three travel lanes in each direction
- Adding a raised center median
- Providing bicycle and pedestrian accommodations

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From I-10 to Camp Stanley's main entrance, TxDOT's proposed design includes:

- Widening the road to include three travel lanes in each direction.
- Adding a raised center median.
- And, providing bicycle and pedestrian accommodations.

The proposed right-of-way width would be 135 to 180 feet in this section.



# FM 3351 from I-10 to Desperado Way

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### Proposed typical section

*FM 3351 from Camp Stanley's Main Entrance to Desperado Way*

**Proposed Right of Way: 125' – 165'** Preliminary and Subject to Change

Center Line

Shared-Use Path

10'

11' Lane 11' Lane 16' Lane 11' Lane 11' Lane

### Proposed typical section

- Widening the road to include two travel lanes in each direction and a center left-turn lane
- Providing bicycle and pedestrian accommodations


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From Camp Stanley's main entrance to Desperado Way, the proposed design includes:

- Widening the road to include two travel lanes in each direction and a center left-turn lane.
- And, providing bicycle and pedestrian accommodations.





In this section, the proposed right of way would be 125 to 165 feet wide.


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## National Environmental Policy Act (NEPA)

These are some of the social, economic and environmental resources being studied:

-  **Water Resources**
-  **Traffic Noise**
-  **Biological Resources**
-  **Social and Community Resources**

 Environmental constraints are key areas that we need to assess and avoid, if possible, when building roadway improvements.

TxDOT would avoid or minimize and mitigate impacts to the greatest extent feasible.

*Please see the environmental constraints map exhibit.*

With any project that receives federal funds, TxDOT is required to evaluate the potential environmental impacts and follow the National Environmental Policy Act of 1969, otherwise known as NEPA.

In compliance with NEPA and other federal and state environmental regulations, the environmental process will include an evaluation of potential impacts to the natural and human environment. This includes, but is not limited to, evaluations of water resources, traffic noise, biological resources and social and community resources.

Environmental constraints are key areas that we need to assess and avoid, if possible, when building roadway improvements.

TxDOT would avoid or minimize and mitigate impacts to the greatest extent feasible.

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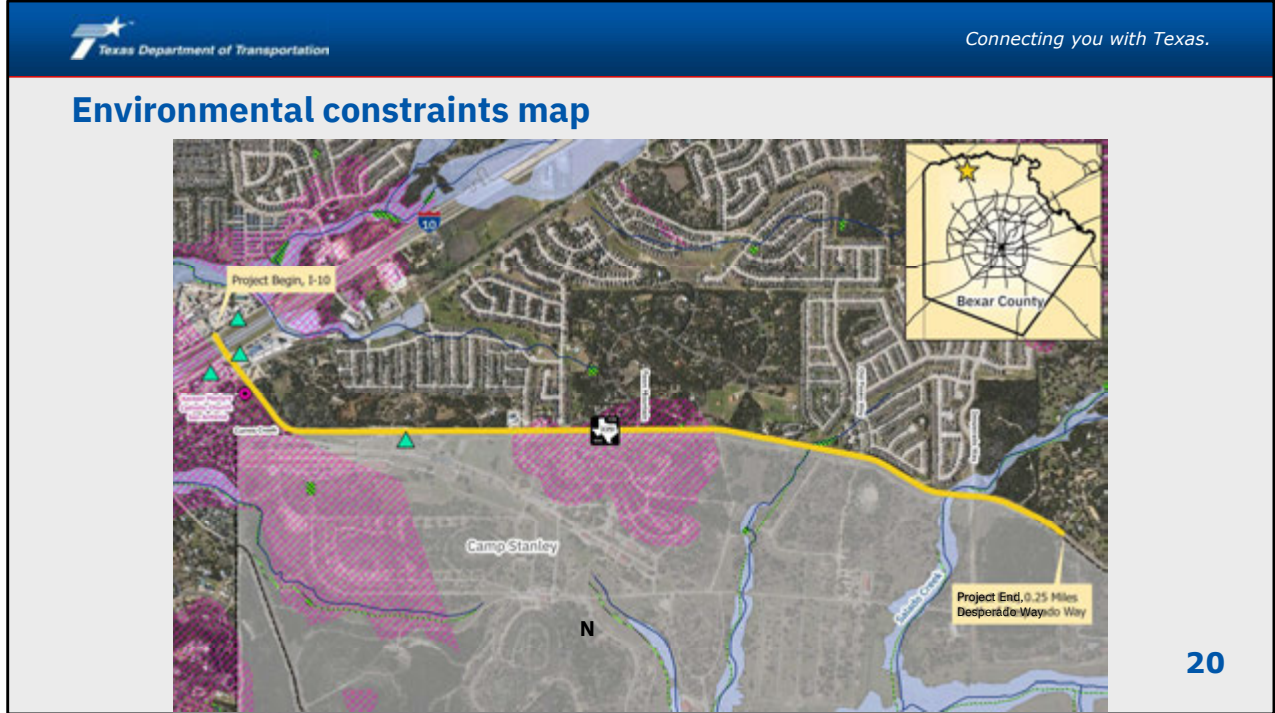
## Environmental considerations

 <b>Natural Resources</b>	 <b>Cultural Resources &amp; Protected Lands</b>	 <b>Other Resources</b>
<ul style="list-style-type: none"><li>• Air Quality</li><li>• Surface Water Resources</li><li>• Edwards Aquifer</li><li>• Threatened and Endangered Species</li><li>• Geology and Farmlands</li></ul>	<ul style="list-style-type: none"><li>• Historic Resources</li><li>• Archeological Resources</li><li>• Section 4(f)/Section 6(f)/Chapter 26 Properties</li></ul>	<ul style="list-style-type: none"><li>• Hazardous Materials</li><li>• Traffic Noise</li><li>• Community Resources</li></ul>

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Additional environmental considerations include natural resources, cultural resources and protected lands and other resources such as traffic noise.

# FM 3351 from I-10 to Desperado Way Virtual Public Meeting with In-Person Open House



The project team identified environmental constraints early in the project development process to avoid or minimize impacts on environmental resources. Constraints along the corridor include Camp Stanley, water features, golden-cheeked warbler habitat and potential hazardous materials sites.

For clarity, an enlarged map can be viewed by going to [www.txdot.gov](http://www.txdot.gov), keyword search “FM 3351 from I-10”, or at the in-person open house.

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## Proposed right of way

**Approximately 16.3 acres of new right of way is anticipated for the proposed project.**

**No displacements are anticipated.**

**No final decisions regarding the proposed design or right-of-way footprint have been made.**

**All right-of-way acquisition would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.**

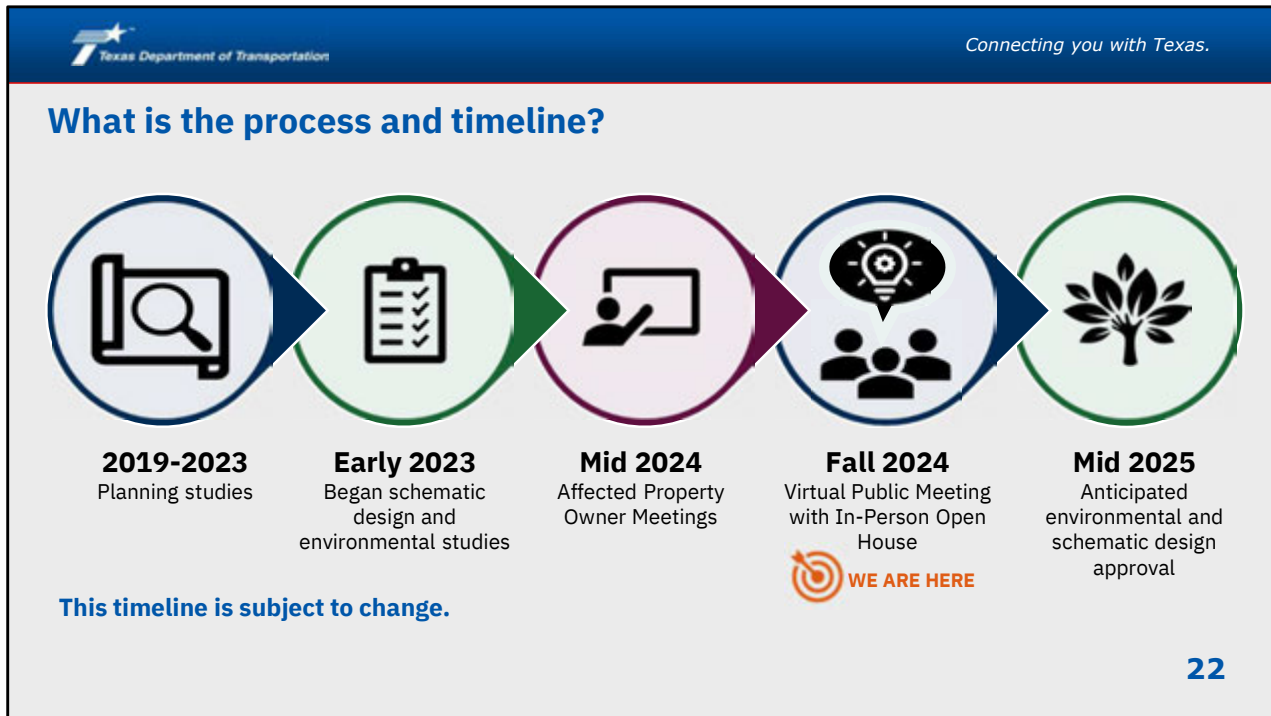
 TxDOT.gov  
Landowner Bill of Rights and resources webpage

**SCAN ME** **21**

Subject to final design considerations, the proposed project is anticipated to require the acquisition of approximately 16.3 acres of new right of way. No displacements are anticipated.

All right-of-way acquisition would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. For further information on TxDOT's right-of-way acquisition process, please visit [txdot.gov](http://txdot.gov), keyword search "Landowner Bill of Rights" or scan the QR code shown on the screen.

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Looking at the project process as a detailed timeline, we see that TxDOT anticipates environmental and schematic design approval in mid 2025.

This timeline is subject to change.

During this process, public involvement is crucial. Thank you for participating and TxDOT requests that you give your input on this proposed project.

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**Next steps**

- Document, evaluate and address public input
- Collect and analyze additional data
- Refine proposed roadway design

**TxDOT encourages and requests public input on:**

- Mobility and safety concerns within the corridor
- Proposed improvements under consideration
- Any environmental constraints we may have overlooked
- Future development plans that should be considered

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The next steps in this project will be to:


- Document, evaluate and address public input,
- Collect and analyze additional data and
- Refine the proposed roadway design.

TxDOT encourages and requests public input on the following:

- Mobility and safety concerns within the corridor,
- Proposed improvements under consideration,
- Any environmental constraints we may have overlooked and
- Future development plans that should be considered.


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## How to submit your comments




**Comment Form**  
Submit a comment form online or in person.




**E-mail**  
Submit a comment to:  
[FM3351@pozcam.com](mailto:FM3351@pozcam.com)



**Court Reporter**  
Give verbal testimony to the court reporter/transcriber during the open house.




**Mail**  
Submit a comment by mail to:  
**FM 3351 Project Team**  
c/o Poznecki-Camarillo, LLC  
4801 Northwest Loop 410, Ste. 108  
San Antonio, Texas 78229



**Online**  
Visit [www.txdot.gov](http://www.txdot.gov) and keyword search "FM 3351 from I-10"

**Please submit or postmark comments by:**

**Wednesday, Oct. 2, 2024**



TxDOT.gov Hearings and Meetings webpage for FM 3351

**SCAN ME**

Your comments are important to TxDOT, and you can submit them in the following ways:

- At the in-person open house, please provide written comments on the forms provided.
- Visit TxDOT.gov, keyword search "FM 3351 from I-10" to submit your comments on the online comment form.
- Email your comments to [FM3351@pozcam.com](mailto:FM3351@pozcam.com)
- Mail your comments to the address noted on the screen
- Or, you may give verbal testimony to the court reporter/transcriber at the in-person open house.

Questions or comments may be submitted to TxDOT and the project team at any time during project development. However, to be included in the official record, all comments must be received or postmarked by Wednesday, Oct. 2, 2024. Responses to comments will be included in the official record and will be posted on [txdot.gov](http://txdot.gov), keyword search "FM 3351 from I-10."



FM 3351 from I-10 to Desperado Way  
**Virtual Public Meeting with In-Person Open House**

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# Thank you!

Thank you for joining us.