

# I-35 COMAL COUNTY OPERATIONAL IMPROVEMENTS

## OPEN HOUSE



## 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](mailto: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

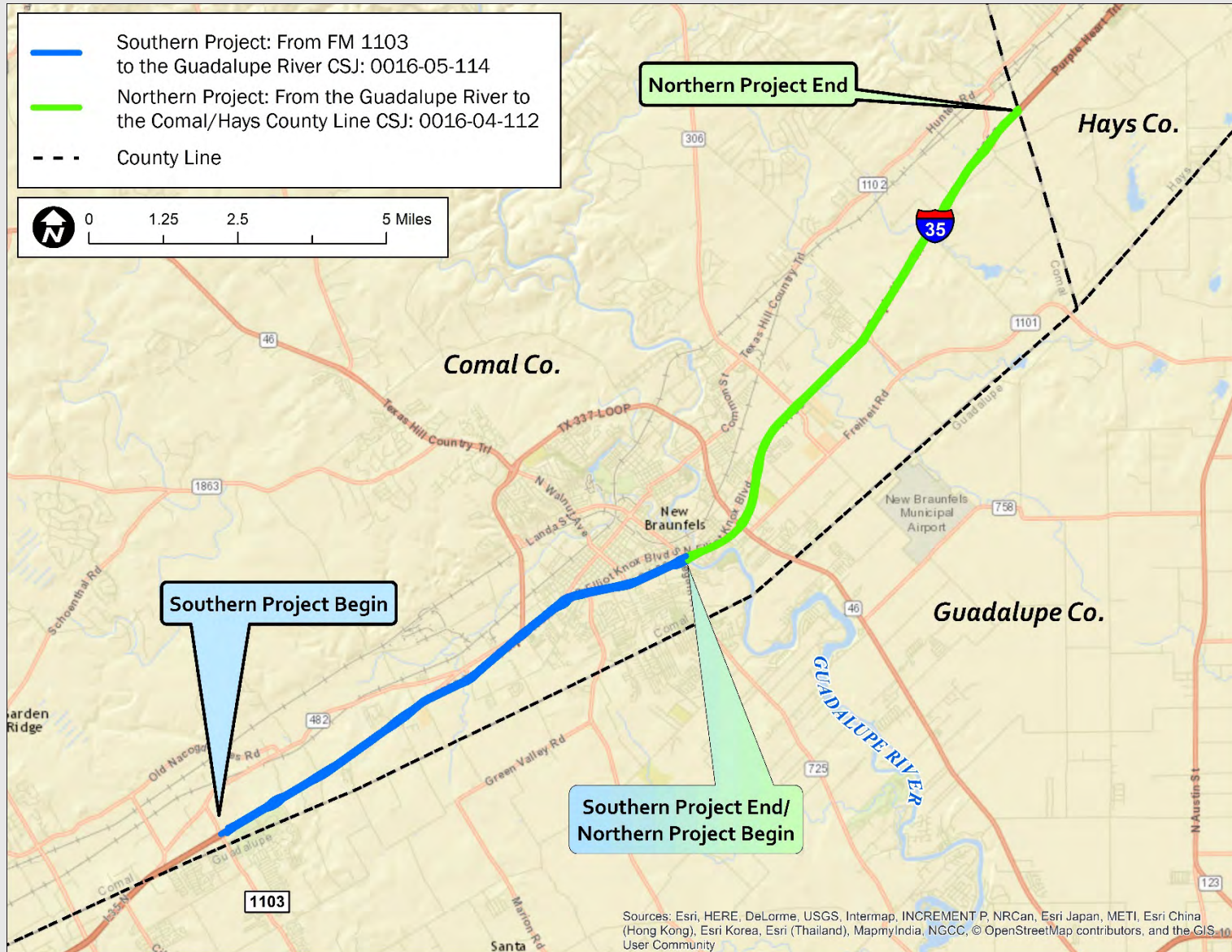
## I-35 Comal County Operational Improvements

**Southern Project Limits:**  
From FM 1103 to the Guadalupe River

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

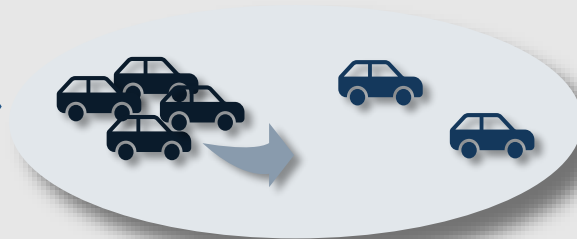


# Projects Location Map

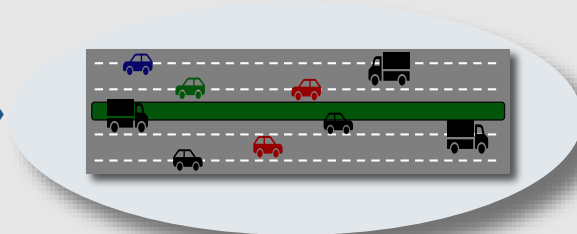


# Project Goals

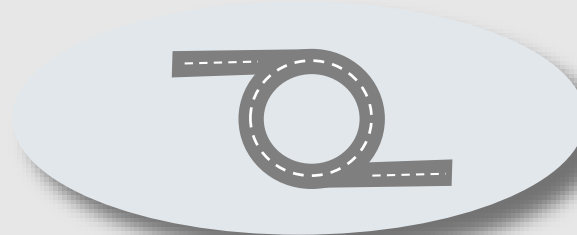
**Reduce Congestion**



**Improve Mobility**



**Provide System Connectivity**



**Improve Safety**



# Project Description - Southern Project

## Limits

From FM 1103  
To the Guadalupe River

## Length

9.25 miles

## Operational Improvements

- Schwab Road
- Engel Road
- Solms Road
- Loop 337/Rueckle Road
- Schmidt Avenue/Business 35
- Walnut Avenue
- FM 725 (Seguin Avenue)

## 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



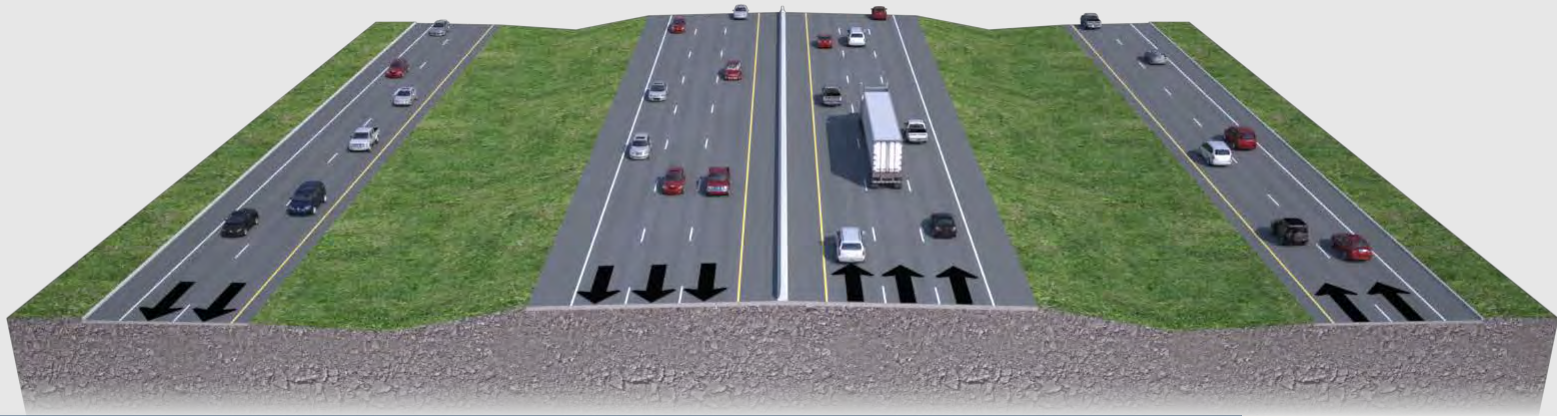
## Southern Project Priorities

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

## Northern Project Priorities

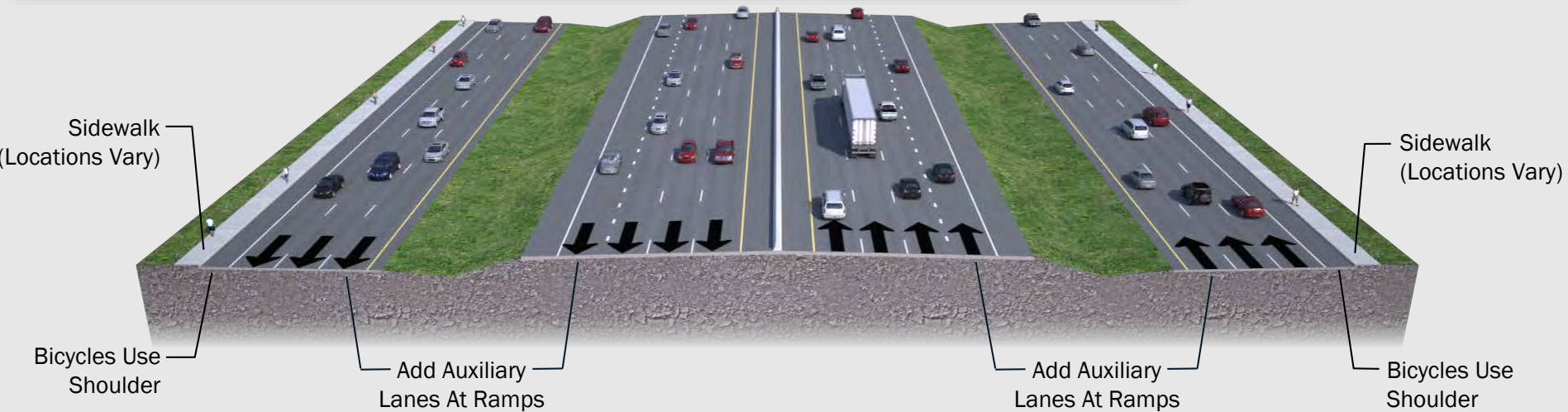
- FM 306 Intersection Improvements with Partial Displaced Left Turn
- Replace grade-separation at Kohlenberg Rd/Conrads Ln
- Frontage Road conversion with ramps and new location turnaround

# Typical Sections – Southern Project



**Existing**

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



**Proposed**

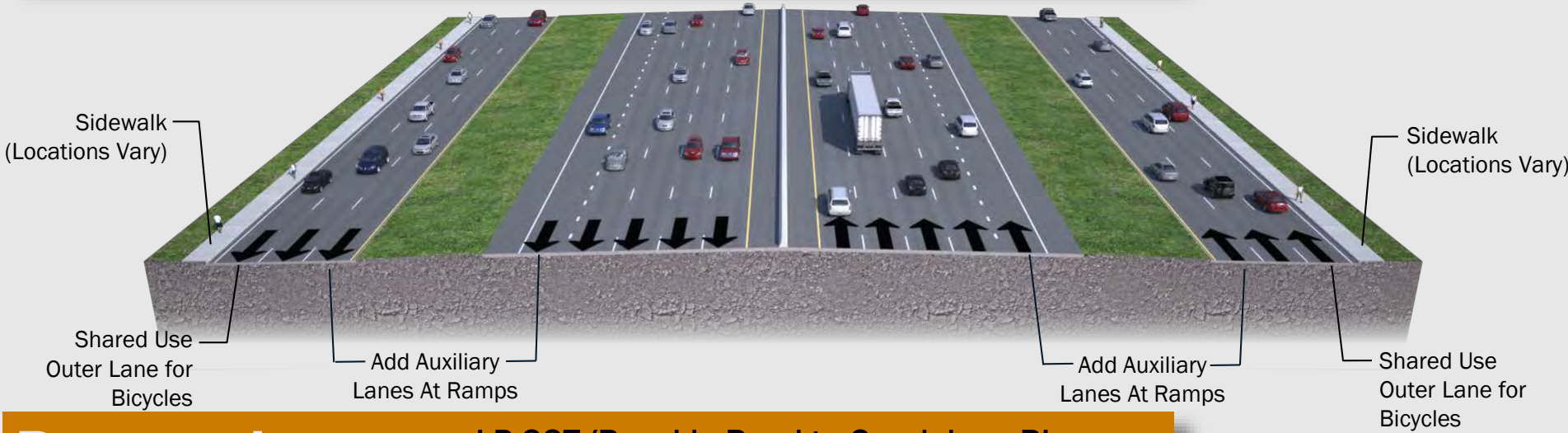
**FM 1103/Hubertus Road to LP 337/Rueckle Road**  
6 Main Lanes and One-Way Frontage Roads

# Typical Sections – Southern Project



**Existing**

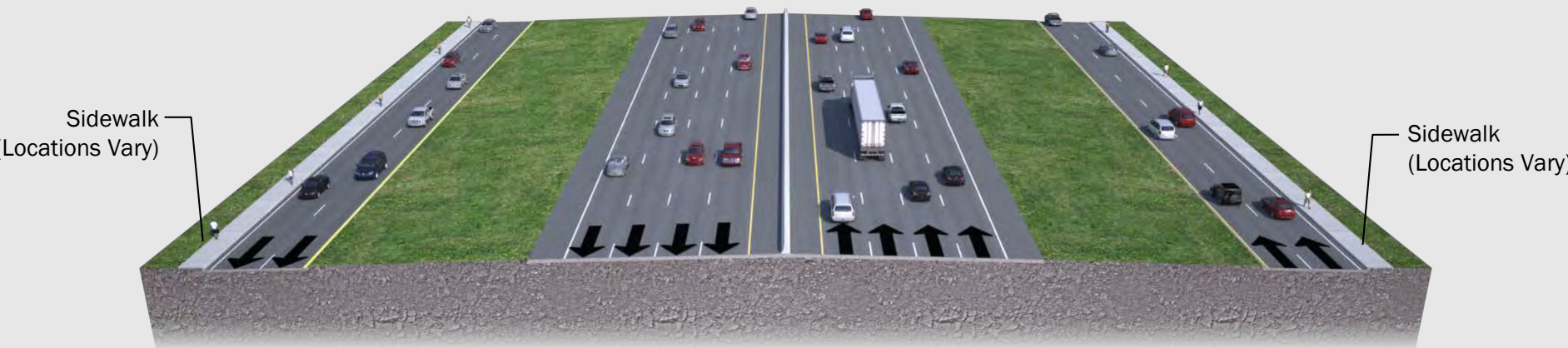
**LP 337/Rueckle Road to Guadalupe River**  
8 Main Lanes and One-Way Frontage Roads



**Proposed**

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

# Typical Sections – Northern Project

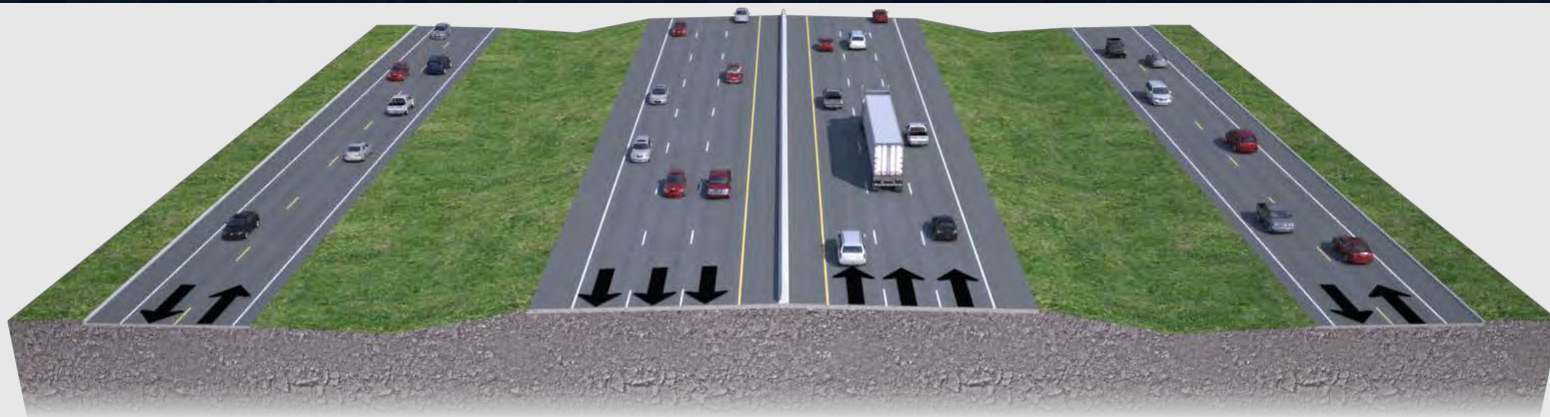


**Existing** Guadalupe River to Kohlenberg Rd/Conrads Ln  
6 Main Lanes and One-Way Frontage Roads



**Proposed** Guadalupe River to Kohlenberg Rd/Conrads Ln  
6 Main Lanes and One-Way Frontage Roads

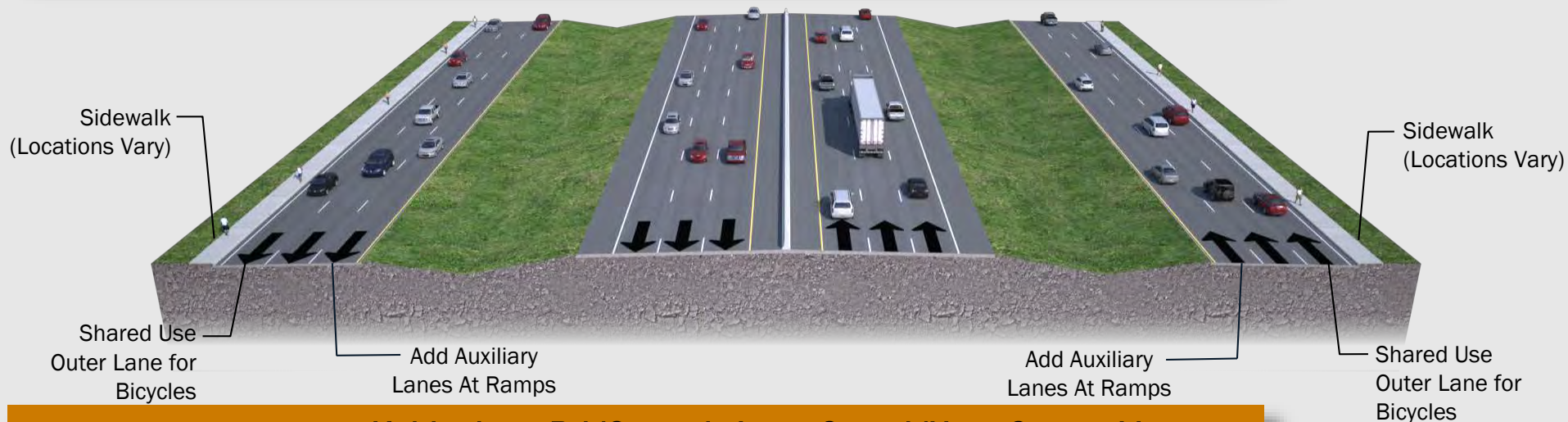
# Typical Sections – Northern Project



**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

# Displaced Left Turn Lane (DLT) Intersection Concept

## What is a Partial DLT?

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

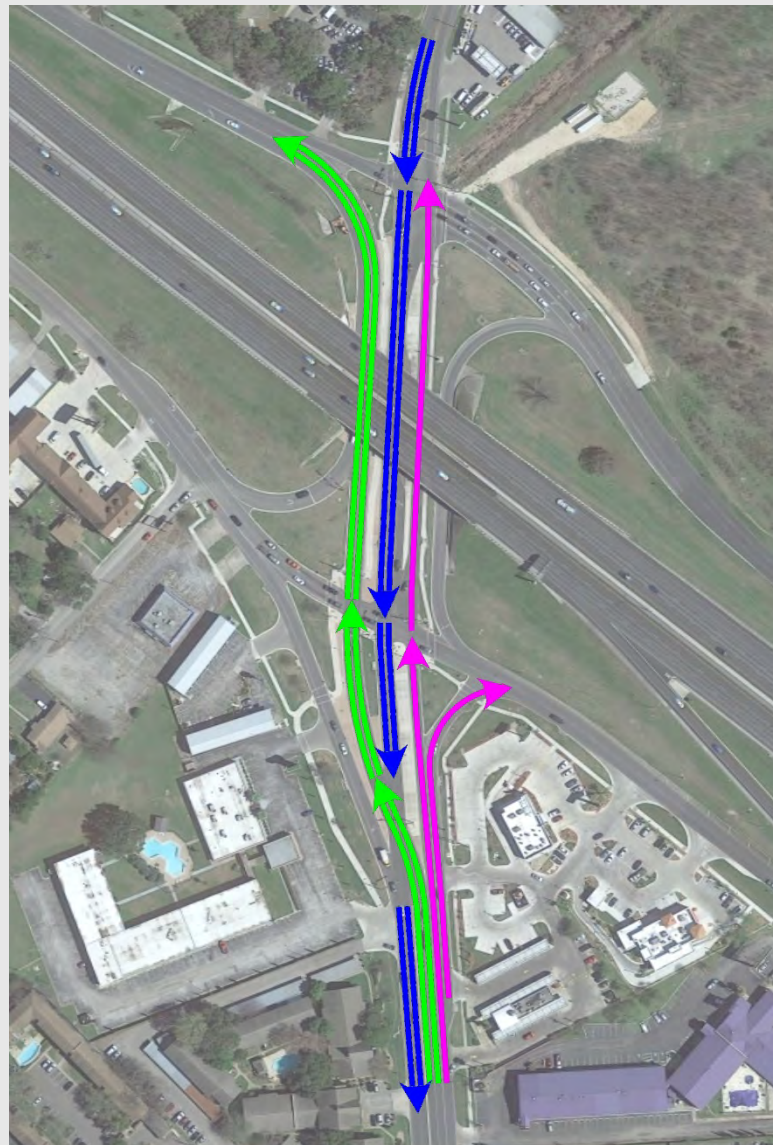
## Partial DLT Benefits

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

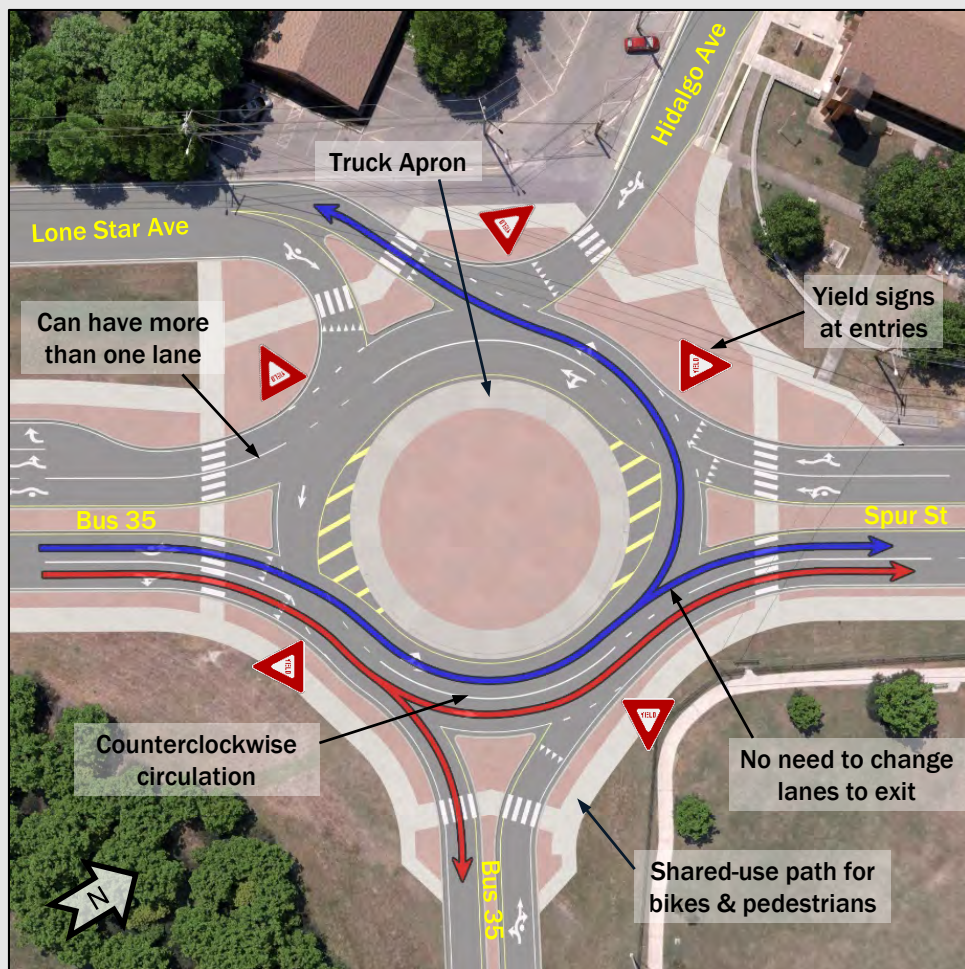
## Partial DLT Disadvantages

- Greater access control along roadway (along DLT, limited left-turn movements from driveways)
- Learning curve for motorists

Example Partial DLT, Aquarena Springs Drive, San Marcos, TX



# Roundabout Intersection Concept



Proposed Roundabout at Bus 35 / Spur St / Hidalgo Ave / Lone Star Ave

## 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



**Delay Time: *50 seconds***

### Proposed Intersection



**Delay Time: *24 seconds***

Note: Delay times based on planning traffic from the alternatives analysis.



# Intersection Improvements- Southern Project

## Engel Road

### Existing Intersection



**Delay Time: *30 seconds***

### Proposed Intersection



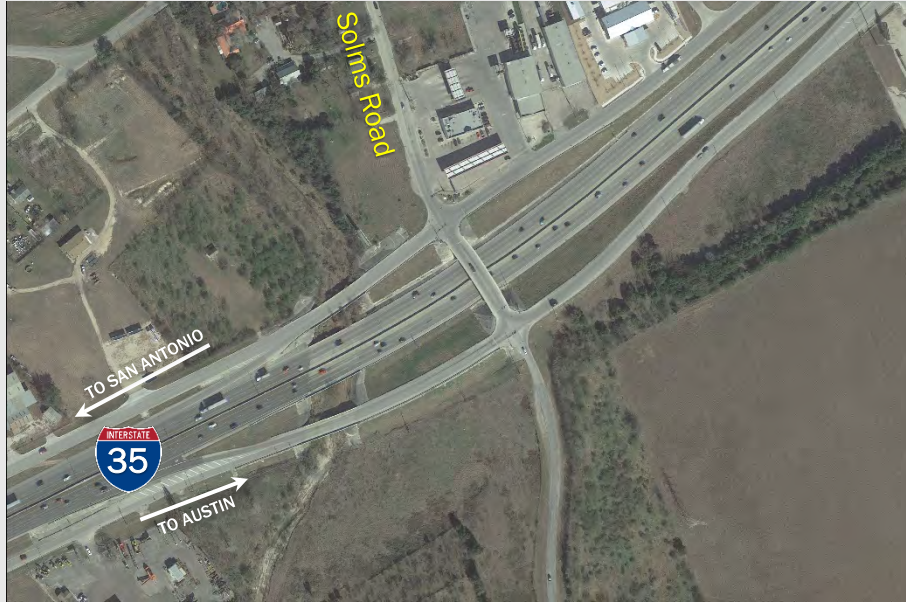
**Delay Time: *2 seconds***

Note: Delay times based on planning traffic from the alternatives analysis.

# Intersection Improvements- Southern Project

## Solms Road

### Existing Intersection



**Delay Time: *240 seconds***

### Proposed Intersection



**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



**Delay Time: 1,287 seconds**

### Proposed Intersection



**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



**Delay Time: 61 seconds**

### Proposed Intersection



**Delay Time: 7 seconds**

Note: Delay times based on planning traffic from the alternatives analysis.

# Intersection Improvements- Southern Project

## Walnut Avenue

### Existing Intersection



**Delay Time: 122 seconds**

### Proposed Intersection



**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



**Delay Time: 263 seconds**

### Proposed Intersection



**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



**Delay Time : *85 seconds***

### Proposed Intersection



**Delay Time : *62 seconds***

# Intersection Improvements- Northern Project

## Business 35

### Existing Intersection



**Delay Time : *17 seconds***

### Proposed Intersection



**Delay Time : *6 seconds***



# Intersection Improvements- Northern Project

## FM 306/Creekside Crossing

### Existing Intersection



**Delay Time : 42 seconds**

### Proposed Intersection



**Delay Time : 27 seconds**

# Intersection Improvements- Northern Project

## Kohlenberg Road/ Conrads Lane

### Existing Intersection



**Delay Time : *18 seconds***

### Proposed Intersection



**Delay Time : *8 seconds***

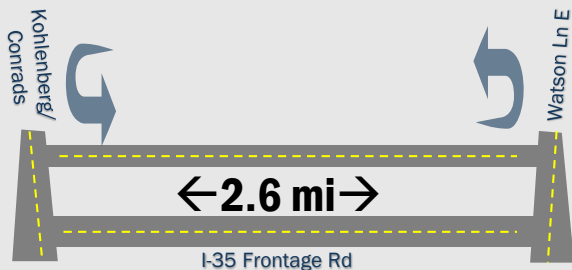
# Intersection Improvements- Northern Project

## New Location, Grade-Separated Turnaround

### Existing Intersection



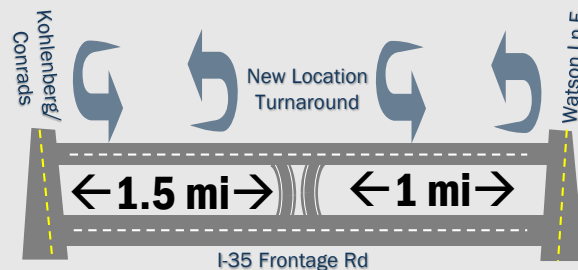
- Two-Way Frontage Roads



### Proposed Intersection



- One-Way Frontage Roads
- Decreased Turnaround Distance



# 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



**Delay Time : 14 seconds**

### Proposed Intersection

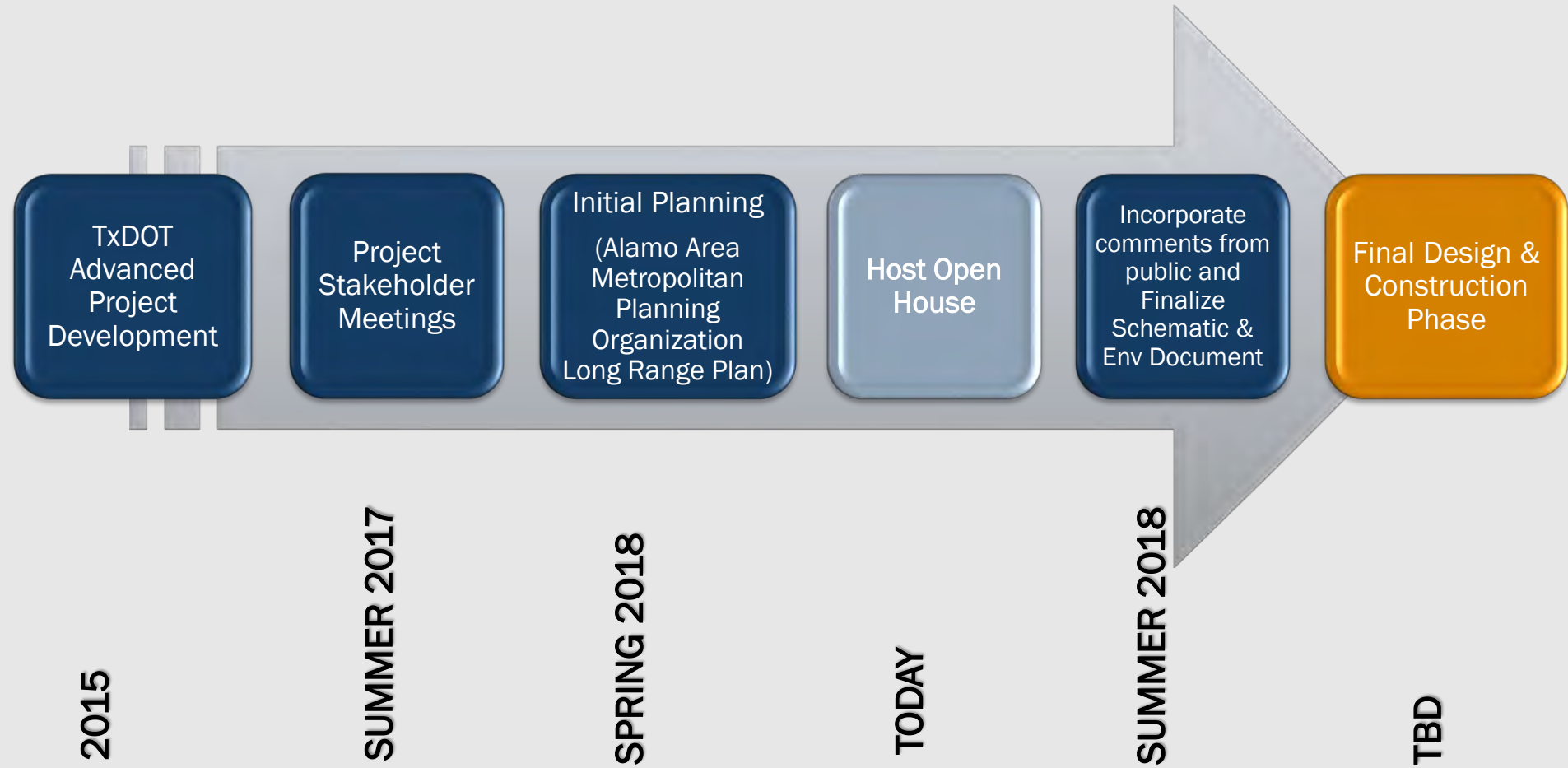


**Delay Time : 10 seconds**

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



## 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