



# **Finding of No Significant Impact for a FHWA Project**

**Proposed Action:** South Zarzamora Street

**Project Limits:** From US 90 to Jennings Avenue

**City:** San Antonio

**County:** Bexar

**State:** Texas

**TxDOT CSJ(s):** 0915-12-617

In accordance with 23 CFR Section 771.119 and Section 771.121, the Texas Department of Transportation (TxDOT) has determined that the South Zarzamora Street project will not have a significant impact on the human or natural environment.

This Finding of No Significant Impact (FONSI) for the Preferred Alternative is based on the final Environmental Assessment (EA) dated May 2024 and the entire project record. This decision documents the selection of the Build Alternative, presented in the final EA as the Preferred Alternative, which is described as:

The proposed project would extend for 0.8 miles along South Zarzamora Street. The project would realign South Zarzamora Street to construct a grade separation over the Frio City Road/Kirk Place and UPRR intersections, which would require the acquisition of right of way (ROW) (primarily from the east side of the roadway), resulting in a new ROW width ranging from approximately 100 to 300 feet. The project would require the permanent closure of several local roadways, including Walton Avenue, East Thompson Place, and Barrett Place; these local roadways would be permanently closed from South Zarzamora Street to Phyllis Street.

From Jennings Avenue to Humble Avenue/Walton Avenue, the proposed project would remove the existing center left-turn lane, add a southbound left-turn lane, and replace the existing bike lane and sidewalk on the east side of the roadway with a shared-use path. In this section, South Zarzamora Street would typically consist of two at-grade 10- to 11-foot travel lanes in each direction, a 0- to 13-foot southbound left-turn lane, a 5-foot bike lane and a 6-foot sidewalk on the west side of the roadway, and a 10-foot shared-use path on the east side of the roadway. A traffic signal would be added at Jennings Avenue.

From Humble Avenue/Walton Avenue to Harriman Place, northbound and southbound overpasses would be constructed to provide grade separation over the Frio City Road/Kirk Place and UPRR intersections. The overpasses would consist of two bridges (northbound and southbound bridges), each with two 12-foot travel lanes and a 10-foot shared-use path. In this section, South Zarzamora Street would be realigned. At-grade South Zarzamora Street would have one 12-foot travel lane in each direction, with a 10-foot shared-use path on both sides of the roadway. Approaching Frio City Road/Kirk Place, an 11-foot northbound, left-turn lane would be provided, and the existing Frio City Road/Kirk Place intersection would be reconfigured. In addition, an access road would be constructed on the west side of South Zarzamora Street from Humble Avenue to Barrett Place, consisting of one 12-foot travel lane in each direction and a 6-foot outer sidewalk.

From Harriman Place to US 90, the proposed project would replace the existing sidewalks with shared-use paths. In this section, South Zarzamora Street would typically consist of three 12-foot travel lanes in each direction, a 2- to 12-foot raised median, and 10- to 24-foot shared-use paths on both sides of the roadway.



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Work south of Jennings Avenue to Linares Street and north of US 90 to B Avenue would be limited to pavement markings, mill, and overlay.

A Notice of Availability of the draft EA was issued on February 5, 2024.

A Notice Affording Opportunity for a Public Hearing was published on February 5, 2024.

No changes to the draft EA were made as a result of comments received on the draft EA during the posted comment period.


Public Hearing Opportunity Documentation has been prepared and is available for review on request.

The final EA and reports contained in the file of record have been independently evaluated by TxDOT and determined to adequately and accurately discuss the need, purpose, alternatives, environmental issues, impacts of the proposed project, and appropriate mitigation measures. These documents provide sufficient evidence and analysis for determining that preparation of an Environmental Impact Statement is not required. These documents are incorporated by reference into this decisional document.

Based upon TxDOT's review and consideration of the analysis and evaluation contained in the EA for this project, and after careful consideration of all social, economic, and environmental factors, including input from the public involvement process, TxDOT hereby issues this Finding of No Significant Impact for the South Zarzamora Street project from US 90 to Jennings Avenue.

TxDOT will ensure adherence and completion of all project commitments described in the final EA (May 2024), Section 8.0. TxDOT will ensure that any and all local, state, or federal permit requirements and conditions are met and otherwise complied with.

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 the Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

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6/21/2024

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*TxDOT Environmental Affairs Division Director*

*Date*