

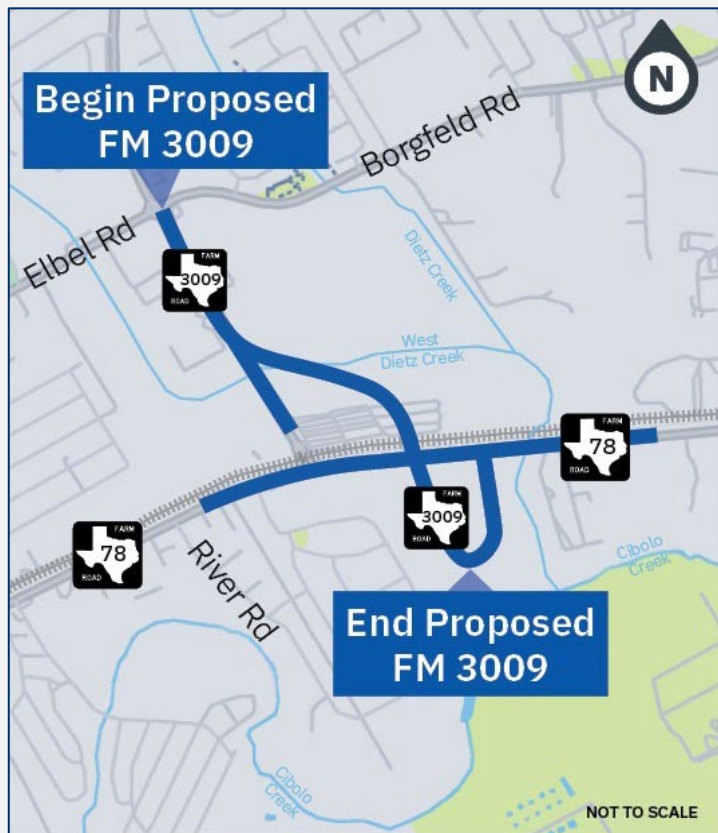


FM 3009 from Borgfeld / Elbel Rd to FM 78

San Antonio District



Project Details



Project Length

- Approximately 1.7 miles

Improvements Include

- Realign FM 3009 to construct a grade-separated interchange over FM 78 and the Union Pacific Railroad (UPRR)
- Continuous pedestrian and bicycle accommodations

Funding

- Estimated Construction Cost – \$100.9M
- Currently Not Funded
- Part of the AAMPO MTP (20-Year Plan)

Project Status

- Schematic Design – 90% Design
- TxDOT is preparing for Open House at TBD date

Project Goals

TxDOT is working to identify long term solutions that will:



Improve safety at the intersection of FM 3009, FM 78, and UPRR



Reduce congestion along FM 3009 and FM 78



Reduce delays at railroad crossing

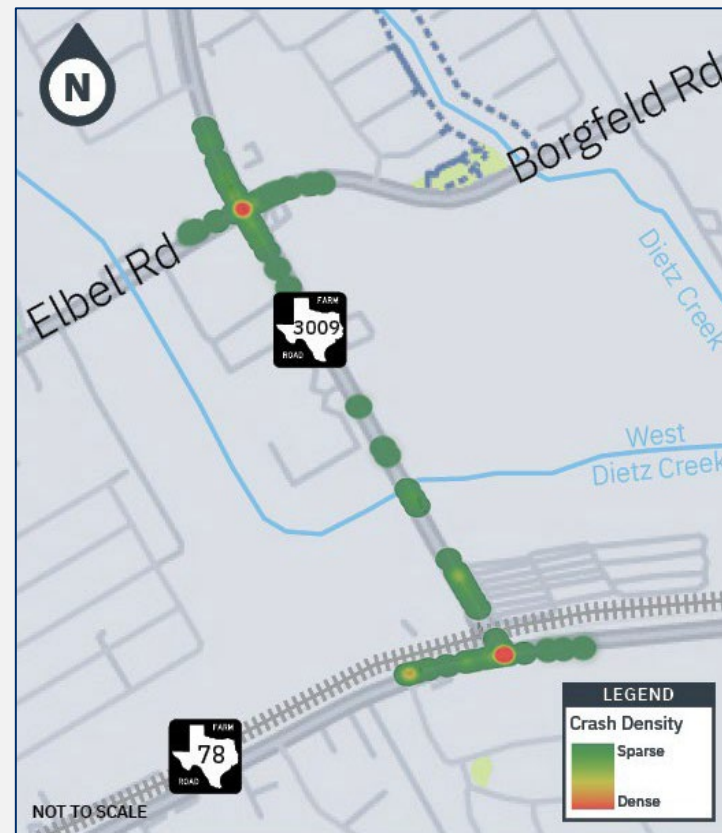


Add pedestrian and bicycle connectivity between FM 3009 and FM 78

Crash Data

There were **320 crashes** from **2020 to 2026** along FM 3009 from the intersection with Borgfeld / Elbel Rd to FM 78.

- The FM 3009 and FM 78 intersection experienced an **increase** of crashes from **3** in **2022** to **17** in **2025**
- Nearly **19%** of the 320 crashes occurred at the intersection of FM 3009 and FM 78
- Two train related crashes involving UPRR have occurred in the past 20-years at the existing intersection



FM 3009 at FM 78 Traffic Summary



60

*total crashes at intersection
(2020-2026)*



2

*crashes involving the railroad crossing
(2004, 2011)*



4

*crashes resulting in injury
(2020-2026)*



1

*pedestrian fatality
(2024)*



42%

*crashes occur between 12-6 PM
(2020-2026)*



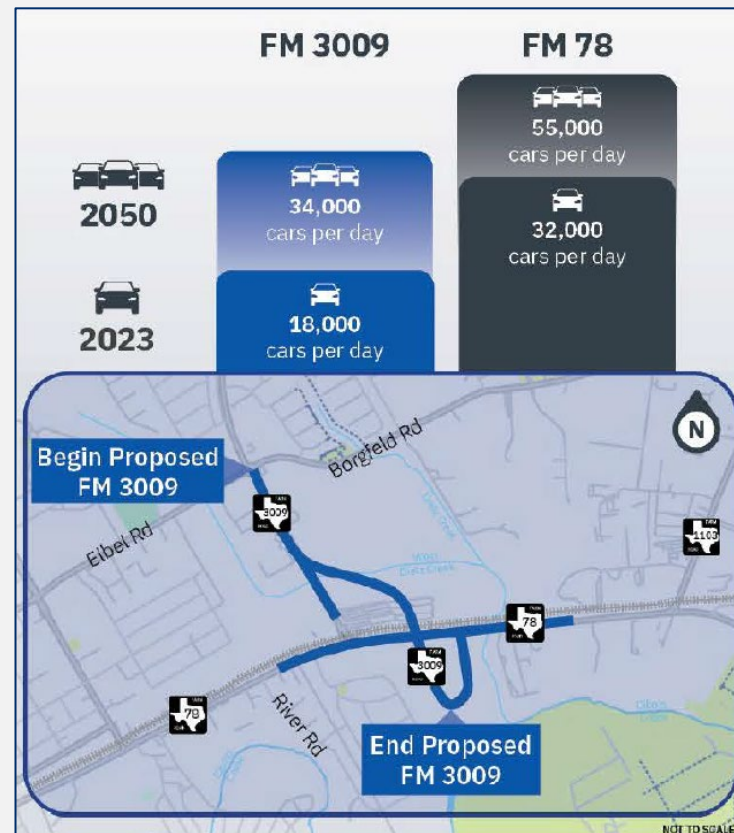
25

train crossings per day at 30-60 mph

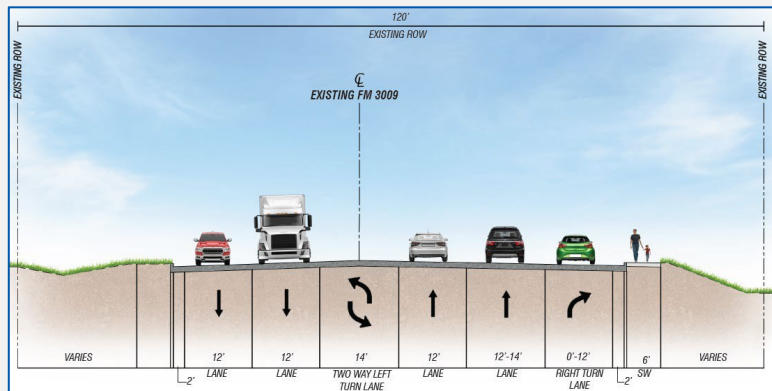
Traffic Data

Traffic projections indicate significant growth, leading to increased *congestion*, longer *travel times*, and a heightened risk of *crashes* along both corridors.

- Traffic on FM 3009 is projected to almost **double** between 2023 and 2050
- Traffic along FM 78 is expected to rise by approximately **72%** by 2050

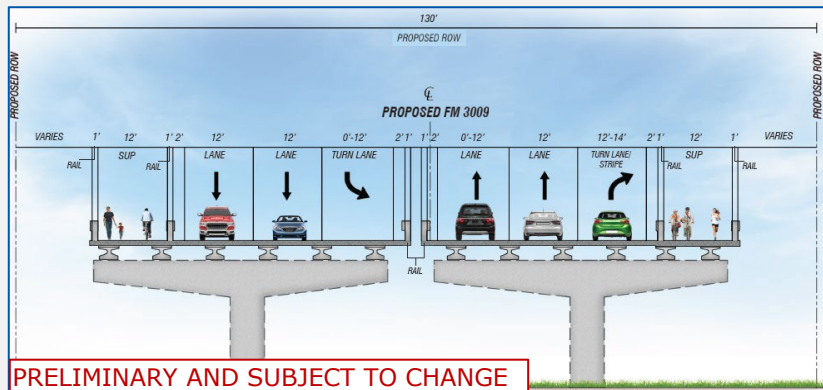


FM 3009 Existing and Proposed Typicals



Existing Typical

- 120-ft Existing TxDOT Right-of-Way
- Two 12-ft Traveling Lanes in Each Direction
- 14-ft Flush Median (Two Way Left Turn Lane)
- One 6-ft Sidewalk

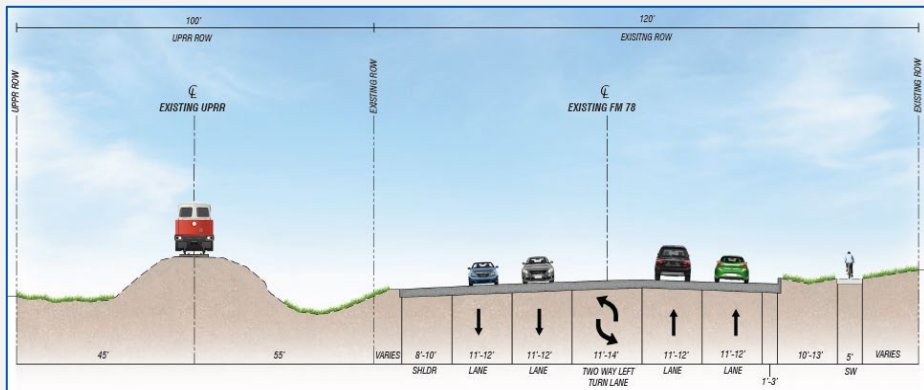


Proposed Typical

- 130-ft Proposed TxDOT Right-of-Way
- Bridge Overpass at FM 78
- Two 12-ft Traveling Lanes in Each Direction
- Two 12-ft Shared Use Paths

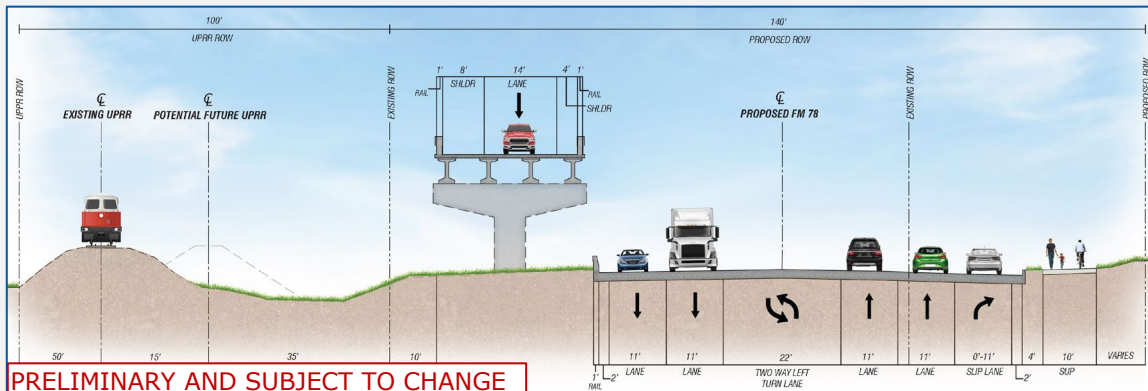
PRELIMINARY AND SUBJECT TO CHANGE

FM 78 Existing and Proposed Typical



Existing Typical

- 120-ft Existing TxDOT Right-of-Way
- 100-ft Existing UPRR Right-of-Way
- Two 11-ft to 12-ft Traveling Lanes in Each Direction
- 11-ft to 14-ft Flush Median (Two Way Left Turn Lane)
- One 5-ft Sidewalk



Proposed Typical

- 140-ft Proposed TxDOT Right-of-Way
- 100-ft Existing UPRR Right-of-Way
- On and Off Ramp Connections to FM 3009
- Two 11-ft Traveling Lanes in Each Direction
- 22-ft Flush Median (Two Way Left Turn Lane)
- One 10-ft Shared Use Path

PRELIMINARY AND SUBJECT TO CHANGE

FM 3009 Process and Timeline

* This timeline is subject to change based on funding



- TxDOT applied for the 2024-2025 Federal-State Partnership for Intercity Passenger Rail Grant Program for Projects Not Located on the Northeast Corridor (FSP-National) Grant for a requested amount of \$101.2M.
- Requested grant would assist with the remaining detail development, right-of-way acquisition, and construction cost.
- The grant would only cover 75% of the Total Project Cost, and TxDOT would be responsible of the remaining 25%.
- If awarded the grant, the anticipated construction timeline would be from Fall 2032 to Fall 2035.

Additional Questions

Any questions regarding this project may be made at any time during the project development process.

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