

Corridor History

1920s

Constructed as a two-lane roadway

1950s

Wurzbach Road to Evers Road segment constructed

1970s

Widened to a four-lane divided roadway

1980s – 1990s

South of Guilbeau Road improved to six lanes

TxDOT feasibility study of bypass/fly-over concept

1990s – 2000s

Various intersection/signal improvements

SH 16 (Bandera Road) at Loop 1604 re-striped to six lanes

SH 16 direct connecting ramps to I-410 constructed

The Texas Transportation Institute (TTI) study on access management and signal modifications

The Alamo Regional Mobility Authority (RMA) feasibility study on elevated tollway

2010 – present

TTI follow-up study on access management

TxDOT study of “superstreet” concept (Restricted crossing U-turn [RCUT] intersections with access management)

TxDOT study of multiple build concepts

City of Leon Valley/UTSA study of boulevard concept

Constructed SH 16 (Bandera Road)/Loop 1604 Displaced Left Turn Interchange (DLT)

TxDOT’s current study SH 16 (Bandera Road) project initiated

SH 16 Construction

SH 16 Studies