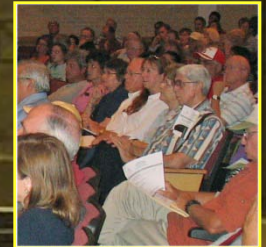




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## US 281 / Loop 1604 Interchange

Public Meeting – January 11, 2010



# US 281 / Loop 1604 Interchange

- Project is funded by American Recovery and Reinvestment Act Funds and Texas Department of Transportation Proposition 14 bonds
  - Total project budget of \$140 Million
- The Alamo RMA is responsible for the design and construction of this project, under a design/build procurement
- The Texas Department of Transportation will own this improvement once complete



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## Noticing for this meeting

Notice was published in the San Antonio Express-News and La Prensa on December 11, 2009 and January 2, 2010

A copy of the draft Categorical Exclusion was placed in the Reagan Public Library and posted online at [www.AlamoRMA.org](http://www.AlamoRMA.org) on December 11, 2009

Dynamic Message Signs were in place starting on December 31, 2009 thru the conclusion of this meeting



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# Environmental Documentation

- A new Categorical Exclusion has been prepared for this proposed project
- A new biological assessment has been prepared for this proposed project
- A new “Finding” is being documented as a result of these studies



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# What is being proposed to be built?



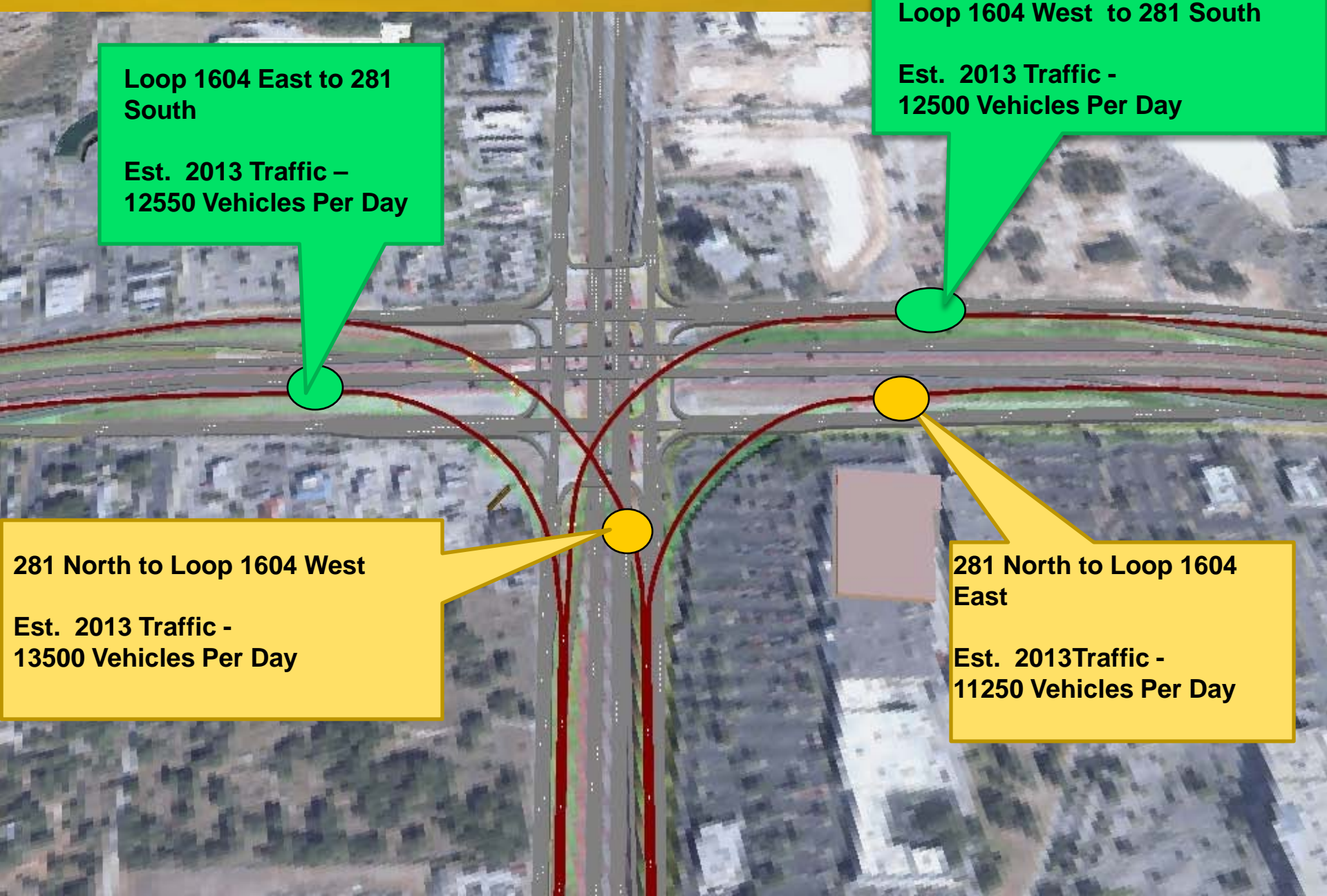
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Four non-toll direct connectors directly linking US 281 and Loop 1604 together – providing for operational and safety improvements to the existing roadways



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# Proposed US 281 / Loop 1604 Interchange Project



**Loop 1604 East to 281 South**  
**Est. 2013 Traffic – 12550 Vehicles Per Day**

**Loop 1604 West to 281 South**  
**Est. 2013 Traffic - 12500 Vehicles Per Day**

**281 North to Loop 1604 West**  
**Est. 2013 Traffic - 13500 Vehicles Per Day**

**281 North to Loop 1604 East**  
**Est. 2013 Traffic - 11250 Vehicles Per Day**

# Proposed US 281 / Loop 1604 Interchange Project – Why these four connectors?

- Based on traffic counts and modeling, the four proposed direct connectors would carry the highest volume of traffic of all eight movements in this intersection
- With the limited budget available, Alamo RMA is addressing the highest demand movements providing an alternative route for approximately 50,000 vehicles per day in this intersection



# Proposed US 281 / Loop 1604 Interchange – Will it save me time?

*Based on modeling, using rush hour traffic, the addition of the four direct connectors between US 281 and Loop 1604 will potentially have the following time savings for motorists*

<b>Direction</b>	<b>Existing travel time– in minutes</b>	<b>Proposed travel time- in minutes</b>	<b>Potential Savings – in minutes</b>
Northbound US 281 to Westbound Loop 1604	10	2	8
Northbound US 281 to Eastbound Loop 1604	5	1	4
Westbound Loop 1604 to Southbound US 281	7	1	6
Eastbound Loop 1604 to Southbound US 281	3	2	1

# Proposed US 281 / Loop 1604 Interchange – Will it save me time?

*Based on modeling, using rush hour traffic, the addition of the four direct connectors between US 281 and Loop 1604 will potentially have the following time savings for motorists in this area even if you don't use the interchange connectors*

Direction	Existing travel time– in minutes	Proposed travel time- in minutes	Potential Savings – in minutes
Exiting Loop 1604 Eastbound to head north on US 281, using the current frontage roads	6	1	5



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# Environmental Impact of the Proposed Project



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# Categorical Exclusion

## Need and Purpose for this Project

Based on traffic data and modeling –

- Currently 245,000 vehicles per day travel through this interchange
- By 2035, this number is projected to be 490,000 vehicles per day – projected increase of 100%
- Traffic and safety needs are evident – 132 collisions were reported at this interchange in 2008 – according to San Antonio Police Department – more than any other in the City of San Antonio



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# Categorical Exclusion

- Alternative Analysis conducted examined a “No-Build” and “Build” Alternative
- The “No-Build” Alternative was determined to not meet the purpose and need which is to increase safety conditions in this interchange and address management of the demand of traffic within this interchange.



# Categorical Exclusion – Build Alternative

- The proposed improvements would add level 4 and 5 onto the existing 3 level interchange at US 281 and Loop 1604



# Categorical Exclusion – Build Alternative

- Improvements to safety and mobility within the project area are also part of this proposed project – specifically:
  - Auxiliary Lanes
  - Ramp Modifications
  - Sidewalks
  - Lighting Improvements
  - Pedestrian Bridges



# Categorical Exclusion – Build Alternative

- The proposed project would be constructed entirely within existing state owned right-of-way
- No additional right-of-way is anticipated to be needed for this project



# Environmental Documentation – Habitat Features

- 32 total karst features have been evaluated for excavation
- 13 features were excavated and assessed for potential karst species habitat
- Potential karst species habitat was identified in 9 of the excavated features; presence / absence surveys were conducted in the 9 features
- No endangered karst species were found during the surveys
- Four karst species, not listed as endangered, were found during the surveys



# Categorical Exclusion – Habitat and Endangered Species

- Given the presence of non endangered karst species, it is presumed possible that the project may have some impact on endangered karst species.
- The Biological Assessment prepared for this proposed project is recommending the following “Finding”, based on the surveys and data available
  - A finding that the project may affect, but is not likely to adversely affect, two federally-listed endangered karst invertebrate species

Additionally, informal consultation with US Fish and Wildlife has been initiated as a result of this recommendation



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# Categorical Exclusion – Edwards Aquifer Impact

- The proposed project improvements represents an addition of less than 0.01% impervious cover to the total (768,925 acres) recharge zone of the Edwards Aquifer
- Based on the overall potential impact, the impervious cover created by this project would be negligible to the overall Aquifer



# Categorical Exclusion – Noise Impact

- Noise walls are proposed at three locations, subject to public approval process, if work is done in the eastern portion of the proposed project

<b>Location</b>	<b>Approximate Length of Noise Wall</b>	<b>Approximate Height of Noise Wall</b>
East of Krugerrand Drive	1,561 ft	12 ft
North of Diamond Hills Drive	489 ft	12 ft
West of Redland Road	604 ft	8 ft

# Categorical Exclusion – Indirect and Cumulative Impacts

## Encroachment upon Habitat of Endangered Species

- The nearest critical habitat is 0.25 miles away from the right-of-way for the proposed project – while endangered species habitat may be affected, it is not likely to be adversely affected

## Edwards Aquifer Recharge Features and Surface Water Quality

- A water pollution abatement plan is required for the proposed project – and improvements in mobility within the project area would reduce the potential for oil leakage and other pollutants from idling vehicles – therefore substantial effects to the Edwards Aquifer are not anticipated to result from the proposed project



# Categorical Exclusion – Indirect and Cumulative Impacts

## Indirect Impact – Development of Adjacent Lands

- Based on current and historical information, it is presumed that development of adjacent lands for additional uses will continue with or without the project being constructed
- The construction of the project may, in areas of increased accessibility, increase the presence of higher density zoning making said projects more feasible
- It is important to note that the proposed project study area is currently 82% developed, and with the uncertainties in the economic market, as well as protections put in place by the City of San Antonio, project-related effects on timing of development would not be anticipated to put the study area's notable environmental features at risk.



# Categorical Exclusion – Summary

- Based on the Biological Assessment, the anticipated direct, indirect and cumulative impacts, and the type of project being proposed, the Categorical Exclusion is the appropriate documentation level for this type of improvement
- Additionally, the Biological Assessment is documenting a finding, reported in the Categorical Exclusion, that the proposed improvement may affect, but is not likely to adversely affect two endangered karst species within the proposed project area



# Next Steps

- Categorical Exclusion draft will be updated based on:
  - Adoption of the San Antonio Bexar County Metropolitan Transportation Plan – Mobility 2035, on December 7, 2009
    - Will correct project total cost to reflect what is shown in the Mobility 2035 plan
  - Community comments received tonight and through the comment period which closes on January 21, 2010.
  - Results of the Section 7 Consultation Process currently underway



# If you have comments about the proposed US 281 / Loop 1604 interchange improvements -

You can do one or all of the following tonight to have your comments included in the official public record of this meeting –

- ✓ Sign up to speak tonight – Speakers will be given 3 minutes and time is not transferable between speakers
- ✓ Fill out a comment card and drop it off in any comment card box tonight
- ✓ Speak with the Court Reporter



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# If you want to submit comments after you leave tonight

You may mail your comments to

US 281 / Loop 1604 Interchange Project  
Alamo Regional Mobility Authority  
1222 N. Main Avenue, Ste 1000  
San Antonio, Texas 78212

Email us at [Interchange@AlamoRMA.org](mailto:Interchange@AlamoRMA.org)

Fax us at 210.495.5403 attention US 281 / Loop 1604 Interchange Project

Comments must be postmarked or received by 5 p.m. January 21, 2010 to be included in the public record of this meeting



Don't let tonight be all you hear about the proposed project - Stay Informed, Stay Involved!

Want to see more of the animation files?  
Want to stay up to date on the proposed project? - Follow us online!

[www.AlamoRMA.org](http://www.AlamoRMA.org)

[www.YouTube.com/MovingPeopleFaster](http://www.YouTube.com/MovingPeopleFaster)

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