

Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

December 3, 2010

STP 2009 (653) ES, STP ()
Categorical Exclusion
Bexar County
CSJs: 0253-04-139 & 0253-04-141

US 281 @ Loop 1604 Interchange

Ms. Janice W. Brown
Division Administrator
Federal Highway Administration
Austin, Texas 78701

Dear Ms. Brown:

FHWA concurred that the referenced project is a categorical exclusion on February 24, 2010. Attached is the documentation of design modifications proposed by the design/build contractor for the project. An electronic version of this information was submitted concurrently to FHWA and TxDOT for review from the Alamo RMA. A meeting with affected property owners to present the design modifications was held on September 9, 2010.

Your concurrence is requested that this project remains a categorical exclusion. If you have any questions, please contact me at 416-2515 or 416-3029.

Sincerely,

Vicki Crnich
Project Delivery Management Section
Environmental Affairs Division

Concur _____

Date: _____

12/7/2010

THE TEXAS PLAN

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ALAMO RMA
Alamo Regional Mobility Authority
"Moving people faster"

November 10, 2010

Mr. Ted West, P.E.
Federal Highway Administration
300 East Eighth Street, Room 826
Austin, Texas 78701

Ms. Vicki Crnich
Environmental Affairs, Texas Department of Transportation
118 E. Riverside
Austin, Texas 78704

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TERRY M. BRECHTEL
EXECUTIVE DIRECTOR

Re: U.S. 281 North at Loop 1604 Interchange Project – CSJ 253-04-139 and CSJ 253-04-141

Dear Ted and Vicki:

The Alamo RMA has previously submitted a Categorical Exclusion for the above referenced project which was approved by FHWA on February 24, 2010.

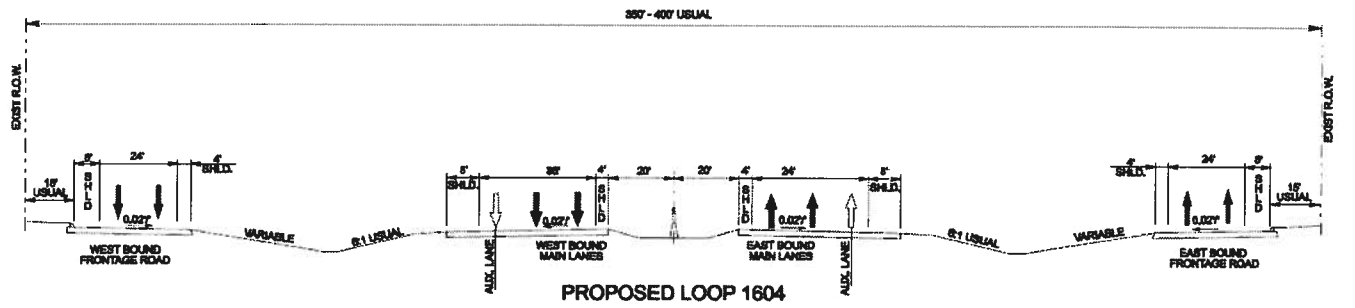
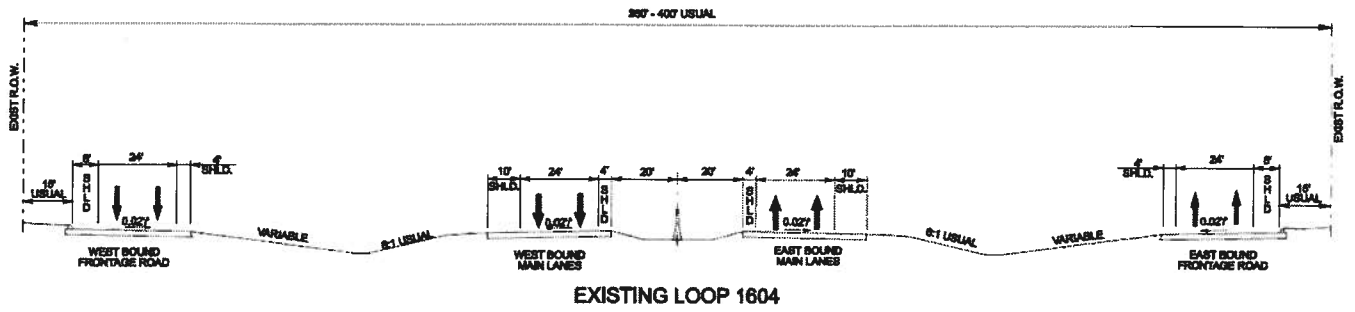
As you are aware, this is a design-build project and pursuant to the provisions thereof, the design/builder has proposed several ATCs (Alternative Technical Concepts) which have now been reviewed and approved by FHWA and TxDOT along with the conditional approval of the schematic. One of the conditions to the approval of the schematic is the submission and approval of the design change memo for the Categorical Exclusion. Accordingly, I enclose the design change memo for your review and approval.

Additionally, it was noted that Figure 3B incorrectly designated auxiliary lanes as through lanes so we have enclosed the corrected Figure 3B for your files.

Please contact Lisa Adelman at (210) 495-5499 if you have any questions.

Sincerely,

Terry M. Brechtel
Executive Director

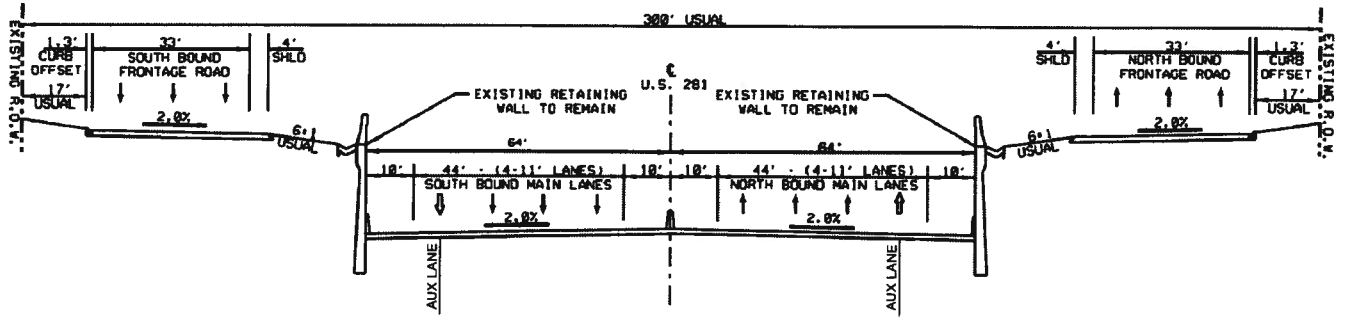


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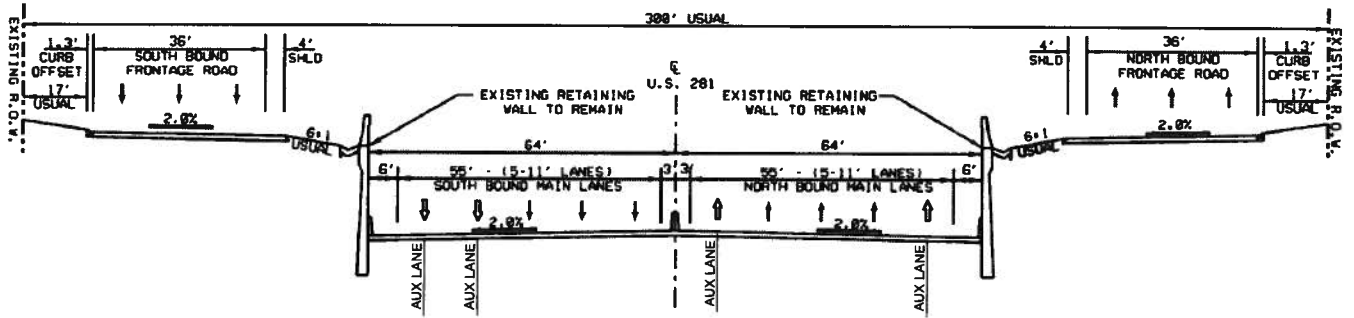


Figure 3A:
Typical Sections -
Categorical Exclusion

US 281 at Loop 1604
Interchange
CSJ:
0253-04-139,141
Bexar County, Texas



EXISTING U.S. 281
BETWEEN WINDING WAY/OAK SHADOWS AND DONELLA



PROPOSED U.S. 281

Not to scale

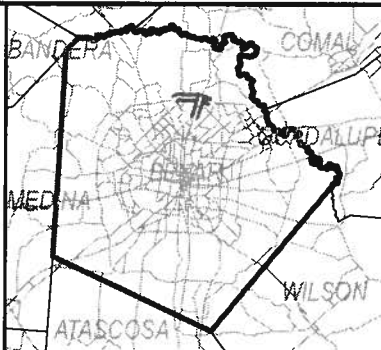


Figure 3B:
Typical Sections -
Categorical Exclusion

US 281 at Loop 1604
Interchange
CSJ:
0253-04-139,141
Bexar County, Texas



November 10, 2010

To: Dale Stein
Alamo Regional Mobility Authority
1222 N. Main Avenue, Suite 1000
San Antonio, Texas 78212

From: Williams Brothers Construction
c/o Jacobs Engineering Group Inc.
911 Central Parkway North, Suite 425
San Antonio, Texas 78232

Subject: Notice of Design Modification
CSJ: 0253-04-139, 141
Proposed Improvements to US 281 North/Loop 1604 Interchange
San Antonio, Bexar County, Texas

A Categorical Exclusion was approved on February 24, 2010 for the four southern direct connectors and related improvements for the US 281 North/Loop 1604 Interchange.

The proposed US 281 North/Loop 1604 Interchange project generally consists of constructing four direct connectors and associated roadway improvements including auxiliary lanes and ramp modifications at the US 281 North /Loop 1604 interchange in San Antonio, Bexar County, Texas. The proposed project also includes additional safety and mobility enhancements. The proposed safety and mobility enhancements include lighting improvements, sidewalks, and pedestrian bridges. The limits of the proposed project extend from approximately Bitters Road to Redland Road on Loop 1604 (a distance of approximately six miles) and from Bitters Road to Loop 1604 on US 281 North (a distance of approximately three miles). As stated in the original CE the proposed project would be constructed within existing state-owned right-of-way; no additional right-of-way would be acquired.

Design modifications were made to the project schematic and have been finalized based on 30% engineering design and development of the preliminary submittal. It is important to note that with the design modifications and updated schematic, the general project description identified above remains unaltered.

The design modifications and subsequent updated schematic include addition of Alternative Technical Concepts (ATC's) that were conditionally approved by the Alamo Regional Mobility Authority during the detailed proposal phase of the US 281 North/Loop 1604 Interchange process. Additional schematic updates include the use of 8' auxiliary lane shoulder widths as allowed by the scope of work. The proposed changes have an effect on the *Project Plan View (Figure 4 (A-F))* and *Figure 3A* as presented in the original Categorical Exclusion (CE). Figures 4 (A-F) are replaced by the approved schematics and the updated Figure 3A is enclosed with this Notice of Design Modification. Design modifications related to ATC's and associated updates to the schematic are summarized below:



1. Proposed Direct Connectors

The CE described the exit from US 281 North to westbound (N-W) and north to eastbound (N-E) direct connectors as having a right hand exit from the northbound lanes with a merge into the Loop 1604 mainlanes.

As a result of the ATC, the new N-W and N-E direct connector is proposed to exit US 281 North underneath the existing Henderson Pass Bridge via a left hand exit and cross over the interchange at the fourth level. There is no change to the N-W connector which will tie to Westbound Loop 1604 near Stone Oak Parkway and on Westbound Loop 1604 an auxiliary lane would be added to accept the direct connection traffic and is proposed to terminate at a new Blanco Road exit ramp. An exit ramp from this direct connection to the westbound frontage road east of Stone Oak Parkway is also proposed as originally described in the Categorical Exclusion.

As stated in the Categorical Exclusion, the N-E direct connector is proposed to split from the N-W direct connector and tie to Eastbound Loop 1604 near the Gold Canyon underpass. An auxiliary lane would be added to Eastbound Loop 1604 until just east of Redland Road overpass and then taper into the existing Loop 1604 lanes as originally described in the Categorical Exclusion.

The ATC provides a left exit for the northbound US 281 North traffic removes the need for reconstructing existing retaining walls, widening the northbound frontage road, and relocating existing utilities along the northbound frontage road. The left exit will also maintain existing property access along northbound frontage road through the continued use of the existing exit ramp from US 281 North to the frontage road. Constructing the N-E and N-W connector as a left exit allows the connector to be moved north to reduce the connector length thus reducing construction duration.

Summary of Benefits:

- Existing US 281 North exit ramp to the Northbound Frontage Road will remain in place and eliminate access impacts to local businesses.
- Reduce construction impact to traffic by eliminating reconstruction of existing retaining walls on outside of existing US 281 northbound mainlanes.
- Reduce impacts to driveway access during construction by eliminating widening of existing northbound frontage road.
- Eliminate required utility relocations along the northbound frontage road and service impacts associated with major relocations.
- Reduce overall project development and construction cost.

2. Re-Striping/Shoulder Reduction

The CE provides a description of the existing facility in Section 2.0. In that section US 281 North beginning at the southern most project limits near Bitters Road is described as a six lane access controlled, divided highway with continuous frontage road. The mainlanes consist of three 11-foot lanes with a 10-foot inside and outside shoulders in both directions (northbound and southbound). The CE



schematic identifies that additional auxiliary lanes will be added on US 281 as shown on Figure 3A and 3B.

The Re-Striping/Shoulder Reduction design modification provides the additional auxiliary lanes configuration on US 281 by re-striping the existing US 281 North northbound and southbound mainlanes from Bitters Road to Loop 1604. In order to accommodate the proposed number of lanes within the existing edges of pavement, the design modification includes a design exception request that would allow reduced shoulder widths, supplementing the existing approved design exception for reduced shoulder widths dated November 1, 2006. For US 281 northbound and southbound mainlanes, the inside shoulder width will be 2' and outside shoulder width will vary between 5' and 16' throughout the project limits. The areas of increased shoulder width will allow sufficient outside shoulder to provide for emergency use. With the proposed additional auxiliary lanes and approval of this reduced shoulder width design exception, re-striping the US 281 mainlanes will give the motorist a consistent alignment through this corridor with the use of a 2' inside shoulder.

Summary of Benefits:

- Reduce construction impact to traffic by eliminating reconstruction of retaining walls and bridges along US 281
- Maintain consistent inside shoulder width throughout project and improves driver expectancy.
- Reduce overall project development cost.

3. Henderson Pass Bridge

The CE under "Other Operational and Safety Improvements" discusses the partial removal of the Henderson Pass bridge structure. This structure is currently closed to traffic.

The design modification eliminates changes to the Henderson Pass Bridge and it will remain intact.

Summary of Benefits:

- Reduce construction impact to traffic by eliminating bridge removal over US 281 mainlanes.
- Reduce potential utility impacts during construction.
- Reduce overall project development cost.
- Eliminate traffic impact during construction.

4. Analysis

The proposed design modifications have been analyzed for their impacts to the environment. The following items of concern received further review:

- As described in the CE project-related work would only occur within the jurisdictional boundaries of two waters of the US (Panther Springs Creek and Mudd Creek) both of which are crossed by Loop 1604. All other crossings on Loop 1604 would be spanned by the roadway improvements. No work would occur in jurisdictional waters traversed by US 281 North. Further field delineations of Waters of the United States were completed and verified as part of a Preliminary Jurisdictional



Determination prepared for submittal to the USACE. It was determined that only temporary impacts would result from project construction and that these areas would be returned to pre-construction contours. The temporary impacts were: Panther Springs Creek - .017 acres; Mudd Creek - .015 acres. These two crossings can each be authorized under Section 404 of the Clean Water Act by nationwide permit 14 for linear transportation projects. No other waters of the US will be impacted by the design modifications, and consequently no other permitting authorized by the USACE will be required.

- Because it has been determined that the proposed project may affect two protected karst species, informal consultation under the Endangered Species Act was conducted with the USFWS. Consultation was compliant with Section 7 of the Endangered Species Act. A letter of concurrence was issued by USFWS on January 25, 2010 which stated that based upon the Biological Assessment and information reviewed, USFWS concurs that the project "may affect but is not likely to adversely affect" *R. exilis* or *R. infernalis* known to occur in Bexar County, Texas. USFWS also concurred with the determination that the proposed project will not adversely modify designated critical habitat located near the proposed project area. As a result of the USFWS biological opinion, a Pre-Construction Notification (PCN) has been developed for submittal to the USACE to inform them of the presence of habitat for the two protected karst species. All documentation required by the USACE to meet the requirements of Nationwide Permitting General Provision 17 has been prepared and submitted to the USACE. The design modifications will not impact the results of the biological assessment or the USFWS biological opinion as described in the original CE. As stated in **Step 8: Mitigation** in the original CE, work on the proposed project would cease in the immediate area of any karst feature discovered during construction. The feature would then be investigated by a qualified biologist. If a federally protected species is documented, consultation with the USFWS would be initiated.
- The proposed improvements would comply with existing commitments as related to existing right-of-way and/or easements. No relocation of residences or businesses would occur. The left exit will enhance accessibility to residences and businesses within the project area by maintaining the existing access along northbound frontage road through the continued use of the Donella exit ramp from US 281 to the frontage road.
- The proposed design modifications will not impact the results of the noise analysis in the original CE based on the following findings: The modifications do not change the traffic volumes on the direct connectors. The elevations of the direct connectors will not change. The horizontal shift to the center of US 281 moves some traffic closer to the western right of way where there are no sensitive receptors. Horizontal and vertical alignment along Loop 1604 will not change therefore the proposed modifications would not change or alter the conclusions of the noise analysis results for the receivers along Loop 1604.
- The proposed design modifications will result in a reduction of impervious cover by 0.87 acres by not relocating the existing US 281 northbound frontage road in the area of the Donella exit.



5. Meeting of Affected Property Owners

A Meeting of Affected Property Owners (MAPO) was held on September 9th, 2010. A notification of the meeting (**Appendix B**) was prepared and hand-delivered to the owners and tenants of property along the US 281 North frontage road from the Donella exit to the Loop 1604 intersection and east along the Loop 1604 frontage road to Gold Canyon. In all, 80 property owners and two property leasing companies were informed of the meeting as indicated on the list included in **Appendix C**.

A welcome letter (**Appendix F**) with frequently asked questions about the US 281 North/Loop 1604 Interchange project was provided as background information. A comment sheet was provided requesting comments by September 16th, 2010 (**Appendix D**).

The latest proposed schematic with design modifications along with a side-by-side comparison of the original project schematic from the CE were provided in poster form for the public to view and make inquiry.

Turnout was very low and to date no formal comments have been received. **Appendix E** shows the sign in sheets from the MAPO.

As described above the proposed design modifications have been incorporated based on the conditional approval of ATC's included with the project's detailed proposal. Given that the design modifications would not require additional right-of-way or easements, would improve access to adjacent properties along US 281 North, and would decrease construction impacts and reduce overall project cost; your concurrence is requested that the proposed design modifications would not significantly impact environmental resources and the original CE classification would remain valid and no additional documentation is required to implement the proposed design modifications.

If you have any questions or comments regarding the design modifications, please contact Brett Altman at 210-494-0088.



Appendix A

Alternative Technical Concepts (ATC's)



Alternative Technical Concept 15: Submitted December 18, 2009

a. Description

A detailed description of the ATC and technical information, including supporting drawings of the configuration of the ATC, including the locations where it is to be used on the Project, or other appropriate descriptive information, including a traffic operational analysis, if appropriate.

We propose to re-stripe the existing US 281 North northbound and southbound main lanes from Bitters to Henderson Pass. In order to accommodate the proposed number of lanes, as per the schematic, within the existing edges of pavement, we are proposing a design exception that would allow reduced shoulder widths, supplementing the existing approved design exception for reduced shoulder widths dated November 1, 2006. For US 281 northbound and southbound main lanes, inside shoulder width will be consistently 2' and outside shoulder width will vary between 5' and 16' throughout this corridor. The areas of increased shoulder width will allow sufficient outside shoulder to provide for emergency use. With the proposed additional lanes and approval of this reduced shoulder width design exception, re-striping the US 281 main lanes will give the motorist a consistent alignment through this corridor with the use of a 2' inside shoulder. This will enhance driver expectancy and should reduce congestion and accidents as well as improve traffic flow.

The attached drawing shows locations of the previously allowed reduced shoulder widths as per the approved design exception dated November 1, 2006 along with the limits proposed for this ATC.

b. Usage

The locations where, and an explanation of how, the ATC will be used on the project.

This ATC is proposed for the US 281 northbound and southbound main lanes between Bitters and Loop 1604/US 281 Interchange.

c. Deviations

References to specific requirements of the RFDP which are inconsistent with the proposed ATC, an explanation of the nature of the deviations from said requirements, and a request for approval of such deviations.

Deviations – The Exhibit B, Scope of Work, Section 1.3.1 states that all lane and shoulder widths shall be in accordance with the TxDOT Design Manual or require a design exception. Chapter 3, table 3-18 of the Roadway Design Manual reflects any 6-Lane or more divided roadway to require 10' inside and 10' outside shoulder widths.

This ATC differs from the RFDP by eliminating the need to construct widening of the existing main lanes to accommodate new auxiliary lanes as shown in the project schematic.

This ATC deviates from the RFDP by re-striping the existing pavement and not meeting the required 10' shoulder width criteria required as per the TxDOT Design Manual, but instead requesting a design exception.

We request approval of a deviation and design exception for reducing shoulder widths from the project design criteria as described in Section 1.3.1.



d. Analysis

The analysis justifying use of the ATC in lieu of the specified requirements for the Project Design and why the deviation, if any, from the requirements of the RFDP Documents should be allowed. The analysis must address how the ATC would affect the facility in terms of design configuration, construction cost, and operational efficiency.

The approved design exception, dated November 1, 2006, provided in Exhibit D, allows a 2' inside shoulder for a 5500' stretch on the southbound main lanes and 3500' stretch on northbound main lanes. We request that this exception be extended for other limits of roadway along this same facility. We are not proposing any shoulder widths less than those approved by the previous design exception.

This re-striping design provides the required number of proposed auxiliary lanes and main lanes as shown in the Schematic Plan. Re-striping the existing main lanes will give the motorist a consistent alignment through this corridor with the use of a 2' inside shoulder. This will enhance driver expectancy and should reduce congestion and accidents as well as improve traffic flow. The shoulder width reduction reduces impacts to existing retaining walls as well as reduces construction of new retaining walls, pavement widening and bridge widening. This results in fewer traffic impacts during construction for the US 281 traffic.

e. Impacts

1. A discussion of potential impacts on vehicular traffic, environmental permitting, community impact, safety and life-cycle Project and Infrastructure costs, including impacts on the cost of repair, maintenance and operation;

This ATC causes no negative impacts on vehicular traffic, environmental permitting, community, safety, and life-cycle project or infrastructure costs. This would maintain existing roadway conditions. Cost of repair, maintenance, and operation would not be increased due to this ATC.

2. A specific description of the changes required to be made to the Agreement and impacts, if any, to the Environmental Document in order to implement the ATC;

No changes will be required to the Agreement. The environmental document will need to be changed to reflect the existing US 281 main lane widths as opposed to any widening previously reflected in the Schematic Plan.

3. Identification of any change in real property requirements from the property identified as the Schematic ROW, including any additional real property that is required to implement the ATC and any real property identified in the Schematic ROW that would no longer be necessary to complete the Project if the ATC is implemented.

No change in real property from that identified in the Schematic Plan ROW will be required.

f. History

A description of other projects where the ATC has been used, the success of such usage and names and phone numbers of project owners that can confirm such statements.

History – Reducing inside shoulder widths to 2' and outside shoulder widths to 5' has already been approved by the design exception dated November 1, 2006, along certain stretches of US 281 between the proposed project limits. Also, the existing striping currently provides reduced shoulder



widths for certain areas of US 281 within the project limits.

g. Risks

A description of added risks to the Alamo RMA or third parties associated with implementing the ATC in lieu of the specified Project Design Requirement.

Risks – No risks have been identified with this ATC.

h. Costs

An estimate of the Alamo RMA, the Design/Builder and third party costs associated with implementation of the ATC demonstrating any savings or added value.

Costs – There are no additional ARMA, Design Builder and third party costs associated with this ATC.

i. Price

A detailed estimate of the Development Price adjustment. Include an express statement indicating whether an ATC, and the price associated with the ATC, are exclusive of other ATCs or whether it must be used in conjunction with other ATCs.

This ATC and estimated cost savings are exclusive of other ATC's. This ATC provides a Development Price adjustment of:

SEGMENT 1: \$1,500,000

SEGMENT 2: \$11,900,000

Total: \$13,400,000

j. Maintenance

A description of any changes to the Project Management Plan that would result from implementation of the ATC, including any changes regarding long-term maintainability of the Project, projected maintenance costs and Project cost savings.

Maintenance – Long term maintainability of the project is not impacted by this ATC.



Alternative Technical Concept 11: Submitted December 7, 2009

a. Description

A detailed description of the ATC and technical information, including supporting drawings of the configuration of the ATC, including the locations where it is to be used on the Project, or other appropriate descriptive information, including a traffic operational analysis, if appropriate.

We propose to make the N-E and N-W Connector a left exit from the US 281 northbound mainlanes rather than a right exit as shown in the schematic. Providing a left exit for this traffic reduces costs for reconstructing existing walls, widening the frontage road, and relocating existing utilities along the northbound frontage road. The left exit will also maintain existing property access along northbound frontage road through the continued use of the exit ramp from US 281 to the frontage road.

Constructing the N-E and N-W Connector as a left exit allows the connector to be moved north to reduce the connector length. The attached conceptual drawings provide the plan layout and profile of the proposed left exit connector.

b. Usage

The locations where, and an explanation of how, the ATC will be used on the project.

This ATC is proposed for the US 281/Loop 1604 direct connectors.

c. Deviations

References to specific requirements of the RFDP which are inconsistent with the proposed ATC, an explanation of the nature of the deviations from said requirements, and a request for approval of such deviations.

Deviations –

This ATC deviates from the RFDP by providing a left exit from northbound US 281 as opposed to the right exit shown in the project schematic.

This ATC deviates from the RFDP by allowing the existing US 281 northbound exit ramp to the frontage road to remain in operation.

This ATC requires 2' inside and 7' outside shoulder widths for the US 281 mainlanes for approximately 1100' in the vicinity of the left exit. The TxDOT Roadway Design Manual Section 6 (Table 3-18) indicates that 10' shoulder widths are required on the inside and outside of mainlanes with 3 lanes or more. The previously approved design exception allows 2' inside and 7' outside shoulders, but not within the limits required by this ATC.

We request approval of this deviation from the project schematic. We request approval of extending the limits of the previously approved design exception of reduced shoulder widths from the project design criteria described in Section 2.1.3.



d. Analysis

The analysis justifying use of the ATC in lieu of the specified requirements for the Project Design and why the deviation, if any, from the requirements of the RFDP Documents should be allowed. The analysis must address how the ATC would affect the facility in terms of design configuration, construction cost, and operational efficiency.

The N-E and N-W Connector plan layout and profile provided with this ATC use horizontal and vertical alignments that meet 45 mph.

Horizontal Alignment: The connector exits to the left of northbound US 281 underneath the existing Henderson Pass bridge as 2-12' lanes and expands to a 40' width at the physical gore. The connector proceeds as a 40' width to the N-E and N-W Connector split approximately 1500' to the north.

Vertical Alignment: The profile for the N-E and N-W Connector uses a 5% grade with a sag curve at the take-off and a crest curve near the east-west split. The connector profile meets 45 mph and provides required vertical clearances to mainlanes and connectors. However, the length of the grade from take-off to the east-west split requires the profile to be analyzed for potential reductions in speed that affect the connector operations. The TxDOT Roadway Design Manual, Section 5 (Figure 2-7), indicates that certain combinations of profile grades and lengths may result in operational inefficiencies by causing a reduction in speed for truck traffic. Results of this analysis indicate that operations should be minimally impacted due to a low percentage of truck traffic on US 281 northbound. Also, operational impacts due to the profile are mitigated by having a 2-lane connector for the majority of the length of the 5% grade.

Typical Section: The typical sections shown on the conceptual layout indicate that desirable shoulder widths on the US 281 mainlanes cannot be met until the connector reaches an elevation that provides clearance over the mainlanes. At this point, the mainlanes can be shifted underneath the connector to provide the required shoulder widths. Due to these shoulder width reductions for this length of the US 281 mainlanes, the limits of the previously approved design exception will need to be extended to implement this ATC.

Construction Cost: Making the N-E and N-W Connector a left exit avoids impacts to the existing frontage road exit and northbound frontage road. Eliminating these impacts reduces cost associated with reconstructing existing walls, widening the northbound frontage road, and relocating utilities.

Operations: Northbound US 281 will operate with the same number of lanes and lane balancing shown in the schematic with minor differences. The main difference is that the N-E and N-W Connector will provide direct connections to Loop 1604 while allowing the existing northbound exit ramp to the frontage road to remain operational. The schematic shows the connector taking off at the existing exit ramp and requires traffic accessing the frontage road to use the exit ramp south of Donella. The nearest northbound entrance ramp is approximately 4700' south of the left exit, and is not anticipated to cause weaving inefficiencies because the distance exceeds the weaving distance analysis limits identified in the Highway Capacity Manual.

Also, a preliminary signing layout has been developed to assure proper sign spacing and adequate notice to traffic of approaching left exit.



Summary of Benefits:

- Existing exit ramp to remain in place to mitigate impacts to local businesses.
- Eliminate impacts to existing retaining walls.
- Eliminate traffic impacts to existing frontage roads.
- Eliminate reconstruction of existing frontage roads.
- Eliminate utility relocation and service impacts associated with relocation.
- Eliminate potential schedule impacts.

e. Impacts

1. A discussion of potential impacts on vehicular traffic, environmental permitting, community impact, safety and life-cycle Project and Infrastructure costs, including impacts on the cost of repair, maintenance and operation;

It is anticipated that this ATC will cause no negative impacts to vehicular traffic. Providing the left exit in the vicinity of the conceptual layout avoids weaving issues with northbound traffic by exceeding the distance required for weaving analysis. Advanced signing will be provided to inform traffic of the approaching left-exit configuration. This ATC causes no negative impacts environmental permitting, community, safety, and life-cycle project or infrastructure costs. Cost of Repair, maintenance, and operation would not be increased due to this ATC.

2. A specific description of the changes required to be made to the Agreement and impacts, if any, to the Environmental Document in order to implement the ATC;

The Agreement will need to be revised to eliminate text describing closing the existing northbound exit ramp from US 281 to the frontage road. The Environmental Document will require revisions to describe the N-E and N-W Connectors as a left exit from US 281.

3. Identification of any change in real property requirements from the property identified as the Schematic ROW, including any additional real property that is required to implement the ATC and any real property identified in the Schematic ROW that would no longer be necessary to complete the Project if the ATC is implemented.

No change in real property from that identified in the Schematic Plan ROW will be required.

f. History

A description of other projects where the ATC has been used, the success of such usage and names and phone numbers of project owners that can confirm such statements.

A left exit is currently provided north of downtown San Antonio on the southbound US 281 to IH 35 northbound. This interchange is operated by the Texas Department of Transportation (San Antonio District).

g. Risks

A description of added risks to the Alamo RMA or third parties associated with implementing



the ATC in lieu of the specified Project Design Requirement.

Risks – No risks have been identified with this ATC.

h. Costs

An estimate of the Alamo RMA, the Design/Builder and third party costs associated with implementation of the ATC demonstrating any savings or added value.

Costs – There are no additional ARMA, Design Builder to third party costs associated with this ATC.

i. Price

A detailed estimate of the Development Price adjustment. Include an express statement indicating whether an ATC, and the price associated with the ATC, are exclusive of other ATCs or whether it must be used in conjunction with other ATCs.

This ATC and estimated cost savings are exclusive of other ATC's. This ATC provides a reduction in the embankment, pavement, and bridge. The estimated savings for this ATC is approximately \$4.5 million without the utility adjustments. An additional cost of \$1.0 million is estimated for utility relocation.

j. Maintenance

A description of any changes to the Project Management Plan that would result from implementation of the ATC, including any changes regarding long-term maintainability of the Project, projected maintenance costs and Project cost savings.

Maintenance – Long term maintainability of the project is not impacted by this ATC.



Alternative Technical Concept 4: Submitted October 20, 2009

a. Description

A detailed description of the ATC and technical information, including supporting drawings of the configuration of the ATC, including the locations where it is to be used on the Project, or other appropriate descriptive information, including a traffic operational analysis, if appropriate.

We propose to eliminate the modifications to the Henderson Pass bridge identified in Segment 1 of the RFDP. Keeping this existing bridge in its current condition reduces construction cost, schedule, and potential utility impacts.

b. Usage

The locations where, and an explanation of how, the ATC will be used on the project.

We propose this ATC for the Henderson Pass structure over US 281 mainlanes. We proposed this ATC to eliminate the removal of a portion of the existing bridge structure over the US 281 mainlanes.

c. Deviations

References to specific requirements of the RFDP which are inconsistent with the proposed ATC, an explanation of the nature of the deviations from said requirements, and a request for approval of such deviations.

The Exhibit B, Scope of Work, Section 1.3.1 (Segment 1) states that the Henderson Pass structure will be reduced to 15' in width and left in place, as shown in the Existing Design Plans. This ATC deviates from the project scope by keeping the structure in its current condition instead of reducing its width. We request approval of this ATC which differs from the description for Henderson Pass structure in segment 1 of section 1.3.1.

d. Analysis

The analysis justifying use of the ATC in lieu of the specified requirements for the Project Design and why the deviation, if any, from the requirements of the RFDP Documents should be allowed. The analysis must address how the ATC would affect the facility in terms of design configuration, construction cost, and operational efficiency.

The existing Henderson Pass structure over US 281 mainlanes is closed with concrete barriers and does not currently carry traffic. The existing bridge has major communications utilities attached underneath and currently provides a utility crossing over the US 281 mainlanes. The purpose that this bridge serves will not change with the structure removal identified in the RFDP. Therefore, the added construction cost, schedule, and potential utility impacts associated with this bridge removal can be eliminated from the project with this ATC while maintaining the current use of the existing bridge.



e. Impacts	<p>1. A discussion of potential impacts on vehicular traffic, environmental permitting, community impact, safety and life-cycle Project and Infrastructure costs, including impacts on the cost of repair, maintenance and operation;</p> <p>This ATC causes no negative impacts on vehicular traffic, environmental permitting, community, safety, and life-cycle project or infrastructure costs. Cost of Repair, maintenance, and operation are not increased due to this ATC.</p> <p>2. A specific description of the changes required to be made to the Agreement and impacts, if any, to the Environmental Document in order to implement the ATC;</p> <p>Change Section 1.3.1 of Exhibit B Segment 1 to eliminate the following text: "The Henderson Pass Structure will remain in place, but will be reduced to approximately a 15 FT width, as shown on pages 1842 to 1845 of the Existing Design Plans".</p> <p>This ATC does not impact the environmental document.</p> <p>3. Identification of any change in real property requirements from the property identified as the Schematic ROW, including any additional real property that is required to implement the ATC and any real property identified in the Schematic ROW that would no longer be necessary to complete the Project if the ATC is implemented.</p> <p>This ATC does not require and change in real property from that identified in the Schematic Plan ROW.</p>
f. History	<p>A description of other projects where the ATC has been used, the success of such usage and names and phone numbers of project owners that can confirm such statements.</p> <p>We have not identified any projects where this ATC has been implemented.</p>
g. Risks	<p>A description of added risks to the Alamo RMA or third parties associated with implementing the ATC in lieu of the specified Project Design Requirement.</p> <p>We have not identified risks with this ATC.</p>
h. Costs	<p>An estimate of the Alamo RMA, the Design/Bullder and third party costs associated with implementation of the ATC demonstrating any savings or added value.</p> <p>There are no additional Alamo RMA, Design Builder, or third party costs associated with this ATC.</p>
i. Price	<p>A detailed estimate of the Development Price adjustment. Include an express statement indicating whether an ATC, and the price associated with the ATC, are exclusive of other ATCs</p>



or whether it must be used in conjunction with other ATCs.

This ATC and estimated cost savings are exclusive of other ATC's. This ATC provides a reduction in bridge costs. The cost savings is anticipated to be approximately \$250,000.

J. Maintenance

A description of any changes to the Project Management Plan that would result from implementation of the ATC, including any changes regarding long-term maintainability of the Project, projected maintenance costs and Project cost savings.

This ATC does not impact long term maintainability of the project. Maintenance of the existing bridge at it current with is similar to maintaining the bridge with a reduced width.



Appendix B
MAPO Notification Letter



ALAMO RMA

Alamo Regional Mobility Authority

"Moving people faster"

September 2, 2010

Dear Property Owner/Tenant

The Alamo Regional Mobility Authority (Alamo RMA), in cooperation with the Texas Department of Transportation, is currently pursuing the construction of direct connector ramps at US 281 and Loop 1604, to provide drivers in this area with relief from the current traffic experienced daily at this intersection.

While this project has been environmentally cleared by the Federal Highway Administration, our Design/Build team, Williams Brothers Construction Company, has proposed a modification to our existing plans, which would change access to the direct connector ramps from what is currently approved. This change would move the entrance for the direct connector ramps on US 281 North, heading toward Loop 1604, from a right hand exit, to a left hand exit.

What this means for property and business owners in this area is that the current access you have today will remain unchanged, a deviation from the environmentally approved plans currently in place. The design modifications will change the normal right hand exit for the north to east and north to west connectors to Loop 1604, from US 281 North, to a left exit that will begin more to the center of the existing corridor near the Henderson Pass Bridge. The left hand exit will result in the Donella exit on US 281 North remaining fully intact with access to the frontage road remaining virtually the same as it is today.

The design modifications and associated updates to the project plan will be provided for your review at a special open house for affected property owners from 5:30 PM until 8:30 PM on Thursday, September 9, 2010 at the Comfort Suites Stone Oak at Northwood's Shopping Center's Main Meeting Room. The Comfort Suites physical address is 1754 N. Loop 1604 East. (*See Map attached*)

Personnel from the Project Design Team will be available to discuss the design modifications with you. Your comments will be received and recorded and made a part of the record for the project. If you are unable to attend the meeting, but would like to submit comments please email us at Interchange@AlamoRMA.org, fax at 210.495.5403 or call us at 210.495.5256.

Sincerely,

Terry M. Brechtel
Executive Director

Alamo Regional Mobility Authority
1222 N. Main Avenue, Suite 1000 San Antonio, Texas 78212
(210) 495-5256 (210) 495-5403 Fax
www.AlamorMA.org

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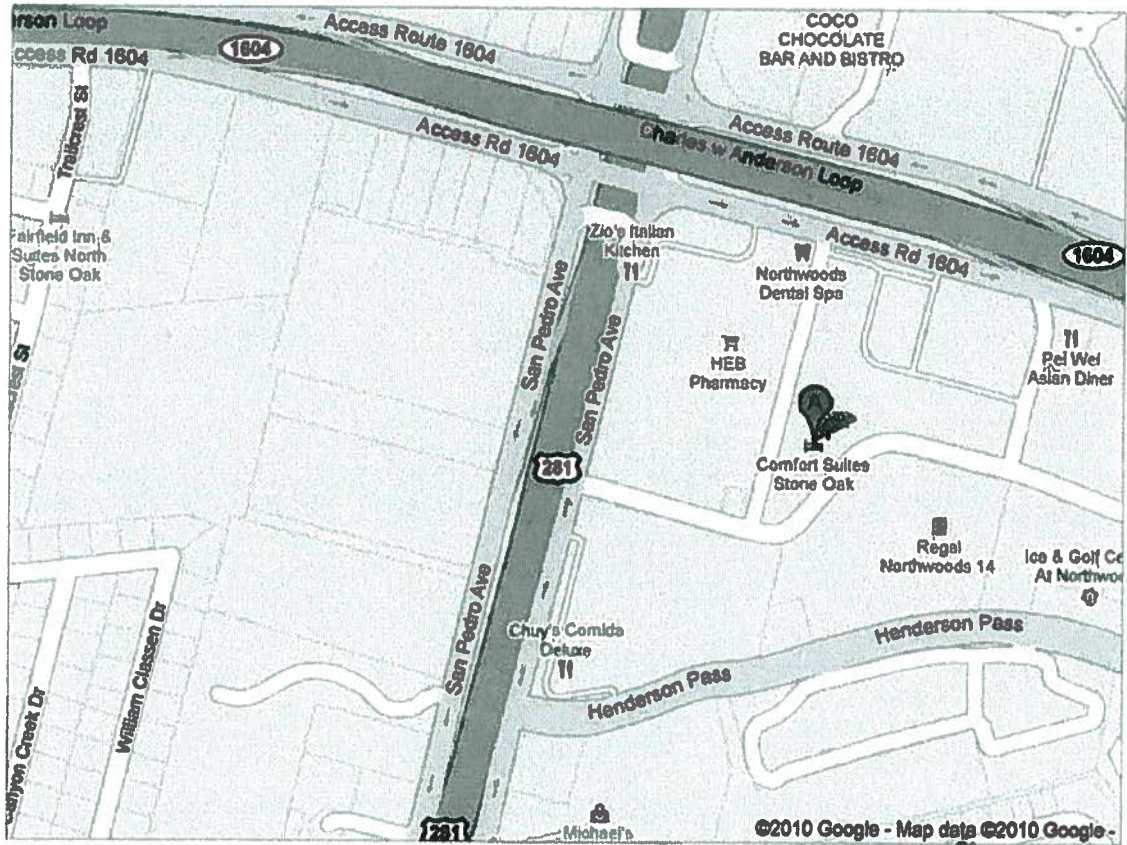
ARTHUR J. DOWNEY, JR

JAMES R. REED

ROBERT G. RODRIGUEZ

CHRISTEL VILLARREAL

TERRY M. BRECHTEL
EXECUTIVE DIRECTOR





Appendix C MAPO List of Invitees

Place of Business	Printed Name	Signature	Date
At's Formal Wear	Andrew Llanes		
Family Eye Care	Melodie Wallace	Melodie Wallace	9-2-10
Any lab test NOW	Sandea Bernoides	Sandea Bernoids	9-2-10
Tx Park: Puddle CHEESE CAKE BAKERY	Stacy Banta		9/2/10
	ESCOBEDO, Julian		
Game Stop	Josephine Ferguson		9-2-10
Castle Dental	Connie Berna	Connie Berna	9-2-10
LASHAN Antiques	Angie Watts	Angie Watts	9-2-10
Pageless	Robert Delgado		9-2-10
BRASSerie	MURTHAN		9-2-10
UD Navy	Chris Arden (Guzman)		9-2-10
Rack Room Shoes	Manuel Tarin		9/2/10
Fish & Body Works	Nicki Alvarez		9/2/10
Carters	Becky Breitenkamp		9/2/10
Zios	Jose M. Perez		9/2/10
Bikram	LISA INGLE		9/2/10
ECOBOX	BAYAN FRANKLIN		9/2/10
Planet Beach	ALLA LEA		9/2/10
Fish City Grill	Dawn Calahan		9/2/10
Zales	Quinn Murray		9/2/10
Starbucks	Shelley		9/2/10
Kodi Shack	Michael A. Rodriguez		9/2/10
Hillje Music	Justin Velin		9/2/10
GNC	Matt Gil		9/2/10
Clear	Krystal Dubois		9-2-10

Place of Business	Printed Name	Signature	Date	
Chulis	Ginger Bates		9/2/10	received letter about meeting
Chrys	RICHARD GRIFFITH		9.2.10	
La Madeleine	G. Spears / Lorenzo		9/2/10	receive letter about meeting
MASTERS EYE eye matters	Derek Madd		9.2.10	
Eye Masters	Mary L. Susan ^{3rd}		9-2-10	received letter
Bova Comp-5	Ricardo Jaraiz		9-2-10	
Pier 1	Megan Utrecht		9.2.10	received letter
WAREHOUSE POOL	APRIL KIRKPATRICK		9-2-10	
MATRESS Firm	JAMES GILBERT		9/2-10	Recap.
Stein Mart	Tiffany Glavaz		9/2/10	
HEB	ALBERT HERRANDEZ		9/2/10	received letter about 1604/281 Meeting
T. G. F	Johnny Foltz		9-2-10	
Liquors etc.	Bhavana. Shah		9-2-10	Rec. letter only.
NORTHWOODS Dental	Taylor Bueda		09-02-10	
AMATSU SIMONISEX	KEVIN SMARID		9.2.10	
Super cuts	Clarissa Gonzalez		09.02.10	
Fastframe	Jim O'Shaughnessy		9-2-10	
BBB	Liz Cannon		9/2/10	
Subway	Rodolfo Ramos		9/2/10	
Wine Bryant	Kuravey		2 Sept. 10	
Chase	Natany Di		9/2/10	
Cherines	Carl P. Pasch		9/2/10	letter about meeting
Red Robi.	RALPH DION		9/2/10	
OLDSTONE	Nicole O'Connell		9/2/10	

Place of Business

Printed Name

Signature

Date

Kehls

Teresa Martinez

TM

9/2/10



Appendix D
MAPO Comment Sheet



ALAMO RMA

Alamo Regional Mobility Authority

"Moving people faster"

**US 281 / Loop 1604 Interchange
Meeting of Affected Property Owners
September 9, 2010
Comfort Suites – Northwood
5:30 p.m. – 8:30 p.m.**

Name:

Address:

City, State Zip

Email:

Comment:

Please include your name and mailing address with all written comments. Comment forms and/or letters should be mailed to US / Loop1604 Interchange c/o Alamo RMA, 1222 N. Main Ste 1000, San Antonio, TX 78212. All written comments received or postmarked by 5pm on Thursday, September 16, 2010, will be included in the official record of this project.

Comments can be:

Emailed to Interchange@AlamoRMA.org

Faxed to 210-495-5403 attention US 281 / Loop 1604 Interchange Project

If you would like to mail your form, please add postage to this self-addressed form.

----- **FOLD HERE** -----
and tape closed

Post office will
not deliver
without proper
postage

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

RE: US 281 / Loop 1604 Interchange MAPO



Appendix E
MAPO Sign In Sheet



ALAMORMA
ALAMO REGIONAL MOBILITY AUTHORITY
"MOVING PEOPLE SMART"

Alamo Regional Mobility Authority
US 281 / Loop 1604 Interchange Meeting for Affected Property Owners
Thursday, September 9, 2010
Comfort Suites, 1754 N. Loop 1604 East

Name (Please Print)	Address	Email
K. Wayne Zachary	16912 US 281 N.	sydw@tdg.com
FRANK HOLZMANN	TDDOT	
Jeanette Wink's	San Antonio	
THY WINEBAUER	SNA AVE	



Appendix F Meeting Welcome and FAQ's



ALAMO RMA

Alamo Regional Mobility Authority

"Moving people faster"

September 9, 2010

Thank you for attending the US 281 / Loop 1604 Interchange Meeting for Affected Property Owners. As outlined in your invitation letter, the Alamo Regional Mobility Authority (Alamo RMA), in cooperation with the Texas Department of Transportation, is currently pursuing the construction of direct connector ramps at US 281 and Loop 1604, to provide drivers in this area with relief from the current traffic experienced daily at this intersection.

While this project has been environmentally cleared by the Federal Highway Administration, our Design/Build team, Williams Brothers Construction Company, has proposed a modification to our existing plans, which would change access to the direct connector ramps from what is currently approved. This change would move the entrance for the direct connector ramps on US 281 North, heading toward Loop 1604, from a right hand exit, to a left hand exit.

What this means for property and business owners in this area is that the current access you have today will remain unchanged, a deviation from the environmentally approved plans currently in place. The design modifications will change the normal right hand exit for the north to east and north to west connectors to Loop 1604, from US 281 North, to a left exit that will begin more to the center of the existing corridor near the Henderson Pass Bridge. The left hand exit will result in the Donella exit on US 281 North remaining fully intact with access to the frontage road remaining virtually the same as it is today.

The meeting tonight is to provide you the opportunity to speak directly with design and project management staff working on this project, and to have your questions answered and your concerns understood.

You have multiple opportunities to offer your input into the design modification currently being proposed, as shown on the comment card in this packet of information. Please remember that all comments must be received by September 16, 2010 to be included into this aspect of the project.

For more information about the US 281 / Loop 1604 Interchange, please visit www.AlamorMA.org.

Thank you again for coming and sharing your perspective and opinion with us tonight!

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ROBERT S. THOMPSON
VICE-CHAIR

REYNALDO L. DIAZ, JR.
SECRETARY/TREASURER

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TERRY M. BRECHTEL
EXECUTIVE DIRECTOR

US 281 Loop 1604 Interchange Frequently Asked Questions – September 9, 2010



ALAMO RMA
Alamo Regional Mobility Authority
"Making people faster"

US 281 / Loop 1604 Proposed Interchange Frequently Asked Questions September 9, 2010

Q: Why are you only building four connectors?

A: With a \$140 million budget, the Alamo RMA's analysis of this intersection shows the four connectors being built to have the highest volume of traffic among the eight movements vehicles can make in the intersection. These four connectors will provide the greatest relief to motorists when completed, and will also not impact the ongoing environmental impact statement work being done for long-term improvements to US 281 north of Loop 1604.

Q: Isn't this a bait and switch? Why spend money on the interchange instead of fixing 281?

A: The US 281 project, north of Loop 1604, does not have an active environmental clearance to allow for new through lanes to be added to the corridor. Based on direction from the Federal Highway Administration, any new through lanes on US 281, north of Loop 1604, will require the preparation of an environmental impact statement, which the Alamo RMA is currently conducting. The Loop 1604 / US 281 interchange project, however, since it is an operational and safety improvement, is able to move forward as a categorical exclusion, and is able to meet the requirements for the obligation of federal stimulus funds, which, at this time, US 281 is unable to meet.

Q: Why is the Alamo RMA overseeing this project? Aren't they just a toll road authority?

A: The Alamo RMA, as the local regional mobility authority, is overseeing this project, the US 281 Super Street, and the environmental impact statements on both Loop 1604 and US 281 in their role as the local governmental entity responsible for improving mobility around our community. While the Alamo RMA can build and operate toll projects, they can also build and operate non-toll projects, and the US 281 Super Street and this proposed interchange are the first non-toll projects to be overseen by the Alamo RMA.

Q: How long is it going to take to build the Interchange?

A: Design work started on this project in late May 2010, and based on the timeline proposed by Williams Brothers Construction, the Design/Build team for this project, we anticipate construction of the four direct connectors to be complete by October 2012, and the remainder of the project to be fully complete by May 2013.

US 281 Loop 1604 Interchange Frequently Asked Questions – September 9, 2010

Q: Design/build...doesn't that mean there is no competition and you just decide who you want to award the contract to?

A: No, design/build is still a competitive process, and the team ultimately selected will be the best value proposer based on skill of the team, timeline for completion of the project, and a maximum price for the work to be done. The Alamo RMA Board of Directors approved the selection of Williams Brothers Construction to be the Design/Build team for this project in April 2010. The selection of this team resulted in a potential savings of approximately \$10 Million to the project budget.

Q: If I want to see how this project is going to impact my roadway is there someplace I can see the animation files?

A: Yes, visit www.AlamoRMA.org or www.youtube.com/MovingPeopleFaster to see animations of the proposed interchange improvements, from all four approaches! Please note that the animation does not show the proposed change you are seeing tonight with the left hand exit for the direct connector.

Q: How is this project being funded since I keep hearing there is no money for roads?

A: The US 281 / Loop 1604 Interchange is being funded from a combination of sources. Specifically, \$20 Million is coming from the local share of federal stimulus funds at the discretion of the San Antonio Bexar County Metropolitan Planning Organization, \$60 million is coming from the Texas Transportation Commission share of federal stimulus funds and \$60 Million is coming from Proposition 14 bonds on behalf of the state of Texas. This \$140 Million budget will cover all design, construction and oversight of this needed non-toll project.

Q: I still don't want a toll road. Is this going to make a toll road happen?

A: The Interchange project is separate from any discussions on toll lanes or tolling in San Antonio. This project is non-toll. The Alamo RMA, as the lead agency for the US 281 Environmental Impact Statement and the Loop 1604 Environmental Impact Statement, will be hosting public meetings and workshops as part of a new study to identify long-term improvements to US 281 and Loop 1604 and the discussions on how to pay for those roadway improvements will be included in the respective study for each roadway.

For information on the ongoing US 281 Environmental Impact Statement please visit www.411on281.com/US281EIS

For information on the Loop 1604 Environmental Impact Statement please visit www.MoreFor1604.com

Q: How can I stay up to date about what is going on with the project and with the lawsuit?

A: The Alamo RMA website (www.AlamoRMA.org) will be the clearing house for all information relating to the US 281 / Loop 1604 Interchange. You can also sign up to receive all lane closure announcements, updates on other projects, and find other ways, including receiving text messages, to stay engaged, on the website.