



Finding of No Significant Impact for a FHWA Project

Proposed Action: Loop 1604

Project Limits: SH 16 to I-35

City: San Antonio

County: Bexar

State: Texas

TxDOT CSJ(s): 2452-02-083, 2452-02-128, 2452-03-087, 2452-03-113, and 0072-08-144

In accordance with 23 CFR Section 771.119 and Section 771.121, the Texas Department of Transportation (TxDOT) has determined that the Loop 1604 project, widening to a ten-lane expressway, 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 February 2021 and the entire project record. This decision documents the selection of Build Alternative, presented in the final EA as the Preferred Alternative, which is described as:

TxDOT proposes to expand Loop 1604 to a ten-lane expressway. The layout of auxiliary lanes, and entrance and exit ramps would be reconfigured. The interchange at I-10 would be modernized by removing the cloverleaf connectors, adding direct connectors, and replacing the signalized frontage road intersections with a continuous flow configuration. The project would include accommodations for bicyclists and pedestrians, water quality protection, and other highway features. All improvements would be located within the existing right of way and easements.

The Loop 1604 main lanes would include one 11-12-foot-wide high occupancy vehicle (HOV) lane and four general purpose lanes in each direction. A 0-4-foot-wide striped buffer would be placed between the HOV and general purpose lanes. Shoulders would be typically 4-10-foot wide on the inside and 10-foot wide on the outside. Exit and entrance ramps would be relocated, and auxiliary lanes would be added on the main lanes and frontage roads. Bridges would be widened to carry additional lanes across intersecting roads and creeks. The frontage roads would typically have two 11-14-foot-wide lanes, 4-foot-wide inside shoulders, 5-8-foot-wide outside shoulders, and continuous bicycle and pedestrian accommodations in both directions. Bicycle and pedestrian accommodations would be provided through a combination of minimum 5-foot-wide outside shoulders on frontage roads and 6-foot-wide sidewalks. In areas where no shoulders are present, a 10-foot wide sidewalk would be provided.

The three level cloverleaf I-10/Loop 1604 interchange would be reconstructed to accommodate a five level interchange with the higher speed direct connection between Loop 1604 and I-10. The signalized frontage road intersections would be replaced with a continuous flow partial roundabout surrounding a renovated VIA park and ride facility. Turnarounds would be added for the I-10 frontage road at the intersection. New I-10 and Loop 1604 main lane bridges would accommodate additional lanes.

Along I-10, exit and entrance ramps would be relocated, and auxiliary lanes would be added on the main lanes and frontage roads. Bridges would be widened to carry additional lanes across roads and creeks. The frontage roads would typically have 12-foot-wide lanes and no shoulders.

Collector-distributor roads and bridges typically with two 12-foot-wide wide lanes, 4-foot-wide inside shoulders and 8-foot-wide outside shoulders, would be located between the main lanes and frontage roads within the interchange. Flyover direct connector ramps, typically with two 12-foot-wide lanes, 4 foot-



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wide inside shoulders and 8-foot-wide outside shoulders, will connect both freeways. The design of the new interchange would account for 18.5 feet vertical clearance requirement for freight traffic.

I-10 bridges over the Marquis Trailhead crossing of Leon Creek would be replaced with higher bridges to reduce the frequency of overtopping. The Loop 1604 bridge class culvert at French Creek would be replaced with higher span bridges to reduce overtopping. Since the elevations of the frontage roads at these locations would be increased, portions of the driveways located outside the right of way at these locations may require reconstruction to provide desirable driveway profiles. Storm drainage would be conveyed by roadside ditches and an expanded underground storm sewer system. The storm drainage system would include controls to treat runoff that drains to the Edwards Aquifer Recharge Zone (RZ). A variety of retaining wall types and new and expanded signs, signals, illumination, and traffic management systems would be constructed throughout the project limits. Vegetation would be removed from channel easements as needed to accomplish hydraulic and maintenance needs.

A Notice of Availability of the draft EA was issued on August 25, 2020.

A virtual public hearing for this project was held on September 10, 2020.

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

Public Hearing 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.

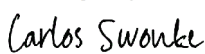
Based upon TxDOT's review and consideration of the analysis and evaluation contained in the EA for this project, and after careful consideration of all social, economic, and environmental factors, including input from the public involvement process, TxDOT hereby issues this Finding of No Significant Impact for the Loop 1604 expansion project from SH 16 to I-35.

TxDOT will ensure adherence and completion of all project commitments described in the final EA February 2021, Section 8.0. TxDOT will ensure that any and all local, state, or federal permit requirements and conditions are met and otherwise complied with.

Mitigation required by the following environmental laws will be implemented for this project:

- Section 7 of the Endangered Species Act
- TCEQ's Edwards Aquifer Rules in 30 TAC 213
- 23 CFR 772 – Procedures for Abatement of Highway Traffic Noise and Construction Noise (pending the results of the noise workshop and potential design considerations).

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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 TxDOT Environmental Affairs Division Director

2/4/2021

Date