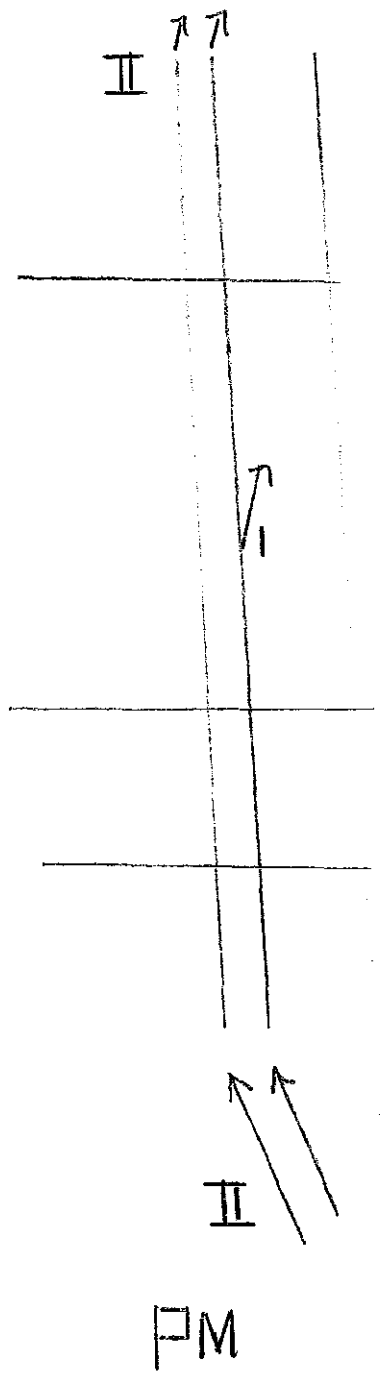


AM



FM

## US 281 Super Street

### Comments / Proposal:

How much total delay costs are currently incurred each day by drivers in on US 281 and crossing US 281?

The flyer on the RMA website indicates reduction in 50% potential accidents. Does this mean that there will likely be a 50% reduction in actual accidents?

Please post on your website the traffic study or other studies to support claims that have been made.

How many additional miles will people crossing US 281 have to go? Will these increase carbon emissions? Could it increase potential accidents? Are the costs related to cross street traffic (included those cost associated with increased distance driven) included in calculating benefits?

Is there a point where traffic will grow such that this street will be worse than today or projected by current justification?

Why was this improved system for non-tolling not included in two previous attempts at solutions for US 281?

Will this super street remain in place if new freeway is built? How will you make sure that time and safety provided with the super street are kept in place when freeway lanes are added?

Are you committed to keeping the super street in place during the building of freeway lanes?

Will it cost more to re-build the super street in the future when the freeway is added? If yes, how much additional will it cost and who will pay for it?

Will the super street increase the time to build a freeway because of additional crossing? If yes, how much additional will it cost and who will pay for it?

Will the super street increase the cost of a freeway because of needed turnarounds under US 281? If yes, how much additional will it cost and who will pay for it?

Is it true that the work at US 281 and Anderson Loop are exempted from Environmental study the same way you hope the super street will be?

How can such an extensive bridge project be exempted? If it was exempted how have you investigate strategies for US 281 to best find ways to exempt more things on US 281?

Proposal:

Terms and conditions of the proposal. 1% of the lifecycle saving of this as compared to the super street method to be paid to the originator of this comment on a yearly basis based on the saving of the particular year. This proposal is proprietary and is not authorized to be used without an agreed payment.

Place 2 lanes in the center of US 281 going over all the cross streets. Not fancy big lanes but lanes that are used when you are building roads with cement on each side, with those black walls with the chicken wire looking stuff. Place these lanes from south of Evans Road to at least north of Stone Oak. Past Marshall may be added, if you like.

Have the lanes be one way into town in the morning and one way out of town in the afternoon.

Get people on and off like the one that was just built on Bandera Road near 410.

This is better because:

It saves more time.

It does not create element that make future expansion more expensive and time consuming.

It reduces carbon emission by reducing wasted time and fuel.

It is not controversial to the opponents that have sued over this project in the past.

It is safer, separated lanes even with little lanes are still safer than the current road or the super street.

The lanes built have a high probability of being re-used if freeway lanes are added in the future.

It keeps people moving while others are building the freeway in the future.

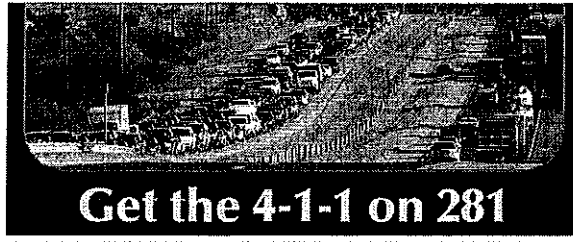
Given the significant savings, lack of controversy, the knowledge that twice the state has determined that it is better to redo the Environmental studies than continue; Given the tremendous safety and environmental benefits; Given that it is reasonable that Environmental safe guards can be added to address interest groups, based on talking with those that are concerned and using the extensive documentation from previous studies.

Given that it is reasonable that this solution could be hundreds of millions of dollars more effective than a super street, and given the Feds and all their associates are truly interested in good solutions and not red tape, they will find a way to work with you to make this work.

If I misunderstand the Feds, provide written response from them too.

Sincerely,

OZ.ZOZTOOZTOOOOZTT



US 281 Super Street  
Community Open House Comment Form  
June 30, 2009 Meeting

Name: Andrew Spruign

Address:



City, State Zip

SA, TX 78240

Email:

Comment:

Any mobility solutions to the 281 North corridor are welcomed, including tolled or non-tolled alternatives. I would like to see the super street concept brought to Bandera Road /SH-16 from Loop 410 to Loop 1604. Bandera Road has many similar characteristics to 281 and needs improvements. Tolled or non-tolled alternatives are welcomed on Bandera Road.

Please include your name and mailing address with all written comments. Comment forms and/or letters should be mailed to US 281 Super Street c/o Alamo RMA, 1222 N. Main Ste 1000, San Antonio, TX 78212. **All written comments received or postmarked by Friday, July 10, 2009, will be included in the official record of the community open house.**

Comments can be:

Emailed to [281SuperStreet@AlamoRMA.org](mailto:281SuperStreet@AlamoRMA.org)

Faxed to 210-495-5403 attention 281 Super Street Project

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