



I-10 East (Foster Rd. to Graytown Rd.) Open House Summary of Comments and Responses

Comment ID	Commenter	Comment	Response
1	Richard Edminson	Drive E on frontage road to run errands, mail, doctor, only 3/4 mile, with 1-way frontage roads will have to go 1 3/4 miles out of the way, adding 126 miles to monthly trips. Lots of traffic backed up at entrance for 1516, people go east down access road to avoid the backup. Hopes someone will take a further look at proposed changes to avoid creating more problems for people that live in the area.	Comments noted. Travel times along the frontage roads may be increase slightly as result of the conversion from two-way frontage roads to oneway frontage roads, but delay time at the intersections will be reduced due to the frontage rd conversion The primary goals of the project are to increase safety, improve mobility, and reduce congestion along the 1-1 0 corridor. The conversion from twoway frontage roads to one-way frontage roads is a key component to achieve these goals.
2	Terry Bellamy	Representing City of San Antonio - TCI - Changes will greatly improve frontage roads and motorists' safety. Requests that TxDOT not take away any private property and that they help with the separation of truck traffic.	Project support noted. No new Right of way, ROW or additional private property is anticipated with this project. The project will be designed in accordance with the latest design and safety standards to minimize traffic impacts while improving safety. Intersections will be designed to accommodate truck turning movements.
3	Mark Sparrow	Flotex Developers LLC - Access to property at 438+64 wbf is limited due to flood plain.	Comments noted. The proposed ramp at this location will be adjusted to allow the subject property to maintain current access.
4	Roland Manchaca	Very informative, great video, staff were very informative.	Comments noted.
5	Cathryn Newhouse	Unclear signage at the intersection of Foster Rd. and I-10, when turning right off of Foster onto frontage road the right hand lane is turn only, but many people try to go straight, creating a backlog of people in the turn lane trying to go straight. Sign is too close to intersection so people don't have time to change lanes. Looks like it will be a good plan, interesting to see how long it will take to complete.	Comments noted. Proposed project signing will be designed in accordance with the latest design and safety standards to minimize traffic impacts while improving safety
6	Edward Dick	Thinks the project area is too small, should have kept going past Graytown to Trainer Hale Road. Major traffic congestion at FM 1518 could have been helped with this project. Thinks Trainer Hale would be a more natural stopping point because the frontage road stops at that point because of the river.	Comments noted. The proposed project limits are based on current traffic demands and funding availability. As traffic demands warrant and additional funding becomes available, similar projects will be developed to provide improvements beyond Graytown Road.
7	Harry Patel	All for the project, appreciates safety improvements. Would like to see a back road going to their business (Best Western Hotel) on FM 1516, don't want to see the increased travel time to get to hotel. Will increase two miles coming or going, do lots of shuttle rides and having to do the turnarounds will be an inconvenience.	Project support noted. Travel times along the frontage roads may be increase slightly as result of the conversion from two-way frontage roads to one-way frontage roads, but delay time at the intersections will be reduced due to the frontage rd conversion. The primary goals of the project are to increase safety, improve mobility, and reduce congestion along the 1-1 0 corridor. The conversion from two-way frontage roads to one-way frontage roads is a key component to achieve these goals. TxDOT would not typically construct back roads to businesses. Coordination with the city and adjacent land owners will need to be done to construct a back road.

8	Mary Rohrer	<p>1. Schematic plan shows U turn lane for Southbound 1604 traffic to turn north, to be removed. Based on previous discussions with TxDOT staff, this U turn was to remain.</p> <p>2. The 700 feet of "control of access: on HEB's property at NEC of Lp1604 and IH10 is excessive. We would like to see this closer to the minimum 300 feet.</p>	<p>Comments noted. No work is proposed beyond the limits of the 1-10 and Loop 1604 intersection. The Uturn constructed as part of the ongoing Loop 1604 project will not be impacted by this project; it was simply beyond the limits of Loop 1604 displayed at the public meeting. The proposed Control of Access limits are similar throughout the project limits and consistent with the latest design and safety standards. Desirable and minimum Control of Access limits were shown for informational purposes. Future driveway locations will be coordinated on a case-by-case basis, at the time of their proposal by property owners.</p>
9	Katharine Moody	<p>Biggest concern is large amount of trucking businesses. You have to stop on service roads around FM 1516 to allow trucks to enter or exit properties, they use both lanes to get in and out of narrow driveways. Solution is to allow wider driveways so trucks can enter and exit at an angle. Afraid changes will result in many accidents between cars and trucks.</p>	<p>Comments noted. Replacement driveways will be designed in accordance with the latest design and safety standards to minimize traffic impacts while improving safety.</p>
10	Jaime Martinez	<p>Property is directly in front of where the new Woodlake overpass will go, he claims his solution to prevent accidents from vehicles leaving his property is to move his gate to be centered with the new overpass and close the current gate to limit the amount of entrances.</p>	<p>Comments noted. We can look at possible driveway changes in this location if it can be done within the existing TxDOT ROW. Property owner would be notified if we are able to do this.</p>