



SH 46

From: Bulverde Rd to FM 3159

Public Meeting Comment and Response Report

Bulverde, Comal County, Texas
CSJ 0215-07-027, CSJ 0215-01-044

March 2016

Written Comment Responses

(Verbal Comments, Comment Cards, Emailed Comments)

The table below catalogs the responses to the written comments received during the comment period. The column on the right notes the page number in this document where the original comment can be found.

Comment Response	Comment Page
Kenneth Brown – Thank you for sharing concerns for left turn access into your property and the traffic counts. We will evaluate the potential for a left-turn or U-turns to improve access to the commercial driveways in this area.	35
W. R. Wilson – Thank you for sharing concerns for left turns and 18 wheeler access into your property. We will evaluate the potential for a left-turn or U-turns to improve access to the commercial driveways in this area.	35
Gwen Reed – Thank you for sharing your concerns for access to your driveway and the speed limit on Smithson Valley. The median will be adjusted on Smithson Valley Road to allow for access to your driveway. Concerning the speed limit on Smithson Valley Road, TXDOT does not intend to change the speed limit on Smithson Valley Road. Smithson Valley Road is under the jurisdiction of Comal County. Any speed limit changes would be performed by Comal County. To our knowledge, Comal County does not have plans to adjust the speed limit on Smithson Valley Road.	36
<p>Michael Maurer – Thank you for your comments on the SH 46 project and the desire for a 4 lane road with no raised median. Regarding the project information posted online, the SH 46 project webpage lists that the project will consider expansion to 6 lanes with sidewalks and bicycle lanes. The reason for the proposed 6 lanes with medians is to address immediate safety and traffic operational needs and accommodate traffic for the next 20 years. Growth in Comal county is projected to increase by 140% by the year 2040. In a project of this scope and size, it is not effective to design, plan, and construct a 4 lane road, knowing 6 lanes are currently needed. The 6 lane configuration with a median also helps reduce delay at traffic signals, improves safety of turning traffic, and allows for U-turns. In places retaining walls are being utilized to reduce the amount of right-of-way that would be needed to accommodate slopes. In addition, the use of medians improves safety along roadways with large volumes of traffic by reducing conflicts of turning and crossing vehicles. Medians also allow for protected left turns without impeding traffic flow. Research has shown that raised medians, where implemented, have reduced severe (injury/fatal) crashes along urban/suburban roadways by 25-31%. Source: AASHTO Highway Safety Manual, 2010.</p> <p>Information regarding the status of the current construction project at the intersection of SH 46 and US 281 can be addressed through the TxDOT New Braunfels Area Office for the most current information. Once construction is complete the barricades will be removed and congestion will improve. After construction is complete, traffic signals will also be coordinated based on the traffic demand at various times of day.</p>	36

<p>Regarding traffic signal timing, the new traffic signals will be timed to facilitate movement in all directions, as demand dictates.</p>	
<p>Minerva Sanchez – Thank you for sharing the safety concerns of traffic turning into your business. The proposed 6 lane expansion and raised median on SH 46 will provide safer turning access to your property by eliminating left turns due to the curve and limited sight distance and by offering more lanes to pass rightturning traffic.</p> <p>Regarding immediate improvements, the scope of this project includes study and design of the expansion of SH 46. Those short term and/or localized concerns can be addressed through the TxDOT New Braunfels Area Office for the most current information.</p>	<p>44</p>
<p>Cecilia Rodriguez – Thank you for sharing the safety concerns of traffic turning into your business. The proposed 6 lane expansion and raised median on SH 46 will provide safer turning access to your property by eliminating left turns due to the curve and limited sight distance and by offering more lanes to pass rightturning traffic.</p> <p>Regarding immediate improvements, the scope of this project includes study and design of the expansion of SH 46. Those short term and/or localized concerns can be addressed through the TxDOT New Braunfels Area Office for the most current information.</p>	<p>45</p>
<p>Roseann Maurer – Thank you for sharing the safety concerns of traffic turning into your business. The proposed 6 lane expansion and raised median on SH 46 will provide safer turning access to your property by eliminating left turns due to the curve and limited sight distance and by offering more lanes to pass rightturning traffic.</p> <p>Regarding immediate improvements, the scope of this project includes study and design of the expansion of SH 46. Those short term and/or localized concerns can be addressed through the TxDOT New Braunfels Area Office for the most current information.</p>	<p>46</p>
<p>Lori Cole – Thank you for sharing your comments on the project, construction, and funding. SH 46 is currently nota hazardous materials route and there is no intent to designate this as a hazardous materials route. This project is being designed to accommodate local growth and enhance safety and mobility. Regardingthe construction contractor, past performances are evaluated and considered in future bids. Funding has not been identified for the project, but it would not come from any new or additional taxes. We are evaluating the projected turning movement volumes at US 281 to determine the number of turning lanes at this location. It is very likely that we will provide two dedicated turning lanes onto US 281 from SH 46.</p>	<p>48</p>
<p>Cathy-Jo Thompson – Thank you for sharing your comments on speed limits, turning traffic, and the 281 construction project. Speed limit changes undergo a specific process and more information is available here: http://www.txdot.gov/government/enforcement/speed-limits/setting.html</p> <p>The use of medians improves safety along roadways with large volumes of traffic by reducing conflicts of turning and crossing vehicles. Medians also allow for protected left turns without impeding trafficflow. The design of the length of storage for left turn lanes will be performed based on traffic countsfor turning movements. The location of median openings will continue to be evaluated as the design is refined over the next year.</p>	<p>50</p>

Questions regarding the status of the current construction project at the intersection of SH 46 and US 281 can be addressed through the TxDOT New Braunfels Area Office for the most current information.	
Lydia M. Chavez – Thank you for sharing your concern for the location of the road and your property. The proposed roadway alignment will continue to be studied in an effort to reduce impacts to private property. TxDOT and the project team are coordinating with the GBRA to identify opportunities to shift the alignment south.	52
Harry Hooker – Thank you for sharing the septic system plat and concerns for your property and the trees. The rightturn lane is needed to accommodate the amount of turning traffic on Sun Valley. The location of the septic field on this property is noted and we will consider the potential impacts to the septic system as we evaluate the best option to expand SH 46.	54
Lydia Gonzalez – Thank you for sharing your support for the project and the right-of-way process. Public involvement and communication will continue to be a part of this project as it moves forward.	56
Bob Haringa – Thank you for sharing your support for the project and comments on the US 281 off ramp. We are currently evaluating the projected traffic volumes at US 281 and SH 46. Improvements will be made to the US 281 ramp based on the peak-hour projected traffic volumes.	57
Jim Wessel – Thank you for your comments on the alignment of Spring Branch Road and Bulverde Road. Current plans to improve the intersection of Spring Branch with SH 46, but an alignment of Spring Branch and Bulverde Roads, would require a large amount of right-of-way and is not included in this project.	58
Sheryl Hunt – Thank you for sharing your support for the public meeting. Public involvement and communication will continue to be a part of this project as it moves forward.	59
Michael Maurer – Thank you for your comments on the SH 46 project and the desire for a 4 lane road with no raised median. The reason for the proposed 6 lanes with medians is to address immediate safety and traffic operational needs and accommodate traffic for the next 20 years. Growth in Comal county is projected to increase by 140% by the year 2040. In a project of this scope and size, it is not effective to design, plan, and construct a 4 lane road, knowing 6 lanes are currently needed. The 6 lane configuration with a median also helps reduce delay at traffic signals, improves safety of turning traffic, and allows for U-turns. In places retaining walls are being utilized to reduce the amount of right-of-way that would be needed to accommodate slopes. In addition, the use of medians improves safety along roadways with large volumes of traffic by reducing conflicts of turning and crossing vehicles. Medians also allow for protected left turns without impeding traffic flow. Research has shown that raised medians, where implemented, have reduced severe (injury/fatal) crashes along urban/suburban roadways by 25-31%. Source: AASHTO Highway Safety Manual, 2010.	60
Information regarding the status of the current construction project at the intersection of SH 46 and US 281 can be addressed through the TxDOT New Braunfels Area Office for the most current information. Once construction is complete the barricades will be removed and congestion will improve. After construction is complete, traffic signals will also be coordinated based on the traffic demand at various times of day.	

Regarding traffic signal timing, the proposed traffic signals will be coordinated based on the traffic demand at various times of day.

Henry White – Thank you for your comments on the SH 46 project and the desire for a 4 lane road with no raised median. The reason for the proposed 6 lanes with medians is to address immediate safety and traffic operational needs and accommodate traffic for the next 20 years. Growth in Comal county is projected to increase by 140% by the year 2040. In a project of this scope and size, it is not effective to design, plan, and construct a 4 lane road, knowing 6 lanes are currently needed. The 6 lane configuration with a median also helps reduce delay at traffic signals, improves safety of turning traffic, and allows for U-turns. In places retaining walls are being utilized to reduce the amount of right-of-way that would be needed to accommodate slopes. In addition, the use of medians improves safety along roadways with large volumes of traffic by reducing conflicts of turning and crossing vehicles. Medians also allow for protected left turns without impeding traffic flow. Research has shown that raised medians, where implemented, have reduced severe (injury/fatal) crashes along urban/suburban roadways by 25-31%.
Source: AASHTO Highway Safety Manual, 2010.

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SH 46 will not be a toll road. Regarding traffic signal timing, the proposed traffic signals will be coordinated based on the traffic demand at various times of day. As traffic patterns change due to development, the signal timings will be adjusted accordingly.

Carol Stegman – Thank you for your comments on signal lights, construction phasing, and left turns. A warrant study will be conducted to identify the need for and location of traffic lights. Construction phasing has not been finalized but will be determined based on available funding and the highest demand areas. CVS is located in close proximity to the US 281 and SH 46 interchange and there is not enough room to accommodate a safe left turn from SH 46.

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Sunny Burlew – Thank you for your comments on turn arounds and signals on SH 46. Turn arounds are planned to be accommodating to different property access points where safe. A warrant study will be conducted to identify the need for and location of traffic signals.

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Doug Flowers – Thank you for your comments on your driveway access and truck traffic on your property. We are aware of the issue at your property and are looking at possible solutions.

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Pamela Wessel – Thank you for your comments on the transition from 6 to 2 lanes near Bulverde Road. The distance included for the transition is considered safe per State design guidelines. In addition, TxDOT will continue to monitor the need for future lanes west of Bulverde Road.

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Karen Baldwin – Thank you for your comments on traffic signals and speed limits. A warrant study will be conducted to identify the need for and location of traffic signals. TxDOT will determine appropriate speed limits along the length of the project once construction is complete. Areas of business, traffic volumes, and other factors will be considered when the new speed limits are set.

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Mike Jacobs – Thank you for your comments on your property and the need for left turn access. We will evaluate the potential for a left-turn or U-turns to improve access to the commercial driveways in this area.

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Dale Wilken – Thank you for your comments on the US 281 and SH 46 intersection and ramps. Traffic models continue to be analyzed for this intersection and the need for multiple

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turn lanes will be further evaluated.	
Gary Banse – Thank you for your comments on the SH 46 and Stoney Creek intersection. This area is outside of the project limits and cannot be included as a part of this project. However, TxDOT will continue to monitor areas beyond the project limits.	71
John Hobson – Thank you for your comments on the Singing Hills area and support for the plan. Construction phasing has not been finalized but will be determined based on available funding and the highest demand areas.	72
Lynda Nollkamper – Thank you for your comments opposing the bike lanes and the need for a traffic signal. Federal funding could be used for construction of this project; therefore, federal guidelines for bike and pedestrian accommodations must be followed. A warrant study will be conducted to identify the location of traffic signals.	73
Linda Holt – Thank you for your comments on the trees and your personal property. The proposed roadway alignment will continue to be studied in an effort to reduce impacts to private property. TxDOT and the project team are coordinating with the GBRA to identify opportunities to shift the alignment south.	74
Dennis Nollkamper – Thank you for your comments opposing the bike lanes and sidewalks and the need for traffic signals. Federal funding could be used for construction of this project; therefore, federal guidelines for bike and pedestrian accommodations must be followed. A warrant study will be conducted to identify the location of traffic signals.	75
Timothy and Linda Holt – Thank you for your comments on your personal property, trees, and the desire for the alignment to move to the south. The proposed roadway alignment will continue to be studied in an effort to reduce impacts to private property. TxDOT and the project team are coordinating with the GBRA to identify opportunities to shift the alignment south.	76
Jeff Barton – Thank you for your comments on the median cut and truck traffic entering and exiting your property. We will evaluate the potential for a left-turn or U-turns to improve access to the commercial driveways in this area.	77
W.R. Wilson – Thank you for sharing concerns for left turns and 18 wheeler access into your property. We will evaluate the potential for a left-turn or U-turns to improve access to the commercial driveways in this area.	78
David Hoey – Thank you for your comments on the environment, trees, quality of life, preference for 4 lanes, and school bus traffic. The environmental process being followed takes into account impacts to the natural environment, including habitats, trees, cultural resources, and impacts to the community. TxDOT must work to balance this with the need of the growing community. The reason for the proposed 6 lanes with medians is to address immediate safety and traffic operational needs and accommodate traffic for the next 20 years. Growth in Comal county is projected to increase by 140% by the year 2040. In a project of this scope and size, it is not effective to design, plan, and construct a 4 lane road, knowing 6 lanes are currently needed. The 6 lane configuration with a median also helps reduce delay at traffic signals, improves safety of turning traffic, and allows for U-turns. School bus traffic is considered for the ultimate design and during construction.	79

Gwen Reed – Thank you for sharing your concerns for access to your driveway and the speed limit on Smithson Valley. The overpass at Smithson Valley Road prevents a left turn onto SH 46. The bridge will be elevated and it would be unsafe to accommodate left turns there. There is a break in the median just past Crest Haven where you will be able to make a U-turn or you may access Smithson Valley Road to go under the overpass and head west on SH 46. Smithson Valley Road is under the jurisdiction of Comal County. Any speed limit changes would be performed by Comal County. To our knowledge, Comal County does not have plans to adjust the speed limit on Smithson Valley Road.	80
Clay Stuart – Thank you for your comments on small businesses and your preference to move the alignment to the south side of SH 46. There is a GBRA 30-inch water line on the south side of the road and moving it would bring more cost and construction impacts. However, the proposed roadway alignment will continue to be studied in an effort to reduce impacts to private property. TxDOT and the project team are coordinating with the GBRA to identify opportunities to shift the alignment south.	81
Tina Shanks – Thank you for your comments on the need for a traffic signal at Berry Oaks. A warrant study will be conducted by TxDOT to confirm the need for a signal. Current modeling of the intersection does include the use of a signal.	82
Peggy A. Shipman – Thank you for your comments opposing the bike lanes and sidewalks. Federal funding could be used for construction of this project; therefore, federal guidelines for bike and pedestrian accommodations must be followed.	83
Anonymous – Thank you for your comments on the need for a signal at Berry Oaks. A warrant study will be conducted by TxDOT to confirm the need for a signal. Current modeling of the intersection does include the use of a signal.	84
AR Shipman – Thank you for your comments opposing the bike lanes and sidewalks. Federal funding could be used for construction of this project; therefore, federal guidelines for bike and pedestrian accommodations must be followed.	85
Kristine Brzozowski – Thank you for your comments on drainage, wildlife, and noise. Drainage is a major part of the considerations and design of SH 46 expansion. In some locations gutters and underground stormsewers will be used and in other areas grass lined open ditches will be used. Regarding wildlife and noise impacts, these are evaluated as a part of the environmental process for this project.	86
Otoniel Cantu – Thank you for your comments on the transition from 6 to 2 lanes near Bulverde Road. The distance included for the transition is considered safe per State design guidelines. In addition, TxDOT will continue to monitor the need for future lanes west of Bulverde Road.	87
Anonymous – Thank you for your comments opposing bike lanes and sidewalks, safety concerns, and the phasing and timing of construction. Federal funding could be used for construction of this project; therefore, federal guidelines for bike and pedestrian accommodations must be followed. Neither the state nor the County has control of development timing. However, the need for the SH 46 expansion is noted and once funding has been approved for the project, construction could be completed within the next six years.	88
Bruce McNabb – Thank you for your comments on your business operations, the need for a median cut and left turn into your property and 18 wheeler access into your property. We will evaluate the potential for a left-turn or U-turns to improve access to the commercial driveways	89

in this area.	
Karen Boyd – Thank you for your comments on the Letsch Cemetery. The proposed alignment avoids the Letsch Cemetery and any future design will make every effort to avoid any impacts to the cemetery.	91
Brad Miller – Thank you for your comments on the access to your restaurant. The protected median is proposed for safety concerns and to limit turning conflicts. Driveways in this area will be accessible through the proposed hooded left turn or through a protected U-turn. The team is continuing evaluation of the intersections and roadway sections from Mountain Ridge Dr., to Sun Valley Dr. including Faithville area and they are being studied together as a whole. We will evaluate the potential for a left-turn or U-turns to improve access to your driveway.	92
Bruce McNabb – Thank you for your comments on your business operations, the need for a median cut and left turn into your property and 18 wheeler access into your property. We will evaluate the potential for a left-turn or U-turns to improve access to the commercial driveways in this area.	93
Kimberly Lubianski – Thank you for your comments on the proposed right-of-way and impacts to your property. There is a GBRA 30-inch water line on the south side of the road that prohibits moving the alignment to the south. The proposed roadway alignment will continue to be studied in an effort to reduce impacts to private property and TxDOT and the project team are coordinating with the GBRA to identify opportunities to shift the alignment south.	96
Dennis Dawson – Thank you for your comments to expand the project. This area is outside of the project limits and cannot be included as a part of this project. However, TxDOT will continue to monitor areas beyond the project limits.	98
Peggy Shipman – Thank you for your comments opposing the bike lanes and sidewalks. Federal funding could be used for construction of this project; therefore, federal guidelines for bike and pedestrian accommodations must be followed.	99
Howard Shipman – Thank you for your comments opposing the bike lanes and sidewalks. Federal funding could be used for construction of this project; therefore, federal guidelines for bike and pedestrian accommodations must be followed.	100
Justine Broadway – Thank you for your comments on the median and access to Faithville Park. The protected median is proposed for safety concerns and to limit turning conflicts. Driveways in this area will be accessible through the proposed hooded left turn or through a protected U-turn. The team is continuing evaluation of the intersections and roadway sections from Mountain Ridge Dr., to Sun Valley Dr. including Faithville area and they are being studied together as a whole. We will evaluate the potential to improve access to your driveway.	101
Terry Stewart – Thank you for your comments on the U-turn to the east of 3159. This area will be evaluated to ensure safe sight distance and turning capability.	103
Bruce McNabb – Thank you for your comments on your business operations, the need for a median cut and left turn into your property and 18 wheeler access into your property. We will evaluate the potential for a left-turn or U-turns to improve access to the commercial driveways in this area.	104

Mike Masso – Thank you for your comments on the need for left turn access to Faithville Park. The protected median is proposed for safety concerns and to limit turning conflicts. Driveways in this area will be accessible through the proposed hooded left turn or through a protected U-turn. The team is continuing evaluation of the intersections and roadway sections from Mountain Ridge Dr., to Sun Valley Dr. including Faithville area and they are being studied together as a whole. We will evaluate the potential to improve access to your driveway.	108
Scott Haag – Thank you for your support of the project.	111
Richard McCaleb – Thank you for your comments on a full median break at Creekside and SH 46. The protected median is proposed for safety concerns and to limit turning conflicts. Driveways in this area will be accessible through the proposed hooded left turn or through a protected U-turn which is available at Windmill Ranch Rd.	112
Mike Masso – Thank you for your concerns on the proposed right-of-way needs and questions on the retaining wall. The proposed roadway alignment will continue to be studied in an effort to reduce impacts to private property. TxDOT and the project team are coordinating with the GBRA to identify opportunities to shift the alignment south. While design is still underway, the height of the retaining wall is not confirmed. However, the retaining wall near the Faithville area is anticipated to be approximately 3 feet tall.	113
Jim Guy Egbert – Thank you for your comments on the Berry Oaks traffic signal, and the right turn access to other parcels in the area. A warrant study will be conducted by TxDOT to confirm the need for a signal. Current modeling of the intersection does include the use of a signal.	116
Greg Carpenter – Thank you for your comments on the Berry Oaks and retail center traffic. A warrant study will be conducted by TxDOT to confirm the need for a signal. Current modeling of the intersection does include the use of a signal.	117
Kurt McCaslin – Thank you for your support for the project and comments on FM 311. This is outside of the project limits and cannot be included as a part of this project. Your concern for safety and suggestion for a speed study on FM 311 can best be addressed through the TxDOT New Braunfels Area Office.	118
Kimberly Lubianski – Thank you for your comments on the proposed right-of-way and impacts to your property. There is a GBRA 30-inch water line on the south side of the road that prohibits moving the alignment to the south. The proposed roadway alignment will continue to be studied in an effort to reduce impacts to private property and TxDOT and the project team are coordinating with the GBRA to identify opportunities to shift the alignment south.	119
Peggy & Howard Shipman – Thank you for your comments opposing the bike lanes and sidewalks. Federal funding could be used for construction of this project; therefore, federal guidelines for bike and pedestrian accommodations must be followed.	122
Lee Majors – Thank you for your comments on the proposed right-of-way needs and turning access to the Faithville and Valero entrances. The proposed roadway alignment will continue to be studied in an effort to reduce impacts to private property. TxDOT and the project team are coordinating with the GBRA to identify opportunities to shift the alignment south.	123
Driveways in this area will be accessible through the proposed hooded left turn or through a U-turn. The team is continuing evaluation of the intersections and roadway sections from	

<p>Mountain Ridge Dr., to Sun Valley Dr. including Faithville area and they are being studied together as a whole. We will evaluate the potential to improve access to driveways in this area.</p>	
<p>Daniel Schrubb – Thank you for your comments on the need for left turn access to Faithville Park. The protected median is proposed for safety concerns and to limit turning conflicts. Driveways in this area will be accessible through the proposed hooded left turn or through a protected U-turn. The team is continuing evaluation of the intersections and roadway sections from Mountain Ridge Dr., to Sun Valley Dr. including Faithville area and they are being studied together as a whole. We will evaluate the potential to improve access to your driveway.</p>	124
<p>Terri Hall – Thank you for your comments opposing bike lanes and pedestrian facilities, concerns for grade separations, concerns for the median, the 281 intersections and ramps, and increasing the speed limit. We apologize you didn't get a clear understanding of where the different cross sections and the median occur. The median is proposed for the entire length of the project and is depicted as the orange line in the middle of the proposed schematic. The different cross sections are displayed where they occur on the schematics. However, we will continue to enhance materials so they are easier to understand.</p> <p>Regarding the bike lane and sidewalks, the option for federal funding needs to be possible to complete construction of this project; therefore, federal guidelines for bike and pedestrian accommodations must be followed. The intersections of River Way and Rainbow Dr. do include safety improvements with the addition of the raised median and the team is further evaluating this area to enhance safety from Berry Oaks to River Way.</p> <p>The use of medians improves safety along roadways with large volumes of traffic by reducing conflicts of turning and crossing vehicles. Medians also allow for protected left turns without impeding traffic flow. Research has shown that raised medians, where implemented, have reduced severe (injury/fatal) crashes along urban/suburban roadways by 25-31%. Source: AASHTO Highway Safety Manual, 2010.</p> <p>We are evaluating the projected turning movement volumes at US 281 to determine the number of turning lanes at this location. It is very likely that we will provide two dedicated turning lanes onto US 281 from SH 46.</p> <p>TxDOT will determine appropriate speed limits along the length of the project once construction is complete. As you are aware, speed limit changes undergo a specific process and more information is available here: http://www.txdot.gov/government/enforcement/speed-limits/setting.html</p> <p>Thank you for your thoughtful comments and support of the improvements. Your comments have all been noted and will be considered as we refine the design.</p>	126
<p>Trey Wilson – Thank you for sharing information on the Indian Creek Farm and general project comments. A part of this project is determining a cost estimate. The estimates continue to shift as the design changes, but a more defined cost estimate will be developed as the project progresses.</p> <p>The project limits are from Bulverde Rd to FM 3159 but do include transition zones outside of these limits. This is a standard format the state follows to describe projects, but the</p>	128

project team will continue to communicate and show transition zones.

The reason for the proposed 6 lanes with medians is to address immediate safety and traffic operational needs and accommodate traffic for the next 20 years. Growth in Comal county is projected to increase by 140% by the year 2040. In a project of this scope and size, it is not effective to design, plan, and construct a 4 lane road, knowing 6 lanes are currently needed. The 6 lane configuration with a median also helps reduce delay at traffic signals, improves safety of turning traffic, and allows for U- turns. In places retaining walls are being utilized to reduce the amount of right-of-way that would be needed to accommodate slopes. In addition, the use of medians improves safety along roadways with large volumes of traffic by reducing conflicts of turning and crossing vehicles. Medians also allow for protected left turns without impeding traffic flow. Research has shown that raised medians, where implemented, have reduced severe (injury/fatal) crashes along urban/suburban roadways by 25-31%. Source: AASHTO Highway Safety Manual, 2010.

The need for SH 46 improvements was identified while assessing the County, surrounding areas, and other roads. Blanco Rd and Bulverde Rd. are maintained by the County and your comments have been shared with them.

Federal funding could be used for construction of this project; therefore, federal guidelines for bike and pedestrian accommodations must be followed.

When designing the road to improve sight distances by flattening curves, many factors are considered such as how many turning points are located along curves, speed limits, additional ROW required, and trees or structures adjacent to the roadway.

TxDOT will continue to evaluate environmental features in the area as the project progresses. The environmental process being followed takes into account impacts to the natural environment, including habitats, trees, cultural resources, and impacts to the community. TxDOT must work to balance this with the need of the growing community.

A major component of this project is mitigating drainage and storm water runoff. Engineers evaluate water flow direction and volumes to determine the best drainage solutions. There are two different types of drainage designs for this project. In some areas, drainage will be accommodated with grass lined ditches and culverts. In some areas curb and gutter with storm drains and underground storm sewer lines are used. In the area near Indian Creek Farm, grass lined ditches and culverts will be used to handle storm water.

Thank you for your comments regarding concerns for Indian Creek Farm property. The proposed roadway alignment will continue to be studied in an effort to reduce impacts to private property. The Spring Branch Rd. realignment is being studied to improve the safety of turning movements from Spring Branch Road to SH 46. TxDOT will continue to coordinate with the Farm on this realignment.

The current schematics do not include a median at the gated entrance to the property and traffic entering will be able to make direct left turns into the property.

Cindy Laubach – Thank you for your comments on accessing your property, the need for the project, curve safety issues, and drainage. The reason for the proposed 6 lanes with medians is to address immediate safety and traffic operational needs and accommodate

traffic for the next 20 years. Growth in Comal county is projected to increase by 140% by the year 2040. In a project of this scope and size, it is not effective to design, plan, and construct a 4 lane road, knowing 6 lanes are currently needed. The 6 lane configuration with a median also helps reduce delay at traffic signals, improves safety of turning traffic, and allows for U-turns. In addition, the use of medians improves safety along roadways with large volumes of traffic by reducing conflicts of turning and crossing vehicles. Medians also allow for protected left turns without impeding traffic flow. Research has shown that raised medians, where implemented, have reduced severe (injury/fatal) crashes along urban/suburban roadways by 25-31%. Source: AASHTO Highway Safety Manual, 2010.

TxDOT will determine appropriate speed limits along the length of the project once construction is complete. Construction phasing has not been finalized but will be determined based on available funding and the highest demand areas.

As design progresses all curves will continue to be evaluated for safety. At a minimum the final design will meet all design guidelines to address sight distance issues. Updates to the schematics/plans will be shared once complete. Regarding the bar ditches and water catch basin, your comment on needing to clean these has been noted. The project does include new grass lined ditches and underground storm lines and drains providing updated drainage features.

Tim Collier – Thank you for your comments on the Creekwood Pass and SH 46 intersection, the subdivision’s rock wall, and the construction contractor. There is a full median opening at the Creekwood Pass intersection allowing both left and right turns. A warrant study will be conducted to identify the need for and location of traffic signals.

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The right-of-way acquisition process accounts for the relocation and construction cost of gates, rock walls, etc. However, the proposed roadway alignment will continue to be studied in an effort to reduce impacts to private property. Your comments on the contractor for US 281 have been noted.

Charlie Malmberg – Thank you for your comments on the Berry Oaks intersection and need for a traffic signal and right-of-way concerns. A warrant study will be conducted to identify the need for traffic signals. A warrant study will be conducted by TxDOT to confirm the need for a signal. Current modeling of the intersection does include the use of a signal. Current schematics include a retaining wall and the use of underground storm sewer to reduce the amount of right-of-way needed. The proposed roadway alignment will continue to be studied in an effort to reduce impacts to private property.

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Mary Rohrer – Thank you for your comments on the medians, curb cuts, the drainage structure, and Old Boerne Rd. The use of medians is being proposed for safety reasons. The use of medians improves safety along roadways with large volumes of traffic by reducing conflicts of turning and crossing vehicles. Medians also allow for protected left turns without impeding traffic flow. Research has shown that raised medians, where implemented, have reduced severe (injury/fatal) crashes along urban/suburban roadways by 25-31%. Source: AASHTO Highway Safety Manual, 2010.

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The location of median openings will continue to be evaluated as the design is refined over the next year.

If the water quality pond exists outside of the existing ROW, it will remain. TxDOT typically

does not alter existing water quality ponds.

The existing Old Boerne Road ROW cannot be maintained because it would create more traffic problems with the new roadway location.

Maria Ballesteros – Thank you for your comments on the location of the proposed right-of-way, your property concerns, and the need for 6 lanes. The proposed roadway alignment will continue to be studied in an effort to reduce impacts to private property. TxDOT and the project team are coordinating with the GBRA to identify opportunities to shift the alignment south.

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The reason for the proposed 6 lanes with medians is to address immediate safety and traffic operational needs and accommodate traffic for the next 20 years. Growth in Comal county is projected to increase by 140% by the year 2040. In a project of this scope and size, it is not effective to design, plan, and construct a 4 lane road, knowing 6 lanes are currently needed. The 6 lane configuration with a median also helps reduce delay at traffic signals, improves safety of turning traffic, and allows for U-turns.

Elroy Friesenhahn – Thank you for your support of the project.

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Sam & Susan Brown – Thank you for your comments on the location of your property, noise, safety, trees, fencing, and drainage. Regarding noise impacts, these are evaluated as a part of the environmental process for this project. Details will be shared once this is complete.

Current schematics include a retaining wall and the use of underground storm sewer to reduce the amount of right-of-way needed from your property. A major component of this project is mitigating drainage and storm water runoff. Engineers evaluate water flow direction and volumes to determine the best drainage solutions. Curb and gutter with storm drains and underground storm sewer lines are proposed in the areas around your property to handle the drainage.

147

The right-of-way acquisition process accounts for the relocation and construction cost of fences when needed.

Jeff Staudenraus – Thank you for your comments on access to Faithville Park, need for a traffic signal and safety concerns. The protected median is proposed for safety concerns and to limit turning conflicts. Driveways in this area will be accessible through the proposed hooded left turn or through a protected U-turn. However, the team is continuing evaluation of the intersections and roadway sections from Mountain Ridge Dr., to Sun Valley Dr. including Faithville area and they are being studied together as a whole. We will evaluate the potential to improve safety and access. Your comment on the need for a light has been noted. A warrant study will be conducted to identify the need for and location of traffic lights.

148

Doug & Jane Lippert – Thank you for your comments on traffic volumes, commercial traffic/braking, noise, retaining walls, current fencing, and eminent domain. The current and projected traffic volumes were presented at the public meeting and can be viewed on the project website, under meeting exhibits and boards: <http://ftp.dot.state.tx.us/pub/txdot-info/sat/notices/030316-exhibits-boards.pdf>.

149

The method of braking noted can be restricted by city ordinance.

Regarding noise impacts, these are evaluated as a part of the environmental process for this

<p>project. Details will be shared once this is complete. These walls are typically mechanically stabilized earth walls with panels.</p> <p>Regarding the fence line, ownership for property affected by ROW needs will be determined during the ROW purchase process.</p> <p>The right-of-way acquisition process includes negotiation opportunities and fair market, independent assessments of property prior to using eminent domain. Typically, negotiations can help reduce the need for eminent domain, but it is a tool that can be used if necessary. More information on property owner rights is available through the Texas Attorney General's office and can be found online here: https://texasattorneygeneral.gov/agency/Landowners_billofrights.pdf</p>	
<p>Joanne Hall – Thank you for your comments on your driveway access and truck traffic on your property. The use of medians improves safety along roadways with large volumes of traffic by reducing conflicts of turning and crossing vehicles. Medians also allow for protected left turns without impeding traffic flow. The design of the length of storage for left turn lanes will be performed based on traffic counts for turning movements. The location of median openings will continue to be evaluated as the design is refined over the next year.</p>	150
<p>Tina Shanks – Thank you for sharing your comments and concerns for the entrance of Berry Oaks. The team will continue to evaluate possible solutions for this area and a warrant study will be conducted by TxDOT to confirm the need for a signal. Current modeling of the intersection does include the use of a signal.</p>	151
<p>Dennis Alexander – Thank you for your comments on the overpass at FM 3159 and for the interest in the purchase of abandoned right-of-way. Formal request for purchase of ROW can be pursued through the TxDOT San Antonio District Engineer's office.</p>	152
<p>Rose Maurer – Thank you for your comments on the, US 281 project, the desire for SH 46 to be a 4 lane road with no raised median, and Bill Brown Elementary.</p> <p>Information regarding the status of the current construction project at the intersection of SH 46 and US 281 can be addressed through the TxDOT New Braunfels Area Office for the most current information. Once construction is complete the barricades will be removed and congestion will improve. After construction is complete, traffic signals will also be coordinated based on the traffic demand at various times of day.</p> <p>The reason for the proposed 6 lanes with medians is to address immediate safety and traffic operational needs and accommodate traffic for the next 20 years. Growth in Comal county is projected to increase by 140% by the year 2040. In a project of this scope and size, it is not effective to design, plan, and construct a 4 lane road, knowing 6 lanes are currently needed. The 6 lane configuration with a median also helps reduce delay at traffic signals, improves safety of turning traffic, and allows for U- turns. In addition, the use of medians improves safety along roadways with large volumes of traffic by reducing conflicts of turning and crossing vehicles. Medians also allow for protected left turns without impeding traffic flow. Research has shown that raised medians, where implemented, have reduced severe (injury/fatal) crashes along urban/suburban roadways by 25-31%. Source: AASHTO Highway Safety Manual, 2010.</p> <p>TxDOT is coordinating with the Comal Independent School District to keep the informed of</p>	153

the SH 46 project. There are no current plans to move the school.

Travis Green – Thank you for your comments on the notification for the project, including a vote for the project, speed limit, question for the need for 6 lanes, communication during construction, compensations for impacted businesses, the desire for an alignment to the south, and questions on environmental and project approval.

TxDOT is working to keep the public informed and involved of the SH 46 project. While there will be no vote, project enhancements are continually made as new information is learned through collecting input and comments from the public.

TxDOT will determine appropriate speed limits along the length of the project once construction is complete. Areas of business, traffic volumes, and other factors will be considered when the new speed limits are set. TxDOT will continue to keep communication open through design and construction.

The reason for the proposed 6 lanes with medians is to address immediate safety and traffic operational needs and accommodate traffic for the next 20 years. Growth in Comal county is projected to increase by 140% by the year 2040. In a project of this scope and size, it is not effective to design, plan, and construct a 4 lane road, knowing 6 lanes are currently needed. The 6 lane configuration with a median also helps reduce delay at traffic signals, improves safety of turning traffic, and allows for U- turns.

159

Compensation for construction impacts is not a part of the project or the state policy.

Regarding the timing for construction, once the construction phasing and timelines are developed they will be shared.

There is a GBRA 30-inch water line on the south side of the road and moving it would bring more cost and construction impacts. However, the proposed roadway alignment will continue to be studied in an effort to reduce impacts to private property. TxDOT and the project team are coordinating with the GBRA to identify opportunities to shift the alignment south.

In regard to your flooding concerns, drainage is a major part of the considerations and design of SH 46 expansion and the team is conducting a drainage study for the entire length of the proposed project limits. Any areas of recent flooding will be analyzed for improvements. In some locations gutters and underground stormsewers are proposed, and in other areas grass lined open ditches are proposed.

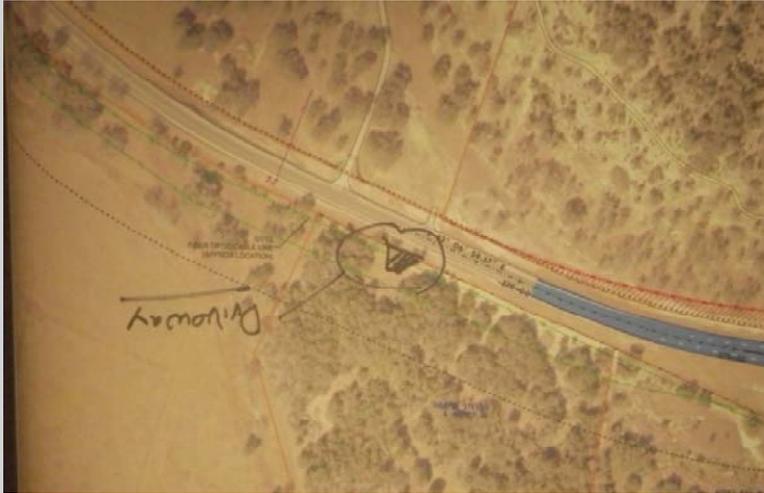
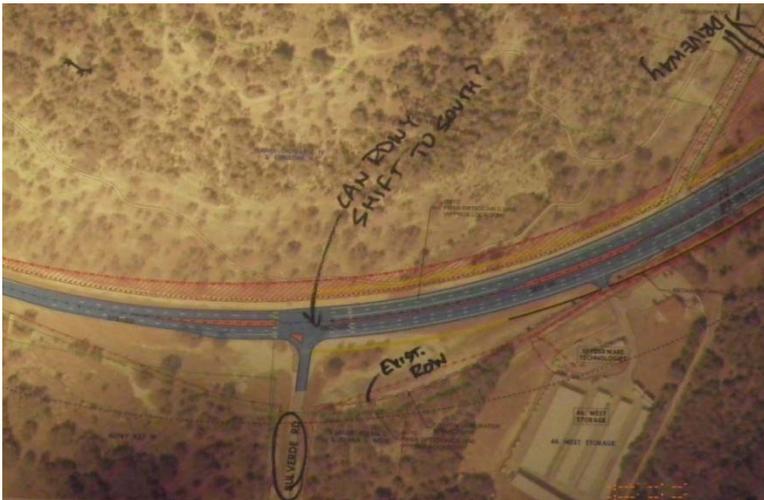
Finally, this project is following the National Environmental Policy Act (NEPA). This is the approval process for the project.

Glen Hamner – Thanks for sharing your comments on the SH 46 project. The reason for the proposed 6 lanes with medians is to address immediate safety and traffic operational needs and accommodate traffic for the next 20 years. Growth in Comal county is projected to increase by 140% by the year 2040.

161

Mapped Comments and Responses

During the public meeting, many attendees shared comments and input directly on the proposed schematics. Below is a log of these comments with responses. Often the same comment was made on all three versions of the map. When this occurred with no other new input, it was not included more than once.

Mapped Comment	Transcribed Comment & Response
	<p>Comment: Add driveway Response: This is out of the project limits. Property owner must apply for driveway permit to the TXDOT New Braunfels Area Office.</p>
	<p>Comment: Can roadway shift to south? Response: A possible shift in the proposed alignment here will be considered in the next phase of design.</p> <p>Comment: Add driveway to Spring Branch Rd. Response: The existing driveway will be shown extending to meet the re-aligned Spring Branch Road.</p>



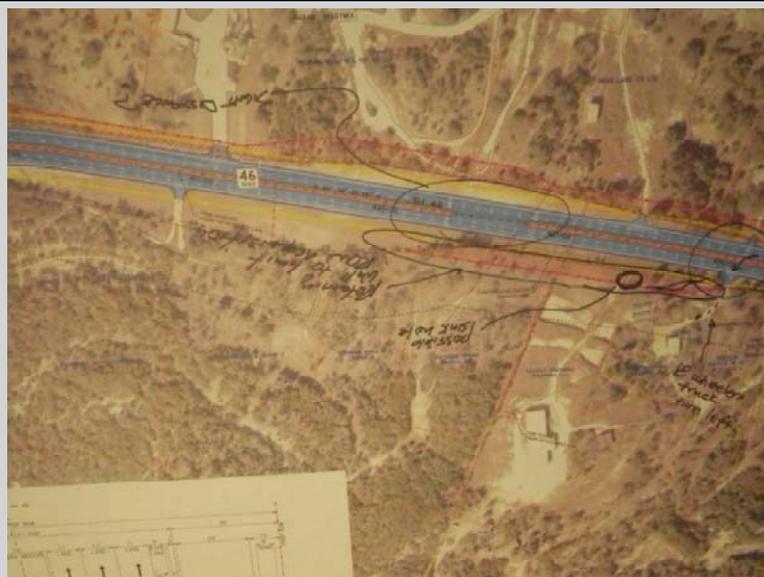
Comment: Parcel lines are shown across a property that the owners stated is entirely their property. They compiled the property through multiple purchases and requested that our drawing show the property as a single tract.

Response: Old parcel lines will be removed.



Comment: Add driveway

Response: The existing driveway will be shown extending to meet the re-aligned Spring Branch Road.



Comment: 18-wheeler trucks turn left here.

Response: Adding a hooded left turn at this location will be evaluated.

Comment: Possible sink hole.

Response: This comment is noted.

Comment: Retaining wall to limit ROW acquisition.

Response: The benefit of using retaining wall to reduce the required ROW will be evaluated.

Comment: Concern for sight distance at the location of the shown median opening.

Response: Sight distance and vertical profiles will be evaluated over the next few months.



Comment: 18 wheelers.

Response: Adding a hooded left turn at this location will be evaluated.



Comment: Questioned width of ROW on north side in circled region

Response: The alignment was shifted further north in this region to avoid any ROW acquisition from the cemetery on the south side of SH46, which is a historical site. The road also had to be realigned to smooth/flatten the curve and provide minimum design radius and tangent length for and between the reverse curves in the Farhills Dr. intersection region.

Comment: See if can work around trees "100 yr. old oak trees.

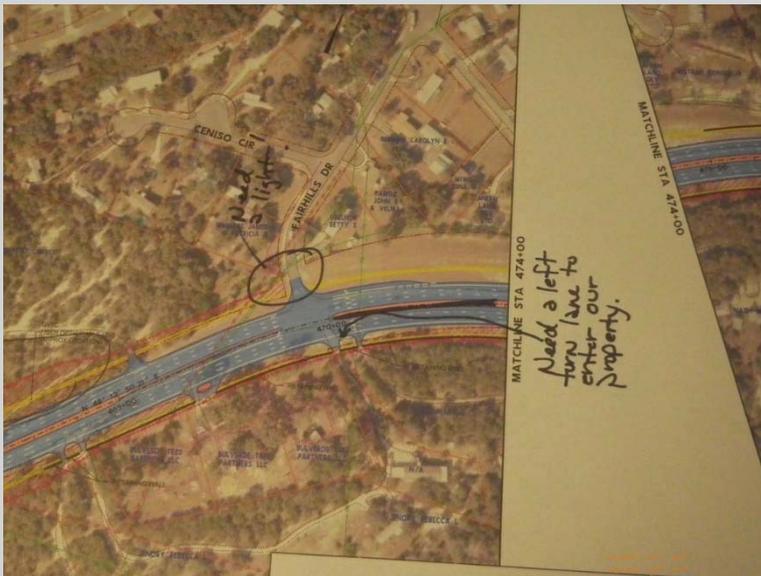
Response: The benefit of adding a retaining wall to reduce need to remove trees in this location will be evaluated.

Comment: Can we add median breaks in this location?

Response: The need for a median opening between STA 437+00 to 445+00 will be evaluated.

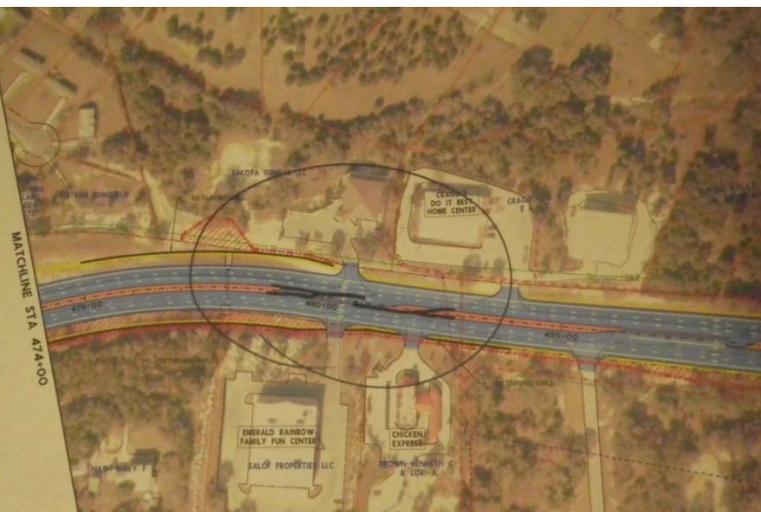


Comment: Letsch Cemetery
Response: The proposed alignment avoids the Letsch Cemetery and any future design will make every effort to avoid any impacts to the cemetery.

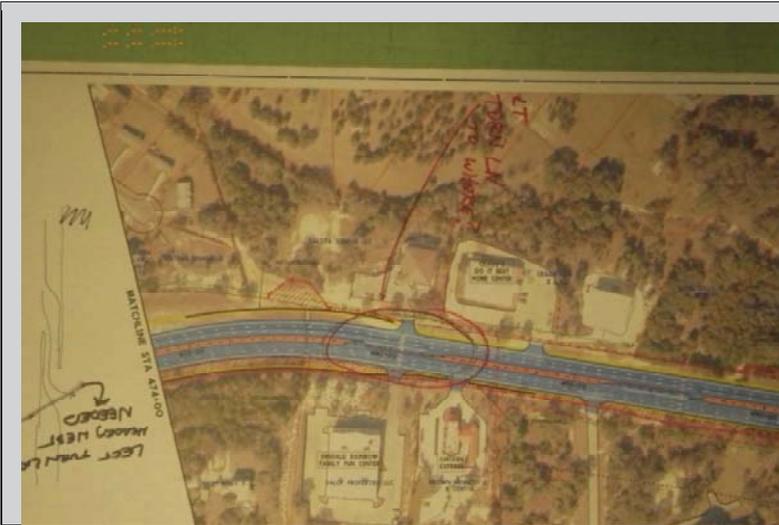


Comment: Need a light at Farhills Dr.
Response: The need for a signal at SH 46 and Farhills Dr. will be evaluated as part of the Traffic Analysis.

Comment: A property owner commented that they need a left turn lane at Farhills Dr. to enter their property.
Response: A left-turn lane will be evaluated as part of the Traffic Analysis.



Comment: A property owner asked to shift the hooded left turn so it provides direct left turn access to property.
Response: The location of the hooded left was selected to provide convenient U-turn access for nearby businesses and driveways in the area.



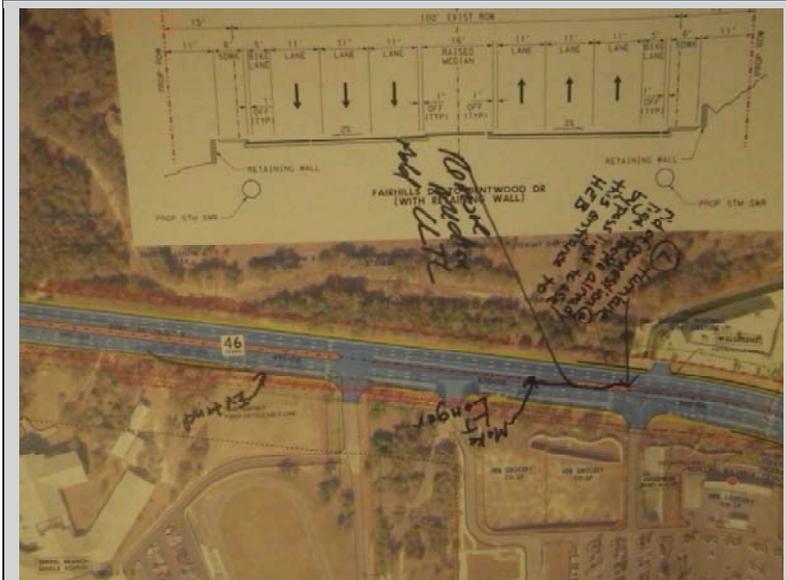
Comment: Left turn lane to where?

Response: The location of the hooded left was selected to provide convenient U-turn access for nearby businesses and driveways in the area.



Comment: Is the hooded left for U-turn access?

Response: The location of the hooded left was selected to provide convenient U-turn access for nearby businesses and driveways in the area.



Comment: Left turn lane rid of congestion at light. People already bypass light to use this entrance to HEB.

Response: A left-turn lane will be evaluated as part of the Traffic Analysis.

Comment: Remove median. Add CLTL (continuous left turn lane) in its place.

Response: Medians have been proposed for safety reasons. The use of CLTL in a highly congested area can result in an increase in vehicular accidents, so CLTLs have not been proposed for this project. However, further evaluation will be completed on a CLTL at this location.

Comment: Extend left turn lane storage.

Response: Extending left turn storage will be considered in the next phase of design.

Comment: Extend right turn lane storage.

Response: Extending right turn lane storage will be considered in the next phase of design.



Comment: Left turn lane needed or businesses will lose customers.

Response: Access to businesses provided via Windmill Ranch Road and the proposed hooded left-turn lanes near STA 515+00.



Comment: Show right in/out for Singing Oaks.

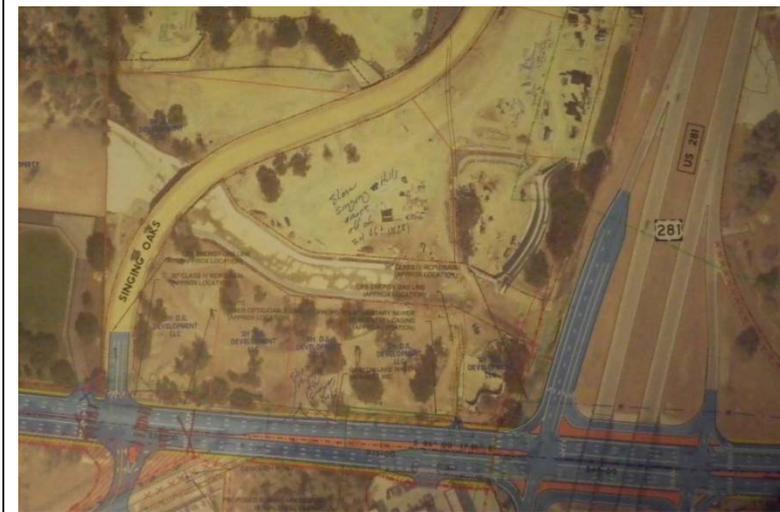
Response: New aerials will be provided showing current overhead view.

Comment: The comment suggests moving direction arrows up to the intersection.

Response: Direction arrows will be adjusted on the schematic.

Comment: The Driveway configuration for school next to Singing Oaks has changed.

Response: New aerials will be provided showing current overhead view. The driveway will be added to the schematic.



Comment: Show Singing Hills access off SH 46 & US 281.

Response: New aerials will be provided showing current overhead view. The driveway will be added to the schematic.

Comment: Show right in/out for Singing Oaks.

Response: New aerials will be provided showing current overhead view. The driveway will be added to the schematic.



Comment: Traffic backs up in the exit ramp area from US 281. Widen so can get out of CVS.

Response: The need to widen/extend the US 281 lane configuration at SH 46 will be evaluated as part of the Traffic Analysis.



Comment: Heavy traffic noted on the northwest entrance ramp to US 281. Concerns that removing the ramp/road that peels off of SH46 to provide access to US281 and replacing it with a dedicated right turn lane, would further increase congestion at the mouth of the northwest entrance ramp.

Response: The concerns are noted. The westbound SH 46 right-turn configurations will be evaluated as part of the Traffic Analysis.

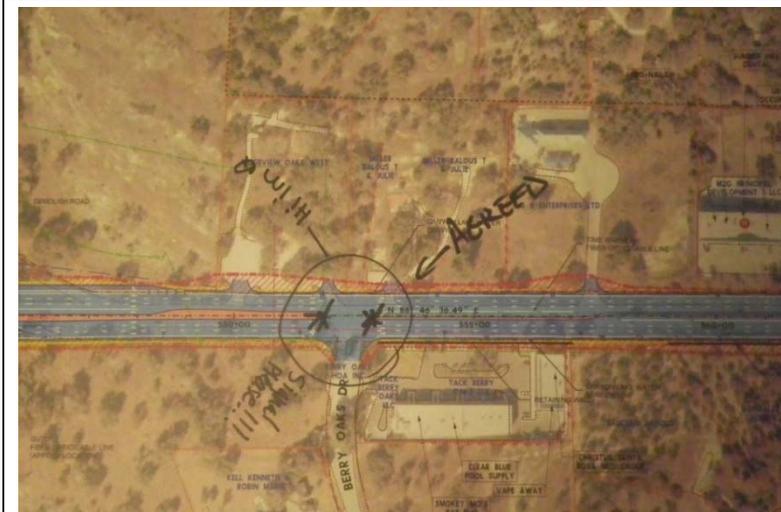


Comment: Add stop light or left turn lane exit Green T or Flying T.

Response: The need for a signal at SH 46 and Berry Oaks Drive will be evaluated as part of the Traffic Analysis.

Comment: Add a hooded left turn into CVS.

Response: CVS driveway is located in close proximity to US 281 and SH 46 intersection. Adding a left-turn lane would impact safety and operations on SH 46.



Comment: Multiple comments on the need for a traffic signal at Berry Oaks Dr.

Response: The need for a signal at SH 46 and Berry Oaks Dr. will be evaluated as part of the Traffic Analysis.

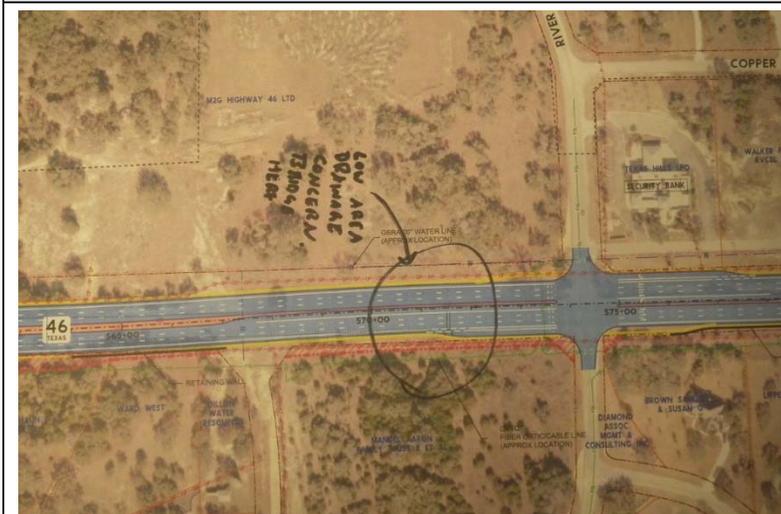


Comment: Need left turn access to property.

Response: A left turn access cannot be provided at this location due to conflict with left turn access to Rainbow Dr. Access to property provided via Rainbow Dr.

Comment: 10' tall sound barrier, no gap

Response: A noise analysis will be conducted as a part of this study to determine the need for and locations of sound walls.



Comment: Concern for low drainage area for the existing bridge with frequent flooding.

Response: A detailed drainage study is being performed as part of the next phase of design and the noted area will be evaluated.

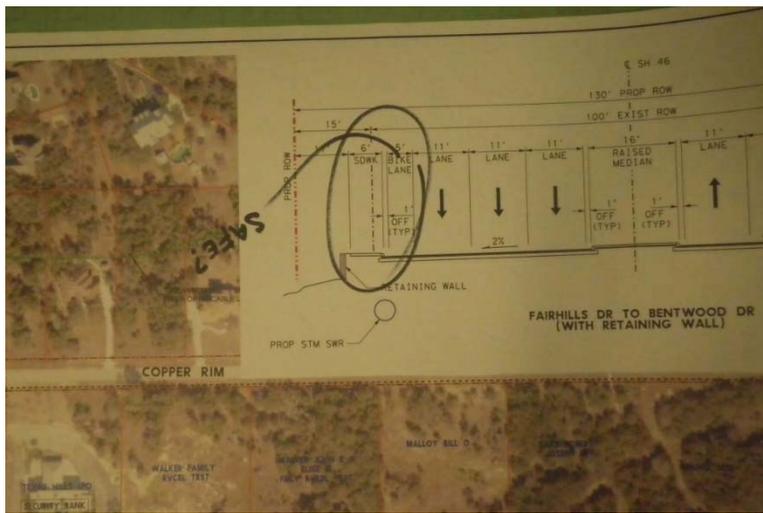


Comment: Add driveway

Response: The driveway will be incorporated and shown in future schematics.

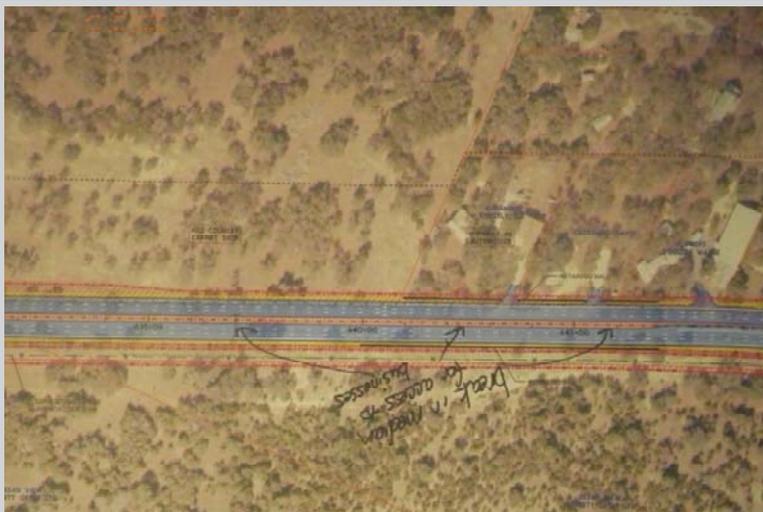
Comment: Sight distance/vertical geometry constraints were noted particularly for the Rainbow Dr. and River Way intersections.

Response: Sight distance and vertical profiles will be evaluated. These intersections will be included in the evaluation.



Comment: Concern for safety of bike lane design.

Response: The design for the separate, marked bike lane follows AASHTO safety and design standards.



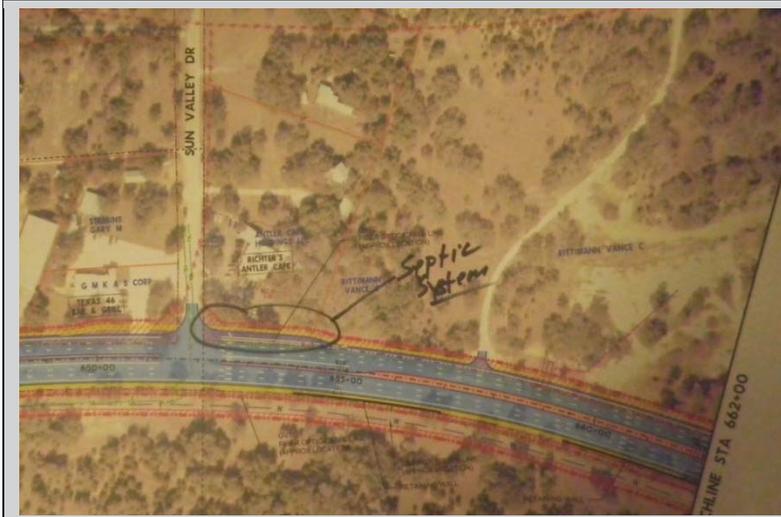
Comment: Request for a break in median for access to businesses.

Response: A median break/hooded left between STA 632+00 to 644+00 to provide access for the mentioned businesses will be evaluated.



Comment: Acceleration lane due to heavy traffic because of Restaurants.

Response: The intersections and roadway sections from Mountain Ridge Dr., to Sun Valley Dr. including the Faithville area are being studied together as a whole. The need for acceleration lanes will be evaluated as part of the Traffic Analysis.



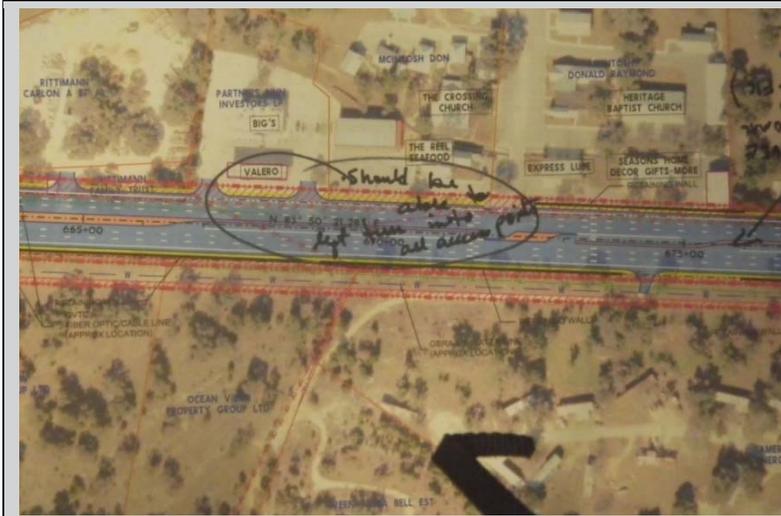
Comment: Septic System near Richter's Antler Café.

Response: Every effort is being made to minimize impacts to the properties along SH 46. The existing septic system in this location will be taken into consideration during the next phase of design.



Comment: School buses refuel gas at Valero.

Response: Customers exiting this location will have to take a right turn, and use the U-turn lane at Sun Valley to access eastbound SH46. The proposed design will accommodate school buses.



Comment: Should be able to left turn into all access points of Faithville Park.

Response: Driveways in this area will be accessible through the proposed hooded left turns.



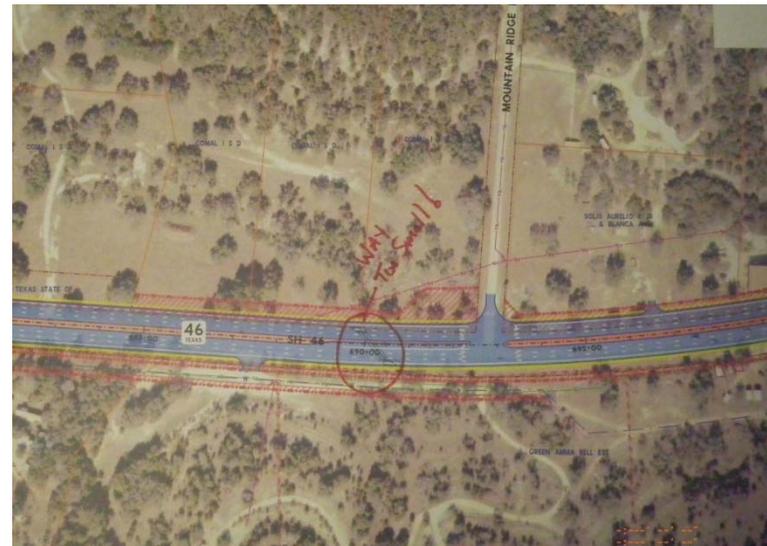
Comment: Driveway Access?

Response: Driveways in this area will be accessible through the proposed hooded left turns.



Comment: There is a long que in this region because of Comal Taco traffic.

Response: The intersections and roadway sections from Mountain Ridge Dr., to Sun Valley Dr. including Faithville area are being studied together as a whole. The team has noted safety and congestion concerns from the public including heavy traffic accessing Comal Tacos. Queuing issues and mitigation measures will be evaluated as part of the Traffic Analysis.



Comment: The storage lane length is insufficient.

Response: The intersections and roadway sections from Mountain Ridge Dr., to Sun Valley Dr. including Faithville area are being studied together as a whole. The team has noted safety and congestion concerns from the public including left turns from Mountain Ridge to eastbound SH 46 during school hours and heavy traffic due to Comal Tacos. Queuing issues and mitigation measures will be evaluated as part of the Traffic Analysis.



Comment: Traffic counts should be done from 6:30 – 8:30 a.m. and 3:30 – 5:30 p.m.

Response: Traffic counts are done during respective a.m. and p.m. peaks.

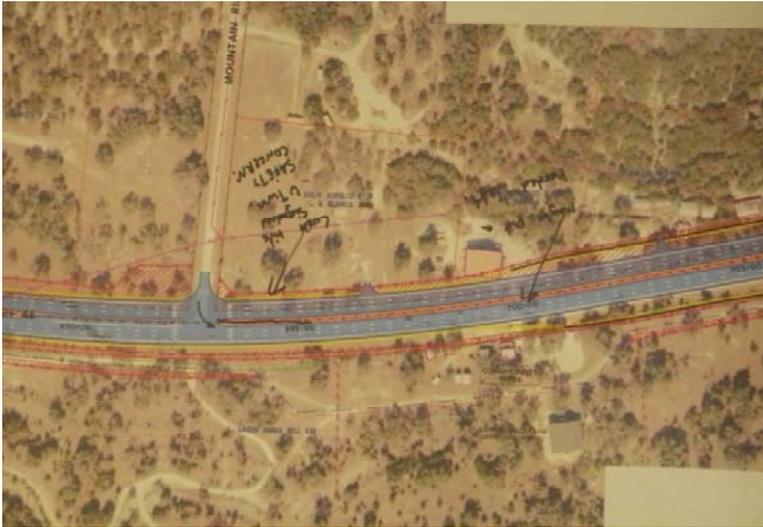
Comment: Can we add an acceleration lane for traffic from Mountain Ridge Dr. turning onto SH46?

Comment: Concerns for safety in the area. It is impossible to turn left at during school traffic hours.

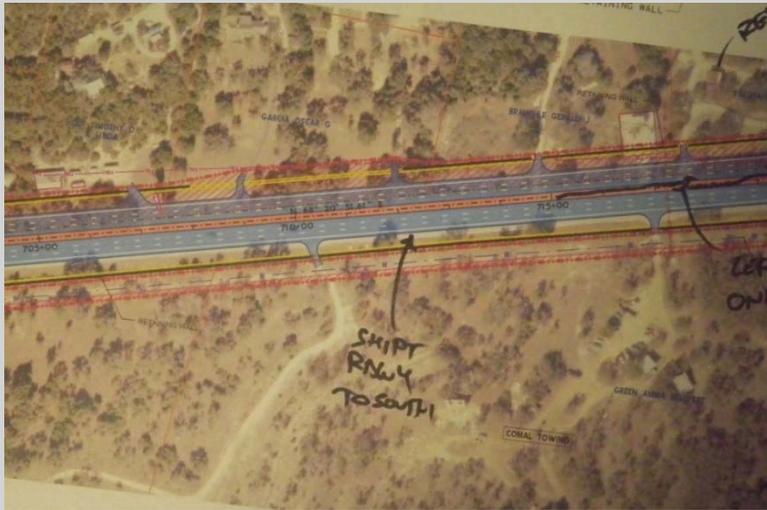
Response: The intersections and roadway sections from Mountain Ridge Dr., to Sun Valley Dr. including Faithville area are being studied together as a whole. The team has noted safety and congestion concerns from the public including left turns from Mountain Ridge to eastbound SH 46 during school hours and heavy traffic due to Comal Tacos. The left-turn operation from Mountain Ridge onto SH 46 will be evaluated as part of the Traffic Analysis.

Comment: Can we get a temporary turn lane at 700+00 before this project is constructed?

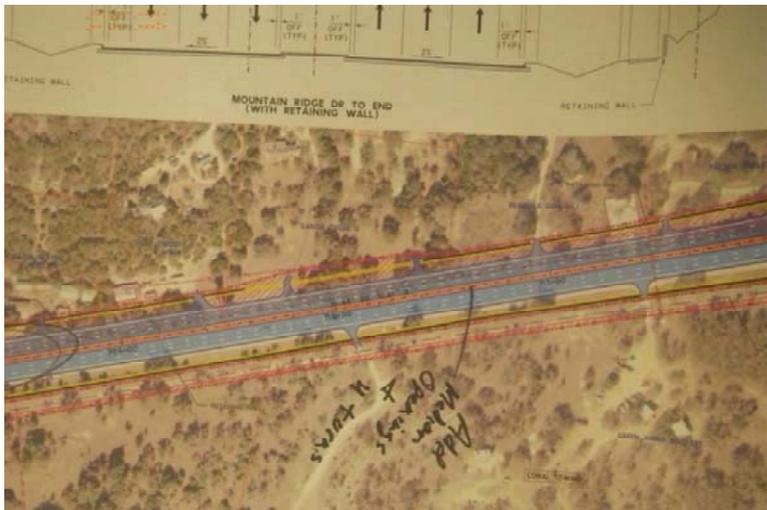
Response: This scope of this project is limited to the proposed expansion. Questions on localized and short term improvements can be directed to the TxDOT New Braunfels Area Office for the most current information.



Comment: Signalize the Mountain Ridge Dr. intersection, due to safety concerns.
Response: The need for a signal at SH 46 and Mountain Ridge will be evaluated as part of the Traffic Analysis.



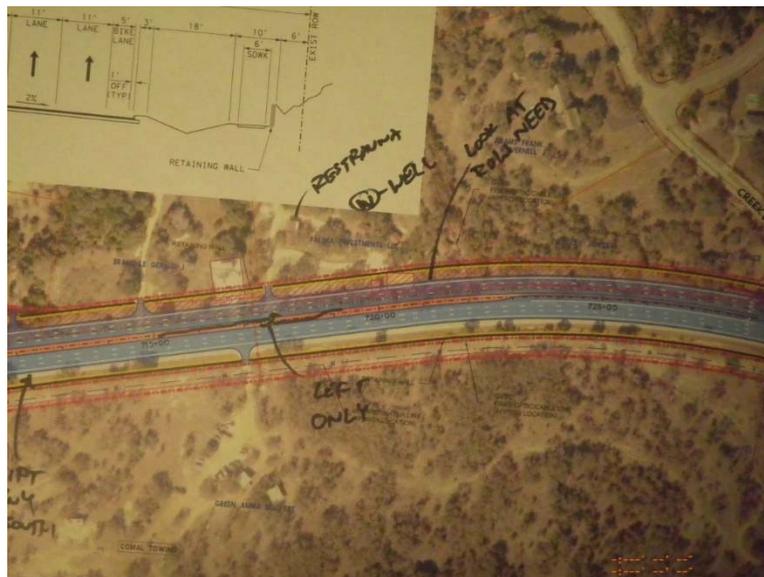
Comment: Shift roadway to the south.
Response: The needed right-of-way was proposed on the north side of the roadway to avoid the existing GBRA waterline on the south side of SH 46. TxDOT and the project team are coordinating with the GBRA to identify any opportunities to shift the alignment.



Comment: Add median openings and U-turns.
Response: Additional median openings between STA 705+00 and STA 720+00 will be investigated.



Comment: Village Commercial
Response: The property will be updated to Village Commercial on future schematic diagrams.



Comment: Location of a restaurant and water well was noted.

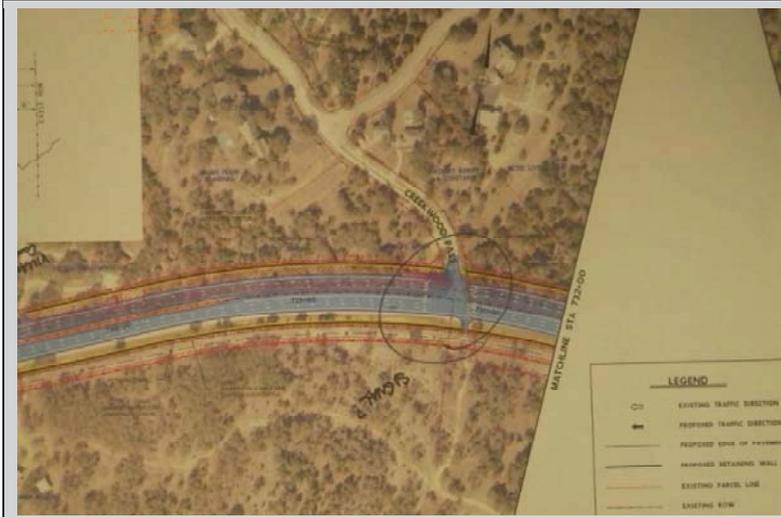
Response: These locations will be labelled on future schematics.

Comment: Request for a hooded left turn to access business.

Response: Adding a hooded left turn at this location will be evaluated.

Comment: Look at ROW needs in relation to the north side of SH46 in this location.

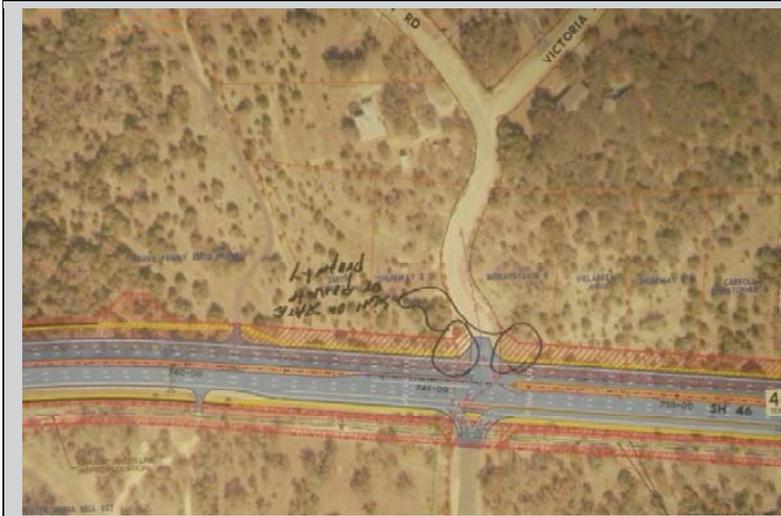
Response: The needed right-of-way was proposed on the north side of the roadway to avoid the existing GBRA waterline on the south side of SH 46. TxDOT and the project team are coordinating with the GBRA to identify any opportunities to shift the alignment. Retaining walls have been proposed to minimize right-of-way needs in this location



Comment: Add signal at Creek Wood Pass
Response: The need for a signal at SH 46 and Creekwood Pass will be evaluated as part of the Traffic Analysis.



Comment: Ground water pumps after rain. Needs French drain.
Response: A detailed drainage study is being performed as part of the next phase of design and the possibility of flooding at this location will be taken into consideration.



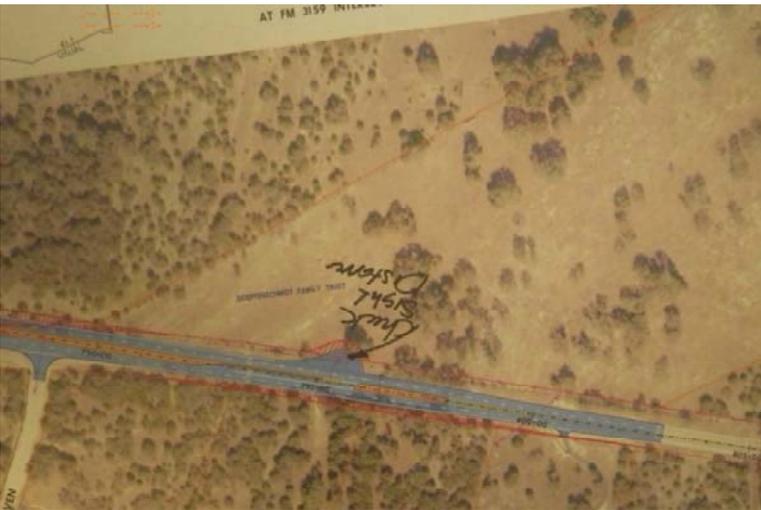
Comment: Sign on state or private property
Response: Location noted. Any property or signage that is impacted by right-of-way needs, would be replaced or moved.



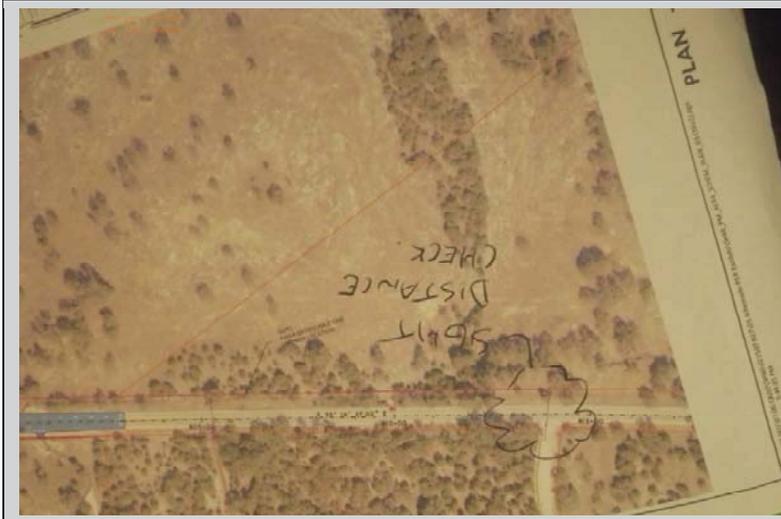
Comment: Demolish existing roadway.
Response: This will be taken into consideration during the next phase of design.



Comment: Move U-turn further down.
Response: This will be taken into consideration during the next phase of design.



Comment: Check sight distance
Response: Sight distance and vertical profiles will be evaluated over the next few months.



Comment: Check sight distance

Response: The area under comment is out of the project limits.

Kim Tindall and Associates, LLC.

Phone: [REDACTED]

Fax: [REDACTED]

Email: [REDACTED]

Internet: www.KimTindallandAssociates.com

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TEXAS DEPARTMENT OF TRANSPORTATION

PUBLIC MEETING

SH 46 IMPROVEMENT PROJECT

FROM BULVERDE ROAD TO FM 3159

SMITHSON VALLEY HIGH SCHOOL

CAFETERIA, 14001 SH 46

SPRING BRANCH, TEXAS 78070

MARCH 3, 2016

5:30 P.M. - 7:30 P.M.

1 ■ MR. KENNETH BROWN: Kenneth Brown, ■
2 ■, ■. As the owner of
3 Chicken Express, we would like to see a left-hand turn
4 into our business and as much traffic allowance in that
5 turn. That would be very helpful. We probably have up
6 to 3,000 cars per week in and out of our business, and
7 that's the go-home side for us with the turn. It's very
8 important to our business to have that and as much
9 access.

10 MR. W. R. WILSON: W. R. Wilson, ■
11 ■, ■, ■
12 Regarding the State Highway 46 improvements located west
13 of 281 where they pass the entrance to the Saloff,
14 S-a-l-o-f-f, properties, which are located at 2155 West
15 Highway 46, the footed left-turn cut in the median
16 (westbound lane), shown as located within the breadth of
17 the Saloff parcel in order to accommodate south side
18 businesses should be moved eastward approximately
19 120 feet so that 18-wheelers can enter the Saloff
20 driveway directly, rather than having to make a U-turn
21 immediately followed by a right turn. This change would
22 result in at least one south side business that is
23 served by this median opening being able to access its
24 driveway directly, rather than creating a need for an
25 18-wheeler to make a U-turn with attendant congestion

1 and accident -- and accident potential. And I will note
2 that the eastward relocation of this median cut was
3 marked on the large map for consideration by TXDOT by
4 Mr. De La Cruz.

5 MS. GWEN REED: Gwen Reed, [REDACTED]
6 [REDACTED], [REDACTED]. It
7 appears that I don't have access out of or into my
8 driveway on Smithson Valley Road due to the position of
9 the median. Please consider moving the median to allow
10 me ability to turn left and right out of my driveway.
11 The new speed limit on Smithson Valley Road is projected
12 to increase to 40 miles an hour, also a danger. I would
13 like to discuss this matter with an engineer with TXDOT.

14 MR. MICHAEL L. MAURER, SR.: Michael L.
15 Maurer, Sr., [REDACTED], [REDACTED]
16 [REDACTED]. Okay. This proposed
17 two lane to six lane of course on the web site it says
18 four lanes to six lanes, but for the most part it's two
19 lanes to six lanes. It's not four to six, only in a --
20 like a half-mile stretch it's not even that;
21 quarter-mile stretch it's four to six. In other area
22 it's three to six, but in the other seven miles it's two
23 to six so everything needs to be put out forthright and
24 not to what they want people to hear. I'm against -- I
25 stand against the -- the two lane to six lanes with a

1 raised median with limited left turns and what they --
2 what they -- what they -- with the sidewalk, I stand
3 firm against that, even though they say that the
4 sidewalk is a federal requirement, maybe when they get
5 federal aid money but I'm against that because there
6 shouldn't be a sidewalk right next to a highway, not
7 when you're going 50 miles an hour, you know, 40 miles
8 an hour there shouldn't be, and I would support -- I
9 would support going from two lanes to four lanes with
10 a continuous center turn lane. I would support that
11 with no sidewalk and no retainer walls as well because
12 then plan on putting retainer walls on a lot of
13 undeveloped property up to five-foot high retaining
14 walls so I stand against that. I stand fast against the
15 two lanes to six lanes, the four lanes to six lanes and
16 I stand firmly against that with a raised median,
17 limited left turns, I stand against that.

18 They's can -- they can do some immediate fixes
19 right now to relieve this congestion. Right now you've
20 got a contractor doing the turnarounds on 281 and he is
21 way overdue. It's been there, I think, for over two
22 years. There's been two major problems with it and he
23 has construction barricades where he has put barricades
24 in a westbound left turn, the left turn lane to go onto
25 281 South. He has barricaded those off which backs

1 traffic up for about a quarter mile, half mile at times,
2 because those people that are in the next lane over can
3 go left or go straight so when they go left, they're
4 slowing down traffic. When they're coming up to that
5 corner they're slowing down, of course, and behind them
6 it's like a train. It's a rubbernecking effect and
7 slows everybody down so if those people, if they could
8 just remove the quick fixes, quick fixes to this
9 congestion problem and I say bad congestion the way they
10 refuse to move the barricades is to, one, remove those
11 left turn barricades when you're heading westbound
12 underneath the 281 overpass and immediately east of
13 that, right in front of CVS Pharmacy, remove those
14 barricades, put a left sign only on that lane. There
15 used to be one up on the bridge itself, but they removed
16 that.

17 On the other two lanes, on the other two lanes
18 where it currently says "left" and "straight," and on
19 the far right lane where it says "straight only," those
20 two need to be committed to going straight only so I'm
21 saying remove the barricades the center left turn
22 barricades open that up to left turn only the adjacent
23 two lanes to the right westbound, have those make those
24 go straight only. There's two lanes cannot turn left at
25 the same time because it's only one lane once you get on

1 the access road so that would be an immediate fix to
2 this congestion. Second, is the 45 seconds that each
3 light cycles time, each one is timed at 45 seconds, and
4 the immediate fix is give an extra 15 seconds to the 46
5 thru traffic and make it to one minute but essential,
6 that way when traffic stops only be 30 seconds, might be
7 45 seconds; have it sensored, but no more than one
8 minute, that way if the traffic is still there, let them
9 to proceed one minute but no more than one minute, but
10 sensored that way it senses, that way eastbound 46 you
11 only have to wait 45 seconds.

12 For the access roads, both of them, southbound and
13 northbound, they can for an immediate fix put that on
14 sensor as well with no more than 45 seconds so they
15 still would have the 45 seconds if they need it, but if
16 they don't need it might only be 10 seconds, might only
17 be 15, 20, 25 to 30 seconds, that way the light would
18 get back to the 46 which is the most congested and it
19 would get back to them quicker, but somebody has to
20 force the contractor that's working on the project that
21 hadn't bid it, they've got to force him to do this.
22 TXDOT claims, purports, that the contractor is in charge
23 of the light timing and the barricades so this needs to
24 be changed right now, right now, not two weeks from now,
25 not five weeks, not when they finishes the turnarounds.

1 It needs to be changed right now because the traffic is
2 not as bad as people make it out to be if the congestion
3 wasn't there because of the barricades and the timing of
4 these lights.

5 The three lights that are on the west side of 46
6 when you're heading eastbound, those need to be timed
7 better to where they stay on longer, to where they can
8 go through and get to the 281 intersection and beyond,
9 instead of I think one or two of them, I think two of
10 them, I think all three of them are on sensors, but they
11 just need to be timed better because they can time these
12 lights to where they all act within themselves and with
13 these other lights so where it allows traffic to not
14 just go through and then stop at the next light, but
15 will allow them to go through all three of the lights to
16 get to the 281, you know, and then get through that
17 light as well, so they could be timed, you know. We're
18 not in the dark ages. We have the capability of doing
19 these timings with all four of these lights, but TXDOT
20 has to be willing to do these, you know, but with the
21 congestion, when has TXDOT ever done anything to relieve
22 congestion on the core, you know, without it involving
23 some massive road project or toll road, you know,
24 because that's what they've done in the past, build up
25 the congestion and then, oh, wow, we need a toll road to

1 relieve the congestion. No, there's some fixes, timing
2 of the lights like the way they have 281 now with the --
3 I can't remember what they call that lane, but the
4 Super Highway, but the Super Highway when it first --
5 when they first built the Super Highway, the lights were
6 all timed beautifully. Now the timing of the lights are
7 a little off so now you've got a little bit more
8 congestion than it was initially upon conception.
9 Initially upon conception, you could go through all
10 those stoplights and you're doing 50 miles an hour, but
11 now it's not that easy, not when you're in the same kind
12 of hours of traffic as before. Now, it seems like the
13 lights are just not timed as they were before so, and
14 that's all TXDOT. That's all TXDOT timing those lights.
15 Sometimes lights malfunction which like on Borgfeld,
16 I've called them several times because the light gives
17 a -- they think there's a car, a sensor, they think
18 there's a car at Borgfeld so it stops everything on 281,
19 you know, and I'm going through it at midnight so I know
20 so the -- the thing about the raised median, TXDOT says
21 the raised median is safer and that's hogwash. The
22 center turn lane they're building on 46, on Highway 306,
23 FM 306 between Hunter Road and Hoffman Lane, they're
24 going from two lane to four lane with a continuous
25 center turn lane. That's a very busy stretch of

1 highway, just as busy as this, just about as busy as
2 this. It's busy on the weekends, busy in the
3 afternoons, busy in the morning because you've got all
4 these people from Canyon Lake heading to 35, they use
5 that way as the thing and coming home the same way, on
6 weekends it's busy because of the lake traffic, so if a
7 center turn lane is that dangerous, why are they putting
8 it in there? And I was looking at all these other
9 projects, these other 40-something projects in the MPO
10 area, and there's a few of them that go with a center
11 turn lane, a continuous center turn lane so apparently
12 it's not a danger. It's just somebody or some people,
13 entities, want a limited raised median out here. I
14 stand against that raised median. Center turn lane is
15 just as -- as safe; raised median causes its own
16 problems because when you slow down to enter that
17 left-turn safety area, someone could rear end you.
18 When -- when that left lane is full because traffic
19 can't move because of oncoming traffic so they can't go
20 across and that other car that can't quite fit in there,
21 now he has his tail end out ready to be slammed into so
22 you can't say that a raised median, limited left turns
23 is safer than a continuous turn lane.

24 Then you go on to the expense of -- of all that
25 concrete that's needed and field needed for the raised

1 median which is going to make the whole project more
2 expensive versus just merely striping with those arrows
3 going opposite ways, left turn, left turn, whether
4 eastbound, westbound, all you're doing is putting
5 markers in there or maybe those little bitty orange
6 reflective things where you don't want people driving on
7 it, that's not going to be near as much as all that --
8 that four or five or six inches of concrete for the
9 raised median for where they're going to put that; so
10 safety issue, raised median is not any safer and that --
11 that -- that's argumentative that what TXDOT says. It's
12 safer? No, I don't think so. Even their own actions
13 show otherwise because if it was safer, why aren't they
14 putting them in at 306 or those people are not
15 important. They don't care if those people get in
16 head-on collisions? No, it's not that, so it's not
17 about safe about that.

18 Oh, yeah, then six lanes, the six lanes, they're
19 saying the six lanes is safer than four lanes. No,
20 that's argumentative, too. Six lanes just adds two more
21 lanes where people can rear end or people can broadside,
22 you know, when they're changing lanes. It just adds two
23 more lanes so by saying six lanes is safer because you
24 got more room to maneuver in case something does happen
25 in front of you? No, that just gives that if you don't

1 look quickly to your right when you dart to keep from
2 hitting him because you're following too close, when you
3 dart to the right, that means there's an extra lane and
4 you can plow into somebody and then when you hit them,
5 they could plow into somebody so it just gives extra
6 lanes for more rear-enders and side crashes so six lanes
7 is not any safer than four lanes.

8 Just touching up on all of the things that I have
9 here on my notes. I already gave the remedies, timing
10 the lights better, removing the barricades. I look at
11 this as plain congestion through this contractor. Don't
12 make this contractor remove the barricades. Keep the
13 congestion up until this whole 46 project gets done, you
14 know, and then when people see that, oh, it's not that
15 bad, congestion is not that bad, you know, well, it's
16 going to be too late. It may be already too late to go
17 back to a four lane so four lane is -- would be safer
18 with the center -- continuous center turn lane would be
19 just as safe and I would support the four lane with the
20 continuous center turn lane. That's it.

21 MS. MINERVA SANCHEZ: Minerva Sanchez,
22 [REDACTED], [REDACTED]. We
23 have a business at [REDACTED] Highway 46 West. There's been
24 at least two deaths, several serious injuries at our
25 business. There is no turning lane. We desperately

1 need one. We had to put big boulders around our
2 building after an SUV was struck from behind while
3 waiting to turn in to the restaurant. Diners could have
4 been killed because it destroyed the front door part of
5 our building dining room. Fortunately, a family moved
6 from that area two minutes before the accident. Please
7 help save lives. This is a time bomb waiting to go off.
8 We are frightened with every screech of tires. We need
9 this right away, tomorrow or next month. More people
10 could be hurt. We pay lot of taxes in this restaurant.
11 Your immediate help is needed. Please help save lives
12 of our customers, people from this community,
13 Minerva Sanchez. We need the line on the middle, the in
14 and out, you know, the line on the middle, the highway
15 or 46 in front of the restaurant.

16 MS. CECILIA RODRIGUEZ: Cecilia Rodriguez,

17 [REDACTED], [REDACTED]
18 [REDACTED]. We have a business at [REDACTED] Highway 46 West.
19 There has been at least two deaths, several serious
20 injuries at our business. There is no turning lane. We
21 desperately need one. We had to put -- build boulders
22 around our building after an SUV was struck from behind
23 while waiting to turn into our restaurant. Diners could
24 have been killed because it destroyed the front door
25 part of our building, dining room. Fortunately, a

1 family moved from that area two minutes before the
2 accident. Please help save lives. This is a time bomb
3 waiting to go off. We are frightened with every screech
4 of tires. We need this right away, tomorrow or next
5 month. More people could be hurt. We pay a lot of
6 taxes in this restaurant. Your immediate help is
7 needed. Please help save lives of our customers and
8 people from this community, Cecilia Rodriguez.

9 MS. ROSEANN MAURER: Ms. Roseann Maurer,

10 [REDACTED], [REDACTED]
11 [REDACTED]. We own property at [REDACTED] [REDACTED],
12 Spring Branch, Texas, 78070. The two ladies who operate
13 a restaurant there have seen several accidents because
14 there is no, and big letters, turning lane. I don't
15 know if you can do that. We would very much appreciate
16 your immediate attention to getting this very popular
17 place a turn lane so drivers can get into and out of the
18 restaurant safely. Thank you very much.

19 * * * * *

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COURT REPORTER CERTIFICATION

COUNTY OF BEXAR)
STATE OF TEXAS)

I, LADONNA AYERS BURCH, a Certified Shorthand Reporter in and for the State of Texas, do hereby certify that this transcript is as true and accurate a record as possible, transcribed by me through computer-aided transcription.

And further certify that I am not a relative or employee of any of the parties hereto, nor interested directly or indirectly in the outcome of this session.

WITNESS MY HAND, this the _____ day of _____, A.D. 2016.



LaDonna Ayers Burch, CSR
Texas CSR 3941
Expiration: 12/31/2016
KIM TINDALL & ASSOCIATES, LLC
Firm Registration No. 631

San Antonio, Texas 78232



SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 – Smithson Valley High School

(PLEASE PRINT)

NAME: Lori Cole

ADDRESS: [REDACTED]

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 I do business with TxDOT
 I could benefit monetarily from the project or other item about which I am commenting

COMMENTS: I believe this project is essential to maintain safely ~~assessible~~ accessible roads in our growing area. I actually wish that it went East beyond 3159.
Things for consideration

- ① What have we learned from the Hwy 281 expansion @ FM311? There have been numerous accidents there.
- ② Can we assure that it isn't designated as a Hazmat route?
- ③ Can we assure that CRG & related contractors who hold the U-turn contract are not involved? What a nightmare that has been!
- ④ I think the voters want absolute assurance (& need to understand) that this will not be paid for through additional

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- Email: sh46info@gmail.com



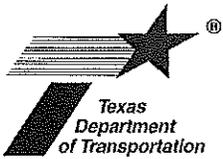
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⑤ I think there needs to be 2 turn lanes loading
out to 281 S from Hwy 46 - maybe 2 north as well,

but at a minimum 2 turning lanes from Hwy 46
to 281 S.

Thank you!



SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 – Smithson Valley High School

(PLEASE PRINT)

NAME: Cathy-Jo Thompson

ADDRESS: [Redacted] Spring Branch

PHONE: _____ EMAIL: [Redacted]

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COMMENTS: Bulverde Rd to Cona / Crossfit is currently 60mph -
~~is going to~~ do NOT lower speed to 45 mph (Hwy 281 by Stone Oak Pkwy
is 55mph/60mph with more business & traffic than ~~this~~ ^{the} above
road currently has.) Also need left turn lane - save money
on the concrete median. Need median breaks (better left turn
lane) by chicken Express, Cragg's Hardware, etc. People will NOT
travel the distance to make U turn & still have to cross 2 lanes
of traffic to get the business. They will go somewhere else.
Need left turn lane from light at HEIB to Spring Branch
Middle School entrance. ~~That~~ The current turn lane fills
up almost to Walgreen's many morning / afternoons already.

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Also, the left turn is used by many to bypass the left turn into HER at the light. You will be adding to that congestion by eliminating the turn lane & putting in a median.

Current Corrections - the 281 bridge underpass was supposed to be already finished. You (TX DOT) said that it wasn't finished on time - construction company wouldn't be paid & have to pay a penalty (daily). Where is that money? Progress is being made but many days there is no work being done at all. Left turn lane should already have barricades down & being used. Should be two lanes going straight (west direction). This would eliminate a lot of congestion.



SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 - Smithson Valley High School

(PLEASE PRINT)

NAME: LYDIA M. CHAVEZ / PALMA INV. LLC

ADDRESS: [Redacted]

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- I am employed by TxDOT
I do business with TxDOT
I could benefit monetarily from the project or other item about which I am commenting

COMMENTS: THE INVESTMENT INTO THIS PROPERTY IS MORE THAN 1.5 MILLION DOLLARS, WE HAVE A RESTAURANT AND A BAR WITH A PLAYGROUND, BASKETBALL COURT, MANY OAK TREES (APPROX 30) IN THE FRONTAGE OF PROP. ONE THING IS THE MONETARY INVESTMENT THE OTHER IS ALL THE HARD WORK TO DEVELOP AND TO AND CREATE A PLACE WHERE THE COMMUNITY WOULD ENJOY A BEAUTIFUL PLACE TO EAT, AND RELAX, AND HAVE A GOOD FAMILY TIME. YOU PREFER TO PROTECT A WATER LINE THAN STOP TO THINK HOW YOU WOULD IMPACT THE LIVES OF EVERYONE INVOLVED IN THIS PROJECT THAT YOU NOW WANT TO

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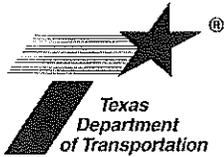


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TAKE TO BUILD A ROAD, WHEN ON THE OTHER
SIDE (THE ONE LEAST IMPACTED) THERE'S JUST
A WATER LINE. WE HAD TO JUMP THROUGH MANY

HOOPS TO GET THE SEPTIC SYSTEM INSTALLED
THIS JUST WITH TEEQ, AND THE INCREDIBLE
INVESTMENT MADE TO HAVE THIS COMMERCIAL
SEPTIC SYSTEM AND COMMERCIAL WATER WELL.

THERE IS REALLY ~~NO~~ NO WAY THAT ANY AMOUNT
OF MONEY CAN COMPENSATE FOR ALL THE
WORK AND LIVES INVESTED IN THIS PROJECT.



SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 – Smithson Valley High School

(PLEASE PRINT)

NAME: HARRY HOOKER

ADDRESS: [REDACTED]

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COMMENTS: 1 Sun Valley Drive - Richter's Antler Cafe -
PLEASE DO NOT ADD A TURNING LANE (RIGHT)
IF YOU TAKE 30' AS SHOWN ON PLAT YOU
WOULD BE IN THE SEPTIC SYSTEM FOR THE
CAFE. THERE WILL BE 3 LINES WITHOUT
A TURNING LANE. A TURNING LANE WOULD
CAUSE THE REMOVAL OF SOME HUGE OAK
TREES - THE AEROBIT (SYSTEM SYSTEM) NEEDS
EVERY INCH OF PROPERTY NOW BEING USED -
SEE ATTACHED PLAT SHOWING SEPTIC SYSTEM.

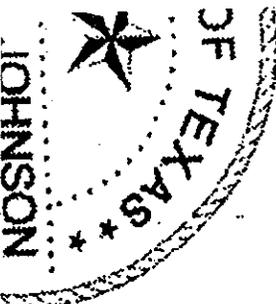
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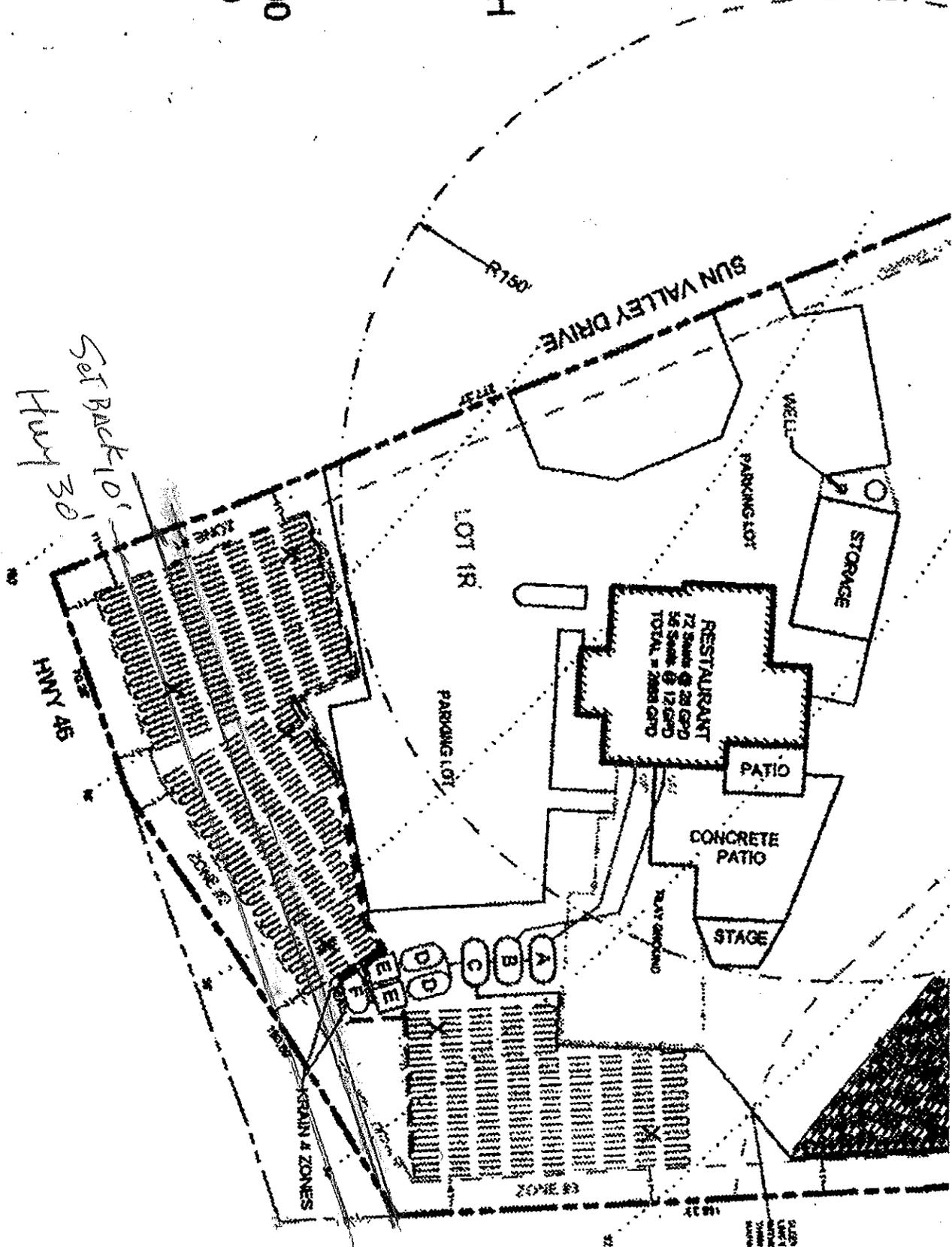
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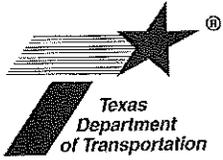


OWNER

ANTLER CAFE HOLDINGS, LLC

- NKS:
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- NG 1500 GAL.
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SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 – Smithson Valley High School

(PLEASE PRINT)

NAME: LYDIA R. GONZALEZ

ADDRESS: [REDACTED]

EMAIL: N/A

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COMMENTS: AS FAR AS I'M CONCERN. THIS PROJECT IS FAR OVER DUE.

IT SHOULD HAVE BEEN DONE, LONG TIME AGO.

AS YOU CAN SEE, I'M FOR THE PROJECT SH 46.

I KNOW THAT TXDOT WILL PAY US FAIR VALUE FOR OUR R.O.W. THAT THEY NEED.

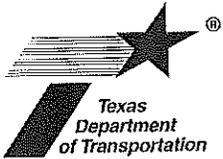
THANKING YOU IN ADVANCE FOR ALL YOU DO!

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SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 – Smithson Valley High School

(PLEASE PRINT)

NAME:

Bob Haringa

ADDRESS:

[Redacted address]

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COMMENTS:

Looks great; long overdue especially the section from Antlers through Spring Branch Road. The off ramp from 281 north to 46 should be enlarged to eliminate/reduce backup (rush hour) onto 281

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SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 – Smithson Valley High School

(PLEASE PRINT)

NAME: Tim Wessel

ADDRESS: 

 EMAIL: _____

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COMMENTS: Common Sense dictates connecting
Spring Branch Rd & Bulverde Rd at same
intersection!

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SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 – Smithson Valley High School

(PLEASE PRINT)

NAME: Sheryl Hunt

ADDRESS: [REDACTED]

[REDACTED] EMAIL: [REDACTED]

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COMMENTS: _____

Great format for information.

Much better than a boring meeting!

Especially liked the schematic tables.

Great job!

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SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 – Smithson Valley High School

(PLEASE PRINT)

NAME: Michael L. Maurer Sr.

ADDRESS: [Redacted]

[Redacted]

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COMMENTS: AGAINST the 6 Lane w/Raised median w/Limited Left turns.

Would support 4 lanes w/continuous center turn lane.

WE DO NOT NEED 6 lanes now or in the 20 or 30 years out if TXDOT would STOP the Planned Congestion!

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1 'Comment' on S.H. 46 Project
PLANNED CONGESTION!!!

***** CLOSED LEFT TURN LANE**

TX DOT COULD OPEN UP THIS (CLOSED) LEFT TURN LANE AND MAKE THE OTHER 2 LANES GO STRAIGHT, BUT THAT WOULD HELP RELIEVE TRAFFIC BACKUPS (ONE THING TX DOT IS NOT KNOWN FOR)

(CLOSED LEFT TURN LANE)



ALL LIGHTS ARE TIMED AT 45 SECONDS. BETTER TIMING IS CRUCIAL. NOW!!!

TRAFFIC TURNING FROM THIS LANE SLOWS ALL TRAFFIC DOWN BEHIND THEM.

*****CLOSED RIGHT TURN LANE**



ON THE WEST SIDE, NOTE ANOTHER CONSTRUCTION VEHICLE WITH LIGHTS ON SLOWING DOWN TRAFFIC (GOD FORBID TX DOT TIMES THE THREE LIGHT TO ALLOW TRAFFIC TO MOVE???)



Pg 2 of 3

Michael L. Maurer, Sr.
[Redacted]

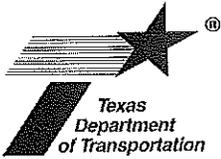
HOW TO FIX THE CONGESTION ON SH46 (near 281)

- TIME THE SH46 THRU TRAFFIC LIGHTS A LITTLE LONGER (PERHAPS 1 MINUTE BUT WITH A LOOSE SENSOR) THAN THE ACCESS ROAD LIGHTS. (CURRENTLY EACH LIGHT IS ON FOR 45 SECONDS)
- THE TRAFFIC LIGHTS ON THE 281 / 46 ACCESS RAMPS SHOULD BE ON A SENSOR, BUT NO LONGER THAN 45 SECONDS.
- OPEN UP THE WESTBOUND LEFT TURN LANE ONTO HWY 281 SOUTH. (currently left turn lane is closed off... WHY... IT IS CALLED PLANNED CONGESTION!!)
- TIME THE 3 TRAFFIC LIGHTS WEST OF 281 SO EASTBOUND TRAFFIC RUNS SMOOTHER.
- MAKE THE REMAINING TWO WESTBOUND LANES GO STRAIGHT.
- MAKE THE ENTIRE STRETCH FROM BULVERDE RD TO FM3159 4 LANES WITH A CONTINUOUS CENTER TURN LANE (except for where there is a hill, dip, or major curve).

Please note these continuous center turn lanes are so safe that TX DOT is actually placing these continuous center turn lanes over on that busy stretch of FM306 near Hunter Rd. and Hoffman Lane.

- SOME DOT OFFICIALS PURPORT 6 LANES IS SAFER THAN 4 LANES... NOTHING COULD BE FURTHER FROM THE TRUTH. (more lanes more fender benders)
- TX DOT PURPORTS A RAISED MEDIAN WITH LIMITED LEFT TURNS IS SAFER. AGAIN THIS IS SIMPLY NOT TRUE. (example: driver slows down to get into a left turn lane, but too many vehicles already in turn lane so comes to a stop with vehicle still partly in far left lane and that driver gets rear ended by the driver going 30 mph in the far left lane). NOTE... a continuous center turn lane would help alleviate that problem from happening.
- FACT IS... this 46 project would be cheaper with a continuous center turn lane as it is more costly to put a raised median versus simply stripping except in areas where there is a hill, dip, or major curve.

Michael L. Maurer, Sr.



SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 – Smithson Valley High School

(PLEASE PRINT)

NAME: Henry N. White

ADDRESS: [REDACTED]

[REDACTED]

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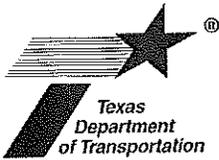
COMMENTS: The whole Tx 46 from Berrie to Seguin needs to be built into a four lane road with ~~a~~ left turn lanes at each traffic signal. The left most lanes also need to be without trucks. That could be built in the existing right-of-way. Six lanes is too much. An overpass at Smithson Valley road is a good idea. The U.S. 281 freeway will help to relieve the traffic pressure in Western Comal County. It should be built right away (not as a toll road). I am a City Planner (retired). Also time the lights better.

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SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 – Smithson Valley High School

(PLEASE PRINT)

NAME: CAROL STEGMAN

ADDRESS: [REDACTED]

[REDACTED]

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COMMENTS: Please no signal lights on 46.

Please start your construction at 281 + 46 not
Bulverde Rd + 281. The traffic there will plug
up worse than it already

at CVS pharmacy need left hand turn lane into CVS
or No barrier for turning in off of 49,

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SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 – Smithson Valley High School

(PLEASE PRINT)

NAME: Sunny BURLEW

ADDRESS: [REDACTED]

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COMMENTS:

Put in more TURN AROUNDS

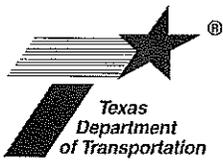
Reduce the number of signal lights

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SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 – Smithson Valley High School

(PLEASE PRINT)

NAME: DOUG FLOWERS / Hill Country CABINET SHOP

ADDRESS [REDACTED]

[REDACTED]

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COMMENTS: IT APPEARS THAT ^{WHEN} ~~THE~~ THE ROAD IS EXPANDED

THAT WE WILL LOSE ENOUGH OF OUR DRIVE WAY AND PARKING THAT THE 18 WHEEL TRUCKS WON'T BE ABLE TO TURN INTO THE BUSINESS & OUR CUSTOMERS & EMPLOYEES ~~WILL~~ WILL LOSE TOO MANY PARKING SPACES.

THE PROPOSED ELEVATION OF 4% WILL PROHIBIT THE LARGE TRUCKS FROM BEING ABLE TO NAVIGATE THE STEEP SLOPE

WE HAVE PICTURES IF NEEDED.

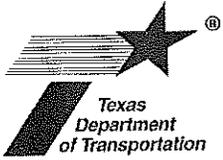
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SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 – Smithson Valley High School

(PLEASE PRINT)

NAME: Pamela Wessel

ADDRESS: [REDACTED]

[REDACTED]

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COMMENTS: I am very concerned about the impact of creating a 4 lane highway that will funnel to two lanes just after Bulverde Rd. I see a dangerous bottleneck on a curve leading to a very narrow & dangerous bridge at ~~Brand~~ Brand Rd. We have seen many accidents at this intersection, and with increased traffic that you are projecting your project as presented would only make the situation more dangerous than it already is. I would hate to see TxDOT livel for injuries & deaths.

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SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 - Smithson Valley High School

(PLEASE PRINT)

NAME: KAREN BARDWIN

ADDRESS: [Redacted]

PHONE: [Redacted] EMAIL: [Redacted]

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COMMENTS:

I THINK TRAFFIC LIGHTS ARE NEEDED AT INTERSECTIONS CROSSING 6 LANES, SPECIFICALLY @ BENTWOOD & 46

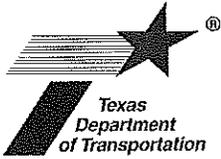
SPEED LIMITS SHOULDN'T BE IN EXCESS OF 50 MPH THROUGH AREAS WITH BUSINESSES.

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SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 – Smithson Valley High School

(PLEASE PRINT)

NAME: MIKE JACOBS

ADDRESS: [REDACTED]

PHONE: [REDACTED] EMAIL: [REDACTED]

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COMMENTS: I have a business, Bulverde Car Wash, that is affected by the project. We are located at [REDACTED] HWY 46 W. THE CURRENT DESIGN SHOWS A HARD median dividing the six-lane road in front of my business. I need a left turn lane for customers to be able to enter my business AND the other businesses that will be built on 3 1-acre tracts. THANK YOU.

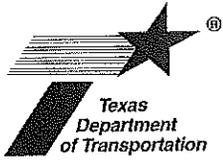
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SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 - Smithson Valley High School

(PLEASE PRINT)

NAME: Dale Wilken

ADDRESS: [Redacted]

PHONE: [Redacted] EMAIL: [Redacted]

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COMMENTS: The north bound on ramp from Highway 46 needs to start with 3 lanes. The west bound traffic from 46 to 291 one lane, One lane for eastbound traffic from 46W to 291 N, and one lane for the turn around traffic from southbound 291 to north bound 291. They should use as much space as they can before merging to one lane entering north bound 291.

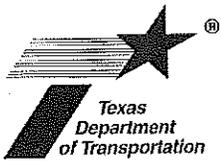
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SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 – Smithson Valley High School

(PLEASE PRINT)

NAME: GARY BANSE

ADDRESS: [REDACTED]

PHONE: [REDACTED] EMAIL: [REDACTED]

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COMMENTS: THE INTERSECTION OF STONEY CREEK AND 46 IS ONLY A SHORT DISTANCE EAST OF THE 46 IMPROVEMENTS PLANNED. IT HAS EXTREMELY SHORT SIGHT LINES FOR THOSE TRAVELING WEST ON 46 AND PLANNING TO TURN LEFT ON STONEY CREEK, I WOULD SAY THIS IS ONE OF THE MOST DANGEROUS INTERSECTIONS BETWEEN BULVERDE AND NEW BRAUNFELS. PLEASE SAVE SOME LIVES BY INCLUDING IT IN THIS PROJECT.

THANK YOU

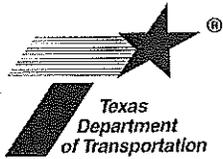
[Signature]

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SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 – Smithson Valley High School

(PLEASE PRINT)

NAME: John Hobson

ADDRESS: [Redacted]

PHONE: [Redacted] EMAIL: [Redacted]

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COMMENTS: Because of the ever increasing traffic @ Singing Hills, it needs to be completed 1st.

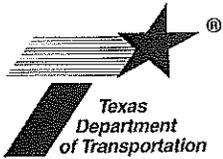
I LIKE THE PLAN!

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SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 – Smithson Valley High School

(PLEASE PRINT)

NAME: Lynna Nollkamper

ADDRESS: [REDACTED]

PHONE: _____ EMAIL: [REDACTED]

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COMMENTS: no bike lanes are needed. There are no bikers currently on this road (Hwy 46). They cause more accidents & cause traffic congestion.
Also need traffic signals at Hwy 46 & Sun Valley Dr. This is already a very dangerous intersection when you turn left off Sun Valley. Once you add two more lanes it will be worse. There also is a blind hill with vehicles coming over it. Need a signal there now!

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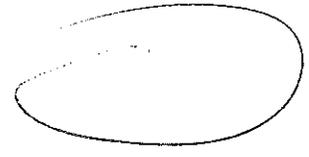
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SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)



COMMENT SHEET

March 3, 2016 – Smithson Valley High School

(PLEASE PRINT)

NAME: Linda Hoff

ADDRESS: [REDACTED]

PHONE: [REDACTED] EMAIL: [REDACTED]

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COMMENTS: Don't!! Please Don't!! you will be taking our retirement, killing over 7, 200+ year old oak trees and 92+ 30-75 year old oak trees. We have retail and commercial businesses that we will not be able to relocate. This plan is invassive, aggressive, and poorly Planned. you will not be able to compensate us for taking our property. This whole plan sucks!!

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SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 – Smithson Valley High School

(PLEASE PRINT)

NAME: Dennis Nollkamper

ADDRESS: [REDACTED]

PHONE: [REDACTED] EMAIL: [REDACTED]

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COMMENTS: _____

① There doesn't need to be bicycle lanes or sidewalks on a state highway this will only lead to people getting killed.

② Need traffic control lights at all street entrances onto the Highway 46

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SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 – Smithson Valley High School

(PLEASE PRINT)

NAME: TIMOTHY & LINDA HOLT

ADDRESS: [REDACTED]

PHONE: [REDACTED]

EMAIL: [REDACTED]

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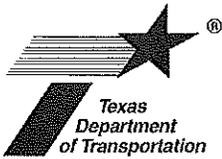
COMMENTS: WE HAVE 300' OF FRONTAGE. TAKING 70' OF OUR PROPERTY WILL TAKE AWAY MOST OF OUR USABLE LEVEL LAND. WE HAVE FUTURE PLANS FOR COMMERCIAL USE OF OUR FRONTAGE. YOUR PROJECT, AS PROPOSED, WILL NEGATE THOSE PLANS. YOUR PLAN WILL NECESSITATE THE RELOCATION OF OUR SEPTIC SYSTEM, OUR APPROX 1200 SQ FT SAND & THE DESTRUCTION OF MANY CENTURIES OLD OAK TREES. WE STRONGLY URGE YOU TO CONSIDER RELOCATING THE WATER PIPE ACROSS THE WAY, OR REDUCING THE FOOTPRINT.

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SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 – Smithson Valley High School

(PLEASE PRINT)

NAME: JEFF BARTON (TRILOGY PARTNERS)

ADDRESS: [REDACTED]

PHONE: [REDACTED] EMAIL: [REDACTED]

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COMMENTS: FOR THE SAKE OF PUBLIC SAFETY,
IT IS IMPERATIVE THAT THE MEDIAN AND
CURB CUT BE COORDINATED WITH ACCESS
TO OUR BUSINESS.

WE HAVE 30+ EMPLOYEES AND GROWING AND
RECEIVE 7-18 SEMI TRUCKS PER DAY AND THE
NUMBER WILL INCREASE. AS CURRENTLY
PRESENTED, 80+% OF THESE VEHICLES WOULD BE
MAKING A U-TURN ON THIS BUSY ROAD CREATING
A VERY DANGEROUS SITUATION. WE WOULD LIKE
TO WORK IN CONJUNCTION WITH TXDOT FOR A SOLUTION.

THANK YOU,

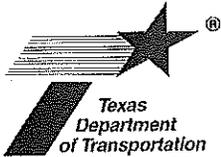
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SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 - Smithson Valley High School

(PLEASE PRINT)

NAME: W. R. Wilson

ADDRESS: [Redacted]

PHONE: [Redacted] EMAIL: [Redacted]

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I do business with TxDOT
I could benefit monetarily from the project or other item about which I am commenting

COMMENTS: Regarding the SH46 improvements west of 281 where they pass the entrance to Saloff properties, located at [Redacted] West Hwy 46, the "hooded" left turn cut in the median (west bound lane) (shown as located within the breadth of the Saloff parcel (to accommodate south side businesses) should be moved east approximately 120 feet* so that 18-wheelers can enter the Saloff driveway directly rather than having to make a U-turn immediately followed by a right turn. This change would result in at least one south-side business served by this median opening being able to access its drive directly rather than creating a need for an 18-wheeler U-turn, with attendant congestion and accident potential.

Comments must be received or postmarked by Monday, March 14, 2016 for inclusion in the public meeting record. You may submit your written comments and/or letters to TxDOT using one of the following methods:

- Mail: SH 46 Improvement Project
P.O. Box 5459
Austin, TX 78763
Email: sh46info@gmail.com

* as marked for consideration on the map by Mr. de la Cruz



Scan the QR code for more information



SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 -- Smithson Valley High School

(PLEASE PRINT)

NAME: DAVED HOEY

ADDRESS: [Redacted]

PHONE: [Redacted] EMAIL: [Redacted]

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such.

- I am employed by TxDOT
I do business with TxDOT
I could benefit monetarily from the project or other item about which I am commenting

COMMENTS: Why is TxDOT not trying to protect and preserve the environment and quality of life? Building a monster highway will only accelerate growth. What about preserving the trees? This destroys the quality of life I moved here for, why not four lanes instead of 6 and preserve the trees.

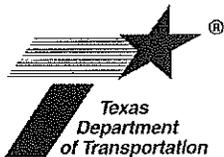
How will school buses be protected under the overpass construction?

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SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 – Smithson Valley High School

(PLEASE PRINT)

NAME: Gwen Reed

ADDRESS: [REDACTED]

PHONE: [REDACTED] EMAIL: [REDACTED]

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- I could benefit monetarily from the project or other item about which I am commenting

COMMENTS: It appears I do not have access out of or into my driveway on Smithson Valley Road due to the position of the median. Please consider moving the median to allow me ability to turn left and right out of my driveway. The new speed limit on SV Rd is projected to increase to 40mph - also a danger, I would like to discuss this matter with an engineer with TxDOT.

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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 Chapter 3 of title 23, United States Code, Section 327 and a Memorandum of Understanding dated December 16, 2014, executed between the FHWA and TxDOT.



SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 - Smithson Valley High School

(PLEASE PRINT)

NAME: CLAY STUART

ADDRESS: [Redacted]

PHONE: [Redacted] EMAIL: [Redacted]

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I could benefit monetarily from the project or other item about which I am commenting

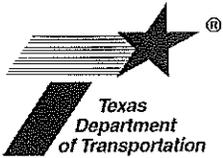
COMMENTS: THE SIDE OF 46 THAT IS HOME TO MANY SMALL BUSINESSES ARE GOING TO BE THE BARRIER OF THIS EXPANSION. WHY NOT EXPAND ON THE UNDEVELOPED SIDE OF HWY 46?

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SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 – Smithson Valley High School

(PLEASE PRINT)

NAME: Tina Shanks

ADDRESS: [Redacted]

PHONE: [Redacted] EMAIL: [Redacted]

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COMMENTS: Please, please add a light at Berry Oaks & 46. It is a terrible spot to get out of. Everyone in this room agrees! There have been many wrecks. Exiting Berry Oaks and trying to take a left can take 10-15 minutes at times. We need to have a light! Please observe this spot during heavy traffic times especially. Traffic from the light @ 281 backs up and there is no getting out. Traffic coming from 281 does not let up. It is hard to get out going either direction.

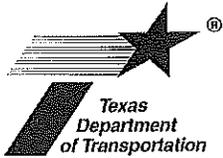
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SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 - Smithson Valley High School

(PLEASE PRINT)

NAME: Peggy A. Shipman

ADDRESS: [Redacted]

PHONE: [Redacted]

EMAIL: [Redacted]

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- I am employed by TxDOT
I do business with TxDOT
I could benefit monetarily from the project or other item about which I am commenting

COMMENTS: I'm 69 years old. I do not want bicycle lanes or sidewalks.

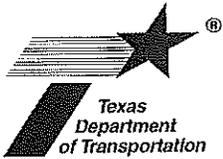
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SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 – Smithson Valley High School

(PLEASE PRINT)

NAME:

AR Shipman

ADDRESS:

[Redacted]

PHONE:

[Redacted]

EMAIL:

[Redacted]

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- I could benefit monetarily from the project or other item about which I am commenting

COMMENTS:

No Need For Sidewalks

It is a waste of funds

No Need For Bike Lanes

[Signature]

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SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 – Smithson Valley High School

(PLEASE PRINT)

NAME: Kristine Brzezowski

ADDRESS: [Redacted]

PHONE: [Redacted] EMAIL: [Redacted]

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COMMENTS: I know improvements need to be made, but I am concerned with drainage. Walmart has already caused significant drainage issues. I am also concerned with wildlife. The noise for those of us living near Hwy 46 will dramatically increase. Please note the "canyons," like Elbel's property where noise is magnified.

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SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 - Smithson Valley High School

(PLEASE PRINT)

NAME: OTONIEL CAUTU

ADDRESS: [Redacted]

PHONE: [Redacted] EMAIL: [Redacted]

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COMMENTS:

I AM DEEPLY CONCERNED OF THE BOTTLE NECK THAT IS GOING TO OCCUR AT THE INTERSECTION OF BULVERDE RD AND SH46. IT GOES FROM MULTIPLE LANES TO ONLY ONE, NOT A GOOD IDEA.

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SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 - Smithson Valley High School

(PLEASE PRINT)

NAME: _____

ADDRESS: _____

PHONE: _____ EMAIL: _____

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COMMENTS:

Bike lane & sidewalks on Hwy 46?
Doesn't seem like you would want to encourage foot/bike traffic along highway/major throughfare (east/west to NB). Safety concern with lots of construction & big trucks.

Timing on Oceanview Property group??
Please complete road BEFORE more neighborhoods are created off Hwy 46; especially between SV Road & 281. Traffic is already an issue in the mornings.

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Scan the QR code for more information

Tex DOT Public Meeting 03/04/16
AirTronic USA Talking Points

- Good evening; my name is Bruce McNabb. I am the Chief Financial Officer of AirTronic USA, located here in Spring Branch at [REDACTED] approximately 1 mile west of US Highway 281, bordering Chicken express on its west boundary.
- AirTronic USA is an engineering design and manufacturing company that specializes in a product line of defense systems, optical sights, complex electronics, UAV systems and related services.
- AirTronic's Spring Branch facility currently has 18 employees including engineers, design, fabrication and testing professionals, and administrative personnel. Depending on our contract volume, we can have as many as 25 staff members employed at the facility.
- We are providing public input to the SH 46 Improvement Project not only because of our concern about its potential impact on ingress and egress by our employees to and from our facility from Highway 46, but also because of significant potential impact on AirTronic's component delivery and shipping and the efficiency **and** safety of traffic flow along this section of Highway 46.
- --All product and component shipments at AirTronic USA, **hundreds of various parts**, reach our facility through shippers such as Federal Express, United Parcel Service, or other commercial shipping services, many of which are accomplished with semi-tractor trailers, or 18- wheel vehicles, that are typically 70 to 80 feet in length.

--Our present production and shipping schedule involves the entry and exit of multiple delivery trucks every work day, including 18-wheelers, **with our expected growth of current deliveries to multiply by a factor of five in 2016.**

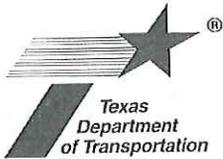
We understand that the improvements to SH 46 in front of our facility will entail the construction of a "Nontraversable median" in the center of SH 46. We are providing comments today in order to urge the placement of a full median opening opposite our facility in order to accommodate the need for our shippers to enter and exit our driveway located on the south side of SH 46.

Based on direct communication with the truck drivers that deliver our components and product shipments, these vehicles enter our property from both east and west, and exit to both the east and west in order to accommodate shipment or dead-heading to destinations.

Therefore, the placement of a "**Full Median Opening**" or a traffic signal opposite the AirTronic facility entrance is entirely appropriate in order to accommodate both entrance and exit turns in both east and west directions.

- Importantly for the Spring Branch community, the placement of this median opening as I have described here are in the best interest of the efficiency and safety of traffic flow along this stretch of S.H. 46. Consider... If semi-trailer trucks for our shippers are required to pass our facility because of a lack of a median opening, and must perform a U-turn further west on S.H. 46 at median openings designed to accommodate other traffic flows, such as at the FarHills subdivision entrance, or must perform a U-turn further east on S.H. 46 at median openings designed to accommodate other traffic flows, such as at the Spring Branch Middle School, the resulting congestion and the opportunity for accidents on a daily basis will be significant.
- We strongly urge that the S.H. 46 improvements be planned to include the design of a Full Median Opening in order to accommodate the traffic flows that are critical to AirTronic USA's production processes and daily operations and integral to the community's safety. Likewise, the location of a traffic light on S.H. 46 at the juncture of AirTronic's plant entrance would serve the needs for our traffic flow, and we would support the placement of such a light.
- AirTronic is also open to coordinating the location of a median opening or traffic light with our 3 neighboring businesses on both sides of S.H. 46 such that the traffic needs of all of our businesses can be accommodated.

Thank you for your time. I will be glad to answer any questions you may have.



SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 – Smithson Valley High School

(PLEASE PRINT)

NAME:

KAREN Boyd, Chairman *Comal County Historical Commission*

ADDRESS:

[Redacted]

PHONE:

[Redacted]

EMAIL:

[Redacted]

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request it must be submitted under a separate letter. (Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

COMMENTS:

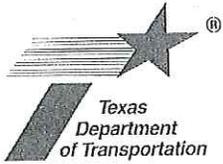
On behalf of the Comal County Historical Commission, I am sending in these comments. Our commission met March 10th and requested that the SH 46 project have minimal to no effect on the Letsch Cemetery located along the route. This historic cemetery should be preserved and impact avoided. Thank you for the ability to comment

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Scan the QR code for more information



SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 – Smithson Valley High School

(PLEASE PRINT)

NAME: BRAD MILLER

ADDRESS: [REDACTED]

PHONE: [REDACTED] EMAIL: [REDACTED]

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

COMMENTS: IN REFERENCE TO NOT BEING ABLE TO TURN EAST OUT OF OUR ONLY ENTRANCE ONTO HIGHWAY 46.
The impact will greatly impact our revenues. We all ready have tremendous barriers entering and exiting our entrance. We feel it's the number issue we have with generating growth for our restaurant. This could be so detrimental that we may be able to stay open, as we already run a deficit 35% of the time. Thank you for listening and allowing us to voice our concern.

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- Email: sh46info@gmail.com



Scan the QR code for more information



March 7, 2016

**Texas Department of Transportation
State Highway 46 Improvement Project
From Bulverde Road to FM 3159**

Comments Submitted on Behalf of AirTronic USA

My name is Bruce McNabb. I am the Chief Financial Officer of AirTronic USA, located in Spring Branch at [REDACTED] approximately one mile west of US 281. Our facility is identified as "Salof Properties LLC" on the TexDOT maps for this project, and is located immediately west of Chicken Express, on the south side of State Highway 46 ("S.H. 46"). AirTronic requests the location of a median opening opposite its entry driveway in connection with the proposed placement of a median on the widened S.H. 46 roadway, and wishes to bring the following facts to TexDOT's attention:

AirTronic USA is an engineering design and manufacturing company that specializes in a product line of defense systems, optical sights, complex electronics, UAV systems and related services.

AirTronic's Spring Branch facility currently has 18 employees including engineers, design, fabrication and testing professionals, and administrative personnel. Depending on our contract volume, we can have as many as 25 staff members employed at the facility.

We are providing public input to the SH 46 Improvement Project not only because of our concern about the project's potential impact on ingress and egress by our employees to and from our facility from S.H. 46, but also because of significant potential impact on AirTronic's component delivery and shipping operations and the efficiency and safety of traffic flow along this section of S.H. 46.

--All product and component shipments at AirTronic USA, which comprise **hundreds of various parts**, reach our facility through shippers such as Federal Express, United Parcel Service, and other commercial shipping services, many of which are accomplished with semi-tractor trailers, or 18-wheel vehicles, that are typically 70 to 80 feet in length.

--Our present production and shipping schedule involves the entry and exit of multiple delivery trucks every work day, including 18-wheelers, **with our expected volume of current deliveries to multiply by a factor of five in 2016.**

For this portion of S.H. 46, in lieu of a "Nontraversable median", we urge the placement of a full median opening opposite our facility in order to accommodate the need for

[REDACTED]
[REDACTED]
[REDACTED]

our shippers to enter and exit our driveway located on the south side of SH 46. Based on our direct communication with the truck drivers that deliver our components and product shipments, these vehicles enter our property from both east and west, and exit to both the east and west in order to accommodate shipment or dead-heading to other destinations.

Therefore, the placement of a "**Full Median Opening**" or a traffic signal opposite the AirTronic facility entrance is entirely appropriate in order to accommodate both entrance and exit turns in both east and west directions.

Importantly for the Spring Branch community, the placement of a median opening as I have described it above is in the best interest of the efficiency and safety of traffic flow along this stretch of S.H. 46. We urge TexDOT to consider that If semi-trailer trucks for our shippers are required to pass our facility because of a lack of a median opening, and must perform a U-turn further west on S.H. 46 at median openings designed to accommodate other traffic flows, such as at the FarHills subdivision entrance, or must perform a U-turn further east on S.H. 46 at median openings designed to accommodate other traffic flows, such as at the Spring Branch Middle School, the resulting congestion and the opportunity for accidents on a daily basis will be significant.

We strongly urge that the S.H. 46 improvements be planned to include the design of a Full Median Opening in order to accommodate the bi-directional traffic flows that are critical to AirTronic's production processes and daily operations and integral to the community's safety. Likewise, the location of a traffic light on S.H. 46 at the juncture of AirTronic's plant entrance would serve the needs for our traffic flow, and we would support the placement of such a light.

Maps made available for viewing at the public meeting hosted by TexDOT on March 3, 2016 reflect that TexDOT's planning at this stage indeed does include a median opening within the area of the road frontage of the AirTronics facility, allowing left-hand turns from west-bound traffic. We understand that this opening has been placed to allow access not only to AirTronics, but also to Chicken Express and other businesses further east on the south side of S.H. 46. AirTronic supports having such a median opening in the area of its road-frontage, but urges that the following design refinements be considered:

--This median opening should be moved eastward approximately 120 feet so that it will be located immediately opposite the AirTronic entrance drive, thus obviating the need for AirTronic's delivery trucks to make a U-turn to the east and then an immediate right turn into the AirTronic driveway. With this change, AirTronics as well as Chicken Express and other businesses to the east can be served, but with the added benefit of eliminating an awkward U-turn by very large trucks at the AirTronics entrance.

--If at all possible, this median cut should be designed as a Full Median Opening or with a traffic signal, in order to allow AirTronic's delivery trucks to have access to



our driveway and the roadway in both directions without the necessity of obstructive U-turns. We understand the constraints TexDOT must deal with in planning for traffic flow and spacing between openings and signals, but urge these refinements if they can be feasibly integrated into the roadway plan.

--AirTronic is open to coordinating the location of a Full Median Opening or traffic light with our three neighboring businesses on both sides of S.H. 46 such that the traffic needs of all of our businesses can be accommodated.

Thank you and please contact me if you have any questions about AirTronic's circumstances or any of the foregoing matters.

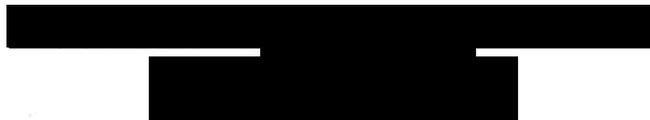


Bruce McNabb

2016.03.07

07:36:16 -06'00'

Bruce W. McNabb
Chief Financial Officer



**Statement of Opposition to
Proposed Acquisition of Additional (SH46) ROW by
TxDoT**

I, Kimberly Lubianski - owner of property known as [REDACTED] OPPOSE the proposed TxDoT acquisition of an additional 30' RoW along the north side of SH 46 for the following reasons:

1. There currently exists 25-30' of UNIMPROVED/ EXCESS TxDoT RoW along the north side of SH46.
2. The proposed TxDoT acquisition of an additional 30' RoW will significantly limit ingress/egress to my property (18212 Hwy. 46) thus eliminating the ability to utilize the property for the purpose it is intended and currently in use as.
3. The proposed TxDoT acquisition of an additional 30' RoW will significantly reduce (25%) the setback depth, from the front property line, of the existing structures/improvements located on the property.
4. The proposed TxDoT acquisition/taking of an additional 30' RoW along ONLY the north side of Hwy. 46 effectively INCREASES the RIGHTS of those owners of property along the south side of Hwy.46 by relocating the CENTER of the street/RoW to the north of their property line by an additional 15'. Rights to this 15' currently are held by the owners of property along the north side of Hwy. 46.
5. TxDoT has a variety of alternative options available to them which will/can provide for the expansion of SH46 to meet the anticipated traffic increases as well as the need for improved safety for both current and future SH46 motorists.

I have attached a photo depicting the significant impact that the proposed taking, of an additional 30' RoW, by TxDoT will have on my property specifically.



Kimberly Lubianski - Owner [REDACTED]
[REDACTED]

March 3, 2016

CURRENTLY:

- 50' RECESSED GATE TO ALLOW FOR TRUCK/ TRAILER TO SAFELY/ COMPLETELY PULL OFF HWY. 46
- 75' BUILDING SET BACK FROM GATE TO ALLOW TRUCK/TRAILER TURN AROUND FOR RE-ENTRY TO HWY. 46

CURRENTLY: 125' FROM FRONT LOT LINE TO STRUCTURE

PROPOSED: 30' ROW EMINENT DOMAIN TAKING

--- CURRENTLY: 25-30' OF UNIMPROVED ROW ---

PROPOSED ADDITIONAL 30' ROW SUBSTANTIALLY LIMITS INGRESS/EGRESS EFFECTIVELY ELIMINATING PROPERTY'S ABILITY TO BE UTILIZED FOR PURPOSES WHICH IT IS INTENDED.

SH 46

From: Dennis Dawson [REDACTED]
Sent: Thursday, March 3, 2016 2:55 PM
To: sh46info@gmail.com
Subject: HW 46 expansion

yes expand it from bulverde road to smithson valley road

Thanks,
Dennis

Dawsons Doubles LLC

[REDACTED]

SH 46

From: Peggy Shipman [REDACTED]
Sent: Thursday, March 3, 2016 8:58 PM
To: sh46info@gmail.com
Subject: Comments for Public Record

I'm 69 years old. I do not want bicycle lanes or sidewalks included in this project.

Peggy A. Shipman
[REDACTED]

SH 46

From: Peggy Shipman [REDACTED]
Sent: Thursday, March 3, 2016 9:00 PM
To: sh46info@gmail.com
Subject: Comments for Public Record

I'm 74 years old. I do not want bicycle lanes or sidewalks included in this project.

Howard R. Shipman
[REDACTED]

SH 46

From: Justine Broadway [REDACTED]
Sent: Friday, March 4, 2016 1:46 PM
To: SH46INFO@GMAIL.COM
Subject: COMMENT SHEET- BULVERDE 46
Attachments: img-160304141114.pdf



SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 – Smithson Valley High School

(PLEASE PRINT)

NAME: JUSTINE BROADWAY

ADDRESS: [REDACTED]

PHONE: [REDACTED] EMAIL: [REDACTED]

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you have an open records request it must be submitted under a separate letter. (Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

COMMENTS: AS An Employee of 2 Business in Faithville having a median forcing everyone that leaves the complex is not going to solve the traffic issue. Not only will you be causing issue further down Texas 46 where ppl will go to turn around, but also the potential to hurt all the business here in the center by not only creating problems to get in and out but also a huge inconvenience for all parties involved. This is not a solution. This will create more problems - A turning lane would be better much better or placing a light at Marshall Rd. A median w/ left turn only creates issues.

Comments must be received or postmarked by **Monday, March 14, 2016** for inclusion in the public meeting record. You may submit your written comments and/or letters to TxDOT using one of the following methods:

- Mail: SH 46 Improvement Project
P.O. Box 5459
Austin, TX 78763
- Email: sh46info@gmail.com



Scan the QR code for more information

SH 46

From: Terry Stewart [REDACTED]
Sent: Sunday, March 6, 2016 6:34 AM
To: sh46info@gmail.com
Subject: Hwy 46 U Turn

HI

I went to the viewing at the high school and have one thought. You need to rethink the east bound U-Turn you have just past the overpass at 3159. It appears to be in the bottom of both hills.

thanks

Terry Stewart
[REDACTED]

SH 46

From: Bruce McNabb [REDACTED]
Sent: Monday, March 7, 2016 7:40 AM
To: sh46info@gmail.com
Cc: Bruce McNabb
Subject: Comments
Attachments: Airtronic USA Comments to Tx DoT 030716.pdf

Attached please find comments to the Highway 46 expansion. These comments will be mailed to TxDot and these comments were also provided at the most recent public meeting March 3, 2016. Please contact me directly if there are any questions.

Thank you

Bruce W. McNabb
Chief Financial Officer

AirTronic USA
[REDACTED]



[REDACTED]

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March 7, 2016

**Texas Department of Transportation
State Highway 46 Improvement Project
From Bulverde Road to FM 3159**

Comments Submitted on Behalf of AirTronic USA

My name is Bruce McNabb. I am the Chief Financial Officer of AirTronic USA, located in Spring Branch at [REDACTED] approximately one mile west of US 281. Our facility is identified as "Salof Properties LLC" on the TexDOT maps for this project, and is located immediately west of Chicken Express, on the south side of State Highway 46 ("S.H. 46"). AirTronic requests the location of a median opening opposite its entry driveway in connection with the proposed placement of a median on the widened S.H. 46 roadway, and wishes to bring the following facts to TexDOT's attention:

AirTronic USA is an engineering design and manufacturing company that specializes in a product line of defense systems, optical sights, complex electronics, UAV systems and related services.

AirTronic's Spring Branch facility currently has 18 employees including engineers, design, fabrication and testing professionals, and administrative personnel. Depending on our contract volume, we can have as many as 25 staff members employed at the facility.

We are providing public input to the SH 46 Improvement Project not only because of our concern about the project's potential impact on ingress and egress by our employees to and from our facility from S.H. 46, but also because of significant potential impact on AirTronic's component delivery and shipping operations and the efficiency **and** safety of traffic flow along this section of S.H. 46.

--All product and component shipments at AirTronic USA, which comprise **hundreds of various parts**, reach our facility through shippers such as Federal Express, United Parcel Service, and other commercial shipping services, many of which are accomplished with semi-tractor trailers, or 18-wheel vehicles, that are typically 70 to 80 feet in length.

--Our present production and shipping schedule involves the entry and exit of multiple delivery trucks every work day, including 18-wheelers, **with our expected volume of current deliveries to multiply by a factor of five in 2016.**

For this portion of S.H. 46, in lieu of a "Nontraversable median", we urge the placement of a full median opening opposite our facility in order to accommodate the need for

[REDACTED]

our shippers to enter and exit our driveway located on the south side of SH 46. Based on our direct communication with the truck drivers that deliver our components and product shipments, these vehicles enter our property from both east and west, and exit to both the east and west in order to accommodate shipment or dead-heading to other destinations.

Therefore, the placement of a “**Full Median Opening**” or a traffic signal opposite the AirTronic facility entrance is entirely appropriate in order to accommodate both entrance and exit turns in both east and west directions.

Importantly for the Spring Branch community, the placement of a median opening as I have described it above is in the best interest of the efficiency and safety of traffic flow along this stretch of S.H. 46. We urge TexDOT to consider that if semi-trailer trucks for our shippers are required to pass our facility because of a lack of a median opening, and must perform a U-turn further west on S.H. 46 at median openings designed to accommodate other traffic flows, such as at the FarHills subdivision entrance, or must perform a U-turn further east on S.H. 46 at median openings designed to accommodate other traffic flows, such as at the Spring Branch Middle School, the resulting congestion and the opportunity for accidents on a daily basis will be significant.

We strongly urge that the S.H. 46 improvements be planned to include the design of a Full Median Opening in order to accommodate the bi-directional traffic flows that are critical to AirTronic’s production processes and daily operations and integral to the community’s safety. Likewise, the location of a traffic light on S.H. 46 at the juncture of AirTronic’s plant entrance would serve the needs for our traffic flow, and we would support the placement of such a light.

Maps made available for viewing at the public meeting hosted by TexDOT on March 3, 2016 reflect that TexDOT’s planning at this stage indeed does include a median opening within the area of the road frontage of the AirTronics facility, allowing left-hand turns from west-bound traffic. We understand that this opening has been placed to allow access not only to AirTronics, but also to Chicken Express and other businesses further east on the south side of S.H. 46. AirTronic supports having such a median opening in the area of its road-frontage, but urges that the following design refinements be considered:

--This median opening should be moved eastward approximately 120 feet so that it will be located immediately opposite the AirTronic entrance drive, thus obviating the need for AirTronic’s delivery trucks to make a U-turn to the east and then an immediate right turn into the AirTronic driveway. With this change, AirTronics as well as Chicken Express and other businesses to the east can be served, but with the added benefit of eliminating an awkward U-turn by very large trucks at the AirTronics entrance.

--If at all possible, this median cut should be designed as a Full Median Opening or with a traffic signal, in order to allow AirTronic’s delivery trucks to have access to

[REDACTED]

our driveway and the roadway in both directions without the necessity of obstructive U-turns. We understand the constraints TexDOT must deal with in planning for traffic flow and spacing between openings and signals, but urge these refinements if they can be feasibly integrated into the roadway plan.

--AirTronic is open to coordinating the location of a Full Median Opening or traffic light with our three neighboring businesses on both sides of S.H. 46 such that the traffic needs of all of our businesses can be accommodated.

Thank you and please contact me if you have any questions about AirTronic's circumstances or any of the foregoing matters.

Bruce W. McNabb
Chief Financial Officer

[Redacted signature block]

SH 46

From: Mike Masso [REDACTED]
Sent: Wednesday, March 9, 2016 2:08 PM
To: sh46info@gmail.com
Subject: The Shops at Faithville Park Comments: SH 46 Improvement Project

NAME: Mike Masso

HOME ADDRESS: [REDACTED]

BUSINESS ADDRESS: [REDACTED]

Spring Branch, TX 78070

BUSINESS NAME: The Shops at Faithville Park

PHONE: [REDACTED]

EMAIL: [REDACTED]

RE: The Shops of Faithville Park Concerns (SH 46 Improvement Project)

To whom it may concern at TxDOT:

As property and business owners along Hwy 46, we are excited and supportive of the planned expansion along TX Hwy 46, although we do have a primary concern.

The Shops at Faithville Park currently represents over 25 different businesses who rely on customers coming from a multitude of households to our East from Whispering Hills (542 home sites), Mountain Springs (600 home sites), Wagenner Ranch (830 acre residential development), Vintage Oaks (3,300 acre residential development), plus residents from Startzville, Sattler and Canyon Lake. We also rely on daily traffic coming from Smithson Valley High School. Besides the residential traffic from the East, we also have traffic from out of the immediate area coming to

our B&B Cottage Suites, Weddings, Banquets and Farmer's Markets that are hosted here each week.

The adjacent Valero convenience store also brings in a large number of the school buses to/from SVHS and large delivery trucks from the East.

Our primary concern is that the proposed project draft, presented by TxDOT on March 3, 2016, to force all this traffic to turn right only to the West onto Hwy 46 from Faithville Park would not only negatively impact all of the businesses here with such a major inconvenience to its patrons, but will also cause a major traffic hazard by forcing traffic to U-turn along a fast moving, hilly turn-around intersection to the West of Faithville Park.

We feel that it is imperative to the survival of the businesses represented here and for the safety of those traveling along Hwy 46 for TxDOT to include plans that will provide a safe left turn from The Shops at Faithville Park onto Hwy 46. We ask that TxDOT will consider this critical issue. Please feel free to let us know when you are open to discuss viable solutions to these concerns.

Sincerely,
Mike Masso

Mike Masso
Prime Ventures Commercial Real Estate, Broker
Leadership Alliance, Director
MFLP Properties, RE Director
Viva Life Enterprises, President
Soul Excursions, Director



www.PrimeVenturesTX.com
www.LeadershipAlliance.org
www.facebook.com/vivalifeshop
www.SoulExcursions.org

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SH 46

From: Haag, Scott [REDACTED]
Sent: Wednesday, March 9, 2016 2:18 PM
To: sh46info@gmail.com
Subject: SH 46 - Comment

This is a much needed project. The Bulverde area has seen and will continue to see rapid growth. The Bulverde area uses this road daily and it is also used by many school buses on their travels to and from schools in the area. This portion of highway serves people as they travel from New Braunfels to US 281 and west to Boerne. It is also serves the people from Canyon Lake as they travel to US 281, Boerne or San Antonio.

Please press forward with this project.

Scott Haag
Comal County Commissioner Pct #2



SH 46

From: Dick [REDACTED]
Sent: Wednesday, March 9, 2016 2:41 PM
To: sh46info@gmail.com
Cc: Mark
Subject: SH 46 - Comment

We are the owners of the Creekside of Bulverde office and retail development and continue to request for a full median break at Creekside Park and Highway 46. We have discussed this with the City Manager, City Engineer and several council members. We have retained Pape Dawson to assist us in our presentation.

Richard F. McCaleb



RFM Commercial, Inc.

[REDACTED]

SH 46

From: Mike Masso [REDACTED]
Sent: Wednesday, March 9, 2016 2:57 PM
To: sh46info@gmail.com
Subject: Re: The Shops at Faithville Park Comments: SH 46 Improvement Project

In addition to the concerns notes in my previous email, we are also concerned about the depth of the proposed ROW encroaching too far into the stone retail building that is currently occupied by the furniture and decor business, Farmhouse Market. We need to make sure that the expanded ROW does not impede on this building or take the necessary parking spaces away that are critically needed for the businesses fronting Hwy 46. We would also like to know how high the barrier wall along the north side ROW at our location is planned to be.

We look forward to finding working solutions for these concerns.

Sincerely,
Mike Masso

Mike Masso
Prime Ventures Commercial Real Estate, Broker
Leadership Alliance, Director
MFLP Properties, RE Director
Viva Life Enterprises, President

[REDACTED]
www.PrimeVenturesTX.com
www.LeadershipAlliance.org
www.facebook.com/vivalifeshop
www.SoulExcursions.org

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On Wed, Mar 9, 2016 at 2:07 PM, Mike Masso <[REDACTED]> wrote:

NAME: [Mike Masso](#)
HOME ADDRESS: [REDACTED]

BUSINESS ADDRESS: [REDACTED]

Spring Branch, TX 78070

BUSINESS NAME: The Shops at Faithville Park

PHONE: [REDACTED]

EMAIL: [REDACTED]

RE: The Shops of Faithville Park Concerns (SH 46 Improvement Project)

To whom it may concern at TxDOT:

As property and business owners along Hwy 46, we are excited and supportive of the planned expansion along TX Hwy 46, although we do have a primary concern.

The Shops at Faithville Park currently represents over 25 different businesses who rely on customers coming from a multitude of households to our East from Whispering Hills (542 home sites), Mountain Springs (600 home sites), Wagenner Ranch (830 acre residential development), Vintage Oaks (3,300 acre residential development), plus residents from Startzville, Sattler and Canyon Lake. We also rely on daily traffic coming from Smithson Valley High School. Besides the residential traffic from the East, we also have traffic from out of the immediate area coming to our B&B Cottage Suites, Weddings, Banquets and Farmer's Markets that are hosted here each week.

The adjacent Valero convenience store also brings in a large number of the school buses to/from SVHS and large delivery trucks from the East.

Our primary concern is that the proposed project draft, presented by TxDOT on March 3, 2016, to force all this traffic to turn right only to the West onto Hwy 46 from Faithville Park would not only negatively impact all of the businesses here with such a major inconvenience to its patrons, but will also cause a major traffic hazard by forcing traffic to U-turn along a fast moving, hilly turn-around intersection to the West of Faithville Park.

We feel that it is imperative to the survival of the businesses represented here and for the safety of those traveling along Hwy 46 for TxDOT to include plans that will provide a safe left turn from The Shops at Faithville Park onto Hwy 46. We ask that TxDOT will consider this critical issue. Please feel free to let us know when you are open to discuss viable solutions to these concerns.

Sincerely,
Mike Masso

Mike Masso

Prime Ventures Commercial Real Estate, Broker
Leadership Alliance, Director
MFLP Properties, RE Director
Viva Life Enterprises, President
Soul Excursions, Director

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SH 46

From: Jim Guy Egbert [REDACTED]
Sent: Wednesday, March 9, 2016 2:57 PM
To: SH 46
Subject: Hwy 46 Improvements

Good afternoon

I went to the landowner stakeholder meeting for the Hwy 46 improvements several weeks ago and I wanted to follow up to ensure what was communicated at that meeting.

I represent the owners of both the North East Corner of 281 and Hwy 46 along with the 86 acres at the South East Corner of 281 and 46. We discussed a signalized intersection at Berry Oaks and 46 which would allow full access to West bound and East bound Hwy 46 flow. This was warranted by a Warrant study we completed several years ago. We also discussed a right in right out between 281 and Berry Oaks on both the North East parcel as well as the South East parcel.

Please confirm that this is what is still being planned on these improvements.

Thanks

Jim Guy Egbert
Roalson Interests, Inc.



Website: www.roalson.com

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SH 46

From: Greg Carpenter [REDACTED]
Sent: Wednesday, March 9, 2016 4:11 PM
To: sh46info@gmail.com
Subject: SH 46 - Comment

What is the plan for folks that live in Berry Oaks and all of the retail traffic from the Smokey Moe's center? How will exiting traffic go west on Hwy46?

Greg Carpenter



SH 46

From: Kurt McCaslin [REDACTED]
Sent: Wednesday, March 9, 2016 4:43 PM
To: sh46info@gmail.com
Subject: Comments on public meeting materials

Unfortunately, I was unable to make the public meeting, but I appreciate the opportunity to offer comments via email.

I fully support this project as the congestion on SH 46 is bad and getting worse. However, I am concerned as to how the traffic will be diverted before and during the construction.

I have built a house on FM311 and plan to move there in a few months. Since I purchased the property a few years ago, I have seen a significant increase in traffic. Most of this traffic is from people using the road as a cut-through due to congestion on SH 46. A couple of years ago, most of the traffic was local to FM 311. Now, I would estimate that 90+% is cut through.

FM 311 has become a dangerous road. In the past year, I have seen life flight once and ambulances multiple times. Every year I see at least a dozen dead deer on this 7 mile strip in what are most likely the result of unreported accidents. This is a winding country road with a heavy deer population and frequent entrances on blind curves. There are yellow "advisory" speed limits posted as low as 30 mph, but I dont see anyone respecting them. The posted speed limit of 55 mph is too high for this dangerous road, and much of the cut-through traffic exceeds this limit.

My recommendation is that you do a traffic and speed study on this road, considering the risks and historical accident rates. I think that you would find that an enforced 45 mph speed limit on this 7 mile stretch of FM 311 would significantly improve the safety of this dangerous road. It will save lives. This needs to be done as soon as possible-- and especially before the construction work on SH 46 dumps additional traffic on to this bypass.

Best Regards,

Kurt McCaslin

SH 46

From: PK Lubianski <[REDACTED]>
Sent: Wednesday, March 9, 2016 4:49 PM
To: sh46info@gmail.com
Subject: Feedback for 3/3/16 Meeting Summary
Attachments: hwy 46 opposition.pdf; ATT00001.txt

Good Afternoon!

The attached .pdf contains feedback to be included in the March 3,2016 Public Meeting summary.

Thanks!

Kimberly Lubianski



***Statement of Opposition to
Proposed Acquisition of Additional (SH46) ROW by
TxDoT***

I, Kimberly Lubianski - owner of property known as [REDACTED] Hwy. 46, OPPOSE the proposed TxDoT acquisition of an additional 30' RoW along the north side of SH 46 for the following reasons:

1. There currently exists 25-30' of UNIMPROVED/ EXCESS TxDoT RoW along the north side of SH46.
2. The proposed TxDoT acquisition of an additional 30' RoW will significantly limit ingress/egress to my property (18212 Hwy. 46) thus eliminating the ability to utilize the property for the purpose it is intended and currently in use as.
3. The proposed TxDoT acquisition of an additional 30' RoW will significantly reduce (25%) the setback depth, from the front property line, of the existing structures/improvements located on the property.
4. The proposed TxDoT acquisition/taking of an additional 30' RoW along ONLY the north side of Hwy. 46 effectively INCREASES the RIGHTS of those owners of property along the south side of Hwy.46 by relocating the CENTER of the street/RoW to the north of their property line by an additional 15'. Rights to this 15' currently are held by the owners of property along the north side of Hwy. 46.
5. TxDoT has a variety of alternative options available to them which will/can provide for the expansion of SH46 to meet the anticipated traffic increases as well as the need for improved safety for both current and future SH46 motorists.

I have attached a photo depicting the significant impact that the proposed taking, of an additional 30' RoW, by TxDoT will have on my property specifically.

Kimberly Lubianski - [REDACTED]
[REDACTED]

March 3,2016

CURRENTLY:

- 50' RECESSED GATE TO ALLOW FOR TRUCK/ TRAILER TO SAFELY/ COMPLETELY PULL OFF HWY. 46
- 75' BUILDING SET BACK FROM GATE TO ALLOW TRUCK/TRAILER TURN AROUND FOR RE-ENTRY TO HWY. 46

CURRENTLY: 125' FROM FRONT LOT LINE TO STRUCTURE

PROPOSED: 30' ROW EMINENT DOMAIN TAKING

--- CURRENTLY: 25-30' OF UNIMPROVED ROW ---

PROPOSED ADDITIONAL 30' ROW SUBSTANTIALLY LIMITS INGRESS/EGRESS EFFECTIVELY ELIMINATING PROPERTY'S ABILITY TO BE UTILIZED FOR PURPOSES WHICH IT IS INTENDED.

SH 46

From: Peggy Shipman [REDACTED]
Sent: Thursday, March 10, 2016 9:51 AM
To: sh46info@gmail.com
Subject: SH 46 - Comment

We are 74 and 69 years old. We do not want any bike lanes, bus lanes, or sidewalks included in this project. We do not approve any lanes except normal traffic lanes and turn lanes.

Mr. & Mrs. Howard Shipman
[REDACTED]

SH 46

From: Lee [REDACTED]
Sent: Thursday, March 10, 2016 2:42 PM
To: sh46info@gmail.com
Subject: SH 46 - Comment

We all are excited to finally see some relief with regard to traffic flow on SH 46. However, there are some very significant concerns for us at Faithville Park.

1. The presently proposed additional easement will literally destroy the front door (retail buildings) at Faithville. This additional easement consumes all parking and in some cases, drive lanes for tenants that face SH 46. This would be a quick death for anyone wanting tenant space along SH 46. These buildings would become useless.
2. There must be more than one left turn lane for the east bound traffic. There must be a turn lane for Valero and Faithville Park. Faithville does not want to become the primary access road for Valero.
3. Faithville must have east and west access to SH 46 from the Faithville Park primary entrance. The idea of traveling a distance just to make a U-turn to go the opposite direction works fine for Hwy. 281 North, but it will not work for Faithville.

We hope that the TXDoT decision makes are able to understand the life or death significance of these key concerns.

Respectfully,

Lee Majors
Prime Ventures Commercial Real Estate
Faithville Park
[REDACTED]

SH 46

From: [REDACTED]
Sent: Friday, March 11, 2016 1:04 PM
To: sh46info@gmail.com
Cc: Priscilla Schrubb
Subject: SH 46 Improvement Project
Attachments: TxDOT Hwy 46 Expansion (Comment Form).pdf

To whom it may concern,

Attached is the comment form the meeting held recently.

Daniel Schrubb
Popcorn Friday
[REDACTED]



SH 46 Public Meeting
Bulverde Rd to FM 3159 (Smithson Valley Rd)

COMMENT SHEET

March 3, 2016 - Smithson Valley High School

(PLEASE PRINT)

NAME: DANIEL SCHRUBB, OWNER/MANAGER POPCORN FRIDAY, LLC

ADDRESS: [Redacted]

PHONE: [Redacted] EMAIL: [Redacted]

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such.

- 0 I am employed by TxDOT
0 I do business with TxDOT
0 I could benefit monetarily from the project or other item about which I am commenting

COMMENTS: As a property and business owner along Hwy 46, I am excited and supportive of the planned expansion along TX Hwy 46, although I do have a couple of concerns. The Shops at Faithville Park, Popcorn Friday and about 25 other businesses rely on customers coming from a multitude of households to our East from Whispering Hills (542 home sites), Mountain Springs (600 home sites), Wagenner Ranch (830 acre residential development), Vintage Oaks (3,300 acre residential development), plus residents from Startzville, Sattler and Canyon Lake. We also rely on daily traffic coming from Smithson Valley High School. Besides the residential traffic from the East, we also have traffic from out of the immediate area coming to our B&B Cottage Suites, Weddings, Banquets and Farmer's Markets that are hosted here each week.

The adjacent Valero convenience store also brings in a large number of the school buses to/from SVHS and large delivery trucks from the East.

To force all this traffic to turn right only to the West onto Hwy 46 from Faithville Park would not only negatively impact all of the businesses here with such a major inconvenience to its patrons, but will also cause a major traffic hazard by forcing traffic to U-turn along a fast moving, hilly turn-around intersection to the West of Faithville Park.

I feel that it is imperative to the survival of my business and the other businesses represented here, and for the safety of those traveling along Hwy 46, to make sure that a safe left turn from The Shops at Faithville Park is accommodated.

I ask that TxDOT consider these critical issues and implement a safe and reasonable plan for left turn. Please let us know when you are open to discuss viable solutions to these concerns.

Comments must be received or postmarked by Monday, March 14, 2016 for inclusion in the public meeting record. You may submit your written comments and/or letters to TxDOT using one of the following methods:

- Mail: SH 46 Improvement Project
P.O. Box 5459
Austin, TX 78763
Email: sh46info@gmail.com



Scan the QR code for more information

SH 46

From: Terri Hall [REDACTED]
Sent: Friday, March 11, 2016 1:45 PM
To: sh46info@gmail.com
Subject: Comments on SH 46 expansion project

Comments submitted by Texans Uniting for Reform and Freedom (TURF) on SH 46 expansion project:

No bike lanes or sidewalks

This is a much needed road expansion project in Comal County, with the emphasis on road expansion, not bike and pedestrian facilities. It is entirely unnecessary to construct dedicated bike lanes or sidewalks along this very busy highway. It's not safe for pedestrians nor can sidewalks make it safe. Bicyclists already enjoy a wide shoulder for their use. There is NO need for a dedicated bike lane that takes up more right of way and therefore requires more right of way than a simple wide shoulder. This wastes money. If federal funds require this sort of waste, reject it. Use other state funds. We've been working to change the choke-hold of unreasonable and inappropriate strings attached to our federal funds for this very reason. They WASTE very scarce highway funds on unnecessary and even unsafe features.

Overpass necessary

We very much support the grade separation at FM 3159. It's desperately needed due to line of sight issues and the very busy intersection for the high school. We also suggest a grade separation at River Way. Like Smithson Valley Rd., the line of sight is dangerous approaching this stop light and causes cars to slam on their brakes as they come over the hill and are suddenly faced with a stop light that can have many cars stacked. Rainbow Drive also needs to have the line of sight issues addressed there - whether a grade separation or cutting down the hill so drivers can see if cars are stacked.

No raised median except in very limited circumstances

A raised median for the whole 7 miles will cut off access and cause too many drivers to have to go miles out of their way to have to make a left turn or u-turn in order to ultimately crossover the highway, causing further delay, wasted gas, and increased delay having traffic stack to wait to make a u-turn. A two-way left turn lane in the middle of the highway is a better solution. That way cars needing to cross to the other side of the highway from a driveway can wait in the middle to merge into traffic on the other side.

The presentation materials do not specify where a raised median will occur, where a curb and gutter sections will be or where the grass lined open ditch sections will be. The public cannot assess the proposed project without such information or give feedback on it without more specifics.

A raised median not necessary for the entire project and should occur in areas with very high traffic volumes. Much of Hwy 46 between the strip centers near US 281 and Faithville is comprised of rural ranches with very few businesses. Forcing those residents to have to go miles out of their way to crossover the highway cuts off their access, is wrong, and poses an unnecessary burden in time, gas, and effort just to leave their homes/ranches. A median is not necessary in this area.

Hwy 46/US 281 intersection

There needs to be at least two turn lanes to get onto US 281 from Hwy 46. Due to construction of turnarounds at 281 and Hwy 46 today, there is only one turn lane when there used to be two. Highway 46 has a near constant backup at US 281 due to this second turn lane closure. According to your drawings, there will only be one turn lane onto 281. This is unacceptable. The traffic volume of those needing to access US 281 is very high at this

intersection and one turn lane will be insufficient from the day this project opens. Giving thru traffic 6 lanes and turn traffic only one is not workable and does not satisfy the current congestion there much less accommodate future growth.

Increase the speed limit

The legislature has made clear in recent years that increasing the speed limits on Texas highways is much preferred over lower speed limits, having passed a bill to eliminate night time speed limits and allow speeds to increase up to 85 miles per hour. The artificially low speed limits along Hwy 46 between US 281 and Smithson Valley Road is ridiculous and serves as nothing more than a speed trap and revenue generator for the city of Bulverde. Particularly once the highway is expanded and allows for passing slower drivers, the speeds need to go up to expressway levels once again. It used to be set at 60 MPH the entire stretch. Now drivers creep along at 45-50 MPH the entire stretch (oftentimes slower than that) with changes in speed limit signs occurring at least 4 times in just 5 miles, confusing the public and causing most to travel artificially slow since many may miss the signs allowing the speed to increase in certain sections or out of fear of being issued a speeding ticket. We've heard years of testimony for Transportation Committee members chiding small towns like Bulverde for speed traps and legislation has attempted to address cities who rely too heavily on speeding tickets for their operating budgets, which unfairly reduces mobility for revenue generation.

This needs to be addressed in this section of highway in particular. The city cannot be allowed to control the speed limits on this state highway causing the benefits of an expressway to be downgraded, in effect, to that of a parkway or city street. The city of New Braunfels already ruined the expansion of Hwy 46 between FM 2722 and Loop 337 with artificially low speed limits there causing traffic to crawl. What's the point of expanding these highways if not to finally get the level of service back to an 'A' level and once again return the highway to an expressway after experiencing years of congestion, construction delay, and suffering persistent slow speeds? There is no reasonable explanation for these 45-55 MPH speeds now that the roadway has been made safer and wider other than to create a speed trap for local cities to issue speeding tickets (because the speeds are posted way too low for a highway).

In conclusion, we very much support the expansion of this section of Hwy 46. It's desperately needed and long overdue already. The AAMPO needs to prioritize this project to facilitate, particularly the safety improvements, immediately.

Terri Hall
Founder/Director
Texans Uniting for Reform and Freedom

NOTE: As an individual, I live in Comal County along the proposed improvement section of SH 46.

SH 46

From: Trey Wilson [REDACTED] >
Sent: Friday, March 11, 2016 4:26 PM
To: sh46info@gmail.com
Cc: Indian Creek Farm; [REDACTED]
Subject: Comments of Indian Creek Farm to TxDOT Proposal to Expand SH 46 in Comal County, Texas
Attachments: image002.png; ATT00001.htm; Turner_Comment to TxDOT Project.pdf; ATT00002.htm

[REDACTED]:

Attached please find correspondence which serves as the comments of the Indian Creek Farm and its owners to the above-referenced project. A hard copy is also being forwarded to the TxDOT Austin address listed on the public comment forms.

As indicated above and in the letter, I have copied the elected officials whose districts are implicated by the Project.

Thank you for the opportunity for stakeholder participation, and comment. We look forward to working with TxDOT as the project evolves.

Respectfully,

11 March 2016

Texas Department of Transportation (TxDOT)
SH 46 Improvement Project
P.O. Box 5459
Austin, Texas 78763

VIA EMAIL to:
sh46info@gmail.com
and CMRRR
Total Pages: 10

Re: Comments of Indian Creek Farm to TxDOT Proposed Project to Expand/Improve SH 46 from Bulverde Rd. to FM 3159 in Comal County, Texas

Dear TxDOT:

Please be advised that I represent Thomas E. Turner IV and Christine H. Turner, owners of the [Indian Creek Farm](#) located at [REDACTED]

[REDACTED] This correspondence is sent on behalf of the Turner family and Indian Creek Farm, LLC (collectively the "Farm"), and shall serve as their written comment to TxDOT's proposed project to improve/expand SH46 from Bulverde Road to FM 3159 (Smithson Valley Rd.) in southern Comal County, Texas (the "Project"). The Farm previously furnished verbal comments about the Project when we met personally with TxDOT representatives at the Farm on February 10, 2016, and at the public meeting held on March 3, 2016 at Smithson Valley H.S.

I. About the Farm

The Farm is comprised of 3 contiguous tracts of real property, which collectively total 163.712 acres. It is located on the north side of SH 46 between Spring Branch Rd. (on the east) and a point just east of Anhalt Rd. (on the west). Accordingly, the Farm is situated on the westernmost boundary of the proposed Project. The aerial photograph below depicts the approximate boundaries of the Farm, with the main residence in the left-center and secondary/historical residence on the far left (west of Brand Rd. near the existing ROW of SH46).



The Farm enjoys approximately 1 mile of frontage on the north/westbound side of SH 46, including the property into which Bulverde Rd. “dead-ends” at the point of its terminus/intersection with SH46 (as depicted on the bottom right of the photograph above). The Farm also includes the existing “hard” (northwest) corner at the present intersection of SH 46 and Spring Branch Rd.

While the Farm’s main entry gate is located on the north side of SH 46, approximately 0.2 miles west of Bulverde Rd., it also enjoys an alternate (though far less improved) entry point on the west side of Spring Branch Rd. approximately 0.125 miles north of SH 46 (depicted on the right-center of the photograph above).

The Farm is historically significant, and was settled by the Scheel family along the banks of the Indian Creek in the mid-1800s. The original European settlers maintain their family cemetery on the Farm, and many other remnants of the Farm’s time as a German settlement are present, even today.

The Farm is currently used primarily for breeding and rearing Trakehner-breed equestrian horses, and its owners and operator are actively involved in the [U.S. Eventing Association](#), [U.S. Equestrian Federation](#) and the [American Trakehner Association](#). Horses owned by the Farm are ridden competitively by some of the nation’s top-ranked riders, have received international acclaim, and have won countless awards. Stallions with championship-winning bloodlines are bred by the Farm, and their offspring are raised on-site. Among other honors, the Farm’s horses have competed at the World Equestrian Games in Normandy, France, and two are still in the running for the 2016 Summer Olympic Games to be held in Rio De Janeiro, Brazil. The Farm’s manicured pastures and many equestrian features – including corrals, a water jump and other cross-country obstacles -- are visible from SH 46, and the Turners regularly receive compliments on the Farm’s park-like atmosphere from local residents and passers-by (many of whom stop to take photographs).

For the reasons stated herein, the use and enjoyment of the Farm by its owners, guests, equine residents and business invitees will be seriously impacted by the proposed Project. Accordingly, the following comments (categorized as General and Specific) should be included in the record and any summary of the public meeting concerning the Project.

II. General Comments About the Project

The Farm’s owners recognize the significant development, influx of residents and associated traffic congestion in the Project area. Recent development of a major shopping center (anchored by a massive Wal-Mart store) at the intersection of SH 46 and US 281, approval for construction of numerous residential subdivisions south of SH 46 (west of US 281) and expansion of retail centers situated near US 281, and other factors, have all contributed to a far-less rural

environment than the Project area enjoyed just a few years ago.

Despite these changes and the associated traffic challenges, the scope of the Project appears overly ambitious, and consideration of important, but apparently-overlooked, aspects of the Project's impact is essential. At a minimum, TxDOT should consider the following factors (which are not listed in any particular order):

- (i) the Project budget has been a moving target. Cost estimates from as low as \$40M (which presently appears as the combined total of projects 0121507027 and 021401044 on the TxDOT "Project Tracker" website) to \$66M (which was discussed when we met in February 2016) to \$77M (which was identified at the March 2016 public meeting as an "Early Construction estimate") have all been publicized by TxDOT. The public, the legislators responsible for balancing the State budget and TxDOT's financial partners in the Project all deserve transparency in representations concerning the true cost of the Project;
- (ii) the Project's geographic boundaries have also been somewhat elusive. Initial reports placed the western reach of the Project at Spring Branch Rd. Currently-published information (including the TxDOT project tracker website) extends that boundary to Bulverde Rd., while schematics presented for public view show plans for even further extension west on SH 46 to a point of "tapering" that almost reaches Anhalt Rd. Transparency and dissemination of accurate information about the Project's boundaries are critical for meaningful public input and understanding of the Project;
- (iii) the 6 lane configuration is vastly more expensive than the original publicized plan for expansion to 4 lanes, and requires acquisition of significantly more Right-of-Way ("ROW") through condemnation of private property. In many areas (including the area of the Farm) existing TxDOT-owned ROW would be sufficient to expand SH 46 to 4 lanes, so the cost of acquiring additional ROW could be avoided entirely. While traffic counts on SH 46 in the areas immediately adjacent to or east of US 281 may justify 6 lanes, a 4 lane configuration is more than ample for areas that are several miles from that intersection (including the area of the Farm);
- (iv) the proposed, widespread use of medians in the Project imposes serious accessibility challenges for many properties situated along SH 46. Requiring U-turns by large vehicles and preventing left-

hand turns into businesses and residences will increase traffic dangers, negatively impact businesses that are currently accessible to both east and west-bound traffic, and promote congestion at U-turn points. The portions of US 281 in far north Bexar County (between Evans Rd. and Marshall Rd.) are a debacle, and TxDOT should not duplicate those traffic circulation nightmares on SH 46;

- (v) as an alternative/complement to the Project, TxDOT and its partners should consider near-term development/expansion of other access corridors to US 281 and/or Bexar County from southern Comal County west of US 281. A fundamental flaw in the Project's global objective is failure to include any accommodation for diverting traffic *away from* SH46 west of US 281 or the 46/281 intersection. Rather, the Project would promote traffic congestion on SH46 by ignoring other practical, necessary and less-costly roadway expansions which would promote traffic-flow *away from* the already-congested intersection. For example, Blanco Rd. south of SH46 has seen tremendous development of residential subdivisions. Yet, despite this rapid growth, and Blanco's existing length to a terminus point located just north of downtown San Antonio, no viable plan presently exists for expanding Blanco Rd. north of Camp Bullis, or creating an east-west route from Blanco to US 281 between Borgfeld Rd. (to the south) and SH 46. Similarly, and as acknowledged in the City of Bulverde Transportation Master Plan, Bulverde Rd. south of SH46 (near the City of Bulverde) is under-burdened and ripe for expansion – especially as the City and its Chamber of Commerce actively promote increased development and commerce. At a minimum, *present* consideration should be given to expanding Blanco Rd. and Bulverde Rd. as viable thoroughfares, and investigation of connecting Bulverde Rd. with Spring Branch Rd. as a single north-south corridor is warranted;
- (vi) incorporation of bicycle lanes and pedestrian paths into the Project are superfluous. Inclusion of these features contemplates (and would promote) modes of travel that are unsafe and out of place on a state highway whose traffic volume is predicted to increase manifold in the coming decades;
- (vii) the Project's stated objective of improving sight distances by "flattening" curves in the existing configuration of SH46 are disparately applied in publicized schematics. While TxDOT literature promotes the benefits of acquiring additional ROW to improve sight distance, numerous existing, sharp curves do not appear slated for expansion/improvement. If improved sight distance is a valid objective, it should be applied with equal impact along all areas of SH 46 whose existing terrain or curves endanger motorists;

- (viii) the SH 46 corridor encompasses numerous sensitive environmental features, including waterways (streams, creeks and tributaries), century oaks, limestone outcrop and other geological features, Hill Country terrain and groundwater recharge areas. TxDOT should proceed with *extreme* concern for preserving the environmental integrity of the Project area, and the numerous wildlife species that inhabit it;
- (ix) the area of the SH 46 corridor is of significant historical and archeological value to the State of Texas, and numerous artifacts from Native Americans and German settlers abound in the Project area. The Farm property, alone, hosts not only a historical cemetery, but also an ancient community water well. Historical records indicate that a portion of the Farm was part of a land grant awarded to Erastus “Deaf” Smith – courier of [William Barrett Travis’ letter from Alamo](#) which remains a hallmark of Texas’ legacy of bravery and heroism (and hangs proudly on my office wall). Arrowheads and other evidence of Native American life are also frequently found in the Project area; and
- (x) the Project area, including SH 46, itself, is prone to serious flooding. The area has experienced significant flood events within the past year, and on numerous prior occasions. The addition of expanded impervious cover will promote storm water runoff, and present increased drainage problems in an area that already suffers from a lack of flood mitigation. While the Project plans call for concrete drainage features near the intersection of US 281 and SH 46, there appears to be no accommodation for the additional storm water that will affect the eastern and western extremities of the Project area, including the vicinity of the Farm.

those lands presently situated immediately east of Spring Branch Rd. and owned by Wehe Land Co., Ltd. (depicted in red hatch lines). The negative practical and financial impact of this realignment on the Farm cannot be overstated.



First, the Farm would be dispossessed of an existing access point to Spring Branch Rd. via an existing road within the Farm’s boundaries. The existing road faintly appears in the diagram above, in the approximate location of the words “DEMOLISH ROAD,” and even more clearly on the diagram appearing on the first page of this correspondence.

Second, by relocating Spring Branch Rd. to the other side of property to be newly-acquired by TxDOT, the Project would deprive the Farm of **all** benefits of being situated on a hard corner. This corner constitutes one of the most valuable portions of the Farm, was a major buying-point for the current owners, and presently enjoys tremendous marketability for development. However, because the ROW currently planned for acquisition in connection with the re-alignment is owned by a third-party, the Farm’s owners would not be entitled to compensation through the ordinary condemnation process. Accordingly, this aspect of the Project would constitute an uncompensated regulatory Taking, and will almost certainly result in assertion by the Farm of a claim for Inverse Condemnation.

The Project’s Proposed Re-Alignment of Spring Branch Rd.

Presents Serious Safety Risks

The proposed eastward re-alignment of Spring Branch Rd. contemplates a new southern terminus point located directly across SH 46 from an existing gas processing/transport facility. This facility is located on the south side of SH 46 east of Spring Branch Rd., and depicted in the two photographs below.



The proposed re-alignment (depicted in the schematic on the previous page) poses a new but obvious safety risk that a vehicle headed south-bound on Spring Branch Rd. might collide with the facility. The results of such a collision could be catastrophic.

Less obvious is the fact that the proposed alignment of Spring Branch Rd. would require installation of impervious roadways over existing pipeline and associated pipeline company ROW.

Ironically, the facility would not be protected from impact by the same raised concrete medians that negatively impact much of the remainder of the Project corridor.



**The Project Would Unreasonably Interfere With
and Impede Ingress and Egress to the Farm**

The Project appears to call for a concrete median that would prevent a left turn into the Farm's main gate by vehicles travelling eastbound on SH 281. Such a configuration would pose an unreasonable interference on the regular means of ingress and egress to and from the Farm.

Many times, vehicles entering the Farm are pulling livestock trailers with live horses as their cargo. It is impractical – if not impossible -- for such trailers to make a U-turn in order to enter the Farm exclusively from the west-bound lanes of 281. Opposition to the medians is not unique to the Farm, as they pose an unreasonable obstacle to many landowners whose properties are accessed from SH 46, and are generally a bad idea whose burdens outweigh any minimal increase in safety.

Conclusion

The Farm recognizes TxDOT's valid objectives of planning and constructing improvements on SH46 to reduce traffic congestion, increase safety and accommodate the burgeoning population of southern Comal County. However, any such Project must be cost-effective, completed with due regard for negative impacts on the quality of life and property values of existing residents and business owners, contemplative of broad regional solutions to traffic congestion and population density, and respectful of natural and historical resources. In addition, absolute transparency and accuracy concerning Project specifics and costs are of critical importance to all stakeholders, and are essential components of achieving widespread support.

Thank you for the opportunity to express the Farm's concerns about the Project. We welcome the opportunity for future dialogue with TxDOT, and remain hopeful that the concerns outlined herein are given appropriate consideration as the final Project plans are formulated.

Please feel free to contact me with questions or concerns.

Respectfully,

A handwritten signature in black ink, appearing to read "Trey Wilson", with a long horizontal flourish extending to the right.

Trey Wilson

[Redacted contact information]

[Redacted contact information]

CC: Senator Donna Campbell
Texas State Senate District 25
Capitol Office: CAP 3E.8
P.O. Box 12068, Capitol Station
Austin, TX 78711
Capitol Office Fax No. [REDACTED]

Representative Doug Miller
Texas State House District 73
Capitol Office: CAP GN.10
P.O. Box 2910
Austin, TX 78768
District Office Fax No. [REDACTED]

Hon. Sherman Krause
County Judge, Comal County, Texas
100 Main Plaza
New Braunfels, Texas 78130
Via email: [REDACTED]

SH 46

From: Dick <[REDACTED]>
Sent: Monday, March 14, 2016 11:31 AM
To: sh46info@gmail.com
Subject: FW: SH 46 - Comment

From: Dick
Sent: Wednesday, March 09, 2016 2:41 PM
To: sh46info@gmail.com
Cc: Mark
Subject: SH 46 - Comment

We are the owners of the Creekside of Bulverde office and retail development and continue to request for a full median break at Creekside Park and Highway 46. We have discussed this with the City Manager, City Engineer and several council members. We have retained Pape Dawson to assist us in our presentation.

Richard F. McCaleb



RFM Commercial, Inc.

[REDACTED]

SH 46

From: Cindy Laubach [REDACTED]
Sent: Monday, March 14, 2016 1:41 PM
To: SH 46 Info (sh46info@gmail.com)
Subject: 46 Expansion from Bulverde Rd to FM 3159

Please find attached our written comments.

Thanks,

Cindy Laubach | Customer Service Assistant

INSURICA®
[REDACTED]

For your protection, any request to change existing coverage or to bind new coverage must be confirmed by this office.

This communication, including attachments, is for the exclusive use of addressee and may contain proprietary, confidential and/or privileged information. If you are not the intended recipient, any use, copying, disclosure, dissemination or distribution is strictly prohibited. If you are not the intended recipient, please notify the sender immediately by return e-mail, delete this communication and destroy all copies.

March 14, 2016

TxDOT

Re: SH 46 Expansion from Bulverde Rd to FM 3159

[REDACTED]

Our property is located on the north side of Hwy 46 from Lewis Creek to the west approximately ½ mile.

Our opinions and concerns are as such:

- 1) You presented at our scheduled meeting on Feb 4, 2016 10:30 am that the divided Hwy East & West access from our property would be near Ingram Ready Mix and Old Boerne Rd, which are the 2 most dangerous points to cross over and which has very limited site distance for a 6 lane hwy and speed of 60 MPH. We do not understand the need for 6 lanes, sidewalks or bike lanes from Bulverde Rd to Farhills Dr. We need a center turn land with wider shoulders and a 45 MPH speed in this area.
- 2) Our area of Hwy 46 is not the major problem of the traffic congestion. We fell the problem is from Old Boerne Rd East to Stahl Road where the project should be addressed first.
- 3) We also think that the curve on Hwy 46W across from Farhills Rd and the curve west of Ingram Ready Mix could be made better and straighter by taking some land on the south side of 46W. From Chicken Express to old Boerne Rd and from Texas Growers to the gas switch station at Spring Branch Rd would help eliminate the accidents on the corners, just expanding the width of the hwy and keeping the same curves will not make these corners any safer.
- 4) The bar ditches from Bulverde Road to Smithson Valley Rd need to be cleaned out. It has been years since TxDot has even touched this area.
- 5) The proposed water catch basin on the north side of Hwy 46W on Lewis Creek is of no value. The money spent for it would be better used to double the size of the current culvert. During our last flood large trees went down that creek. What is going to happen to the water catch basin when trees pile up? Is the water catch basin going to prevent additional flooding above Hwy 46 from water backing up, or is it only a concern for properties below Hwy 46W Bridge?

Please reconsider some of these options?

Sincerely,

Leonhardt H. & Cynthia E. Laubach

[REDACTED]

SH 46

From: [REDACTED]
Sent: Monday, March 14, 2016 3:32 PM
To: sh46info@gmail.com
Subject: SH 46 - Comment

Hello,

Thanks for conducting your meeting at SVHS.

Here are some concerns ([REDACTED]):

- When turning left east off Creekwood Pass onto Hwy46, 6 lanes will be tough to cross/enter
- Will we have a light installed or do we turn right west then use a turnaround to go back east?
- if turnaround, where is the turnaround?
- new lanes appear to have our subdivision rock wall removed vs lanes going over water pipes on south side of SH46 (boo!)
- Will and how much compensation will be paid to our POA for wall rebuild?
- please please do not hire contractor that is taking years to finish turnaround at SH46 and 281. My brothers and I could have finished it in 6 months (cheaper too)

I appreciate your time and effort to make streets flow and above all else, save lives.

Tim Collier
:)

Sent from [REDACTED]

SH 46

From: Charlie Malmberg [REDACTED]
Sent: Monday, March 14, 2016 3:56 PM
To: sh46info@gmail.com
Subject: SH 46 - Comment

To Whom It May Concern:

I have two concerns regarding the SH 46 Improvement Project:

- 1) My first concern is that there be a traffic light installed at Highway 46 and Berry Oaks Drive. I politely request that a traffic study be undertaken to determine the need for such a traffic light. As the property managers for Berry Oaks Shopping Center, we have had several tenants express a concern about the life and safety of their personnel and customers when entering onto Hwy 46 from Berry Oaks.
- 2) My second concern is the land proposed to be purchased or condemned along Hwy 46 in front of Berry Oaks Shopping Center would be a severe detriment to the shopping center's parking area and septic area. Reducing the number of parking spaces or septic capacity could render the property obsolete (we are presently at full capacity). This concern was expressed in person at a February 4 meeting in Bulverde. For the sake of public savings, I would encourage a solution that purchases a wider area on the northern side of Hwy 46 where the land is undeveloped. This would allow for the same widening of Hwy 46 but without the need to purchase along the southern boundary of Hwy 46. Hopefully, this would leave the Berry Oaks Shopping Center parking area and septic area without any modifications.

Sincerely,



Charlie Malmberg, CCIM, CPM
Valcor Commercial Real Estate



www.valcorcre.com

SH 46

From: Rohrer, Mary L [REDACTED]
Sent: Monday, March 14, 2016 4:59 PM
To: sh46info@gmail.com
Cc: Scott, Ben; Cain, Jessica; O'Brien, Jared; Strimple, Kathy
Subject: Proposed Improvements to SH 46 Comal County

To the SH 46 Planning Team

Thank you for taking time to meet with the HEB team on February 19, 2016.

As you are aware, HEB owns four separate parcels along SH 46 west of US 281. Some of the properties are vacant and some are developed.

Our main concerns for all the tracts are:

- The effect of the proposed median along SH46.
 - The median will prohibit movements for our customers westbound on SH 46 from entering into our retail centers.
 - The medians will prohibit customers exiting our retail centers and travel westbound on SH 46.
 - The medians would also allow impede truck access. The proposed medians will cause delivery trucks to our properties to U turn at the next proposed median openings to access the truck docks for the HEB store and our adjacent retail center.
- ROW acquisition on south side of SH 46.
 - For our retail centers to be vibrant commercial properties and provide tax base to the community, access to SH 46 is critical. We request that curb cuts be allowed for future development on the property between Bulverde Crossing and Old Boerne Road.
 - At the intersection of Old Boerne Road and SH 46, our property to the west includes a water quality pond for the adjacent proposed and existing commercial project. This drainage structure needs to be maintained or rebuilt for the intersection design as proposed.
 - We request the Old Boerne Road ROW not be demolished as shown on the schematic. The ROW provides access to the new signalized intersection for our property to the east of Old Boerne Road.

Thank you for your consideration of our comments. We appreciate the time you spent with us on this proposed design and would be pleased to meet again as the design process continues forward.

Thanks,
Mary Rohrer
HEB Real Estate
[REDACTED]

SH 46

From: Maria Ballesteros [REDACTED]
Sent: Monday, March 14, 2016 5:08 PM
To: sh46info@gmail.com
Cc: [REDACTED]
Subject: SH 46 - Comment

To Whom It May Concern,

What it is unbelievably unfair is to propose the acquisition of property of only the west lane of SH 46, instead of taking from both sides of the highway equally. Your efforts to avoid affecting the water line and power lines is completely unfair. The amount of property proposed to be used from our property is excessive and it would be affecting us severely, to the point of making us completely inoperable. We are providing jobs to the community and a beautiful place for families to enjoy a great meal and a place of clean fun, relaxation and entertainment. We have invested a very large sum of money, time and efforts to develop this property, enhancing the topography and the beauty of the oak trees that are hundreds of years old. The other thing is incomprehensible the 6 lanes proposed in the plans for SH 46, it is excessive and unnecessary; 281 and 1604 don't have that many lanes, it is plainly excessive and unfair!

If your plans are not amended, we will get a petition with all the signatures necessary to prevent this atrocity.

Sincerely,

Maria Ballesteros
Paloma Investments, LLC
Lily's Backyard Grill, LLC
The Cabin Bar, LLC
[REDACTED]

SH 46

From: Elroy Friesenhahn [REDACTED]
Sent: Monday, March 14, 2016 6:44 PM
To: sh46info@gmail.com
Subject: SH 46 - Comment

Thank you for upgrading this area. It well past due for upgrade. Thanks
Elroy Friesenhahn

[REDACTED]

--
Elroy J. Friesenhahn
Live simply, Love generously, Care deeply, Speak kindly, Leave the rest to God!!!!

SH 46

From: S <[REDACTED]>
Sent: Monday, March 14, 2016 7:28 PM
To: sh46info@gmail.com
Subject: Comments regarding SH 46 Improvements and Updates

Our name is: Sam and Susan Brown
[REDACTED]

1. We are the closest resident to highway 46.
2. Will any provisions to decrease the noise level?
3. Safety. We have had several accidents where cars have run through our property. Will there be any protection for our property such as a wall to protect us and our property?
4. Loss of property such as large oaks and landscape for drainage are a concern.
5. Will our fencing be reinstalled?
6. Concerned with drainage into our property.

Thank you,

Sam and Susan Brown

SH 46

From: Table 46 <[REDACTED]>
Sent: Monday, March 14, 2016 9:02 PM
To: sh46info@gmail.com
Subject: SH 46 - Comment

I own a business in FAITHVILLE we need a light to prevent detoured potential patrons the proposed plan is not allowing patrons and traffic to exit east towards new braunfels this needs some serious forethought and must be made a priority. There are 25 other businesses in this center please consider a light in front of the Valero, which is used by many school buses and large semi trucks to fuel as it is a fleet station. I personally have witnessed and aided several accidents because of the amount of traffic to and through our destination at shops of FAITHVILLE park . Safety and livelihoods are of utmost importance at this particular section of 46. Thank you for listening. Please consider as this stretch of 46 will be a destination and traffic hot spot .

Jeff Staudenraus

SH 46

From: [REDACTED]
Sent: Monday, March 14, 2016 9:04 PM
To: sh46info@gmail.com
Subject: SH 46 - Comment

SH 46 Improvement Project Team,

Thank you for allowing us to address our questions and concerns regarding the Hwy 46 expansion project. We are Doug & Jane Lippert, owners of [REDACTED] which is [REDACTED] of the Comal Trace Subdivision located near the intersection of Hwy 46 and Stahl Ln. Since purchasing our property in mid-July 2013 we have seen a dramatic rise in the amount of traffic volume on Hwy 46 as well as other issues related to stopped traffic at the Stahl Ln light signals. We wish to be respectful of your time and resources by limiting our inquiries on this project to the few questions below.

- How much has the traffic volume increased during the last five years and how much additional traffic do you anticipate the expansion to create?
- At this point, the passenger vehicle traffic appears to be about 85%-90% of the current volume. How much of the traffic do you anticipate becoming commercial traffic?
- One of the recent issues we've faced is the commercial traffic using exhaust restriction (aka Jake Brake) to control their speed. Will there be an ordinance to eliminate Jake Brakes around houses?
- The increase of all traffic along with the use of Jake Brakes has become a major nuisance for residents. Will there be any noise abatement included in this project?
- There is a retaining wall planned from Stahl Ln to the end of Comal Trace Subdivision. What will be the construction material of this wall and what is the finished height planned?
- Can you help us determine who owns the King Ranch style fence along Hwy 46 at the rear property line of Comal Trace Homeowners on Lost Creek & Shadow Ridge? It has been run through by vehicular accidents several times, most recently in January 2016 and nobody is admitting to its ownership. The Homeowners' Association claims it belongs to TXDOT and we're not allowed to make any modifications to it. TXDOT denies ownership of the fence and said it may belong to the County. Both Comal County and the City of Bulverde also deny any ownership of the fence. There's an insurance adjuster waiting to find out who owns this fence so they can pay for the repairs from the Jan 2016 accident.
- Will there be any eminent domain declared on our property to facilitate the Hwy 46 expansion project?

Thank you for your time and professional courtesy in answering these questions for us.

Kind Regards,
Doug & Jane Lippert

[REDACTED]

SH 46

From: Joanne Hall [REDACTED] >
Sent: Monday, March 14, 2016 9:16 PM
To: sh46info@gmail.com
Subject: SH 46 - Comment

From: SOUTH TEXAS GROWERS

The median proposed for the middle of 46 needs an opening in front of our business as there are numerous large trucks including 18-wheelers that enter there.

Thank you,
Joanne Hall
Vice-President
South Texas Growers

SH 46

From: Tina Shanks [REDACTED]
Sent: Monday, March 14, 2016 9:45 PM
To: sh46info@gmail.com
Subject: SH 46 - Comment

I need to bring more attention to the entrance of Berry Oaks on Hwy. 46. It was suggested at the public meeting that once there are more lanes, the traffic will be spread out allowing for more breaks and exiting Berry Oaks Drive will be easier to take a left towards 281.

Unfortunately, this won't really help the issue. Most of the traffic coming from the east on 46 towards 281 is trying to get onto Hwy. 281 South, so the majority of the cars get in the left most lane as they travel west. They start piling up in the left lane knowing they will be taking a left at the light.

I don't think adding lanes will prevent the human nature of merging into the lane that they need to be in at the upcoming light.

Thank you for paying close attention to this very dangerous and challenging intersection.

Tina Shanks
[REDACTED]

SH 46

From: Dennis Alexander [REDACTED]
Sent: Monday, March 14, 2016 9:50 PM
To: sh46info@gmail.com
Cc: Kimberly
Subject: SH 46 - Comment

We thank you for considering our plight regarding the overpass situation at FM 3159, and the initial plan to cut the access rd/entrance ramp to 46 east right thru the heart of our building. The option we viewed the other evening at the open forum meeting makes so much more sense. No one's dwellings or man-made tanks will be disrupted. Again . . . thank you!

On a future note . . . We would be very interested in visiting with you (Texdot) regarding the possible purchase of the property directly in front of my property currently under asphalt known as Hwy 46 . . . We have been trying to find a way to add an additional .76 to .8 acres to our current 10.24 acres. This might qualify us to apply for an ag exemption in regards to our annual county taxes . . .

Best regards,
Dennis Alexander

From: Rose Maurer <[REDACTED]>
Sent: Monday, March 14, 2016 11:53 PM
To: sh46info@gmail.com
Subject: Official Public Comment before deadline for comments. Thank you.

To TxDOT Officials,

This is my official public comments on Highway 46 extension/improvements from Smithson Valley Road down to Bulverde Rd on Hwy 46. You did a good job showing people what the most expensive ideas were and why they might be helpful. I am sure you care about our safety, but please:

*******Wait** until the congestion has cleared **AFTER** the two turnarounds are **FINALLY FINISHED** at **281 and 46**. This never ending project has caused **massive congestion** for how many years now? It's **not wise** I think to **decide on expansion details** when we are **artificially congested right now** due to those two **unfinished turnarounds**. In addition to the barrier's, and construction work, it also seems **the traffic lights are especially long there** for the traffic heading to San Antonio in the morning and there's a long line of vehicles waiting to get to work. There could be a slowing of residential growth, and already there're

signs of that, so please help get the unfinished project finished, the barriers removed, and the traffic lights adjusted to help the traffic out in the morning and evening. Then we could see how rough the traffic really is. If people don't want to wait, the 4 lanes should be the only expansion on Hwy 46 and not 6.

*******No continuous raised median for very much of the road improvements.** Please only put little raised medians, no more than 4 or 5 inches high, where absolutely necessary for safety, such as steep hills and dangerous areas to turn. Please put reflectors on those raised medians, as the dark sky ordinances make seeing the raised medians difficult, and reflectors help so much.

*******No 6 lanes.** Only 4 with a continuous turning lane.

*******Slow the traffic down to 45 mph** at all times, except during school crossing hours and in the city limits of Bulverde. That would cut down dramatically on deadly accidents.

*******If Bill Brown Elementary is creating too much traffic,** please urge the local officials to sell the school for a lower impact use, and make a new Bill Brown elsewhere, but not on 46!

*******Please don't put more traffic lights up to slow traffic down.**

These are my best suggestions for this highway. I will pray for a wise decision for all involved. I would really appreciate doing the meetings all over again, AFTER 46 AND 281 turnarounds are finally complete. I don't want people to get hurt, but I also don't want to incentivize turning all of 46 into 6 fast moving lanes and an outer loop to San Antonio, complete with big 18 wheelers, and heavy rush hour congestion as on 1604, (even though there are 6 lanes on it, I think). As you've noticed, even Hwy 281 only has 4 lanes in most places north of Hwy 46. Thank you. Rose Maurer

My name: Rose Maurer

Address:

Number:

From: Rose Maurer [REDACTED] >
Sent: Monday, March 14, 2016 11:56 PM
To: TxDOT Officials for Hwy 46
Subject: Fwd: Official Public Comment before deadline for comments. Thank you.

(2nd e-mail sent in case other didn't reach you. Thanks)

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My name: Rose Maurer

Address:

Number:

SH 46

From: TRAVIS GREEN [REDACTED]
Sent: Tuesday, March 15, 2016 12:00 AM
To: sh46info@gmail.com
Cc: Travis Green
Subject: OBJECTIONS TO CURRENT PROPOSED "IMPROVEMENTS" TO HWY 46

1. I apologize for the brevity and lack of completeness of this note but I have not had time to properly prepare a statement since discovery of this project. All issues/solutions I see are not included here. I am aware of zero individuals/business owners knowing of a 6 lane project on 46 prior to March 2016. If TXDOT attempted to communicate with the community prior to March it failed catastrophically. I attended the open house at the high school and was not impressed with the level preparedness of the plan regarding the existing community on several subjects. I have owned land here since 2012 and have just moved into a new house built by a nonprofit organization. Knowledge of this project would have prevented me from purchasing land here due to several factors.

2. Before you stop reading I **demand a popular vote** from people affected within a reasonable miles radius of construction PLUS any parents whose children will be going to the Smithson Valley high school to **approve or disapprove the degree of construction to include safety concerns**. I have a canyon lake address but am 4 miles from the school and have no interest of my children pulling onto a 6 lane highway from the high school or into a construction zone. I have recently seen what appears to be very poor planning and execution by TXDOT at other constructions sites resulting in unsafe conditions and have no faith TXDOT will do a better job in front of a school.

Will the speed limits stay the same?

3. 6 lanes is excessive and will not be constructed for the benefit of people that live here now but for future projects and large corporate businesses that do not currently exist in the area. This is based on "20 year projections." **I want to see the projections and what were the factors.** They appear inflated, unjustified, and are unsupported by existing residents. Reasonable improvements can be accomplished without being so intrusive.

4. Reasonable and non obtrusive improvements that are in the interest of safety are acceptable. Improvements in support of business plans that do not benefit the people living here are not acceptable. HWY 281 and loop 1604 are not 6 lane roadways. Why here?

Why bring 6 lanes to rural area in front of a high school and elementary school?

Why drive more traffic to us?

Who has authority to approve this project?

5. Will the lines of communication stay open during construction? In a previews project nearby I am not aware of TXDOT returning a phone call to small business owners in distress due to issues caused by construction.

6. Will there appropriate compensation to account for lost revenue due to construction and loss of property into the future? People "compensated" by TXDOT previously for losses have told me amount of compensation was not appropriate.

7. Length of time you estimate the project to take is is unrealistic. I was told 2 years at the open house. TXDOT has spent about 1.5 years constructing a turnaround at 46 and 281 that's going to need to be redone with this plan. You can't do it in 2 years. Be honest.

8. All businesses are not provided for in the plan **to include Lily's Backyard grill and the Cabin Bar**. They will lose the entire parking lot and 2 new structures (they opened about 7 months ago) where as on the opposite side of the road (open pasture) nothing is taken.

Who owns that open pasture and why is it exempt from road expansion?

9. Without going into depth your flood maps do not include the new Walmart construction site. walmart should pay for the improvements needed due to the lack of planning/lack of caring on their part. There is now way they could have thought that could work. The construction nowhere comes close to compensating for removing several thousand trees and filling in a very large water retention pond and covering it all with asphalt. This is next to my children's elementary school that now has a flooding issue in heavy rain. There is nowhere for the water to go.

Who approves environmental issues regarding the project?

More to come.

Thank you,

Travis Green
GySgt USMCR EOD



[REDACTED]

From: [REDACTED]
Sent: Thursday, March 10, 2016 10:51 AM
To: Laura Lopez
Subject: TxDOT Internet E-Mail

Name: Mr. glen hamner [REDACTED] >
Address:
[REDACTED]

Requested Contact Method: Email

Reason for Contact: Customer Service
Complaint: No

Comment: SH 46 proposed improvements are pretty far along in the planning stage. The proposed design emphasis seems to me to be a civil engineering expressway boulevard rather than an enhancement to one of the hill country's scenic road jewels. What happens on SH 46E will eventually extend from SH 281 to IH 10, and what is proposed is worse than a shame.