



Documentation of Public Hearing

Project Location

Bexar County

Principal Arterial (PA) 1502

CSJ: 7774-01-001

Project Limits

Lockhill-Selma Road to NW Military Highway

Meeting Location

Barshop Jewish Community Center Auditorium
12500 NW Military Drive, San Antonio, Texas 78231

Meeting Date and Time

Tuesday, May 29, 2017 from 5:00 to 7:00 p.m.

Translation Services

Spanish

Presenters

Jonathan Bean,
Director of Transportation Planning & Development

Elected Officials in Attendance

Manny Pelaez, Council Member, City of San Antonio

Total Number of Attendees (approx.)

158 (excluding project staff)

Total Number of Commenters

110

Contents

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**APPENDIX A
COMMENTS & RESPONSES
MATRIX**



Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: _____

ADDRESS: _____

REPRESENTING: _____

(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: _____

Deadline for Comments: Wednesday, June 13, 2018

Please submit to:

Email: wurzbach@wsp.com

Mail: Rene Garza, P.E.
WSP USA
Bank of America Plaza
300 Convent St., Suite 1330
San Antonio, TX 78205



Or go to txdot.gov and keyword search
"Wurzbach Parkway at Lockhill-Selma"

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.



Wurzbach Parkway
desde Lockhill-Selma Road hasta NW Military Highway
Audiencia Pública
29 de mayo de 2018

HOJA DE COMENTARIOS

(POR FAVOR USE LETRA MOLDE)

NOMBRE: _____

DIRECCIÓN: _____

REPRESENTANDO: _____

(Código de Transporte de Texas, §201.811(a)(5)): marque cada uno de los siguientes que apliquen a usted:

- Yo trabajo con TxDOT
- Hago negocios con TxDOT
- Seria beneficiado monetariamente a cause de este Proyecto u otros detalles sobre los que estoy comentando

COMENTARIOS: _____

Comentarios deben ser recibidos a más tardar el 13 de junio de 2018.

Por favor envíe por:

Correo electrónico: wurzbach@wsp.com

Correo postal: Rene Garza, P.E.
WSP USA
Bank of America Plaza
300 Convent St., Suite 1330
San Antonio, TX 78205



O puede ir a txdot.gov, palabra clave
"Wurzbach Parkway at Lockhill-Selma"

La revisión ambiental, consulta y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo, o han sido, llevadas a cabo por TxDOT conforme a 23 U.S.C. 327 y un Memorando de Entendimiento con la fecha, 16 de diciembre de 2014, y ejecutado por FHWA y TxDOT.



PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Public Hearing (5-29-18) Comments

Committer Number	Committer Name	Date Received	Source	Comment	Response
1	Sam Mendez	5/29/2018	Comment Card	It makes more sense to me for TxDOT to make the larger expenditure that would be useful for a longer time period than to place a cheaper band-aid on the roadway that would have to be upgraded in a few years. The underpass solution seems to be the better long-term solution.	The proposed at-grade project addresses the concerns expressed by the public from previous public meetings. The proposed project improves the traffic operations at the intersection of Wurzbach Parkway at NW Military Highway and provides a lower-cost solution than the underpass options. The proposed project does not preclude an option to add an underpass in the future. In selecting this alternative, TxDOT analyzed many criteria such as feedback from previous public meetings, minimizing the removal of trees, reducing construction impacts of noise and dust, having a reduced construction time and cost, and reducing delays within the project limits. This project is projected to improve traffic operations (reduce congestion and delays) over the no-build alternative until 2030.
2	Jeff Glawson	5/29/2018	Comment Card	Existing right-turn lane off of northbound NW Military Highway is extremely dangerous. Cars use this lane to go straight past the Summerfield entrance. We need a traffic light at Fairfield Bend and NW Military Highway.	The Texas Manual of Uniform Traffic Control Devices (TxMUTCD) provides conditions for determining when a traffic signal can be installed at an intersection. The conditions are known as "warrants" and are based on a number of specific factors, including travel speeds, frequency of crashes of the type that would be corrected by a signal, and traffic volumes on the major roadway and side street throughout the day and during the peak periods. An engineering study, known as a Signal Warrant Study, must be completed in order to determine if the intersection needs a traffic signal. A number of warrants must be met before public agencies can approve the installation of a traffic signal. This process conforms to the requirements of the federal and state MUTCD and is in place to maintain safety at intersections. While traffic signals provide safety benefits by reducing certain types of crashes, they also increase other types of crashes and increase delays. After implementation of a project at Wurzbach Parkway and NW Military, TxDOT and the city of San Antonio can conduct a follow-up study on this intersection to evaluate how it operates after the proposed project is complete. At that time, if improvements are needed, they can then be addressed as warranted.
3	Gregory W. Crane Jr.	5/29/2018	Comment Card	Any proposed changes at NW Military Highway and Wurzbach Parkway will only serve to further congest the intersection of Lockhill-Selma Road and Wurzbach Parkway. If there is to be meaningful improvement, then TxDOT needs to partner with the city and the project should run all the way to I-10 or even Fredericksburg Road. That is ultimately where traffic is going to or coming from. It would certainly take condemnations, but fix the problem all the way. Don't make our neighborhood (Whispering Oaks) suffer further with the proposals as they currently are.	While there are several approaches that can be taken to improving overall through capacity between Lockhill-Selma Road and I-10, those improvements are outside the scope of the proposed project. Currently, plans are underway to mitigate congestion and delays at the Wurzbach Road/I-10 interchange, which will help to reduce congestion on the corridor. The scope of this project will reduce congestion and delays for both the intersection of Wurzbach Parkway at NW Military Highway and at Lockhill-Selma Road. Coordinated signal timing between the two intersections will allow for optimal efficiency when traveling on this section of Wurzbach Parkway.
4	Ernesto Vela	5/29/2018	Comment Card	My community and those adjacent to the affected area are residential zones that should not have to experience the negative impacts of a tunnel. The at-grade improvements is the best option that serves the city well. No additional amount of construction will ever alleviate the additional traffic that a tunnel will bring, particularly once the traffic hits Lockhill-Selma Road. If a tunnel is so badly needed, why not build it going through NW Military Highway? I wonder if those communities would be so welcoming to that option.	Comment noted.



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5	Emily Collins	5/29/2018	Comment Card	I am concerned about the intersection of Whisper Valley and Wurzbach Parkway for the eastern part of Whispering Oaks. We have no light on Wurzbach Parkway and traffic makes it nearly impossible to turn left. At a minimum, please consider striping the intersection and posting a sign asking drivers not to block the box. Unfortunately, the other exits from the neighborhood onto Lockhill-Selma Road also get backed up, so we cannot turn left (north) out of Whisper Quill due to the northbound traffic. Occasionally we can exit at Whispering Wind and turn left, but even that is becoming increasingly difficult.	The Whisper Valley and Wurzbach Road intersection is not in TxDOT's jurisdiction; it is in the city of San Antonio's (COSA) jurisdiction. The proposed project does include improvements to the Lockhill-Selma intersection, which will ease eastbound congestion and queueing. If the Whisper Valley intersection continues to experience delays for exiting vehicles after the project is complete, you may submit a request for review to COSA.
6	Greg Collins	5/29/2018	Comment Card	We live in Whispering Oaks and have to exit our neighborhood at Whisper Valley. This intersection is always backed up with cars routinely blocking one exit (northbound) and speeding through the lights (southbound). Something needs to be done to address cars entering and exiting at Whisper Valley. This is a dangerous intersection and it will only get more dangerous if this proposed plan is implemented.	Please see response to comment #5.
7	Eva Yolanda Mendoza	5/29/2018	Comment Card	7a. Several comments were stated as minimal tree impacts. What exactly is the number of trees impacted? Trees should be planted for every tree removed by Inverness and Alon. This could also help with noise reduction.	In accordance with TxDOT's Memorandum of Understanding (MOU) with the Texas Parks and Wildlife Department, the project's impacts were estimated in acres according to habitat types and the MOU does not define heritage species. Therefore the exact number of trees that may be removed was not determined. While every effort will be made to retain the most amount of green space, some of the space will be required to add additional lanes while taking minimal ROW and preserving current sidewalk widths.
				7b. A dedicated lane to exit westbound and a light for the main entrance for Summerfield is needed.	Please see response to comment #2.
8	Bruce Davis	5/29/2018	Comment Card	Let's build an underpass.	The proposed project is the final schematic that will be submitted for design and development. A grade-separated option (underpass) for the intersection at Wurzbach Parkway and NW Military Highway is no longer under consideration.
9	Shawn Henrichs	5/29/2018	Comment Card	9a. I am for improving traffic flow at Wurzbach Parkway and NW Military Highway, but we should consider the surrounding neighborhoods. Have any studies been completed for the safety impacts of this improvement?	Safety is a primary consideration in the proposed design. Safety considerations were analyzed for all options studied. Our traffic studies indicate that the crash rate within project limits will be reduced, mainly because the number of conflict points that exist today are being reduced. Reduced congestion and delays, and improved roadway geometry, will all contribute to a safer condition.
				9b. Going in and out of Fairfield Bend at NW Military Highway is extremely challenging and very unsafe. At a minimum, I recommend re-evaluating the option of the addition of a traffic light.	Please see response to comment #2.



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10	Rhonda Hoffman	5/29/2018	Comment Card	10a. A light is needed at the Summerfield and Inverness entries.	Please see response to comment #2.
				10b. Concerned about the volume and speed of traffic coming from Wurzbach Parkway to NW Military Highway (in front of the Exxon).	Signing and traffic speeds are considered during the final design stage. Advance signing to warn of the downstream signals will be considered, per state and federal design guidelines described in the MUTCD.
				10c. It appears we are spending \$7.5 million and no one believes this is going to be all that effective. By the time the project is completed, the traffic will have multiplied and we will be back with the same problem, looking again at the same solutions. Use the federal funding to put in an underpass along with traffic lights at the subdivisions.	Please see response to comment #1.
11	Unknown	5/29/2018	Comment Card	11a. Use funds for a real solution, not the band-aid proposed. Why are you not going back to the MPO?	Please see response to comment #1.
				11b. Furthermore, this proposed alternative is very likely to lead to more accidents, some of which may take lives. This alternative is irresponsible. Do better.	Please see response to comment #9a.
12	Stacie Schroeder	5/29/2018	Comment Card	12a. Summerfield needs a traffic light at Fairfield Bend so we are able to turn left safely. Currently, it is almost impossible to turn left and sometimes right.	Please see response to comment #2.
				12b. Please consider a controlled light when the dual turn lanes coming westbound on Wurzbach Parkway turn right, going northbound on NW Military Highway. Our neighborhood needs this controlled so we are able to exit.	The current schematic does include a signal for the dual right-turn lanes from westbound Wurzbach Parkway to northbound NW Military. The dual right-turn movement will prohibit vehicles from turning right on red for that movement.
13	Marjorie Luceg	5/29/2018	Comment Card	Best project. Less environmental impacts and numerous benefits from keeping trees. Thank you for picking the at-grade option.	Comment noted.
14	Jorge Sanchez Jr.	5/29/2018	Comment Card	After reviewing the current plan TxDOT has for Wurzbach Parkway, I still firmly believe that the underpass is the most viable solution to deal with traffic at the intersection. I understand why TxDOT decided not to do the underpass, but I still think that in the long term, the underpass is the best solution.	Comment noted.
15	David W. Marshall	5/29/2018	Comment Card	Build the underpass. The underpass will remove those going straight on Wurzbach Parkway from being in the way of those turning. With Wurzbach Parkway through traffic under NW Military Highway, there can be simultaneous left and right turns. Signals would not have to accommodate Wurzbach Parkway through traffic, reducing wait time for those turning and going straight on NW Military Highway. The underpass at Fredericksburg Road works great. An underpass at NW Military Highway, like at Fredericksburg Road, would speed ambulance access to the Medical Center.	Please see response to comment #1.



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16	Rosa Sanchez	5/29/2018	Comment Card	I live in Summerfield and we need a light at our entrance. Please reconsider the overpass. The solution right now will only temporarily fix a small part of the problem.	Please see response to comments #1 and #2.
17	James L. Mims III	5/29/2018	Comment Card	How many signatures would it take to resurrect the underpass? Please reconsider the underpass and additional traffic lights at the exits of neighboring subdivisions.	Please see response to comments #1 and #2.
18	Shirley Carter	5/29/2018	Comment Card	I am beyond mad. I cannot get out of Whisper Valley or Lockhill-Selma Road now. What is going to happen when all this construction starts and when it is finished? What will we do? Just run around and around?	Please see response to comment #5. Regarding construction activity and related congestion, care will be taken to minimize traffic impacts on Wurzbach Parkway and to avoid lane closures. Furthermore, the proposed design was selected in part because the construction duration will be shorter than other design alternatives.
19	Jennifer and David Mansour	5/29/2018	Comment Card	19a. We are pleased with the final design which addresses congestion at the intersection while preserving the trees and neighborhood feel. The original at-grade design was enhanced significantly to have a meaningful impact not only at the NW Military Highway intersection, but also at the Lockhill-Selma Road intersection. The proposed design is a responsible use of tax dollars.	Comment noted.
				19b. Further, I request the consideration of a light at Alon Loop and NW Military Highway.	Please see response to comment #2.
20	Julia Stewart	5/29/2018	Comment Card	Please reconsider and do the tunnel.	Please see response to comments #1 and #8.
21	Shelia May	5/29/2018	Comment Card	It is extremely difficult to exit Summerfield onto Wurzbach Parkway during morning and evening rush hours. Making a U-turn on Wurzbach Parkway can only happen during a red light and with the cooperation of slowly moving traffic. Increasing the speed of cars moving on Wurzbach Parkway to make a right turn on NW Military Highway will make it more dangerous to exit Summerfield onto NW Military Highway. It is already difficult to make a left turn onto NW Military Highway. Tunnel under.	Please see response to comment #8. While westbound congestion will be reduced due to the improvements at the NW Military intersection, the Summerfield entrance/exit is currently located in excess of 1,000 feet from the intersection at NW Military, which is an adequate distance to cross the needed number of lanes to enter the dedicated left-turn and U-turn lanes. This proposal does not increase the number of lanes needed to cross to the left-turn movements from the existing configuration.
22	Hector M.	5/29/2018	Comment Card	This is a bad idea. You need the overpass/underpass route. With additional population growth, you will have to revisit this project in a few years. Do the project correctly now, while we have the chance.	Please see response to comment #1.



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23	Jose Marroquin	5/29/2018	Comment Card	23a. I appreciate the longer approach to turn right onto NW Military Highway from Wurzbach Parkway, but I really don't see how adding an extra lane of traffic is going to alleviate the problems near the Exxon. It will be extremely difficult for northbound traffic to enter the Exxon. The extra left-turn lanes are mostly a good idea.	The schematic does not propose any changes to access to the Exxon station from the northbound direction.
				23b. Also, I feel that there will still be problems with traffic north of the intersection at the Summerfield neighborhood due to the evaporating right-turn lane.	The current configuration of northbound NW Military Highway, north of Fairfield Bend, is two lanes in each direction with a center left-turn lane. That configuration will remain in place north of Fairfield Bend as it lies outside the scope of this project.
				23c. Finally, I liked the idea of a tunnel or overpass.	Comment noted.
24	Marlon Valladares	5/29/2018	Comment Card	24a. There is a need to reduce the speed limit from the Blanco Road overpass to the NW Military Highway intersection. Cars are traveling over 60 mph making it difficult to make a right turn from Summerfield onto Wurzbach Parkway.	A speed zone study is required to determine if the posted speed limit should be reduced based on crash history, roadway design, 85th percentile speeds, traffic volumes, sight distance and other factors. Such a study is generally completed after the project is concluded.
				24b. Also, a traffic light at Fairfield Bend and NW Military Highway would ensure exiting Summerfield.	Please see response to comment #2.
25	Thomas H. Williams	5/29/2018	Comment Card	The major factor seems to be the cost; but before doing the project, the traffic will indicate redoing it underground, SPUI. Wisdom would be to pay three times the cost now, instead of paying even more in a few years.	Please see response to comment #1.
26	Tia Palsole	5/29/2018	Comment Card	Please consider letting two lanes from Lockhill-Selma Road going south turn left onto Wurzbach Parkway. Currently, traffic backs up on Lockhill-Selma Road because only one lane can turn left.	Two left turn lanes were considered; however, for the overall intersection operation, one left-turn lane was selected. Additional right-of-way would need to be purchased to add a second left-turn lane. After construction, the traffic signal operations can be revisited, if fine tuning is required.



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27	Daniel Ryan	5/29/2018	Comment Card	<p>27a. There should be a signal that stops the traffic turning right onto NW Military Highway from Wurzbach Parkway westbound. The purpose would be to create occasional breaks in the traffic coming down the hill so that Summerfield residents can safely exit the subdivision via Fairfield Bend. The light would have to stop traffic for a short time while either southbound NW Military Highway or eastbound Wurzbach Parkway is flowing. Currently, traffic dribbles down the hill, accelerating to high speeds and there are never any safe breaks in the flow to allow safe egress from Fairfield Bend.</p>	Please see response to comment #12b.
				<p>27b. There should be a reduction in the speed limit for traffic approaching NW Military Highway moving westbound on Wurzbach Parkway. This would make it safer for residents exiting Summerfield on Bluffton Oaks, as well as safer for cyclists and pedestrians at the intersection or approaching the intersection.</p>	Please see response to comment #24a.
28	General Charles Bishop	5/29/2018	Comment Card	<p>28a. We see little value with this entire project. The Elm Creek community appears to suffer most of all in comparison to adjacent communities with loss of trees, metal fencing and rock pillars. A clear traffic backup will obviously result from the single turn lane from Lockhill-Selma Road.</p>	Please see response to comment #1.
				<p>28b. TxDOT contractors are known for placing construction equipment on private property prior to approval of eminent domain, some years before this project is decided.</p>	TxDOT contractors will follow TxDOT policies and procedures. Contractors are not allowed onto private property without a proper approval.
29	Eric Weis	5/29/2018	Comment Card	<p>I want to go on record that the proposed solution is not a solution for Summerfield residents. We have two exits out of Summerfield; both are highly impacted. I voted for the underpass and still feel the same way. I have new drivers, high school students, that need to get to school and I worry that an accident will happen because drivers have to fight to get over three-plus lanes of traffic to get to school. If they take the NW Military Highway exit they run the same risk. I feel that a better solution should be considered. Do the underpass or do not do anything.</p>	Please see response to comments #9a and #21.
30	Victoria Biniewski	5/29/2018	Comment Card	<p>These meetings are not designed for constructive input. They are only telling you what is going to happen. Maybe when someone gets hurt badly or killed, something will be done to help entering and leaving Summerfield.</p>	Please see response to comment #1. TxDOT considered comments received from all public open house forums in the decision-making process.



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31	Earla Bishop	5/29/2018	Comment Card	I cannot see that this project will improve traffic flow. It is busy from approximately 4 PM to 6 PM, just a few hours to spend so much money and not remedy the issue. Living in Elm Creek, I am concerned about the number of large trees that will be cut down. Are any heritage trees? How much wildlife will be affected? It is simply not worth doing for the final results.	Please see response to comments #1 and #7a.
32	Pat Stout	5/29/2018	Comment Card	I live in Summerfield. I believe that the underpass is the best solution.	Comment noted. See response to comment #8.
33	Shelley Baillargeon	5/29/2018	Comment Card	The turnaround merge lane is far longer than is necessary, as the number of cars ever turning all at once never exceeds three and all of us can turn when the NW Military Highway light has stopped through traffic. The light is long enough to allow many of us to get across to the right lane with no oncoming traffic.	Comment noted.
34	Christi Morrison	5/29/2018	Comment Card	We will be impacted by noise increases, increase in traffic and reduction of trees. This is trying to make a highway on top of a neighborhood. It will impact our quiet enjoyment, where we live and sleep.	Please see response to comment #1 for selection criteria used. TxDOT studied the effects of the proposed project on various resources. Computer modeling indicated that no traffic noise impacts would result from the proposed project.
35	M. Tannenbaum	5/29/2018	Comment Card	A traffic signal is needed at Turnberry Way and NW Military Highway.	Please see response to comment #2.
36	Terumi LeSage	5/29/2018	Comment Card	Please add a signal light on NW Military Highway at Fairfield Bend to allow us to safely exit and enter Summerfield.	Please see response to comment #2.
37	Dr. Ray LeSage	5/29/2018	Comment Card	If you do anything, we need a signal light on NW Military Highway at Fairfield Bend to allow people to safely leave and enter Summerfield.	Please see response to comment #2.
38	Harry E. Caylor III	5/29/2018	Comment Card	Make the improvements to the plan.	Comment noted.
39	Richard Lazor	5/29/2018	Comment Card	This proposal does nothing to address traffic egress and ingress from Whisper Valley onto Wurzbach Parkway and from Whisper Quill onto Lockhill-Selma Road. Cannot exit Whispering Oaks now because traffic backs up through the intersections and police do nothing to enforce. It makes access to Whisper Valley very difficult. I own a business on Whisper Valley, which will be severely impacted by more traffic on Wurzbach Parkway or Lockhill-Selma Road unless police enforce not blocking intersections.	Please see response to comment #5.



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40	Alicia Rubio	5/29/2018	Comment Card	40a. Better signals for the Do Not Block Intersection signs are needed for Summerfield's Wurzbach Parkway exit. The current one is far away and small.	The proposed project will reduce queueing at the westbound NW Military Highway intersection approach, which will likely result in a queue that does not extend beyond the Bluffton Oaks intersection. However, "Do Not Block Intersection" signage can be considered once the project is complete, upon request.
				40b. The additional lanes will make it more dangerous to exit Summerfield. Making a right turn from Fairfield Bend onto NW Military Highway with two right-turn lanes will be a nightmare. Please consider the underpass option.	Please see response to comments #8 and #12b. The westbound right-turn lanes from Wurzbach Parkway to northbound NW Military Highway will be signalized, providing for the opportunity for gaps in the northbound NW Military Highway traffic, which will aid in exiting traffic on Fairfield Bend.
41	R. Woodruff	5/29/2018	Transcript	My concern is a safety concern. Cars are coming 60 mph and come to a screeching halt at NW Military Highway. We cannot get out of our back gate in the morning from 7 AM until 8:30 AM, and in the afternoon from 3:30 PM, when school gets out, until close to 7 PM. That is the back gate. We can't get out the front gate from Fairfield Bend onto NW Military Highway at those times either. We are locked in. For us to get out the front gate, if I want to go to Wurzbach Parkway going east, we have to go to George Road, make a left-hand turn down George Road, and go to Lockhill-Selma Road. It is very dangerous. Sixty mph is too fast for Wurzbach Parkway.	Please see response to comment #24a.



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42	A. Gross	5/29/2018	Transcript	<p>I have been a resident of Summerfield for 12 plus years. We downsized here from Castle Hills, thinking that this is where we could retire in peace. I was a victim of an auto accident at the Summerfield entrance in December of 2016. I was in the hospital for two and a half weeks and came home on a walker. There is no good way to get out of the neighborhood. If they're going to just add lanes, that is only going to complicate the whole thing. We badly need a stoplight, even though it's brief and you have to wait at Summerfield, at the entrance on NW Military Highway so that people can safely make a left-hand turn. Right now, we only make right-hand turns and we go way out of our way. Try to get over in the left-hand lane to take George Road down to Lockhill-Selma Road and come back that way or come back to Wurzbach Parkway to go to the grocery store. I understand that the people in Inverness are against this because they don't want the trees removed from the median, which would happen if they took the road underneath. We are the most affected neighborhood in the whole area, having Wurzbach Parkway on one side and NW Military Highway on the other. I feel like that for people our age, my husband and I are both in our upper 80s, it is extremely dangerous. We only go and come, if we can, at certain times of the day to avoid the traffic. It seems to me that saving lives is much more important than beautiful trees down the median, if that is truly the argument. I know the county judge lives over there and we have the mayor in our neighborhood, but he's very engrossed with city business and other issues right now. But I am just terribly emotional about this and concerned about the health and welfare of not only people my age, but younger people as well.</p>	<p>Please see response to comment #1 for selection criteria used for preferred intersection configuration. Please see response to comment #2 regarding the criteria for warranting a signal installation at NW Military and Fairfield Bend.</p>
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43	Eric Weis	5/29/2018	Transcript	<p>I'm a resident of Summerfield. I am very concerned, and I know other neighbors are concerned, about how we're going to exit out of our neighborhood. We only have two exits; both are very difficult to get out of and adding more lanes, thinking we're going to turn right, it's just very dangerous. I'm afraid accidents, fatal accidents, are going to happen. It's hard enough getting out right now, with no light and people are going to be zipping by; it concerns me. I know the tunneling was an expense, so it was kind of a dollars and cents thing, but if we have the money, there's got to be better options. Create another exit for our neighborhood, because currently it's difficult to get out of our neighborhood at certain times, and adding this is going to make it even more difficult to get out of our neighborhood. If the city wants to add another exit to our neighborhood so we can get out, maybe that's an option; but that's an expensive option. I know other residents feel the same way. I don't want to see any fatal accidents happening trying to get out of our neighborhood because it is already difficult enough.</p>	<p>Please see response to comment #1 for selection criteria used for preferred intersection configuration. Please see response to comment #2 regarding the criteria for warranting a signal installation at NW Military and Fairfield Bend.</p>
44	Dr. Ray LeSage	5/29/2018	Transcript	<p>We're concerned more about the ability to get into and out of Summerfield during rush hour traffic times under any circumstance. Primarily, we think there should be a signal light on Fairfield Bend at NW Military Highway to allow easy entry and access to the neighborhood. Folks going to the Medical Center, for example, in the morning or, for that matter, in the evening, have a lot of difficulty getting there. Just getting from Fairfield Bend to here, we had to go down to Lockhill-Selma Road to turn around and come back; we live just across the street. You could almost hit our house with a rock from here.</p>	<p>Please see response to comment #2 regarding the criteria for warranting a signal installation at NW Military and Fairfield Bend.</p>
45	Terumi LeSage	5/29/2018	Transcript	<p>I would like to request a stoplight at NW Military Highway and Fairfield Bend to allow us to safely leave and get into our community.</p>	<p>Please see response to comment #2.</p>



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46	Victoria Biniewski	5/29/2018	Transcript	<p>We have a lot of teenagers that are learning to drive. If they want to make a turnaround, they have to go over several lanes. Right now, it is three. And if they are extending one or two that means they have to go over more lanes. Getting out the gate, you are probably not too bad if you want to go right, but if you want to go left you have to go and sit in the middle and hope somebody is nice enough to let you out. We have asked for a light at our entrance and exit for safety reasons, so we can get in and out without jeopardy of being hit.</p>	Please see response to comment #2.
47	J. Wild	5/29/2018	Transcript	<p>I drove the Wurzbach Parkway for several years and just retired recently. When a vehicle is approaching that, the cars back up mostly in the right-turn lane, less in the middle lane, and the least in the left-turn lane. So the aggressive drivers stay in the left-turn lane and go as far up as they can until they're backed up, and then they aggressively work their way across the two lanes to be able to exit onto NW Military Highway to go northbound, and that process of those cars working their way through the two lanes makes everybody slow down a lot. Except them. If anything can be done to sort out the vehicles according to whether they are going to get off at NW Military Highway or go straight on Wurzbach Parkway before that build-up occurs, that could make a big difference.</p>	<p>The proposed project adds capacity to the movements that need the most storage on the westbound Wurzbach Parkway approach, namely the westbound right-turn lanes and the westbound left-turn lanes. Because these movements will be given added capacity, the weaving movement described in this comment will be minimized.</p>
48	Charles Saxer	5/29/2018	Transcript	<p>48a. My concerns about the at-grade option for the NW Military Highway and Wurzbach Parkway intersection are: 1. TxDOT and the city are opting for the least expensive option over more effective solutions they have developed and considered in the past; a band-aid approach to a major problem that will continue to get worse.</p>	Please see response to comment #1 regarding criteria used to select a preferred intersection configuration.
				<p>48b. Traffic accidents will significantly increase due to the size and unusual configuration of this intersection and the lack of traffic information provided by TxDOT.</p>	This intersection will be designed using standard design criteria provided by federal, state and local guidelines. While the intersection is large, the intersection does not add a significant amount of right of way to the intersection footprint. Crash rates are not expected to increase due to intersection configuration.
				<p>48c. Summerfield residents are going to experience increasing access problems and more significant traffic accidents.</p>	Please see response to comments #8 and #21.



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49	Scott Sherer	5/29/2018	Transcript	<p>49a. I live in the Summerfield neighborhood and with these changes, it is going to be virtually impossible for us to enter or leave our neighborhood on NW Military Highway. I think they need to review the traffic at different times of the day. Our entrance and exit have different issues at different times of the day because of the traffic. Leaving our neighborhood on Bluffton Oaks entering NW Military Highway is only safe when cars are at a standstill; then you have to sneak across like you're in New Jersey. Cars block the intersection; that's going to be inevitable, I'm sure. But doubling the amount of cars going to the right is going to make it harder for us to come out.</p>	<p>Please see response to comment #40a regarding vehicles blocking the intersection at Bluffton Oaks. The configuration of the intersection itself will not increase traffic on any of the approaches to the NW Military Highway intersection beyond the increase that is due to population and employment growth in the region, which is projected by the Alamo Area Metropolitan Planning Organization travel demand models and incorporated into future-year analyses as reported at the Public Hearing.</p>
				<p>49b. On the NW Military Highway side, it will be impossible to enter our neighborhood going south on NW Military Highway at any time of the day because, with double the lanes of traffic, they're doubling the traffic coming in and you won't be able to enter. We can enter our neighborhood going north on NW Military Highway, that's true, but we won't be able to leave our neighborhood because there's so many cars coming at us going north. There's no way we'll be able to leave going north or south from our neighborhood, especially if they take out the turn lane. I advocate a stoplight. That's it. Sorry. I don't know if it needs a stoplight; I'm not a traffic engineer. But I don't see how right now. It's so hard to leave our neighborhood going left or right, as it is, that doubling the traffic going north on NW Military Highway is going to make it very difficult for us, even going left out of our own neighborhood. The drawings end right north of that intersection, right north of our entrance to our neighborhood, which is really unfortunate because that's exactly where they're creating the problem, right at that spot. So I don't know if that's a problem there. But the drawings stop there. Something needs to happen.</p>	<p>Please see response to comment #2 regarding a signal at Fairfield Bend and NW Military. Traffic is not projected to double on the northbound or southbound approaches to the NW Military intersection with Fairfield Bend.</p>



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50	Jon Tom McAnear	5/29/2018	Transcript	<p>I've heard from my city councilman's office that this project, although it is the least expensive, is also the least effective, the least efficient at taking care of the problems at this intersection. Whereas, the project that's the most expensive is also the most efficient. And so, from my point of view, since I've heard that there's anywhere from 23,000 to 26,000 people a year coming into San Antonio, it would make more sense to plan for the future and make it the best possible. It doesn't make sense to spend \$7.5 million now and in a few years, have to go many million over that. The only people that I know that are not in favor of the best plan to reduce the congestion are the people that live in Alon Estates. According to nextdoor.com, there are 145 individuals that live there, 18 percent homeowners. Their main complaint is that they are blocked from getting onto Wurzbach Parkway under NW Military. They would have to stop at the stoplight, which they're having to do anyway if they go east on Wurzbach Parkway. So I would propose that this plan be halted and plan to go under NW Military. It is the best plan for our future development of San Antonio, which, from my point of view, is the best thing to do.</p>	<p>Please see response to comment #1 regarding criteria used to select a preferred intersection configuration.</p>
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PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
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51	Dave Marshall	5/29/2018	Transcript	<p>I live in Oak Meadow, which is just north of here off NW Military Highway. I agree with the previous speaker. I think that spending any money is a waste of money unless we have an underpass. Right now, we're already backed up to Blanco Road, we're backed up past Lockhill-Selma Road; and, believe it or not, the other day when I went out, soon after that rain we had, which is a little unusual lately, the traffic on NW Military Highway southbound was backed up all the way to De Zavala. I can tell you that because I was headed northbound on De Zavala and I wondered when it was going to end. I think that it is a total waste of our money if we build it the way it is proposed right now without the underpass, which would take all those people out of the way of those who want to turn left, turn right, and go north and south on NW Military Highway. And I think that without the underpass it is a waste of time, and like him, who spoke before me, I don't think TxDOT ever plans far enough in advance. Loop 1604 is an example. You can't widen it because they didn't build the bridges wide enough. I've lived all over the country, in Europe and Asia, and I've seen where they build the bridges wider to start with and then, if they need to, add lanes. This is just another example of not planning far enough in advance. My vote is to get rid of this and go back to the one with an underpass.</p>	Please see response to comments #1 and #8.
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52	Scott Sherer	5/29/2018	Transcript	<p>52a. I live in Summerfield and I am concerned. I keep hearing about traffic flow. I think the big issue is safety; it ought to be paramount. I worked in construction and it was always safety first. Traffic flow as the main promoter seems a little bit awkward to me. I wanted to mention I think the name of this project is a little bit misleading. I am really dismayed about that because it talks about going from Lockhill-Selma Road to NW Military Highway and yet there are major concerns where the project ends, so to speak, at the northern part of NW Military Highway and eastern part of Wurzbach Parkway. I think it is really important to keep in mind that the traffic changes so much and the peak traffic period is actually paradoxically one of the safer ways that we can leave our neighborhood. During the day, it is more difficult. When you add more traffic going straight through, and to the right going west on Wurzbach Parkway, it is going to make it more difficult for us to leave from Bluffton Oaks because cars are going 60 mph to get to the right. I heard somebody talking before, if you're in the right, middle or far left-hand lane, it's hard to guess which is safer because all of the cars are going 60 mph in three lanes. That's what the engineers need to pay attention to because I think it is more dangerous. To get a break in the line to go onto NW Military is going to be difficult and, of course, it's going to be impossible entering our neighborhood going south from NW Military.</p>	<p>Please see response to comment #1 regarding criteria used to select the preferred intersection configuration. Traffic volumes on westbound Wurzbach Parkway are not expected to significantly increase due to this improvement; rather, the project will provide greater ability for the intersection to serve the traffic that is present today through the year 2030.</p>
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52b. I also keep hearing from more than one person working on the project that we live in a gated community. That's not really the issue. We're people who pay taxes, we're people, we've got children, we live in houses. The entrance into our neighborhood is not entering a private neighborhood. It also enters stores. There is another neighborhood before you get to our stoplight, so maybe that changes it. I think the idea that there is no traffic light at Fairfield Bend is a really odd issue. I know there are engineering conventions and people follow conventions. At the other end of Wurzbach Parkway, where it goes to I-35, there are a lot of traffic lights and conventions are made to be safe. Everyone loves traffic flow. I love traffic flow. I hate being at Wurzbach Parkway and not being able to get into my own neighborhood because there are too many cars. Traffic flow will make everyone happy, but safety is really the big issue. There's not going to be a stop with three different lanes, cars going north on NW Military, for us to get over into our neighborhood, and leaving going north there's no place. This project needs to continue to consider where it dumps all of these cars on NW Military Highway and how we can possibly live in a neighborhood where entering in is from zero to 60.

Please see response to comment #2 regarding the criteria for warranting a signal installation at NW Military and Fairfield Bend.



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53	Jennifer Mansour	5/29/2018	Transcript	<p>My name is Jennifer Mansour. My husband is David Mansour. We are residents of the Estates of Alon. We just want to thank TxDOT for working closely with the community. My husband, David, is the president of our HOA association, and we have become very involved. We've gotten to know a lot of folks in neighboring communities and other HOAs in this process and have heard a lot of opposition as well. The residents in our specific neighborhood experience some pretty heavy congestion along Wurzbach Parkway leaving our neighborhood and are challenged to both enter and exit the neighborhood off Wurzbach Parkway, especially during the peak periods. However, the residents within the community were overwhelmingly opposed to any tunneling options, the loss of the trees, and having a large concrete structure that attracts graffiti. It is not what we'd like to see within our neighborhood. With some of the initial proposals with the SPUI and tunnels, we were concerned about it only addressing one particular intersection and taking the issue and moving it down to Lockhill-Selma Road. I think we can all agree long-term solutions to traffic within San Antonio involve some significant changes to 1604 and so we are really pleased with the proposed at-grade option. We are especially pleased that TxDOT was able to take the original at-grade option and do some enhancements that will have a very meaningful impact to the traffic along Wurzbach Parkway. My only additional comment would be about exiting the neighborhood outside on NW Military Highway as, over time, traffic continues to increase in the area, for safety and traffic flow, just the consideration of a light for that particular entrance. But we certainly are very pleased. I personally have gone down, as well as some of my neighbors, to TxDOT and had a very positive experience. Even though we were certainly not on the same page with respect to the project at some points, we were treated very respectfully and have gotten a lot of good information. We just really appreciate the partnership.</p>	Comment noted. Please see response to comment #2.
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54	Daniel Ryan	5/29/2018	Transcript	<p>I am representing myself as a resident of Summerfield. I don't want to waste too much of my time saying what's already been said, so I concur with all the concerns of the previous Summerfield residents that spoke in terms of the challenges of getting in and out of our neighborhood and concern that the current plan, as it stands, probably isn't going to do anything to make it better, and, in some ways, could make it worse. I have a specific suggestion. If we are going forward with this at-grade approach, then I would ask that you give serious consideration to the fact that trying to leave out of Fairfield Bend Drive is almost impossible at any time of day, even when there are modest amounts of traffic. There is a specific reason that makes it so difficult. People coming east on Wurzbach Parkway get a double turn lane so they are flying down that hill. It is a really steep hill and cars accelerate very quickly. So, if you're at the bottom of the hill trying to turn left or right and you don't have a protected right-turn lane there, you're looking left and you're seeing cars just hurtling down that hill when they have the flow protected coming from the east to west and, also, coming from south to north on NW Military Highway. Those two cycles are basically an onslaught of vehicles. As soon as those two cycles stop, you've got people coming westbound on Wurzbach Parkway and taking the right turn to get onto the northbound NW Military Highway.</p>	<p>Please see response to comment #12b regarding a signal for the westbound Wurzbach Parkway dual right-turn lanes.</p>
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And the problem is they have a yield sign. They slow down. They have to look left. They're looking kind of up over the hill so they have to be very careful negotiating that right turn. So, what happens? One car goes. They start hurtling down the hill at high speed. The car behind them stops, looks left, makes sure that it's safe. They come hurtling down the hill at high speed. This continues until the light cycle makes its way back around and now you've got the full onslaught of the eastbound and northbound traffic coming at you. Essentially, you can go multiple cycles in all four directions and never have a break in the traffic coming down that hill. So one consideration would be, if you're going to go with this approach, consider putting a light at that right turn from westbound Wurzbach Parkway onto NW Military Highway that is a No Turn on Red light that would stop the traffic periodically. It doesn't have to be for a long time. Usually, you don't get more than two or three cars that are trapped there at Fairfield Bend. But if you could force a break in the traffic coming down that hill periodically, at least once per rotation of the cycle, then people would have an escape route from the neighborhood. And you could time it short so that it didn't back traffic too far down Wurzbach Parkway. It wouldn't have to be the full or quarter cycle of the rotation.



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55	Chris Corbett	5/29/2018	Transcript	<p>I'm a resident and HOA board member for Summerfield and I agree with most of the previous comments. I believe that doing at-grade improvements is going to change an F-rated intersection to a little bit better F-rated intersection. I don't think it's going to actually have meaningful improvement. It is going to do harm. It is already incredibly difficult entering Summerfield. Summerfield has two exits and it's currently very dangerous at times to enter the intersection when you're going southbound on NW Military Highway because of the flow of traffic. The only safe time to enter is when the traffic entering the intersection is going on NW Military Highway and the traffic going on Wurzbach Parkway is blocked because someone can't turn right, and that impedes the flow of traffic that's crossing us going into our neighborhood. So, again, it's dangerous. If you make it easier for people to flow through the intersection, we're going to have more flow on NW Military Highway going in front of our neighborhood and it's going to be much more difficult to come in. So, again, you're not getting much improvement. You're going to create more safety issues for Summerfield. The same is true when we exit onto Wurzbach Parkway. Right now, when traffic is low it is actually more dangerous because people are driving 60 mph. During rush hour, when things get blocked up, then people are generally charitable and let us go through. But if you take away that traffic jam or reduce that traffic jam, it is going to make it much harder for us to leave our neighborhood because as long as people are driving 60 mph, there's no way to exit. I believe we desperately need a traffic light at Fairfield Bend and we also need the tunnel because otherwise, why are we spending money here? We are not creating measurable improvement in my opinion.</p>	<p>Please see response to comment #1 regarding to criteria used to select a preferred intersection configuration. Please see response to comment #2 regarding a signal at NW Military and Fairfield Bend.</p>
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56	Steven Wilson	5/29/2018	Transcript	<p>If you don't mind, I'd like to get a quick show of hands of Summerfield. I live in Summerfield. I don't necessarily represent Summerfield. So, if somebody has issue with what I say just grimace at me. The first thing I'd like to do is commend you. All of you who have done the planning on this. Your patience is phenomenal. My wife couldn't tolerate listening to me talk when I got home after one of these and you guys listened to me for far longer. Second, what you're accomplishing here is phenomenal. The reason you have this challenge now is because you were successful in the past. The Wurzbach Parkway extension was very successful and now we have these new challenges because you opened a roadway that wasn't there before. You took pressure off other roadways. Those people came from there and now they're coming down our road. You were successful. I think a lot of us in this room don't want to face up to the fact that we're living on a highway, and, in a decade, it's going to be a highway. If you guys are successful, it's going to have to be a highway. You bought a house near a highway. I have to live with that too. I'm having to face up to that. So I agree with what these folks are saying where you backed off from a solution that you knew would resolve most traffic and I get why you did it; because there was a whole bunch of pressure from a whole bunch of people</p>	<p>Comment noted. Please see response to comment #2 regarding the criteria for warranting a signal installation at NW Military and Fairfield Bend.</p>
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who don't want to live next to a highway. I believe, ultimately, you have to plan for the future and I think you guys were doing the right thing to begin with, but I think you also need to recognize that as you are successful, the risks are going to go up and we have to watch out for those risks. I would encourage you to go back and check the traffic records, the accident records, the injury records from before the Wurzbach Parkway extension went in and then check after and see what happened. I think the more success that you have at improving traffic flow, there is going to be an increase in the amount of risk to the people living in the neighborhood. Right now, it is primarily Summerfield and Inverness. But Inverness has another entrance and exit, but eventually, it'll be at Alon as well. I know the issue of putting in a traffic light is a serious one. It can cause you issues. But I think you guys are smart enough to figure out how to meter the flow through that. You've got one at HEB, right? It's about the same distance, a little bit shorter at Summerfield. I think you'd take a lot of pressure off that way. And whatever you do at the end of this whole thing, I want to applaud you for your efforts so far. I want to applaud you for coming out four times now to speak to us to try to find some way to make the most people happy.



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57	James Mims	5/29/2018	Transcript	<p>I am blessed with a traffic light on George Road as it comes into NW Military Highway. I keep hearing from Alon and Summerfield residents and I think they have legitimate complaints. We need to put traffic lights there. If we do nothing else, we need to do that. I do respect the expertise of TxDOT. I think that the highway system is a miracle. When I was a kid all those buses from GM came up, they would roll out their stuff and show us the interstate system, so I think we have a miracle here. We're not as good as some parts of Europe, true, but we need to be grateful to TxDOT and respect their expertise. I think we need an underpass. I think if we could take a show of hands or a vote of everybody within a square mile of that intersection, the underpass would be the hands down winner. We do have to add the traffic lights for those subdivisions that I mentioned. I've got a traffic light, so I'm not complaining. I would be willing to stop at three more traffic lights to have an underpass because the underpass is the only sensible answer. Some of you have experienced the underpass at the intersection of Medical Drive and Fredericksburg Road. You will note that it has saved lives and it saves lives every day. You will also note that the intersections on either side of that underpass are not worse off for having the underpass. So I'd like to ask you how many signatures would it take to go back and consider the underpass and traffic lights.</p>	<p>Please see response to comments #1 and #8 regarding criteria used to select the preferred intersection configuration. Please see response to comment #2 regarding traffic signal warranting and installation.</p>
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58	Colleen Waguespack	5/29/2018	Transcript	<p>I live in North Castle Hills, which is a subdivision within San Antonio. I am not out of the city. I am also chair of Northside Neighborhoods for Organized Development, which represents member neighborhoods in Districts 8 and 9. Wurzbach Parkway was initially planned as a major east/west corridor, alleviating congestion on both 1604 and 410. It has done that successfully. We are also getting that this project doesn't just affect us within three miles. It affects all those people who are commuting back and forth to the Medical Center. It affects the ambulances going to the Medical Center and so we need to be looking at this a little wider and publicizing hearings a little wider. I know the signs were put up recently and if they went through that intersection, they knew that this hearing was taking place.</p> <p>However, even businesses are affected by it. How many times does a contractor have to go from the job he is at, then back to the shop at the other end of Wurzbach Parkway to get something? We have to consider what Wurzbach Parkway was built for. There have been numerous neighborhoods built before and since Wurzbach Parkway was finished, but Wurzbach Parkway was always intended to go there. When I moved here 20 years ago, there was a sign that said Future Site of Wurzbach Parkway, and I had to consider what that was going to mean. Through the SA Tomorrow Plan, the city of San Antonio is trying to prepare for the influx of residents we are going to have in the next two decades. We are now the fastest growing city in the U.S. and we have to plan for it. TxDOT needs to be our partner. We have to work with TxDOT. The projects that SA Tomorrow is planning are other means of transportation, but those options are years or decades away. We still have to prepare to have more cars on our roads and prepare for efficient travel and safe travel. TxDOT offered numerous options through the various hearings. They're the ones that put out all those options. Many of us prefer one or the other. My position is simply that we need to select the safest, most efficient intersection that we can have. We can't afford to put a band-aid on the situation now just to have to rip it off in ten years and go through the construction again.</p>	Comment noted.
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59	Isaac Frerichs	5/15/2018	Email	I received notice of the Wurzbach Parkway expansion project. I wanted to quickly ask if you will be keeping the bike lanes. We use them daily on Wurzbach Parkway.	The proposed project maintains all bicycle lanes that currently exist on Wurzbach Parkway and NW Military Highway.
60	Scott Sherer	5/16/2018	Email	60a. I would appreciate adding to the agenda for the public hearing scheduled for May 29, 2018, a consideration of a reduction in speed along westbound Wurzbach Parkway as it approaches NW Military Highway and perhaps discussion of other suggested modifications to improve safety relative to the egress of Bluffton Oaks. All lanes of traffic are certainly impacted by cars entering Wurzbach Parkway and those progressing through or proceeding north or south. The agenda might also include discussion of a traffic light with "no turn on red" for the right-hand turn lanes going north from Wurzbach Parkway onto NW Military Highway. Even with this modification, vehicles will still have trouble making left-hand turns in and out of the neighborhood at Fairfield Bend during peak times, but perhaps these lights will create some openings.	Please see response to comment #24a regarding speed zone studies. Please see response to comment #12b regarding the signalization of the dual right-turn lanes from westbound Wurzbach Parkway to northbound NW Military Highway.
				60b. By the way, the text of the notice says all approaches will be discussed even though the title of the document reads "Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway."	The public hearing was a forum to discuss all approaches to the intersections of Wurzbach Parkway at NW Military Highway and Lockhill-Selma Road.
61	Craig Klein	5/26/2018	Email	The plan recommended at the hearing is going to make it a nightmare for Summerfield. It will increase the flow at our main exit which has no light and it will make it even more difficult to turn left. I highly oppose the plan and strongly endorse the plan to have Wurzbach Parkway go underneath NW Military Highway and placing a light at Fairfield Bend.	Please see response to comments #1 and #2.



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62	Steve Zettner	5/26/2018	Email	I have been a Summerfield resident since 1994. My neighborhood is located in the northeast corner of the Wurzbach Parkway and NW Military Highway intersection. Several years ago, when Wurzbach Parkway was completed, entering and exiting my neighborhood became extremely challenging. On August 30, 2017, six options were proposed to relieve traffic congestion at the Wurzbach Parkway and NW Military Highway intersection. Four of the six proposed solutions required the creation of a tunnel under NW Military Highway in order for Wurzbach Parkway traffic to bypass the intersection at NW Military Highway. Of those proposed solutions, the only solutions tenable to Summerfield residents will require tunneling under NW Military Highway (SPUI, SPUI Modification with Frontage Roads, Diamond Interchange, Partial Grade Separation).	Please see response to comment #1 regarding criteria used to select the preferred intersection configuration.
63	Bret Hann	5/26/2018	Email	I am in favor of Wurzbach Parkway going under NW Military Highway and a light at Fairfield Bend and NW Military Highway. The solution must make exiting Summerfield onto Wurzbach Parkway possible and easy.	Comment noted. Please also see response to comments #1 and #2.
64	Stephanie P. Figueroa	5/26/2018	Email	We live in Summerfield and are in complete disagreement with the current proposal which makes it difficult to get out of our neighborhood. We support having Wurzbach Parkway go under NW Military Highway and placing a stoplight at Fairfield Bend and NW Military Highway.	Comment noted. Please also see response to comments #1 and #2.
65	Cindy Wilks	5/27/2018	Email	Just a short note since I am unable to attend the upcoming meeting to say that I am in favor of the currently popular proposal. Thank you for taking the time to allow everyone to voice an opinion.	Comment noted.
66	Jason McLean	5/29/2018	Email	I am in favor of the tunnel and a light at Fairfield Bend.	Please see response to comment #1 regarding the criteria used to select the preferred intersection configuration. Please see response to comment #2 regarding the criteria for warranting a signal installation at NW Military Highway and Fairfield Bend.
67	Martha Boyd	5/29/2018	Email	I live in Summerfield. You have listened to people in Alon and Inverness about saving trees and valuing their property. They have pull. We in Summerfield have no say. We can be killed or badly hurt trying to get out the back gate or front.	Comment noted. Please see response to comment #1 regarding the criteria used to select the preferred intersection configuration. The proposed project is a result of numerous public outreach efforts which saw many residents from the Summerfield neighborhood in attendance.
68	Jeannie LeDoux	5/29/2018	Email	I am only in favor of a tunnel and a traffic light at Summerfield near NW Military Highway. As a professional businesswoman, this is vital for my transportation needs.	Comment noted. Please see response to comment #1 regarding the criteria used to select the preferred intersection configuration.



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69	Kim and Michael Munoz	5/29/2018	Email	We are current Summerfield residents and have been for the past 18 years. I am highly concerned about the traffic and future traffic in our area. We are in favor of the tunnel option and a signal light at Fairfield Bend and NW Military Highway. Please let us know who we need to email, call or contact regarding our belief in the best option for our area. We see this as the best option for not just now, but for many future years. We prefer a long-term solution over a short-term fix.	Please see response to comments #1, #2 and #8.
70	Kandi Grimes	5/29/2018	Email	I live in Summerfield and we really need a safe way to enter and exit the neighborhood. It can already be risky business entering and exiting during peak times. You see many close calls. I am in favor of the tunnel option and a signal light at Fairfield Bend and NW Military Highway. Please consider our safety.	Please see response to comment #1 regarding the criteria used to select the preferred intersection configuration. Please see response to comment #2 regarding the criteria for warranting a signal installation at NW Military Highway and Fairfield Bend.
71	Jeremy Hanzlik	5/29/2018	Email	71a. An underpass is the best solution for the intersection of Wurzbach Parkway and NW Military Highway. It is a long-term, long-sighted solution that is much more appropriate than simply putting in extra pavement and turning lanes. As someone who lives in the corridor, I prefer experiencing construction one time, with an appropriately sized solution rather than a band-aid approach of extra turn lanes that will have to be fixed later or more likely will never be fixed and stick residents with congestion forever. It is obvious that grade separation, just like the Fredericksburg Road at Medical Center example, is a superior solution and it is short-sighted to do otherwise.	Previous public meetings had presented grade separation options, but the latest Open House on December 14, 2017, presented the at-grade proposal as the preferred alternative in addition to the Public Hearing on May 29, 2018, presenting the final at-grade proposal as the selected alternative.
				71b. I had not commented before because grade separation was the proposed solution, which was obviously the best. It now appears to have been switched on those of us who live in the corridor without valid reason.	Please see response to comment #1.
				71c. Additionally, grade separation would do more to limit noise and reduce potential for future traffic accidents, thereby saving lives.	Please see response to comments #1 and #8.
72	Mindi Silver-Weiss	5/30/2018	Email	My concern is the high speed of cars approaching Bluffton Oaks. When I am trying to exit Summerfield onto Wurzbach Parkway, it is actually easier when traffic is stopped and I can pull out. I think the speed needs to be reduced as cars approach NW Military Highway.	Please see response to comment #24a.



PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Public Hearing (5-29-18) Comments

73	Jamie Furman	5/30/2018	Email	<p>I am a resident of Summerfield. I have written previously expressing my opinion on the options that the community was given for the improvement of Wurzbach Parkway. I am very disappointed by the option that was chosen. Please reconsider. The plan on the table will only be more dangerous and cause more congestion. I ask for you to go back to the tunnel plan, which works so well at the Medical Center, and for the installation of a light at Fairfield Bend. Without these changes, it will be nearly impossible to enter or exit the subdivision safely.</p>	Please see response to comments #1, #2 and #8.
74	Pay Mirrer	5/30/2018	Email	I am in favor of your current proposal to add more lanes.	Comment noted.



PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Public Hearing (5-29-18) Comments

75	Jenifer Larson	5/30/2018	Email	<p>I liked the proposal presented for the expansion of the Wurzbach Parkway intersections at Lockhill-Selma Road and NW Military Highway with one major concern that was not addressed in the presentation. How are residents of Summerfield supposed to go east on Wurzbach Parkway? It is already impossible to turn south onto NW Military Highway when leaving the main entrance of the subdivision and this expansion would only add additional lanes that a driver must cross to turn left onto NW Military Highway, tremendously increasing the possibility of an accident. If using the side exit from the subdivision, which exits directly onto Wurzbach Parkway, a driver currently needs to cross three lanes of traffic in a short time to get to the turnaround. This expansion would increase that to five lanes of traffic. Currently, the backup of traffic during rush hour at least allows courteous drivers that are already stopped on Wurzbach Parkway the opportunity to let a driver exiting the subdivision to merge into the flow of traffic. If the expansion works as planned, the traffic on Wurzbach Parkway will not be stopped as far back, causing the driver exiting the subdivision to be forced to attempt to cross five lanes of traffic that will be traveling at speeds up to 60 mph, immensely increasing the possibility of a serious accident. There must be some consideration given to the hundreds of residents that live in Summerfield that purchased homes in the subdivision before Wurzbach Parkway was opened. One suggestion I have would be to install a traffic light at the intersection of NW Military Highway and Fairfield Bend/Turnberry Way. I realize that this intersection is close to the NW Military Highway and Wurzbach Parkway intersection, but see no other options with this expansion for the citizens living in the Summerfield and Inverness subdivisions.</p>	<p>The current proposal does not add lanes that a driver must cross to turn left onto NW Military from Fairfield Bend. Similarly, a driver exiting Summerfield at Bluffton Oaks will need to cross the same number of lanes to enter a westbound left-turn or U-turn lane at the NW Military intersection. Please see response to comment #24a regarding requests for speed zone studies to be completed after construction of the project is completed.</p>
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PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Public Hearing (5-29-18) Comments

76	Evelyn and Dexter Soo	5/30/2018	Email	76a. We live in Summerfield. We live in the heart of the traffic congestion on Wurzbach Parkway and NW Military Highway. The proposal to just add additional lanes will cause more danger in trying to enter and exit our neighborhood onto NW Military Highway at Fairfield Bend. We have school buses that come in and out at peak traffic times and an accident is waiting to happen. We have two teenagers learning to drive and they are terrified about how to get in and out of the neighborhood.	Comment noted.
				76b. It would also be nice if we could lower the speed limit on Wurzbach Parkway when approaching NW Military Highway. There is no reason to be going 60 mph. A 45 mph speed limit would be much safer and with slower speeds, we will hear less traffic noise in our neighborhood. Otherwise, we may need for TxDOT to build a wall like they did down the street near Blanco Road and Wurzbach Parkway.	Please see response to comment #24a.
				76c. The other option is to build the underground tunnel which will help with less traffic at the entrance and exits of Summerfield. This is a better long-term solution. Please take all the comments from Summerfield and Inverness residents seriously. Come to our neighborhoods at different traffic times and see how difficult it is to get in and out.	While traffic analysis was performed during peak hours, observations of the traffic conditions and roadway characteristics were taken during various hours of the day.
77	Brian Schafer	5/30/2018	Email	I am in favor of the at-grade improvements proposed for NW Military Highway and Wurzbach Parkway.	Comment noted.
78	Shelley Baillargeon	5/30/2018	Email	I feel that the plan outlined at the May 29 meeting is an excellent one and will make a more than adequate improvement to the traffic problems in that area. It wisely uses resources in an effective way and respects the environment and surrounding communities, while at the same time not increasing the traffic problems farther down that road. Congratulations on your dealing with this issue so successfully and creating such an effective solution.	Comment noted.
79	James H. G. Lacy	5/30/2018	Comment Card	I am frustrated by the complex challenge of trying to enter and exit my subdivision. We have two exit gates and one entry gate that are on NW Military Highway and Wurzbach Parkway. We have zero traffic lights. Currently, our situation is as I have stated. If the proposed plan is implemented, it will only be worse. At least give us a traffic light at NW Military Highway and Fairfield Bend. More frustration, injuries and possible fatalities will result if the proposed change is made.	Please see response to comment #2 regarding the criteria for warranting a signal installation at NW Military and Fairfield Bend.



PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Public Hearing (5-29-18) Comments

80	Glenn Cox	5/31/2018	Comment Card	<p>An overwhelming majority of the attendees at your meeting are in favor of a more long-term approach to the traffic issues at NW Military Highway and Wurzbach Parkway. This would include finding additional funding for the underpass project. One immediate fix that would improve traffic is knocking down the curb that currently causes a more than 90 degree turn for southbound NW Military Highway traffic turning left onto eastbound Wurzbach Parkway. This would allow every vehicle making that turn to do so at a faster pace, speeding traffic flow.</p>	<p>Currently the Modified At-Grade schematic as proposed will indeed incorporate a wider turn radius for the northbound and southbound NW Military Highway left turns onto Wurzbach Parkway. In addition to allowing for faster speeds for those movements, the wider turn radius enables the northbound and southbound NW Military Highway left turns to Wurzbach Parkway to run concurrently, which provides significantly better signal efficiency. TxDOT found that doing this, in conjunction with added through lanes for eastbound/westbound Wurzbach Parkway and wider turn radii for the Wurzbach Parkway left-turn lanes provides a significant decrease in congestion and queueing through the year 2030.</p>
81	Craig Loeffler	5/31/2018	Email	<p>I think this is a tremendous step forward in alleviating some of the bottleneck at both of these intersections, especially at NW Military Highway and Wurzbach Parkway. Ever since Wurzbach Parkway was fully extended to I-35, the traffic here has quadrupled or more. I live in Dreamland Oaks and I travel it every day. I wish you could start tomorrow and the short inconvenient time to construct these changes will be well worth it when it is completed. Thank you for staying ahead of the traffic curve.</p>	<p>Comment noted.</p>



PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Public Hearing (5-29-18) Comments

82	Mrs. William Fuzak	5/31/2018	Email	<p>82a. I live in Summerfield. Between the hours of 6 AM to 9:30 AM, when trying to exit from Summerfield onto Wurzbach Parkway, all lanes are full and backed up 3/4 of the way to Blanco Road. The worst traffic back-up happens between 3:30 PM and 6:30 PM on weekdays. So instead, I use our main gate to exit onto NW Military Highway and sit and wait until there is an opening in traffic due to the Wurzbach Parkway/NW Military Highway traffic light. Then, I go right and travel north to the traffic light at George Road and squeeze into the left-turn lane. This is a poor option because, after turning left on George Road, I have to enter and turn around in the Bill Miller's parking area. Then I re-enter George Road and go to the same traffic light to turn right. Now, I am finally going south on NW Military Highway as I wanted to do. But prior to this, I just wanted to enter Wurzbach Parkway or go left to enter NW Military Highway, then turn left to go down to Wurzbach Parkway to Blanco Road.</p>	Comment noted.
				<p>82b. Another problem is the angle of the left-turn lane from NW Military Highway onto Wurzbach Parkway. It is too sharp and out of line for that turn.</p>	Please see response to comment #80 regarding left-turn geometry for the northbound and southbound NW Military Highway approaches to Wurzbach Parkway.
				<p>82c. Blanco Road is my destination from Summerfield, but the backed-up traffic causes me to go the wrong direction to access Wurzbach Parkway during peak traffic times when I go to work and also after shopping along 1604 and then driving south on NW Military Highway. We are in danger. There is a left turn to enter Summerfield, but at night I have almost been hit head-on by cars driving north toward 1604. There is not enough light for them to avoid an accident. The sensible solution to the extreme traffic at NW Military Highway and Wurzbach Parkway is to build the tunnel or an overpass. Then we can move traffic easier at this intersection and make the commute faster with less idling cars polluting our air. Car exhausts cause ozone to be emitted into the air we breathe.</p>	Please see response to comment #1 regarding the criteria used to select the preferred intersection configuration.



PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Public Hearing (5-29-18) Comments

83	Dorian Jauregui	5/31/2018	Email	<p>As a resident of Summerfield, I am writing to express my concern about our traffic issues. Our neighborhood used to be a wonderful place to live; however, it is now impossible to enter through the front gate or exit the front or side gate much of the day. I have never been cut off and/or flipped off so much in my lifetime as I have since Wurzbach Parkway opened. The entire intersection is an accident waiting to happen. When the initial plans were created for the tunnel, it seemed like a wonderful idea. The current plan does not appear to assist the residents of the neighborhoods near the corner of NW Military Highway and Wurzbach Parkway. I would like to see the tunnel option reconsidered.</p>	Please see response to comments #1 and #8.
84	CJW	5/31/2018	Email	<p>I am writing to request the option for the tunnel at NW Military Highway and Wurzbach Parkway be reconsidered. I am 80 years old and live in the Summerfield neighborhood. I used to love my neighborhood and the easy access to everything around me; however, now that traffic is such a nightmare and people are not so friendly, trying to get in and out of the neighborhood is something I do not enjoy. I rarely go out of the front gate, as it is impossible to turn in either direction. Going out the side gate is difficult much of the day. If I want to be able to do the turnaround on Wurzbach Parkway, I very quickly have to get across three lanes of traffic. If I want to go straight or turn left, I have to get across one or two lanes. Very few people are willing to let you out of the gate or merge across. I am asking you reconsider of the tunnel option, as it appears to be the best way to remedy this situation.</p>	Please see response to comments #1 and #8.
85	Sue Renker	6/1/2018	Email	<p>I was disappointed to hear that the flyover/tunnel has been replaced by this new plan to add lanes. The flyover seems like it would fix the long wait on Wurzbach Parkway while the additional lanes is just a temporary fix and would eliminate the greenbelt between lanes. I understand the original plan was changed due to complaints by businesses, that it would take too long. Is this true? Seems to me, the complaint is that there would not be the lines of cars that could turn into the businesses since the flyover would bypass them.</p>	Please see response to comment #1 regarding the public input process and the criteria that was used to select the preferred option that is currently proposed.



PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Public Hearing (5-29-18) Comments

86	Sharon Miller	6/2/2018	Email	<p>I attended the public hearing on May 29. I live in Castle Hills Forest and, as you are aware, traffic turning from westbound Wurzbach Parkway onto northbound NW Military Highway has a short distance to merge into the through lanes before the right-hand lane turns into the Summerfield subdivision. I have seen on many occasions where drivers do not realize they are in a turn-only lane and have to jump into the next lane at the last minute. With the proposed additional right-turn lane onto NW Military Highway, I feel it is only going to make this worse because you will have more traffic in both lanes. Has consideration been given to extending the right lane on NW Military Highway, which presently turns into Summerfield, all the way to George Road? There is certainly ample room to extend the lane, as it is my understanding, the space was built into the roadway to expand to three lanes at the time NW Military Highway was expanded out to Huebner Road.</p>	<p>Please see response to comment #12b regarding signalization of the westbound Wurzbach Parkway right-turn lanes to northbound NW Military Highway. Northbound NW Military Highway between Wurzbach Parkway and Fairfield Bend is proposed to have the same number of lanes as it does in the existing configuration. Additional capacity to NW Military Highway in the northbound direction north of Fairfield Bend is outside of the scope of this project.</p>
87	Scott Sherer	6/3/2018	Email	<p>87a. I want to add two comments regarding this project. Safety and traffic flow really need to be considered together. It seems like the current plan could sacrifice safety and trees for traffic flow. Please consider a light at Fairfield Bend; indeed, the light at the HEB parking lot isn't that much further from the same intersection. How does this project help ensure safety for those living in the Summerfield neighborhood?</p> <p>87b. Perhaps a raised median and hooked left could help entering Fairfield Bend. Please remember that Fairfield Bend provides access to a shopping center and two neighborhoods. It is not an entrance to a gated community, if that should matter. Thank you for your hard work and consideration.</p>	<p>Please see response to comments #2 and #9a.</p> <p>Comment noted.</p>



PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Public Hearing (5-29-18) Comments

88	Julie Fagan	6/4/2018	Comment Card	<p>After viewing the video of the proposed underpass, we are not in favor of this project. It will no longer be a parkway, but a highway. Before the parkway was created, people found their way around and there has not been a huge increase in housing in the surrounding areas. I can not imagine all those trees and greenery gone between NW Military Highway and Lockhill-Selma Road; it would be a travesty. There is enough scalping of land going on in San Antonio. We have to protect the little green space we have. Wurzbach Parkway is not a highway and should only become a fast-speed road after Blanco Road toward I-35. Lower the speed limits between Lockhill-Selma Road and Blanco Road to allow residents off this stretch to enter and exit safely.</p>	<p>A grade-separated (underpass) option for the intersection at Wurzbach Parkway and NW Military is no longer under consideration. Please see response to comment #24A regarding speed zone studies.</p>
89	Richard Slife	6/4/2018	Email	<p>I am a resident of Summerfield and I am totally opposed to the at-grade solution being proposed by TxDOT. This solution will make it unsafe for the public to exit and enter Summerfield. I support the construction of the tunnel or a bridge to separate the traffic at the intersection with NW Military Highway and the installation of a traffic light on NW Military Highway at Fairfield Bend.</p>	<p>Comment noted.</p>



PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
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90	Eunice Castillo	6/4/2018	Email	<p>I live in a neighborhood off of NW Military Highway, between Huebner Road and George Road, called Warwick Farms. I am part of a carpool that transports kids from our area to STEM at Nimitz Middle School. One of the children in our carpool lives in the Summerfield subdivision, which can only be entered through NW Military Highway. There are only two exits from the subdivision: NW Military Highway and Wurzbach Parkway. The completion of Wurzbach Parkway, though very helpful, has been an extremely difficult development for our carpool. Trying to make a left-hand turn into Summerfield from NW Military Highway heading southeast is absolutely petrifying. The traffic heading northwest is usually traveling at a high rate of speed and the volume of traffic coming from Wurzbach Parkway is non-stop. It is not unusual to wait up to 10 minutes to turn and even then, it is a white-knuckle experience. My son usually closes his eyes when I take the turn. Accidents are a common occurrence. Getting out of Summerfield is an even worse experience. Taking a left out of Summerfield onto NW Military Highway is pretty much impossible. Even if the traffic is clear enough to make the turn, the standing traffic waiting to turn left from NW Military Highway onto Wurzbach Parkway is backed up past George Road. It is often backed up as far as my subdivision, Warwick Farms, which is 1.1 miles from Summerfield. The other option is to exit onto westbound Wurzbach Parkway. If traffic is not completely backed up and too clogged to merge into a lane, then traffic is flying at speeds of at least 60 mph. Why has the work on the tunnel not begun? I don't understand what the hold up is. When will there be a light at the Summerfield entrance on NW Military Highway? How many more people have to have accidents? Does someone have to lose their life in order for this matter to be addressed?</p>	<p>The project as presented does not include an underpass option and the underpass is no longer under consideration by TxDOT. Currently the proposed project is an at-grade alignment and will reduce congestion and queueing for all approaches at the NW Military Highway and Wurzbach Parkway intersection, which is projected to alleviate delays and safety concerns for those exiting Summerfield at Fairfield Bend and Bluffton Oaks. Please see response to comment #2 regarding the installation of a signal light at the intersection of NW Military and Fairfield Bend. Please see response to comment #24a regarding the need for speed zone studies to address speeding issues on NW Military Highway and Wurzbach Parkway.</p>
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PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Public Hearing (5-29-18) Comments

91	Dr. Ray LeSage	6/5/2018	Letter	<p>91a. My wife and I have lived in Summerfield since 1998 and have witnessed the opening of Wurzbach Parkway. I am a retired engineer with a PhD in Management and my wife is a retired R.N. who spent her career working at UTHSCSA. We find ourselves making frequent trips into the Medical Center for various treatments. Having to regularly navigate traffic on Wurzbach Parkway, we feel that we should comment on the expansion project, especially as it relates to entering and leaving Summerfield. No matter what option is chosen, in the opinion of this engineer and manager, there needs to be a signal light installed on NW Military Highway at Fairfield Bend Drive/Turnberry Way, the entrance to Summerfield and the Inverness neighborhood across Wurzbach Parkway. Under any design consideration, this will allow Summerfield Residents to safely exit their community, especially when going to the Medical Center, the emergency facility in the Alon shopping center or other destinations in that direction. The Vantage Hill Drive/Sholom Drive intersection just up NW Military Highway from Summerfield is a good example of a small community with a signal light roughly a block between Hunters Green and the busy Huebner Road intersections.</p>	Please see response to comment #2.
				<p>91b. Regarding options, it would appear that the underpass at the Wurzbach Parkway intersection with NW Military Highway would be best; if not now, it seems inevitable in the future. This option is expensive but it would be the least disruptive, relative to an overpass during construction, and the most effective in managing traffic at the intersection. Doing a temporary fix, which is the at-grade option, will only add cost and disruption to the project when it later has to be redone. Most Wurzbach Parkway traffic crosses NW Military Highway with only a fraction turning left or right. For the traffic that does exit onto NW Military Highway, the extended turn lanes in the underpass option make this easy without disrupting Wurzbach Parkway through traffic flow. Exhibit 2 reveals several things in the proposed underpass option. One is the obvious safe and effective queueing of traffic exiting Wurzbach Parkway. Another, not so obvious revelation, is a flaw in the at-grade option. This option will cause West through-bound traffic to back up well before the exit lanes are accessible. Therefore, very little good will be realized from what exists today.</p>	Please see response to comment #1.



PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
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				<p>91c. Finally, there were some concerns brought up at the May 29 meeting over saving trees in the esplanade that would be lost using the underpass option. These are relatively small trees compared to those taken down when Wurzbach Parkway was first put through. The idea in creating an esplanade, as we were informed by the engineering staff, is generally to reserve land for future lane expansion. With this in mind, the concerns pale in light of the safety and time/energy savings gained from the underpass option. Considering future expansion needs and overall cost, my family, along with friends and many residents of Summerfield, strongly urge that the underpass option be utilized with a stop light at NW Military Highway and Fairfield Bend Drive/Turnberry Way.</p>	<p>Please see response to comments #7a and #8.</p>
92	William Thomas	6/6/2018	Comment Card	<p>I urge the development of the tunnel proposal beneath NW Military Highway to facilitate traffic flow at that intersection. I also support the installation of a traffic signal at the intersection of NW Military Highway and Fairfield Bend/Turnberry Way.</p>	<p>Please see response to comment #8. Please also see response to comment #2 regarding the criteria for warranting a signal installation at NW Military and Fairfield Bend.</p>



PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Public Hearing (5-29-18) Comments

93	Peter Lund	6/6/2018	Comment Card	<p>93a. Thank you for the efforts to improve Wurzbach Parkway between NW Military Highway and Elm Creek Road. I live in the eastern section of Whispering Oaks that will be impacted directly by the changes and have two suggestions for your consideration. 1. Whisper Valley Road is the only Wurzbach Parkway access serving the eastern side of the large Whispering Oaks community. The intersection gets congested and is already perilous to cross. In 2017, the Neighborhood Association petitioned authorities to conduct a traffic study of the area. They were advised that the intersection is not eligible for a stoplight due to its proximity to Lockhill-Selma Road. The proposed additional eastbound Wurzbach Parkway lane will make entering and exiting Whisper Valley Road even more difficult and dangerous for residents. Therefore, I suggest that the section of eastbound Wurzbach Parkway be marked " Keep Clear" to assist motorists crossing these lanes during rush hour.</p>	Please see response to comment #5.
				<p>93b. NW Military Highway stoplight timing is not addressed. It is my understanding that no adjustments are planned for the timing of the Wurzbach Parkway and NW Military Highway stoplights. As traffic has increased along Wurzbach in recent years, the timing of the lights has not kept pace to accommodate. Intervals for Wurzbach Parkway motorists in both directions are noticeably short - allowing an average of just 6 vehicles per lane during rush hour. If TxDOT believes the additional Wurzbach Parkway lanes will alleviate the problem, I encourage a follow-up study be scheduled to verify and modify the stoplight timing if congestion has not met goal.</p>	This is incorrect. TxDOT and the city of San Antonio continually address and modify signal timing for optimal traffic flow within the constraints of the existing roadway. Additionally, the proposed project provides drastically different signal timing for the intersection of Wurzbach Parkway at NW Military Highway, which will significantly improve traffic flow and efficiency.
94	Rick Lopez	6/7/2018	Email	<p>I live in Whispering Oaks and have seen the traffic and congestion drastically increase. Although designing a Keep Clear zone at the intersection of Whisper Valley and Wurzbach Parkway will help; we need lights. We need signs. We need fines imposed for inconsiderate selfish drivers who will continue to block this intersection.</p>	Please see response to comment #2 regarding the criteria for warranting a signal installation at Wurzbach Parkway and Whisper Valley. Please see response to comment #5 regarding the impact of proposed improvements to the Lockhill-Selma intersection as it relates to the Whisper Valley intersection.
95	Sonia Rincon	6/7/2018	Email	Add a Keep Clear zone.	Comment noted.



PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Public Hearing (5-29-18) Comments

96	Emily and Rob Kaufman	6/7/2018	Email	<p>A third lane is a terrible idea for Whispering Oaks residents who live off of Whisper Valley. I have had so many near misses when trying to turn left onto Wurzbach Parkway from Whisper Valley. The same is true when making a left turn onto Lockhill-Selma Road from Whisper Path. Rush hour makes leaving the neighborhood impossible. I have repeatedly requested a study from our councilman for a stoplight at one of these entrances but nothing has happened. How would the Keep Clear zone work? People are in such a hurry that they get in the left-turn lane going east on Wurzbach Parkway way too early. This is an accident waiting to happen. Please reconsider these plans.</p>	<p>Please see response to comment #5 regarding the impact of proposed improvements to the Lockhill-Selma intersection as it relates to the Whisper Valley intersection.</p>
97	Rebecca Moulder	6/7/2018	Email	<p>97a. As a resident of Whispering Oaks on Whisper Ridge, I'd like to strongly discourage extra lanes on Wurzbach Parkway. Extra lanes would be too highway-ish and I think it would just encourage more speeding and more traffic. I frequently take Wurzbach Parkway to get to NW Military Highway, turning left and right without any issues to get to Alon, Jewish Community Center, etc. I am less concerned with the eastbound through traffic going to Wurzbach Parkway via the middle lane. Thank you for considering residential input. I'd like to keep Wurzbach Parkway more pedestrian friendly.</p>	<p>Please see response to comment #5 regarding the impact of proposed improvements to the Lockhill-Selma intersection as it relates to the Whisper Valley intersection.</p>
				<p>97b. Also, has anyone done any studies that you are familiar with on air quality and lane count?</p>	<p>TxDOT studied the effects of the proposed project on various resources. Per the scoping of the project and based on projected Average Daily Traffic counts, air studies were not needed. In regards to the lane count, the proposed lane count was developed using traffic analysis models and is projected to improve traffic operations (reduce congestion and delays) over the no-build alternative</p>
98	Patricia Cruz and Nils Smith	6/8/2018	Email	<p>I highly encourage you to paint a Keep Clear zone at the intersection of Whisper Valley and Wurzbach Parkway. Wurzbach Parkway traffic currently typically blocks the exit and the expanded capacity road will make it worse and more hazardous to cross. The Keep Clear zone is a trivial cost and will ensure safe access for travelers on both roads.</p>	<p>The proposed project will increase eastbound capacity for the Lockhill-Selma Road intersection, which will reduce queueing at the eastbound Lockhill-Selma Road intersection approach. However, "Do Not Block Intersection" signage can be considered once the project is complete, upon request.</p>



PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
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99	Michael Thompson	6/11/2018	Email	<p>I live two blocks from the Wurzbach Parkway and NW Military Highway intersection. I'm 62 years old and plan on living here until I die. I use this intersection daily. I attended the most recent hearing, reviewed the design proposal, and asked questions to several TxDOT representatives. I would much rather see the original over/under solution than the surface-only solution because, to my understanding, the surface-only solution would only be a temporary fix and the issue would need to be addressed again in about 10 to 15 years. I asked one of the senior TxDOT representatives what they would propose at that time, and he said they would go back to their original proposal, the over/under solution. It would be much more costly and disruptive to do it again in the future, so why not do it the right way, the best way, the first time and be done with it? Don't postpone the inevitable. Don't make residents, commuters and businesses suffer twice.</p>	Please see response to comment #1 regarding the criteria used to select the preferred lane configuration as presented.
100	Erin Osterholt	6/11/2018	Email	<p>The plans need to be modified somehow to allow the residents of Summerfield to leave and return to their homes without grave danger. Someone suggested a short red light at the dual right-turn lanes at the intersection of NW Military Highway and Wurzbach Parkway, at the 7-11 corner. This might allow residents the ability to enter and exit. A stoplight would be best or going back to the original tunnel plan. This same situation has to impact Inverness residents as well.</p>	Please see response to comment #12b regarding signalization of the westbound Wurzbach Parkway right-turn lanes to northbound NW Military. Please see response to comment #2 regarding the criteria for warranting a signal installation at NW Military Highway and Fairfield Bend.
101	David Long	6/13/2018	Email	<p>101a. I attended the NNOD meeting when TxDOT proposed the flat concept modifications. I feel that TxDOT is blowing smoke. What you are proposing is a \$7.5 million band-aid that will have to be redone in a couple of years at many millions more than if done properly now. This should be a grade separated crossing. Sorry about the trees, but traffic movement at this location is more important than a few trees. The people that are concerned about the trees, are they using the intersection? Or are they just tree huggers? I suggested at the NNOD meeting that more curb (island) cut be made on southbound NW Military Highway to eastbound Wurzbach Parkway. Is it going to happen? That would help the left-turn congestion that is now present.</p>	Please see response to comment #80 regarding the modifications to the southbound/northbound NW Military Highway left-turn lanes to Wurzbach Parkway.
				<p>101b. A complaint – Wurzbach Parkway repairs were made near the 281 crossing. Did they forget how to lay asphalt? Those patches are very rough. Poor workmanship.</p>	The pavement condition of Wurzbach Parkway in the vicinity of US 281 is outside the scope of this project.



PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Public Hearing (5-29-18) Comments

102	Teresa Walker	6/13/2018	Email	Please approve the underpass at Wurzbach Parkway and NW Military Highway. This solution would be the surest way to move traffic (no stop) for many years into the future. Additional lanes/turning lanes still require traffic to stop. This solution will be obsolete as soon as it is completed.	Please see response to comment #8.
103	June Kachtik	6/13/2018	Email	103a. The modified at-grade improvements option being offered to the public does not seem to adequately meet the purpose of the project, which is to reduce traffic congestion and improve safety along Wurzbach Parkway between the Lockhill-Selma Road and NW Military Highway intersections and along NW Military Highway at Wurzbach Parkway. As many who drive through this area daily testified, the traffic volumes are projected to increase, which will lead to continuing delays in traffic flow. When Wurzbach Parkway was originally discussed in the 1980s, it was obvious that some arrangement needed to be made for flow-through traffic at the ends of the Wurzbach Parkway and, in our case especially, because the end is so near to a major traffic generator in its own right, the Medical Center. Rather than provide the funding necessary to adequately deal with flow-through traffic (either through a bridge or a tunnel as is in the Medical Center), TxDOT proposes a temporary solution. It appears to be because of cost. For my part, I have no problem with delaying the proposed solution while TxDOT and the governmental entities, such as the MPO, work out a way to fund a real solution.	Please see response to comment #1 regarding the criteria used to select the preferred lane configuration as presented. Funding was approved by the MPO to construct a full grade-separated intersection, if selected. The selection criteria noted in comment #1 cites various other factors that went into the selection process.
				103b. My other concern is that of safety. The impression that I have is that TxDOT is not proposing additional traffic lights that are being called for by residents in some of the subdivisions most affected. It is as if we have to have the traffic accidents, some of which may be fatal, before this concern will be taken seriously.	Please see response to comments #2 and #9a.
				103c. And finally, I object to the format for the public meeting. TxDOT may have found it useful to more fully explain their rationale for the modified at-grade improvements option. But we will never know because the public hearing officer did not have a format that would have provided for engagement of the audience. I do not consider telling the audience that they could talk with TxDOT staff individually afterwards the same as allowing questions for everyone to hear at the same time. It is as if you have no respect for people's interests and concerns.	TxDOT's purpose during the formal public hearing period is to listen to comments from the public, and therefore does not answer questions during this period. This procedure is necessary so that everyone is given an opportunity to speak; and all comments are given due consideration. Questions are answered in the public hearing report that is posted online after the comment period closes.



PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Public Hearing (5-29-18) Comments

104	Barbara and Billy Sartor	6/13/2018	Email	<p>As residents of Summerfield, we are strongly opposed to the proposed top solution you are touting for the traffic congestion at the intersection shown above. Currently, the traffic backlog on westbound Wurzbach Parkway prevents us from exiting our subdivision via our back gate onto Wurzbach Parkway from 3 PM until 7 PM. If we try to exit via our front gate, the only way to get out onto NW Military Highway is to take a right turn; the left turn is totally blocked between the Wurzbach Parkway light and north at the next light at George Road. Even turning right is dangerous, primarily because of the yield lane on Wurzbach Parkway which ends right at our subdivision entrance; drivers coming off Wurzbach Parkway speed up and/or ignore the end of the yield lane and drive right over our entrance way. Needless to say, trying to enter the subdivision heading south is almost impossible. As a result, there have been numerous accidents, some with serious injuries. And now you are proposing adding an additional right yield lane? That will just make this entrance area twice as dangerous. Will it take a fatality to convince you? Please go back to the drawing board. The safest way to correct this issue and ease traffic is with a tunnel or flyover. It worked on Bandera Road and it can work here.</p>	Please see response to comments #1, #2 and #12b.
105	Katherine Bowman	6/13/2018	Comment Card	<p>It seems apparent that the current surface plan is the best all-around solution to this intersection. It seems apparent that the only people who are still supporting the tunnel are the residents of the Summerfield neighborhood. They want an expensive, overkill tunnel project just to address their challenges getting in and out of their subdivision. It seems apparent that some sort of traffic light needs to be set up for these folks.</p>	Comment noted.
106	Barbara Engelmeier	6/13/2018	Email	<p>Having witnessed traffic congestion at NW Military Highway and Wurzbach Parkway, the only solution that will provide ongoing solutions appears to be the tunnel. Anything else would just be applying a band-aid of only short-term benefit.</p>	Comment noted. Please see response to comment #8.



PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Public Hearing (5-29-18) Comments

107	Gail Jensen	6/13/2018	Email	<p>Many residents in the Whispering Oaks neighborhood are extremely concerned about the impact of the proposal on cars attempting to exit the neighborhood from Whisper Valley onto Wurzbach Parkway. That intersection is already problematic due to the existing congestion on Wurzbach Parkway and the proximity of that intersection to the intersection between Wurzbach Parkway and Lockhill-Selma Road. Requests to address this issue have been ignored. And the current proposal will only make that intersection worse. It is critical that the proposal include options to mitigate the impact on that ingress/egress to and from the neighborhood at the Whisper Valley and Wurzbach Parkway intersection.</p>	Please see response to comment #5.
108	Colleen Waguespack	6/13/2018	Email	<p>Wurzbach Parkway was intended to alleviate congestion on Loop 1604 and Loop 410 by providing an additional east/west corridor. Wurzbach Parkway functions efficiently from the intersection at I-35 until the bottleneck at the NW Military Highway intersection. With a substantial amount of traffic entering and exiting Wurzbach Parkway at NW Military Highway, the tunnel design would allow the separation of this traffic from the main lanes and allow the free flow of traffic on Wurzbach Parkway. A traffic signal should be installed at the intersection of NW Military Highway and Fairfield Bend to improve the safety of all motorists using that intersection. With the growing population of San Antonio, we need to provide the safest and most efficient design.</p>	Please see response to comments #1 and #2.



PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Public Hearing (5-29-18) Comments

109	Northside Neighborhoods for Organized Development	6/13/2018	Email	<p>With our city predicted to grow by over a million residents, we need to plan ahead for the increase in traffic. Wurzbach Parkway was designed to be a major direct east/west roadway, helping to reduce congestion on Loop 410 and Loop 1604. The intersection of Wurzbach Parkway and NW Military Highway has now become a bottleneck, sometimes backing up traffic to the east, past Blanco Road. Many vehicles get on or off of Wurzbach Parkway at NW Military Highway. The tunnel design would allow free flow of traffic continuing on Wurzbach Parkway without the congestion caused by traffic entering or exiting at NW Military Highway. The tunnel design, along with the addition of a traffic light at Fairfield Bend/Turnberry Way, would provide the safest and most efficient solution to the current congestion. The currently proposed design will merely be a band-aid on the problem, necessitating rework of the intersection again in the future as our population grows. We need to choose a long-term solution rather than going through the time, inconvenience and expense of a second construction process when traffic is even heavier than it is now.</p>	Please see response to comments #1 and #8.
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PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Public Hearing (5-29-18) Comments

110	Christine Spencer	6/13/2018	Email	<p>We live on Whisper Sloe, on the east side of Whispering Oaks, and it's staggering to think that we will have to negotiate six lanes at Whisper Valley and Wurzbach Parkway. Four lanes is bad enough, but six? We agree that traffic to and from Wurzbach Parkway is awful but the signal changes for eastbound and westbound traffic on Wurzbach Parkway are way too short, in comparison to the length of time that NW Military Highway gets to go north and south. There is a definite disparity that would be helped with better timing for the east/west traffic and that extends and impacts those of us as far down as Lockhill-Selma Road. As for the entrance and exit from Whisper Valley onto Wurzbach Parkway, there are few times when motorists on Wurzbach Parkway leave the space open for us that are still fairly young and quick with the accelerator and brake. For some of the older residents, it is terribly dangerous for them to be turning left at any time of day. As a matter of choice and safety, I almost always turn east onto Whisper Quill, then north onto Lockhill-Selma Road, then west onto Wurzbach Parkway. It is definitely time consuming, and nearly as dangerous as Whisper Quill and Lockhill-Selma Road, but usually a little safer and less stressful. I realize there is no ideal solution given the traffic patterns, but if we do add an additional lane on the east and west sides of Wurzbach Parkway, there needs to be a clearly defined cross pattern on the street to force people to stop and let the residents of Whispering Oaks out onto Wurzbach Parkway.</p>	Please see response to comment #5.
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**APPENDIX B
PUBLIC HEARING
CERTIFICATION**



Public Hearing Certification

Project Name: PA 1502

County Name Bexar

Control Section Job Numbers (CSJ): 7774-01-001 (formerly CSJ 1502-03-003)

Project Limits

From: Lockhill Selma Road

To: NW Military

I certify that the following statements are true and apply to the project identified above.

- A. A public hearing was held on May 29, 2018 at the Barshop Jewish Community Center at 12500 NW Military Drive, San Antonio, Texas.
- B. The economic and social effects of the project location and design and its impacts on the environment have been considered.
- C. In determining economic, social, and environmental effects, the statutory provisions of the Civil Rights Act of 1964 have been considered.
- D. The project consistency with the goals and objectives of urban planning, as dictated by the community has been considered.
- E. Requirements of Texas Administrative Code, Title 43, Part 1, Chapter 2, Subchapter E, Section 2.107 have been met.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

Signed: _____

Date: _____

8/28/18

Jonathan Bean, PE, Director of Transportation Planning & Development

APPENDIX C

NOTIFICATIONS



**Notice Public Hearing
Wurzbach Parkway
From Lockhill-Selma Rd to NW Military Hwy
CSJ: 7774-01-001
Bexar County, Texas**

The Texas Department of Transportation (TxDOT) is proposing to improve Wurzbach Parkway (Principal Arterial 1502) from Lockhill-Selma Rd to NW Military Hwy (FM 1535) in Bexar County, Texas. This notice advises the public that TxDOT will be conducting a public hearing on the proposed project. The hearing will be held on Tuesday, May 29, 2018 at Barshop Jewish Community Center, 12500 NW Military Hwy, San Antonio, TX 78231. Displays will be available for viewing at 5:00 p.m. with the formal hearing starting at 6:00 p.m. The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project.

The proposed improvements include adding one thru lane in each direction on Wurzbach Parkway between Lockhill-Selma Rd and NW Military Hwy, adding dual left turn lanes on all approaches at Wurzbach Parkway and NW Military Hwy extending three right turn lanes and incorporating a 4-phase signal operation. There would be dual right turn lanes on Wurzbach Parkway's westbound approach to NW Military Hwy. At Lockhill-Selma Rd, the added eastbound thru lane would start at Whisper Valley and added westbound thru lane would end at Elm Creek Road.

Although additional right-of-way is required, no residential or non-residential structures would be displaced. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition may be obtained from the district office at the address listed below.

The project crosses the 100-year floodplain, but it would not increase the base flood elevation to a level that would violate applicable floodplain regulations. Environmental studies, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT San Antonio District Office, 4615 NW Loop 410, San Antonio, TX 78229. This information will also be available for inspection at the hearing. Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted in person or by mail to WSP USA, Bank of America Plaza, 300 Convent Street, Suite 1330, San Antonio, TX 78205 or emailed to wurzbach@wsp.com. Comments must be received on or before Wednesday, June 13, 2018 to be part of the official hearing record.

The hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact Rene Garza at Rene.Garza@wsp.com or (210) 901-5126. Requests should be made at least five working days prior to the hearing. Every reasonable effort will be made to accommodate these needs.

If you have any general questions or concerns regarding the proposed project or the hearing, please contact Richard De La Cruz, P.E. at Richard.DelaCruz@txdot.gov or (210) 615-6434.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December, 16, 2014, and executed by FHWA and TxDOT.



**Aviso de Audiencia Pública
Wurzbach Parkway
desde Lockhill-Selma Rd hasta NW Military Hwy
CSJ: 7774-01-001
Condado de Bexar, Texas**

El Departamento de Transporte de Texas está proponiendo la mejora de Wurzbach Parkway (Arterial Principal 1502) desde Lockhill-Selma hasta NW Military Hwy (FM 1535) en el condado de Bexar, Texas. Este aviso informa al público que TxDOT llevara a cabo una audiencia pública sobre el proyecto propuesto. La audiencia se llevará a cabo el martes, 29 de mayo de 2018 en el Barshop Jewish Community Center, 12500 NW Military Hwy, San Antonio, TX 78231. Las exhibiciones estarán disponibles para ver a las 5:00 p.m. con la audiencia formal a partir de las 6:00 p.m. El objetivo de la audiencia es presentar las mejoras de plantificación y recibir comentarios públicos sobre el proyecto propuesto.

Las mejoras propuestas incluyen agregar un carril a cada sentido en Wurzbach Parkway entre Lockhill-Selma Rd y NW Military Hwy, agregando dos carriles de giro a la izquierda en todos los accesos en Wurzbach Parkway y NW Military Hwy extendiendo tres de los carriles de giro a la derecha e incorporando un 4-phase operación de señal. Habría dos carriles de giro a la derecha en el acceso oeste de Wurzbach Parkway a NW Military Hwy. En Lockhill-Selma Rd, el carril agregado al este comenzaría en Whisper Valley y el carril agregado al oeste terminaría en Elm Creek Road.

Aunque se requiere derecho de vía adicional, no se desplazarán estructuras residenciales o no residencial. Información sobre los servicios y beneficios disponibles para los propietarios afectados y el calendario tentativo para la adquisición de derecho de vía se puede obtener en la oficina del distrito en la dirección indicada a continuación.

El proyecto cruza la llanura de inundación de 100 años, pero no aumentaría el nivel de inundación base a un nivel que viola las regulaciones aplicables de inundables. Los estudios ambientales, los mapas que muestran la ubicación y el diseno del proyecto, y otra información relacionada con el proyecto están archivados y disponibles para su inspección de lunes a viernes entre las 8:00 am y 5:00 p.m. en la oficina de Distrito de San Antonio de TxDOT, 4615 NW Loop 410, San Antonio, TX 78229. Esta información también estará disponible para su inspección la audiencia. Comentarios verbales y escritos por el público sobre el proyecto son solicitados y pueden presentarse en la audiencia, o enviarse en persona o por correo a WSP USA, Bank of America Plaza, 300 Convent Street, Suite 1330, San Antonio, Texas 78205 o enviado por correo electrónico a wurzbach@wsp.com. Los comentarios deben recibirse a más tardar el miércoles, 13 de junio de 2018 para ser parte del registro oficial de la audiencia.

La audiencia pública se llevará a cabo en inglés. Personas interesadas en asistir a la audiencia que tienen necesidades especiales de comunicación o adaptación, como la necesidad de un intérprete, se les recomienda ponerse en contacto con Rene Garza a Rene.Garza@wsp.com o al (210) 901-5126. Las solicitudes deben hacerse por lo menos cinco días hábiles antes de la audiencia. Se harán todos los esfuerzos razonables para satisfacer estas necesidades.

Si tiene preguntas o comentarios generales sobre el proyecto o la audiencia, comuníquese con Richard De La Cruz, por correo electrónico en Richard.DelaCruz@txdot.gov o (210) 615-6434.

La revisión ambiental, consultas, y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido llevadas a cabo por TxDOT de conformidad con 23 U.S.C. 327 y un Memorando de Entendimiento firmado el 16 de diciembre de 2014, y ejecutado por la FHWA y el TxDOT.



**Notice
Public Hearing
Wurzbach Parkway
From Lockhill-Selma Rd to NW Military Hwy
CSJ: 7774-01-001
Bexar County, Texas**

The Texas Department of Transportation (TxDOT) is proposing to improve Wurzbach Parkway (Principal Arterial 1502) from Lockhill-Selma Rd to NW Military Hwy (FM 1535) in Bexar County, Texas. This notice advises the public that TxDOT will be conducting a public hearing on the proposed project. The hearing will be held on Tuesday, May 29, 2018 at Barshop Jewish Community Center, 12500 NW Military Hwy, San Antonio, TX 78231. Displays will be available for viewing at 5:00 p.m. with the formal hearing starting at 6:00 p.m. The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project.

The proposed improvements include adding one thru lane in each direction on Wurzbach Parkway between Lockhill-Selma Rd and NW Military Hwy, adding dual left turn lanes on all approaches at Wurzbach Parkway and NW Military Hwy extending three right turn lanes and incorporating a 4-phase signal operation. There would be dual right turn lanes on Wurzbach Parkway's westbound approach to NW Military Hwy. At Lockhill-Selma Rd, the added eastbound thru lane would start at Whisper Valley and added westbound thru lane would end at Elm Creek Road.

Although additional right-of-way is required, no residential or non-residential structures would be displaced. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition may be obtained from the district office at the address listed below.

The project crosses the 100-year floodplain, but it would not increase the base flood elevation to a level that would violate applicable floodplain regulations. Environmental studies, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT San Antonio District Office, 4615 NW Loop 410, San Antonio, TX 78229. This information will also be available for inspection at the hearing. Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted in person or by mail to WSP USA, Bank of America Plaza, 300 Convent Street, Suite 1330, San Antonio, TX 78205 or emailed to wurzbach@wsp.com. Comments must be received on or before Wednesday, June 13, 2018 to be part of the official hearing record.

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**Aviso de Audiencia Pública
Wurzbach Parkway
desde Lockhill-Selma Rd hasta NW Military Hwy
CSJ: 7774-01-001
Condado de Bexar, Texas**

El Departamento de Transporte de Texas está proponiendo la mejora de Wurzbach Parkway (Arterial Principal 1502) desde Lockhill-Selma hasta NW Military Hwy (FM 1535) en el condado de Bexar, Texas. Este aviso informa al público que TxDOT llevara a cabo una audiencia pública sobre el proyecto propuesto. La audiencia se llevará a cabo el martes, 29 de mayo de 2018 en el Barshop Community Center, 12500 NW Military Hwy, San Antonio, TX 78231. Las exhibiciones estarán disponibles para ver a las 5:00 p.m. con la audiencia formal a partir de las 6:00 p.m. El objetivo de la audiencia es presentar las mejoras de planificación y recibir comentarios públicos sobre el proyecto propuesto.

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El proyecto cruza la llanura de inundación de 100 años, pero no aumentaría el nivel de inundación base a un nivel que viola las regulaciones aplicables de inundables. Los estudios ambientales, los mapas que muestran la ubicación y el disenso del proyecto, y otra información relacionada con el proyecto están archivados y disponibles para su inspección de lunes a viernes entre las 8:00 am y 5:00 p.m. en la oficina de Distrito de San Antonio de TxDOT, 4615 NW Loop 410, San Antonio, TX 78229. Esta información también estará disponible para su inspección la audiencia. Comentarios verbales y escritos por el público sobre el proyecto son solicitados y pueden presentarse en la audiencia, o enviarse en persona o por correo a WSP USA, Bank of America Plaza, 300 Convent Street, Suite 1330, San Antonio, Texas 78205 o enviado por correo electrónico a wurzbach@wsp.com. Los comentarios deben recibirse a más tardar el miércoles, 13 de junio de 2018 para ser parte del registro oficial de la audiencia.

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Si tiene preguntas o comentarios generales sobre el proyecto o la audiencia, comuníquese con Richard De La Cruz, por correo electrónico en Richard.DelaCruz@txdot.gov o (210) 615-6434.

La revisión ambiental, consultas, y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido llevadas a cabo por TxDOT de conformidad con 23 U.S.C. 327 y un Memorando de Entendimiento firmado el 16 de diciembre de 2014, y ejecutado por la FHWA y el TxDOT.

Public Hearing - Wurzbach Parkway from Lockhill-Selma Rd to NW Military Hwy

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Where: Barshop Jewish Community Center
12500 NW Military Hwy
San Antonio, TX 78231 ([Map](#))

When: Tuesday, May 29, 2018
Open House: 5:00 p.m. – 6:00 p.m.
Public Hearing: 6:00 p.m.

Purpose: TxDOT is proposing to improve Wurzbach Parkway (Principal Arterial 1502) from Lockhill-Selma Rd to NW Military Hwy (FM 1535) in Bexar County, Texas. Displays will be available for viewing at 5:00 p.m. with the formal hearing starting at 6:00 p.m.

Description: The proposed improvements include:

- Adding one thru lane in each direction on Wurzbach Parkway between Lockhill-Selma Rd and NW Military Hwy
- Adding dual left turn lanes on all approaches at Wurzbach Parkway and NW Military Hwy extending three right turn lanes and incorporating a 4-phase signal operation
- Dual right turn lanes on Wurzbach Parkway's westbound approach to NW Military Hwy
- At Lockhill-Selma Rd, the added eastbound thru lane would start at Whisper Valley and added westbound thru lane would end at Elm Creek Road

Although additional right-of-way is required, no residential or non-residential structures would be displaced.

Special accommodations: TxDOT makes every reasonable effort to accommodate the needs of the public. The public hearing will be in English. If you have special communication accommodations, need an interpreter, or if you have a disability and need assistance, special arrangements can be made to accommodate most needs. Please call (210) 901-5126 five working days prior to the public hearing. Please be aware that advance notice is requested as some accommodations may require time for TxDOT to arrange.

Comments must be received or postmarked by June 13, 2018 to be included in the Public Hearing Summary.

The environmental review, consultation and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

Downloads:

- [Notice](#)
- [Notice \(Español\)](#)

Contact: TxDOT San Antonio District
4615 NW Loop 410
San Antonio, TX
(210) 615-5839
[Email](#)

Posted: May 9, 2018

APPENDIX D
SIGN-IN SHEETS



SIGN IN SHEET

Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway Public Hearing
MAY 29, 2018, 5:00 pm

Name	Affiliation	Mailing Address	Email	How Did You Hear About the Public Hearing?
J VanSlyke	Citizen	[REDACTED]	[REDACTED]	[REDACTED]
Bruce Turner	"			
Jim Cannizzo	Citizen			
Robert C. Rodriguez	Whisper Oak			



SIGN IN SHEET

Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway Public Hearing
MAY 29, 2018, 5:00 pm

Name	Affiliation	Mailing Address	Email	How Did You Hear About the Public Hearing?
Christi Morrison	Inverness			Public posting
Dan Tappmeyer				Highway sign
Shelly Power	Summerfield			Next Door
Kari Kent Schultz	Elm CREEK			ON Highway sign
Don GROSS	SUMMERFIELD			Highway sign
Darvell Meade	W/O			
Tim Poll				Website
Bob & Gigi Kendrick	Hunters Creek			Highway sign
Chuck Saxer	Summerfield ^{new}			Resident
Daniel Ryan	Summerfield			Signage



SIGN IN SHEET

Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway Public Hearing
MAY 29, 2018, 5:00 pm

Name	Affiliation	Mailing Address	Email	How Did You Hear About the Public Hearing?
BILL GHEDI				SIGN
Shelley Baillargeon				SIGN
Scott Sherer				
Jaime Gutierrez				
PHIL SAVOIE				SIGN
M. [Signature]				
ROB SUIT				
Barbara Clark				sign & mail
Mark Johnson				
BRAD PEEL				



SIGN IN SHEET

Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway Public Hearing
MAY 29, 2018, 5:00 pm

Name	Affiliation	Mailing Address	Email	How Did You Hear About the Public Hearing?	
Lulia Stewart		[REDACTED]	[REDACTED]	next door	
Ken & Mrs Charles Bishop				HOA	
Josgo G Sanchez				from email	
Stephen P. Power				HOA	
Inlanda Monday				[REDACTED]	HOA
Ira Miller	property				HOA
Gabriel Magrazes					HOA
HARRY E. Caylor II					Sign
Brian Purcell					
Colt Osburn					



SIGN IN SHEET

Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway Public Hearing
MAY 29, 2018, 5:00 pm

Name	Affiliation	Mailing Address	Email	How Did You Hear About the Public Hearing?
Mary Anne Giff		[REDACTED]	[REDACTED]	Signs
MICHAEL PSENOK				
DAVE MARSHALL				SIGN
Ray Rees				
Nina S. W. - Wasi				
Margarita Hernandez	COSA-TCI			
Thomas H. Williams				
Edw J. Oteckott				email
Gilbert Cruz				Sign
JOSE MARROQUIN				



SIGN IN SHEET

Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway Public Hearing
MAY 29, 2018, 5:00 pm

Name	Affiliation	Mailing Address	Email	How Did You Hear About the Public Hearing?
M.S. BURMISTON	CONSULTANT	[REDACTED]	[REDACTED]	
James L. NIMS	PROPERTY OWNER			Sign on N. W. Military
Brandon Peterson	City of Shavano Park			
JAMES CARNEY	OAK MEADOW			
Barry Bankful	INVERNESS			
Shirley Carter	Whispering Pines			
Stacie Schroeder	Summerfield			sign on NW Mil.
Pati Morehouse	Elm Creek			
Rodrigo Figueroa	Summerfield			FOA
Michele Haussmann	Inverness Alon Town Centre			letter



SIGN IN SHEET

Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway Public Hearing
MAY 29, 2018, 5:00 pm

Name	Affiliation	Mailing Address	Email	How Did You Hear About the Public Hearing?
Alex Perry Kuentz	homeowner	[REDACTED]	[REDACTED]	email from council member
Sharon Miller	homeowner	[REDACTED]	[REDACTED]	Electronic sign NEWSDOX.COM
Robert Z Chatter	homeowner	[REDACTED]	[REDACTED]	Signs + Radio
BRUCE DALE	RR Sidecar	[REDACTED]	[REDACTED]	Signs
MICHAEL JANSSEN	SHAVANO PARK	[REDACTED]	[REDACTED]	com WEB
ROONEY BARRIENTOS	Elm Creek	[REDACTED]	[REDACTED]	WEB
GLEN COX	CASTLE HILLS FOREST	[REDACTED]	[REDACTED]	Street sign
Terri Fischman	Elm Creek	[REDACTED]	[REDACTED]	email
Robert O'Connor	Summerfield	[REDACTED]	[REDACTED]	Signs
Scott & Amanda Crouch	homeowner	[REDACTED]	[REDACTED]	



SIGN IN SHEET

Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway Public Hearing
MAY 29, 2018, 5:00 pm

Name	Affiliation	Mailing Address	Email	How Did You Hear About the Public Hearing?
Patti Zaiontz				Street sign " Next Door App/Dist. 8
Jennifer Courtwright				
FRED WEISS				
Pat Stewart				street sign
Kathy Morris	Elm Creek			
Mano VALARDO	Summerfield Resident			Street Sign
Emily Collins	Whispering Oaks			street sign
Letty Elder	INVERNESS			Email
Bessie Ortiz	Summerfield			email
Francisco Iriarte	Estates of Alon			"



SIGN IN SHEET

Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway Public Hearing
MAY 29, 2018, 5:00 pm

Name	Affiliation	Mailing Address	Email	How Did You Hear About the Public Hearing?
Anita Guajardo	Resident	[REDACTED]	[REDACTED]	affected resident
JAMES D. Lehmann	Resident			
Jerald E. Yost	Resident			road sign
Erin Nichols	District 8 COSA			email blast
Maria Hernandez	Resident			
David & Jennifer Mansour	Resident			
GREG COLLINS	RESIDENT			SIGN
Katherine Bowma	Alon resident			
RAVI KANJASAR	ALON			email
Sam Mendes	Resident H.H.N.A.			sign, email, NNOJ



SIGN IN SHEET

Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway Public Hearing
MAY 29, 2018, 5:00 pm

Name	Affiliation	Mailing Address	Email	How Did You Hear About the Public Hearing?
June Kachtik	NNOD	[REDACTED]	[REDACTED]	email from NNOD
Ruardo Munoz	Elm Creek	[REDACTED]	[REDACTED]	email
Mark + Diane Luft	Park Forest	[REDACTED]	[REDACTED]	e-mail
JAMES COY	ELM CREEK	[REDACTED]	[REDACTED]	SIGN
Jorge Sanchez Jr.	Summerfield	[REDACTED]	[REDACTED]	sign
ANTONIO DROZCO	ALON WOODS	[REDACTED]	[REDACTED]	
MARK + EVE FISHER	WHISP. OAKS	[REDACTED]	[REDACTED]	NEXT DOOR NEY
GAILLAND SCOTT	SPYR OAK	[REDACTED]	[REDACTED]	DANA email
JEFF GILMISON	SUMMERFIELD	[REDACTED]	[REDACTED]	"
Brian E. Lee	Colonies North	[REDACTED]	[REDACTED]	WOAI & KENS 5



SIGN IN SHEET

Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway Public Hearing
MAY 29, 2018, 5:00 pm

Name	Affiliation	Mailing Address	Email	How Did You Hear About the Public Hearing?
Chris Corbett	Summerfield HOA Board member	[REDACTED]	[REDACTED]	Email
C. ROGER MACIAS JR.	ALON ESTATES			ROAD SIGN
CHRIS DEEVES	SELF			TWITTER
Mike Lawson	Self			Comm -
Shawn Henrichs	self			Road Sign
RHONDA HOFFMAN	self			SUBDIVISION NOTICE
Don Moore	SELF			ROAD SIGN
Clayton Dredrichs	self			Sign
Hunter M	self			sign
Bill Chewarlt	ALON ESTATES			Sign



SIGN IN SHEET

Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway Public Hearing
MAY 29, 2018, 5:00 pm

Name	Affiliation	Mailing Address	Email	How Did You Hear About the Public Hearing?
Pat Vilagi	prop. owner	[REDACTED]	[REDACTED]	sign on road
Marilyn Allen				"
RUBEN TORRES	PROP. OWNER			"
JAMES WILD	Property Owner			Road Sign.
Mike Thompson	" "			" "
J. T. McANEAR	" "			" "
Jerry & Josie ^{DICKERSON}	" "			STREET SIGN LOCAL MAGAZINE
Dan & Vicki Biniewski	" "			web
Colleen Waguespack	Prop. Owner/NNOD			TXDOT Hearing Sch.
C. C. DeAN	Property Owner			Signs newspaper



SIGN IN SHEET

Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway Public Hearing
MAY 29, 2018, 5:00 pm

Name	Affiliation	Mailing Address	Email	How Did You Hear About the Public Hearing?
Dr. & Mrs. R. LE SAGE				LIVE IN SUMMERFIELD
Terumi Le Sage				Live in Summerfield
RICHARD LAZOR				notice
Jelley Schopp				work
Janis Morgan				signage West Deer
Paul & Steve Sherman	property owner			signs
Robert C. Herrick				sign
Raul Woodruff				email
E Woodruff				
Stephen Russell				email Notice



SIGN IN SHEET

Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway Public Hearing
MAY 29, 2018, 5:00 pm

Name	Affiliation	Mailing Address	Email	How Did You Hear About the Public Hearing?
Aliyah	resident			work @ JCC
Lizette Feld	resident			
MARCO TANNENBAUM	RESIDENT			EMAIL & SIGNAGE
Saul Levenshus	JCC			
Ken Grindy	INVESTOR			
Eric Weis	Resident			Email
DOUG COFF	Resident			
Maggre Meigs	resident			signs
shelia may	resident			e mail
Sharon Saxer	resident			e mail

1



SIGN IN SHEET

Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway Public Hearing
MAY 29, 2018, 5:00 pm

Name	Affiliation	Mailing Address	Email	How Did You Hear About the Public Hearing?
Janifer Larson	—	[REDACTED]	[REDACTED]	road sign
Marjorie Lucey				road sign
Gina Meishar	resident Oak Meadow			sign
Janis Witt	Whispering Oaks			sign
Nim Meishar	N/A			
Richard Reyna	SummerFIELD			Next.
ROBERT P. BRADLEY	Resident Shawano Park			JCC
Victoria Vela Emish Vela	Alon Estates			sign
Jon Coughenour				NextDoor App
M T Kim W T				letter



SIGN IN SHEET

Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway Public Hearing
MAY 29, 2018, 5:00 pm

Name	Affiliation	Mailing Address	Email	How Did You Hear About the Public Hearing?
Greg Crane, Jr.	WHISPERING OAKS RESIDENT	[REDACTED]	[REDACTED]	wife just got notice
Lisa Abramson	Whispering Oaks			nextdoor.com
Ritchey P. Woods				Rachel sign
Geese Chambers				sign
Steve Logan	Home Owner			
Chris Cummings	Home Owner			
Dmitri Ivanov	Home Owner			
Ben Gravitz				
Shira Sandrana	''			
Olga GRAVES	WHISPERING OAKS			



STAFF SIGN IN SHEET

Wurzbach Parkway from Lockhill Selma Road to NW Military Highway Public Hearing
MAY 29, 2018, 5:00 pm

Name	Affiliation	Email
Amy Redmond	T&DOT	[REDACTED]
John Bryant	"	[REDACTED]
Melissa Bernal	"	
DANIEL WARDON	"	
Kris Long	"	
Rebecca Fox	TxDOT	
EDDIE GONZALEZ	TxDOT	
RICH MARTINEZ	TxDOT	
Richard De LaCruz	TxDOT	
ERIC FLOCH	USP.	[REDACTED]



STAFF SIGN IN SHEET

Wurzbach Parkway from Lockhill Selma Road to NW Military Highway Public Hearing
MAY 29, 2018, 5:00 pm

Name	Affiliation	Email
FERNANDO FLORES	TXDOT	
Carl Harline	WSP	
Mike Garza	TXDOT	
Lizeth Sandoval		
Rudina Barberi	TXDOT	
Liang Dily	TXDOT	
MICHAEL CHAVEZ	WSP	
Thomas Gonzalez	TXDOT	
CLAYTON RIPPET	TXDOT	
Mark Masly	Tx DOT	



STAFF SIGN IN SHEET

Wurzbach Parkway from Lockhill Selma Road to NW Military Highway Public Hearing
MAY 29, 2018, 5:00 pm

Name	Affiliation	Email
Laura Lopez	TXDOT	
Will Martinez	WSP	
Juan Alcazar ✓	TXDOT	
Danny Gallegos	TXDOT	
Juan Alcazar	TXDOT	
Ruben Janda	WSP USA, Inc.	
Eduardo Vifalón (LALO)	TXDOT (TRF)	
Gina Downson	TXDOT	

APPENDIX E
COMMENTS RECEIVED
& TRANSCRIPTS



Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: Sam Méndez

ADDRESS: [REDACTED]

REPRESENTING: Harmony Hills N.A.

(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: It makes more sense to me for txdot to make the larger expenditure that would be useful for a longer time period, than to place a cheaper "band-aid" on the roadway that would have to be upgraded in a few years. The underpass solution seems to be the better long term solution.

Deadline for Comments: Wednesday, June 13, 2018

Please submit to:

Email: wurzbach@wsp.com

Mail: Rene Garza, P.E.
WSP USA
Bank of America Plaza
300 Convent St., Suite 1330
San Antonio, TX 78205



Or go to txdot.gov and keyword search "Wurzbach Parkway at Lockhill-Selma"

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Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: JEFF GLAWSON

ADDRESS: [REDACTED]

REPRESENTING: SUMMERFIELD

(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: EXISTING RIGHT TURN LANE OFF OF NORTH BOUND NW MILITARY EXTREMELY DANGEROUS. CARS USE THIS LANE TO GO STRAIGHT PAST SUMMERFIELD ENTRANCE. WE NEED A TRAFFIC LIGHT AT FAIRFIELD BEND & NW MILITARY.

Deadline for Comments: Wednesday, June 13, 2018

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Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway

Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: Gregory W. Crane, Jr.

ADDRESS: [REDACTED]

REPRESENTING: Myself

(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: Any proposed changes at N.W. Military and Wurzbach Parkway will only serve to further congest the intersection of Lockhill - Selma and Wurzbach Parkway. If there is to be meaningful improvement then TxDOT needs to partner with the City and the project should run all the way to IH-10 or even Fredericksburg Rd. That is ultimately where traffic is going to or coming from. It would certainly take condemnations, but fix the problem all the way. Don't make our neighborhood (Whispering Oaks) suffer further with the proposals as they currently are.

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Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway

Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: Ernesto Vela

ADDRESS: [REDACTED]

REPRESENTING: Estates of Alon

(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: My community and those adjacent to the affected area are residential zones that should not have to experience the negative impacts of a tunnel. The at-grade improvements is the best option that serves the city well. No additional amount of construction will ever alleviate the additional traffic that a tunnel will bring, particularly at once the traffic hits Lockhill Selma. If a tunnel is so badly needed, why not build it going through NW Military. I wonder if those communities would be so welcoming with that option.

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San Antonio, TX 78205



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Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: Emily Collins

ADDRESS: 

REPRESENTING: self

(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: I am concerned about the intersection of Whisper Valley + Wurzbach for the Eastern part of Whispering Oaks. We have no light on Wurzbach, and traffic makes it nearly impossible to turn left. At a minimum, please consider striping the intersection + posting a sign asking drivers not to block the box. Unfortunately, the other exits from the neighborhood onto Lockhill, also get backed up, so we cannot turn left (North) out of Whisper Quill due to the northbound traffic. Occasionally we can exit at Whispering Wind and turn left, but even that is becoming increasingly difficult.

Deadline for Comments: Wednesday, June 13, 2018

Please submit to:

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Mail: Rene Garza, P.E.
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300 Convent St., Suite 1330
San Antonio, TX 78205



increasingly difficult.

Or go to txdot.gov and keyword search "Wurzbach Parkway at Lockhill-Selma"

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Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway

Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: Greg Cousins

ADDRESS: [REDACTED]

REPRESENTING: RESIDENT

(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: WE LIVE IN WHISPERING OAKS AND HAVE TO EXIT OUR NEIGHBORHOOD @ WHISPER VALLEY. THIS "INTERSECTION" IS ALWAYS BACKED UP, WITH CARS ROUTINELY BLOCKING OUR EXIT (NORTHBOUND) AND SPEEDING THROUGH THE LIGHTS (SOUTHBOUND). SOMETHING NEEDS TO BE DONE TO ADDRESS CARS ENTERING & EXITING @ WHISPER VALLEY. THIS IS A DANGEROUS INTERSECTION, AND IT WILL ONLY GET MORE DANGEROUS IF THE PROPOSED PLAN IS IMPLEMENTED.

Deadline for Comments: Wednesday, June 13, 2018

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Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: Eva Yolanda Mendoza

ADDRESS: [REDACTED]

REPRESENTING: Alon Estates

(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: Several comments were stated as minimal tree impact. What exactly is the number of trees impacted? Trees should be planted for every tree removed by Inverness and Alon. This could also help w/ noise reduction.

For Summerfield a dedicated lane to exit west bound & a light for main entrance

Deadline for Comments: Wednesday, June 13, 2018

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San Antonio, TX 78205



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Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: Shawn Henrichs

ADDRESS: [REDACTED]

REPRESENTING: Self

(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: I am for improving traffic flows at Wurzbach & NW Military but should consider the surrounding neighborhoods. Have any studies been completed for safety impacts of this improvement? Going in & out of Fairfield Blvd at NW Military is extremely challenging & very unsafe. Recommend re-evaluating the option of the addition of a traffic light at a minimum

Deadline for Comments: Wednesday, June 13, 2018

Please submit to:

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Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: RHONDA HOFFMAN

ADDRESS: [REDACTED]

REPRESENTING: SELF

(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: _____

** Light needed at Summerfield/Inverness entries **

- concern for amount and speed of traffic coming from Wurzbach Pkwy to NW Military (in front of the Exxon)

- appears we are spending \$7.5 million and no one believes this is going to be all that effective; by the time the project gets completed, the traffic will have multiplied and we will be back in same problem -> looking again at same solutions.

Deadline for Comments: Wednesday, June 13, 2018

Please submit to:

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~~use the federal funding~~
- use the federal funding to put in underpass along w/ traffic lights at subdivisions.



Wurzbach Parkway
desde Lockhill-Selma Road hasta NW Military Highway
 Audiencia Pública
 29 de mayo de 2018

HOJA DE COMENTARIOS

(POR FAVOR USE LETRA MOLDE)

NOMBRE: _____

DIRECCIÓN: _____

REPRESENTANDO: _____

(Código de Transporte de Texas, §201.811(a)(5)): marque cada uno de los siguientes que apliquen a usted:

- Yo trabajo con TxDOT
- Hago negocios con TxDOT
- Seria beneficiado monetariamente a cause de este Proyecto u otros detalles sobre los que estoy comentando

COMENTARIOS: *Funds for a real solution, not the band aid proposal, why are you not going back to the MPO? Further, this proposed alternative is very likely to lead to more accidents, some of which may take lives. This alternative is irresponsible. Do better!*

Comentarios deben ser recibidos a más tardar el 13 de junio de 2018.

Por favor envíe por:

Correo electrónico: wurzbach@wsp.com

Correo postal: Rene Garza, P.E.
 WSP USA
 Bank of America Plaza
 300 Convent St., Suite 1330
 San Antonio, TX 78205



O puede ir a txdot.gov, palabra clave "Wurzbach Parkway at Lockhill-Selma"

La revisión ambiental, consulta y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo, o han sido, llevadas a cabo por TxDOT conforme a 23 U.S.C. 327 y un Memorando de Entendimiento con la fecha, 16 de diciembre de 2014, y ejecutado por FHWA y TxDOT.



Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: Stacie Schroeder

ADDRESS: 

REPRESENTING: Summerfield

(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: ① Summerfield needs a traffic light at Fairfield Bend so we are able to turn left SAFELY. It's almost impossible to currently turn left (sometimes right).

② Please consider a controlled light when the dual turn lanes coming west bound on Wurzbach turn right going North bound on NW Military. Our neighborhood needs this controlled so we are able to exit.

Deadline for Comments: Wednesday, June 13, 2018

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Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: Marjorie Lacey

ADDRESS: [REDACTED]

REPRESENTING: Self

(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: Best project! Less environmental impact! Numerous benefits of keeping trees!

Thank you for picking the At-Grade! Thank you for picking this option!

Deadline for Comments: Wednesday, June 13, 2018

Please submit to:

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Or go to txdot.gov and keyword search "Wurzbach Parkway at Lockhill-Selma"

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Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: Jorge Sanchez Jr.

ADDRESS: [REDACTED]

REPRESENTING: Myself

(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: After reviewing the current plan TxDOT has for Wurzbach Parkway, I still firmly believe that the underpass is the most viable solution to deal with traffic at the intersection. I understand why TxDOT decided not to do the underpass but I still think that in the long-term the underpass is the best solution.

Deadline for Comments: Wednesday, June 13, 2018

Please submit to:

Email: wurzbach@wsp.com

Mail: Rene Garza, P.E.
WSP USA
Bank of America Plaza
300 Convent St., Suite 1330
San Antonio, TX 78205



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Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: DAVID W MARSHALL

ADDRESS: [REDACTED]

REPRESENTING: _____

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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

COMMENTS: BUILD THE UNDERPASS !!

UNDERPASS WILL REMOVE THOSE GOING STRAIGHT
ON ~~BOTH~~ ^{WURZBACH} STREETS FROM BEING IN WAY OF THOSE
TURNING. WITH WURZBACH THRU TRAFFIC UNDER
NW MILITARY, THERE CAN BE SIMULTANEOUS LEFT
AND RIGHT TURNS. SIGNALS WOULD NOT HAVE TO
ACCOMMODATE WURZBACH THRU TRAFFIC, REDUCING
WAIT TIME FOR THOSE TURNING AND GOING STRAIGHT
ON NW MILITARY.

UNDERPASS OF FREDERICKSBURG WORKS GREAT. UNDERPASS OF NW MILITARY
LIKE F'BURG WOULD
SPEED AMBULANCE
ACCESS TO MED
CENTER

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Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: Rosa Sanchez

ADDRESS: [REDACTED]

REPRESENTING: Myself

(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:

I live in Summerfield we need a light in our entrance.

Please reconsider the overpass the ~~way~~ solution right now will only temporarily fix a small part of the problem

Thank you

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Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: James L. Mims

ADDRESS: [Redacted] Churchill Forest

REPRESENTING: property owner in the neighborhood

(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 } N.A.

COMMENTS: How many signatures would it take to resurrect the underpass?

Please reconsider the underpass and additional traffic lights at exits to neighboring subdivisions

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Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: Shirley Carter

ADDRESS: [REDACTED]

REPRESENTING: me

(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: I am beyond mad - Cannot get out of Whisper Valley or Lockhill Selma now -

What is going to happen when all this construction starts & when it is finished -

What will we do? Just run around and around?

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Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: David & Jennifer Mansour

ADDRESS: [REDACTED]

REPRESENTING: Resident - Estates of Alon

(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: We are pleased ~~to~~ with the final design which addresses congestion at the intersection while preserving the trees and neighborhood feel.

The ~~original~~ AT Grade design was enhanced significantly to have a meaningful impact not only at the NW Military intersection, but also at the Lockhill Selma intersection. The proposed design is a responsible use of tax dollars.

Further, request the consideration of a light at Alon Loop & NW Military.

Deadline for Comments: Wednesday, June 13, 2018

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Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: Julia Stewart

ADDRESS: [REDACTED]

REPRESENTING: _____

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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

COMMENTS: Please! Reconsider and do the tunnel!

Deadline for Comments: Wednesday, June 13, 2018

Please submit to:

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Mail: Rene Garza, P.E.
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Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: Shelia May

ADDRESS: [REDACTED]

REPRESENTING: self

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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

COMMENTS: It is extremely difficult to exit Summerfield SO onto Wurzbach Parkway during morning or evening rush hours. Making a U-turn on Wurzbach can only happen during a red light and with cooperation of slowly moving traffic. Increasing the speed of cars moving on Wurzbach to make a right turn on NW Military will make it more dangerous to exit Summerfield onto NW Military. It is already difficult to make a left turn onto NW Military

Deadline for Comments: Wednesday, June 13, 2018

Please submit to: tunnel under!

Email: wurzbach@wsp.com

Mail: Rene Garza, P.E.
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San Antonio, TX 78205



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Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: Hector M.

ADDRESS: 

REPRESENTING: self

(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: This is a bad idea! You need the overpass / underpass route. You will have to revisit this project in a few years with additional population growth. Do the project correctly NOW while we have the chance.

Deadline for Comments: Wednesday, June 13, 2018

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Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
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May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: JOSE MARROQUIN

ADDRESS: [REDACTED]

REPRESENTING: self

(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: I appreciate the longer approach to turn right onto NW Military from Wurzbach but I really don't see how adding an extra lane of traffic is going to alleviate the problems near the Exxon. It will be extremely difficult for north bound traffic to enter the Exxon. The extra left hand turn lanes are, mostly a good idea. Also, I feel that there will still be problems with traffic north of the intersection at the Summerfield neighborhood due to the "evaporating" right turn lane. Finally, I liked the idea of a tunnel or overpass.

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Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: MARCON VILLADARES

ADDRESS: [REDACTED]

REPRESENTING: _____

(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: There is a need to reduce the speed limit from Blanco Rd Overpass to NW Military Intersections. One lane travel above 60MPH making difficult to make a right lane swerve into Wurzbach. Also, a traffic light on Enfield Rd @ NW Military would ensure exiting smoother.

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Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: Thomas N. Williams

ADDRESS: 

REPRESENTING: self - homeowner in Summerfield.

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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

COMMENTS: The major factor seems to be the cost but depending
the traffic will indicate re-doing it under ^(SPUI) level type.
Wisdom would be to pay the 3 times cost now instead of
paying even more in a few years.

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Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: Tia Palsole

ADDRESS: [REDACTED]

REPRESENTING: _____

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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

COMMENTS: _____

Please consider letting two lanes from Lockhill Selma
(going south) turn left onto Wurzbach - currently traffic
backs up on Lockhill Selma because only one lane can turn
left.

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Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: Daniel Ryan

ADDRESS: [Redacted]

REPRESENTING: Summerfield Resident

(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: 1. There should be a signal that stops the traffic turning right onto N.W. Military from the Parkway (westbound). The purpose would be to create occasional breaks in the traffic coming down the hill so that Summerfield residents can safely exit the subdivision via Fairfield Bend. The light would have to stop traffic for a short time while either southbound NW Military or eastbound Wurzbach Pkwy is flowing. Currently, traffic dribbles down the hill, accelerating to high speed, and there are never any safe breaks in the flow to allow safe egress from Fairfield Bend.

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Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway

Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: Daniel Ryan

ADDRESS: [REDACTED]

REPRESENTING: Summerfield Resident

(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: 2. There should be a step down in the speed limit of traffic approaching NW Military moving westbound on the park way. This would make it safer for residents exiting Summerfield on Bluffton Oaks, as well as safer for cyclists and pedestrians at the intersection or approaching the intersection.

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Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: General Charles Bishop

ADDRESS: [REDACTED]

REPRESENTING: Self

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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

COMMENTS: We see little value with this entire project. Elm Creek Community appears to suffer most of all from adjacent communities with loss of trees, metal fence and rock pillars. A clear traffic backup will obviously result from the single lane lane (eastward) from Lockhill Selma. TxDOT contractors are known for placing construction equipment on private property prior to approval of eminent domain. Some years before this project is decided.

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Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: Eric Weis

ADDRESS: [REDACTED]

REPRESENTING: Summerfield Resident

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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

COMMENTS: I wanted to go on record that the proposed solution is no solution for Summerfield residents.
We have 2 exits out of Summerfield both are highly impacted. I voted for underpass and still feel the same way. I have new drivers High School students the need to get to school and I worry that accident will happen. Because drivers have to fight to get over 3+ lanes of traffic to get to school. If they take the NW Mil. exit they run the same risk. I feel that a better solution should be ~~con~~considered, underpass or Don't do anything.

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Wurzbach Parkway
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May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: VICTORIA Biniewski

ADDRESS: [REDACTED]

REPRESENTING: _____

(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: These meetings are not designed for constructive input. They are only telling you what's going to happen.
Maybe when someone gets hurt badly or killed, something will be done to help prevent + leaving Summerfield.

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Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway

Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: Earla Bishop

ADDRESS: [REDACTED]

REPRESENTING: Homeowner Elm Creek

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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

COMMENTS: Cannot see it improves traffic flow. It is busy approx from 4pm to 7pm. Just a few hours to spend so much money & not remedy issue. Living in Elm Creek I am concerned about the number of large trees that will be cut down. Are any Heritage Trees? How ~~many~~^{much} wild life will be affected? Simply not worth doing for the final requests!!

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Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME:

Pat Staut

ADDRESS:

[Redacted]

REPRESENTING:

myself

(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:

I live in Summerfield. I think that the underpass is the

Best Solution!

Deadline for Comments: Wednesday, June 13, 2018

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Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: Shelley Baillargeon

ADDRESS: [REDACTED]

REPRESENTING: _____

(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: turn around merging lane is for longer than is necessary as the # of cars ever turning at once never exceeds 3 and all of us can turn when the military light has stopped thru traffic - this light is long enough to allow many of us to get across to the right lane with no on coming traffic

Deadline for Comments: Wednesday, June 13, 2018

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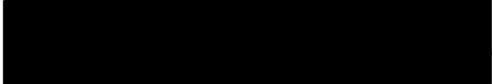


Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: Christi Morrison

ADDRESS: 

REPRESENTING: _____

(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: We will be impacted by noise increases - increase in traffic, reduction of trees.

This is trying to make a highway on top of a neighborhood. It will impact our quiet enjoyment where we love and sleep.

Deadline for Comments: Wednesday, June 13, 2018

Please submit to:

Email: wurzbach@wsp.com

Mail: Rene Garza, P.E.
WSP USA
Bank of America Plaza
300 Convent St., Suite 1330
San Antonio, TX 78205



Or go to txdot.gov and keyword search "Wurzbach Parkway at Lockhill-Selma"

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.



Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: M. TANNENDRUM

ADDRESS: [REDACTED]

REPRESENTING: SELF

(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: TRAFFIC SIGNAL @ TURNBERY & NW MIL!

Deadline for Comments: Wednesday, June 13, 2018

Please submit to:

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Mail: Rene Garza, P.E.
WSP USA
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Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: Terumi Le Sage

ADDRESS: [REDACTED]

REPRESENTING: I am a resident of Summerfield

(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: Please signal light on NW Military & Fairfield Bend Dr. to allow us to safely leave & enter Summerfield.

Thank you
Terumi Le Sage

Deadline for Comments: Wednesday, June 13, 2018

Please submit to:

Email: wurzbach@wsp.com

Mail: Rene Garza, P.E.
WSP USA
Bank of America Plaza
300 Convent St., Suite 1330
San Antonio, TX 78205



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Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: DR. RAY LESAGE

ADDRESS: [REDACTED]

REPRESENTING: I AM A RESIDENT OF SUMMERFIELD

(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: IF DO ANYTHING NEED A SIGNAL LIGHT ON
NW MILITARY AT FAIRFIELD BEND DRIVE TO ALLOW
PEOPLE TO SAFELY LEAVE & ENTER SUMMERFIELD.

THANKS
Ray Lesage
5/29/18

Deadline for Comments: Wednesday, June 13, 2018

Please submit to:

Email: wurzbach@wsp.com

Mail: Rene Garza, P.E.
WSP USA
Bank of America Plaza
300 Convent St., Suite 1330
San Antonio, TX 78205



Or go to txdot.gov and keyword search
"Wurzbach Parkway at Lockhill-Selma"

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Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: HARRY E. CAYLOR III

ADDRESS: [REDACTED]

REPRESENTING: SELF (ESTABLISHED ALON RESIDENT)

(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: _____

MAKE the improvements to the plan

Deadline for Comments: Wednesday, June 13, 2018

Please submit to:

Email: wurzbach@wsp.com

Mail: Rene Garza, P.E.
WSP USA
Bank of America Plaza
300 Convent St., Suite 1330
San Antonio, TX 78205



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Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway

Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: RICHARD LAZAR

ADDRESS: [REDACTED]

REPRESENTING: SELF

(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: This proposal does NOTHING to address traffic egress/ingress from Whisper Valley onto Wurzbach and from Whisper Quill onto Lockhill Selma. Cannot exit Whispering Oaks near because traffic backup through intersection and police do nothing to enforce. Makes access to Whisper Valley very difficult. I own business in Whisper Valley which will be severely impacted by more traffic on Wurzbach or Lockhill unless police enforce blocking intersections!

Deadline for Comments: Wednesday, June 13, 2018

Please submit to:

Email: wurzbach@wsp.com

Mail: Rene Garza, P.E.
WSP USA
Bank of America Plaza
300 Convent St., Suite 1330
San Antonio, TX 78205



Or go to txdot.gov and keyword search "Wurzbach Parkway at Lockhill-Selma"

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Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: Alicia Rubio

ADDRESS: [REDACTED]

REPRESENTING: _____

(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: Better signals to "Do not block intersection" needed for Summerfield's Wurzbach exit. Current one is far away and small.

The additional lanes will make it more dangerous to exit Summerfield. Please consider the underpass option. Making a right from Fairfield to NW Military with 2 right lanes turns will be a nightmare.

Deadline for Comments: Wednesday, June 13, 2018

Please submit to:

Email: wurzbach@wsp.com

Mail: Rene Garza, P.E.
WSP USA
Bank of America Plaza
300 Convent St., Suite 1330
San Antonio, TX 78205



Or go to txdot.gov and keyword search "Wurzbach Parkway at Lockhill-Selma"

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Date:

May 29, 2018

Case:

TxDOT: Wurzbach Parkway

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TEXAS DEPARTMENT OF TRANSPORTATION
VERBAL COMMENTS & PUBLIC HEARING
WURZBACH PARKWAY (PA 1502)
LOCKHILL-SELMA ROAD TO NORTHWEST MILITARY HWY

BARSHOP JEWISH COMMUNITY CENTER
12500 Northwest Military Highway
San Antonio, Texas 78231

MAY 29, 2018
5:00 P.M. - 7:00 P.M.

1 MS. R. WOODRUFF: First concern -- safety
2 concern. Sixty miles an hour coming to a screeching
3 halt at Northwest Military. We cannot get out of our
4 back gate in the morning from 7:00 until 8:30, in the
5 afternoon, from -- what? -- 3:30 when school gets out
6 until close to 7:00. That's the back gate. The front
7 gate from Fairfield Bend onto Northwest Military, we
8 can't get out those times either. So we're locked in.
9 Okay?

10 All right. So in order for us to get out
11 the front gate what we have to do is we have to go to
12 George, make a left-hand turn down George Road, go to
13 Lockhill-Selma if I want to go to Wurzbach Parkway going
14 east. It's very dangerous. Okay? Sixty miles an hour
15 is too fast on Wurzbach Parkway. Screeching halt on
16 Northwest Military Drive. I appreciate it.

17 *****

18 MS. A. GROSS: So I've been a resident of
19 Summerfield for 12 plus years. We move -- we downsized
20 there from Castle Hills thinking that this is where we
21 could retire in place. I was a victim of an auto
22 accident in the Summerfield entrance in December of
23 2016. I was in the hospital for two and a half weeks
24 and came home on a walker. I -- There's no good way to
25 get out of the -- of the -- of the neighborhood.

1 If you go out the back gate and you want
2 to -- to get over in the left-hand lane, you know,
3 people, if they're stopped, are very, very kind; but if
4 you got hit, it would be your fault for changing lanes
5 to -- to make a -- do a U-turn to go the other
6 direction. If they're going to just add lanes that's
7 only going to complicate the whole thing.

8 And we badly, badly need a -- a "Stop"
9 light -- even though it's brief and you have to wait at
10 Summerfield at the entrance on Northwest Military -- so
11 that people can make a left -- safely make a left-hand
12 turn. Right now we only make right-hand turns and we go
13 way out of our way. Try to get over in the left-hand
14 lane to take George Road down to Lockhill-Selma and come
15 back that way or come back to Wurzbach to go to the
16 grocery store.

17 I understand that the people in Inverness
18 are against this because (it's rumored) they don't want
19 the trees removed from the median, so it -- which would
20 happen if they -- if they took the road underneath.

21 So we are the most affected neighborhood
22 in the whole area, having Wurzbach on one side and
23 Northwest Military on the other, and I feel like that
24 for people our age -- my husband and I are both in our
25 upper 80s -- it's -- it's extremely dangerous. We only

1 go and come, if we can, at certain -- certain times of
2 the day to avoid the traffic; and it seems to me that
3 saving lives is much more important than beautiful trees
4 down the median, if that is truly the argument.

5 I know the county judge lives over there.
6 We have the mayor in our neighborhood, but he's very
7 engrossed with city business and, you know, other issues
8 right now. But I -- I am just terribly emotional about
9 this and concerned about the health and welfare of not
10 only people my age, but, you know, younger people.
11 Thank you.

12 *****

13 MR. E. WEIS: So I'm a resident of
14 Summerfield and I've been to this -- one of these
15 meetings last time we had it and I -- I -- I voted for
16 whatever and it -- and it got declined as far as the
17 tunneling or whatever the case is. But I'm very
18 concerned on our neighborhood and I know other neighbors
19 are -- in Summerfield are concerned about how we're
20 going to exit out of our neighborhood.

21 We only have two exits, both of them are
22 very difficult to get out of, and adding what -- what
23 was proposed, adding more lanes, thinking we're going to
24 turn right -- to the right, it's just very dangerous.
25 I'm afraid people -- accidents (fatal accidents) are

1 going to happen. I mean, because it's hard enough
2 getting out right now, and adding now -- just no light
3 and people are going to be zipping by concerns me.

4 I don't know why we can't -- I know the
5 tunneling was an expense, so it was kind of a dollars
6 and cents thing, but if -- if we have the money, there's
7 got to be better options than -- or create -- create
8 another exit for our neighborhood. Because currently
9 it's difficult to get out of our neighborhood at certain
10 times, and adding this is going to make it even more
11 difficult to get out of our neighborhood. So if the
12 city wants to add another exit to our neighborhood so we
13 can get out, maybe that's an option; but that's an
14 expensive option.

15 Also -- and then that's really I -- all I
16 really wanted to say. I just didn't -- I wanted it to
17 be documented -- and I don't know if they're going
18 through these or not. I mean, I'm assuming they would
19 be. I'm going to list all of my comments here and
20 submit the -- the paperwork here and -- and make sure my
21 voice is heard. But I know other residents feel the
22 same way. I'm just trying to -- I don't want to see any
23 fatal accidents happening trying to get out of our
24 neighborhood because it's already difficult enough.

25 *****

1 MR. R. LESAGE: Okay. We're concerned
2 more about the ability to get into and out of
3 Summerfield during rush-hour traffic times under any
4 circumstance. Primarily, we think there should be a
5 signal light on Fairfield Bend at Northwest Military to
6 allow easy entry and access to the neighborhood.

7 Folks going to the Medical Center, for
8 example, in the morning or -- or, for that matter, in
9 the evening, there's a lot of difficulty getting there.
10 Just getting from the Fairfield Bend address to here, we
11 have to go down to Lockhill-Selma today to turn around
12 and come back to get here; and we live just across the
13 street. You could almost hit our house with a rock from
14 here.

15 So I -- I -- the wife may have some of the
16 same comments to make. Okay? Thank you very much.

17 *****

18 MS. T. LESAGE: I would like to ask safety
19 to allow us to -- for leaving and then getting in from
20 our community, and only I feel safe both -- request a
21 "Stop" light at Northwest Military and the Fairfield
22 Bend. That will be safe to come -- can -- coming in
23 from Northwest Military. So that's -- I want to
24 request.

25 *****

1 MS. V. BINIEWSKI: All I have to say is,
2 when they widen those roads, either Wurzbach or on
3 Northwest Military -- and we have a lot of teenagers
4 that are learning to drive, so in the back entrance off
5 of -- Brighton, is it? -- Brighton, I think, if they
6 want to make a turnaround, they've got to go over
7 several lanes. Right now it's three. And if they're
8 extending one or two that means they have to go over
9 more lanes.

10 Out the front you're probably not too bad
11 if you want to go right, but if you want to go left --
12 and they're widening it, and adding two more lanes -- I
13 believe, you have to go and sit in the middle and hope
14 somebody is nice enough to let you out. We've asked for
15 a light at that -- at our entrance and exit right there
16 so, for safety reasons, we can get in and out without
17 jeopardy of being hit. That's it.

18 *****

19 MR. J. WILD: I drove the Wurzbach Parkway
20 for several years and just retired recently, but the
21 problem every -- just about every day was returning to
22 the east -- or I'm sorry -- to west -- westbound at rush
23 hour -- evening rush-hour traffic. And when a vehicle
24 is approaching that, the cars back up mostly in the
25 right turn lane, less in the middle lane, and the least

1 in the left turn lane. The -- So the aggressive drivers
2 stay in the left turn lane and go as far up as they can
3 until they're backed up, and then they aggressively work
4 their way across the two lanes to be able to exit on
5 Military Highway to hit northbound, and that process of
6 those cars working their way through the two lanes makes
7 everybody slow down a lot. Except them.

8 So I think they're -- if anything can be
9 done to sort out the vehicles according to whether
10 they're going to get off at Military or go straight
11 through on the Wurzbach Parkway that -- and if that can
12 be done before that build-up occurs that could make a
13 big difference, I think. So that's my comment.

14 *****

15 MR. C. SAXER: Okay. My concerns about
16 the At-Grade option for the Northwest Military and
17 Wurzbach Parkway intersection are: No. 1, TxDOT and the
18 city are opting for the least expensive option over more
19 effective solutions they have developed and considered
20 in the past; a bandage approach to major problem that
21 will continue to get worse. No. 2, Traffic accidents
22 will significantly increase due to the size and unusual
23 configuration of this intersection and the lack of
24 traffic information provided by TxDOT. No. 3,
25 Summerfield residents are going to experience increasing

1 access problems and more significant traffic accidents.
2 Okay. That's it.

3 *****

4 MR. S. SHERER: I live in the Summerfield
5 neighborhood and with these changes it is going to be
6 virtually impossible for us to enter or leave our
7 neighborhood on Northwest Military, and it's -- we're --
8 How much do I tell you? Just whatever I want? At
9 different -- I think they need to review that the
10 traffic is very different during different times of the
11 day, and our entrance and exit have different issues at
12 different times of the day because of the traffic.

13 Leaving our neighborhood on Bluffton Oaks
14 entering Northwest Military, it is only safe when the
15 cars are at a standstill; and then you have to sneak
16 across like you're in New Jersey, which is fine, but you
17 can do that. At 60 miles an hour the cars block the
18 intersection; that's going to be inevitable, I'm sure.
19 But doubling the amount of cars going to the right is
20 going to be -- make it harder for us to come out.

21 On the Northwest Military side, it will be
22 impossible to enter our neighborhood going south on
23 Northwest Military at any time of the day because, with
24 double the lines of traffic, you -- there is traffic
25 coming -- they're doubling the traffic coming in, so you

1 won't be able to enter from the -- going north to south,
2 and leaving -- Sorry. We can enter our neighborhood
3 going north on Northwest Military, that's true, but we
4 won't be able to leave our neighborhood because there's
5 so many cars coming at us going north. There's no way
6 we'll be able to leave going north or south from our
7 neighborhood, especially if they take out the turn lane.
8 I advocate a "Stop" light, please. That's it.

9 Sorry. I don't know if it needs a "Stop"
10 light; I'm not a traffic engineer. But I don't see
11 how -- right now it's so hard to leave our neighborhood
12 going left or right, as it is, that doubling the traffic
13 going north on Northwest Military is going to make it
14 imposs- -- make it very difficult us for -- for us even
15 going left out of our own neighborhood, and making a
16 left is going to be -- you couldn't even do that because
17 there's no turn lane to get into anymore with the
18 current drawings. So I don't know about a "Stop" light
19 on that part, but it's very difficult.

20 And I'm a little bit upset -- I want to
21 make a note of this -- that the drawings end right north
22 of that intersection, right north of our entrance to our
23 neighborhood, which is really unfortunate because that's
24 exactly -- they're creating the problem right at that
25 spot. So I don't know if that's a problem there. But

1 the drawings stop there. So something needs to happen.
2 Thank you.

3 (End of verbal comments.)

4 *****

5 MR. J. BEAN: Okay. If you could find a
6 seat that would be great. It's right at seven o'clock
7 and we're going to begin our public hearing. I'll give
8 you a couple minutes to find a seat.

9 It's six o'clock. Excuse me. Six o'clock
10 for the record. Thank you for the correction.

11 Okay. Good evening and welcome to the
12 Wurzbach Parkway: Lockhill-Selma to Northwest Military
13 Project Public Hearing. Thank you for being here. My
14 name is Jonathan Bean, I'm the director of
15 Transportation Planning & Development for the Texas
16 Department of Transportation in the San Antonio District
17 and I -- and I'm the public hearing officer for
18 tonight's proceeding.

19 We appreciate your interest and
20 involvement in this project. Your input is critical to
21 the project development process and we look forward to
22 hearing from you. I'll be reading from a script
23 tonight, this is a very formal proceeding, so bear with
24 me as I read from the script primarily, so --

25 Tonight's public hearing will be divided

1 into two parts: A presentation and a public comment
2 session. The presentation will introduce our project
3 team and review the meeting format. We will then
4 provide a project overview and brief history of the
5 development of the project. After which, we will review
6 feedback gathered from public involvement, the proposed
7 improvements, project funding, environmental findings
8 and a project timeline. The presentation will conclude
9 with details on how you can provide comments by speaking
10 at tonight's public hearing. If you would like to
11 speak, please fill out a form at the speaker
12 registration table in the back so that we can call you
13 up when that time comes.

14 Before proceeding further, I would like to
15 introduce the elected officials who are in attendance
16 tonight. On the front row is Councilman Manny Pelaez.
17 Thanks for being here.

18 (Applause.)

19 And then Colt Osbourn is representing
20 Councilman Courage, as well. He's in the back.

21 (Applause.)

22 We also have members from our project team
23 that are present; and, I guess, if you guys could stand
24 real quick just so people can see who you are. It's
25 really the guys with the name tags. So you've been

1 talking to them during the open house. So now let's
2 start the official public hearing.

3 TxDOT is conducting this public hearing
4 for the Wurzbach Parkway from Lockhill-Selma Road to
5 Northwest Military Highway (this project) to gather
6 comments and feedback from the community regarding
7 proposed improvements. After the presentation there
8 will be an opportunity for you to present verbal
9 comments for the official record. If you wish to make
10 verbal comments, please fill out a speaker form so that
11 we can register you to speak. Speaker registration
12 forms are at the speaker registration table located next
13 to the comment card table along the walls to -- over
14 here to my left. The public hearing provides an
15 opportunity to receive comments into the public record.
16 Written comments are also acceptable and will be
17 included as part of the official public record. Please
18 note to be included as part of the official public
19 record written comments must be submitted and received
20 by June 13th.

21 Once we start the verbal comments, we will
22 call your name and ask that -- ask that you please come
23 to the microphone and state your name, address, and what
24 organization you represent, if applicable. Each speaker
25 will be limited to a period of three minutes. TxDOT is

1 here to listen to you and, therefore, it is standard
2 protocol at a public hearing for us not to respond to
3 questions or comments during the formal presentation or
4 comment period. However, the project team members will
5 be available to answer project-related questions
6 following the formal verbal comment period. Questions
7 will be answered in a public hearing report that will be
8 posted online after the comment period closes.

9 If you have comments but do not wish to
10 speak at tonight's public comment session, there are
11 additional ways to provide feedback. There are comment
12 forms available in English and Spanish at the comment
13 table. The comment forms can be placed in the comment
14 box available or mailed to the address on the form. You
15 may also have your comment recorded tonight by the court
16 reporter or submit your comment via e-mail. Please note
17 that all written comments must be received on or before
18 Wednesday, June 13, 2018, to be included in the public
19 record. We will post the public hearing report on
20 TxDOT's website once it is available.

21 The section of Wurzbach Parkway that we
22 will be discussing today is located from just west of
23 Lockhill-Selma Road to just east of Northwest Military
24 Highway. These are the limits highlighted in blue on
25 this map.

1 The purpose of the proposed project is to
2 reduce traffic congestion and improve safety along
3 Wurzbach Parkway between the Lockhill-Selma Road and
4 Northwest Military Highway intersections and along
5 Northwest Military Highway at Wurzbach Parkway.

6 The development of this project began in
7 2016. A focus group meeting was held with the
8 homeowners association presidents, business
9 representatives, and agency representatives on -- on
10 July 14, 2016 to discuss a Single Point Urban
11 Interchange (often referred to as a SPUI) as the
12 proposed option.

13 The focus group meeting was followed with
14 an open house on February 28, 2017 where we gathered
15 public input on the SPUI option. After assessing the
16 input received at the open house a second focus group
17 meeting was held where six potential options were
18 discussed. The options included were a SPUI, a Modified
19 SPUI, a Diamond Interchange, a Partial Grade Separation,
20 an At-Grade -- At-Grade Improvements option, and a
21 No-Build option.

22 These six options were later presented to
23 the public at a second open house on August 30, 2017.
24 Subsequently, a Modified At-Grade Improvements option
25 was selected for consideration and presented to the

1 public at a third open house on December 14, 2017.
2 Additionally, the Modified At-Grade Improvements option
3 was presented at a Northside Neighborhood for Organized
4 Development meeting on January 8, 2018.

5 During the development process and through
6 public feedback, the project team identified the top
7 concerns regarding the project. Public feedback
8 expressed loss of trees, increased congestion,
9 neighborhood access, traffic signals, construction
10 impacts, and through movements as primary concerns.

11 Based on public input and traffic
12 modeling, TxDOT is proposing Modified At-Grade
13 Improvement for this project. Modified At-Grade
14 Improvements will improve traffic flow by adding one
15 through lane in each direction on Wurzbach Parkway
16 between Lockhill-Selma Road and Northwest Military
17 Highway. We'll also be adding dual left turn lanes on
18 all approaches at Wurzbach Parkway and Northwest
19 Military Highway -- extending three right turn lanes and
20 incorporating an improved signal operation, and adding
21 dual right turn lanes on Wurzbach Parkway's westbound
22 approach to Northwest Military Highway. This added
23 eastbound through lane would start at Whisper Valley and
24 the added westbound through lane would end at Elm Creek
25 Road past Lockhill-Selma Road. The Modified At-Grade

1 Improvements will also minimize impacts to trees,
2 impacts to access the surrounding communities, and
3 reduce construction noise and dust.

4 This map shows -- shown on this slide
5 presents the proposed improvements from Elm Creek Road
6 to Northwest Military Highway. The areas highlighted in
7 pink show where the additional lanes would be added by
8 the project. A large scale schematic of the
9 improvements can be seen at the tables located in the
10 center of the room.

11 This slide illustrates the improvements
12 proposed for Wurzbach Parkway at Northwest Military
13 Highway. This configuration would keep all movements at
14 grade, meaning there would be no underpass or overpass.
15 It will also add lanes on Wurzbach Parkway, add a dual
16 left turn configuration on all approaches, extend three
17 right turn lanes, add dual right turn lanes on Wurzbach
18 Parkway and Northwest Military Highway, and incorporate
19 an improved signal operation.

20 The dual left turn lane configuration on
21 all approaches offers multiple benefits, including
22 improving the efficiency of the intersection, allowing
23 more green time for movements that need them, increasing
24 the capacity of the intersection, and reducing delays.
25 One of the exhibits on display in the back of the room

1 shows how the project would reduce delay through the
2 intersection.

3 At the -- at the Wurzbach Parkway and
4 Lockhill-Selma intersection -- Okay. There we go.

5 At the Wurzbach Parkway and Lockhill-Selma
6 Road intersection the proposed improvements would add
7 lanes on Wurzbach Parkway. The added westbound through
8 lane would end at Elm Creek Road and the added eastbound
9 through lane would start at Whisper Valley.

10 The Wurzbach Parkway project was
11 identified as a priority for funding by the Alamo Area
12 Metropolitan Planning Organization. The estimated
13 construction cost for the project is \$7.5 million and
14 would be paid for with a combination of federal and
15 state transportation funds.

16 We studied the effects of the proposed
17 project on various resources. The project is located
18 primarily within the existing right-of-way that has been
19 impacted by past construction. However, .52 of an acre
20 of new right-of-way would need to be acquired for the
21 project. No homes or businesses would be displaced.

22 Computer modeling indicated that no
23 traffic noise impacts would result from the proposed
24 project.

25 Modifications to the culvert at tributary

1 to Olmos Creek would involve previously disturbed areas
2 and would be minor impacts; however, we would obtain a
3 permit from the U.S. Army Corps of Engineers for this
4 construction. The project would include features to
5 treat runoff from the road at this location.

6 We have coordinated the project with the
7 Texas Parks & Wildlife Department. The project would
8 result in the loss of some woody vegetation throughout
9 the project limits. Some of the vegetation in the
10 median cannot be avoided by the project. However, the
11 proposed improvements would minimize impacts,
12 particularly in compare -- in comparison to other
13 options we have studied, and we will avoid removing as
14 many trees as we reasonably can.

15 We determined the project would have no
16 adverse effects to endangered species. We will be
17 consulting with the U.S. Fish & Wildlife Service for
18 their concurrence on this determination.

19 We have coordinated the project with the
20 Texas Historic Commission with the determination that no
21 historic resources would be impacted by the project.

22 We would obtain a construction general
23 permit the Texas Commission on Environmental Quality
24 during construction and use appropriate erosion and
25 sedimentation controls and stabilize the site upon

1 completion.

2 Overall, the project meets criteria to be
3 categorically excluded from the preparation of a
4 Environmental Impact Statement.

5 After the public involvement and
6 environmental review are complete, right-of-way
7 acquisition and utility relocations can start.
8 Construction of the project could start as early as 2020
9 and is anticipated to be completed in approximately 12
10 months. Once the project opens to traffic, we will
11 monitor traffic operations as motorists' traffic
12 patterns adjust.

13 This figure represents the project's
14 anticipated timeline. We expect to receive
15 environmental clearance in the summer of 2018, acquire
16 the proposed right-of-way in -- by 2019, and start
17 construction spring 2020 with a construction duration of
18 approximately 12 months.

19 Okay. Before we take a brief recess, I
20 would like to reiterate that TxDOT's purpose during the
21 formal hearing period is to listen to your comments and,
22 therefore, we will not attempt to answer your questions.
23 This procedure is necessary so that everyone is given an
24 opportunity to speak; and all comments will be given due
25 consideration. If you wish to make verbal comments,

1 please fill out a speaker form so that we can register
2 you to speak. Speaker registration forms are at the
3 speaker registration table located next to the comment
4 card table along the wall over here to the left.

5 Once we start the verbal comments, we will
6 call your name and ask that you please come to the
7 microphone and state your name and the organization you
8 represent, if applicable. Each speaker will be limited
9 to a period of three minutes. Please note that the time
10 cannot be transferred and shared and there will be no
11 questions, interjections or discussions. As a reminder,
12 written comments are also acceptable and will need to be
13 submitted and received by June 13th to be included in
14 the official public record.

15 Project team members will be available to
16 answer project-related questions following the formal
17 verbal comment period. Questions will be answered in a
18 public hearing report and will be posted online after
19 the comment period closes.

20 For the benefit of those who arrived late,
21 I will ask all project staff again to stand. Yes. You
22 can probably just look for name tag. These individuals
23 will be available to answer your questions and discuss
24 any potential concerns regarding the project. This
25 completes the presentation and, at this time, we're

1 going to take a short recess. The slide says 15
2 minutes. I'm not sure we'll need that long. We'll just
3 take a short recess. And this is just an opportunity
4 for you to go ahead and fill out a -- a comment card --
5 I'm sorry -- a speaker card, if you like. It could be
6 you've heard everything you need to hear and you -- you
7 have the opportunity to -- to leave at this time as
8 well. So thank you for being here. We're going to take
9 a short recess.

10 (End of presentation and beginning
11 of public comments, as follows:)

12 MR. J. BEAN: Okay. We're going to begin
13 the public comment period, our verbal period here
14 tonight. We have a few people signed up to speak.

15 Again, if you would like to speak, you're
16 welcome to go ahead and -- and put your name down in the
17 back of the room and the folks in the back will let me
18 know. But I'm going to just call you up one by one in
19 the order that you're listed here. We have nine people
20 signed up to speak at this time. And, if you could,
21 walk up to the mic and state your name and who you
22 represent if that's applicable.

23 So our first speaker tonight is -- and
24 forgive me if I get your name wrong -- Jon Tom McAnear.

25 *****

1 MR. J. McANEAR: Okay. I'm Jon Tom
2 McAnear, address is 12131 Stockholm, representing
3 myself, and I'm going to speak against this project.

4 I've heard from my city councilman's
5 office that this project, although, is the least
6 expensive is also the least effective, the least
7 efficient of taking care of the problems at this
8 intersection. Whereas, the project that's the most
9 expensive is also the most efficient. And so, from my
10 point of view, since I've heard that there's anywhere
11 from 23,000 to 26,000 people a year coming into San
12 Antonio, it would make more sense, to me, to plan for
13 the future and make the best possible -- at this time,
14 it doesn't make sense to spend \$7.5 million now and in a
15 few years have to go many million over that.

16 The only people that I know that are not
17 in favor of the best policy -- the best plan to reduce
18 the congestion are the people that live in Alon Estates,
19 and they -- according to nextdoor.com, there's 145
20 individuals that live there, 18 percent homeowners, that
21 their main complaint is that they are blocked from
22 getting on the Wurzbach Parkway that goes under
23 Northwest Military, that they would have to stop at the
24 "Stop" light, which they're having to do anyway, so --
25 if they go east on Wurzbach Parkway.

1 and I wondered when it was going to end.

2 I think that it's a total waste of our
3 money if we build it the way it's proposed right now
4 without the underpass, which would take all of those
5 people out of the way of those who want to turn left,
6 turn right, and go north and south on Northwest
7 Military. That just gets them out of the way of other
8 people. And I think that without the underpass that it
9 really is a -- a waste of time, and -- and like him, who
10 spoke before me, I don't think TxDOT ever plans far
11 enough in advance.

12 Like 1604 is an example. You can't widen
13 it because they didn't build the bridges wide enough.
14 I've lived all over the country, in Europe, and Asia,
15 and I've seen where they build the bridges wider to
16 start with, and then if they need to add lanes they can
17 do that. This is just another example of not planning
18 far enough in advance.

19 So my vote is to get rid of this and go
20 back to the one with an underpass.

21 (Applause.)

22 *****

23 MR. J. BEAN: Thank you for your comment.

24 Our next speaker is Scott Sherer.

25 *****

1 MR. S. SHERER: Okay. I'm Scott Sherer
2 and I live at -- in Summerfield at 13502 Bay Orchard and
3 I'm concerned.

4 I keep hearing about traffic flow. I
5 think the big issue is really safety; it ought to be
6 paramount. I worked in construction and it was always
7 safety first, so, I guess, traffic flow as the main
8 promoter seems a little bit awkward to me.

9 I wanted to mention I think the name of
10 this project is a little bit misleading. I'm real
11 dismayed about that because it talks about going from
12 Lockhill-Selma to Northwest Military and yet there are
13 major concerns at where the project ends, so to speak,
14 at the northern part of Northwest Military and eastern
15 part of Wurzbach. I've -- The traffic flow issue during
16 the day, I think, will be the traffic study. I think
17 it's really important to keep in mind the traffic
18 changes so much and the peak traffic period is actually
19 paradoxically one of the safer ways that we can leave
20 our neighborhood, enter it, leaving Bluffton Oaks going
21 Wurzbach. During the day it's more difficult. And when
22 you add more traffic going straight through, and to the
23 right going west on Wurzbach, it's going to make it more
24 difficult on -- for us to leave from Bluffton Oaks
25 because cars are going 60 miles an hour to get to the

1 right.

2 So I've heard somebody talking before, if
3 you're in the right, middle or left -- far left-hand
4 lane it's hard to guess which is safer because all of
5 the cars going are 60 miles an hour; and this is
6 spaghetti movement across those three lanes that the
7 engineers need to pay attention to because during -- I
8 think it's more dangerous. When it's backed up it's
9 actually paradoxically safer. Going -- leaving our
10 neighborhood it's going to be impossible now to go south
11 leaving Fair -- leaving our neighborhood. Going north
12 it's going to be even -- incredibly difficult as well
13 because you have many more cars coming going north. So
14 to get a break in the line to go into Northwest Military
15 is going to be difficult, and, of course, it's going to
16 be impossible entering our neighborhood going south from
17 Northwest Military.

18 I keep hearing, also, from more than one
19 person working on the project that we live in a gated
20 community. I'm not necessarily the gate -- I didn't
21 know about gated communities so much from living
22 there -- but it's a wonderful neighborhood. That's not
23 really the issue. But we're people who pay taxes, we're
24 people, we've got children, we live in houses. But also
25 the entrance into our neighborhood is not entering into

1 a private neighborhood. It also enters into the -- the
2 stores. And there's another neighborhood that is before
3 you get to our "Stop" light, so maybe that changes it.
4 I think the idea that there's no traffic light entering
5 at Fairfield Bend is a really odd issue. I know there's
6 engineering conventions and people follow conventions.
7 At the other end of Wurzbach where it goes to 35, there
8 are a lot of traffic lights -- and conventions are made
9 to be safe. Everyone loves traffic flow. I love
10 traffic flow. I hate being at Wurzbach not being able
11 to get into my own neighborhood because there are too
12 many cars. Traffic flow will make everyone happy, but
13 safety is really the big issue.

14 So, also, cars are going to stop at
15 Northwest Military slowing down before they get here
16 some way or another. Traffic flow -- also the yellows.
17 People are in the yellow. There's no way this traffic
18 flows of going in and out. Drive in San Antonio.
19 People go through the yellow. There's not going to be a
20 stop with three different lanes -- two cars going north
21 on Northwest Military for us to get over into our
22 neighborhood, and leaving going north there's no place.

23 Now, the neighborhood -- this project
24 needs to continue to consider where it dumps all of
25 these cars on Northwest Military and how we can possibly

1 live in a neighborhood entering in where it's from zero
2 to 60. Thank you.

3 (Applause.)

4 *****

5 MR. J. BEAN: Okay. Our next speakers are
6 David and Jennifer Mansour. I don't know if you'll want
7 to each speak.

8 *****

9 MS. J. MANSOUR: Hi. Good evening. Good
10 evening. I just wanted to -- My name is Jennifer
11 Mansour. My husband is David Mansour. We're residents
12 of the Estates of Alon. We just want to thank TxDOT for
13 working closely with the community.

14 My husband, David, is the president of our
15 HOA association, and we have become very involved, and
16 we've gotten to know a lot of folks through other
17 neighboring communities and other HOAs in this process
18 and have heard a lot of opposition as well.

19 The residents in our specific
20 neighborhood, you know, we experience some pretty heavy
21 congestion along Wurzbach Parkway leaving our
22 neighborhood and are challenged to both enter and exit
23 the neighborhood off of Wurzbach, especially during the
24 peak periods. However, the residents within the
25 community were overwhelmingly opposed to any tunneling

1 options, the loss of the trees, having a large concrete
2 structure that attracts graffiti is -- is not what we'd
3 like to see within our neighborhood, and the proposed --
4 the initial -- some of -- some of the proposals with the
5 SPUI and the tun- -- tunnels we're concerned about it
6 only addressing one particular intersection and not --
7 kind of taking that issue and moving it down to
8 Lockhill-Selma.

9 I think we can all agree long-term
10 solutions to traffic within San Antonio involve some
11 significant changes to 1604 and so we're real pleased
12 with the proposed At-Grade option. We're especially
13 pleased that TxDOT was able to take the original At
14 Grade and to do some enhancements to that to where it
15 will have a very meaningful impact to the traffic along
16 Wurzbach.

17 My only additional comment would be,
18 exiting to the neighborhood outside on Northwest
19 Military as, over time, traffic continues to increase in
20 the area, from a -- a safety and a traffic flow, just
21 the consideration of a light for that particular
22 entrance. But we certainly are very pleased.

23 I personally have gone down, as well as
24 some of my neighbors have gone down, to TxDOT and had a
25 very positive -- even though we were certainly not on

1 the same page with respect to the project at some
2 points, we're treated very respectfully and have gotten
3 a lot of good information and we just really appreciate
4 the partnership.

5 (Applause.)

6 *****

7 MR. J. BEAN: Thank you for your comments.
8 I don't know. David, did you want to speak too or --
9 Okay. Our next speaker is Daniel Ryan.

10 *****

11 MR. D. RYAN: My name is Daniel Ryan. I'm
12 representing myself as a resident of Summerfield. I
13 don't want to waste too much of my time saying what's
14 already been said, so I concur with all of the concerns
15 of the previous Summerfield residents that spoke in
16 terms of the challenges of getting in and out of our
17 neighborhood and concern that the current plan, as it
18 stands, probably isn't going to do anything to make it
19 better, and, in some ways, could make it worse.

20 I have a specific suggestion. If we
21 are -- I mean, if the tunnel's not an option and we --
22 if we're going forward with this At-Grade approach then
23 I would ask that you give serious consideration to the
24 fact that trying to leave out of Fairfield Bend Drive is
25 almost impossible at any time of day, when there's even

1 modest amounts of traffic, and there is a specific
2 reason that makes it so difficult.

3 Two of the -- two of the lanes -- or
4 two of -- there -- there are four cycles, right? North,
5 south, east, and west. So people coming east on
6 Wurzbach Parkway they get a double turn lane so they're
7 flying down that hill. It's a really steep hill and
8 cars accelerate very quickly. So if you're at the
9 bottom of the hill trying to turn left or right --
10 because you don't have a protected right turn lane
11 there -- you're looking left and you're seeing cars just
12 hurtling down that hill when they have the -- the -- the
13 flow protected coming from the east to west and, also,
14 coming from south to north on Northwest Military. So
15 those two cycles are basically just an onslaught of
16 vehicles.

17 As soon as those two cycles stop, you've
18 got people coming westbound on Wurzbach Parkway taking
19 the right turn to get onto the northbound Northwest
20 Military. And the problem is they have a "Yield" sign.
21 They slow down. They have to look left. They're
22 looking kind of up over the hill so they -- they have to
23 be very careful negotiating that right turn. So what
24 happens? One car goes. They start hurtling down the
25 hill at high speed. The car behind them stops, looks

1 left, makes sure that it's safe. They come hurtling
2 down the hill at high speed. This continues until the
3 cycle make -- light cycle makes its way back around and
4 now you've got the full onslaught of the eastbound and
5 northbound traffic coming at you. Essentially you can
6 go multiple cycles in all four directions and never have
7 a break in the traffic coming down that hill.

8 So one consideration would be, if you're
9 going to go with this approach, consider putting a light
10 at that -- at that right turn from westbound Wurzbach
11 onto Northwest Military that is a "No Turn On Red" light
12 that would stop the traffic periodically. It doesn't
13 have to be for a long time. Usually you don't get more
14 than two or three cars that are trapped there at
15 Fairfield Bend. But if you could force a break in the
16 traffic coming down that hill periodically, at least,
17 once per rotation of the cycle then, at least, people
18 would have an escape route from the neighborhood. And
19 it wouldn't -- you know, you could time it short so that
20 it didn't back traffic too far down the parkway. It
21 wouldn't have to be the full -- even one full quarter
22 cycle of the rotation.

23 I know I'm out of time, but I just wanted
24 to kind of finish that thought so you understand kind of
25 where I'm coming from.

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(Applause.)

MR. J. BEAN: I do. Yes. Thank you.
Thanks for your comment. Appreciate it.

The next speaker is Chris Corbett.

*****N*

MR. C. CORBETT: Hello. My name is Chris Corbett. I live at 13123 Winding Creek. I'm a resident and HOA board member for Summerfield and -- and so I -- I agree with most of the comments of previous. I believe that doing an At Grade is going to change an F-rated intersection to a little bit better F-rated intersection. I don't think it's going to actually have meaningful improvement, but it is going to do harm.

It is already incredibly difficult entering -- so Summerfield has one entrance and it has two exits, and it's a -- it's currently very dangerous at times to enter the intersection when you're going southbound on Northwest Military because of the flow of traffic. The only safe time to enter is when the traffic entering the intersection is going on Wurzbach and the -- I'm sorry -- going on Northwest Military and the traffic going on Wurzbach block -- is blocked because someone can't turn right, and that impedes the flow of traffic that's crossing us going into our

1 neighborhood. So, again, it's dangerous.

2 If you make it easier for people to flow
3 through the intersection, we're going to have more flow
4 on Northwest Military going in front of our neighborhood
5 and it's going to be much more difficult to come in.
6 So, again, you're not getting much improvement, but
7 you're going to create even higher safety issues for
8 Summerfield. And -- and the -- the same is true when we
9 exit onto Wurzbach Parkway.

10 Right now when traffic is low it's
11 actually more dangerous because people are driving
12 60 miles an hour. During rush hour when things get
13 blocked up then people are generally charitable and let
14 us go through. But if you take away that traffic jam or
15 reduce that traffic jam, it's going to make it much
16 harder for us to leave our neighborhood; because as long
17 as people are driving 60 miles an hour and there's close
18 traffic, there's no way to exit.

19 So I believe we desperately need a traffic
20 light at Fairfield Bend and the -- we also need the
21 tunnel because otherwise why are we -- why are we
22 spending money here? We're not -- we're not creating
23 measurable improvement in my opinion. Thank you.

24 (Applause.)

25 *****

1 MR. J. BEAN: Thank you for your comment.
2 Next speaker is Steven Wilson.

3 *****

4 MR. S. WILSON: First, thank you. If you
5 don't mind, I'd like to get a quick show of hands in
6 Summerfield. Oh, I'm sorry. I'm normally very loud so
7 I'm shy of microphones. Okay. I -- I live in
8 Summerfield. I don't necessarily represent Summerfield.
9 So if somebody has issue with what I say just grimace at
10 me.

11 First, the first thing I'd like to do is
12 commend you. Okay? All of you who have done the
13 planning on this. Your patience is phenomenal. My wife
14 couldn't tolerate listening to me -- listening to me
15 talk when I got home after one of these and you guys
16 listened to me for far longer.

17 Second, what you're accomplishing here is
18 phenomenal. The reason you have this challenge now is
19 because you were successful in the past. Right? The
20 Wurzbach Parkway extension was very successful and now
21 we have these new challenges because you opened a
22 roadway that wasn't there before. You took pressure off
23 of other roadways. Those people came from there and now
24 they're coming down our road. Right? You're
25 successful.

1 I think a lot of us in this room, we don't
2 want to face up to the fact that we're living on a
3 highway, and, in a decade, it's going to be a highway.
4 If you guys are successful it's going to have to be a
5 highway. You bought a house near a highway. I have to
6 live with that too. I'm having to face up to that. I
7 agree.

8 So I agree with what these folks are
9 saying where you backed off from a solution that you
10 knew would resolve most traffic, and I get why you did
11 it; because there was a whole bunch of pressure from
12 a -- from a whole bunch of people who don't want to live
13 next to a highway. Right? I believe, ultimately, you
14 have to plan for the future and I think you guys were
15 doing the right thing to begin with, but I think you
16 also need to recognize that as you are successful the
17 risks are going to go up and we have to watch out for
18 those risks.

19 I would encourage you to go back and check
20 the traffic records, the accident records. Right? The
21 injury records from before Wurzbach Parkway extension
22 went in and then check after and see what happened. I
23 think the more success -- however that success works --
24 that you have at improving traffic throw -- flow-through
25 is going to be an increase in the amount of risk to the

1 people living in the neighborhood.

2 Right now it's primarily Summerfield and
3 Inverness. But Inverness has another entrance/exit but
4 eventually it will be Avalon -- I'm sorry -- what am I
5 saying?

6 UNIDENTIFIED SPEAKER: Alon.

7 UNIDENTIFIED SPEAKER: Alon.

8 MR. S. WILSON: Eventually it'll be at
9 Alon as well. So I -- I know the issue of putting in a
10 traffic light is a serious one. It can cause you
11 issues. But I think you guys are smart enough to figure
12 out how to -- how to -- how to meter the flow through
13 that. You've got one at H-E-B, right? It's about the
14 same distance, a little bit shorter at Summerfield. I
15 think you'd take a lot of pressure off that way.

16 And -- and whatever you do, whatever you
17 do, at the end of this whole thing I -- I want to
18 applaud you for your efforts so far. I want to applaud
19 you for coming out -- what is this? -- four times now to
20 speak to us to -- to try to find some way to make the
21 most people happy. Thank you.

22 (Applause.)

23 *****

24 MR. J. BEAN: Thank you, sir.

25 Our next speaker is James Mims.

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MR. J. MIMS: Good afternoon or evening.
Is this microphone on? Okay. I am James Mims and I
live in Churchill Forest, 13703 Forest Point Drive.

I am blessed with a traffic light on
George street as it comes into Northwest Military. I
keep hearing, I mean, people from Alon and Summerfield,
I think, they have legitimate complaints and we need to
put traffic lights there. That's -- If we do nothing
else, we need to do that.

I do respect the expertise of TxDOT. I
think that the highway system is a miracle. When I was
a kid of all those buses from GM came up and they would
roll out their stuff and show us the interstate system,
so I think we have a -- a miracle here. We're not as
good in some part -- as some parts of Europe, true, but
we need to be grateful to TxDOT and respect their
expertise.

I think we need an underpass. I think if
we could take a show of hands somehow or a vote of
everybody within a square mile of that intersection, the
underpass would be the hands down winner. We do have to
add the traffic lights for those -- those subdivisions
that I mentioned. I've got a traffic light, so I'm not
complaining. I would be willing to stop at three more

1 getting that this project doesn't just affect us within
2 three miles. It would -- it affects all of those people
3 who are commuting back and forth to the Medical Center.
4 It affects transportation of the ambulances to the
5 Medical Center and so we need to be maybe looking at
6 this a little wider and publicizing hearings a little
7 wider.

8 I -- I know the signs were put up recently
9 and -- and if they went through that intersection
10 they -- they did know that this hearing was taking
11 place. However, even businesses are affected by it.
12 How many times does that contractor have to go from the
13 job he's at back to the shop at the other end of
14 Wurzbach to get something? So we have to consider what
15 Wurzbach was built for. There have been numerous
16 neighborhoods built since Wurzbach has -- before it was
17 finished, but Wurzbach was always intended to go there.
18 When I moved here 20 years ago there was a sign that
19 said Future Site of Wurzbach Parkway, and I had to
20 consider what that was going to mean.

21 Through the SA Tomorrow Plan the City of
22 San Antonio is trying to prepare for the influx of
23 residents we're going to have in the next two decades.
24 We are right now the fastest growing city in the U.S.
25 by -- numerically and -- and we have to plan for it.

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MR. J. BEAN: Okay. So our -- our public -- our public comment period is now -- our verbal comment period is now closed.

We're still around to answer any questions that you may have. We can answer those questions off to the side in the back of the room. So thank you so much for being here.

(Applause.)

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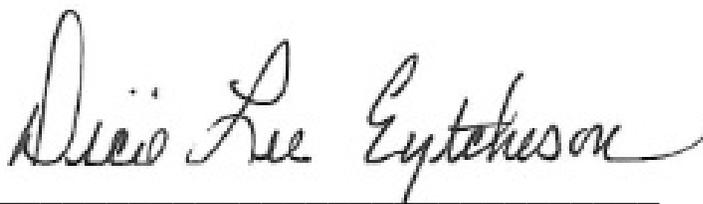
COURT REPORTER CERTIFICATION

COUNTY OF BEXAR)
STATE OF TEXAS)

I, Dicie Lee Eytcheson, 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 8th day of June, A.D. 2018.



Dicie Lee Eytcheson, Texas CSR 5392
Expiration Date: 12/31/18
Firm Registration No. 631
Kim Tindall & Associates, LLC
16414 San Pedro Avenue, Suite 900
San Antonio, Texas 78232
Phone: (210) 697-3400
Fax: (210) 697-3408

From: Richard De La Cruz
To: [Isaac Frerichs](#)
Cc: [Landa, Ruben](#); [Garza, Rene](#)
Subject: RE: Wurzbach Parkway Project
Date: Tuesday, May 15, 2018 11:10:31 PM

Mr. Frerichs - Yes sir the bike lanes will remain on Wurzbach Parkway.

Thanks

-----Original Message-----

From: Isaac Frerichs [REDACTED]
Sent: Tuesday, May 15, 2018 7:33 PM
To: Richard De La Cruz
Subject: Wurzbach Parkway Project

Hello Mr. Richard.

I received notice of the parkway expansion project. I wanted to quickly ask if you'll be keeping the bike lines? We use them daily on the parkway.

Thank you.

Sincerely,

Kaac

[Click It or Ticket. Day and Night. TxDOT]<<https://www.txdot.gov/inside-txdot/media-center/psas/seat-belts/clickit.html>>

From: Richard De La Cruz
To: [Landa, Ruben](#)
Cc: [Garza, Rene](#); [John Bryant](#)
Subject: FW: Wurzbach Parkway
Date: Wednesday, May 16, 2018 12:03:21 PM

Ruben – I talked to this gentleman for about 45 minutes. I told him to send me an email so it could be documented for the public record.

Thanks

From: Scott Sherer [REDACTED]
Sent: Wednesday, May 16, 2018 9:26 AM
To: Richard De La Cruz; scott.sherer@utsa.edu
Subject: Wurzbach Parkway

Dear Mr. De La Cruz,
Thank you for taking the time to speak with me yesterday about the issues concerning the intersection of Wurzbach Parkway and NW Military Highway.

I would appreciate adding to the agenda of the Public Hearing scheduled for May 29, 2018 a consideration of a reduction in speed along on westbound Wurzbach Parkway as it approaches NW Military and, perhaps, discussion of other suggested modifications to improve safety relative to the egress of Bluffton Oaks. All lanes of traffic are certainly impacted both by cars entering the parkway and those progressing through or proceeding North or South. The agenda might also include discussion of a traffic light with "with a no turn on red" for the right hand turn lanes going North from Wurzbach onto NW Military. Even with this modification, vehicles will still have trouble making left hand turns into and out of the neighborhood at Fairfield Bend during peak times, but perhaps these lights will create some openings.

By the way, the text of the notice says all approaches will be discussed even though the title of the document reads, "Wurzbach Parkway From Lockhill-Selma to NW Military Hwy, CSJ 7774-01-001."

Again, I thank you for your concern and consideration. If I may be helpful in anyway, please do not hesitate to contact me at [REDACTED] or at this e-mail address.

Thank you!

Scott A. Sherer
[REDACTED]

From: Craig Klein
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: Please don't
Date: Saturday, May 26, 2018 7:14:22 AM

The plan recommended at the hearing is going to make it a nightmare for Summerfield.....it will increase the flow at our main exit which has no light and it will make it even more difficult turning left.

I highly oppose the plan.....and strongly endorse the plan to have Wurzbach go underneath NW. Military and placing a light at Fairfeild Bend.

Craig Klein


From: Steve Zettner
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Cc: "[Steve Zettner](#)"; "[Monika Zettner](#)"
Subject: Wurzbach Pkwy/ NW Military- Summerfield Neighborhood Access - public meeting on Tuesday, May 29 at Barshop Jewish Community Center
Date: Saturday, May 26, 2018 11:49:58 AM
Attachments: [Wurzbach Parkway Construction.msg](#)
Importance: High

To whom it may concern,

I have been Summerfield resident since 1994. My Neighborhood is located in the northeast corner of the Wurzbach Parkway and N.W. Military Drive intersection. Several years ago, when the Wurzbach Parkway was completed, entering and exiting my neighborhood became **EXTREMELY** challenging.

On August 30th of 2017, six options were proposed to relieve traffic congestion at the Wurzbach Pkwy/ NW Military intersection (*see below*). Four of the six proposed solutions required the creation of tunnel under N.W. Military Drive, in order that Wurzbach Pkwy traffic could bypass the intersection at NW Military.

The August 30th 2017 Proposed Solutions:

- [Option 1 Schematic – SPUI](#)
- [Option 2 Schematic – SPUI Modification \(with frontage roads\)](#)
- [Option 3 Schematic – Diamond Interchange](#)
- [Option 4 Schematic – Partial Grade Separation](#)
- [Option 5 Schematic – At-Grade Improvements](#)
- [Option 6 Schematic – No-Build](#)

Of those August 30th 2017 proposed solutions, the **ONLY** solutions tenable to Summerfield residents will require tunneling under N.W. Military Drive. (i.e. solutions 1-4 , above)

Thank you,

Steve Zettner
[REDACTED]
[REDACTED]

From: Bret
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: Wurzbach/NW Military Project
Date: Saturday, May 26, 2018 12:24:56 PM

I am in favor of Wurzbach going under NW Military and light @ Fairfield Bend and Nw Military.

The solution must make exiting Summerfield onto Wurzbach possible and easy.

Thank you,
Bret Hann
Summerfield Resident

From: Stephanie
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: Resident of Summerfield
Date: Saturday, May 26, 2018 2:23:25 PM

We live in Summerfield and are in complete disagreement with the current proposal which makes it difficult to get out of our neighborhood. We support having Wurzbach Parkway go under NW Military and placing a stop light at Fairfield Bend and NW Military.

Stephanie P. Figueroa

From: Cindy Wilks
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: Intersection meeting
Date: Sunday, May 27, 2018 9:58:28 PM

Just a short note, since I'm unable to attend the upcoming meeting, to say that I am in favor of the currently popular proposal. Thank you for taking the time to allow everyone to voice an opinion.

Cindy



From: Jason McLean
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: ****SPAM****
Date: Tuesday, May 29, 2018 8:05:05 PM

I am in favor of the tunnel and a light at Fairfield bend.

From: Martha Boyd
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: I live in Summerfield you have listened to people in Alone and Inverness. saving trees and devaluing their property and they have pull we in Summerfield have no say we can be killed or hurt real bad trying to get out the back gate or front snd the city...
Date: Tuesday, May 29, 2018 8:44:18 PM

Sent from my Sprint Samsung Galaxy S7 edge.

From: Jeannie LeDoux
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: Wurzbach project
Date: Tuesday, May 29, 2018 8:57:46 PM

I am only in favor of a tunnel and traffic light at summer field near NW Military.
As a professional businesswoman this is vital for my transportation needs.
Jeannie LeDoux
Sent from my iPhone

From: Kim
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: RE: proposed plan for Wurzbach Pkwy/NW Military
Date: Tuesday, May 29, 2018 9:44:32 PM

Hello,

We are current Summerfield residents, and have been for the past 18 years. I am highly concerned about the traffic & future traffic in our area.

We are in favor of the tunnel option and a signal light at Fairfield Bend and NW Military. Please let us know who else we need to email, call, or contact regarding our belief in the best option for our area. We see this as the best option for not just now, but for many future years. We prefer a longterm solution over a short term fix.

Sincerely,

Michael & Kim Munoz



From: Kandi Grimes
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: Wurzbach & NW Military
Date: Tuesday, May 29, 2018 10:36:23 PM

Hello, I live in Summerfield Subdivision and, of the proposed plans, we really need a safe way to enter and exit the neighborhood. It can already be a risky business entering and exiting during peak times. You see many close calls.

I am in favor of the tunnel options and a signal light at Fairfield Bend and NW Military.

Thank you. Please consider our safety.

Kandi Grimes

From: Jeremy Hanzlik
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: Underpass is the best solution
Date: Tuesday, May 29, 2018 10:47:51 PM

An underpass is the best solution for the intersection of Wurzbach Parkway and NW Military. It is a long-term, long-sighted solution that is much more appropriate than simply putting in extra pavement and turning lanes. As someone who lives in the corridor, I prefer experiencing construction one time with an appropriately sized solution rather than a band-aid approach of extra turn lanes that will have to be fixed later (or more likely will never be fixed and stick residents with forever congestion). It is obvious that grade separation just like the Fredericksburg/Medical example is a superior solution and it is short-sighted to do otherwise. I had not commented before because grade separation was the proposed solution, which was obviously the best. It now appears to have been switched on those of us who live in the corridor without valid reason. Additionally, grade separation would do better to limit noise and reduce potential for future traffic accidents; thereby saving lives.

Kind Regards,

Jeremy Hanzlik

From: Mindi Silver-Weiss
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: Wurzbach Parkway
Date: Wednesday, May 30, 2018 6:38:27 AM

y concern is the high rate of speed cars approach Bluffton Oaks. When I am trying to exit Summerfield onto Wurzbach Parkway it is actually easier when traffic is stopped and I can pull out. I think the speed needs to be reduced as cars approach N W Military.

--

Mindi Silver-Weiss



From: JAIME FURMAN
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: Wurzbach plan
Date: Wednesday, May 30, 2018 8:40:26 AM

I am a resident of Summerfield. I have written previously expressing my opinion on the options that the community was given for the "improvement" of Wurzbach Parkway. I am very disappointed by the option that was chosen.

PLEASE RECONSIDER!

The plan on the table will only be more dangerous and cause more congestion. I ask for you to go to the tunnel plan which works so well in the Medical Center and for installation of a light at Fairfield Bend. Without these changes it will be nearly impossible to enter or exit the subdivision safely.

Thank you,
Jaime Furman

[Sent from Yahoo Mail on Android](#)

From: Pay Mirror
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: Wurzbach parkway
Date: Wednesday, May 30, 2018 9:35:51 AM

I am in favor of your current proposal to add more lanes.

Sent from my iPhone

From: Jenifer Larson
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: Comments on May 29,2018 Public Hearing
Date: Wednesday, May 30, 2018 10:18:17 AM

My Name is Jenifer Larson

My Address is 13407 Gable Village Drive, San Antonio, TX 78231

I am not representing any organization and am not employed nor do I do business with TxDOT and I will not benefit monetarily from the project or other item about which I am commenting.

I liked the proposals presented for the expansion of the Wurzbach Parkway intersections at Lockhill-Selma and NW Military Highway with the one major concern that was not addressed in the presentation. How are residents of the Summerfield Subdivision supposed to go east on Wurzbach Parkway???

It is already impossible to turn South onto NW Military Highway when leaving the main entrance of the subdivision and this expansion would only add additional lanes that a driver must cross to turn left onto NW Military, tremendously increasing the possibility of an accident.

If using the side exit from the subdivision which exits directly onto Wurzbach Parkway, a driver currently needs to cross three lanes of traffic, in a short time, to get to the turn-around and this expansion would increase that to 5 lanes of traffic.

Currently, the back-up of traffic during rush-hour at least allows courteous drivers that are already stopped on Wurzbach Parkway the opportunity to let a driver exiting the subdivision merge into the flow of traffic. If the expansion works as planned, the traffic on Wurzbach will not be stopped as far back, causing the driver exiting the subdivision to be forced to attempt to cross 5 lanes of traffic, that will be traveling at speeds up to 60mph, immensely increasing the possibility of a serious accident.

There must be some consideration given to the hundreds of residents that live in the Summerfield Subdivision that had purchased homes in the subdivision before the Wurzbach Parkway was opened.

One suggestion that I have would be to install a traffic light at the intersection of NW Military Highway and Fairfield Bend Drive/Turnberry Way. I realize that that intersection is close to the NW Military Highway and Wurzbach Parkway intersection, but see no other options with this expansion for the citizens living in the Summerfield and Inverness subdivisions.

Thank you,

Jenifer Larson, CPA CGMA
Accounting and Administration Manager

From: Evelyn & Dexter Soo
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: feedback
Date: Wednesday, May 30, 2018 10:46:21 AM

Hi,

We live in Summerfield subdivision. We live in the heart of the traffic congestion on Wurzbach/NW Military hwy. With the proposal to just add additional lanes, this will cause more danger of trying to enter and exit our neighborhood on NW Military Hwy at Fairfield Bend!! We have school buses that comes in and out at peak traffic times and an accident is waiting to happen. We have 2 teenagers learning to drive and they are terrified on how to get in and out of the neighborhood.

We think we need a traffic light on NW Military Hwy @ Fairfield Bend or Wurzbach Pkwy at Bluffton Oaks to help us safely get in and out of our neighborhood.

It would also be nice if we could lower the speed limit on Wurzbach Pkwy when approaching NW Military. There is no reason to be going 60mph. A 45mph speed limit would be much safer. And with slower speeds we will hear less traffic noise in our neighborhood. Otherwise we may need for TXDOT to build a wall like they did down the street near Blanco/Wurzbach pkwy.

The other option is to build the underground tunnel which will help with less traffic on the entrance/exits of Summerfield. This is a better long term solution.

Please take all the comments from Summerfield and Inverness residents seriously. Come to our neighborhoods at different traffic times and see how difficult it is to get in and out.

Sincerely,
Evelyn and Dexter Soo

From: Brian Schafer
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: Public Comment
Date: Wednesday, May 30, 2018 11:16:28 AM

I am in favor of the at grade improvements proposed for NW Military and Wurzbach, thank you.

Brian Schafer T: [REDACTED]
[REDACTED]

From: Shelley Baillargeon
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: comments about proposal
Date: Wednesday, May 30, 2018 5:30:14 PM

I feel that the plan outlined at the May 29th meeting is an excellent one and will make a more than adequate improvement in the traffic problems in that area. It wisely uses resources in an effective way and respects the environs and the surrounding communities while at the same time not increasing the problems further down that road. Congratulations on your dealing with this issue so successfully and creating such an effective solution.

Shelley Baillargeon



Wurzbach Parkway
 from Lockhill-Selma Road to NW Military Highway
 Public Hearing
 May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: JAMES H. G. LACY

ADDRESS: 2456 BRIGHTON OAKS, SA, TX 78231

REPRESENTING: MYSELF AS A RESIDENT OF SUMMERFIELD Sub. Div.

(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: I AM FRUSTRATED BY THE COMPLEX CHALLENGE OF TRYING TO ENTER AND EXIT MY SUBDIVISION. WE HAVE -2- EXIT GATES AND -1- ENTRY GATE, THAT ARE ON NW MIL HWY AND WURZBACH PKWY. WE HAVE NO -0- TRAFFIC LIGHTS. CURRENTLY, OUR SITUATION IS AS I HAVE STATED, IF THE PROPOSED PLAN IS IMPLEMENTED IT WILL ONLY BE WORSE. AT LEAST, GIVE US A TRAFFIC LIGHT AT NW MIL HWY AND FAIRFIELD BEND, MORE FRUSTRATION, INJURIES, AND POSSIBLE FATALITIES WILL RESULT IF CHANGE IS MADE.

Deadline for Comments: Wednesday, June 13, 2018

Please submit to:

Email: wurzbach@wsp.com

Mail: Rene Garza, P.E.
 WSP USA
 Bank of America Plaza
 300 Convent St., Suite 1330
 San Antonio, TX 78205



Or go to txdot.gov and keyword search "Wurzbach Parkway at Lockhill-Selma"

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.



Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: GLENN COX

ADDRESS: 13714 CEDAR CANYON, SAT 78271

REPRESENTING: MYSELF

(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: AN OVERWHELMING MAJORITY OF THE ATTENDEES AT YOUR MEETING ARE IN FAVOR OF A MORE LONG TERM APPROACH TO THE TRAFFIC ISSUES AT NW MILITARY + WURZBACH. THIS WOULD INCLUDE FINDING ADD'L FUNDING FOR THE "UNDERPASS" PROJECT. ONE IMMEDIATE FIX THAT WOULD IMPROVE TRAFFIC IS KNOCK DOWN THE CURB THAT CURRENTLY CAUSES A MORE THAN 90° TURN FOR S. BOUND N.W. MILITARY TRAFFIC TURNING LEFT ONTO S. BOUND WURZBACH. THIS WOULD ALLOW EVERY VEHICLE MAKING THAT TURN TO DO SO AT A FASTER PACE, SPEEDING TRAFFIC FLOW.

Deadline for Comments: Wednesday, June 13, 2018

Please submit to:

Email: wurzbach@wsp.com

Mail: Rene Garza, P.E.
WSP USA
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From: Craig Loeffler
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: Wurzbach Expansion
Date: Thursday, May 31, 2018 1:48:37 PM

Tex Dot,

I think this is a tremendous step forward in alleviating some of the bottle neck at both of these intersections, especial at NW Military Highway and Wurzbach Parkway. Ever since the Parkway was fully extended through to Hwy 35 the traffic here has quadrupled or more. I live in Dreamland Oaks and I travel it every day.

I wish you could start tomorrow and the short inconvenience time to construct these changes will be well worth it when it is completed.

Thank you for staying ahead of the traffic curve.

From: Dixie Doodle
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: Please listen to us
Date: Thursday, May 31, 2018 7:56:13 PM

I live in the Summerfield subdivision. Between the hours of 6 AM to 9:30 AM when trying to exit from Summerfield onto Wurzbach Pky. all lanes are full and backed up 3/4 of the way to Blanco Rd. The worst backed up traffic happens between 3:30 PM and 6:30 PM weekdays.

So instead I use our main gate to exit on to NW Military, and sit and wait until there is an opening in traffic due to the Wurzbach/ NW Military traffic light. Then I go right and travel north to the traffic light at George Rd, and squeeze into the left turn lane.

That is a poor option! Because after turning left on George Rd. I have to enter, and turn around in Bill Miller's parking area. Then reenter George Rd, go to the same traffic light to turn right. Now I am finally going south on NW Military as I wanted to do!

But prior to this I just wanted to enter Wurzbach, or go left to enter NW Military, then turn left to go down to Wurzbach to Blanco Rd.

Another problem is the angle of the left turn lane from NW Military onto Wurzbach. It is too sharp and out of line for that turn!

Blanco Rd is my destination from Summerfield, but the backed up traffic causes me to go the wrong direction to access Wurzbach during peak traffic times when I go to work.

Also after shopping along 1604 and then driving south on NW Military we are in DANGER. There is a left turn lane to enter Summerfield. But at night I have almost been hit head on by cars driving north toward 1604. There is not enough light for them to avoid an accident. The Sensible Solution to the extreme traffic at NW Military and Wurzbach is to:

BUILD THE TUNNEL, or an OVERPASS. Then we can move traffic easier at this intersection, and make the commute faster with less idling cars polluting our air. Car exhausts cause ozone to be emitted into the air we breathe. Sincerely, Mrs. William Fuzak

From: Dorian Jauregui
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: Wurzbach Parkway and Northwest military
Date: Thursday, May 31, 2018 10:51:22 PM

As a resident of Summerfield, I am writing to express my concern about our traffic issues. Our neighborhood used to be a wonderful place to live; however, it is impossible now to enter through either the front gate or exit the front or side gate much of the day. I have never been cut off and/or flipped off so much in my lifetime as I have since Wurzbach Parkway opened. The entire intersection is an accident waiting to happen. When the initial plans were created for the tunnel it seemed like a wonderful idea. The current plan does not appear to assist the residents of the neighborhoods near the corner of Northwest Military and the Parkway. I would like to see the tunnel option reconsidered.

Thank you!

Sent from my iPhone

From: Janes
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: Parkway and NW military
Date: Thursday, May 31, 2018 10:55:37 PM

Good evening,

I am writing to request that the option for the tunnel at Northwest military and the parkway be reconsidered. I am 80 years old and live in the Summerfield neighborhood. I used to love my neighborhood and the easy access to everything around me; however, now that traffic is such a nightmare and people are so not friendly, trying to get in and out of the neighborhood is something I do not enjoy. I rarely go out of the front gate as it is impossible to turn either a direction. Going out the side gate is difficult much of the day, as if I want to be able to do the turnaround on the parkway I very quickly have to get across three lanes of traffic. If I want to go straight or turn left I at least have to get across one or two lanes. Very few people are willing to let you out of the gate or merge across. I am asking you reconsider of the tunnel option as it appears to be the best way to remedy this situation.

CJW

From: Sue Renker
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: Wurzbach Parkway
Date: Friday, June 01, 2018 4:50:10 PM

I was disappointed to hear that the “flyover” or tunnel has been replaced by this new plan to add additional lanes. The flyover seems like it would fix the long wait on Wurzbach while the additional lanes is just a temporary fix and would eliminate the green belt between lanes.

I understand this original plan was changed due to complaints by businesses that it would take too long. Is this true? Seems to me the complaint is that there would not be the lines of cars that could turn into the businesses since the flyover would bypass them.

Sent from my iPad

From: Sharon Miller
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: Wurzbach Parkway
Date: Saturday, June 02, 2018 10:50:12 PM

I attended the public hearing on May 29. I live in Castle Hills Forest and, as you are aware, traffic turning from westbound Wurzbach Parkway onto northbound NW Military has a short distance to merge into the through lanes before the right-hand lane turns into the Summerfield subdivision. I have seen on many occasions when drivers do not realize they are in a turn only lane and have to jump into the next lane at the last minute.

With the addition of the proposed additional right turn lane onto NW Military, I feel it is only going to make this worse because you will have more traffic in both lanes. Has consideration been given to extending the right lane on NW Military which presently turns into Summerfield all the way to George Road? There is certainly ample room to extend the lane as it is my understanding that space was built into the roadway to expand to three lanes at the time NW Military was expanded out to Huebner Road.

Thank you for your consideration of this matter.

Sharon Miller



From: Scott Sherer
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: Wurzbach Parkway
Date: Sunday, June 03, 2018 12:33:24 PM

Hi wanted to add two comments regarding this project.

1. Safety and Traffic Flow really need to be considered together! It seems like the current plan could be sacrificing Safety and Trees for Traffic Flow. Please consider a light at Fairfield Bend; indeed, the light at the HEB parking light isn't that much further from the same intersection! How does this project help ensure safety for those living in the Summerfield neighborhood?

2. Perhaps a Raised Median and Hooked Left could help entering Fairfield Bend. Please remember that Fairfield Bend provides access to a shopping center and two neighborhoods--it is not an entrance to a gated community, if that should matter?

Thank you for your hard work and consideration!

Sincerely,
Scott Sherer





Wurzbach Parkway
 from Lockhill-Selma Road to NW Military Highway
 Public Hearing
 May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: JULIE FARRAN

ADDRESS: 1710 ROYAL CRESCENT, SA 78231

REPRESENTING: MYSELF + HUSBAND

(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: After viewing the video of proposed underpass I am not in favor of this project. It will no longer be a Parkway rather a Highway! Before the Parkway was created, people found their way around and there has not been a huge increase in housing in the surrounding areas. I can not imagine all the trees and greenery gone between Military + Lockhill, it would be a travesty!

Deadline for Comments: Wednesday, June 13, 2018

Please submit to:

Email: wurzbach@wsp.com

Mail: Rene Garza, P.E.
 WSP USA
 Bank of America Plaza
 300 Convent St., Suite 1330
 San Antonio, TX 78205



Or go to txdot.gov and keyword search "Wurzbach Parkway at Lockhill-Selma"

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

There is enough scalping of
land going on in San Antonio,
we have to protect the little green-
space we have.

Wurzbach is not a highway
and should only become a fast
speed road after Blanco towards
135. Lower the speed limits
between Lockhill and Blanco to
allow residents off this stretch
to enter and exit safely.

Julie Bishop Fagan
1710 Royal Crescent
San Antonio
Texas 78231-2420



SAN ANTONIO TX 78201
RIO GRANDE DISTRICT
04 JUN 2018 PM 3 L



Rene Garza . P. E
WSP USA
League of America Florza
300 Convent St., Suite 1330
San Antonio TX 78205

From: Richard Slife
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: Comment
Date: Monday, June 04, 2018 10:58:12 AM

I am a resident of Summerfield and am totally opposed to the At Grade solution being proposed by TxDOT. This solution will make it unsafe for the public to exit and enter Summerfield. I support the construction of the tunnel or a bridge to separate the traffic at the intersection with Military and the installation of a traffic light on Military at Fairfield Bend.

Richard Slife

From: [REDACTED]
To: [28422C.WA#3 - NW MILITARY INTER Project Email](#)
Subject: Wurzbach Parkway @NW Military Dr.
Date: Monday, June 04, 2018 9:39:08 PM

Hello,

My name is Eunice Castillo and I live in a neighborhood off of NW Military Dr. between Huebner and George Rd. called Warwick Farms. I am part of a carpool that transports kids from our area to STEM @ Nimitz Middle School. One of the children in our carpool lives in the Summerfield subdivision which can only be entered through NW Military Dr. There are only 2 exits from the subdivision: NW Military and Wurzbach Parkway.

The completion of Wurzbach Parkway, tho very helpful, has been an extremely difficult development for our carpool. Trying to make a left-hand turn into Summerfield from NW Military heading Southeast is absolutely petrifying! The traffic heading NW is usually traveling at a high rate of speed, as well the volume of traffic coming from Wurzbach Parkway is non-stop. It is not unusual to wait up to 10 minutes to turn and even then it is a white-knuckle experience. My son usually closes his eyes when I take the turn. Accidents are a common occurrence.

Getting out of Summerfield is an even worse experience! Taking a left out of Summerfield onto NW Military is pretty much impossible! Even if the traffic is clear enough to make the turn, the standing traffic waiting to turn left from NW Military onto Wurzbach is backed up past George Rd! It is often backed up as far as my subdivision, Warwick Farms which is 1.1 miles from Summerfield. The other option is to exit on to Westbound Wurzbach Parkway. If traffic is not completely backed up and too clogged to merge into a lane, then traffic is FLYING at speeds of at least 60 mph.

Why has the work on the tunnel not begun? I don't understand what the hold up is? When will there be a light at the Summerfield entrance on NW Military Dr? How many more people have to have accidents? Does someone have to lose their life in order for this matter to be addressed?

Sincerely,

Eunice Lara Castillo
[REDACTED]



Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway

Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: William E. THOMAS, JR.

ADDRESS: 12227 STABLE SQUARE DR. SAN ANTONIO TX 78249

REPRESENTING: NORTHSIDE NEIGHBORHOODS FOR ORGANIZED DEVELOPMENT

(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: I OPPOSE THE DEVELOPMENT OF THE TUNNEL PROPOSAL BECAUSE NW MILITARY HWY TO FACILITATE TRAFFIC FLOW AT THAT INTERSECTION.

I ALSO SUPPORT THE INSTALLATION OF A TRAFFIC SIGNAL AT THE INTERSECTION OF NW MILITARY AND FAIRFIELD BEND / TURNBERG WAY.

Deadline for Comments: Wednesday, June 13, 2018

Please submit to:

Email: wurzbach@wsp.com

Mail: Rene Garza, P.E.
WSP USA
Bank of America Plaza
300 Convent St., Suite 1330
San Antonio, TX 78205



Or go to txdot.gov and keyword search "Wurzbach Parkway at Lockhill-Selma"

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

From: Peter Lund
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: Community Feedback for Wurzbach Pkwy Proposal
Date: Wednesday, June 06, 2018 10:13:31 PM

Thank you for the efforts to improve Wurzbach Rd between NW Military and Elm Creek Rd. I live in eastern section of Whispering Oaks that will be impacted directly by the changes and have two suggestions for your consideration

1) Increased Hazard at Whisper Valley Road

Whisper Valley Rd is the only Wurzbach access serving the eastern side of the large Whispering Oaks community. The intersection gets congested and is already perilous to cross. In 2017 the Neighborhood Association petitioned authorities to conduct a traffic study of the area. They were advised that the intersection is not eligible for a stop light due to its proximity to Lockhill Selma.

The proposed additional eastbound Wurzbach lane will make entering and departing Whisper Valley Rd even more difficult and dangerous for residents. Therefore, I suggest that the section of eastbound Wurzbach be marked 'keep clear' to assist motorists crossing these lanes during rush hour (see attached diagram).

2) NW Military stoplight timing not addressed

It is my understanding that no adjustments are planned for the timing of the Wurzbach and NW Military stop lights. As traffic has increased along Wurzbach in recent years, the timing of the lights has not kept pace to accommodate. Intervals for Wurzbach motorists in both directions are noticeably short - allowing an average of just 6 vehicles per lane during rush hour. If TxDOT believes the additional Wurzbach lanes will alleviate the problem, I encourage a followup study be scheduled to verify and modify the stop light timing if congestion has not met goal.

Thank you -
Peter Lund



From: [REDACTED]
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: Intersection of Wurzbach Parkway and Whisper Valley
Date: Thursday, June 07, 2018 6:21:56 AM

Hello TxDOT; I live in Whispering Oaks and have seen the traffic and congestion drastically increase. Although designing a keep clear zone at the intersection of Whisper Valley and Wurzbach will help; WE NEED LIGHTS! WE NEED SIGNS! WE NEED FINES IMPOSED FOR INCONSIDERATE SELFISH DRIVERS who will continue to block this intersection. Rick Lopez

From: Sonia Rincon
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: Add Keep Clear Zone
Date: Thursday, June 07, 2018 5:07:52 PM

Sent from my iPhone

From: Emily Kaufman
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: Keep clear zone.
Date: Thursday, June 07, 2018 10:57:08 PM

> A third lane is a terrible idea for Whispering Oaks residents who live off of Whisper Valley. I have had so many near misses when trying to turn left to Wurzbach from Whisper Valley. The same is true when making a left turn to Lockhill Selma from Whisper Path. Rush hour makes leaving the neighborhood impossible. I have repeatedly requested a study from our councilman for a stop light at one of these entrances but nothing has happened.

How would the Keep Clear work? People are in such a hurry that they get in the left turn lane, going east on Wurzbach, way too early and this is an accident waiting to happen.

Please reconsider these plans.

Thank you,

Emily and Rob Kaufman



Sent from my iPad

From: rebecca moulder
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Date: Thursday, June 07, 2018 11:12:14 PM

Hi,

As a resident of Whispering Oaks (on Whisper Ridge), I'd like to strongly discourage extra lanes on Wurzbach.

Extra lanes would be too highway-ish, and I think it would just encourage more speeding and more traffic. I frequently take Wurzbach to get to NW Military, turning left and right without any issues to get to Alon, JCC, etc. I am less concerned with the eastbound through traffic going to Wurzbach Parkway via the middle lane.

Thank you for considering residential input. I'd like to keep Wurzbach more pedestrian friendly.

Also, just curious, has anyone done any studies that you are familiar with on air quality and lane count?

Best regards,
Rebecca



Sent from my iPhone

From: Nils Smith & Patricia Cruz
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: Feedback on Wurzbach Road Proposal
Date: Friday, June 08, 2018 2:07:54 PM

Gentlemen:

I highly encourage you to paint a “keep clear” zone at the intersection of Whisper Valley at Wurzbach Road.

Wurzbach traffic currently typically blocks the exit and the expanded capacity road will make it worse and more hazardous to cross.

The keep clear zone is a trivial cost and will ensure safe access for travelers on both roads.

Thank you for your consideration.

Sent from [Mail](#) for Windows 10

From: Michael Thompson
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: Wurzbach Pkwy Public Hearing May 29, 2018
Date: Monday, June 11, 2018 9:55:42 AM
Attachments: [Wurzbach Pkwy improvements.docx](#)

June 11, 2018

Re: Wurzbach Pkwy Improvements

Dear Sirs:

I live two blocks from the Wurzbach Pkwy/NW Military Hwy intersection.

I'm 62 years old and plan on living here until I die. I use this intersection daily.

I attended the most recent hearing, reviewed the revised design proposal and asked several TXDOT representatives many questions.

I would much rather see the original "Over/Under" solution than the "Surface Only" solution because, to my understanding, the "Surface Only" solution

would be only a temporary fix and the issue would need to be addressed again in about 10-15 years.

I asked one of the senior TXDOT reps what they would propose at that time, and he said they would go back to their original proposal ... "Over/Under".

Why do this thing twice?

It would be much more costly and disruptive to do it again in the future, so why not do it the right way ... the BEST way ... the first time and be done with it?

Don't postpone the inevitable.

Don't make residents, commuters and businesses suffer twice.

Sincerely,

Michael Thompson

13643 Stoney Hill Dr.

San Antonio, TX 78231



From: [REDACTED]
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: Wurzbach-NW Military
Date: Monday, June 11, 2018 4:46:12 PM

Name: Erin Osterholt

Address: 13334 Gable Village Drive, San Antonio, TX 78231

Representing: Myself as a homeowner/tax payer

I have nothing to do with TxDot.

Comments: The plans need to be modified somehow to allow the residents of Summerfield to leave and return to their homes without grave danger. Someone suggested a short red light at the dual right turn lanes at the intersection of NW Military and Wurzbach (at the 7-11 Corner). This might allow residents the ability to enter and exit. A stoplight would be best or going back to the original tunnel plan. This same situation has to impact Inverness residents as well.

Erin S. Osterholt

Real Estate Specialist – POD 11 San Antonio
Wells Fargo Business Banking Operations and Support
4101 Wiseman Blvd., Bldg. 307 1st Floor
San Antonio TX 78251
MAC T7422-012
Tel 210-856-4227 / Fax 866-917-8025

erin.s.osterholt@wellsfargo.com

This message may contain confidential and/or privileged information. If you are not the addressee or authorized to receive this for the addressee, you must not use, copy, disclose, or take any action based on this message or any information herein. If you have received this message in error, please advise the sender immediately by reply e-mail and delete this message. Thank you for your cooperation.

From: David L. Long
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: FW: Military & WB Parkway
Date: Wednesday, June 13, 2018 7:36:37 AM

From: David L. Long [REDACTED]
Sent: Tuesday, June 12, 2018 10:12 AM
To: 'Wurzbzch@wsp.com'
Subject: Military & WB Parkway

I attended the NNOD meeting when TxDOT proposed the flat concept modifications. I feel that TxDOT is blowing smoke. What you are proposing is a 7.5mil Band-Aid that will have to be redone in a couple of years at many millions more that if done properly now. This should be a grade separated crossing. Sorry about the trees, but traffic movement at this location is more important than the few trees. The people that are concerned about the trees, are they using this intersection? Or are they just tree huggers?

I suggested at the NNOD meeting that more curb (island) cut be made on the sb Military to eb Parkway be made. Is it going to happen? That would help the left turn congestion that is now present.

A complaint. Parkway repairs were made near the 281 crossing. Did they forget how to lay asphalt. Those patches are very rough. Poor workmanship.

David Long

From: Teresa Walker
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: Wurzbach at NWMilitary
Date: Wednesday, June 13, 2018 8:38:40 AM

Please approve the underpass at Wurzbach and NM Military.
This solution would be the surest way to move traffic (no stop) for many years into the future.

Additional lanes/turning lanes still require traffic to stop. This solution will be obsolete as soon as it is completed.

Thank you for your consideration.
Teresa Walker



From: June Kachtik
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: Comment on Wurzbach Parkway
Date: Wednesday, June 13, 2018 8:45:29 AM

Date: June 13, 2018
To: Texas Department of Transportation
From: June Kachtik, [REDACTED]
Re: Proposed improvements to Wurzbach Parkway from Lockhill-Selma Road to N.W. Military Hwy

The modified at-grade improvements option being offered to the public does not seem to adequately meet the purpose of the project, which is to reduce traffic congestion and improve safety along Wurzbach Parkway between the Lockhill-Selma Road and N. W. Military Hwy intersections and along N.W. Military Hwy at Wurzbach Parkway.

As many testified who drive through this area daily, the traffic volumes are projected to increase which will lead to continuing delays in traffic flow. When the Wurzbach Parkway was originally discussed in the 1980's it was obvious that some arrangement needed to be made for flow-through traffic at the ends of the Wurzbach Parkway – and in our case especially because the “end” is so near a major traffic generator in its own right – the Medical Center.

Rather than provide the funding necessary to adequately deal with flow-through traffic (either through a bridge or a tunnel as is in the Medical Center), TX DOT proposes a temporary solution. It appears to be because of cost. For my part, I have no problem with delaying the proposed “solution” while TX DOT and the governmental entities such as the MPO work out a way to fund a real solution.

My other concern is that of safety. The impression that I have is that TX DOT is not proposing additional traffic lights being called for by residents in some of the subdivisions most affected. It's as if we have to have the traffic accidents, some of which may be fatal, before this concern will be taken seriously.

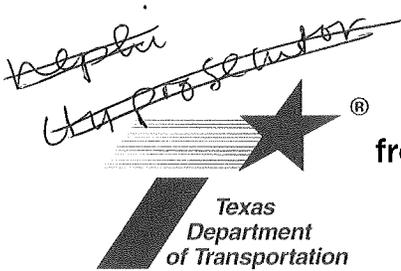
And, finally, I object to the format for the public meeting. TX DOT may have found it useful to more fully explain their rationale for the modified at-grade improvements option. But, we will never know, because the public hearing officer did not have a format that would have provided for engagement of the audience. I do not consider telling the audience that they could talk with TX DOT staff individually afterwards the same as allowing questions for everyone to hear at the same time. It is as if you have no respect for people's interests and concerns.

From: Barbara Sartor
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: Wurzbach Pkwy/NW Military roadwork
Date: Wednesday, June 13, 2018 9:23:42 AM

As residents of the Summerfield subdivision we are strongly opposed to the proposed “top solution” you are touting for the traffic congestion at the intersection shown above. Currently the traffic backlog on westbound Wurzbach Pkwy prevents us from exiting our subdivision (via back gate) onto the parkway from 3 pm until 7 pm. If we try to exit via our front gate, the only way to get out onto NW Military is to take a right turn; the left turn is blocked totally between the Parkway light and the next light north at George Rd. Even turning right is dangerous, primarily because of the yield lane on the Parkway which then ends right at our subdivision entrance; drivers coming off Parkway speed up and/or ignore the end of the yield lane and drive right “over” our entranceway. Needless to say, trying to enter the subdivision heading south (ie, taking left into subdivision) is almost impossible. There have been numerous accidents as a result, with some serious injuries. And now you are proposing adding an additional right yield lane?? That will just make this entrance area twice as dangerous; will it take a fatality to convince you ? Please go back to the drawing board. The safest way to correct this issue and ease traffic is with a tunnel or flyover. It worked on Bandera Road and it can work here. Thank you for your consideration.

Barbara & Billy Sartor


Sent from my iPad



~~WSP~~

Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Public Hearing
May 29, 2018

COMMENT CARD

(PLEASE PRINT)

NAME: Katherine Bowman

ADDRESS: 12114 Wildrose Hill, SA, TX 78230

REPRESENTING: resident + homeowner

(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: It seems apparent that the current surface level plan is the best all-around solution to this intersection.

It seems apparent that the only people who are still supporting the tunnel are the residents of the Summerfield neighborhood. They want an expensive, overkill tunnel project just to address their challenges getting in/out of their subdivision.

It seems apparent that some sort of traffic light needs to be set up for these folks!!

Deadline for Comments: Wednesday, June 13, 2018

Please submit to:

Email: wurzbach@wsp.com

Mail: Rene Garza, P.E.
WSP USA
Bank of America Plaza
300 Convent St., Suite 1330
San Antonio, TX 78205



Or go to txdot.gov and keyword search "Wurzbach Parkway at Lockhill-Selma"

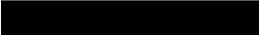
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

From: Barbara Engelmeier
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: Having witnessed traffic congestion at Military Highway and Wurzbach Parkway the only solution that will provide ongoing solutions appears to be the tunnel. Anything else would just be applying a bandaid of only short benefit. San Antonio and Texdot d...
Date: Wednesday, June 13, 2018 3:00:44 PM

From: Gail Jensen
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: Concerns about access to/from Whispering Oaks via Whisper Valley
Date: Wednesday, June 13, 2018 3:07:49 PM

Many residents in the Whispering Oaks neighborhood are extremely concerned about the impact of the proposal on cars attempting to exit the neighborhood from Whisper Valley onto Wurzbach. That intersection is already problematic due to the existing congestion on Wurzbach and the proximity of the intersection to the intersection between Wurzbach and Lockhill-Selma. Requests to address this issue have been ignored. And the current proposal will only make that intersection worse. It is critical that the proposal includes options to mitigate the impact on that ingress/egress to/from the neighborhood at the Whisper Valley/Wurzbach intersection.

Thank you,
Gail A. Jensen



From: Colleen Taylor
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway
Date: Wednesday, June 13, 2018 4:54:04 PM

Name: Colleen Waguespack

Address: [REDACTED]

Representing: Self

I am not employed by or do business with TXDOT and have no financial interest in this project.

Wurzbach was intended alleviate congestion on Loops 1604 and 410 by providing an additional East/West corridor. Wurzbach functions efficiently from the intersection with I-35 until the bottleneck at the intersection with N.W. Military. With a substantial amount of traffic entering and exiting Wurzbach at NW Military, the tunnel design would allow the separation of this traffic from the main lanes and allow the free flow of traffic on Wurzbach. A traffic signal should be installed at the intersection of NW Military and Fairfield Bend to improve the safety of all motorists using that intersection. With the growing population of San Antonio we need to provide the safest and most efficient design.

Colleen Waguespack

Colleen

From: Northside Neighborhoods for Organized Development
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway
Date: Wednesday, June 13, 2018 4:58:01 PM

Name: Colleen Waguespack

Address: [REDACTED]

Representing: Northside Neighborhoods for Organized Development (NNOD)

With our city predicted to grow by over a million residents, we need to plan ahead for the increase in traffic. Wurzbach was designed to be a major direct East/West roadway, helping to reduce congestion on Loop 410 and Loop 1604. The intersection of Wurzbach and NW Military has now become a bottleneck, sometimes backing traffic to the east past Blanco. Many vehicles get on or off of Wurzbach at NW Military. The tunnel design would allow free flow of traffic continuing on Wurzbach without the congestion caused by the traffic entering or exiting at NW Military. The tunnel design, along with the addition of a traffic light at Fairfield Bend/Turnberry, would provide the SAFEST and most efficient solution to the current congestion. The currently proposed design will merely be a bandaid on the problem, necessitating the rework of the intersection again in the future as our population grows. We need to choose a long-term solution, rather than going through the time, inconvenience and expense of a second construction process when traffic is even heavier than it is now.

--

Sincerely,

Colleen Waguespack, Chair
Northside Neighborhoods for Organized Development (NNOD)

[REDACTED]

From: [REDACTED]
To: [28422C WA#3 - NW MILITARY INTER Project Email](#)
Subject: proposed additional lanes for Wurzbach Rd @ Lockhill Selma
Date: Wednesday, June 13, 2018 9:02:53 PM

Hope it's not too late to get my opinion in the batch... We live on Whisper Sloe (east side of WOaks) and it's staggering to think that we'll have to negotiate SIX lanes at Whisper Valley & Wurzbach Rd. Four lanes is bad enough, but six?

We agree that traffic to/from the Parkway is awful... but the signal changes for East and West bound traffic on Wurzbach Rd are WAY TOO SHORT, in comparison to the length of time that NW Military gets to go north/south. There's a definite disparity that would be helped with better timing for the East/West traffic... and that extends and impacts those of us as far down as Lockhill Selma.

As for the entrance to/exit from Whisper Valley onto Wurzbach, there are FEW times when motorists on Wurzbach Rd leave the space open for us to turn left from WValley onto Wurzbach... and it's treacherous enough for those of us that are still fairly young and quick with the accelerator and brake... for some of the older residents, it's TERRIBLY DANGEROUS for them to be turning left - at any time of day!

As a matter of choice and safety, I almost always turn East onto Whisper Quill, then North onto Lockhill Selma, then West onto Wurzbach. It's definitely time consuming (and nearly as dangerous at WQuill & Lockhill Selma), but usually a little safer and less stressful. I realize there's no ideal solution given the traffic patterns. But, if we do add an additional lane on the E-W side of Wurzbach, there needs to be a CLEARLY DEFINED cross pattern on the street to FORCE people to stop and let the residents of Whispering Oaks out onto Wurzbach Rd.

'Hope this opinion is useful and constructive.

Christine Spencer
[REDACTED]

APPENDIX F
FIGURES –
PRESENTATION & EXHIBITS



TEXAS DEPARTMENT OF TRANSPORTATION



WURZBACH PARKWAY

FROM LOCKHILL-SELMA RD TO NW MILITARY HWY

PUBLIC HEARING



The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

May 29, 2018

Public Hearing Outline

- 1 Introductions
- 2 Meeting Format
- 3 Project Overview
- 4 Project Development History
- 5 Proposed Improvements
- 6 Project Funding
- 7 Environmental Studies
- 8 Project Timeline
- 9 Public Comment Session

Introductions

- Elected Officials Present
- TxDOT Representatives Present
- Project Team Members Present

- **Purpose of the Public Hearing:**

- To gather comments and feedback from the community regarding proposed improvements

- **Public Hearing Procedures and Protocols:**

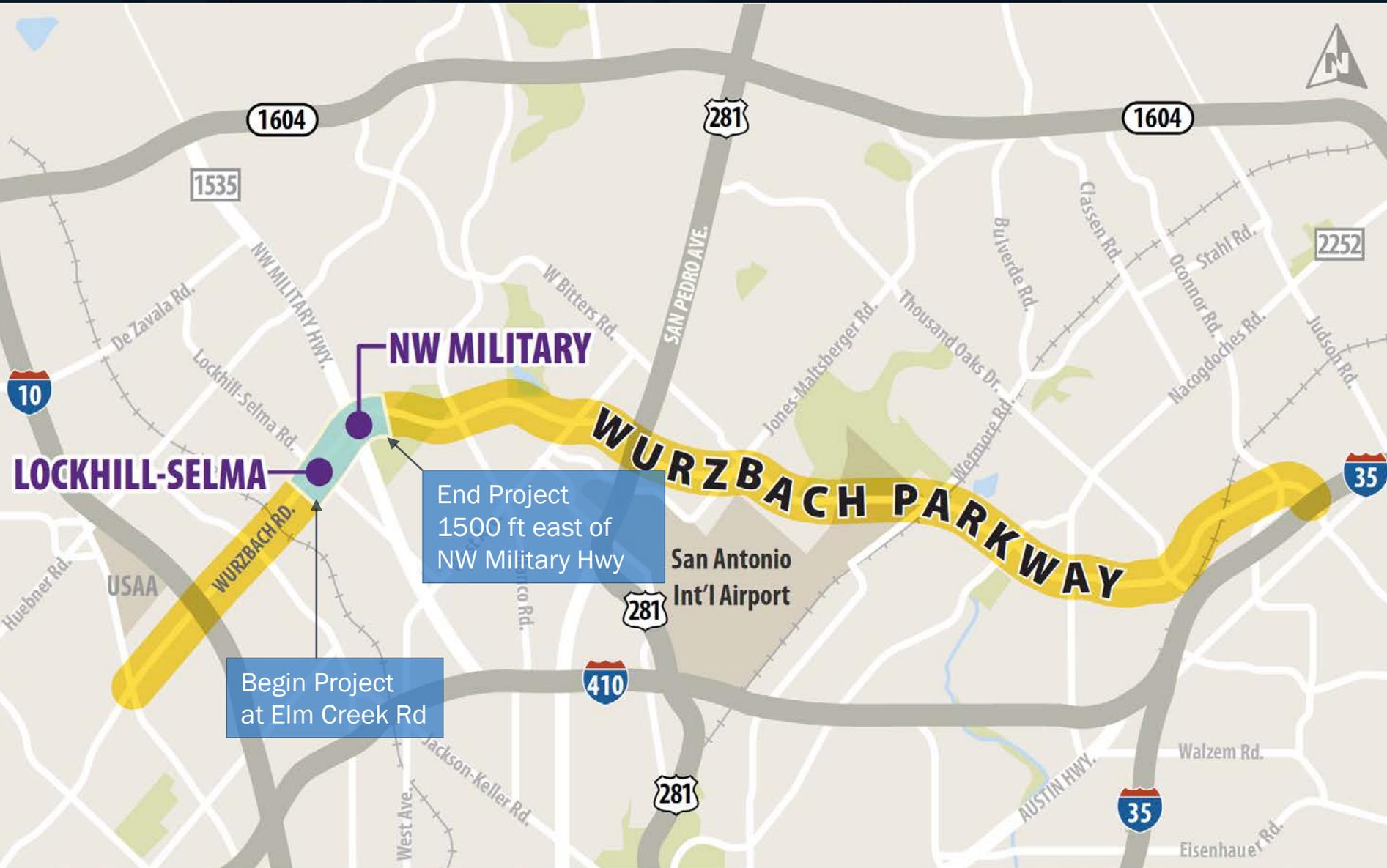
- Sign up at speaker registration table
- Public Hearing provides an opportunity to receive comments into the public record
- Written comments are acceptable and included as part of the official public record (accepted through June 13th)
- Project staff will be available to answer questions following the formal comment period

Additional Public Comments Opportunities

- Comment Card
- Mail comments to:
 - Rene Garza, P.E.**
 - WSP USA, Inc.**
 - Bank of America Plaza**
 - 300 Convent Street, Suite 1330**
 - San Antonio, Texas 78205**
- Provide comments verbally to the Court Reporter
- Email comments to: wurzbach@wsp.com
- For more information visit www.txdot.gov keywords “Wurzbach Parkway at Lockhill-Selma”

Deadline For Comments: Wednesday, June 13, 2018

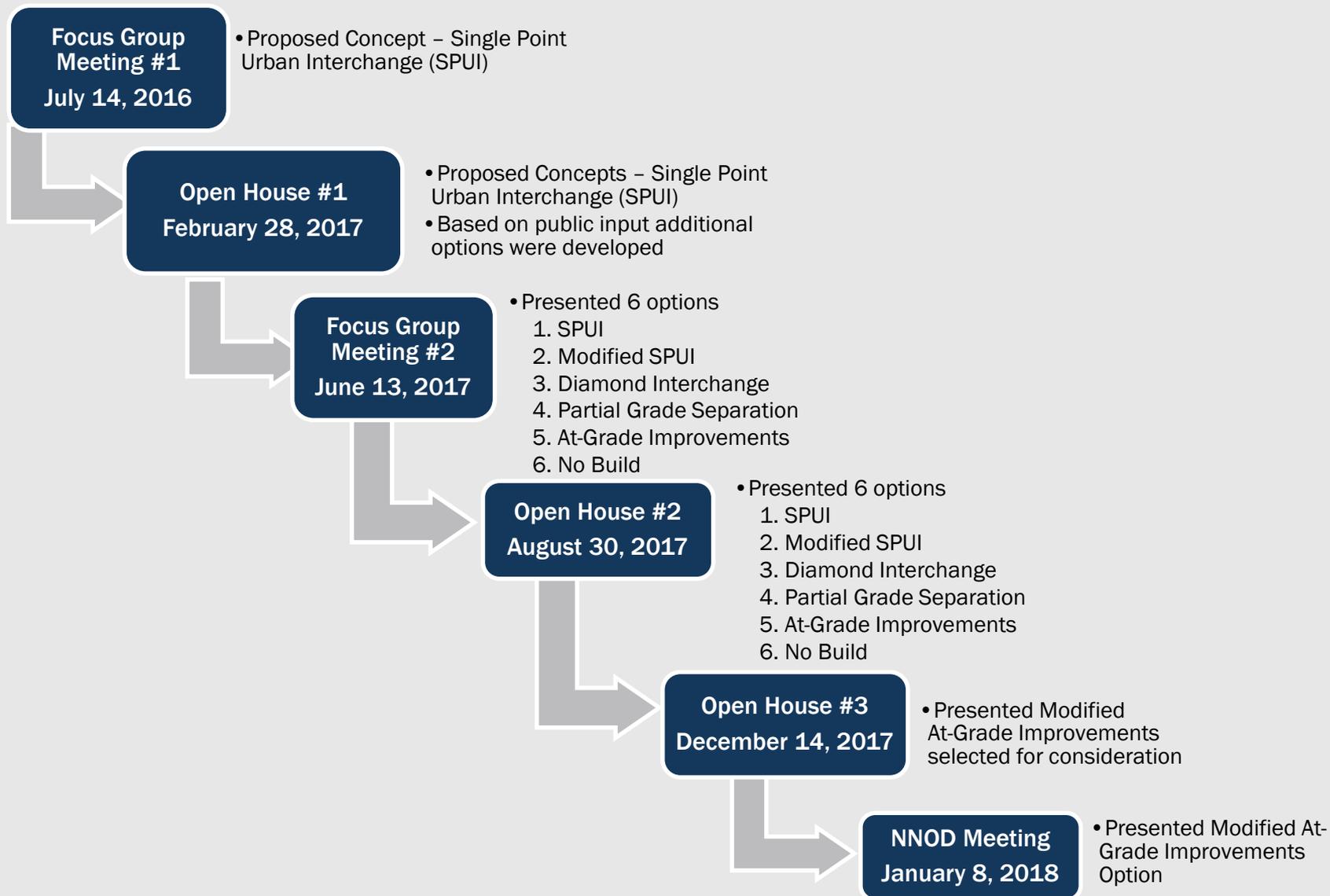
Project Location Map



Project Purpose

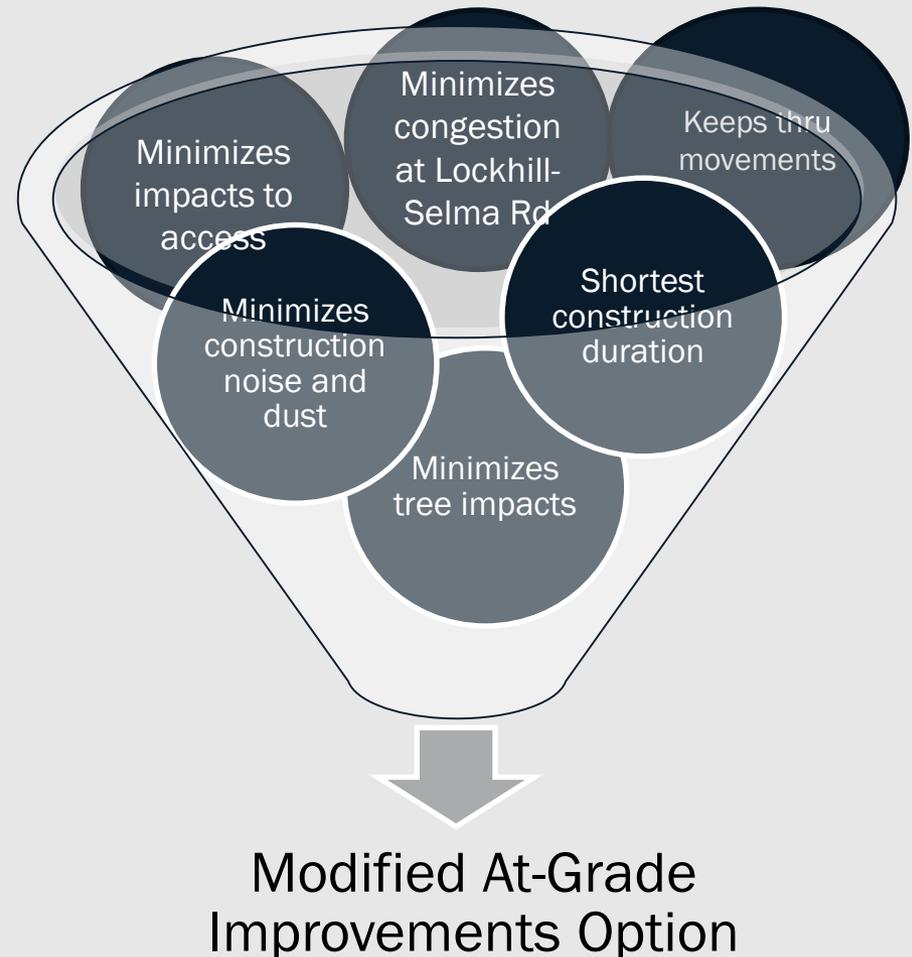
- The purpose of the project is to reduce traffic congestion and improve safety along Wurzbach Parkway between the Lockhill-Selma Rd and NW Military Hwy intersections and along NW Military Hwy at Wurzbach Parkway.

Project Development History



Community Input

- Loss of trees
- Increased congestion at Lockhill-Selma Rd
- Difficulty accessing neighborhoods and businesses
- Signals at neighborhood driveways
- Duration of construction period
- Dust and noise created by construction
- Eliminates thru movements on Wurzbach Parkway



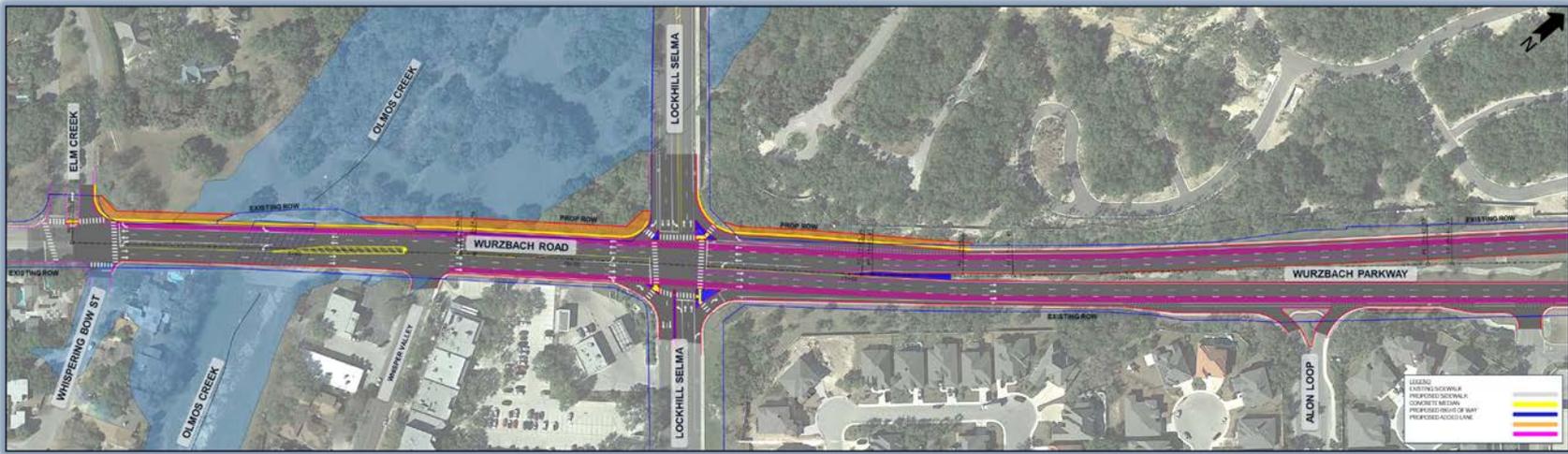
Proposed Modified At-Grade Improvements

Based on public input and traffic modeling, TxDOT is proposing Modified At-Grade Improvements.

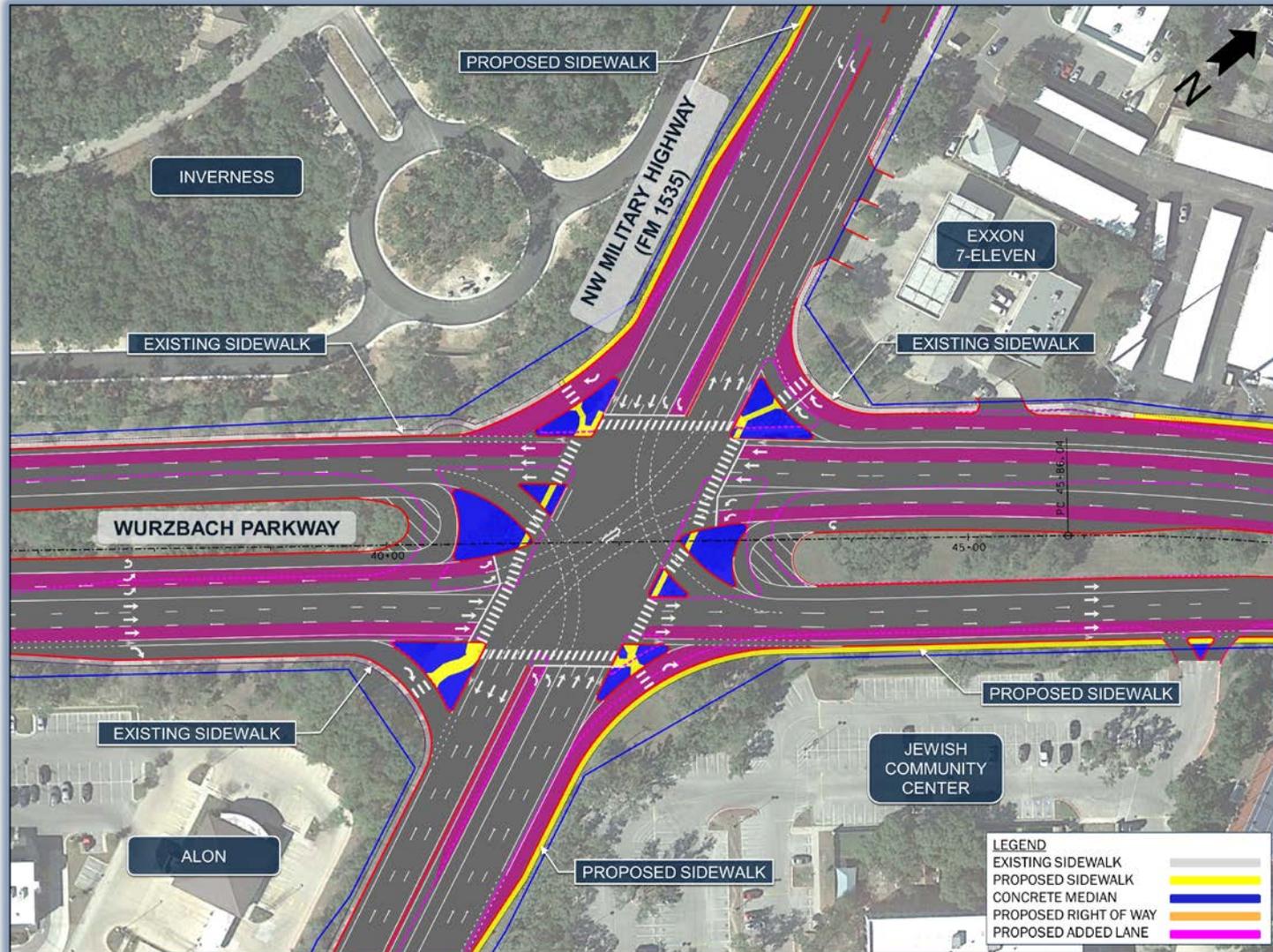
- **The Modified At-Grade Improvements will improve traffic flow:**
 - Add one thru lane in each direction on Wurzbach Parkway between Lockhill-Selma Rd and NW Military Hwy
 - Add dual left turn lanes on all approaches at Wurzbach Parkway and NW Military Hwy extending three right turn lanes and incorporating an improved signal operation
 - Add dual right turn lanes on Wurzbach Parkway's westbound approach to NW Military Hwy
 - Added eastbound thru lane starts at Whisper Valley and added westbound thru lane ends at Elm Creek Rd past Lockhill-Selma Rd

- **The Modified At-Grade Improvements will also:**
 - Minimize impacts to trees
 - Minimize impact to access to surrounding communities
 - Minimize construction noise and dust

Proposed Modified At-Grade Improvements – Elm Creek Rd to NW Military Hwy

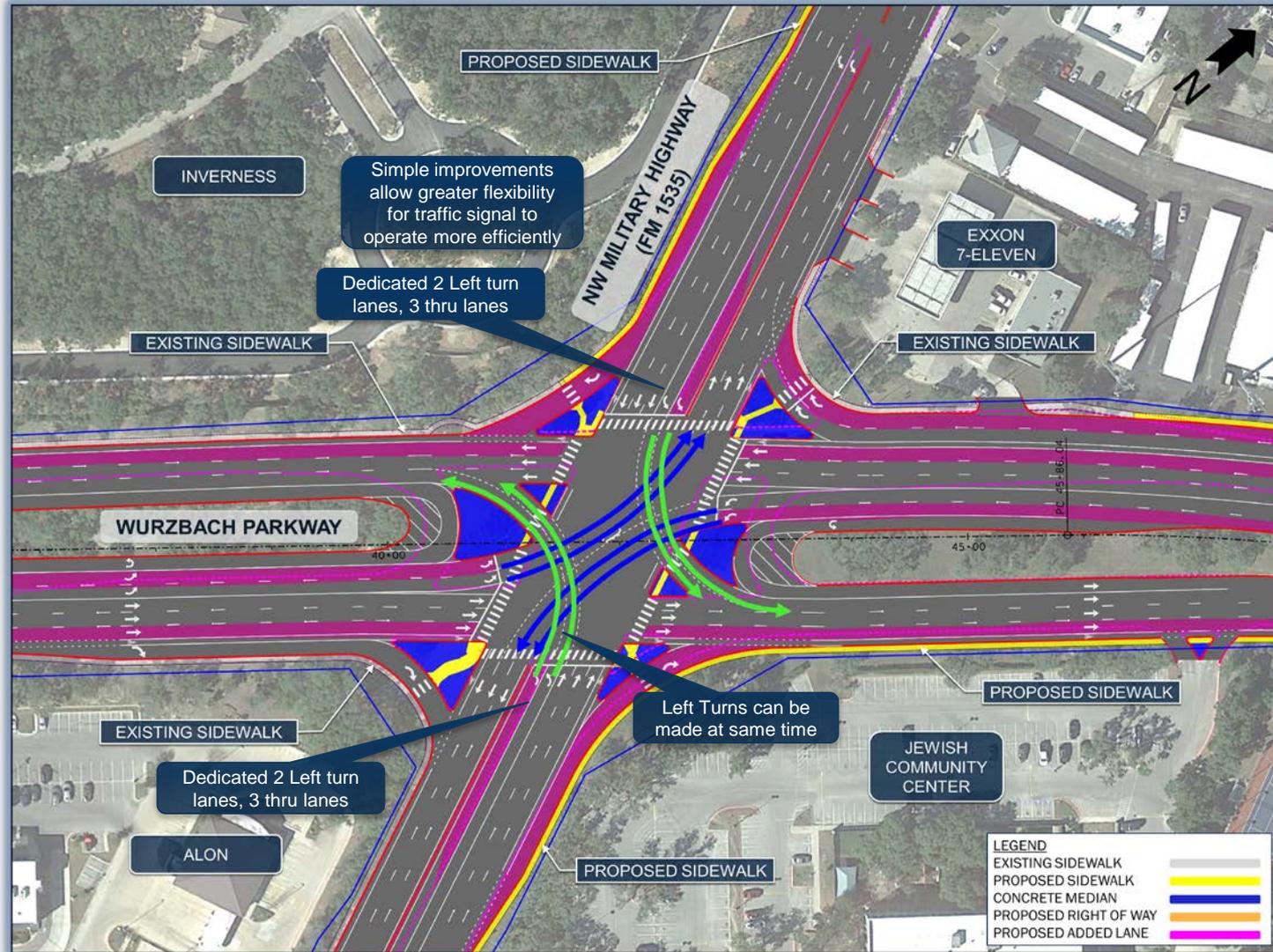


Proposed Modified At-Grade Improvements – NW Military Hwy Intersection



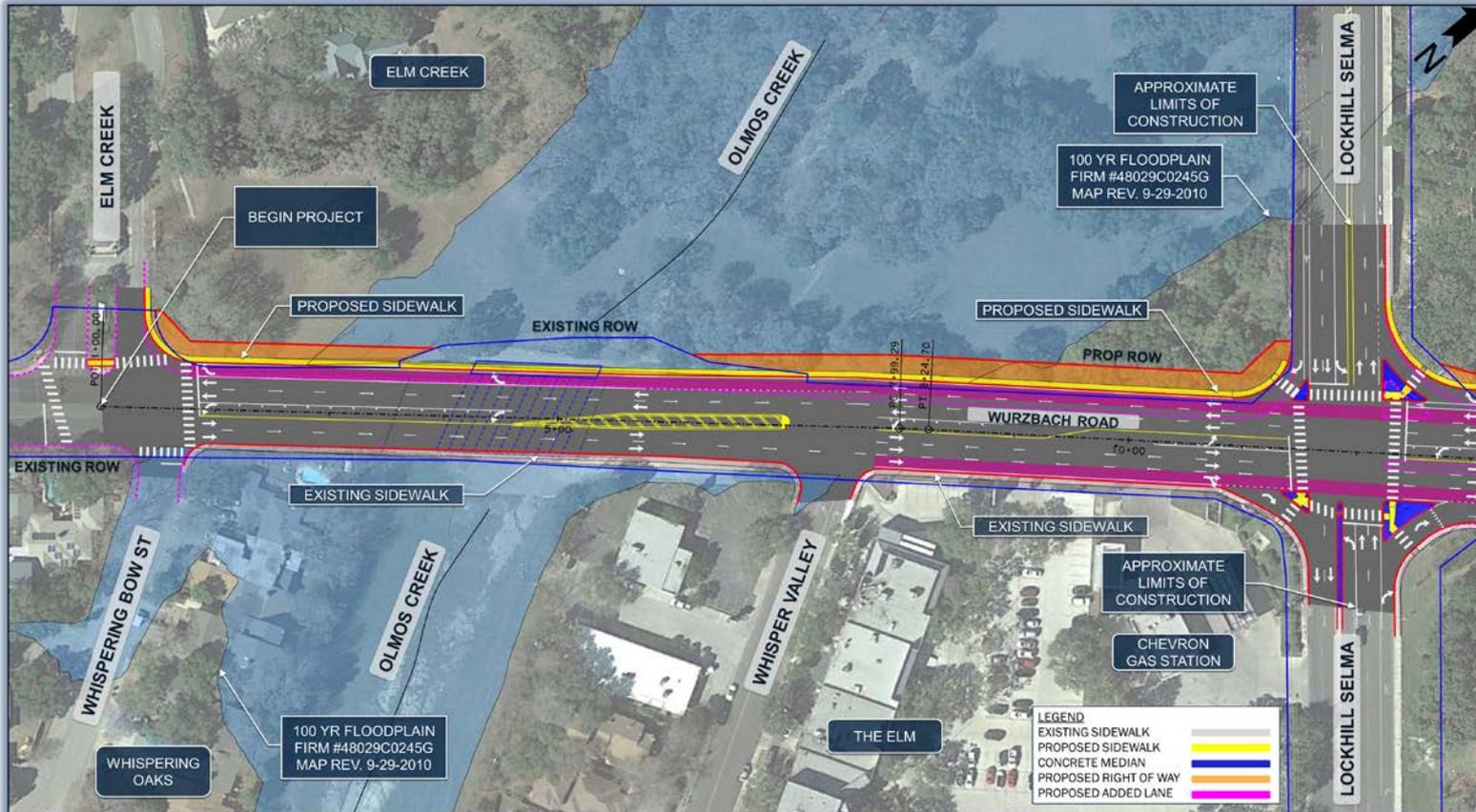
- No underpass; all movements at-grade
- Adds lanes on Wurzbach Parkway
- Adds dual left turn configuration on all approaches
- Extends three right turn lanes
- Adds dual right turn lanes on Wurzbach Parkway and NW Military Hwy
- Improved signal operation

Benefits of Dual Left Turns – Wurzbach Pkwy and NW Military Hwy



- Improves efficiency of intersection
- Allows more GREEN time for movements that need them
- Increases the capacity of the intersection
- Reduces delay

Proposed Modified At-Grade Improvements – Lockhill-Selma Rd Intersection



- Adds lanes on Wurzbach Parkway
- Added westbound thru lane ends at Elm Creek Road
- Added eastbound thru lane starts at Whisper Valley

- The Wurzbach Parkway project was identified as a priority by the Alamo Area Metropolitan Organization (AAMPO) for funding.
- Current Construction Cost: \$7.5 Million

Environmental Findings include:

- 0.52 acre of new ROW; no displacements
- No traffic noise impact
- Minor stream impacts at Olmos Tributary
- Minimal tree impacts
- No adverse effects to endangered species
- No adverse effects to historic resources

The Technical Reports are available for review.

Next Steps

- After the public involvement and environmental review are complete, ROW acquisition and utility relocations can start
- Construction could start as early as 2020
- Construction should be complete in approximately 12 months
- Monitor traffic operations as motorists' travel patterns adjust

Project Timeline*

FINALIZE
SCHEMATIC
DESIGN
SPRING 2018

HOST PUBLIC
HEARING
TODAY

ENVIRONMENTAL
CLEARANCE
SUMMER 2018

PROPOSED
RIGHT-OF-WAY
ACQUISITION
2019

EARLIEST
ANTICIPATED
CONSTRUCTION
START
SPRING 2020

CONSTRUCTION
DURATION
APPROXIMATELY
12 MONTHS

**This project timeline and dates are preliminary.*

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

Public Comment Session

- **Public Hearing Procedures and Protocols:**
 - Sign up at speaker registration table
 - Provide your name, address, and organization (if applicable) for the record
 - Limit comments to **three (3) minutes** per speaker
 - Time cannot be transferred and shared
 - No questions, interjections, or discussions
 - Public Hearing provides an opportunity to receive comments into the public record
- Written comments are acceptable and included as part of the official public record (accepted through June 13th)
- Project staff will be available to answer questions following the formal comment period

15 Minute Recess

Public Comments Following Recess

3:00 TIMER

Additional Public Comments Opportunities

- Comment Card
- Mail comments to:
 - Rene Garza, P.E.**
 - WSP USA, Inc.**
 - Bank of America Plaza**
 - 300 Convent Street, Suite 1330**
 - San Antonio, Texas 78205**
- Provide comments verbally to the Court Reporter
- Email Comments to: wurzbach@wsp.com
- For more information visit www.txdot.gov keywords “Wurzbach Parkway at Lockhill-Selma”

Deadline For Comments: Wednesday, June 13, 2018

**Thank You For
Your Participation**



WELCOME

WURZBACH PARKWAY

From Lockhill-Selma Rd to NW Military Hwy
Public Hearing

Tuesday, May 29, 2018

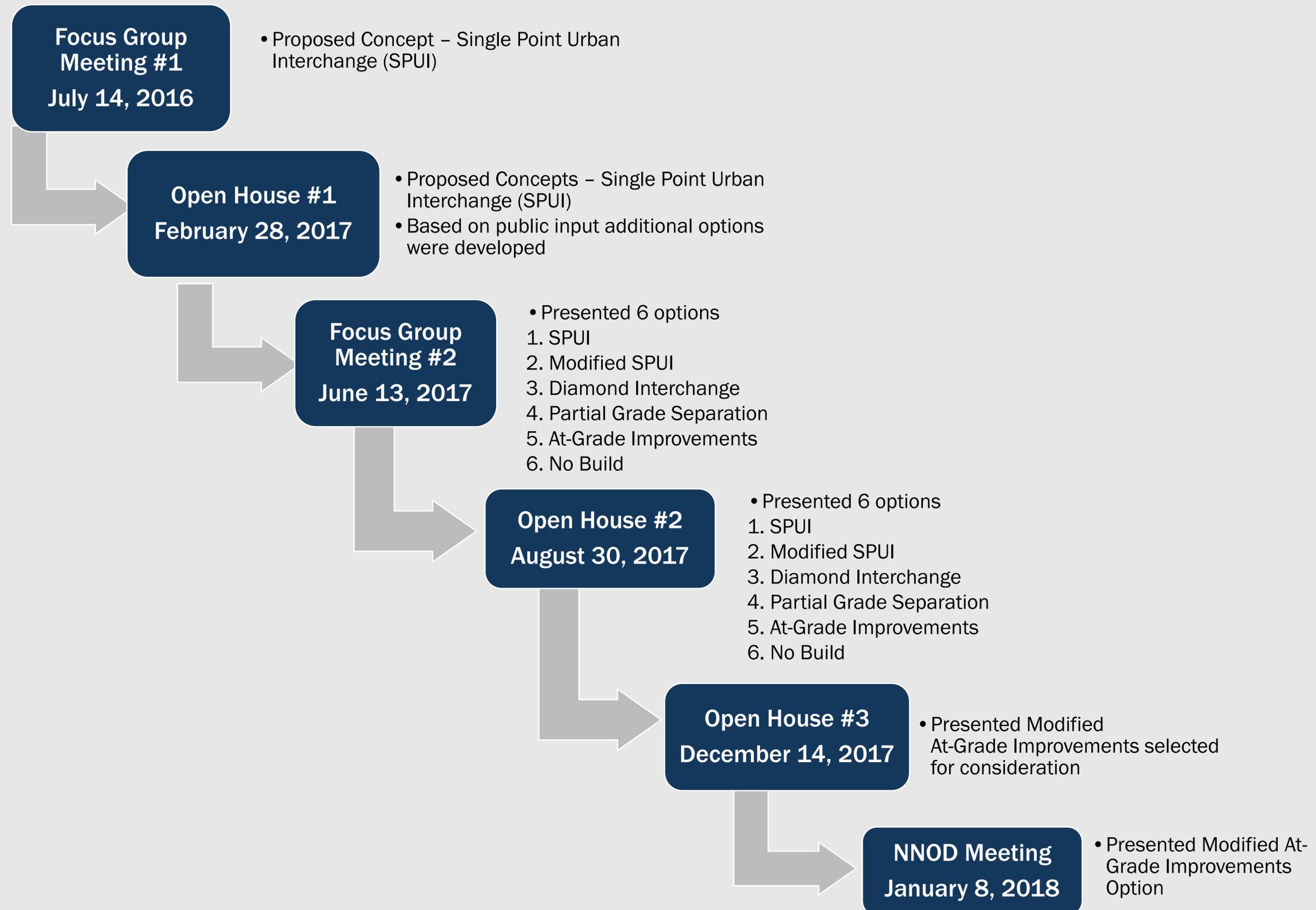
Barshop Jewish Community Center

5:00 to 7:00 pm

Why am I here?

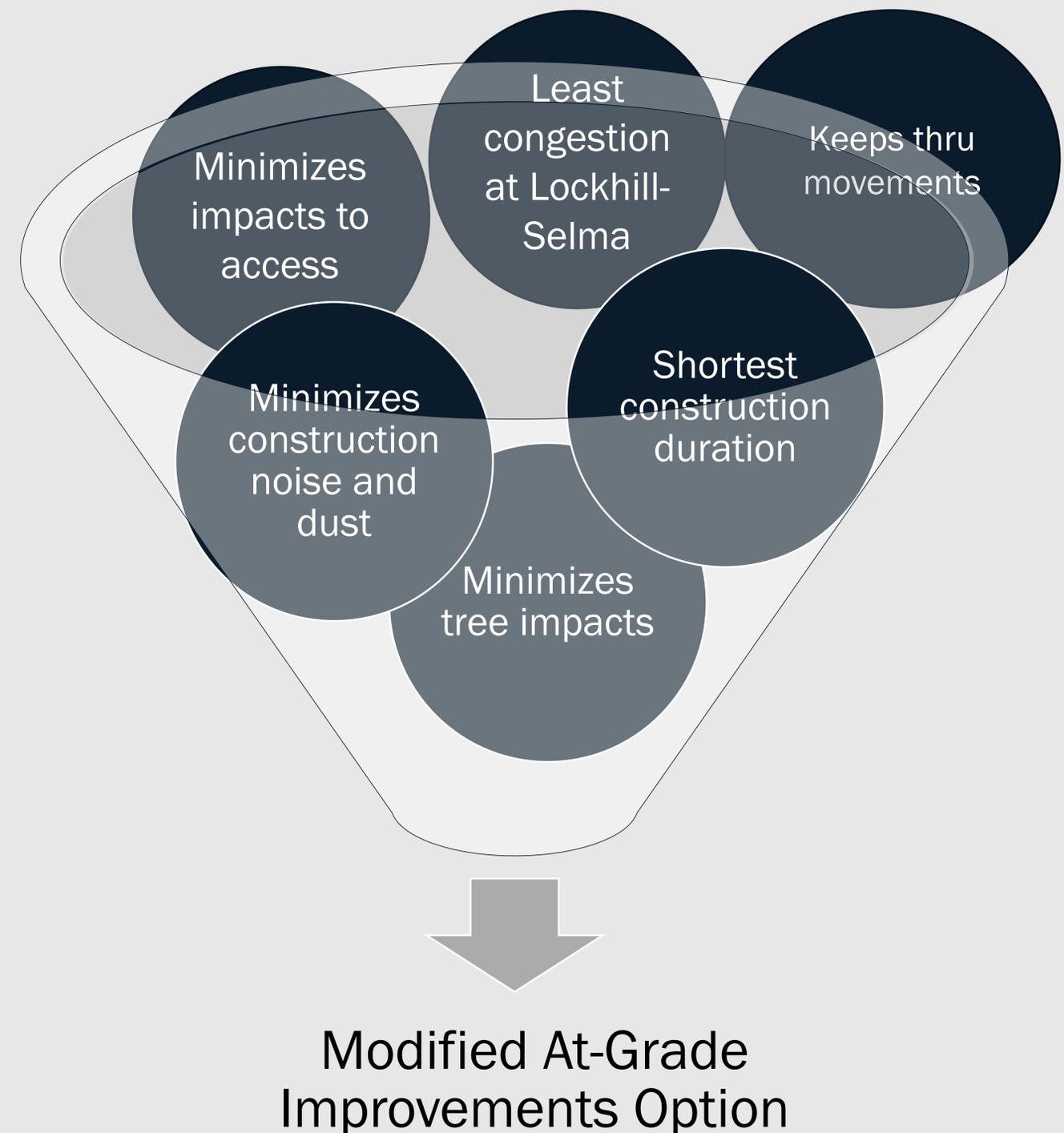
- Learn about the proposed project
- Provide comments on the proposed project

Project Development History



Community Input

- Loss of trees
- Increased congestion at Lockhill-Selma Rd
- Difficulty accessing neighborhoods and businesses
- Signals at neighborhood driveways
- Duration of construction period
- Dust and noise created by construction
- Eliminates thru movements on Wurzbach Parkway



Modified At-Grade Improvements vs. Existing Conditions – 2017 Traffic Volumes

Options / Metric	2017 Traffic Delay (sec/veh)	
	Existing Conditions	Modified At-Grade Improvements
	AM Peak Hour	
Total Interchange Delay*	182.1	39.5
WB Thru Delay	159.6	44.8
EB Thru Delay	187.2	41.1
NB NWM Delay	138.5	37.0
SB NWM Delay	59.8	33.8
	PM Peak Hour	
Total Interchange Delay*	311.7	49.4
WB Thru Delay	157.8	53.1
EB Thru Delay	358.1	53.5
NB NWM Delay	477.1	47.8
SB NWM Delay	51.1	42.0

*Wurzbach Parkway @ NW Military Interchange

Modified At-Grade Improvements vs. Existing Conditions – 2030 Traffic Volumes

Options / Metric	2030 Traffic Delay (sec/veh)	
	Existing Conditions	Modified At-Grade Improvements
	AM Peak Hour	
Total Interchange Delay	353.1	57.2
WB Thru Delay	338.4	58.6
EB Thru Delay	360.1	62.5
NB NWM Delay	307.8	60.9
SB NWM Delay	174.6	50.8
	PM Peak Hour	
Total Interchange Delay	533.1	110.2
WB Thru Delay	157.8	98.8
EB Thru Delay	596.1	129.6
NB NWM Delay	767.	111.3
SB NWM Delay	197.3	108.3

*Wurzbach Parkway @ NW Military Interchange



Project Timeline*



**This project timeline and dates are preliminary.*

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.



Provide Your Comments

- Leave a comment card
- Provide comments verbally to the Court Reporter
- Email your comments to: wurzbach@wsp.com
- Mail your comments to:

WSP USA

Bank of America Plaza
300 Convent Street, Suite 1330
San Antonio, TX 78205

Comments must be submitted or postmarked by

June 13, 2018



Thank You For Your Participation

APPENDIX G
PUBLIC HEARING PHOTOS

