Documentation of Public Meeting

Project Location
Bexar County

Principal Arterial (PA) 1502
1502-03-003

Project Limits
Wurzbach Parkway from 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
Thursday, December 14, 2017 from 5:00 to 7:00 p.m.

Translation Services
Spanish

Presenters
Not Applicable

Elected Officials in Attendance
Andrew Solano, Council Member, City of San Antonio

Total Number of Attendees (approx.)
124 (excluding project staff)

Total Number of Commenters
146

Contents

A. Comment/response matrix
B. Notices
C. Sign-in sheets
D. Comments received
E. Figures
F. Description of project modifications resulting from public meeting

APPENDIX A
COMMENTS MATRIX

PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Open House #3 (12-14-17) Comments

Commenter Number	Commenter Name	Date Received	Source	Comment	Response
1	David H. Schoenert	12/14/17	Comment Form	This latest concept is the best yet.	Comment noted.
2	Jennifer Mansour	12/14/17	Comment Form	2a. Pleased to see the at-grade solution to preserve trees and excited to see expanded bridge/lanes to Elm Creek.	Comment noted.
				2b. Please consider adding a red light to Alon exit on NW Military.	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 Texas 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	Joyce Howard	12/14/17	Comment Form	I like the plan, especially the turn patterns at Wurzbach Parkway and NW Military and the left lane from NW Military and eastbound Wurzbach (it's now a 90 degree turn angle).	Comment noted.
4	Sally Molina	12/14/17	Comment Form	As a resident of Alon Estates, I like the environment and green space on Wurzbach Road and Wurzbach Parkway. I appreciate the proposal presented. The main traffic congestion occurs for about 1-1.5 hours during peak driving time, 4 PM - 6 PM. After that, there really is no problem on Wurzbach Road/Parkway or NW Military. My concern is keeping as much of the valuable green space and to not sacrifice so much natural landscape to only gain minutes of driving time.	The at-grade option keeps the most green space of the options that have been presented to the public so far. In the final design process, TxDOT will consider the best ways to preserve green space in the corridor while meeting the need and purpose of the project.
5	Christi Morrison	12/14/17	Comment Form	Thank you for listening to the community. The spending of time and money is more proportional to the value.	Comment noted.

PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Open House #3 (12-14-17) Comments

6	Mike Molina	12/14/17	Comment Form	We get that the idea is to alleviate traffic, but at what expense? I'm very glad no tunnel will be built. This new proposal seems more practical, although cutting the trees and narrowing the natural green space will not enhance our neighborhoods and quality of life. Narrowing the green space on Wurzbach Parkway from Lockhill-Selma to NW Military may place pedestrians who enjoy and use the sidewalk at risk. Please do not cut down any trees between Lockhill-Selma and NW Military.	Please see response to comment #4. While every effort will be made to reduce the amount of green space needed from the median, some of that space will be required to add the additonal lanes while taking minimal ROW and preserving current sidewalk widths.
7	Guy Gadeke	12/14/17	Comment Form	I like the plan overall but would really like double right-turn lanes in all directions at the intersection of Wurzbach Parkway and NW Military.	While double right-turn lanes have been added to the westbound Wurzbach Parkway approach to northbound NW Military, traffic surveys show only minimal operational benefit to dual right-turn lanes at the other approaches. Additionally, adding right-turn lanes to the other approaches would require additional right of way, which is not recommended for the project at this time.
8	Rick Fitzpatrick	12/14/17	Comment Form	I would like to see this happen faster.	TxDOT is making every effort to proceed with this project into the final design phase. The current projected timeline anticipates environmental clearance in 2018 with ROW acquisition in 2019 and construction beginning in 2020. The duration for the construction of this project is expected to be approximately 10 months.
9	Patricia Tenner	12/14/17	Comment Form	Looks good!	Comment noted.
10	Bob Hoffman	12/14/17	Comment Form	Why wait until 2020 to start?	The project must follow a process which includes time to aquire right of way, final design and enviromental studies. Please see response to comment #8 for a tentative timeline.
11	Pat Vilagi	12/14/17	Comment Form	I am very pleased to see the tunnel project has been shelved and removed. I like what the change will do without bothering the two neighborhoods adjacent to Wurzbach Road.	Comment noted.
12	John Tieneum	12/14/17	Comment Form	Agree with the improvements. Great work!	Comment noted.
13	Carlos R. Ortiz	12/14/17	Comment Form	13a. Slow westbound traffic beginning at Blanco to 45 mph or have a sign about impending traffic light.	Signing plans 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 TxMUTCD.
				13b. Remove all concrete barriers in turn lanes. Good markings on the pavement will do the same.	Comment noted. Concrete barriers are generally used to provide drivers with enhanced visual warning of a potential conflict and to provide some crash prevention in the cases where they are not seen. At the locations shown in this project, concrete barriers are needed to reduce crashes from traffic exiting from driveways.
				13c. Best method selected.	Comment noted.
14	Stuart and Betsy Cameron	12/14/17	Comment Form	Like the at-grade improvements plan.	Comment noted.
15	Shelley L. Baillargeon	12/14/17	Comment Form	Excellent plan that will be effective in improving traffic and positively influencing driver decisions.	Comment noted.

PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Open House #3 (12-14-17) Comments

16	Jake Ritehio	12/14/17	Comment Form	Extend turn lane from southbound NW Military to Wurzbach, it currently backs up 1/2 mile or more to turn onto Wurzbach. It's only 100 ft. and can be 200 - 300 ft.	TxDOT will consider extending the southbound left-turn lanes to the maximum length possible given the ROW limitations and geometry of the roadway. These improvements, in addition to the added operational efficiency of the proposed project, will help to minimize delays caused by southbound left-turning traffic spilling over into the southbound NW Military through lanes.
17	Isabel Bass	12/14/17	Comment Form	I am pleased with your plan. Thank you for not building the underpass! Your efforts are appreciated.	Comment noted.
18	Chris Deeves	12/14/17	Comment Form	Much better design.	Comment noted.
19	H. James and Jan A. Kurn	12/14/17	Comment Form	Good plan, thrilled there will not be an underpass at Wurzbach and NW Military.	Comment noted.
20	Adam Saucedo	12/14/17	Comment Form	20a. Consider bus turnouts at bus stops along Wurzbach to allow better flow of traffic in the congested areas.	Bus turnouts were considered; however, they could not be included without obtaining additional right of way.
				20b. Love Option #5!	Comment noted.
21	J.R. Witt	12/14/17	Comment Form	21a. I like the idea of not installing the over/underpass at NW Military.	Comment noted.
				21b. Can a sign reading, "Pkwy ends at Lockhill-Selma" be erected on westbound Wurzbach Parkway before the intersection at Lockhill-Selma?	Please see response to comment #13a.
				21c. Or rumble strips to warn drivers to slow down as they approach the intersection? The rise about 900 ft. east of the intersection makes it extremely dangerous for drivers turning onto Wurzbach Parkway.	Pavement marking, signage and other traffic calming considerations such as rumble strips will be considered during the final design phase of the project.
22	Navin Bhatia	12/14/17	Comment Form	22a. Provide enough time to merge with westbound Wurzbach after making a U-turn from eastbound Wurzbach to enter Inverness.	Pavement marking will be adjusted to provide as much length as possible for these movements.
				22b. Likewise, provide enough time/length to exit Alon and drive across Wurzbach Parkway to make a U-turn onto westbound Wurzbach Parkway.	The eastbound to westbound Wurzbach Parkway U-turn lane has been placed at a location that maximizes the distance between it and the Alon Loop northbound approach to Wurzbach Parkway.
23	Denise Sanders	12/14/17	Comment Form	Right-turn lane on NW Military ends in front of Summerfield; probably would be very beneficial to alert drivers in the two right-turn lanes with proper signage at Wurzbach Parkway and NW Military, in front of Whataburger, to let drivers know ahead of time.	Additional signage and pavement markings will be considered at this location. Please see response to comment #13a.
				24a. Extend right-turn lane on NW Military to eastbound Wurzbach Parkway.	TxDOT will consider extending the right-turn lane as far as the existing ROW will allow.
				24b. Add a merge lane to eastbound Wurzbach Parkway to accommodate right turn from NW Military.	What is described is called a free right turn from northbound NW Military to eastbound Wurzbach Parkway. To provide a free right-turn geometry at this location requires more ROW on Wurzbach Parkway than exists.

PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Open House #3 (12-14-17) Comments

24	Michael A. Osborn	12/14/17	Comment Form	24c. Add a merge lane to Alon Loop to get onto eastbound Wurzbach Parkway. There is limited sight distance to the west for traffic exiting Alon Loop.	Please see reponse to comment #24b.
				24d. Open all six lanes on NW Military from Wurzbach to Huebner.	Improvements to NW Military between Wurzbach Parkway and Fairfield Bend are intended to reduce congestion for the intersection of NW Military at Wurzbach Parkway. Improvements to NW Military north of Fairfield Bend are not being considered for this project at this time.
				24e. Add merge lanes at NW Military right turn to westbound Wurzbach Parkway.	Please see response to comment #24b.
				24f. Add storage for right-turn lane on NW Military.	Please see response to comment #24a.
				24g. Add signage at the right-turn lane onto Alon Loop. Eastbound traffic on Wurzbach Parkway thinks the eastbound lanes have increased and end up having to turn onto Alon Loop, around the island, and exit back onto Wurzbach.	Please see response to comment #13a.
25	Lisa Guerrero	12/14/17	Comment Form	The extra turn lanes at Wurzbach and NW Military would be great!	Comment noted.
26	Vick Neeb	12/14/17	Comment Form	The most difficult part of the drive, other than the volume of traffic from Lockhill-Selma to Blanco, is the required shifting of lanes. Only one lane goes straight through from Lockhill-Selma to Blanco. There is a lot of changing of lanes between those two streets to make sure you are in a lane that remains on Wurzbach Parkway.	The proposed project includes three travel lanes in each direction for the Wurzbach Parkway through movement, so there will be no need to shift lanes to continue eastbound through the intersection at NW Military.
27	Steven Sanders	12/14/17	Comment Form	Consider an acceleration lane exiting Bluffton Oaks onto Wurzbach Parkway.	TxDOT will consider adding an acceleration lane for traffic exiting Bluffton Oaks.
28	Alfred White	12/14/17	Comment Form	Please consider adding a traffic light at Alon Loop and NW Military.	Please see response to comment #2b.
29	Mark Johnson	12/14/17	Comment Form	I recommend adding "block the box" striping and signage at Bluffton Oaks and Wurzbach Parkway to encourage traffic on Wurzbach to accommodate Summerfield traffic trying to get out of the neighborhood.	TxDOT will look into the addition of these signs with the city of San Antonio.
30	Rose Woodruff	12/14/17	Comment Form	Please construct a signal light on NW Military and Fairfield Bend at the entrance to Summerfield. I am unable to leave my neighborhood during rush hour in the AM and PM. Very dangerous for residents of Summerfield.	Please see response to comment #2b. With the proposed improvements, traffic queues are anticipated to reduce and provide more gaps in the traffic for the exiting left turns out of Summerfield.
31	Holly Wheeler	12/14/17	Comment Form	Nice presentation; employees were helpful with my questions.	Comment noted.
32	T. Dodge	12/14/17	Comment Form	Need an acceleration lane on westbound Wurzbach at Bluffton Oaks exit.	Please see response to comment #27.

PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Open House #3 (12-14-17) Comments

33	Tom Rauch	12/14/17	Comment Form	Need a westbound acceleration lane out of Bluffton Oaks (Summerfield).	Please see response to comment #27.
34	Angel Santiago	12/14/17	Transcript	34a. What's the status or is there a plan to put a traffic light at the intersection of NW Military and Alon Loop?	Please see response to comment #2b.
				34b. The other comment is: might there be any plan to build a pedestrian bridge over NW Military to connect with Phil Hardberger Park?	There is no current plan for construction of a pedestrian bridge over NW Military. The intersection of NW Military and Wurzbach Parkway will have pedestrian signal heads to provide for a protected crossing of NW Military. A bridge structure further south on NW Military is outside the scope of this project.
35	Marilyn Goodwin	12/14/17	Transcript	The right-turn lane onto NW Military currently ends in a right-turn-only lane into Summerfield, and when cars realize they are in a right-turn-only lane, they have to get over. It causes a potential safety concern because you end up in a lane that becomes a right-turn-only lane. So the suggestion would be to bring that turn lane out so that you're not ending up in a right-turn-only lane for Summerfield.	TxDOT will consider modifying the existing striping to provide additional improvements for NW Military at Fairfield Bend. Upon completion of the proposed project, TxDOT and the city of San Antonio will monitor the traffic patterns as they change and adjust on NW Military at this intersection to see what changes need to be made, if any.
36	Jerald Yost	12/14/17	Transcript	I approve of the project proposed. My only additional thought would be to look at adding a traffic light on NW Military where there is an entrance to the Inverness subdivision. Otherwise, I like what I have seen proposed.	Please see response to comment #2b.
37	Elaine Slife	12/14/17	Transcript	This is in reference to the dedicated right-turn lane from NW Military into Summerfield. Traffic that comes down that lane has no intention of turning into Summerfield and then cuts out into the travel lane. It's very difficult to then come out of Summerfield and make a right-hand turn onto NW Military because you don't have a lane to pull into (because you think the car coming down the delineated turn lane is going to turn). And they don't come slow, they come fast. I would suggest making that lane safe to turn in or come out of Summerfield (and turn right) by putting some kind of barricade to separate the turning lane from the through lane. I've had it happen to myself too many times and I've seen other people who get run off the road who pull out to make a right-hand turn and somebody is zooming down that turn lane and they come straight through it. Just put something there.	Please see response to comment #35.

PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Open House #3 (12-14-17) Comments

38	Sharon Saxar	12/14/17	Transcript	My concern is the safety of our children when they are leaving Summerfield and Inverness. It is extremely congested there and it is very dangerous. I would like to see a traffic light at Fairfield Bend and NW Military. I think it's absolutely imperative that we have it for the safety of our children.	Please see response to comment #2b.
39	Betty Arenson	12/14/17	Transcript	39a. I do not live in the area where the Wurzbach project is being done. I use it to go to I-10 and mostly to go to the Medical Center. My problem with the way it is currently -- the intersection of Wurzbach going west when it crosses NW Military -- is that the timing of the street lights against the volume of road traffic is not equal, so when you're going west on Wurzbach, you are not able to reach Wurzbach due to the backup all the way to NW Military.	This project proposes to reduce congestion and delays for the intersection of Wurzbach Parkway at NW Military and Lockhill-Selma. Coordinated signal timing between the two intersections will allow for optimal efficiency when traveling on this section of Wurzbach Parkway.
				39b. I am concerned about the road rage that I see developing at business high time, which is 6:30 in the morning until approximately 9:00 or 9:30 in the morning. I don't want to see road rage. I am looking forward to the plans and will put it to those who are doing all of the research to come up with what is necessary. I will be listening, learning and reading.	Comment noted.
40	Michael Griffith	12/12/2017	Email	We support the proposed at-grade improvements to the Wurzbach/NW Military Highway intersection.	Comment noted.
41	Unknown	12/14/2017	Hard Copy Open House Comments (Map)	At Elm Creek and Wurzbach - "Can m/o limits be extended? Why stop in mid-intersection?" Comment referring to southern limit of project at station 1+00.00; line was drawn to suggest limit should be further south to include entire intersection.	The project limits will include the complete intersection of Elm Creek at Wurzbach.
42	Unknown	12/14/2017	Hard Copy Open House Comments (Map)	At Lockhill-Selma and Wurzbach station 16+50.00 - "Initial rumble strips or sign to slow speed to intersection at Lockhill-Selma?" Comment shows lines drawn perpendicular to Wurzbach.	Please see response to comments #13a and #21c.
43	Unknown	12/14/2017	Hard Copy Open House Comments (Map)	At Military Highway and Wurzbach - "End solid stripe here to allow right turn out of shopping center into left turn lanes" Comment points out solid white striping for bike lane that crosses driveway on Wurzbach northbound at station 35+00.	The solid white stripe at this location does not prohibit any movement out of the Alon shopping center.

PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Open House #3 (12-14-17) Comments

44	Unknown	12/14/2017	Hard Copy Open House Comments (Map)	At Inverness and Wurzbach - "Look at ending solid stripe further east to allow weaving into Inverness entrance" Comment is referring to white striping for turn around lane on southbound Wurzbach at station 40+00 to allow more time for drivers to move over to the right lane to turn right into the Inverness entrance.	Please see response to comment #21c. The striping proposed provides visual indication for drivers of an upcoming merge with the U-turn lane. Vehicles using the U-turn lane can exit that lane and utilize any needed space as available.
45	Unknown	12/14/2017	Hard Copy Open House Comments (Map)	At NW Military Highway and Wurzbach - "Curb or delineation" Comment suggests curb between through and turning lanes on southbound lanes of Wurzbach at NW Military Highway.	TxDOT will consider curb or delineations between left-turn and through lanes on Wurzbach Parkway at NW Military during the final design phase of project development.
46	Unknown	12/14/2017	Hard Copy Open House Comments (Map)	At NW Military Highway and Wurzbach - "Add storage" Comment refers to left-turn storage at the southbound approach on NW Military Highway at Wurzbach and NW Military Highway.	TxDOT will consider extending the left-turn storage at southbound NW Military as much as possible within the existing ROW. Please see response to comment #16.
47	Unknown	12/14/2017	Hard Copy Open House Comments (Map)	At NW Military Highway and Wurzbach - "Extra left-turn lane" Comment refers to left-turn storage at northbound approach on NW Military Highway at Wurzbach and NW Military Highway.	Please see response to comment #16.
48	Unknown	12/14/2017	Hard Copy Open House Comments (Map)	At NW Military Highway and Wurzbach station 30+00 - Green line drawn at right of way line 900 ft. from NW Military and Wurzbach.	Please see response to comment #45.
49	Unknown	12/14/2017	Hard Copy Open House Comments (Map)	At NW Military Highway and Wurzbach - "Add median" Comment suggests barrier between left and through lanes.	Please see response to comment #45.
50	Unknown	12/14/2017	Hard Copy Open House Comments (Map)	At NW Military Highway and Wurzbach - Comment draws barrier between left and through lanes at southbound approach on Wurzbach.	Please see response to comment #13b.
51	Unknown	12/14/2017	Hard Copy Open House Comments (Map)	At NW Military Highway and Wurzbach station 59+29.84 - "Additional signage coming to intersection" Comment suggests that more signs should be used to indicate upcoming intersection.	Please see response to comments #13a and #21c.
52	Unknown	12/14/2017	Hard Copy Open House Comments (Map)	At NW Military Highway and Wurzbach station 59+29.84 - "Reconsider speed breaks"	Adequate signing of the upcoming signalized intersection will be provided that meets the design guidelines established by the state and federal MUTCD. Sight distance is also adequate to provide enough distance for traffic traveling westbound to stop as necessary at the intersection.
53	Unknown	12/14/2017	Hard Copy Open House Comments (Map)	At Wurzbach Parkway and Bluffton Oaks - "Acceleration lane and hooded" Comment refers to adding an acceleration lane for right-turn movement from Bluffton Oaks to Wurzbach Parkway, and adding a curb or delineators to separate right-turn traffic from through traffic.	Please see response to comment #27.

PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Open House #3 (12-14-17) Comments

54	Unknown	12/14/2017	Hard Copy Open House Comments (Map)	At Wurzbach Parkway and Bluffton Oaks - ''Add signage reading, 'Don't block the box driveways' on Wurzbach Parkway at Bluffton Oaks"	Please see response to comments #13a and #21c.
55	Unknown	12/14/2017	Hard Copy Open House Comments (Map)	At Wurzbach Parkway and NW Military Highway intersection - "Extend turn lane" Comment refers to extending northbound right-turn lane on NW Military Highway.	Please see response to comment #24a.
56	Unknown	12/14/2017	Hard Copy Open House Comments (Map)	At Wurzbach Parkway and NW Military Highway intersection - "Add merge lane (JCC will give you right of way easement)" Comment refers to adding a merge lane on Wurzbach Parkway at JCC for right-turn movement from northbound NW Military Highway.	A free right-turn lane exiting JCC will not fit within the existing ROW.
57	Unknown	12/14/2017	Hard Copy Open House Comments (Map)	At Wurzbach Parkway and NW Military Highway intersection - "4 through lanes" Comment refers to removing one left-turn lane and adding one through lane on eastbound Wurzbach Parkway at NW Military Highway intersection.	The proposed project was developed to optimize the flow of all movements of traffic through the intersection. After traffic surveys, it was determined that dual left-turn lanes were needed from eastbound Wurzbach Parkway to northbound NW Military.
58	Unknown	12/14/2017	Hard Copy Open House Comments (Map)	At Wurzbach Parkway and NW Military Highway intersection - "Add merge lane; limited sight back to east and over the rise" Comment refers to adding a merge lane on Wurzbach Parkway for southbound NW Military Highway right-turn traffic.	Please see response to comment #56.
59	Unknown	12/14/2017	Hard Copy Open House Comments (Map)	"Open all six lanes from Wurzbach Parkway to Huebner to through traffic"	Please see response to comment #24d.
60	Unknown	12/14/2017	Hard Copy Open House Comments (Map)	At Wurzbach Parkway and NW Military Highway intersection - "Increase storage for right turn" Comment refers to increasing southbound NW Military Highway right-turn lane.	Please see response to comment #24a.
61	Unknown	12/14/2017	Hard Copy Open House Comments (Map)	At Alon Loop and Wurzbach Parkway - "Add merge lane" Comment refers to adding a merge lane for Alon loop right-turn traffic.	Please see response to comment #56.
62	Unknown	12/14/2017	Hard Copy Open House Comments (Map)	At Alon Loop and Wurzbach Parkway - "Add signage that this is right-turn only. Traffic now expands into this lane only to turn into Alon loop and then has to exit. No pavement markings, which do not work at night or in rain or when traffic is backed up." Comment refers to adding sign that reads, "Right turn only" at the beginning of the right-turn lane.	Please see response to comments #13a and #21c.

PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Open House #3 (12-14-17) Comments

63	Unknown	12/14/2017	Hard Copy Open House Comments (Map)	"Merge 3 lanes into 2 lanes. Avoid congestion."	The proposed project includes three travel lanes in each direction for the Wurzbach Parkway through movement at Lockhill-Selma. This improvement is proposed to reduce delays and congestion at the Lockhill-Selma intersection.
64	Unknown	12/14/2017	Hard Copy Open House Comments (Map)	At Whisper Valley and Wurzbach Parkway - "Signal" Comment refers to adding a traffic signal at Whisper Valley and Wurzbach Parkway.	Please see response to comment #2b. Additionally, the Whisper Valley intersection is in close proximity to the existing signal at Lockhill-Selma (approximately 350 feet separation), and is therefore infeasible.
65	Unknown	12/14/2017	Hard Copy Open House Comments (Map)	At Whisper Valley and Wurzbach Parkway - "Center turn lane" Comment refers to adding a center turn lane on Wurzbach Parkway for left-turn traffic from Whisper Valley.	Due to the proximity of Whisper Valley to the eastbound left-turn lane from Wurzbach Parkway to Lockhill-Selma, a center turn lane is not recommended at this intersection.
66	Lawrence Schmeltekopf	12/26/2017	Letter	66a. I am writing to express my support for the Wurzbach Parkway at-grade improvement proposal. I believe this proposal addresses the need to alleviate traffic congestion, yet retains a good portion of the esplanade and trees on the portion of Wurzbach Parkway between NW Military and Lockhill-Selma.	Comment noted.
				66b. In addition, these improvements can be executed in a reasonable timeframe with fewer negative effects from an extended construction project.	Comment noted.
				66c. As a future resident of the Inverness subdivision, I would like consideration given to installing a traffic light at the intersection of Turnberry Way and NW Military. Both the Inverness and Summerfield neighborhoods exit onto NW Military at this location, and it can be difficult and dangerous to navigate during times of heavy traffic.	Please see response to comment #2b.
67	Chad Yount	12/14/17	Comment Form	Project should go back to the other alternative with Wurzbach through lanes. The area will be torn up and not resolve the long-term issue. Do it right the first time.	The proposed improved at-grade project addresses the concerns expressed from the public from previous public meetings. The proposed project improves the traffic operations at the intersection 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 reduced construction cost while 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.

PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Open House #3 (12-14-17) Comments

68	Ben Jurewicz	12/14/17	Comment Form	Option #6 does not fix the problem. It is a waste of $7+ million and 10 months of construction. My wife spends 1/2 an hour waiting on Wurzbach Parkway in the evenings trying to get across NW Military. Spending $7+ million and 10 months construction will not fix this. This is no solution and will cause much more frustration for a year and beyond. Please do something else.	Please see response to comment #67.
69	David Senn	12/14/17	Comment Form	The proposed at-grade improvements will be outdated by the time the project is completed. The decision to scrap the under/overpass idea was short-sighted and wrong.	Please see response to comment #67.
70	Don Goff	12/14/17	Comment Form	This will only exacerbate the problem over time. The "improved" movement will encourage an increase in usage, which in turn will burden the intersection and result in the need for a redesign, most likely back to the tunnel concept except the cost will be 2.5 to 3 times the original $30 million projected cost of the deleted proposal. Traffic flow will not really improve at Lockhill-Selma/Wurzbach Road either; rather it will just steadily get worse.	Please see response to comment #67. Any increase in traffic due to latent demand does not justify taking a no-build approach now. Additionally, while Wurzbach Parkway may experience a temporary increase in traffic due to improved traffic conditions, other regional projects (including improvements on 1604 and 410) should help to draw some of that traffic demand to other facilities.
71	Bill Hill	12/14/17	Comment Form	I am disappointed in the at-grade option, both as a citizen living in Elm Creek (nearby) and as the City Manager of Shavano Park. The majority of Shavano Park residents favored a no-light intersection. This will help, but delays the issue for a few years. I think a small number of nearby residents influenced this option.	Please see response to comment #67.
72	Curtis Leeth	12/14/17	Comment Form	Project does not sufficiently address traffic congestion at the intersection. Only one new dedicated southbound lane on NW Military will not significantly reduce congestion for vehicles moving south on NW Military. Elevated lanes for Wurzbach would adequately address current and future traffic demands for the area.	Please see response to comment #67. Also, while the southbound NW Military approach only includes one additional lane, the intersection as a whole becomes more efficient. The additional lanes on the other approaches mean that more signalized green time can be extended to the southbound NW Military lanes, which improves congestion and delays for that movement in addition to the benefit due to the presence of one additional lane.
73	Sue Stankus	12/14/17	Comment Form	I preferred the SPUI option. In the current option, southbound NW Military two left-turn lanes need to extend almost to George Road. On westbound Wurzbach, one or two right-turn lanes need to extend almost to Blanco. Eastbound Wurzbach turn lanes, both left and right, need to extend almost to Lockhill-Selma.	Please see response to comment #16 regarding turning bay length. Turn bay lengths were determined using traffic modeling and simulation of the existing and projected traffic volumes on the new roadway geometry. Because efficiency is gained through improvements to through lanes, turn lanes and signal timing, the congestion and queues seen in the existing configuration will be improved.
				74a. We need elevated lanes on Wurzbach over NW Military. The road carries too much traffic for the presented design to work properly.	Please see response to comments #67 and #73.

PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Open House #3 (12-14-17) Comments

74	Michael Janssen	12/14/17	Comment Form	74b. Need three lanes north of Wurzbach Parkway all the way to George Road, on both the northbound and southbound lanes of NW Military.	Please see response to comment #35.
				74c. The greenbelt on Wurzbach Parkway should be used for additional roadway.	The proposal includes utilizing some of the space in the median for additional pavement. However, not all of the space is needed for the at-grade alternative.
75	Stephen Russell	12/14/17	Comment Form	Do not proceed with this plan. It will further block the residents of Summerfield and Inverness from entering and exiting their neighborhoods. The grade separation should be the choice.	Comment noted. Projection of existing and future traffic was analyzed and determined to decrease congestion, delays and queueing on NW Military in the vicinity of Fairfield Bend and Turnberry Way.
76	Jorge Sanchez	12/14/17	Comment Form	76a. I am still in favor of an underpass for Wurzbach Parkway. I still favor that proposal over the revised final proposal. I really do believe that an underpass will be the best solution for the long-term at this intersection.	Please see response to comment #67.
				76b. I also would recommend increasing the length of the two left-turn lanes on NW Military from the entrance of Summerfield.	Please see response to comment #16.
77	John Stankus	12/14/17	Comment Form	77a. I prefer the SPUI. Westbound right-turn lanes on Wurzbach need to extend a half mile farther back.	Comment noted.
				77b. Southbound NW Military left-turn lane needs to extend almost to George Road. The clipped left-turn lane will cause an extensive backup on NW Military.	The project will be adding an additional left-turn lane for two exculsive left-turn lanes, which will reduce queues and delays for the southbound left-turn movement. TxDOT will consider extending the lane as far back as possible.
78	Chuck Saxer	12/14/17	Comment Form	78a. The community needs more information on this option/change and reasoning.	More information on the proposed project can be found online at: http://www.txdot.gov/inside-txdot/projects/studies/san-antonio/wurzbach-parkway-lockhill-selma-nwmilitary-highway.html
				78b. A traffic signal is essential at Fairfield Bend to prevent accidents and potential fatalities.	Please see response to comment #2b.
				78c. The turn lane from westbound Wurzbach onto NW Military needs to begin at the Summerfield exit off Bluffton Oaks.	Please see response to comment #16. It is anticipated that with the additional right-turn lane and added storage length that what is shown on the proposed design will be adequate storage length. Please also see response to comment #73.
				78d. This is not a long-term solution; traffic Level-of-Service is not significantly impacted. Need TxDOT/TCI to attend February NNOD meeting.	Please see response to comment #67.
79	Johnny Short	12/14/17	Comment Form	79a. Need to do something to account for the volume and speed of traffic on NW Military between Huebner and Wurzbach Parkway, during and after construction.	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.
				79b. I prefer the underpass at the intersection. Better long-term solution!	Comment noted.

80	Colleen Waguespack	12/14/17	Comment Form	80a. All documentation from previous meetings indicate that the selected option is one of the least efficient as far as moving traffic through the intersection. Is this realistic for a community adding 1+ million residents?	Please see response to comment #67.
				80b. Information provided to the public does not clearly explain why this option was selected.	Please see response to comment #67.
				80c. TxDOT should provide information on upgrades that were made on at-grade improvements from prior presentations.	The updates presented at this meeting, as compared to previous meetings, include re-designing the left-turn lanes on NW Military to allow dual left turns to occur concurrently. This change will reduce delays within the intersection. Adding additional length for the westbound Wurzbach Parkway right-turn lanes to northbound NW Military will also improve congestion. Left-turn bays on NW Military will be extended as far back as possible within the existing ROW and the third westbound through lane on Wurzbach Road, which was proposed to merge down to two lanes west of Lockhill-Selma, has been extended to Elm Creek, allowing for a greater distance for through traffic to execute the 3-to-2 lane merge.
				80d. Meeting needs to be held later. Everyone is still stuck at the intersection of NW Military/Wurzbach from 5-7 PM.	Comment noted.
81	Martha Boyd	12/14/17	Comment Form	(Comment Form addressed to Mayor Ron Nirenberg) Ron: 1. Traffic comes up from Blanco at 60 mph. No way they will stop for us to get out. Please help our people in Summerfield. 2. Ron, OK - you have take care of us in Summerfield. This set-up stinks: no light and still all the traffic at the back gate. Traffic will move faster, but then we can't get out the back gate for they won't be stopping to let us in. We are forgotten about. I will get together with all my friends and let them know we were not considered at all. 3. Please call me. A lot of people will be upset. You are my friend and neighbor.	Please see response to comments #52 (westbound Wurzbach Parkway approach speeds at Bluffton Oaks) and #2b (signal at Fairfield Bend).
82	Sharon Dodge	12/14/17	Comment Form	82a. This option is an absolute nightmare for Summerfield residents. If you are trying to go left on NW Military from Wurzbach, adding these lanes is not going to help and it may very well hurt. The only way we can get out on Bluffton Oaks now is if someone lets us in. If the congestion clears under this option, we may never get out to begin with because of the speed of the cars going by and then we have to maneuver over two lanes to turn left.	Please see response to comment #52. Adequate signing for the westbound Wurzbach Parkway approach to the NW Military intersection will be provided to warn drivers of an upcoming signalized intersection, resulting in some reduced speeds. Sight distance for the exiting Bluffton Oaks traffic will be provided per state and federal roadway design guidelines.

				82b. Honestly, the only solution I see for Summerfield residents is putting a light at NW Military. There are quite a few accidents there already. This should factor into the decision on a light. Only a matter of time before someone is killed.	Please see response to comment #2b.
83	Debbie Linck	12/14/17	Comment Form and Transcript	83a. I am against the Wurzbach land bridge! Who will train wildlife to climb the bridge to cross? What happens to the dirt to protect from inclement weather? Noise will frighten the animals! Speed is too fast!	The Hardberger Park land bridge over Wurzbach Parkway is a city of San Antonio project, not a TxDOT project.
				83b. However, there's another problem that's even worse, and that is to take Wurzbach Parkway on the westbound side and to widen it only as far as Elm Creek. What are you going to do with the volume of traffic that is coming through all the way back from I-35 to Wurzbach Parkway at high speed and slowing down to 50 miles an hour, and then suddenly stop the volume of traffic?	Please see response to comment #52.
				83c. Intersection at Blanco between Bitters and Wurzbach Parkway - traffic light is needed to control eastbound traffic turning around to head west on Wurzbach Parkway. Too many accidents!	The interchange of Blanco at Wurzbach Parkway is outside this project's limits. We will refer your comments to TxDOT and the city of San Antonio.
84	Anthony Dodge	12/14/17	Comment Form	Current plan makes exits from Summerfield much more hazardous. Must have a light at the entrance to Summerfield.	Please see response to comment #2b.
85	Harry E. Taylor III	12/14/17	Comment Form	There was going to be a traffic light on NW Military at Alon Loop. Evidently this is now gone. By the time this road project is done Hardberger Park will have expanded (land bridge) and this traffic light will be mandatory. You can wait for dead bodies or put it in now. Please!	Please see response to comment #2b.
86	Ed Woodruff	12/14/17	Comment Form	Wurzbach east at O'Connor - 45 mph speed limit, Blanco - 60 mph speed limit. Why the indignity? Speed limit is ignored!	Please see response to comment #79a.
87	Pat Mirrer	12/27/17	Email	I am totally against the tunnel concept! Not impressed with how the traffic backs up on Medical Drive in residential areas. Also, we would lose all the trees in the median on Wurzbach. I am more in favor of other options that provide additional turn lanes with no obstacles (i.e. current medians slow traffic making a left turn from NW Military to Wurzbach)!	Comment noted.

PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Open House #3 (12-14-17) Comments

88	Stephen Russell	12/15/2017	Email	88a. Many of my Summerfield neighbors and I object to the plan described at the TxDOT meeting on 12/14/2017. The plan will almost certainly exacerbate an already dangerous proposition: leaving our neighborhood by car. There must be a solution that does not further isolate the families in Summerfield.	Please see response to comments #2b and #30.
				88b. We were also surprised when we were told that the public had voted down the concept of the grade deviation plan. We would like to see that data. Please continue to work toward a solution that benefits all users and residents. We have faith that with the expertise in your organization, this can be done.	Please see response to commnet #67. Public comments and responses to those comments can be found on the project website: http://www.txdot.gov/inside-txdot/projects/studies/san-antonio/wurzbach-parkway-lockhill-selma-nwmilitary-highway.html
89	Dorian Jauregui	12/15/2017	Email	The current plan to widen turn lanes on NW Military will not solve the problem the residents of Summerfield have. It is impossible to get in or out of our neighborhood during morning or afternoon traffic times. The residents feel like we are being ignored. The original plan, although it would take more time, seemed to resolve the issue in a manner that was more effective.	Please see response to comment #67.

PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Open House #3 (12-14-17) Comments

90	Michele and Stephen Power	12/15/2017	Email	Please provide a large flashing sign on Wurzbach Parkway (like the one you put up announcing the recent TxDOT open house) before the Summerfield subdivision/Bluffton Road exit toward westbound Wurzbach, before the light at NW Military, flashing YIELD to drivers exiting from this road onto Wurzbach Parkway. We cannot get out because drivers on Wurzbach Parkway do not yield to those leaving Bluffton Oaks onto Wurzbach Parkway. It is awful during peak times and during emergencies we are landlocked. Very dangerous. We need your help to allow us better access out of our subdivision. We cannot use the Parkway during peak periods and are forced to only make a right turn onto NW Military from our main entrance at Fairfield Bend to go anywhere, and then circle around at George Road, etc., to go anywhere south or eastbound. Very unsafe, ineffective, and wrong. We will be leaving the area soon for only this reason if this does not get resolved. While we are just one family, it would be a shame if multiple families in the subdivision do the same thing because of a precariously unsafe, unresolved traffic problem.	Please see response to comments #13a, #21c, #29 and #82a. Additional signage will be considered during the design plan stage for this project on Wurzbach Parkway. Advance warning signs may be possible and will be considered.
91	Jeff and Donna Glawson	12/15/2017	Email	Please reconsider your plan to scrap the underpass at Wurzbach Parkway and NW Military. We cannot get out of our neighborhood. This is an extremely dangerous situation.	Please see response to comment #67.
92	Evelyn Soo	12/14/2017	Email	92a. The current proposal to improve the traffic flow will not help the residents who live in the Summerfield subdivision (NW Military Highway at Fairfield Bend). More traffic will flow in front of the subdivision, therefore making it more difficult and dangerous to drive out on Fairfield Bend to NW Military in either direction. Also, there will be more traffic at the exit gate (Bluffton Oaks) which makes it even more difficult to cross more lanes of traffic to go to Churchill High School on Blanco Road. We need a traffic light at Fairfield Bend to allow safe driving across NW Military Highway.	Please see response to comments #2b and #75. The proposed project provides signalized dual right-turn lanes on westbound Wurzbach Parkway, which will create more gaps to allow you to use the Fairfield Bend entrance/exit from Summerfield. Additional signage and pavement markings will be considered on Wurzbach Parkway approaching Bluffton Oaks during the design plan stage of the project.

				92b. Also, we need to slow down the speed on Wurzbach Parkway so we can exit Bluffton Oaks safely onto Wurzbach.	Please see response to comments #52 and #79a regarding speed limits and speed zone studies.
				92c. Maybe a traffic light near the future park bridge to slow the speed of the traffic?	Please see response to comment #2b.
				92d. Or a traffic light at Bluffton Oaks and Wurzbach? There will be even more accidents if something is not done to help the residents of Summerfield. I have two daughters who will be learning to drive soon and they already see how difficult it is to drive out to school, H.E.B., or anywhere!	Please see response to comment #2b.
93	Cheri Gilbert	12/13/2017	Email	The at-grade proposal looks like it will further exacerbate the already dangerous conditions when attempting to leave the Summerfield neighborhood. During peak traffic hours, it is treacherous trying to leave the neighborhood, especially if attempting to head south on NW Military from either neighborhood exit. Until such time that a proposal includes a solution to the Summerfield egress nightmare, I'm opposed to any additional construction or "improvements" to Wurzbach Parkway.	Improvements to the intersection of Wurzbach Parkway and NW Military will benefit the entry/egress situation from the Summerfield neighborhood. Reduced congestion and delays, and improved roadway geometry will all contribute to a safer condition when exiting Bluffton Oaks and Fairfield Bend.
94	Jerry Albert	12/14/2017	Comment Form	I travel Wurzbach many times each week. Many of these times are at peak times and the traffic is really bad in both directions on Wurzbach and NW Military. I have attended two of the three presentations. My opinion is that unless Wurzbach is routed under NW Military, you may as well "Not Do Anything." There are only a few VIPs that seem to be influencing "Your" decision. Retired TxDOT Engineer Dale Klein Jr. agrees with me. Please do what you know is right and do NOT bend to wealthy people who use their influence to alter what you know is right.	Please see response to comment #67.

PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Open House #3 (12-14-17) Comments

95	Bret Hann	12/26/17	Email	Please look for long-term solutions. I do not believe that the proposed solution is a long-term solution. The current proposal does not maintain a traffic flow through the intersection. Traffic will still pile up at the traffic light. Many of these commuters are just passing through the area to get to some other location. The other section of Wurzbach to I-35 does not have stop lights. Please consider a design that was originally proposed that is similar to the Medical intersection with a below-grade section. The main issue with the Wurzbach/NW Military intersection is the stop light that causes through traffic to stop. Removing the pass-through traffic from local traffic will be the correct long-term solution. Please do not miss this opportunity to make San Antonio better. Use this as an example of how San Antonio is looking to the future and show other cities how to solve traffic issues.	Please see response to comment #67.
96	Dawniele Hilbig	12/14/17	Comment Form	I am concerned about the potential bottlenecking west of Wurzbach. Not TxDOT's jurisdiction - hopefully, the city will come up with a genius idea to improve Wurzbach west of Lockhill-Selma.	While there are several approaches that can be taken to improving overall through capacity between Lockhill-Selma 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.
97	Lee Rosenberg	12/14/17	Comment Form	Communication is most important. The entrance/approach to Elm Creek off Wurzbach needs in-depth discussion/architectural rendering, etc. I would suggest calling a meeting with the Elm Creek HOA to discuss the feelings of the Board. I want to ensure that the contact information for our HOA is correct.	This communication will occur during the design stage of the project. We have updated our records with your contact information for the Elm Creek HOA.
98	Mrs. Shovula	12/14/17	Phone Call	Call to Robert Garza Assistant City Council - Change speed limit from 45 mph to 60 mph.	Please see response to comment #79a.

99	Dick Slife	12/14/17	Transcript	It was agreed among Reinhardt of the city, Mario Jorge of TxDOT, and Dick Slife that there would be a meeting in January to evaluate the engineering and traffic data at the intersections into the Summerfield neighborhood - NW Military at Fairfield Bend and Wurzbach Parkway at Bluffton Oaks. The purpose of this meeting is to determine the safety of these intersections once the project is constructed and to ascertain what needs to be done to ensure that the residents of Summerfield can safely and conveniently enter and exit their neighborhood when they need to.	Comment noted.
				100a. I am a resident of the Summerfield subdivision, situated behind NW Military at Wurzbach Parkway - one of the intersections targeted by the Wurzbach improvements proposal. Since the opening of the parkway, my family has encountered countless frustrations with entering and exiting our subdivision. We have also seen an increase in the number of accidents in the area due to the increase in traffic. While the proposed at-grade improvements may offer some help, I feel they do not go far enough, and potentially make things more dangerous for us in the long run.	Please see response to comment #93.

100	Steve Rettinger	1/3/18	Email	100b. A previous iteration of the proposal included versions with a traffic light at the intersection of NW Military at Fairfield Bend and Turnberry Way. I feel it's absolutely critical to include this in whatever solution is ultimately chosen. Exiting the Summerfield subdivision has become a dangerous game at both our NW Military and Wurzbach exits. Traffic has increased to the point where it is hard to exit our subdivision in a safe or timely manner. Left turns onto Fairfield Bend from NW Military are likewise difficult with the steady stream of traffic. And when traffic is backed up on Wurzbach, most drivers block the intersection at Bluffton Oaks and refuse to allow us to merge in or change lanes. The inclusion of a traffic light on NW Military would ensure our residents have at least one way to enter and exit our subdivision in a safe and timely way.	Please see response to comment #2b.
				100c. Likewise, some kind of road markings or a merge lane at Bluffton and Wurzbach would make a difference in safely entering that roadway. I don't know the best solution there, but with the road expanding up to four lanes wide, exiting and attempting to make a left-hand turn or turnaround would be near impossible.	Please see response to comments #13a, #21c, #29 and #52.
				100d. I assume the previous recommendations for the underpass are no longer under consideration, which is a shame but understandable given the cost. However, I hope that some of that saved cost can be repurposed to coming up with a safe and meaningful solution for the residents of Summerfield. While we are only a small population of the city of San Antonio, our subdivision consists of over 400 homes in the middle of this affected intersection and has no alternate exit to bypass the problems caused by the increased traffic. I worry that the majority of the voices you are hearing from are just angry drivers that want a faster commute at a lower cost, and don't understand the impact to the lives, safety and property values of the residents in the area.	Comment noted.

PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Open House #3 (12-14-17) Comments

101	Brian Davidson	1/3/18	Email	101a. I am a long-time resident of Summerfield, near the intersection of Wurzbach and NW Military. I am the father of a busy family with three young boys. We are in and out of the neighborhood a lot for a variety of reasons, including the following: school, work, sports, groceries, doctor appointments, visiting family, birthday parties, museums, etc. We have been impacted by the significant increase in traffic at this intersection, especially during rush hour traffic in the morning and evening.	Comment noted.
				101b. Upon first learning of the plan to make improvements to the intersection like that completed in the Medical Center (which I have benefited from and appreciate), I was excited! However, I am disappointed in the latest option for planned modifications. I feel it will not alleviate the problems I've witnessed and mentioned in the previous paragraph. Among other things, exiting the neighborhood will be even more difficult and dangerous. Also, as a side note, my observation is that the only left-hand turn that is currently a problem is turning eastbound onto Wurzbach from NW Military; additional lanes for other left-hand turns does not seem to address any current problems.	Please see response to comment #93.
				101c. I understand it is probably impossible to appease everyone. However, I would like you to reconsider the options. My strong preference is for Option #1.	Comment noted.
102	Charles Saxer	1/3/18	Email	Option #1 or Option #2 with a traffic signal at Fairfield Bend. It is impossible with the information presented on the latest at-grade improvements to compare it with the other options provided since you changed your evaluation criteria. It is considered by many to be intentional, hoping no one would notice. The at-grade option provided significantly less traffic improvement in the short-term and no improvement in the long-term. It also worsens Summerfield's traffic conditions and is sure to cause more accidents. Let's not wait until there is a fatality to mitigate traffic conditions.	Evaluation criteria between the public meetings did not change. The at-grade option presented in Open House #2 underwent further development and subtle changes, notably the adjustment that allows the northbound/southbound left-turn lanes to maneuver concurrently. These small adjustments were evaluated and presented to the public at Open House #3. Any change in the evaluation results are due to more detailed design development. Please see response to comment #67 for a summary of the decision-making process used by TxDOT to select this alternative.

PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Open House #3 (12-14-17) Comments

103	Brian Pinkstaff	1/3/18	Email	103a. I am a resident of the area and have reviewed the proposal to relieve traffic congestion at the Wurzbach Parkway and NW Military intersection. I believe that the proposal is only a very small band-aid over a very large wound that will have to be frequently reopened due to the inadequate short-term solution. The traffic flow I have witnessed appears to just want to get through the intersection in an east/west and north/south direction. Adding additional turn lanes does not cure the problem and longer “green” times mean only longer “red” times for drivers in the other, perpendicular directions.	In addition to expanded turn lanes for all approaches, the proposed design adds through lanes to the eastbound/westbound Wurzbach Parkway approaches. These improvements work together to provide added efficiency for all travelers when using the intersection, as well as providing additional capacity beyond "green" light allocation for each movement.
				103b. I believe a solution like at Medical Drive and Fredericksburg is the best solution. It will take longer to construct and will be more costly, but it will provide a very long-term solution and save money in the long run.	Comment noted.
104	Craig Klein	12/26/17	Email	104a. I was out of town during the last open house. I feel TxDOT is taking a very short-term view concerning the traffic flow at this intersection. We all know the demographic growth figures for San Antonio. Not resolving this situation now with a solution that doesn't impede traffic will only result in being behind the eight ball. We have seen the benefits in the Medical Center.	Comment noted. Please see response to comment #67.
				104b. My other concern is how Summerfield residents leave our neighborhood. No lights and two major intersections means right turns only. Ugh!	Please see response to comment #93.
105	Allison Davidson	1/2/18	Email	105a. It appears that over the last few years, a number of things have been studied and suggested in regards to this project. I did not see any data referring to the number of crashes at NW Military and Fairfield Bend. Although not considered a part of the project, I do feel it is related and an important consideration.	Crash history in the vicinity of this intersection was presented at past public open house meetings. That information can be found online at: http://www.txdot.gov/inside-txdot/projects/studies/san-antonio/wurzbach-parkway-lockhill-selma-nwmilitary-highway.html
				105b. As a resident of Summerfield, the increase in traffic off Wurzbach Parkway has directly impacted the main entrance/exit at NW Military and Fairfield Bend. It has become increasingly more difficult to make a safe left-hand turn either exiting or entering the neighborhood. In addition, the alternate exit onto Wurzbach Parkway is highly valuable, although significantly more congested.	Comment noted. Please see response to comment #93 with respect to the entrance/exit to Summerfield neighborhood.

				105c. I am not sure there is any perfect solution for the project, although something must be done. I feel that it is important that neighborhood exits be maintained and not eliminated. In previous meetings, a light was suggested at NW Military and Fairfield Bend. I would like to see this option revisited, especially now that the proposed project plans to add more lanes and additional traffic flowing quickly in front of Summerfield. Add a light at NW Military and Fairfield Bend.	Please see response to comment #2b.
				105d. Maintain Summerfield neighborhood access to Wurzbach Parkway.	Access from Summerfield to Wurzbach Parkway will remained unchanged. With the reduction of congestion and delays that will result from this project, it is anticipated that egress from Summerfield via Bluffton Oaks will improve.
				106a. I'm a resident of the Summerfield subdivision and would like to share my thoughts regarding safety and accessibility into and out of our neighborhood. It has become very dangerous to exit the Summerfield subdivision from the primary (front) gate leading out to NW Military, unless you want to make a right turn to travel north. If you want to travel south on NW Military, the only safe option is to exit the secondary (side) gate on Wurzbach Parkway, which is also becoming increasingly difficult with the current traffic level. It is disheartening to see the long line of westbound cars at a standstill along Wurzbach Parkway. The traffic is backed up from the NW Military/Wurzbach intersection almost all the way back to Blanco Road.	Please see response to comments #93 and #105d.

106	Ron Fleisher	1/2/18	Email	106b. Hopefully steps will be taken to alleviate the congestion (and pollution along our park), while also addressing the need for safe egress from our (Summerfield) subdivision onto Wurzbach Parkway and NW Military Highway. The Summerfield subdivision is a neighborhood supporting elementary, middle and high school students riding school buses and bicycles, and even walking to the JCC across the street. I would expect your solution to be equally equitable to our residents as it would be to drivers. The current situation is locking us into our neighborhood. I've lived in this area for 35 years and feel that I have a right to maintain my quality of life (and safety) as a San Antonio resident. Our Summerfield residents and children of all ages in school buses and automobiles should have clear and safe accessibility.	Comment noted. Please see response to comments #30, #75 and #93.
107	Nancy Millenbaugh	1/2/18	Email	107a. I am writing as a resident of the Summerfield subdivision at NW Military and Wurzbach Parkway because entering and exiting Summerfield has become more and more difficult and dangerous with the recent changes to Wurzbach Parkway. I am writing to voice my support for TxDOT Option #1.	Comment noted. Please see response to comments #30, #75 and #93.
				107b. And I highly support having a traffic signal at the Summerfield main entrance on NW Military. This would provide much safer turns onto NW Military and Wurzbach Parkway.	Comment noted. Please see response to comment #2b.
				108a. The Summerfield HOA Board has communicated with our neighborhood residents and have discussed as a Board the options proposed for the NW Military/Wurzbach Parkway intersection. We feel that due to the location of our neighborhood, we are among the San Antonio residents that will be most significantly affected by whatever changes happen. We ask that our petitions be given special consideration. There are a lot of passionate concerns due to the substantial level of impact to our convenience, personal safety, and undeniable ramifications to our property values.	Comment noted. TxDOT is considering comments received from all public open house forums in the decision-making process. Please see response to comment #67.

PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Open House #3 (12-14-17) Comments

108	Jason Keller	1/2/18	Email	108b. It is overwhelmingly clear that the Board and our residents entreat that you proceed with Option #1. Although Option #2 would also be acceptable, in that Option #1 and Option #2 are similar in some ways, Option #1 is the better solution for all concerns. Therefore, TxDOT we implore you strongly to consider the sum of these voices as one group vote for Option #1 of the proposed solutions.	Comment noted.
				108c. Another item of consideration: The only safe way to leave Summerfield and go south toward downtown, is to exit Summerfield onto westbound Wurzbach Parkway and then turn left/south onto NW Military. The only other exit from our neighborhood is NW Military at Fairfield Bend. This intersection is extremely difficult and dangerous, and at times it is impossible to turn left/south onto NW Military from Fairfield Bend. It will create a significant safety concern if the solution chosen prevents us from exiting Summerfield onto Wurzbach Parkway without the ability to turn left onto NW Military. It would be imperative to have a stop light at NW Military and Fairfield Bend. We must have the ability to safely and efficiently exit our neighborhood.	Please see response to comment #2b.The proposed at-grade option does not change the current in/out access from the Summerfield neighborhood.
109	Victoria Kohler-Webb	1/2/18	Email	We strongly support Option #1. Other options are detrimental to Summerfield; a light is needed. A traffic survey cited the most vehicle usage is from Summerfield as compared to other nearby neighborhoods.	Comment noted. Please see response to comment #2b.
				110a. I read the December 14th presentation on the at-grade proposed changes to the NW Military/Wurzbach intersection with great dismay. I found the community input to be very short-sighted with construction noise and impacts and delays at Lockhill-Selma reported as concerns, while safety of residents who have to deal with the intersection on a daily basis was not listed.	Comment noted. Safety is a primary concern in the design and implementation of this project.

110	Chris Evans	1/2/18	Email	110b. A long-term view is needed here - one that will address the traffic congestion for more than the next year. The at-grade options do not sufficiently address traffic congestion and worse, as a resident of Summerfield, hinder my ability to exit the neighborhood from either exit. It will make it more dangerous, as Summerfield residents will have to cross additional lanes of high speed traffic to make the turnaround or a left turn from Wurzbach Parkway onto southbound NW Military.	Please see response to comments #67 and #93.
				110c. We already have lost the ability to turn left onto southbound NW Military from Fairfield bend due to traffic. It is simply not safe to attempt this turn and there have been several accidents in the last year with people attempting to do so. The at-grade options will force us to turn right when exiting our neighborhood and seek a turnaround point at Lockhill-Selma or at George Road in order to access eastbound Wurzbach or southbound NW Military, adding to the downstream congestion.	Please see response to comments #2b, #30 and #93.
				110d. I am in full support of the tunnel/underpass options, with my choice being the SPUI with signals presented in June 2017.	Comment noted.
				110e. Further, I urge the planning committee to look at traffic accident statistics from the area and consider the safety impacts on residents of the choices as an additional planning metric.	Please see response to comment #105a.
111	Scott Sherer	1/2/18	Email	111a. Please include improvements that will allow access into and out of Summerfield. I believe Option #1 may be best.	Please see response to comments #2b, #30 and #93.
				111b. We need a light at NW Military and Fairfield Bend.	Please see response to comment #2b.
				111c. Even at present, it is often very dangerous to enter our neighborhood from NW Military going north to south, and it is very dangerous leaving our neighborhood to go south on NW Military. Furthermore, entering Wurzbach is often difficult as the speed might need to be reduced much further east. Drivers don't brake until they get slightly up the hill just west of our street.	Please see response to comments #13a, #21c and #79a.

PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Open House #3 (12-14-17) Comments

112	Tom Cucolo	1/2/18	Email	112a. My family and I live at the corner of Wurzbach Parkway and NW Military. As the city grows and traffic becomes more difficult, I and other residents are getting trapped in our subdivision, Summerfield. I was at the latest meeting at JCC and really nothing is getting done to help the congestion. It is so bad to get out that I have to push out into traffic hoping someone slows or stops to let me in. Both exits are blocked at rush hour times.	Comment noted. Please see response to comments #30, #75 and #93.
				112b. Please add a light to the NW Military entrance or give us our own lane at the Wurzbach exit.	Please see response to comment #2b.
113	Alicia Rubio	1/2/18	Email	Please consider changing the current plan to improve traffic at the intersection of NW Military and Wurzbach. I am a resident of Summerfield and the plan does not improve my neighborhood's exiting onto Wurzbach and there will be less breaks in traffic on NW Military. This will make it harder and more dangerous to get out of our neighborhood. I support TxDOT Option #1 which provides the most improvement in traffic flow and a traffic signal at Fairfield Bend.	Please see response to comments #30, #75 and #93.
114	Chris Lucas	1/1/18	Email	I would like to express my support for Option #1 of the proposal.	Comment noted.
115	Ray LeSage	12/31/17	Email	We are longtime residents of Summerfield and wish to add our comments to the proposed Wurzbach NW Military construction and its impact on the community. The Option #1 proposal has through traffic on Wurzbach passing underneath NW Military and appears the most expeditious means for long-term traffic management for the area. This, however, increases pressure on Summerfield residents trying to go west on Wurzbach. As a remedy we would like to see a stoplight placed at the intersection of NW Military and Fairfield Bend Drive.	Please see response to comments #2b and #79a.

PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Open House #3 (12-14-17) Comments

116	Robert Chatham	12/31/17	Email	We live in the Summerfield subdivision, near the intersection of NW Military Highway and Wurzbach Parkway. We find the most recent proposal of adding left-turn lanes to deal with the congestion at the intersection is completely unacceptable. It is like putting a band-aid on a femoral hemorrhage. Option #1 of the original six options is the most logical solution, would benefit the most people, and significantly improve the traffic flow at the intersection. By adding a stop light at the corner of Fairfield Bend/Inverness and NW Military, residents of Summerfield and Inverness would be assured access to either of the two main arteries with maximum safety and expedition. We understand that the cost in time and dollars for Option #1 will be greater than the most recent proposal, but we are confident that Option #1 is the most feasible for a long-term solution to the problem.	Comment noted. Please see response to comments #67 and #75.
117	Karen Furman	12/31/17	Email	117a. I am a resident of Summerfield and I am very concerned about the plan for the development of Wurzbach Parkway. As it stands now, exiting our subdivision either from Wurzbach or NW Military during high traffic times is very dangerous. With no traffic signal, it is impossible to complete a left turn on NW Military or to safely move into the middle or far left lanes on Wurzbach. As the parent of two new drivers, I have experienced moments of complete terror as aggressive drivers insist on their right of way and block the intersection to the Wurzbach exit.	Please see response to comment #2b.
				117b. In addition, the 60 mph speed limit is terribly unsafe, considering how all traffic comes to a standstill at the traffic light.	Please see response to comments #13a, #21c and #79a.
				117c. I urge you to consider a plan that would ensure the safety of all drivers; the gradient overpass near the Medical Center seems to be able to maintain a good traffic flow. Please take these ideas into consideration and visit our neighborhood during rush hour in the morning and afternoon to see what we are confronted with daily.	Comment noted. Traffic surveys and field observations were completed in both morning and evening peak commuting hours.
118	Scott Dewey	12/31/17	Email	I am emailing in support of Option #1 on the proposed renovation of this intersection.	Comment noted.

PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Open House #3 (12-14-17) Comments

119	James Lacy	12/31/17	Email	The only considerate and reasonable option is Option #5. Summerfield residents will not be able to exit or enter their subdivision in a reasonable, safe and fair manner unless Option #5 is used. There have already been several accidents, as it is now, and will only be worse if Option #5 is not implemented. Please reconsider your decision and think of the hardship and safety of our community.	Comment noted. Please see response to comment #67.
120	Robert Wilkes	12/31/17	Email	I live in Alon Estates off Wurzbach Parkway. Please proceed with Option #1. It will provide the best traffic relief for our neighborhood.	Comment noted.
121	Sylvia Griffith	12/31/17	Email	We are so relieved and happy that TxDOT and San Antonio have selected the at-grade improvement option for the Wurzbach Parkway at NW Military Higway intersection! It is truly the best solution, and one that allows flexibility to accommodate other changes that might occur in other areas—changes that might also accommodate some of the traffic that would have passed through the intersection. The measured, practical approach is the best. The at-grade improvements will address the main concerns without completely disrupting the flow and the surrounding neighborhoods. It is far better than the heavy handed approach of building a gigantic interchange that will simply move the congestion down to the next few intersections west of Wurzbach. Residents who are in favor of the SPUI are overlooking the fact that it will be a major interchange, whose proximity to their homes detracts from, rather than adds to, their quality of life. Please finalize the "at-grade improvements” solution!	Comment noted.
122	Kim Munoz	12/20/17	Email	Thank you for the opportunity to provide my input for the proposed changes to Wurzbach Parkway. I have been a resident of the Summerfield subdivision for over 17 years now and am extremely concerned about the issues we are encountering since the introduction of the parkway. I am in favor of your current Option #1 proposed improvements.	Comment noted.

PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Open House #3 (12-14-17) Comments

123	Jared Crace	12/30/17	Email	I live in the Summerfield subdivision and Option #1 is the only option I support. Could you have a focus group look at this again and consider doing Option #1?	Comment noted. To date, there have been two focus group meetings and three open house forums. There will be one additional public hearing. Announcement of the date and time of that hearing will be posted online at: http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/san-antonio/121417.html
124	Juan Bonilla	12/30/17	Email	I recently moved into Summerfield from the 1604/Bitters Road area because it was much easier to get to the Medical Center as well as to downtown. Without a doubt, it's a lovely neighborhood but it has been very complicated since Wurzbach Parkway opened. I have heard all of the options and Option #5 does not seem to solve any of the issues in our neighborhood. Option #1 is viable, but the best option and the most long-term solution would be to do something similar to what was done at the intersection of Fredericksburg Road and Medical Drive. Option #5 seems to be a band-aid and will only serve to make residents angrier than they already are at their local government representatives. I have made my feelings known to both Councilman Pelaez and Mayor Nirenberg. I know that TxDOT can do better.	Comment noted.
125	Mark Brewster	12/30/17	Email	I live in the Summerfield neighborhood. I strongly oppose Option #5 and I urge acceptance of Option #1. Option #5 will make life more dangerous. Option #1 makes life safer for myself and my family. Option #1 is a better, all-around, long-term solution.	Comment noted.
126	Thomas Williams	12/30/17	Email	126a. As a resident of Summerfield, I strongly oppose doing only at-grade improvements at the Wurzbach Parkway/NW Military intersection. I think it is delusional to believe these would materially affect traffic flow. I certainly oppose any idea of closing the Summerfield exit to Wurzbach Parkway unless there is also a traffic light at Fairfield Bend and NW Military. Doing one without the other would result in serious backups on Fairfield Bend from exiting Summerfield traffic, not to mention the increase in accidents.	Comment noted. Please see response to comment #2b.

				126b. Of course, one understands the cost issue and the choice therefore for the at-grade modifications. I think that is a poor choice for the present but also especially for the future as traffic will undoubtedly increase greatly and the investment needs to be made now. Despite the expense, the choice should be Option #1 (Single Point Urban Interchange (SPUI) with Signals).	Comment noted. Please see response to comment #67.
127	Kandi Grimes	12/30/17	Email	I live in the Summerfield subdivision at Wurzbach and NW Military. Please submit my vote for Option #1.	Comment noted.
128	Nancy Duque	12/30/17	Email	I live in Summerfield and would like to voice my support for Option #1.	Comment noted.
129	LC Hawes	12/30/17	Email	As a family living in this area since 1982, we have seen many improvements. However, as a resident of Summerfield, I'm concerned about the access to and from Wurzbach Parkway and NW Military. It's very frustrating to get out of the subdivision whenever traffic is at its worst. The mornings are great because I leave so early but the evening commute can be trying. The plan does not improve our exiting onto Wurzbach and there will be less breaks in traffic on NW Military. I have consistently voiced my support for TxDOT Option #1, which provides the most improvement to traffic flow and a traffic signal at Fairfield Bend.	Comment noted. Please see response to comment #93 with respect to the entrance/exit to Summerfield neighborhood.
130	Lake Stith	12/30/17	Email	I am a Summerfield resident and I want to voice my opinion for a stop light at NW Military and Fairfield. It is very dangerous to exit the community. You need to consider the safety of the residents of our community.	Please see response to comment #2b.
131	Richard Reyna	12/30/17	Email	How do I go about expressing my opinion that I'm in favor of Option #1 for our intersection?	This comment has been noted.
132	Thomas Patterson	12/29/17	Email	My wife and I live in the Summerfield community adjacent to the Wurzbach and NW Military intersection. We have five kids between us, so for the safety of the seven of us, we would vote for the grade separation solution similar to the Medical Drive/Fredericksburg Road intersection. We feel this would be a great long-term solution to improving the traffic flow on both roads. Both of these roads will no doubt continue to grow with daily vehicle traffic. Please be forward-thinking and please do not do a short-term solution that will only provide a minor improvement that will be outdated immediately.	Comment noted.

133	Todd Usnik	12/29/17	Email	133a. None of the proposed solutions will result in an improvement which will resolve the traffic problem for more than a year (at best). No matter how much you spend at NW Military, the end result will be a new log jam at Lockhill-Selma. The next project, Lockhill-Selma, will only shift the problem down to Vance Jackson and so forth. This is a classic traffic problem and can best be studied by reviewing the construction of parkways and highways in New York City and State from 1930 - 1970 under Robert Moses. A good book highlighting the failures that this project will replicate can be found in the book: The Power Broker: Robert Moses and the Fall of New York.	Please see response to comment #96. TxDOT evaluates projects for both local impact and from a regional network level. While the proposed project does not resolve every congestion issue between NW Military and I-10, detailed traffic studies have shown that a decrease in congestion, delays, and travel time is expected for the vicinity of the project area.
				133b. A better option would be to deliberately constrain the traffic to match the maximum through put of the intersections; that is, reduce the speed limits on westbound Wurzbach Parkway to 35 mph from West Avenue onward and do the same eastbound from Vance Jackson onward. Otherwise, you need to look at some other much more costly solution to clear traffic all the way to I-10.	Please see response to comment #79a.

134	Terry Burns	12/28/17	Email	134a. Thank you for the opportunity to comment on the proposed traffic improvements for this stretch of Wurzbach Parkway. I live in this area of San Antonio and use this roadway frequently. I also represent over 2,000 San Antonio Sierra Club members. I attended the December 14th open house at the Jewish Community Center, reviewed displays and discussed them with staff. I have reviewed online documents. I summarize my comments as follows: I thank you for the selection of Option #5, at-grade improvements, which I characterized in my former comments of 10 September 2017 as the "least bad alternative." This option shows a relatively straightforward means for pedestrian transit through the interchanges, which is good. Also, "sidewalks will be constructed on both sides of Wurzbach Parkway where none currently exist for the length of the project." This is very positive. Tree loss will be minimized which is very positive. Neighborhood access will be maximized which is very positive. Construction dust, disruption, expense and time will be minimized, which is very positive. Congestion will not be worsened at Lockhill-Selma but improved at both interchanges, which is positive.	Comment noted.
				134b. However, there are not enough provisions for bicycle traffic. Road bike lanes are too narrow and too dangerous adjacent to high speed vehicles. Wherever possible, dedicated, physically separated and protected bike lanes should be included. Where such lanes are not possible because of limited right of way, combined bike and walk lanes may be considered. Bike lanes must not just stop in places as often happens today around San Antonio.	Comment noted. TxDOT will consider steps to enhance pedestrian and bike lane facilities and connectivity where possible within the existing ROW in the final design phase of project development.

				134c. Provisions for mass transit remain absent, which is unacceptable. It is essential that plans include ways to especially enhance (i.e. favor) transit movement. This could be done through managed lanes, possibly activated only at times of congestion, special controls of traffic signals, etc. There must be clear preference given to transit vehicles. Otherwise predictions for continued congestion a few years after project completion will be realized.	Existing bus stops and other facilities will remain and specific design accommodations will be considered at the final phase of project design. Currently, VIA operates one bus route north/southbound on NW Military, and one route between NW Military and Lockhill-Selma.
				134d.The Alamo Sierra Club welcomes the major improvements shown in the current selection of Option #5, at-grade improvements. However, we continue to urge more and safer improvements for pedestrian and bicycle travel. We continue to urge design plans that include special provisions for mass transit. Studies of environmental impact need to include Smart Street and Vision Zero concepts to move us to a bike friendly, pedestrian friendly, transit friendly city. As we are now in ozone non-attainment (regardless of the EPA's failure to act), it is critical that we broaden our transportation options to move away from single passenger vehicles performing almost all of our travel.	Comment noted.
135	Fred Weiss	12/28/17	Email	135a. As a resident of the Summerfield HOA, it is harder for me to enter and exit where I live. The exit only from Bluffton Oaks is extremely dangerous. Most drivers on westbound Wurzbach Parkway do not obey the "Do Not Block Intersection" sign, and there is no sign on the left side of the road. Many of us leaving are turning left on NW Military or using the turnaround to go eastbound on Wurzbach. It has taken as long as 5-10 minutes to exit. Adding additional lanes would only increase the difficulty to exit. The other exit at NW Military and turning left (southbound) is not an option because it may take longer and it is just as dangerous unless a traffic light is installed.	Please see response to comments #29 and #93. Regarding a signal at Fairfield Bend, please see response to comment #2b.
				135b. Additionally, the retaining wall at the southeast corner of NW Military and Fairfield Bend blocks the vision of drivers, forcing them to creep onto NW Military to view oncoming traffic. This also blocks the view of drivers turning right.	The proposed design is developed to meet the appropriate design criteria for the roadway type. TxDOT and CoSA will look into possible solutions to help vehicles turn right onto Fairfield Bend.

				135c. As a bicyclist and walker, all the existing and proposed sidewalks (including Lockhill-Selma intersection) and bike lanes are too narrow and too close to the vehicles. I have observed many vehicles driving on the right side of the right lane (almost on top of the lane marker) crowding the cyclist and sometimes walkers off their bike lane and sidewalks. Also, many larger sized vehicles have exterior side mirrors that extend 18 inches from the exterior right side of their vehicle. Have you ever been hit in the back by a rearview mirror traveling at 50+ mph? Many drivers do not yield to pedestrians and bikers lawfully in marked crosswalks. I suggest enhanced signage and lane markers.	Please see response to comment #134b.
136	Sharon Dodge	12/28/17	Email	136a. After attending the open house at the JCC on December 14 on the proposed changes to Wurzbach Parkway, I am very concerned. While these proposed changes might make conditions better for other travelers, I think it has the potential to make things much worse for Summerfield and Inverness residents. Adding additional lanes to Wurzbach is problematic for Summerfield in several ways. If it relieves congestion to the point that traffic keeps flowing, we will most likely never be able to get out during rush hour, as there will be many cars passing in front of us, leaving us with little chance to get out. If we did get out, with all the new lanes being added, the prospect of now moving over four or five lanes to be able to turn left, instead of one lane, before reaching the NW Military exit seems almost impossible. If the traffic slows and stops at the light, allowing us to get out, being able to move over all these lanes, instead of just one, in order to make a left-hand turn before reaching NW Military is also almost impossible. I exit the neighborhood almost every day either during 8:00 AM or 5:30 PM rush hour traffic and turn left, so I am speaking from repeated daily experiences. Just moving over one lane to be able to turn left is a challenge every day.	Please see response to comment #93.

				136b. The other major concern is exiting and entering the neighborhood on NW Military. Forget making a left-hand turn, just making a right-hand turn is going to be challenging with two lanes turning right off Wurzbach. This will increase the amount of traffic passing by this intersection, even when traffic in the other lanes is stopped for a red light. Exiting or entering the neighborhood will be difficult at best. Inverness residents would have the same problem. There are already many accidents at this intersection. This will only make it worse.	Please see response to comments #30, #75 and #93.
				136c. I would highly encourage TxDOT employees to do repeated exits and entrances to our neighborhood with these proposed changes in mind to get a better feel for the impact to Summerfield residents. I'm very concerned that if we don't plan ahead for some of these unintended consequences and just "wait and see what happens" once the changes go into place, it would be another two years before things would be rectified for us.	Please see response to comment #117c.
				136d. Honestly, the only hope I see is putting a light at the NW Military entrance. I know this is not ideal for traffic flow, but it is essential for assuring Summerfield residents of at least one sure way to get out of the neighborhood.	Please see response to comment #2b.
137	C. F. Rattray III	12/28/17	Email	137a. As a 17-year resident of Summerfield, I am appealing to the TxDOT planners to please ensure our neighborhood will have better and safer options for exiting Summerfield. As it is now, there is no traffic control at our main entrance/exit or at our side exit. Exiting Summerfield via the main entrance onto NW Military headed south, especially during high traffic times is challenging at best and a continuous safety nightmare. We have had major accidents at that intersection because there is no traffic control device whatsoever. Turning left from NW Military into our neighborhood is also an increasing difficulty.	Please see response to comments #30, #75 and #93.
				137b. Exiting through the side gate during rush hour times is also next to impossible, with traffic blocking the exit, often backed up to near Blanco Road. Therefore, we would be opposed to any plan that eliminates our side exit and that does not satisfactorily address these safety concerns. We need a consistently safe way in and out of our neighborhood!	The side exit for the Summerfield neighborhood will not be eliminated with the proposed project.

PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Open House #3 (12-14-17) Comments

138	Brian Schafer	12/28/17	Email	138a. Summerfield residents do not currently have a safe entrance/exit to Wurzbach or NW Military during rush hours. Exiting onto Wurzbach is at the mercy of drivers either barreling across Wurzbach at 60 mph (we have no merge lane) or blocking our exit. So if we want to go the opposite way on Wurzbach or take a left, we have to horn in and over two lanes, with obstructed views to the left. Not safe.	Please see response to comments #30, #75, #79a and #93 regarding both concerns to exiting from Bluffton Oaks during congested and free-flow conditions.
				138b. Exiting onto NW Military to go left (south) out of Summerfield is a death-defying experience, due to the northbound traffic barreling down NW Military 20+ mph over the speed limit and non-yielding traffic barreling south.	Comment noted.
				138c. So no safe/legal way to exit Summerfield at rush hour. Safest/non-legal way I've found is to exit right, get over two lanes to the neutral ground and then make a U-turn to go south. Not legal, but I won't be killed by some speeding maniac either.	Comment noted.
				138d. No safe way to enter Summerfield southbound on NW Military; again, motorists barrel down NW Military at 60+ mph and I've never once seen law enforcement ticketing anyone. It might as well be I-10.	Comment noted.
				138e. One of the major causes of congestion at Wurzbach and NW Military is the drivers who use the left-turn only lanes and then horn back in to the right once the lights change, which delays everyone behind them. One or two cars per light get delayed, which over time builds. One "improvement" that would cost very little but would help a great deal would be to construct a barrier between the left turn lane and the lanes which continue down Wurzbach. This is a very simple, cheap solution which would help reduce congestion. I would appreciate a response.	Comment noted. Please see response to comment #13b. Detailed design of barriers and striping will occur during the final design phase of project development.

PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Open House #3 (12-14-17) Comments

139	Anthony Dodge	12/28/17	Email	139a. We are residents of Summerfield. I am very concerned about safety matters. In my experience, existing exits and entrances to Summerfield (and Inverness) are hazardous now, as can be attested to by the number of accidents that have occurred. In my view, the proposed changes will result in much more hazardous conditions for residents of these two subdivisions. Adding additional lanes at the exits from Summerfield will only make left turns more difficult.	Please see response to comments #30, #75, #79a and #93.
				139b. Also, left turns at entrances to both neighborhoods will also be much more difficult due to two additional lanes that must be navigated. It seems to me that the proposed changes may result in improvements - although only temporary and they will result in increased traffic and congestion.	Comment noted.
				139c. A traffic light at the entrances off of NW Military should address these matters to some degree.	Please see response to comment #2b.
140	Melissa Alcala	12/28/17	Email	140a. After reviewing the presentations from July 2016 and June 2017, it is apparent that an underpass/overpass is needed at Wurzbach and NW Military.	Comment noted.
				141b. Additionally, a light is needed at NW Military at the Fairfield Bend location due to the volume of traffic pulling in and out. Otherwise, accidents will occur.	Comment noted. Please see response to comment #2b.
				141c. Wurzbach Parkway should go straight through with no light stopping all traffic at NW Military. This option fits the overall design and purpose of Wurzbach Parkway from I-35 to I-10.	Comment noted.
141	Dexter Soo	12/27/17	Email	I disagree with the current plan. It doesn't handle a way for Summerfield residents to safely exit from their neighborhood. Traffic is either speeding very quickly or backed up during rush hour. Even if traffic speed was increased, many drivers are not courteous enough to let residents leave the neighborhood from either exit, especially those who are trying to go the opposite direction on Wurzbach Parkway using the turnaround. It is very difficult to get to the turnaround.	Please see response to comments #30, #75, #79a and #93.

PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Open House #3 (12-14-17) Comments

142	Eric Weis	12/27/17	Email	I want to voice my concerns on the proposed improvements. This makes matters worse for those of us living in the Summerfield neighborhood. When I have to get my kids to school and later to their sports activities at night, I have to battle the Wurzbach exit out of our neighborhood (because it is worse trying to use the NW Military exit). I ask that the underpass under NW Military be reconsidered. That option would improve the traffic flow now and down the road when traffic flow increases 43%. In addition, think of younger drivers when having to drive themselves to school. We want to provide a safe exit out of our neighborhood. And the underpass option would allow that safe exit onto Wurzbach Parkway.	Comment noted.
143	Tanya Weis	12/27/17	Email	I am deeply concerned about the suggested changes to the Wurzbach and NW Military intersection. By increasing the number of lanes in all directions, the residents of both Summerfield and Inverness will have an even more difficult time entering and exiting our neighborhoods safely. I fear that it will result in many accidents and possibly even fatal ones.	Please see response to comments #30, #75, #79a and #93.
144	Susan Duggan	12/27/17	Email	It is only a matter of time until a serious accident occurs at the Wurzbach exit from Summerfield if traffic remains as it is now. Please consider that opinions of neighbors not living in Summerfield are unaware of this very real danger.	Comment noted.
145	Chris Corbett	12/27/17	Email	I live in the Summerfield neighborhood so I will be impacted multiple times based upon this decision. It is a struggle to exit the neighborhood onto Wurzbach Parkway during rush hour, and even more so when people are speeding by my neighborhood exit going 50 mph. What was discussed at the last meeting is a very minimal solution to a big problem. What we need is an underpass and a light on NW Military for Inverness and Summerfield so that we can have a safe way to go south on NW Military.	Comment noted.

PA (Principal Arterial) 1502, from Lockhill-Selma Road to NW Military Highway
Open House #3 (12-14-17) Comments

146	Afton Bennion	12/26/17	Email	146a. Please do not build the tunnel, it will be ugly, noisy, and a waste of money, only pushing the traffic issue back to Lockhill-Selma and Wurzbach. There are pedestrians, such as my non-driving disabled son, who use the intersection to cross and get to points around NW Military and the JCC. This alternative affects individuals such as him who depend on convenient lights to cross. It is creating a freeway atmosphere in one of the few "nice" stretches of a major street, further pulling San Antonio into the less than attractive city category compared to the landscaped roads of Dallas and Austin. It is not a freeway neighborhood, it runs close to homes which will fall in value and owners will pay less property tax, which the city and county will miss out on, money best spent on other pressing issues.	Comment noted. Please see response to comment #96. Also, pedestrian facilities are included in the proposed project, and the crossings of Wurzbach Parkway will continue to have a mid-street median pedestrian refuge. NW Military crossings will not be widened.
				146b. That intersection is a long light for commuters for about one hour a day, during weekdays. Otherwise, it is not a clogged intersection at any other time. The lights do not even seem synced correctly; it is much easier to take NW Military at that time of day as a shorter route to get on the Parkway, when it starts out as a freeway-type road.	Comment noted. Under the existing roadway configuration, traffic is projected to increase and extend the peak commuting hours to more than one hour a day. Changing and optimizing signal timing to improve conditions can only address a portion of the congestion experienced at the intersection.
				146c. I am affected by the noise and car pollution in my neighborhood. We were certainly not informed of this plan as we sacrificed and spent a lot of money on our homes' location for convenience, i.e. to walk to various points and businesses. It is being pushed only by those who live further away, who chose to pay less for their homes and commute further. That is how it works, and they don't live by freeway tunnels when they go home at night.	The Wurzbach Parkway at NW Military project was identified as a priority project by the Alamo Area MPO. Wurzbach Parkway and NW Military have long been classified as primary arterial roadways by both TxDOT and the city of San Antonio. From TxDOT's Highway Functional Classification Concepts, Criteria and Procedures, arterial roadways exist to serve mobility needs between major centers of activity, carrying a major portion of the trips entering and leaving an urban area as well as through trips, serving a significant portion of intra-area travel. During the process of project identification, selection, and funding, AAMPO and TxDOT have hosted numerous public meetings, open houses and focus group forums to gather feedback from both local and regional travelers.
				146d. Please consider adding a lane or two and preserving a few trees and the aesthetic qualities of the neighborhoods. What will truly make a difference with a big, long backup at Lockhill-Selma? Thank you for listening, I wish I had more of a voice for the many people in the neighborhood who are busy working every day and do not have time for all these meetings and discussions. I assure you, no one in the neighborhoods of Alon that I know of are for the tunnel.	Comment noted. Please see response to comment #6 regarding aesthetic qualities of the proposed at-grade solution. The proposed project is projected to reduce queues and delays at the Lockhill-Selma intersection with Wurzbach Parkway as well as the intersection of NW Military.

APPENDIX B
NOTICES

Get Involved

About Public Hearings, Meetings and Notices

Committees

Volunteer

Archive

Sunset Review

Page Options

Open House - Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway

Home > Inside TxDOT > Get Involved > About Public Hearings, Meetings and Notices > Hearings, Meetings and Notices Schedule

Subscribe to Updates

Contact Us

Where: Barshop Jewish Community Center
Auditorium
12500 NW Military Hwy
San Antonio, Texas 78231 (Map)

When: Thursday, December 14, 2017
5:00 - 7:00 p.m.

Purpose: The proposed at-grade improvements include:

- Adding one through lane in each direction on Wurzbach Parkway between NW Military Hwy and Lockhill-Selma Road
- Adding dual left turn lanes on all approaches at Wurzbach Parkway and NW Military Hwy extending existing right turn lanes
- Adding two right turn lanes on Wurzbach Parkway to northbound NW Military Hwy

Additionally, the proposed through lane on Wurzbach Rd south of Lockhill-Selma Rd, will end at a right only turn lane into Elm Creek and sidewalks will be constructed on both sides of Wurzbach Parkway where none currently exist for the length of the project.

Special accommodations: TxDOT makes every reasonable effort to accommodate the needs of the public. The open house will be in English, with Spanish translators on hand. If you have a special communication accommodation or need for an interpreter, a request can be made. If you have a disability and need assistance, special arrangements can also be made to accommodate most needs. Please call (210) 901-5126, by five days before the open house. Every reasonable effort will be made to accommodate these needs. Please be aware that advance notice is requested as some accommodations may require time for TxDOT to arrange.

Written comments may be submitted either in person, or by mail to:

WSP USA
Bank of America Plaza
300 Convent St.
Suite 1330
San Antonio, TX 78205

Comments must be received or postmarked by Jan. 3, 2018 to be included in the Open House 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)
- Presentation
- Exhibit Boards
- At-grade Improvements Option Schematic

Contact: TxDOT San Antonio District
4615 NW Loop 410
San Antonio, TX

(210) 615-1110
Email

Posted Nov. 30, 2017

Notice of Open House
Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway

The Texas Department of Transportation (TxDOT), San Antonio District will host an Open House to present possible transportation improvements along Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway, including alternative intersection improvements at Lockhill-Selma and NW Military Intersections, in San Antonio, Bexar County, Texas. The Open House will be held on Wednesday, August 30 from 6:00 p.m. to 8:00 p.m. at the Barshop Jewish Community Center Auditorium located at 12500 NW Military Drive, San Antonio, TX 78231.

The purpose of the open house is to gather public input on alternative intersection improvements. All interested citizens are encouraged to attend the Open House to view the presented information, provide comments, and ask questions. No formal presentation will be made. Written comments can be emailed to Ibette.Cavazos@wsp.com or mailed to Ibette Cavazos at WSP, Bank of America Plaza, 300 Convent St., Suite 1330, San Antonio, TX 78205. All comments must be postmarked or submitted by Thursday, September 14, 2017.

The Open House will be conducted in English. Persons interested in attending the meeting who have special communication or accommodation needs, or need an interpreter, are encouraged to contact Ibette Cavazos at (210) 901-5124. Requests should be made at least five days prior to the Open House. Every reasonable effort will be made to accommodate these needs.

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

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.

Exhibición Abierta al Público
Mejoras de Movilidad a Wurzbach Parkway de Lockhill-Selma hasta NW Military Highway

El Departamento de Transporte de Texas (TxDOT), Distrito de San Antonio patrocinara una exhibición abierta al público respecto a posible mejores de transporte por Wurzbach Parkway de Lockhill-Selma hasta NW Military Highway, incluso alternativas mejores en intersecciones en Lockhill-Selma y NW Military en San Antonio, Bexar County, Texas. La exhibición abierta al público se llevara a cabo el miércoles 30 de agosto del 2017 de las 6:00 p.m. a las 8:00 p.m. en la sala del Barshop Jewish Community Center localizada en 12500 NW Military Drive, San Antonio, TX 78231.

La exhibición abierta al público será una oportunidad para que el público comenta respecto a los posible mejores de transporte. Se anima a todos ciudadanos interesados que asista a la exhibición abierta al público para obtener información, expresar sus pensamientos y hacer preguntas. No se llevara a cabo una presentación formal. Comentarios por escrito pueden ser remitidos por correo electrónico a ibette.cavazos@wsp.com o correo a Ibette Cavazos, WSP, Bank of America Plaza, 300 Convent St., Suite 1330, San Antonio, TX 78205. Se requiere que todo comentario se somete o este matasellado antes o el día de jueves 14 de septiembre del 2017.

La exhibición será conducida en Ingles. Personas interesadas en atender la audiencia que tienen necesidades de comunicación o de alojamientos especiales, o necesitan un intérprete, se les solicita que se pongan en contacto con Ibette Cavazos al tel. (210) 901-5124. Las solicitudes deben hacerse al menos cinco días antes de la Junta. Todo esfuerzo razonable se hará para satisfacer sus necesidades.

Si usted tiene preguntas generales o preocupaciones sobre este estudio, por favor comunicarse con Richard De La Cruz al tel. (210) 615-6434 o Richard.DeLaCruz@txdot.gov.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este Proyecto están siendo o se han llevado a cabo por TxDOT – “pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.”

Exhibición Abierta al Público
Mejoras de Movilidad a Wurzbach Parkway de Lockhill-Selma hasta NW Military Highway

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La exhibición abierta al público será una oportunidad para que el público comenta respecto a los posible mejores de transporte. Se anima a todos ciudadanos interesados que asista a la exhibición abierta al público para obtener información, expresar sus pensamientos y hacer preguntas. No se llevara a cabo una presentación formal. Comentarios por escrito pueden ser remitidos por correo electrónico a ibette.cavazos@wsp.com o correo a Ibette Cavazos, WSP, Bank of America Plaza, 300 Convent St., Suite 1330, San Antonio, TX 78205. Se requiere que todo comentario se somete o este matasellado antes o el día de jueves 14 de septiembre del 2017.

La exhibición será conducida en Ingles. Personas interesadas en atender la audiencia que tienen necesidades de comunicación o de alojamientos especiales, o necesitan un intérprete, se les solicita que se pongan en contacto con Ibette Cavazos al tel. (210) 901-5124. Las solicitudes deben hacerse al menos cinco días antes de la Junta. Todo esfuerzo razonable se hará para satisfacer sus necesidades.

Si usted tiene preguntas generales o preocupaciones sobre este estudio, por favor comunicarse con Richard De La Cruz al tel. (210) 615-6434 o Richard.DeLaCruz@txdot.gov.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este Proyecto están siendo o se han llevado a cabo por TxDOT – “pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.”

APPENDIX C
SIGN-IN SHEETS

Texas Department of Transportation

SIGN IN SHEET

Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway Open House

DECEMBER 14, 2017, 5:00 pm

Name	Affiliation	Mailing Address	Email	How Did You Hear About the Open House?
John Tiemann	~~E~~	11700 Wallstreet, Apt 7305	[redacted]	Notice - TxDOT website
Marjorie Lucey		12835 Castle Bend St	[redacted]	Sign - Wurzbach Announcement SA paper
JAKE Rifenie	Realtor	14655 Triple Crown Ln		PASF
Sarah Brown	Property owner	11218 ancient coach		
MARIANNE HEINGOLD	PROP. OWNER			
LEE Rosenberg	Elm Creek	46 Westel Circle	[redacted]	SA Express News —
Saul Levenshus	JCC	12500 NW Military Hwy	[redacted]	Street signs
Jim Rohr	Homeowner	12110 LAWLDROSE WIL	[redacted]	" "
JACK BRAHA	ALON TOWN CENTRE	10003 NW MILITARY	[redacted]	
Sheila Dippray	WOHA	11736 Whispering Bow	[redacted]	next door email

SIGN IN SHEET

Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway Open House

DECEMBER 14, 2017, 5:00 pm

Name	Affiliation	Mailing Address	Email	How Did You Hear About the Open House?
Ray Reus	Resident	3522 Millgrove		T.V.
Betty Arenson	"	34 Greens Shade		Road signs
Matthew Cardozo		Mattcardo92@gmail.com		TxDOT
Barbara Moore	Resident	P.O. Box 782184		~~TxDOT~~ TXDOT Road sign
Michele Haussmann	resident / Alon Town Centre	78 Tilbury Lane	[redacted]	TXDOT
ART REINHARDT	CITY / TCI			on
Sharon Dodge	resident	13530 Voelcker Ranch Dr		on Road sign
Tony Dodge	"	"		"
ERIC HON	Resident	13538 Orchard Ridge		NEXT DOOR
C.S. FREMIN	Resident	2919 Hunter Stream		Road Sign

SIGN IN SHEET

Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway Open House

DECEMBER 14, 2017, 5:00 pm

Name	Affiliation	Mailing Address	Email	How Did You Hear About the Open House?
Debbie Linck	Resident - apartment	13330 Blanco Road #1608, SA TX 78216	[redacted]	Road sign
Deborah WAKS	" HOUSE	3631 HUNTERS DREAM	[redacted]	PAPER
J Camille Young	Resident	14215 Woodlark SA	[redacted]	CMS
Vicki Neeb	Driver	PO Box 25943 78229	[redacted]	Sign
Patricia Tenner	Resident / Driver	13279 Hunters View 78230	[redacted]	website (Next Door)
Ty WOODRUFF	13351 Gabli Pulloy Dr	Same	[redacted]	Signs
8 CURTIS LEETH BILL HILL	City of Shavano Park	900 Saddletree	[redacted]	
8 John & Sue Stankus	Resident	2511 Indian Ridge Dr SA, TX 78231	[redacted]	signs
Zach Braha	Fulcrum Development	10003 NW Military Hwy	[redacted]	work
Marilyn Goodwin	Resident	13738 Castle Grove	[redacted]	Signs

SIGN IN SHEET

Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway Open House

DECEMBER 14, 2017, 5:00 pm

Name	Affiliation	Mailing Address	Email	How Did You Hear About the Open House?
TOM GINNITY		11310 78230 WHISPER GLEN		SIGN
BOB HAMMOND		2863 Shoot Ridge 78231		HAND SIGN
Pat Vilagi		249 Wilderness Wood SAT 78231		SIGN
Mike & Celia Glasgow		2607 Indian Ridge SA, TX 78231		Neighbor
Sharon Saxer		2426 Mill Creek Dr San Antonio, TX 78231		NWOD Mtg
Stephen Russell		13515 Vueleta Road San Antonio TX 7831		?
Isabel Bass		25 Tilbury Cir. SA TX 78230		Sign
Ricci Fitzpatrick		3218 Oneida Dr. San Antonio, TX 78230		Nextdoor.com
Mary Anne Goff		13639 High Chapel 78231		Sign + Nextdoor.com
[illegible]		2727 Zurich San Antonio		[illegible]

4

SIGN IN SHEET

Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway Open House

DECEMBER 14, 2017, 5:00 pm

Name	Affiliation	Mailing Address	Email	How Did You Hear About the Open House?
(2) Bob & Gigi Kendrick	~~1290~~ property owner	12903 N Hunters Cir 78230	[redacted]	Signs
Kalsy Morris	Elm Creek	33 Villa Verde SAT 78230		paper —
Angel R. Santiago	Alon Estates	2706 Caledonian Ct. 78230		Signs
Brian Purcell				
MICHAEL JANSSEN	SHAVANO PARK	450 BENTLEY MANOR 78249		
BILL HILL	SHAVANO PARK	900 Saddletree Ct SHAVANO PARK		
Shelley Baillargeon	Inverness	23 Inverness BLV 78230		Signs
Chad Yount	Summerfield Shavano Park	2207 Chamber Bluff San Antonio 78231		Signs
Holly Wheeler	property owner	108 Bretford Court 78230	al.com	Signs
Paul Castro				TxDot website

SIGN IN SHEET

Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway Open House

DECEMBER 14, 2017, 5:00 pm

Name	Affiliation	Mailing Address	Email	How Did You Hear About the Open House?
Christi Morrison	Resident	118 Regents Park	[redacted]	Posted sign/CMS
TERRY FOWLER'S	"			" "
Chuck Saxer	NNOD	2426 Mill Creek Dr		email
Ron Woodruff	Resident	13351 Cable Village		e mail
Jim COSTELLO	RESIDENT	14 TILBURY LN		Sign
(2) MR + MRS. MIKE MOLINA	Resident	PO BOX 780194, SA TX 78278		sign on pkwy
Jorge Sanchez Jr.	Resident	13403 Orchard Ridge		Sign
Betsy Cameron	Resident	2927 Zurich		Sign
Colleen Waguespack	NNOD	1603 Tarton		Sign
Bill Chewault	Whispering Oaks	3102 Whisper Brook		Sign

(6)

SIGN IN SHEET

Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway Open House

DECEMBER 14, 2017, 5:00 pm

Name	Affiliation	Mailing Address	Email	How Did You Hear About the Open House?
DAVID RODRIGUEZ	Neighbor	1711 —	—	Sign
Pat Wall	Neighbor	13738 Castle Grove		Signed
Gronna, Tim	HOME OWNER	115 SHAVANO DR		TV
DON GOFF	HOMEOWNER	13639 HIGH CHAPEL STX		ROAD SIGN
Daniel Biniewski	Homeowner	13507 Voelcher Ranch Dr.		Email
Patti Morehouse	Elm Creek	2 Westelm Pt 78230		Paper: SIGN ON Street
Lisa Guerrero	JCC Staff	8866 Feather Trail	Helotes, 78023	sign
Robert Engel	Neighbor	14342 Mill Run		letter
Mark Johnson	Summerfield + HEB representative	13223 Trentwood		sign
MICHAEL OSBORN	HOMEOWNER	13622 STONEY HILL DR		SIGN

SIGN IN SHEET

Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway Open House

DECEMBER 14, 2017, 5:00 pm

Name	Affiliation	Mailing Address	Email	How Did You Hear About the Open House?
(2) Dick & Elaine Slife	Summerfield	13507 Orchard Ridge Tr.	[redacted]	sign
Ariel Friedman	"	13422 Voelcker Ranch	[redacted]	Sign
Jane Spencer	Inverness	142 Turnberry Way	[redacted]	sign
Ray McMa	"		[redacted]	News Paper
David Schwarzenbach	OAKMEADOW	2907 BARRE OAK	[redacted]	SIGN
Jeff Breen	"	14135 Sholom Pl.	[redacted]	e-mail
CHRIS Deeve	Stone OAK	~~14~~ 15777 Stone Oak Pkwy	[redacted]	
Johnny Shost	Warwick Farms	13706 Hunters Hawk	[redacted]	Signage
Joyce Howard	WOS	4214 ~~Rue~~ RUSTIC Meadows	[redacted]	email
Tom Rauch	Summerfield	13514 Crescent Ch	[redacted]	Sign

SIGN IN SHEET

Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway Open House

DECEMBER 14, 2017, 5:00 pm

Name	Affiliation	Mailing Address	Email	How Did You Hear About the Open House?
PAUL TENNER		13279 HUNTERS VIEW SAN ANTONIO, TX 78230	[redacted]	NEWS MEDIA
Ryan Roberts	Chick-fil-A Alon	1207 Ganahl Ct San Antonio TX 78216		Road sign
DAVID JAUER		103 POUCA BEND 31		"
Victoria Vela	Alon Estates	2715 Mossgrove Park SA, TX 78230		road sign
MARTHA Boyd		2618 Fair Field Bend Dr. SATX 78231		paper
Guy Galley		11822 Whispering Stream 78230		

(a)

SIGN IN SHEET

Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway Open House

DECEMBER 14, 2017, 5:00 pm

Name	Affiliation	Mailing Address	Email	How Did You Hear About the Open House?
Ernesto Velez	Estates of Alon	2717 Mossgrove Park, 78230	[redacted]	road sign
JERRY ALBERT				" "
Edgar Krams	Resident Elm Creek	11602 Mill Rock Rd, 78230		email
(2) Jerry & Diana Yost	Inverness	133 Turnberry Way, 78230		road sign.
BOB HEINZELMAN	SHAVANO PARK CITY COUNCILMAN	115 SADDLETREE RD SA, TX 78233		SP City Council
Richard Cabrera	Resident Whispering Oaks	11734 Whispa Bow San Antonio, TX 78230		sign
Steven Sanders	Resident - Summer Field	14710 Mill Run 8231		email
Ben Jurewicz	ELM CREEK	11600 ELM RIDGE RD SA TX 78230		ECAO
DAWNIELE METSKER-GALARZA	KIMLEY-HORN	601 NW LOOP 410, STE. 350 SA, TX 78216		CONSULTANT

(10)

SIGN IN SHEET

Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway Open House

DECEMBER 14, 2017, 5:00 pm

Name	Affiliation	Mailing Address	Email	How Did You Hear About the Open House?
[illegible]		11839 Parliament	[redacted]	
Jerry Allen		11839 Parliament	[redacted]	
ANTHONY HUTFLES		14247 EMERALD HILL DR	[redacted]	
Janis Witt		P.O. Box 780326		Sign on Pkwy

SIGN IN SHEET

Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway Open House

DECEMBER 14, 2017, 5:00 pm

Name	Affiliation	Mailing Address	Email	How Did You Hear About the Open House?
Denise Sanders	Summerfield	14310 Mill Run SA, TX 78231	[redacted]	Signs : mail
Clayton D. Edrachs	Hunters Creek	3530 Hunters Cir SA TX 78230		
Adam Saucedo	Alon Estates	12002 SANDBAR HILL SA TX 78230		signs
Navin Bhatia	Inverness	120 TURNBERRY WAY SAN ANTONIO, TX 78230		Signs/Mail
Suki Stewart	Hunters Creek	13101 Hunters Wd		Stewart
(2) Rosemary & Pat Carney	Oak Meadow	14311 Fox Fire Ln. 78231		sign
David Mosson	Alon	11922 Sandbar Hill 78230		

(12)

SIGN IN SHEET

Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway Open House

DECEMBER 14, 2017, 5:00 pm

Name	Affiliation	Mailing Address	Email	How Did You Hear About the Open House?
(D) Fuel Sherman or Steve	Elm Creek	8 Villa Verde	[redacted]	.com Signage
Charles Cytrin	1 Villa "	→ Jardin		neighbor
Alfred White	Alon Estates	12022 Sandbar Hill San Antonio 78230	[redacted]	signs
John Morey	Park Forest	12814 PATH FINDER 78230	[redacted]	SIGNS
(D) Jim & Jac Kurn	Alon Estates	1802 Wonderview		[illegible]
Ken Gindy	~~Fort~~ Inverness	108 Regents Park	[redacted]	KG
SUSAN BHATIA	INVERNESS	120 TURNBERRY WA	[redacted]	SIGNS
Jennifer Mansour	Alon Estates	11922 Sandbar Hill	[redacted]	om TYDOT
Brad Richie	Great America Company	10003 NW Military, #2201	[redacted]	

ELECTED OFFICIAL SIGN IN SHEET

Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway Open House

DECEMBER 14, 2017, 5:00 pm

Name	Affiliation	Mailing Address	Email	How Did You Hear About the Open House?
Andrew Solano	District 8	—	[redacted]	

STAFF SIGN IN SHEET

Wurzbach Parkway from Lockhill Selma Road to NW Military Highway Open House

DECEMBER 14, 2017, 5:00 pm

Name	Affiliation	Mailing Address	Email	How Did You Hear About the Open House?
Carl Harline	WSP		[redacted]	
John Bryant	TxDOT			
Eric Roch	WSP		[redacted]	
Ibette Cavazos	WSP			
Melissa Bernal	TXDOT			
MIKE GARZA	TxDOT			
Mark Mosley	TxDOT			
Daniel Cardenas	TxDOT			
Lolly Garcia	TxDot			
Laura Lopez	TxDOT			

STAFF SIGN IN SHEET

Wurzbach Parkway from Lockhill Selma Road to NW Military Highway Open House

DECEMBER 14, 2017, 5:00 pm

Name	Affiliation	Mailing Address	Email	How Did You Hear About the Open House?
EDDIE GONZALEZ	TxDOT	4615 NW LP 410	[redacted]	
Jesse Hayes	TxDOT	"		
Amy Rodriguez	TxDOT	200 E Riverside		
Rene U. Garza	WSP	300 Convent		
FERNANDO FLORES	TxDOT			
DANIEL WORDEN	TXDOT			
CLAYTON RIPPS	TxDOT	SAT DISTRICT		
Taylor Hibbens	TxDOT	SAT District		
Albrina Coleman	TxDOT	SAT District		
Rebecca Fox	TxDOT	SAT		

APPENDIX D
COMMENTS RECEIVED

COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: DAVID H SCHOEVERT

ADDRESS: [redacted]

REPRESENTING: [redacted]

(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 LATEST CONCEPT IS THE BEST YET

Deadline for Comments: January 3, 2018

Please submit by – Email: wurzbach@wsp.com
Mail: 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 from Lockhill"

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.

COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: Jennifer Mansour

ADDRESS: [redacted]

REPRESENTING: [redacted]

(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: Pleased to see At Grade solution to preserve trees and excited to see expanded bridge / lanes to Elm Creek. Please consider adding a red light to Alon exit on NW Military

Deadline for Comments: January 3, 2018

Please submit by – Email: wurzbach@wsp.com
Mail: 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 from Lockhill"

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.

COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: Joyce Howard

ADDRESS: [redacted]

REPRESENTING: _____

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

none

- ❑ 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: Like the plan. Esp turn patterns @ WP + NW Military + Lt lane from NW M + EB WP – it's now a 90° turn ~~angle~~ angle

Deadline for Comments: January 3, 2018

Please submit by – Email: wurzbach@wsp.com
Mail: 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 from Lockhill"

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: Molina, Sally

ADDRESS: [redacted]

REPRESENTING: [redacted]

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

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

COMMENTS: As a resident of Alon Estates, I value the environment and green space on Wurzbach Rd + Wurzbach Pkwy. I appreciate the proposal presented. The main traffic congestion occurs for about 1-1.5 hrs during peak driving time (4-6 pm). Aside that, there really is no problem on Wurzbach Rd/Pkwy or NW Mil. My concern is keeping as much of the VALUABLE green space to not sacrifice so much natural landscape to only gain minutes of driving time.

Thank you!

Deadline for Comments: January 3, 2018

Please submit by – Email: wurzbach@wsp.com
Mail: 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 from Lockhill"

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: Christi Morrison

ADDRESS: [redacted]

REPRESENTING: [redacted]

(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: Thank you for listening to the community. The spend of time/money is more proportional to the value.

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: Mike Molina

ADDRESS: [redacted]

REPRESENTING: [redacted]

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

N/A
- ❑ 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 get that the idea is to alleviate traffic – but at what expense? So very glad no tunnel will be built. On this new proposal, it seems more practical, although cutting the trees and narrowing the natural green space will NOT enhance our neighborhoods and quality of life. Narrowing the green space on Wurzbach Pkwy (from Lockhill-S. to NW Military) may place pedestrians who enjoy + use the sidewalk at risk. Please do not cut down any trees between LH Selma + NW Military. Thank you.

Deadline for Comments: January 3, 2018

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: Guy Gadeke

ADDRESS: [redacted]

REPRESENTING: [redacted]

(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 like plan overall but really would like double right turn lanes in all directions at the intersection of Parkway / NW Military

Deadline for Comments: January 3, 2018

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: Ricci Fitzpatrick

ADDRESS: [redacted]

REPRESENTING: _____

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

COMMENTS: I would like to see this happen faster.

Deadline for Comments: January 3, 2018

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: PATRICIA TENNER

ADDRESS: [redacted]

REPRESENTING: [redacted]

(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: Looks good!

Deadline for Comments: January 3, 2018

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: BOB [illegible]

ADDRESS:

REPRESENTING: [redacted]

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

COMMENTS: WHY WAIT UNTIL 2020 TO START?!!

Deadline for Comments: January 3, 2018

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COMMENT FORM
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from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: Pat Vilagi

ADDRESS: [redacted]

REPRESENTING: _____

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

COMMENTS: I am very pleased to see the "tunnel" project has been shelved x removed. I like what the change will do w/o bothering the 2 neighborhoods adjacent to Wurzbach Road.

Deadline for Comments: January 3, 2018

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COMMENT FORM
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from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: John Tiemann

ADDRESS: [redacted]

REPRESENTING: [redacted]

(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
- ☑ None of the above.

COMMENTS: Agree with the improvements. Great work!

Deadline for Comments: January 3, 2018

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: [redacted]

ADDRESS: [redacted]

REPRESENTING: _____

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

COMMENTS: Slow West bound TRASfic beginning
(1) @ Blanco to 45 mph. or have Asign
about impending TRASfic light.

(2) Remove all concrete barrier in Turn lanes
Good markings on Pavements will do the
same indication.

(3) Best Method Selected.

Deadline for Comments: January 3, 2018

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: Stuart/Betsy Cameron

ADDRESS: [redacted]

REPRESENTING:

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

COMMENTS:

Like "at grade improvements" plan.

Deadline for Comments: January 3, 2018

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COMMENT FORM
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Open House

December 14, 2017

(PLEASE PRINT)

NAME: Shelley L. Baillargeon

ADDRESS: [redacted]

REPRESENTING: [redacted]

(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: Excellent plan that will be effective in traffic improvement & will positively influence driver decisions @ ROUTES.

Deadline for Comments: January 3, 2018

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: JAIL Ritchie

ADDRESS: [redacted]

REPRESENTING: [redacted]

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

COMMENTS: Extend Turn Lane (L) from SB Military ~~To Wurzbach~~ To Wurzbach Currently Backed up Yz mile or more To Turn onto Wurzbach only 100 ft ~~Need to~~ CAN Be 200-300 ft.

Deadline for Comments: January 3, 2018

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COMMENT FORM
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Open House

December 14, 2017

(PLEASE PRINT)

NAME: Isaac BASS

ADDRESS: [redacted]

REPRESENTING: [redacted]

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- ❑ 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: Am pleased with your plan. Thank you for not building underpass!! Your efforts are appreciated.

Deadline for Comments: January 3, 2018

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COMMENT FORM
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from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: CHRIS Deeves

ADDRESS: [redacted]

REPRESENTING: [redacted]

(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: Much better design

Deadline for Comments: January 3, 2018

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COMMENT FORM
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Open House

December 14, 2017

(PLEASE PRINT)

NAME: H. James + Jan A. Kurn

ADDRESS: [redacted]

REPRESENTING: [redacted]

(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: Good plan thrilled there will not be an underpass at Wurzbach + NW Military

Deadline for Comments: January 3, 2018

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COMMENT FORM
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Open House

December 14, 2017

(PLEASE PRINT)

NAME: ADAM SALCEDO

ADDRESS: [redacted]

REPRESENTING: [redacted]

(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: CONSIDER BUS turnouts @ Bus stops along WURZBACH to allow better flow of traffic in the congested area

- LOVE OPTION #5 !!!

Deadline for Comments: January 3, 2018

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COMMENT FORM
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from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: J.R. Witt

ADDRESS: [redacted]

REPRESENTING: [redacted]

(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: ① I like the idea of NOT installing the over/underpass @ N.W. Mil.

② Can a sign "Pky ends @ L. Selma" be erected on Westbound Pkway before intersection w/ L. Selma? Or rumble strips to warn drivers to slow as they approach intersection? The rise abt 900ft east of the intersection makes it extremely dangerous for drivers turning onto the Pkwy.

Deadline for Comments: January 3, 2018

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: NAVIN BHATIA

ADDRESS: [redacted]

REPRESENTING: [redacted]

(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: Provide enough time to merge with Westbound Wurzbach after making U Turn (from East Bound Wurzbach) to enter Inverness.
Likewise provide enough time/length to exit Alon to drive across Wurzbach Pkwy to make U Turn onto West Bound WZB Pkwy

Deadline for Comments: January 3, 2018

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: Denise Sanders

ADDRESS: [redacted]

REPRESENTING: [redacted]

(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: (R) turn Lane on NW military in front of Summerfield ends; probably would be very beneficial to alert drivers w/ proper signage @ wurzbach pkwy in the 2 (R) turn lanes of signage @ nw military in front of whataburger to let drivers know ahead of time.

Deadline for Comments: January 3, 2018

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

Page 1

December 14, 2017

(PLEASE PRINT)

NAME: MICHAEL A. OSBORN

ADDRESS: [redacted]

REPRESENTING: [redacted] PG. 1/2

(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: 1. EXTEND RT TURN LANE NO. ON NW MIL TO EAST BOUND WURZ PKWY

2. ADD MERGE LANE TO WURZ PKWY EAST BOUND TO ACCOMODATER RT TURN FROM NW MIL.

3. ADD MERGE LANE FOR ALON LOOP TO GET ONTO EAST BOUND WURZ PKWY THERE IS LIMITED SIGHT BACK TO THE WEST FOR TRAFFIC EXITING ALON LOOP.

4. OPEN ALL SIX LANES ~~FROM~~ ON NW MIL FROM WURZ TO HUEBNER.

Deadline for Comments: January 3, 2018

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

Page 2

December 14, 2017

(PLEASE PRINT)

NAME: MICHAEL A. OSBORN

ADDRESS:

REPRESENTING: CONT. PG 2/2

(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: 5. ADD MERGE LANES AT NW MIL RT TURN TO WURZ PKWY WESTBOUND.
6. ADD STORAGE FOR 5. RT TURN LANE ON NW MIL.
7. ADD SIGNAGE AT RT TURN LANE INTO ALON LOOP.
THE ~~EAST~~BOUND TRAFFIC ON WURZ PKWY THINKS THE
EB. LANES HAVE INCREASED AND END UP HAVING TO TURN INTO ALON LOOP, THE AROUND THE ISLAND & EXIT BACK ONTO WURZ.

Deadline for Comments: January 3, 2018

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: Lisa Guerrero

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:

The extra turn lanes at Wurzbach & NW Military would be great!

Deadline for Comments: January 3, 2018

Please submit by – Email: wurzbach@wsp.com
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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: Vick Neeb

ADDRESS: [redacted]

REPRESENTING: [redacted]

(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: The most difficult part of the drive from Lockhill-Selma to Blanco is the required shifting of lanes. Only 1 lane goes straight thru from LH-S to B. There is a lot of changing of ~~lan~~ lanes between those 2 streets to make sure you are in a lane that remains as Wurzbach Pkway.

other than volume of traffic

Deadline for Comments: January 3, 2018

Please submit by – Email: wurzbach@wsp.com
Mail: 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 from Lockhill"

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.

COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: Steven Sanders

ADDRESS: [redacted]

REPRESENTING: [redacted]

(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: Consider an acceleration lane Exiting Bluffton Oaks onto the PRKWY.

Deadline for Comments: January 3, 2018

Please submit by – Email: wurzbach@wsp.com
Mail: WSP USA
Bank of America Plaza
300 Convent St., Suite 1330
San Antonio, TX 78205

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: Alfred White

ADDRESS: [redacted]

REPRESENTING: [redacted]

(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: Please consider add a traffic light at Alon Loop & NW military

Deadline for Comments: January 3, 2018

Please submit by – Email: wurzbach@wsp.com
Mail: WSP USA
Bank of America Plaza
300 Convent St., Suite 1330
San Antonio, TX 78205

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Texas Department of Transportation

COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: Mark Johnson

ADDRESS: [redacted]

REPRESENTING: [redacted]

(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: recommend adding a "block the box" striping and signage at Bluffton Oaks & Wurzbach Pkwy to encourage traffic on Wurzbach to accommodate Summerfield traffic trying to get out of the neighborhood.

Deadline for Comments: January 3, 2018

Please submit by – Email: wurzbach@wsp.com
Mail: WSP USA
Bank of America Plaza
300 Convent St., Suite 1330
San Antonio, TX 78205

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: ROSE WOODRUFF

ADDRESS: [redacted]

REPRESENTING: [redacted]

(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 construct a signal light on N.W. Military and Fairfield Bend — entrance to Summerfield & I am unable to leave my neighborhood during rush hours in AM and PM!, — Very dangerous for residents of Summerfield !!

Deadline for Comments: January 3, 2018

Please submit by – Email: wurzbach@wsp.com
Mail: WSP USA
Bank of America Plaza
300 Convent St., Suite 1330
San Antonio, TX 78205

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: Holly Wheeler

ADDRESS: [redacted]

REPRESENTING: [redacted]

(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: Nice presentation - employees were ~~[illegible]~~ helpful with my questions

Deadline for Comments: January 3, 2018

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San Antonio, TX 78205

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: T. Doby

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

COMMENTS:

Need acceleration lane at westbound wurzbach - at Blufton Oaks exit

Deadline for Comments: January 3, 2018

Please submit by – Email: wurzbach@wsp.com
Mail: 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 from Lockhill"

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: Tom Rauch

ADDRESS: [redacted]

REPRESENTING: [redacted]

(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: Need a west bound acceleration lane out of Bluffton oaks (Summerfield)

Deadline for Comments: January 3, 2018

Please submit by – Email: wurzbach@wsp.com
Mail: WSP USA
Bank of America Plaza
300 Convent St., Suite 1330
San Antonio, TX 78205

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Transcript of the Testimony of

TxDOT OPEN HOUSE

Date:

December 14, 2017

Case:

WURZBACH PARKWAY: FROM LOCKHILL-SELMA TO NW MILITARY

TEXAS DEPARTMENT OF TRANSPORTATION
OPEN HOUSE
WURZBACH PARKWAY: FROM LOCKHILL-SELMA RD
TO NW MILITARY HIGHWAY
BEXAR COUNTY, TEXAS

BARSHOP JEWISH COMMUNITY CENTER
12500 NW MILITARY DRIVE
SAN ANTONIO, TEXAS 78231

DECEMBER 14, 2017
5:00 P.M. - 7:00 P.M.

MR. A. SANTIAGO: My name is Ahn-hel, like Angel, Santiago.

What's the status or if there's any plan to build or -- I'm sorry -- can you go back? -- to put a traffic light at the intersection of Northwest Military road and Alon Loop?

Okay. The other -- the other comment. Might there be any plan to build a pedestrian bridge over Northwest Military Drive to connect with the Phil Hardberger Park? That's it.

****

MS. M. GOODWIN: Ms. Marilyn Goodwin.

So the right turn lane going -- turning right onto Northwest Military currently ends up into a turn right only lane into Summerfield and so many cars, when they realize they're in a "Right Turn Only," they have to get over, and it causes a potential safety concern because that -- you end up in a lane that turns into a "Right Turn Only" lane. So the suggestion would be to bring that out -- that turn lane out so that you're not ending up into a "Right Turn Only" lane for Summerfield. That's it.

****

MR. J. YOST: Jerald with a J. Yost, Y-O-S-T.

I approve of the project as proposed. And my only additional thought would be looking at adding a traffic light on Northwest Military where there is an entrance to the subdivision of Inverness. Otherwise, I like the -- what I have seen proposed.

****

MS. D. LINCK: My first name is Debbie, D-E-B-B-I-E. Last name is Linck, L-I-N-C-K.

I was here thinking that there was another subject that was going to be broached, which is the land bridge. The whole land bridge concept on Wurzbach Parkway to me is absurd. I understand that that is not part of this project right now. I hope it's died. It's stupid. However, there's another problem that's even worse -- and it is planned -- and that is to take Wurzbach Parkway westbound widen the lanes on the west side -- I don't know if it's the west side or what -- but closer to Elm Creek, not on the side -- on the westbound side -- I'm sorry -- on the westbound side and to widen it only as far as Elm Creek.

What are you going to do with the volume of traffic that is coming through Wurzbach Parkway between Blanco and Northwest Military at high speed -- actually from -- all the way back from 35 to Wurzbach Parkway at high speed, and slowing down to 50 miles an

hour, and then suddenly stop the volume of traffic? It makes no sense at all to -- you need some place to be able to put that increased traffic. And the traffic goes all the way down into the Medical Center so it needs to be able to travel through; that's why they built the tunnel in the Medical Center. But it -- it's bad planning.

My only other issue that's of concern has to do with the intersection of Blanco and Wurzbach Parkway. If you are traveling between Bitters and Wurzbach Parkway on Blanco and you make a right-hand turn to go onto Wurzbach heading west traffic that's eastbound from Wurzbach Parkway that makes a U-hand turn there's no traffic light for them, and there's numerous accidents that happen at that intersection because of people coming from eastbound Wurzbach Parkway turning around heading west and hitting traffic that's coming off of Blanco or coming from other parts of Wurzbach Parkway straight through on the side streets.

So those are both concerns of -- all three of them are concerns of mine. This whole thing that I'm hearing and seeing today about widen Wurzbach Parkway westbound and stopping it at Elm Creek makes no sense. What's going to handle that volume of traffic? That's it.

****

MS. E. SLIFE: Elaine, E-L-A-I-N-E, Slife, S-L-I-F-E.

Okay. This is in reference to the dedicated right turn lane from Military into Summerfield. Traffic now comes down that lane, that has no intention of turning into Summerfield, and then cuts out into the travel lane. It's very difficult to then come out of Summerfield and make even a right-hand turn onto Northwest Military because you don't have a lane to pull into because -- because you think the car coming down the delineated turn lane is going to turn. And they don't come slow, they come fast.

I would suggest that that lane to make it safe to turn in -- into or to come out of Summerfield and turn right is to put some kind of barricade to -- to separate the turning lane from the through lane, because I've seen -- I've had it happen to myself too many times, and I've seen other people who get run off the road who -- who pull out to make your right-hand turn and somebody is zooming down that ex- -- that turn lane and they come straight -- straight through it. Just put some things there.

****

MS. S. SAXER: Sharon, S-H-A-R-O-N, Saxar,

S-A-X-A-R.

Okay. My concern is the safety of our children when they are leaving Summerfield and when they leave Inverness -- the school buses -- that is extremely congested there and it is very dangerous. I would like to see a traffic light at Fairfield Bend and Northwest Military. I think it's absolutely imperative that we have it for the safety of our children. Thank you.

****

MS. B. ARENSON: Betty Arenson, A-R-E-N-S-O-N.

My name is Betty Arenson and I do not live in the area that Wurzbach is being done. I use it to go to I-10 and I use it mostly to go to the Medical Center. My problem with the way it is currently -- the intersection of Wurzbach going west, when it crosses Northwest Military -- the timing of the street lights against the volume of road traffic is not equal so that when you're going west on Wurzbach -- and I get on at Blanco -- I can sometimes not be able to reach Wurzbach for the backup all the way to Northwest Military.

I'm concerned about the road rage that I see developing on business high time, which is 6:30 in the morning until approximately 9:00 or 9:30 in the morning. I don't want to see road rage. I am looking

forward to the plans and will put it in those who are doing all of the research and will come up with what is necessary. I will be listening, learning and reading.

****

MR. D. SLIFE: Mr. Dick Slife.

It was agreed among heart -- Reinhardt of the City and Mario Jorga of TxDOT and Dick Slife that there would be a meeting in January to evaluate the engineering and traffic data on -- at the intersections into the Summerfield neighborhood; that is, Northwest Military and Fairfield Bend, and Wurzbach Parkway and Bluffton Oaks. The purpose of this meeting is to determine the safety of these intersections once the project is constructed and to ascertain what needs to be done to ensure that the residents of Summerfield can safely and conveniently enter and exit their neighborhood when they need to.

****

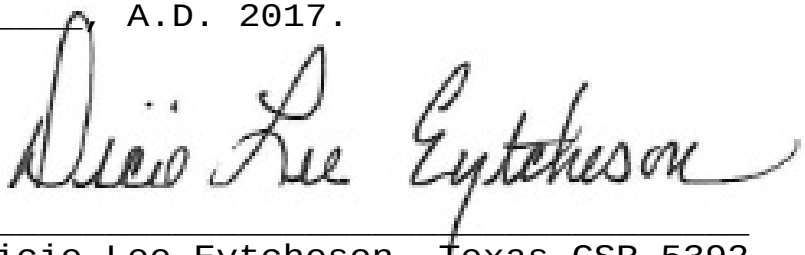
COURT REPORTER CERTIFICATION

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 _____ day of _____, A.D. 2017.



_____
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: Laura Lopez
To: [redacted]
Subject: RE: TxDOT Internet E-Mail
Date: Friday, December 15, 2017 1:53:13 PM

Mr. & Mrs. Griffith,

I am forwarding your e-mail to TxDOT to the e-mail address created for comments regarding the proposed Wurzbach Parkway project so it can be documented in the open house report.

Thanks!

Laura Lopez
Public Information Officer
Texas Department of Transportation
San Antonio District
[redacted]

-----Original Message-----
[redacted]
Sent: Tuesday, December 12, 2017 7:00 AM
To: Laura Lopez
Subject: TxDOT Internet E-Mail

Name: Mr. Micheal Griffith[redacted]
Address:
[redacted]

Phone:
[redacted]

Requested Contact Method: Email

Reason for Contact: Customer Service
Complaint: No

Comment: We support the proposed at-grade improvements to the Wurzbach at NW Military Highway intersection.
Many thanks,
Mike and Sylvia Griffith

[Connecting Texans to what matters most. Texas Department of Transportation: 1917-2017 #txdot100]
<http://www.dot.state.tx.us/txdot100/>

December 26, 2017

WSP USA
Bank of America Plaza
300 Convent St.
Suite 1330
San Antonio, TX 78205

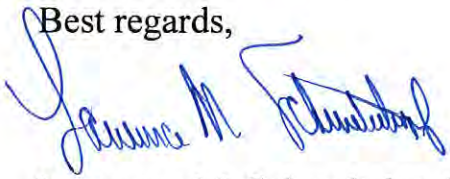
Re: Wurzbach Parkway – At-Grade Improvements

To Whom It May Concern:

I am writing to express my support for the Wurzbach Parkway at-grade improvement proposal. I believe this proposal addresses the need to alleviate traffic congestion, yet retain a good portion of the esplanade and trees on the portion of Wurzbach Parkway between Northwest Military and Lockhill-Selma. In addition, these improvements can be executed in a reasonable timeframe with fewer negative effects from an extended construction project.

As a future resident of the Inverness subdivision, I would like consideration to be given to installing a traffic light at the intersection of Turnberry Way and Northwest Military. Both the Inverness and Summerfield neighborhoods exit onto Northwest Military at this location, and it can be difficult and dangerous to navigate during times of heavy traffic.

Best regards,



Lawrence M. Schmeltekopf

[redacted]

cc: Mr. Manny Pelaez, City Councilman District 8

Schmelte Kopf

[redacted]

SAN ANTONIO TX 780
RIO GRANDE DISTRICT
26 DEC 2017 PM 2 L

WSP USA
Bank of America Plaza
300 Convent St.
Suite 1330
San Antonio, TX 78205

78205-135730

COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: Chad Yount

ADDRESS: [redacted]

REPRESENTING: [redacted]

(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:

Project should go back to other alternate with Wurzbach through lanes.
The area will be torn up and not resolve the long term issue.

Do it right the first time.

Deadline for Comments: January 3, 2018

Please submit by – Email: wurzbach@wsp.com
Mail: 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 from Lockhill"

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: BEN R. JUREWICZ

ADDRESS: [redacted]

REPRESENTING: [redacted]

(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: OPTION 6 DOES NOT FIX THE PROBLEM. IT IS A WASTE OF $7+M AND 10 MONTHS OF CONSTRUCTION. MY WIFE SPENDS ½ HR WAITING ON THE WURZBACK PARKWAY IN THE EVENING TRYING TO GET ACROSS NW MILITARY. SPENDING $7+M AND 10 MONTHS CONSTRUCTION WILL NOT FIX THIS. THIS IS NO SOLUTION. AND WILL CAUSE MUCH MORE FRUSTRATION FOR A YEAR AND BEYOND. PLEASE DO SOMETHING ELSE.

Deadline for Comments: January 3, 2018

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Bank of America Plaza
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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: DAVID SENN

ADDRESS: [redacted]

REPRESENTING: [redacted]

(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: THE PROPOSED AT GRADE IMPROVEMENTS WILL BE OUTDATED BY THE TIME THE PROJECT IS COMPLETED. THE DECISION TO SCRAP THE UNDER/OVERPASS IDEA WAS SHORT SIGHTED AND WRONG.

Deadline for Comments: January 3, 2018

Please submit by – Email: wurzbach@wsp.com
Mail: WSP USA
Bank of America Plaza
300 Convent St., Suite 1330
San Antonio, TX 78205

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: Don Gotz

ADDRESS: [redacted]

REPRESENTING: [redacted]

(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: This will only exacerbate the problem over time. The improved (?) movement will encourage an increase in usage which in turn will burden the intersection resulting in the need for a redesign - most likely back to the tunnel concept - except the cost will then be 2.5 to 3 times the original $30mil projected cost of the deleted proposal. Traffic flow will not really improve at L.S / W road with the rather just steadily get worse.

Deadline for Comments: January 3, 2018

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: Bill Hill

ADDRESS: [redacted]

REPRESENTING: [redacted]

(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: I am disappointed in the same grade option. Both as a Citizen Living in Elm Creek (Nearby) and the City Manager of Shavano Park. The majority of Shavano Park residents favored a No light Intersection. This will help, but delays the issue for a few years. I think a small # of nearby residents influenced this option

Deadline for Comments: January 3, 2018

Please submit by – Email: wurzbach@wsp.com
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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: CURTIS LEETH

ADDRESS: [redacted]

REPRESENTING: [redacted]

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- ❑ 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: Project does not sufficiently address traffic congestion at intersection. Only one new dedicated southbound lane on NW Military will not significantly ~~impact~~ reduce congestion for vehicles moving south on NW Military. Elevated lanes for Wurzbach would adequately address current & future traffic demands for area.

Deadline for Comments: January 3, 2018

Please submit by – Email: wurzbach@wsp.com
Mail: WSP USA
Bank of America Plaza
300 Convent St., Suite 1330
San Antonio, TX 78205

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: Sue Stankus

ADDRESS: [redacted]

REPRESENTING: [redacted]

(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: Prefered SPUI option. On current option, southbound NW Military 2 left turn lanes need to extend almost to George. On Westbound Wurzbach, 1 or 2 right turn lanes need to extend almost to Blancoo. Eastbound Wurzbach turn lanes, both left + right, need to extend almost to Lockhill-Selma.

Deadline for Comments: January 3, 2018

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San Antonio, TX 78205

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: MICHAEL JANSSEN

ADDRESS: [redacted]

REPRESENTING: [redacted]

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

COMMENTS: (1) NEED ELEVATED LANES ON WURZBACH OVER MILITARY HIGHWAY. ROAD CARRIES TOO MUCH TRAFFIC FOR PROPOSED DESIGN TO WORK PROPERLY

(2) NEED 3 LANES NORTH OF WURZBACH PARKWAY ALL THE WAY TO GEORGE ROAD ON BOTH THE NORTHBOUND + SOUTHBOUND LANES OF NW MILITARY

(3) THE GREENBELT ON WURZBACH PARKWAY SHOULD BE USED FOR ADDITIONAL ROADWAY

Deadline for Comments: January 3, 2018

Please submit by – Email: wurzbach@wsp.com
Mail: 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 from Lockhill"

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: Stephen Russell

ADDRESS: [redacted]

REPRESENTING: [redacted]

(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: Do Not proceed with this plan. It will Further Block the Residents OF Summer Field & INverrse From entering & Exiting their Neighborhoods.

The grade Seperation Should be the chace.

Deadline for Comments: January 3, 2018

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: Jorge Sanchez

ADDRESS: [redacted]

REPRESENTING: [redacted]

(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: I am still in favor of an underpass for wurzbach parkway. I still favor that proposal over the revised final proposal. I also would recommend increasing the length of the two left turn lanes on NW Military from the entrance of Summerfield. I really do believe that an underpass will be the best solution for the long-term of this intersection.

Deadline for Comments: January 3, 2018

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: John Stratus

ADDRESS: [redacted]

REPRESENTING: [redacted]

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

COMMENTS: Prefer the SPUI

→ West Bound Right turn lanes on Wurzbach needs to extend a half mile further back

→ South Bound NW Military left turn lane needs to extend almost to George the clipped left ~~turn~~ turn lane will cause an extensive backup on NW Military

Deadline for Comments: January 3, 2018

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: Chuck Saxe

ADDRESS: [redacted]

REPRESENTING: [redacted]

(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:

① The community needs more information on this change option and reasoning

② A traffic signal is essential at Fairfield bend to prevent accidents and potential fatalities

③ Turn lane from Wurzbach that proceeds onto Military needs to begin at Summerfield exit off Blue Oaks

④ This is not a long term solution - Traffic level of Service not significantly impacted

⑤ Need TxDOT/TCI to attend February NNOV meeting

Deadline for Comments: January 3, 2018

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: Johnny Short

ADDRESS: [redacted]

REPRESENTING: [redacted]

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

COMMENTS: Need to do something to account for volume and speed of traffic on NW Military between Huebner + Wurzbach Pkwy.

During + after construction

~~Other~~ I prefer the underpass @ the intersection Better long-term solution!!

Deadline for Comments: January 3, 2018

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: Colleen Waguespack

ADDRESS: [redacted]

REPRESENTING: [redacted]

(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:

(1) All documentation from previous meetings indicate that selected is one of the least efficient as far as moving traffic thru the intersection - is this realistic for a community adding 1 million (+) residents.

(2) Information provided to public does not clearly explain why this option was selected.

(3) TxDot should provide information on upgrades that were made on at-grade improvements from prior presentations.

(4) Meeting needs to be held later. Everyone still stuck at intersection of NW Military / Wurzbach from 5-7 pm

Deadline for Comments: January 3, 2018

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MARTHA Boyd [redacted]

Texas Department of Transportation

COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(1) Ron Trafic Comes up from Blanco 60 miles. No way they will Stop For us To get out

(PLEASE PRINT)

NAME: _____

ADDRESS: _____

REPRESENTING: _____

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[redacted]

(2) **COMMENTS:** Please Help our People in Summerfield. Martha Boyd

Ron ok you have To Take Care of us in Summerfield. this Set up Stinks No Light And Still all the Trafic at the Back gate. Trafic will move Faster They Say. But then we Cant get out the Back gate. for they want Be Stopping To Let us in. We are Forgoten About.. I will get To gether with all my Friends And Let them Know we were Not Considered At All.

Please Call me. a lot of People will be upset. You are my Friend And Neighbour

[redacted]

Deadline for Comments: January 3, 2018

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: Sharon Dodge

ADDRESS: [redacted]

REPRESENTING: _____

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COMMENTS: This option is an absolute NIGHTMARE for Summerfield residents. If you are trying to go left on NW Military from Wurzbach, adding these lanes is not going to help and it may very well hurt. The only way we can get out on Bluffton Oaks now is if someone lets us in. If the congestion clears under this option, then we may never get out to begin with because of the speed of the cars going by. Then we have how to maneuver over 2 lanes to turn left.

Honestly, the only solution I see for Summerfield residents is putting a light at NW Military. There are quite a few accidents there already. This should factor in to the decision on a light. Only a matter of time before someone is killed.

Deadline for Comments: January 3, 2018

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: Debbie Linde

ADDRESS: [redacted]

REPRESENTING: [redacted]

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

1. **COMMENTS:** I am against the Wurzbach Landbridge! who will train wildlife to climb bridge to cross? what happens to the dirt to protect from inclement weather? Noise will frighten animals! Speed too fast!

2. what will happen to volume of increased westbound traffic at Elm Creek?

3. Intersection of Blanco between Bitters & Wurzbach Pkwy - traffic light needed to control eastbound traffic turning around to head west on Wurzbach Pkwy. TOO MANY ACCIDENTS !!!

Deadline for Comments: January 3, 2018

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: Anthony Dodge

ADDRESS: [redacted]

REPRESENTING: [redacted]

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

COMMENTS: Current plan makes exits from Summerfield much more hazardous

Must have light at entrence to Summerfield

Deadline for Comments: January 3, 2018

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: Harry E. Caylor III [redacted]

ADDRESS: [redacted]

REPRESENTING: [redacted]

(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:

There was going to be a traffic light on N.W. Hwy & Alon Loop. Evidently this is now gone. By the time this road project is done Hanosenger Park will have expanded (Land Bridge) and this traffic light will be mandatory. You can wait for dead bodies or put it in now. PLEASE !!

Deadline for Comments: January 3, 2018

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: ED WOODRUFF

ADDRESS: [redacted]

REPRESENTING: [redacted]

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- ❑ 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: Wurzbach east @ O'Connor - 45 mph Speed Limit
Blanco Terminus west and 60 mph Speed Limit
Why the inequity? Speed limit ignored!

Deadline for Comments: January 3, 2018

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From: Pat Mirrer
To: 28422C WA#3 - NW MILITARY INTER Project Email
Subject: Wurzbach parkway
Date: Wednesday, December 27, 2017 9:40:14 AM

I am totally against the tunnel concept! Not impressed with how the traffic backs up on Medical Drive in residential areas. Also...we would lose all the trees in the median on Wurzbach. I am more in favor of other options, that provide additional turn lanes (with no obstacles ie. currently medians slow traffic while making a left turn from NWMilitary to Wurzbach)!
Pat Mirrer

Sent from my iPad

From: Stephen Russell
To: 28422C WA#3 - NW MILITARY INTER Project Email
Subject: Wurzbach and NW Military Construction Plan
Date: Friday, December 15, 2017 9:31:37 PM

Sir/Ma'am,
Many of my Summerfield neighbors and I object to the plan described at the TxDot meeting on 12/14/2017. The plan will almost certainly exacerbate an already dangerous proposition - leaving our neighborhood by car. There must be a solution that does not further isolate the families in Summerfield.

We were also surprised when we were told that the public had voted down the concept of the grade deviation plan. We would like to see that data. Please continue to work towards a solution that benefits ALL users and residents. We have faith that with the expertise in your organization, this can be done.

Thank you,

Stephen Russell
[redacted]

From: Dorian Jauregui
To: 28422C WA#3 - NW MILITARY INTER Project Email
Subject: Summerfield residents
Date: Friday, December 15, 2017 9:19:29 AM

The current plan to widen turn lanes onto Northwest military will not solve the problem the residents of Summerfield have. It is impossible to get in or out of our neighborhood during morning or afternoon traffic times. The residence feel like we are being ignored. The original plan, although it would take more time, seemed to resolve the issue in a manner that was more effective.

Sent from my iPhone

From: Shelly Power
To: 28422C WA#3 - NW MILITARY INTER Project Email
Subject: Help Summerfield Residents - we are suffering
Date: Friday, December 15, 2017 9:09:46 AM

Please provide a large flashing sign like the one you put up announcing the recent TXDOT open house on Wurzbach parkway issues before the Summerfield subdivision Bluffton Road exit to westbound Wurzbach parkway before the light at NW Military flashing drivers to YIELD to drivers exiting from this road onto Wurzbach parkway. We cannot get out as drivers on Wurzbach parkway do not yield at this location to those leaving Bluffton Oaks onto Wurzbach parkway. It is awful during peak times - during emergencies we are land locked. Very dangerous.

We need your help to allow us better access out of our subdivision. We cannot use the parkway during peak period and are forced to only make a right turn onto NW Military from our main entrance at Fairfield Bend to go anywhere, and then circle around at George Road, etc., to go anywhere south or eastbound. Very unsafe, ineffective and wrong. We will be leaving the area soon for this only reason if this does not get resolved. While we are just one family, it would be a shame if multiple families in the subdivision do the same thing all because of an precariously unsafe unresolved traffic problem.

Thank you for your consideration,
Michele and Stephen Power
[redacted]

From: Donna Glawson
To: 28422C WA#3 - NW MILITARY INTER Project Email
Subject: Summerfield
Date: Friday, December 15, 2017 8:58:05 AM

Please reconsider your plan to scrap the underpass at Wurzbach Parkway and NW Military. We cannot get out of our neighborhood. This is an extremely dangerous situation.

Jeff and Donna Glawson

From: Evelyn & Dexter Soo
To: 28422C WA#3 - NW MILITARY INTER Project Email
Subject: concerns about the wurzbach pkwy at NW Military Hwy
Date: Thursday, December 14, 2017 10:50:18 PM

The current proposal to improve the traffic flow will not help the residents who live in the Summerfield subdivision (NW Military Hwy @ Fairfield bend). More traffic will flow in front of the subdivision therefore making it more difficult and dangerous to drive out on Fairfield Bend to NW Military in either directions. Also there will be more traffic at the exit gate (Bluffton Oaks) which makes it even more difficult to cross more lanes of traffic to go to my daughter's high school (Churchill HS) on Blanco Rd. We need a traffic light at Fairfield Bend to allow safe driving across NW Military Hwy. Also we need to slow down the speed on Wurzbach Pkwy so we can exit Bluffton Oaks safely onto Wurzbach. Maybe a traffic light near the future park bridge to slow the speed of the traffic?? or a traffic light at Bluffton oaks & Wurzbach?

There will be even more accidents if something is not done to help the residents of Summerfield. I have 2 daughters who will be learning to drive soon and they already see how difficult it is to drive out to school, HEB or anywhere!

Sincerely,
Evelyn Soo

From: CMG SATX
To: 28422C WA#3 - NW MILITARY INTER Project Email
Subject: Summerfield Egress
Date: Wednesday, December 13, 2017 1:17:40 PM

The at grade proposal appears it will further exacerbate the already dangerous conditions when attempting to leave the Summerfield neighborhood. During peak traffic hours it is treacherous trying to leave the neighborhood especially if attempting to head south on NW Military from either neighborhood exit. Until such time that a proposal includes a solution to the problem Summerfield egress nightmare, I'm opposed to any additional construction or "improvements" to Wurzbach Pkwy.

Sincerely, Cheri Gilbert
[redacted]

[redacted]

December 31, 2017

Mr. Mario R. Jorge P.E.

District Engineer for the City of San Antonio

Subject: Road Construction at the intersection of Military Hiway & Wurzbach

Dear Sir:

I travel Wurzbach east and west many times each week. I have attended two of the 3 TXDOT neighborhood events. I do not believe the third rendering of what is proposed will ever be satisfactory to the thousands of travelers that drive this route daily.. In my opinion the ONLY WAY FOR TXDOT TO FIX THE PROBLEM IS TO HAVE WURZBACH GO UNDER MILITARY DRIVE. UNLESS IT IS DONE AS YOUR #1 DESIGN SHOWED YOU MAY AS WELL NOT SPEND THE MONEY.

I recognize there are wealthy individuals living in the adjacent neighborhoods that do not wish to have the trees removed as it would make it unsightly for them, BUT PLEASE REMEMBER YOUR JOB IS TO SOLVE THE PROBLEM THAT EXISTS NOW FOR THE MANY RATHER THAN THE FEW.

Please do the RIGHT THING and proceed with the project as your #1 plan shows and start the project ASAP.

By the way Mr. Dale Stein Jr.(engineer) who just retired from your organization agrees with me. He also travels Wurzbach Parkway often.

I would appreciate a response from you to this letter and will call you around the 5th of January to make an appointment to come to your office and discuss this issue further. Thank you and have a safe and Happy New Year.

2ND LETTER

Mr. Jerry Albert [redacted]

Mr. Gerard J. Albert

[redacted]

Christmas Blessings

SAN ANTONIO TX 780
RIO GRANDE DISTRICT
02 JAN 2018 PM 2 L

Happy New Year

Mr Mario R. Jorge c/o
WSP USA Bank of America
300 Covent St
San Antonio, Texas Suite 1330
78205

78205-370108

December 31, 2017

Mr. Mario R. Jorge P.E.

District Engineer for the City of San Antonio

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I would appreciate a response from you to this letter and will call you around the 5th of January to make an appointment to come to your office and discuss this issue further. Thank you and have a safe and Happy New Year.

Mr. Jerry Albert [redacted]

From: Bret
To: 28422C WA#3 - NW MILITARY INTER Project Email
Subject: Wurzbach and NW Military design comments
Date: Tuesday, December 26, 2017 2:27:21 PM

Please look for long term solutions. I do not believe that the proposed solution is a long term solution. The current proposal does not maintain a traffic flow through the intersection. Traffic will still pile up at the traffic light. Many of these commuters are just passing through the area to get to some other location. The other section of Wurzbach to I35 does not have stop lights. Please consider a design that was originally proposed that is similar to the Medical intersection with below grade section. The main issue with the Wurzbach/NW Military intersection is the stop light that causes through traffic to stop. Removing the pass through traffic from local traffic will be the correct long term solution. Please do not miss this opportunity to make San Antonio better. Use this as an example of how San Antonio is looking to the future and show other cities how to solve traffic issues.

Thank you,
Bret

COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: DAWNIELE ~~[illegible]~~ HILBIG

ADDRESS: [redacted]

REPRESENTING: _____

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

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COMMENTS: AM CONCERNED ABOUT THE POTENTIAL "BOTTLE-NECKING" WEST OF WURZBACH. ~~NOT REALLY~~ TX NOT TXDOT'S JURISDICTION. HOPEFULLY THE CITY WILL COME UP W/A GENIUS IDEA TO IMPROVE WURZBACH WEST OF LOCKHILL SELMA

Deadline for Comments: January 3, 2018

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COMMENT FORM
Wurzbach Parkway
from Lockhill-Selma Road to NW Military Highway
Open House

December 14, 2017

(PLEASE PRINT)

NAME: Lee Rosenberg

ADDRESS: [redacted]

REPRESENTING: [redacted]

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

COMMENTS: Communication is most important
The entrance/approach to the Elm Creek Wurzbach
needs in depth discussion/architectural rendering etc.
I would suggest calling a meeting with the Elmcreek HOA
to discuss the feelings of the Board.

I can be reached at [redacted]
I want to insure that the contact information from our HOA is correct.

Deadline for Comments: January 3, 2018

Please submit by – Email: wurzbach@wsp.com
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Bank of America Plaza
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San Antonio, TX 78205

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Phone Call

12/14/17 4:56 pm

Vula

Mrs Shovola

Called Back 10am

[redacted]

Called City Robert Garza

Asst City Council

Speed Limit 45 to 60

From: Steve Rettinger
To: 28422C WA#3 - NW MILITARY INTER Project Email
Subject: Comments regarding proposed Wurzbach project
Date: Wednesday, January 03, 2018 10:21:28 PM

Hello,
I am a resident of the Summerfield housing plan, situated behind NW Military at Wurzbach Parkway, one of the intersections targeted by the Wurzbach improvements proposal. Since the opening of the parkway, my family has encountered countless frustrations with entering and exiting our plan. We have also seen an increase in the number of accidents in the area due to the increase in traffic. While the proposed at-grade improvements may offer some help, I feel they do not go far enough, and potentially make things more dangerous for us in the long run.

A previous iteration of the proposal included versions with a traffic light at the intersection of NW Military with Fairfield Bend and Turnberry Way. I feel it's absolutely critical to include this in whatever solution is ultimately chosen. Exiting the Summerfield subdivision has become a dangerous game at both our NW Military and Wurzbach exits. Traffic has increased to the point where it is hard to exit our plan in a safe or timely manner. Left turns onto Fairfield Bend from NW Military are likewise difficult with the steady stream of traffic. And when traffic is backed up on Wurzbach, most drivers block the intersection at Bluffton Oaks and refuse to allow us to merge in or change lanes. The inclusion of a traffic light on NW Military would ensure our residents have at least one way to enter and exit our subdivision in a safe and timely way. Likewise, some kind of road markings or merging lane at Bluffton/Wurzbach would make a difference in safely entering that roadway. I don't know the best solution there, but with the road expanding up to 8 lanes wide, exiting and attempting to make a left-hand turn or turnaround would be near impossible.

I assume the previous recommendations for the underpass are no longer under consideration, which is a shame but understandable given the cost. However, I hope that some of that saved cost can be repurposed to coming up with a safe and meaningful solution for the residents of Summerfield. While we are only a small population in the city of San Antonio, our subdivision consists of over 400 homes in the middle of this affected intersection, and with no alternate exit to bypass the problems caused by the increased traffic. I worry that the majority of the voices you are hearing from are just angry drivers that want a faster commute at a lower cost, and don't understand the impact to the lives, safety, and property values of the residents in the area.

I appreciate your time in listening to my concerns.

Sincerely,
Steve Rettinger

From:	Brian Davidson
To:	28422C WA#3 - NW MILITARY INTER Project Email
Subject:	Wurzbach Parkway Improvements
Date:	Wednesday, January 03, 2018 3:07:02 PM

To whom it may concern:

I am a long time resident of Summerfield, near the intersection of Wurzbach and NW Military. I am the father of a busy family with 3 young boys. We are in and out of the neighborhood a lot for a variety of reasons, including the following: school, work, sports, groceries, doctor appointments, visiting family, birthday parties, museums, etc. We have been impacted by the significant increase in trying as traffic at this intersection, especially during rush hour traffic in the morning and evening, I including the following: commute time, observed accidents, inability to exit neighborhood out of either of our two neighborhood exits, etc.

Upon first learning of the plan to make improvements to the intersection like that completed in the medical center (which I have benefited from and and appreciative for), I was excited! However, I am disappointed in the latest option for planned modifications. I feel it will not alleviate the problems I've witnessed and mentioned in the previous paragraph. Among other things, exciting the neighborhood will be even more difficult and dangerous. Also, as a side note, my observation is that the only left hand turn that is currently a problem is turning eastbound on Wurzbach from NW Military - additional lanes for other left hand turn does not seem to address any current problems.

I understand it is probably impossible to appease everyone. However, I would like you to reconsider the options. My strong preference is for option 1.

Thank you,
Brian Davidson

From:	Charles Saxer
To:	28422C WA#3 - NW MILITARY INTER Project Email
Cc:	[redacted]
Subject:	Wurzbach/NW Military
Date:	Wednesday, January 03, 2018 11:12:50 AM

Option 1 or Option 2 with a traffic signal at Fairfield Bend. It is impossible with the information presented on the latest At-Grade to compare it with the other options provided since you change your evaluation criteria. It is considered by many to be intentional hoping no one would notice. The At-Grade Option provided significantly less traffic improvement in the short term and no improvement in the long term. It also even worsens Summerfield's traffic conditions and is sure to cause more accidents. Let's not wait until there is a fatality to mitigate traffic conditions.

Encouragingly,
Chuck Saxer
Sent from my iPhone.

From: Brian Pinkstaff
To: 28422C WA#3 - NW MILITARY INTER Project Email
Subject: Wurzback NW Military
Date: Wednesday, January 03, 2018 9:37:20 AM

I am a resident of the area and have reviewed the proposal to relieve traffic congestion and the Wurzbach & NW Military intersection. I believe that the proposal is only a very small Band-Aid over a very large wound that will have to be frequently reopened due to the inadequate short-term solution. The traffic flow I have witnessed appears to just want to get through the intersection in an East/West & North/South direction. Adding additional turn lanes does not cure the problem and longer "Green" times mean only longer "Red" times for drivers in the other perpendicular directions.

I believe a solution like at Medical Dr. and Fredericksburg is the best solution. It will take longer to construct and will be more costly but it will provide a very long term solution and save money in the long run.

Sincerely,

Brian Pinkstaff
[redacted]

From:	Craig Klein
To:	28422C WA#3 - NW MILITARY INTER Project Email
Subject:	Wurzbach and NW Military
Date:	Tuesday, December 26, 2017 9:04:24 AM

TxDot,
I was out of town during the last open house.....I feel TxDot is taking a very short term view concerning the traffic flow at this intersection. We all know the demographic growth figures for San Antonio....not resolving this situation now with a solution that doesn't impeded traffic will only result in being behind the 8 ball....we have seen the benefits in the medical center.

My other concern is how Summerfield residents leave our neighborhood. No lights & two major intersections means right turns only.....ugh!

thanks
CraigKlein
[redacted]

From: Allison Davidson
To: 28422C WA#3 - NW MILITARY INTER Project Email
Subject: Wurzbach Parkway Project
Date: Tuesday, January 02, 2018 10:27:42 PM

Written in reference to the current proposed changes to Wurzbach Parkway and NW Military.

It appears over the last few years a number of things have been studied and suggested in regards to this project. I did not see any data referring to the number of crashes at NW Military and Fairfield Bend. Although not considered a part of the project I do feel it is related and an important consideration. As a resident of Summerfield the increase in traffic off Wurzbach Parkway has directly impacted the main entrance/exit at NW Military and Fairfield Bend. It has become increasingly more difficult to make a safe left hand turn either existing or entering the neighborhood. In addition the alternate exit onto Wurzbach Parkway is highly valuable, although significantly more congested.

I am not sure there is any perfect solution for the project, although something must be done. I feel that it is important that neighborhood exits be maintained and not eliminated. In previous meetings a light was suggested at NW Military and Fairfield Bend. I would like to see this option revisited, especially now that the proposed project plans to add more lanes and additional traffic flowingly quickly in front of Summerfield.

In summary:
1. Add a light at NW Military and Fairfield Bend.
2. Maintain Summerfield neighborhood access to Wurzbach Parkway.

Thank you,
Allison Davidson

From: Ron"s Mail
To: 28422C WA#3 - NW MILITARY INTER Project Email
Subject: Fleisher - [redacted]
Date: Tuesday, January 02, 2018 7:17:26 PM

Hello,

I'm a resident of the Summerfield subdivision and would like to share my thoughts regarding safety & accessibility into, and out of our neighborhood.

It has become very dangerous to exit the Summerfield subdivision from the primary (front) gate leading out to N.W. Military Hwy. unless you want to make a right turn to travel North. If you want to travel South on Military Hwy, the only safe option is to exit the secondary (side) gate on the Wurzbach Parkway; which is also becoming increasingly difficult with the current traffic level.

It is disheartening to see the long line of west-bound cars at a standstill along the Wurzbach Parkway. The traffic is backed up from the N.W. Military/Wurzbach intersection, almost all the way back to Blanco Rd.

Hopefully steps will be taken to alleviate the congestion (and pollution along our park) while also addressing the need for safe egress from our (Summerfield) subdivision onto the Wurzbach Parkway and onto N.W. Military Hwy. The Summerfield subdivision is a neighborhood supporting Elementary, Middle, and High School students riding school buses, bicycles, and even walking to the JCC across the street. I would expect your solution to be equally equitable to our residents as it would be to drivers. The current situation is locking us into our neighborhood. I've lived in this area for 35 years and feel that I have a right to my maintain my quality of life (and safety) as a San Antonio resident.

Our Summerfield residents, and children of all ages in school buses and automobiles should have clear and safe accessibility.

Thank you,
Ron Fleisher
[redacted]

From: [redacted]
To: 28422C WA#3 - NW MILITARY INTER Project Email
Subject: Wurzbach/NW Military improvement
Date: Tuesday, January 02, 2018 6:14:21 PM

Hello.

I am writing as a resident of the Summerfield subdivision at NW Military and Wurzbach Pkwy because entering and exiting Summerfield has become more and more difficult and dangerous with the recent changes to Wurzbach Pkwy.

I am writing to voice my support for TxDOT OPTION 1 and highly support having a traffic signal at the Summerfield main entrance on NW Military. This would provide much safer turns onto NW Military and Wurzbach Pkwy.

Thank you,
Nancy Millenbaugh
[redacted]

From:	Jason
To:	28422C WA#3 - NW MILITARY INTER Project Email; laura.garza@sanantonio.gov
Subject:	NW Military/Wurzbach Pkwy intersection
Date:	Tuesday, January 02, 2018 4:55:52 PM

Jason Keller
[redacted]

Jan 2nd, 2018

TxDot Public Information Officer
cc District 8 Councilman Manny Pelaez

The Summerfield HOA board has communicated with our neighborhood residents and have discussed as a board the options proposed for the NW Military/Wurzbach Pkwy intersection. We feel that due to the location of our neighborhood, we are amongst the San Antonio residents that will be most significantly affected by whatever changes happen. We ask that our petitions be given special consideration. There are a lot of passionate concerns due to the substantial level of impact to our convenience, personal safety, and undeniable ramifications to our property values.

It is overwhelmingly clear that the board and our residents entreat that you proceed with option 1. Although option 2 would also be acceptable, in that option 1 and option 2 are similar in some ways, option 1 is the better solution for all concerns. Therefore, TxDot we implore you strongly consider the sum of these voices as one group vote for option 1 of the proposed solutions.

Another item of consideration: The only safe way to leave Summerfield, and go south towards downtown, is to exit Summerfield onto westbound Wurzbach Pkwy and then turn left/south onto NW Military. The only other exit from our neighborhood is NW Military at Fairfield Bend. This intersection is extremely difficult, dangerous, and at times it is impossible to turn left/south onto NW Military from Fairfield Bend. It will create a significant safety concern if the solution chosen prevents us from exiting Summerfield onto Wurzbach Pkwy without the ability to turn left onto NW Military. It would be imperative to have a stop light at NW Military & Fairfield Bend. We must have the ability to safely and efficiently exit our neighborhood.

Respectfully,

Jason Keller
Summerfield HOA Board President

From:	Victoria Kohler-Webb
To:	28422C WA#3 - NW MILITARY INTER Project Email
Subject:	Summerfield-Option 1
Date:	Tuesday, January 02, 2018 11:52:55 AM

We strongly support Option 1. Other options are detrimental for Summerfield - a light is needed. Traffic survey cited the most vehicle usage from Summerfield as compared to other nearby neighborhoods.

Thank you.

Victoria Webb

From: Chris Evans
To: 28422C WA#3 - NW MILITARY INTER Project Email
Subject: Comments on NW Military / Wurzbach Intersection Plan
Date: Tuesday, January 02, 2018 11:28:09 AM

I read the Dec 14 presentation on the at-grade proposed changes to the Military/Wurzbach intersection with great dismay. I found the community input to be very short sighted with construction noise and impacts and delays at Lockhill Selma reported as concerns, while safety of residents who have to deal with the intersection on a daily basis not listed.

A long-term view is needed here - one that will address the traffic congestion for more than the next year. The at-grade options do not sufficiently address traffic congestion - and worse, as a resident of Summerfield, hinder my ability to exit the neighborhood from either exit. It will make it MORE DANGEROUS, as Summerfield residents will have to cross additional lanes of high speed traffic to make the turnaround or a left turn from Wurzbach Parkway onto southbound NW Military.

We already have lost the ability to turn left onto southbound NW Military from Fairfield bend due to traffic - its simply not safe to attempt this turn and there have been several accidents in the last year with people attempting to do so. The at-grade options will force us to turn right when exiting our neighborhood and seek a turn around point at Lockhill Selma or at George Rd in order to access eastbound Wurzbach or southbound NW Military, adding to the downstream congestion.

I am in full support of the tunnel / underpass options with my choice being the SPUI with signals presented in June 2017.

Further, I urge the planning committee to look at traffic accident statistics from the area and consider the safety impacts on residents of the choices as an additional planning metric.

Thanks,
Chris Evans
[redacted]

cc: San Antonio District 8 Representative

From: Scott Sherer
To: 28422C WA#3 - NW MILITARY INTER Project Email; josh.donat@txdot.org
Subject: Wurzbach/NW Military
Date: Tuesday, January 02, 2018 11:25:03 AM

Hi please include improvements that will allow access into and out of Summerfield. I believe Option 1 may be best.

We NEED a light at NW Military and Fairfield Bend.

Even at present, it is often very dangerous to enter our neighborhood from NW Military going from North to South, and it is very dangerous leaving our neighborhood to go South on NW Military. Further, entering Wurzbach is often difficult as the speed might need to be reduced much further East don't brake until they get slightly up the hill just West of our street.

Thank you,
Scott Sherer
[redacted]

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[redacted]

[redacted]

[redacted]

From:	Tom Cucolo
To:	28422C WA#3 - NW MILITARY INTER Project Email
Subject:	Wurzbach Parkway
Date:	Tuesday, January 02, 2018 11:24:28 AM

Good Morning ,
My family and I live at the corner of Wurzbach Parkway and NW Military Drive. As the city grows and traffic becomes more difficult I and other residents are getting trapped in our subdivision, Summerfield. I was at the latest meeting at the JCC and really nothing is getting done to help out on the congestion. It is so bad to get out I have to push out into traffic hoping someone slows or stops to let me in. Both exits are blocked at rush hour times.

Please add a light to the NW Military entrance or give us our own lane on Wurzbach exit.

Thank you,
Tom Cucolo
[redacted]

[redacted]

From:	Alicia Rubio
To:	28422C WA#3 - NW MILITARY INTER Project Email
Subject:	Feedback on Wurzbach & NW Military
Date:	Tuesday, January 02, 2018 9:58:05 AM

Good morning,

Please consider changing the current plan to improve traffic at the intersection of NW Military and Wurzbach. I am a resident of Summerfield and the plan does not improve my neighborhood's exiting onto Wurzbach and there will be less breaks in traffic on NW Military. This will make it harder and dangerous to get out of our neighborhood.

I support TxDOT Option 1 which provides the most improvement in traffic flow and a traffic signal at Fairfield Bend.

Thank you!

Alicia Rubio

Sent from my iPhone

From:	Christopher Lucas
To:	28422C WA#3 - NW MILITARY INTER Project Email
Subject:	Improvement options
Date:	Monday, January 01, 2018 9:23:07 AM

I would like to express my support for option 1 of the proposal.

Thank you,
Chris Lucas

From:	Dr. Ray LeSage
To:	28422C WA#3 - NW MILITARY INTER Project Email
Subject:	Stoplight at NW Military & Fairfield Bend Drive as part of Wurzbach Option 1
Date:	Sunday, December 31, 2017 5:40:50 PM

We are longtime residents of Summerfield and wish to add our comments on the proposed Wurzbach NW Military construction and its impact on the community. The Option 1 proposal has through traffic on Wurzbach passing underneath NW Military and appears the most expeditious means for area long term traffic management. This, however, increases pressure on Summerfield residents trying to go West on Wurzbach. As a remedy we would like to see a stoplight placed at the intersection of NW Military and Fairfield Bend Drive.

Respectfully,

Dr. Ray and Mrs. Terumi LeSage

[redacted]

From: Robert Chatham
To: 28422C WA#3 - NW MILITARY INTER Project Email
Subject: Wurzbach Parkway and NW Military Highway Issue
Date: Sunday, December 31, 2017 5:02:01 PM

To Whom It May Concern:

My Name is Robert Chatham and we live in the Summerfield subdivision, near the intersection of NW Military Highway and Wurzbach Parkway, San Antonio. We find that the most recent proposal of adding left turn lanes for dealing with the congestion at the intersection is completely unacceptable. It is like putting a band-aid on a femoral hemorrhage. Option One of the original six options is the most logical solution and would benefit the most people, and significantly improve the traffic flow at the intersection. By adding a stop light at the corner of Fairfield Bend/Inverness and NW Military Highway, residents of Summerfield and Inverness would be assured of access to either of the two main arteries with maximum safety and expedition. We understand that the cost in time and dollars for Option One will be greater than the most recent proposal, but are confident that Option One is the most feasible for a long-term solution to the problem. Thank you for your consideration of this alternative, and please act favorably toward it.

Robert Chatham
[redacted]

From: JAIME FURMAN
To: 28422C WA#3 - NW MILITARY INTER Project Email
Subject: Wurzbach construction
Date: Sunday, December 31, 2017 3:07:07 PM

I am a resident of Summerfield and I am very concerned about the plan for the development of Wurzbach Parkway. As it stands now, exiting our subdivision either from Wurzbach or NW Military during high traffic times is very dangerous. With no traffic signal it is impossible to complete a left turn on NW Military or to safely move into the middle or far left lane on Wurzbach. As the parent of two new drivers, I have experienced moments of complete terror as aggressive drivers insist on their right of way and block the intersection for the Wurzbach exit. In addition, the 60 mph is terribly unsafe considering how all traffic comes to a standstill at the traffic light.

I urge you to consider a plan that would ensure the safety of all drivers, the gradient overpass near the medical center seems to be able to maintain a good traffic flow. Please take these ideas into consideration and visit our neighborhood during rush hour in the morning and afternoon to see what we are confronted with daily.

Sincerely,
Karen Furman

From:	Scott-Missy Dewey
To:	28422C WA#3 - NW MILITARY INTER Project Email
Subject:	NWMilitary and Wurzbach Pkwy
Date:	Sunday, December 31, 2017 11:42:35 AM

I am emailing in support of option #1 in the proposed renovation of this intersection.
Thank you.
Scott Dewey - Summerfield Resident

Sent from my iPhone

From: James Lacy
To: 28422C WA#3 - NW MILITARY INTER Project Email
Subject: Summerfield Residents
Date: Sunday, December 31, 2017 11:30:39 AM

The only considerate and reasonable option is #5. Summerfield residents will not be able to exit or enter their subdivision in a reasonable, safe, and fair manner unless Option #5 is used.

There has already been several accidents, as it is now, and will only be worse if #5 is not implemented.

Please reconsider your decision and think of the hardship and safety of our community.

Thank you,
James Lacy
[redacted]

Sent from my iPhone

From: Robert Wilkes
To: 28422C WA#3 - NW MILITARY INTER Project Email
Subject: Wurzbach Parkway improvements
Date: Sunday, December 31, 2017 10:50:59 AM

Hi, I live in Alon Estates off Wurzbach Parkway. Please proceed with Option 1. It will provide the best traffic relief for our neighborhood.

Dr. Robert Wilkes
[redacted]

Sent from my iPad

From:	Sylvia Griffith
To:	28422C WA#3 - NW MILITARY INTER Project Email
Subject:	At-grade Improvements are the Best - Thank you!
Date:	Sunday, December 31, 2017 8:18:07 AM
Importance:	High

Good morning!

We are so relieved and happy that TXDOT and San Antonio have selected the At-grade Improvements option for the Wurzbach at NW Military Highway intersection! It is truly the best solution, and one that allows flexibility to accommodate other changes that might occur in other areas—changes that might also accommodate some of the traffic that would have passed through the intersection.

The measured, practical approach is the best. The at-grade improvements will address the main concerns without completely disrupting the flow and the surrounding neighborhoods. It is far better than the heavy handed approach of building a gigantic interchange that will simply move the congestion down to the next few intersections west of Wurzbach. Residents who are in favor of the SPUI are overlooking the fact that it will be a major interchange, whose proximity to their homes detracts from, rather than adds to their quality of life.

Please finalize the “At-grade improvements” solution!

Sincerely,
Sylvia Griffith

From: Kim
To: 28422C WA#3 - NW MILITARY INTER Project Email
Subject: Wurzbach Parkway Improvements
Date: Saturday, December 30, 2017 9:00:43 PM

Hello! Thank you for the opportunity to provide my input for the proposed changes to Wurzbach Parkway. I have been a resident of Summerfield Subdivision for over 17 years now, and am extremely concerned about the issues we are encountering since the introduction of the parkway. I am in favor of your current OPTION 1 proposed improvements.

Kim Munoz
[redacted]

From: Jared Crace
To: 28422C WA#3 - NW MILITARY INTER Project Email
Subject: Fwd: Option 1
Date: Saturday, December 30, 2017 7:13:25 PM

I'm emailing you in respect to the project:

Wurzbach Parkway from Lockhill-Selma to NW Military Highway

I live in the Summerfield sub-division and Option 1 is the only option I support. Could you focus group look at this again and consider doing Option 1.

Thank you,

Jared Crace
[redacted]

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From: [redacted]
To: 28422C WA#3 - NW MILITARY INTER Project Email
Subject: Wurzbach Pkwy/NW Mil Hwy traffic congestion
Date: Saturday, December 30, 2017 5:12:25 PM

I recently moved in to Summerfield from the 1604 Bitters Rd. area because it was much easier to get to the medical center as well as to downtown. Without a doubt it's a lovely neighborhood but it has been very complicated since Wurzbach Pkwy opened. I have heard all of the options and option 5 does not seem to solve any of our issues in our neighborhood. Option 1 is viable, but the best option and the most long term solution would be to do something similar to what was done at the intersection of Fredricksburg Rd. and Medical Drive. Option 5 seems to be a band-aid and will only serve to make residents angrier than they already are at their local government representatives. I have made my feelings known to both Councilman Pelaez and Mayor Nirenberg. I know that TxDOT can do better.
Juan Bonilla
[redacted]

"The greater danger for most of us is not that our aim is too high and we miss it. But that it is too low... and we reach it."

From:	Mark Brewster
To:	28422C WA#3 - NW MILITARY INTER Project Email
Cc:	Jackie Brewster
Subject:	Wurzbach & NW Military
Date:	Saturday, December 30, 2017 5:06:18 PM

I live in the Summerfield neighborhood. I strongly oppose option 5 and I urge acceptance of option 1. Option 5 will make life more dangerous. Option 1 makes life safer for myself and my family. Option 1 is a better, all-around, long-term solution.

Sent from my iPad

From:	Thomas Williams
To:	28422C WA#3 - NW MILITARY INTER Project Email
Cc:	Janice Williams
Subject:	Wurzbach & NW Military
Date:	Saturday, December 30, 2017 4:01:59 PM

December 30, 2017

WSP USA
Bank of America Plaza
300 Convent St.
Suite 1330
San Antonio, TX 78205

As a resident of Summerfield, I strongly oppose doing only "at grade" improvements of the Wurzbach Parkway-NW Military intersection. I think it is delusional to believe these would materially affect traffic flow. I certainly oppose any idea of closing the Summerfield exit to Wurzbach Parkway unless there is also a traffic light at Fairfield Bend and NW Military. Doing the one without the other would result in serious back-ups on Fairfield Bend from exiting Summerfield traffic, not to mention the increase in accidents.

Of course, one understands the cost issue and the choice therefore for the "at grade" modifications. I think that is a poor choice for the present but also especially for the future as traffic will undoubtedly increase greatly and the investment needs to be made now. Despite the expense, the choice should be "Option 1" [Single Point Urban Interchange (SPUI) with Signals].

Thomas H. Williams
[redacted]

From: Kandi Copeland ...Grimes
To: 28422C WA#3 - NW MILITARY INTER Project Email
Subject: Wurzbach & NW Military Improvement Options - Summerfield vote
Date: Saturday, December 30, 2017 3:04:47 PM

Hello,

I live in Summerfield Subdivision at Wurzbach and NW Military. Please submit my vote for Option 1.

Thank you,

Kandi Grimes
[redacted]

From: Nancy Duque
To: 28422C WA#3 - NW MILITARY INTER Project Email
Subject: Wurzbach DOT project
Date: Saturday, December 30, 2017 2:49:18 PM

I live in Summerfield and would like to voice my support for proposal 1.

Nancy Duque DDS
[redacted]

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[redacted]

From: chawes
To: 28422C WA#3 - NW MILITARY INTER Project Email
Subject: Improvements to wurzbach pky and nw military hwy
Date: Saturday, December 30, 2017 1:16:47 PM

As a family living in this area since 1982 we seen many improvements, however as a resident of Summerfield I'm concern about the access to and from Wurzbach pkwy and NW Military Drive. It's very frustrating to get out of the subdivision whenever traffic is at its worst. The morning are great because I leave so early but the evening commute can be trying.

The plan does not improve our exiting onto Wurzbach and there will be less breaks in traffic on NW Military. I have consistently voiced my support for TxDOT Option 1 which provides the most improvement in traffic flow and a traffic signal at Fairfield Bend.

Respectfully,

LC Hawes
Sent from Mail for Windows 10

From: Lake Stith
To: 28422C WA#3 - NW MILITARY INTER Project Email
Date: Saturday, December 30, 2017 12:19:52 PM

I am a Summerfield resident and I want to voice my opinion for a stop light at MW Military and Fairfied the street that exists Summerfield. It is vary dangerous to exist the community. You need to consider the safety of the residents of our community.

Lake Stith,
[redacted]

From:	Richard Reyna
To:	28422C WA#3 - NW MILITARY INTER Project Email
Subject:	Wurzbach and NW Military
Date:	Saturday, December 30, 2017 12:09:52 PM

How do I go about expressing my opinion that I'm in favor of option 1 for our intersection?

Richard R. Reyna
[redacted]

From: Thomas Patterson
To: 28422C WA#3 - NW MILITARY INTER Project Email
Subject: Wurzbach/ NW Military intersection
Date: Friday, December 29, 2017 1:48:43 PM

My wife and I live in the Summerfield community adjacent to the Wurzbach & NW Military intersection. We have 5 kids between us so for the safety of the 7 of us, we would vote for grade separation solution similar to the Medical Dr / Fredericksburg Rd intersection. We feel this would be a great long-term solution to improving the traffic flow on both roads. Both of these roads will no doubt continue to grow with daily vehicle traffic. Please be forward thinking and please do not do a short-term solution that will only provide a minor improvement that will be outdated immediately.

Thank you,
Thomas Patterson
[redacted]

Sent from my iPad

From: Todd Usnik
To: 28422C WA#3 - NW MILITARY INTER Project Email
Cc: [redacted]
Subject: Wurzbach Pkwy improvements
Date: Friday, December 29, 2017 7:24:59 AM

Sir

None of the proposed solutions will result in an improvement which will resolve the traffic problem for more than a year (at best). No matter how much you spend at Military Highway the end result will be a new log jam at Lockhill-Selma. The next project - Lockhill-Selma will only shift the problem down to Vance Jackson and so forth. This is a classic traffic problem and can best be studied by reviewing the construction of parkways and highways in New York City and State from 1930 - 1970 under Robert Moses. A good book highlighting the failures that this project will replicate can be found in the book:

The Power Broker: Robert Moses and the Fall of New York

A better option would be to deliberately constrain the traffic to match the maximum through put of the intersections - that is reduce the speed limits on the West bound parkway to 35 MPH from West Avenue onward and do the same East bound route from Vance Jackson onward.

Otherwise you need to look at some other much more costly solution to clear traffic all the way to IH-10.

v/r

Todd Usnik

From: [redacted]
To: 28422C WA#3 - NW MILITARY INTER Project Email; thesandersgang@aol.com
Subject: summerfield needs a light with option 5
Date: Tuesday, January 02, 2018 11:07:44 PM

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we all really need to consider ..... OPTION 1 does **NOT** allow for summerfield residents to have direct access on wurzbach thru the back gate ..... we would be forced to take a *left, *turnaround or a *right **only**: **NO** "straight through" for emergencies to the medical center .....

as summerfield residents, who will be directly impacted with this literally in our backyards, i feel that with ANY of their "options" we should have 2 things: (1) a light at our entrance & (2) the ability to go WESTbound on wurzbach parkway ..... ultimately, i too feel, that as Todd Usnik stated in his earlier email, any option will simply be a short term remedy for a long-term problem ..... there is no extra land past lockhill selma for any more improvement to I-10. & quite possibly DEcreasing the speed limits will decrease drivers' interests in using the parkway as a HIGHway.

"None of the proposed solutions will result in an improvement which will resolve the traffic problem for more than a year (at best). No matter how much you spend at Military Highway the end result will be a new log jam at Lockhill-Selma. The next project - Lockhill-Selma will only shift the problem down to Vance Jackson and so forth. This is a classic traffic problem and can best be studied by reviewing the construction of parkways and highways in New York City and State from 1930 - 1970 under Robert Moses. A good book highlighting the failures that this project will replicate can be found in the book:

A better option would be to deliberately constrain the traffic to match the maximum through put of the intersections - that is **reduce the speed limits** on the West bound parkway to **35 MPH from West Avenue onward** and do the same East bound route from Vance Jackson onward.

Otherwise you need to look at some other much more costly solution to clear traffic all the way to IH-10."

v/r

Todd Usnik

[redacted]

[redacted]

Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway
Comments 28 December 2017

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

Dear Ms. Cavazos:

Thank you for the opportunity to comment on the proposed traffic improvements for this stretch of Wurzbach Parkway. I live in this area of San Antonio and use this roadway frequently. I also represent over 2000 San Antonio Sierra Club members. I attended the December 14th Open House at the Jewish Community Center, reviewed displays and discussed them with staff. I have reviewed on line documents.

I summarize my comments as follows:

1) I thank you for the selection of Alternative 5, At Grade Improvements, which I characterized in my former comments of 10 September 2017, as the "least bad alternative".
2) This option shows a relatively straight forward means for **pedestrian transit** through the interchanges, which is good. Also, "sidewalks will be constructed on both sides of Wurzbach Parkway where none currently exist for the length of the project." This is very positive.
3) **Tree loss** will be minimized which is very positive.
4) Neighborhood access will be maximized which is very positive.
5) Construction dust, disruption, expense and time will be minimized which is very positive.
6) Congestion will not be worsened at Lockhill Selma but improved at both interchanges which is positive.
7) HOWEVER, there are <u>not enough provisions for **bicycle traffic**</u>. On road bike lanes are too narrow and too dangerous adjacent to high speed vehicles. Wherever possible dedicated, physically separated and protected bike lanes should be included. Where such lanes are not possible because of limited right of way, combined bike and walk lanes may be considered. Bike lanes must <u>NOT</u> just stop in places as often happens today around SA.
8) Provisions for **mass transit** remain absent which is unacceptable. It is essential that plans include ways to especially enhance (i.e. favor) transit movement. This could be done through managed lanes, possibly activated only at times of congestion, special controls of traffic signals, etc. There must be clear preference given to transit vehicles. Otherwise predictions for continued congestion a few years after project completion will be realized.

The Alamo Sierra Club welcomes the major improvements shown in the current selection of Alternative 5, At Grade Improvements. However, we continue to urge more and safer improvements for pedestrian and bicycle travel. We continue to urge design plans that include special provisions for mass transit. Studies of environmental impact need to include Smart Street and Vision Zero concepts to move us to a bike friendly, pedestrian friendly, transit friendly city. As we are now in ozone non-attainment (regardless of the EPA's failure to act) it is critical that we broaden our transportation options to move away from single passenger vehicles performing almost all of our travel.

Terry Burns, M.D.
Chair, Alamo Group, Lone Star Chapter, Sierra Club

From:	Fred Weiss
To:	28422C WA#3 - NW MILITARY INTER Project Email
Cc:	Fred Weiss
Subject:	Comments to Proposed Wurzbach Parkway @ NW Military
Date:	Thursday, December 28, 2017 2:53:02 PM

As a resident of the Summerfield HOA harder for me to enter and exit where I live.

The exit only from Bluffton Oaks is extremely dangerous. Most drivers on westbound Wurzbach Parkway do not obey the Do Not Block Intersection sign and there is no sign on the left side of the road. Many of us leaving are turning left on NW Military or using the turn-around to go on eastbound Wurzbach. It has taken as long as 5-10 minutes to exit.

Adding additional lanes would only increase the difficulty to exit.

The other exit at NW Military and turning loft (southbound) is not an option because it may take longer and just as dangerous unless a traffic light is installed. Additionally, the retaining wall at the south east corner of NW Military @ Fairfield Bend blocks the vision of drivers forcing them to creep into NW Military to view oncoming traffic. This also blocks the view of drivers turning right

As a bicyclist and walker, all the existing and proposed sidewalks (including Lockhill-Selma intersection) and bike lanes are too narrow and too close the vehicles. I have observed many vehicles driving on the right side of the right lane (almost on top of the lane marker) crowding the cyclist and sometimes walkers off their bike lane and sidewalks. Also, many larger sized vehicles have exterior rearview mirrors that extend 18= inches from the exterior right side of their vehicle. Have you ever been hit in the back by a rearview mirror traveling at 50+ MPH?

Many drivers do not yield to pedestrians and bikers lawfully in marked crosswalks, I suggest enhanced signage and lane markers.

Contact me if you would like to discuss.

--
Best Regards,
==========
Fred Weiss
[redacted]

From: Sharon Dodge
To: 28422C WA#3 - NW MILITARY INTER Project Email
Subject: Wurzbach Parkway
Date: Thursday, December 28, 2017 2:35:07 PM

After attending the open house at the JCC on Dec. 14 on the proposed changes to Wurzbach Parkway, I am very concerned. While these proposed changes might make conditions better for other travelers, I think it has the potential to make things much worse for Summerfield residents and Inverness residents as well.

Adding additional lanes to Wurzbach is problematic for Summerfield in several ways. If it relieves congestion to the point that traffic keeps flowing, we will most likely never be able to get out during rush hour, as there will be many cars passing in front of us with little chance to get out . If we did get out, with all the new lanes being added, the prospect of now moving over 4 or 5 lanes to be able to turn left instead of 1 lane before reaching the NW Military exit seems almost impossible . If the traffic slows and stops at the light, allowing us to get out, being able to move over all these lanes instead of just one in order to make a left hand turn before reaching NW Military is also almost impossible.
I exit the neighborhood almost every day either during 8:00 am rush hour or 5:30 pm rush hour traffic and turn left, so I am speaking from repeated daily experiences. Just moving over 1 lane to be able to turn left is a challenge every day.

The other major concern is exiting and entering the neighborhood on NW Military. Forget making a left hand turn, just making a right hand turn is going to be challenging with 2 lanes turning right off Wurzbach. This will increase the amount of traffic passing by this intersection even when traffic in the other lanes is stopped for a red light. Exiting or entering the neighborhood will be difficult at best. Inverness residents would have the same problem. There are already many accidents at this intersection. This will only make it worse.

I would highly encourage TXDOT employees to do repeated exits and entrances to our neighborhood with these proposed changes in mind to get a better feel for the impact to Summerfield residents. I'm very concerned that if we don't plan ahead for some of these unintended consequences and just "wait and see what happens" once the changes go into place, it would be another 2 years before things would be rectified for us.

Honestly, the only hope I see is putting a light at the NW Military entrance. I know this is not ideal for traffic flow, but essential for assuring Summerfield residents at least one sure way to get out of the neighborhood.
Sharon Dodge
[redacted]

From: Buddy Rattray
To: 28422C WA#3 - NW MILITARY INTER Project Email
Subject: Wurzbach Parkway proposals
Date: Thursday, December 28, 2017 2:09:33 PM

To Whom It May Concern,

As a 17-year resident of Summerfield, I am appealing to the TXDOT planners to please ensure our neighborhood will have better and safer options for exiting Summerfield. As it is now, there is no traffic control at our main entrance/exit or at our side exit.

Exiting Summerfield via the main entrance onto NW Military headed south, especially during high traffic times is challenging at best and a continuous safety nightmare. We have had major accidents at that intersection because there is no traffic control device whatsoever. Turning left from NW Military into our neighborhood is also an increasing difficulty.

Exiting through the side gate during rush hour times is also next to impossible with traffic blocking the exit, often backed up to near Blanco road.

Therefore, we would be opposed to any plan that eliminates our side exit and that does not satisfactorily address these safety concerns. We need a consistently safe way in and out of our neighborhood!

Thank you for your time and consideration.

Rev C F Rattray III
Sent from my iPad
towercitychurch.com

From:	Brian Schafer
To:	28422C WA#3 - NW MILITARY INTER Project Email; Councilman Manny Pelaez
Subject:	Wurzbach Improvements
Date:	Thursday, December 28, 2017 2:03:35 PM

My concerns:

1. Summerfield residents do not currently have a safe entrance/exit to Wurzbach or NW Military during rush hours.
   a. Exiting onto Wurzbach is at the mercy of drivers either barreling across Wurzbach at 60 mph (we have no merge lane) OR blocking our exit. So if we want to go the opposite way on Wurzbach or take a left, we have to horn in and over two lanes, with obstructed views to the left. Not safe.
   b. Exiting onto NW Military to go left (south) out of Summerfield is a death defying experience, due to the northbound traffic barreling down NW Military 20 mph+ over the speed limit AND non-yielding traffic barreling south.
   c. So no safe/legal way to exit Summerfield at rush hour. Safest/non-legal way I've found is to exit right, get over two lanes to the neutral ground and then make a U-turn to go south. Not legal but I won't be killed by some speeding maniac either.

2. No safe way to enter Summerfield southbound on NW Military - again, motorists barrel down NW Military at 60 mph+ and I've never once seen law enforcement ticketing anyone. It might as well be I-10.

3. One of the major causes of congestion at Wurzbach and NW Military are the drivers who use the left turn only lanes - and then horn back in to the right once the lights change, which delays everyone behind them. One or two cars per light get delayed which over time builds. One "improvement" that would cost very little but would help a great deal would be to construct a barrier between the left turn lane and the lanes which continue down Wurzbach. This is a very simple, cheap solution which would help reduce congestion.

Would appreciate a response.

R/ Brian Schafer
[redacted]

From:	Anthony Dodge
To:	28422C WA#3 - NW MILITARY INTER Project Email
Cc:	[redacted]
Subject:	Proposed changes at Wurzbach/NW Military
Date:	Thursday, December 28, 2017 1:35:46 PM

We are residents of Summerfield. I am very concerned about safety matters. In my experience, existing exits and entrances to Summerfield (and Inverness) are hazardous now as can be attested to by the number of accidents that have occurred. In my view the proposed changes will result in much more hazardous conditions for residents of these two subdivisions. Adding additional lanes at the exits from Summerfield will only make left turns more difficult. Also. left turns at entrances to both neighborhoods will also be much more difficult due to two additional lanes that must be navigated. It seems to me that the proposed changes may result in improvements, although only temporary and will result in increased traffic and congestion. A traffic light at the entrances off of NW Military should address these matters to some degree.

Virus-free. www.avg.com

From: Melissa Alcala
To: 28422C WA#3 - NW MILITARY INTER Project Email
Subject: Wurzbach Parkway
Date: Thursday, December 28, 2017 10:02:08 AM

After reviewing the presentations from July 2016 and June 2017, it is apparent that an underpass/overpass is needed at Wurzbach and NW Military. Additionally, a light is needed at NW Military at the Fairfield Bend location due to the volume of traffic pulling in and out. Otherwise, accidents will occur.

Wurzbach Parkway should go straight through with no light stopping ALL traffic at NW Military. This option fits the overall design and purpose of Wurzbach Parkway from I-35 to I-10.

Best,
Melissa Alcala

Sent from my iPhone

From: [redacted]
To: 28422C WA#3 - NW MILITARY INTER Project Email
Subject: Feedback on Wurzbach Parkway Plan
Date: Wednesday, December 27, 2017 10:00:46 PM

I disagree with the current plan. It doesn't handle a way for Summerfield residents to safely exit from their neighborhood. Traffic is either speeding very quickly or backed-up during rush hour. Even if traffic speed was increased, many drivers are not courteous to let residents leave the neighborhood from either exits.

Especially those who are trying to go the opposite direction on Wurzbach parkway using the turn-around. Very difficult to get to the turn-around.

v/r

Dexter Soo

_____
We Say GoodBye To Sally Fields
iflperfecttouch.com
http://thirdpartyoffers.juno.com/TGL3131/5a446c5b9f0bb6c5b7857st01vuc

From:	Eric Weis
To:	28422C WA#3 - NW MILITARY INTER Project Email
Subject:	Wurzbach Parkway and NW Military improvements
Date:	Wednesday, December 27, 2017 8:30:33 PM

I want to voice my concerns here on the proposed improvements. This makes matters worse for those of us living in the Summerfield neighborhood. When I have to get my kids to school and later to their sports activities at night I have to battle the wurzbach exit out of our neighborhood (because It is worse trying to use the NW Military exit). I ask that the underpath under NW Military be reconsidered. That option would improve the traffic flow now and down the road when traffic flow increases 43%. In addition thinking of younger drivers when having to drive themselves to school. We want to provide a safe exit out of our neighborhood. And the underpath option would allow that safe exit onto wurzbach parkway.

Best regards

Eric Weis
[redacted]

From: Tanya Weis
To: 28422C WA#3 - NW MILITARY INTER Project Email
Subject: Safety
Date: Wednesday, December 27, 2017 8:18:47 PM

I am deeply concerned about the suggested changes to the wurzbach and nw military intersection. By increasing the number of lanes in all directions, the residents of both Summerfield and Inverness will have an even more difficult time entering and exiting our neighborhoods safely. I fear that it will result in many accidents and possibly even fatal ones.

Please reconsider the option of an underpass.

Tanya Weis
[redacted]

[redacted]

From:	Susan Duggan
To:	28422C WA#3 - NW MILITARY INTER Project Email
Subject:	It is only a matter of time until a serious accident occurs at Wurzbach exit from Summerfield if traffic remains as it is now. Please consider that opinions of neighbors not living in Summerfield are unaware of this very real danger.
Date:	Wednesday, December 27, 2017 7:58:49 PM

Sent from my iPad

From:	Chris Corbett
To:	28422C WA#3 - NW MILITARY INTER Project Email
Subject:	Wurzback Pkwy
Date:	Wednesday, December 27, 2017 7:20:32 PM

I live in the Summerfield Neighborhood so I will be impacted multiple times based upon this decision. It is a struggle to exit the neighborhood onto Wurzbach Pkwy during rush hour and even more so, when people are speeding by my neighborhood exit going 50 miles an hour.

What was discussed at the last meeting is a very minimal solution to a big problem. What we need is an underpass AND a light on NW Military for Inverness and Summerfield so that we can have a safe way to go South on NW Military.

Regards,
Chris Corbett

From: afton bennion
To: 28422C WA#3 - NW MILITARY INTER Project Email
Subject: The proposed ideas
Date: Tuesday, December 26, 2017 7:33:18 PM

Please do not build the tunnel, it will be ugly, noisy, and a waste of money, only pushing the traffic issue back to Lockhill Selma and Wurzbach. There are pedestrians such as my non driving disabled son who use the intersection to cross and get to points around NWMilitary and the JCC. This alternative affects individuals such as him who depend on convenient lights to cross. It is creating a freeway atmosphere in one of the few " nice" stretches of a major street, further pulling San Antonio into the less than attractive city category compared to the landscaped roads of Dallas and Austin. It is not a freeway neighborhood, it runs close to homes which will fall in value and owners will pay less property tax, which the City and County will miss out on. Money best spent on other pressing issues.

That intersection is a long light for commuters for about 1 hr a day, during weekdays. Otherwise it is not a clogged intersection at any other time. The lights do not even seem synced correctly, much easier to take NWMilitary at that time of day as a shorter route to get on the parkway, when it starts out as a freeway type road.

I am affected by the noise and car pollution in my neighborhood. We were certainly not informed of this plan as we sacrificed and spent a lot of money on our homes location for convenience , i.e. to walk to various points and businesses. It is being pushed only by those who live further away, who chose to pay less for their homes and commute further. That is how it works, and they don't live by freeway tunnels when they go home at night.

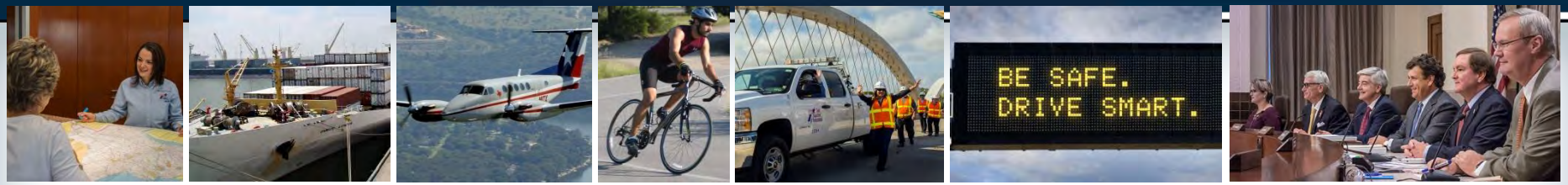
Please consider adding a lane or two and preserving a few trees and the aesthetic qualities of the neighborhoods. What will truly make a difference with a big long back up at Lockhill Selma ?

Thank you for listening, I wish I had more of a voice for the many many people in the neighborhood who are busy working everyday and do not have time for all these meetings and discussions. I assure you, no one in the neighborhoods of Alon that I know of are for the tunnel.
Sincerely
Afton Bennion
Alon

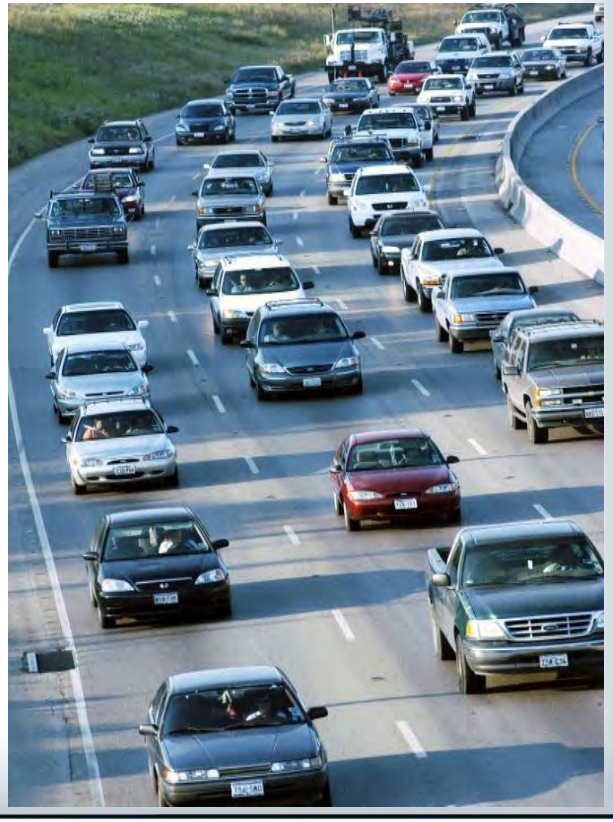
Sent from my iPad

APPENDIX E
FIGURES

TEXAS DEPARTMENT OF TRANSPORTATION



WURZBACH PARKWAY



From Lockhill-Selma Rd to NW Military Hwy

Open House

Barshop Jewish Community Center

December 14, 2017 – 5:00 to 7:00 p.m.

A partnership between:

Texas Department of Transportation

and

City of San Antonio

Welcome

Thank you for participating

Please plan to:

- Watch the presentation
- View the project information and schematic drawings of proposed alternative
- Visit with team members and ask questions
- Share your comments

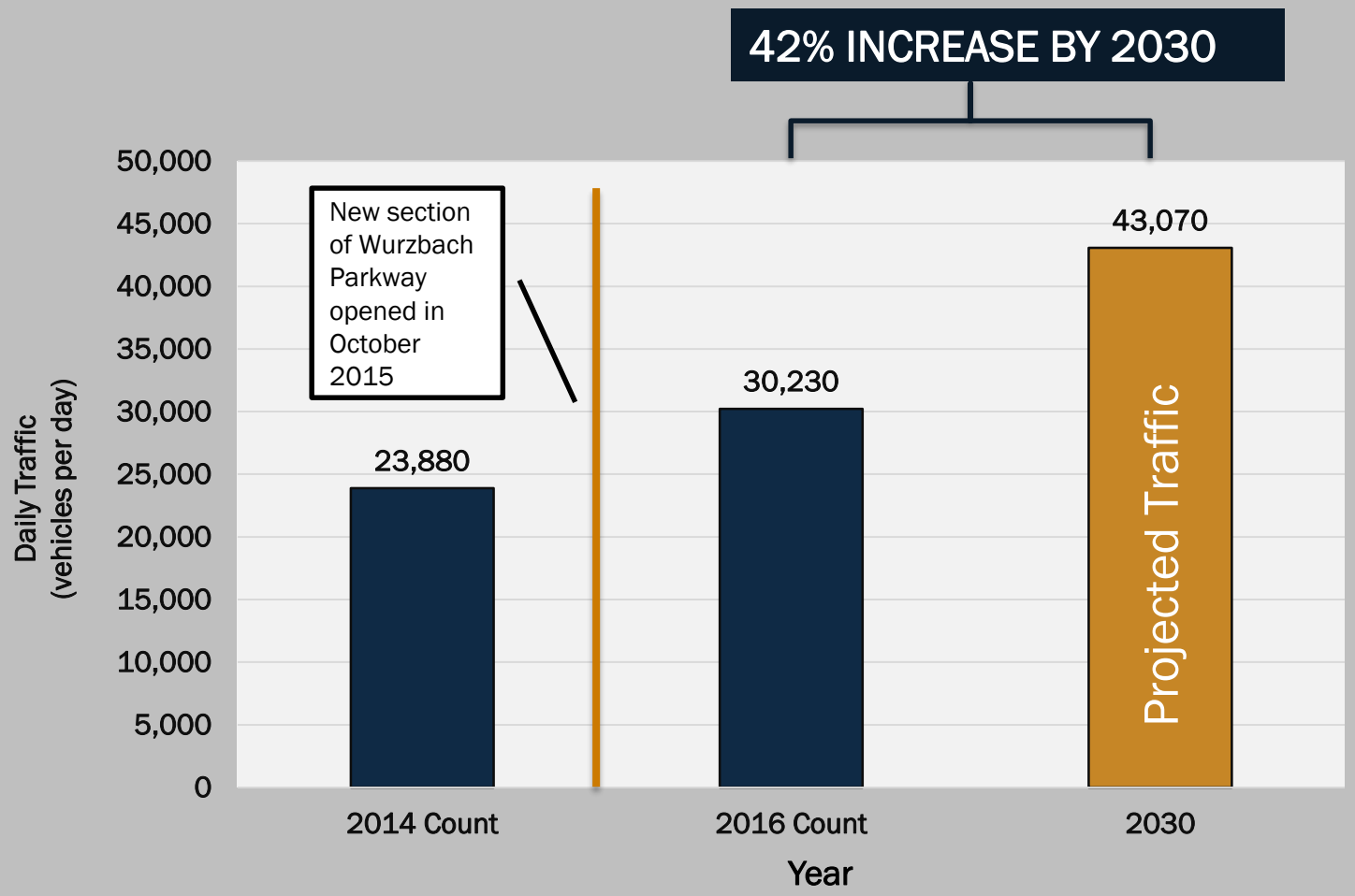
Project Location

Purpose and Need of the Proposed Project

- Increased traffic congestion on Wurzbach Parkway, NW Military Highway and Lockhill-Selma Road since completion of Wurzbach Parkway from Blanco Road to beyond US 281
- Increased traffic delay at the project intersections
- Increased volume and congestion may increase potential for crashes

Traffic

Wurzbach Parkway Existing and Projected Daily Traffic



Projected traffic volumes developed from 2016 count from between Lockhill-Selma Rd and NW Military Hwy. Growth rate obtained from AAMPO Travel Demand Model.

Public Involvement To Date

- Focus Group Meeting #1
  - July 14, 2016
  - Hardberger Park Urban Ecology Center
- Open House #1
  - February 28, 2017
  - Oak Meadow Elementary School
- Focus Group Meeting #2
  - June 13, 2017
  - Hardberger Park Urban Ecology Center
- Open House #2
  - August 30, 2017
  - Barshop Jewish Community Center

Focus group meetings attended by HOA presidents, elected officials, business representatives, and agency representatives

Open houses attended by general public

Public Involvement To Date

Focus Group Meeting #1
July 14, 2016

- Proposed Alternative – Single Point Urban Interchange (SPUI)

Open House #1
February 28, 2017

- Proposed Alternative – Single Point Urban Interchange (SPUI)
- Based on public input additional options were developed

Focus Group Meeting #2
June 13, 2017

- Presented 6 options
  1. SPUI
  2. Modified SPUI
  3. Diamond Interchange
  4. Partial Grade Separation
  5. At-grade Improvements
  6. No Build

Open House #2
August 30, 2017

- Presented 6 options
  1. SPUI
  2. Modified SPUI
  3. Diamond Interchange
  4. Partial Grade Separation
  5. At-grade Improvements
  6. No Build

Open House #3
December 14, 2017

- Proposed At-grade Improvements (Option #5) selected for consideration

Public Involvement To Date

- **Community Input:**
  - Do not want underpass/tunnel
  - Do not want increased congestion or delays at Lockhill-Selma Rd
  - Maintain access to all neighborhoods and businesses
  - Keep trees
  - Keep through movements
  - Reduce construction impacts
  - Reduce noise impacts

523 Public Attendees

239 Comments Received Total

Public Involvement To Date

➢ Community Based Solution

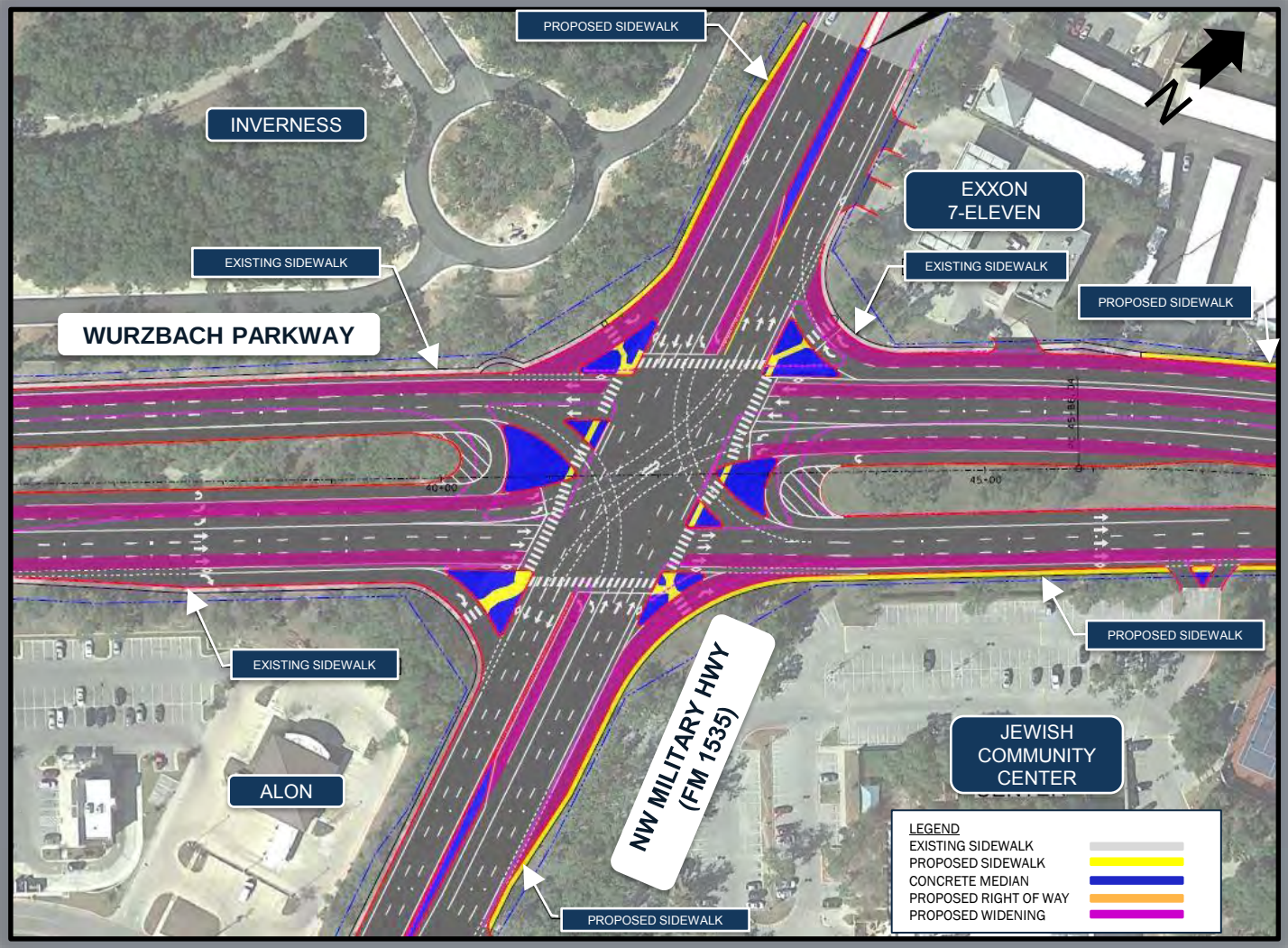
Based on public input and priorities, traffic data, and environmental impacts, the solution that best addresses the purpose and need of the project is the At-grade Improvements option.

The improvements included will:

- Keep roadway at current grade – including no additions of an underpass or tunnel at Wurzbach Parkway at NW Military Hwy
- Offers the least congestion at Lockhill-Selma Rd
- Minimizes impacts to access
- Minimizes impacts to trees
- Minimizes construction noise and dust
- Continued thru movement maintained
- Ensures shortest construction duration

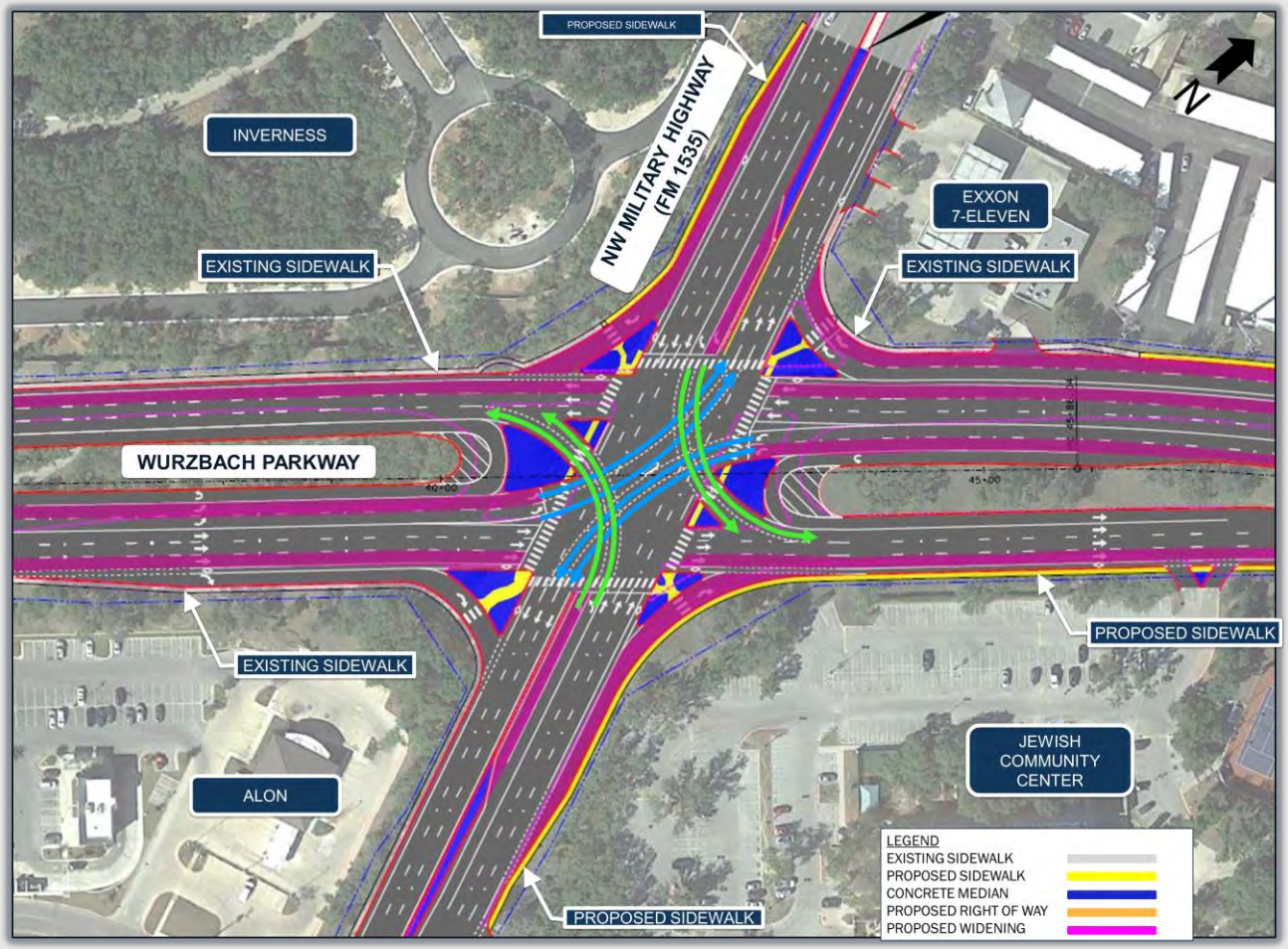
Proposed At-grade Improvements – NW Military Hwy Intersection

- No underpass; all movements at-grade
- Adds lanes on Wurzbach Parkway
- Adds dual left turn configuration on all approaches
- Extends all right turn lanes
- 4-phase signal operation
- Cost: $7.5M



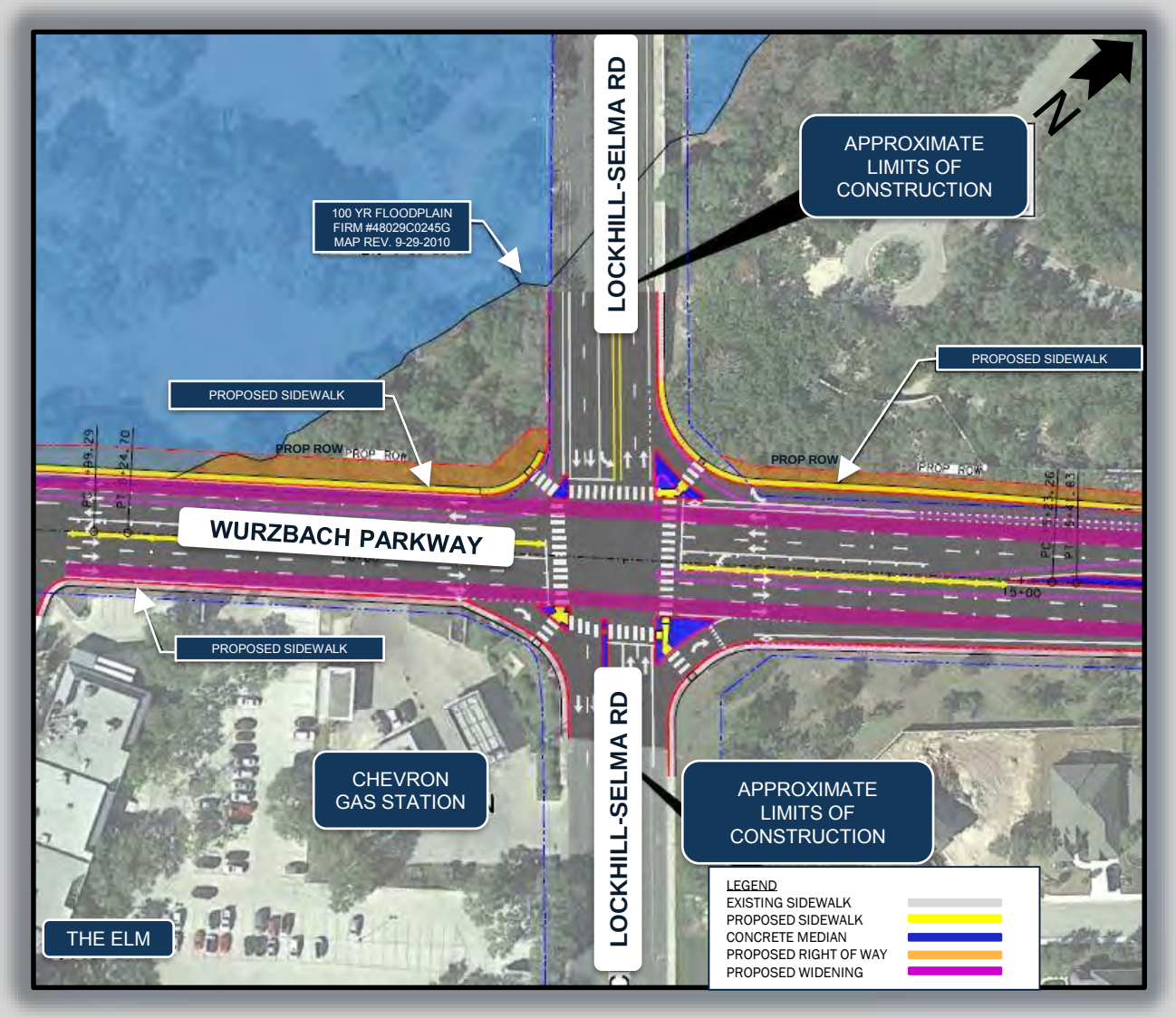
Benefits of Dual Left Turns – Wurzbach Pkwy & NW Military Hwy.

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



Proposed At-grade Improvements – Lockhill-Selma Rd Intersection

- Adds lanes on Wurzbach Parkway
- Additional westbound lane ends at Elm Creek Road



Next Steps

- Gather public feedback on proposed at-grade improvements
- Afford an opportunity for Public Hearing

Anticipated Construction Funding

The Wurzbach Parkway project was identified as a priority by the Alamo Area Metropolitan Organization (AAMPO) for funding.

Project Timeline*

**This project timeline and dates are preliminary and based on available funding.*

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
- Talk 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

Scan code or go to txdot.gov and keyword search "Wurzbach Parkway from Lockhill"

Comments must be submitted or postmarked by

January 3, 2018

Thank You For Your Participation

WELCOME

WURZBACH PARKWAY
From Lockhill-Selma Rd to NW Military Hwy
Open House

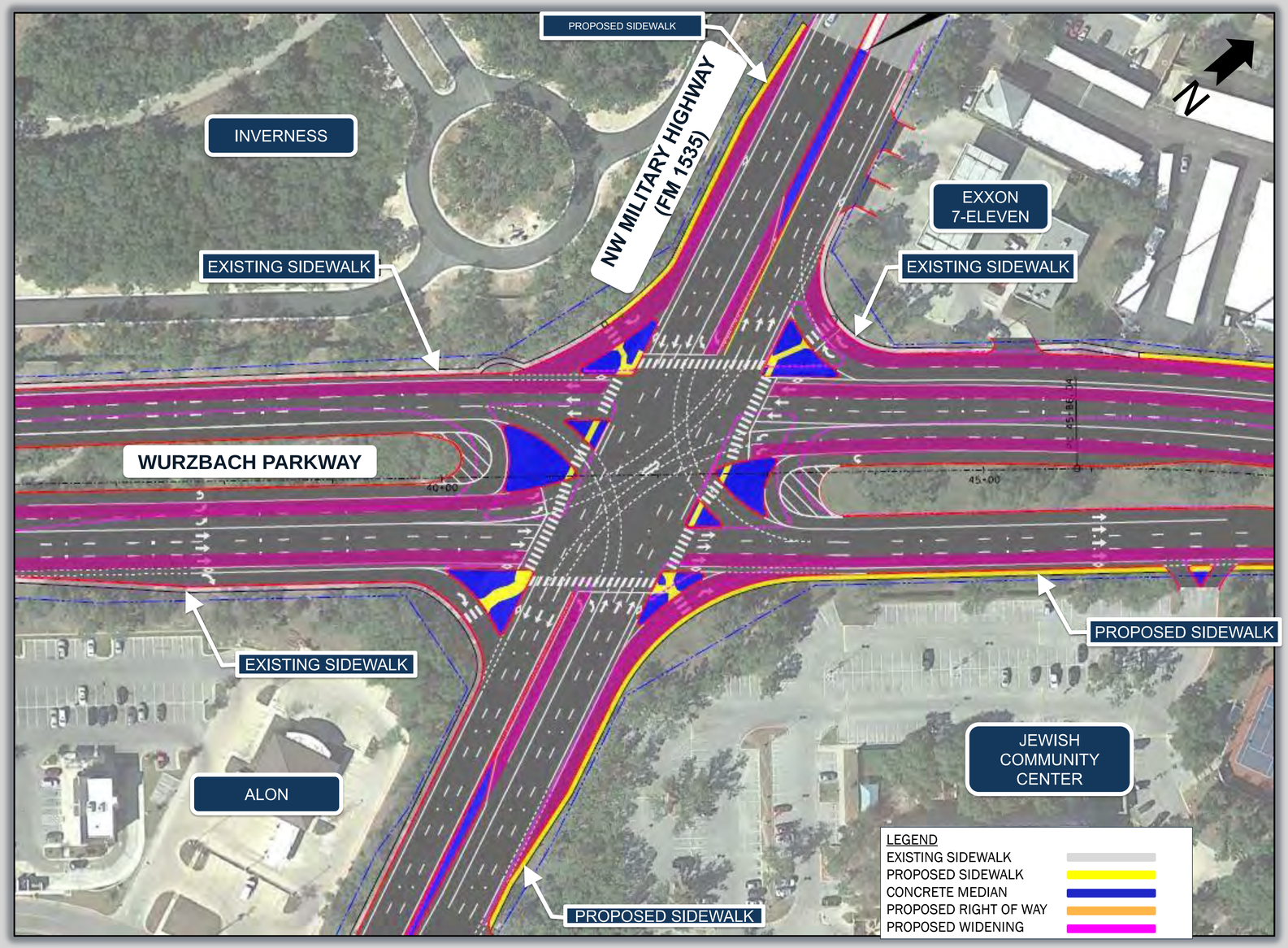
Thursday December 14, 2017
Barshop Jewish Community Center
Open House: 5:00 to 7:00 p.m.

Why am I here?

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

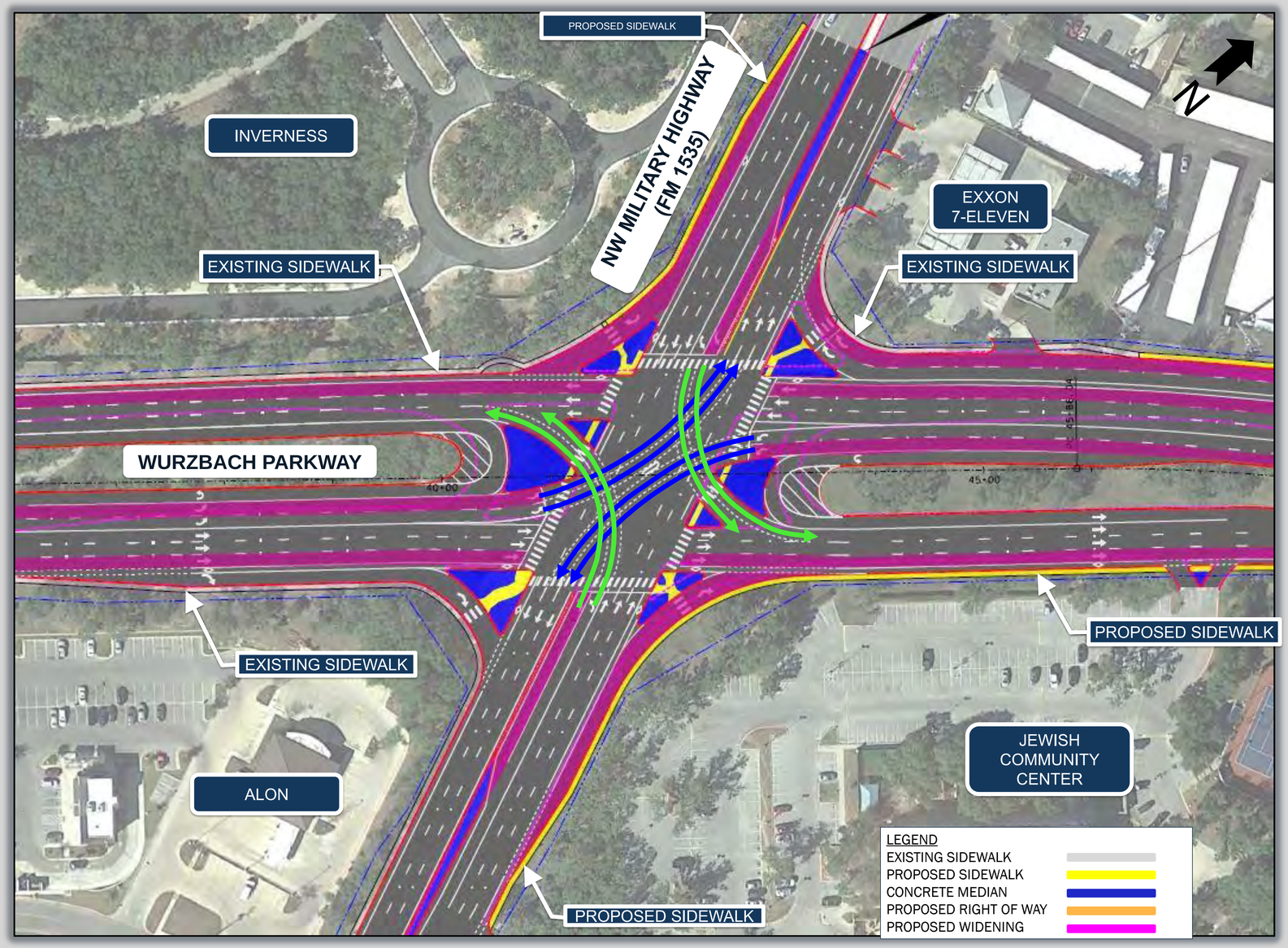
Proposed At-Grade Improvements – Wurzbach and NW Military Hwy - Highlighted

- No underpass; all movements at-grade
- Adds lanes on Wurzbach Parkway
- Adds dual left turn configuration on all approaches
- Extends all right turn lanes
- 4-phase signal operation
- Cost: $7.5M



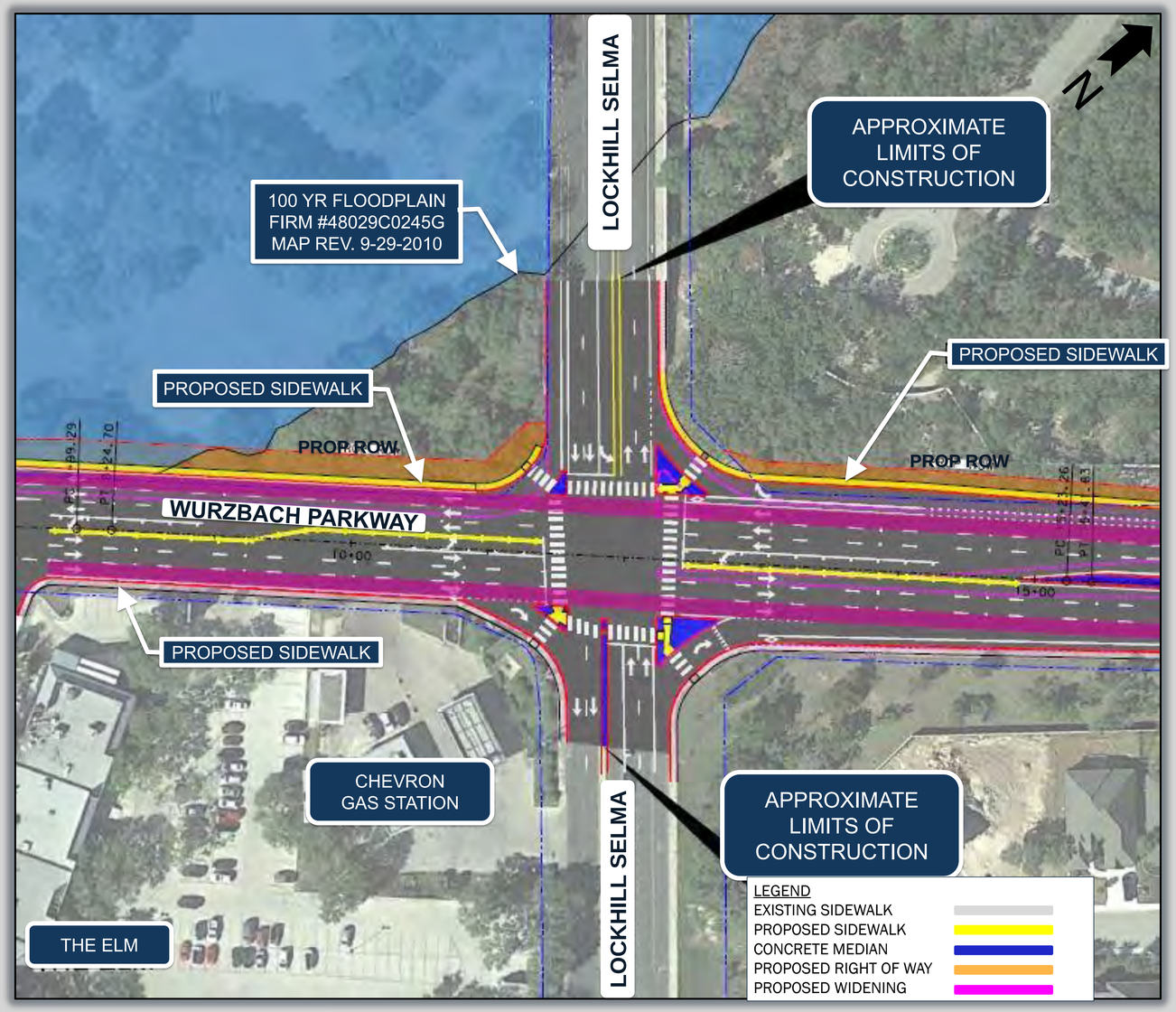
Benefits of Concurrent Left Turns – Wurzbach and NW Military Hwy - Highlighted

- Improve efficiency of intersection
- Allows more GREEN time to other movements
- Increases the capacity of the intersection
- Reduces delay



Proposed At-Grade Improvements – Lockhill-Selma Intersection - Highlighted

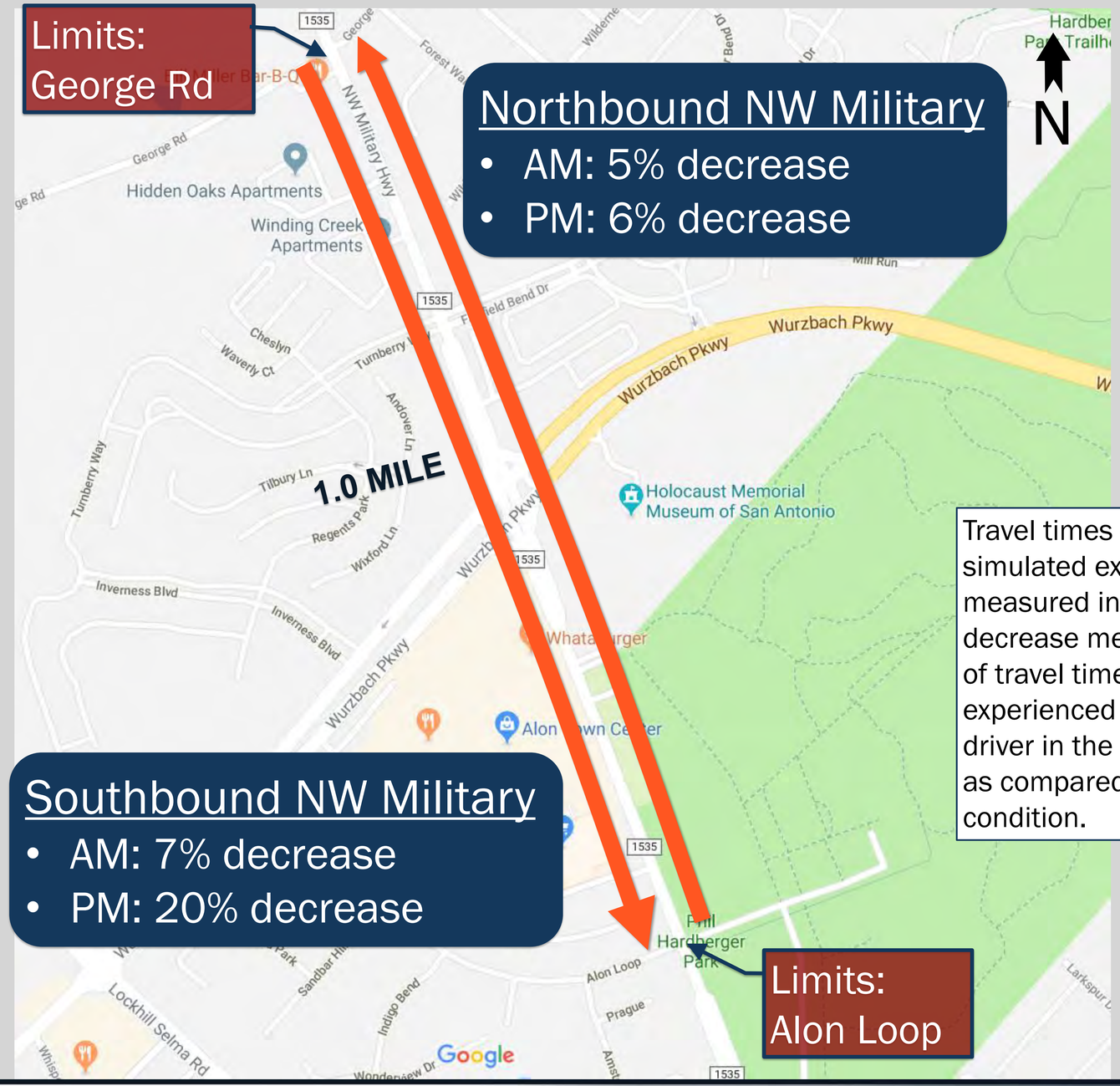
- No underpass; all movements at-grade
- Adds lanes on Wurzbach Parkway
- Added westbound through lane ends at Elm Creek Rd



Simulated Travel Time Comparison – Existing vs. Improvements

Travel times determined using simulated existing traffic as measured in 2017. The percent decrease measures the amount of travel time savings experienced by an average driver in the Improved condition as compared to the Existing condition.

Simulated Travel Time Comparison – Existing vs. Improvements



Travel times determined using simulated existing traffic as measured in 2017. The percent decrease measures the amount of travel time savings experienced by an average driver in the Improved condition as compared to the Existing condition.

Wurzbach Parkway @ NW Military: Performance Measures by Proposed Alternative

2017

Average Delay Experienced by Drivers (in seconds per vehicle)

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

Wurzbach Parkway @ NW Military: Performance Measures by Proposed Alternative

2030

Average Delay Experienced by Drivers (in seconds per vehicle)

Options/ Metric	At-Grade	
	At-Grade (concurrent lefts)	No Build
	AM Peak Hour	
Total Interchange Delay	57.2	353.1
WB Thru Delay	58.6	338.4
EB Thru Delay	62.5	360.1
NB NWM Delay	60.9	307.8
SB NWM Delay	50.8	174.6
	PM Peak Hour	
Total Interchange Delay	110.2	533.1
WB Thru Delay	98.8	269.3
EB Thru Delay	129.6	596.1
NB NWM Delay	111.3	767.7
SB NWM Delay	108.3	197.3

Project Timeline*

SCHEMATIC DESIGN & ENVIRONMENTAL STUDIES ON-GOING

ENVIRONMENTAL CLEARANCE SUMMER 2018

PROPOSED RIGHT-OF-WAY ACQUISITION 2019

CONSTRUCTION 2020

CONSTRUCTION DURATION 10 MONTHS

**This project timeline and dates are preliminary and based on available funding.*

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
- Talk 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

Scan code or go to txdot.gov and keyword search "Wurzbach Parkway from Lockhill"

Comments must be submitted or postmarked by

January 3, 2018

Thank You For Your Participation

TEXAS DEPARTMENT OF TRANSPORTATION
DISTRICT 15 - SAN ANTONIO
BEXAR COUNTY
OFFICE OF THE DISTRICT ENGINEER
SAN ANTONIO, TEXAS

CONTROL 1962 - SECTION 01 JOB 000

PROJECT HISTORY:
FY 2020 PROJECT ADVANCED.

LIMITS: FROM APPROX. 0.5(+/-) MI. SOUTH OF WURZBACH RD. TO APPROX. 1.0(+/-) MI. NORTH OF WURZBACH PKWY.

FROM: STA 1+00.00
TO: STA 59+31.00

LENGTH = 1.130 MILES

ROADWAY(S): LOOP 1604

CURRENT AADT: 30,400 (TRADEX 2019)
PROJECTED AADT: 35,200 (TRADEX 2040)

END STA 59+31
BEGIN STA 1+00

PROJECT VICINITY MAP

NOT A BIDDING DOCUMENT
NONE F. LANGLY, P.E.
STAN T.B. JR. P.E.
DATE

PRELIMINARY
SUBJECT TO CHANGE

Texas Department of Transportation
SCHEMATIC LAYOUT
WURZBACH AT MILITARY
AT-GRADE IMPROVEMENTS

AT-GRADE IMPROVEMENTS

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APPENDIX F

DESCRIPTION OF PROJECT MODIFICATIONS RESULTING FROM OPEN HOUSE

Project Modifications

Principal Arterial (PA) 1502 - 1502-03-003
Wurzbach Parkway from Lockhill-Selma Road to NW Military Highway
Thursday, December 14, 2017 from 5:00 to 7:00 p.m.

TxDOT will consider the public input from this meeting regarding the development of the build alternative.