



# WELCOME

## Virtual Public Hearing

FM 1560 Expansion Project

from FM 471 (Culebra Road) to SH 16 (Bandera Road)  
Bexar County, Texas

CSJs: 2230-01-020 and 2230-01-021



April 15, 2021

The Texas Department of Transportation welcomes you to the virtual public hearing for the FM 1560 Expansion Project from FM 471 to SH 16 in Bexar County, Texas.



**TxDOT changed the traditional in-person public hearing to an online format in response to the COVID-19 outbreak.**

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**Virtual Public Hearing materials available at [www.txdot.gov](http://www.txdot.gov)  
Search “FM 1560 from FM 471”**

TxDOT changed the traditional in-person public hearing to an on-line format in response to the COVID-19 outbreak. This is to limit in-person contact and large gatherings. This virtual public hearing and the information on TxDOT’s website provides the same content as an in-person meeting. The materials used for this presentation are available for viewing and downloading on TxDOTs website at [www.txdot.gov](http://www.txdot.gov) by searching “FM 1560 from FM 471”

## Purpose of the Virtual Public Hearing



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### Inform the Public:

- Project Need and Purpose
- Project Description
- Environmental Impacts

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### Request Public Comment - **May 1, 2021 deadline**

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This purpose of the Virtual Public Hearing is twofold: to inform the public about the proposed project and to request public comment.

This presentation includes information on the projects need and purpose, a description of the project including the design, right of way requirements, and schedule, and finally the environmental impacts that would result from the project.

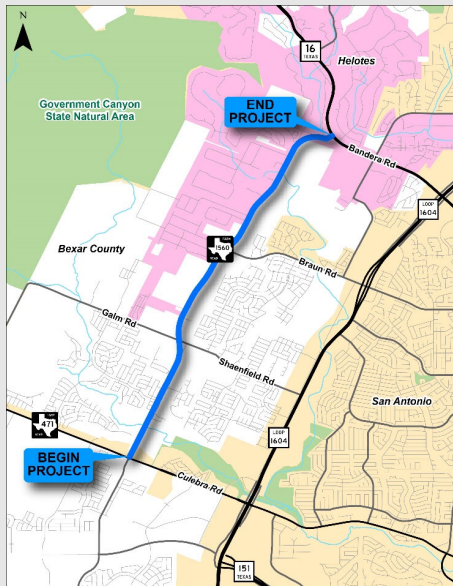
We are requesting the public to provide their comments on the project. Substantial changes were made to the project since the open house in January 2019, and it is important to us to get your feedback. At the end of this presentation we will explain how you can submit your comments to us. The deadline for comments is May 1, 2021.



# Project Need and Purpose

This section of the presentation explains why the project is needed and its purpose.

## Project Need and Purpose – Project Selection and Development



### FM 1560 from FM 471 to SH 16 (5.2 miles)

- Selected by Alamo Area Metropolitan Planning Organization (MPO)
- Developed by TxDOT

FM 1560 from FM 471 to SH 16

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FM 1560 is a two-lane state highway located in northwestern Bexar County. As this map shows the project is located within the jurisdictions of Bexar County, the City of Helotes and the City of San Antonio.

The project involves the section of FM 1560 from FM 471 (also known as Culebra Road) to SH 16 (also known as Bandera Road), a distance of 5.2 miles.

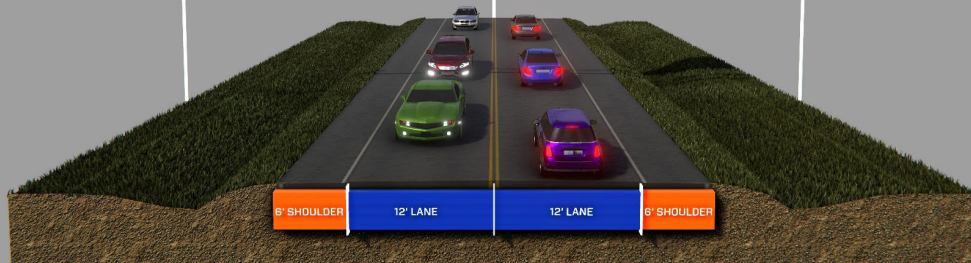
This project was selected for improvements by the Alamo Area Metropolitan Planning Organization (the MPO), which is the agency that is responsible for the regions transportation plan. The MPO identified this section of FM 1560 as a future congested corridor and selected it for improvement. Since FM 1560 is a state highway which is operated by the Texas Department of Transportation, TxDOT developed a project to address transportation needs.

TxDOT is the state agency responsible for the operation of the state highway system and for coordinating with the Federal Highway Administration (FHWA) over the use of their agency's federal transportation funds in Texas.

## Project Need and Purpose – Description of Existing FM 1560



80 FOOT USUAL EXISTING ROW



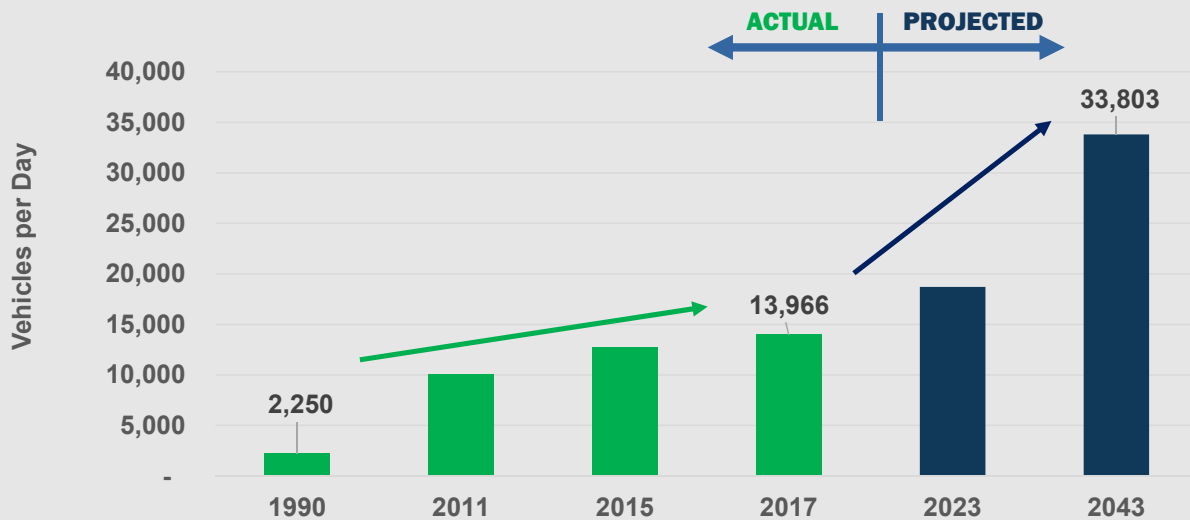
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This typical section illustrates FM 1560 as it exists today. FM 1560 is typically a two lane roadway with shoulders. In some areas, the shoulders have been reduced to accommodate turn lanes as traffic demands on the corridor have grown over time. There are no bike lanes, curbs or sidewalks along FM 1560. There are ditches on the side of the road that carry runoff from the roadway and adjacent properties. These roadway features are located in a state owned right of way that is typically 80 feet wide.

## Project Need and Purpose – Historical and Projected Traffic Volumes



FM 1560 from FM 471 to SH 16

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This chart shows how traffic has increased on FM 1560 over time based on actual traffic counts, and future projected traffic volumes made by TxDOT's Transportation Planning and Programming Division. In 1990, approximately 2,250 vehicles per day traveled on FM 1560. By 2017, the traffic volume had grown to 13,966 vehicles per day. As shown, traffic is projected to increase to almost 34,000 vehicles per day by 2043. The next slide will explain what these traffic volumes mean for a two lane roadway.

## Project Need and Purpose – Traffic Performance of Existing Roadway



Year	Vehicles per Day	Existing FM 1560 Layout (two lanes)	
		Level of Service	Average Travel Time
2017	13,966	C (acceptable)	9 minutes
2043	33,803	F (undesirable)	21 minutes

**Conclusion: Traffic flow will degrade to undesirable levels by 2043.**

FM 1560 from FM 471 to SH 16

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TxDOT calculated the ability of FM 1560 in its current two lane layout to handle traffic flow based on the traffic volume measured in 2017 and the projected future 2043 traffic volume. The results are presented in terms of Level of Service and average travel time.

Based on 2017 traffic volume of 13,966 vehicles per day, FM 1560 operates at level of service C and the time to travel from one end of the corridor to the other averages 9 minutes. Level of Service C is an acceptable level of performance. Overall, the roadway performs well at the 2017 traffic volume.

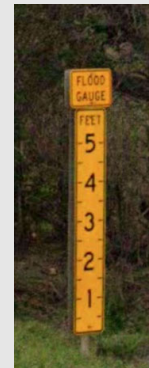
However by 2043, the traffic volume is projected to be 33,803 vehicles per day. At this traffic volume, the roadway would perform at Level of Service F and the average travel time would increase to 21 minutes. Level of Service F is a breakdown in flow where each vehicle moves lock-step with the vehicle in front of it.

Overall, TxDOT's analysis shows that traffic flow will degrade to undesirable levels by 2043, and it corroborates the findings of the Alamo Area Metropolitan Planning Organization which identified FM 1560 as a future congested corridor.

## Project Need and Purpose – Drainage Conditions



- Numerous drainage and floodplain crossings
- History of roadway overtopping



FM 1560 from FM 471 to SH 16

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FM 1560 was constructed in the 1960s as a farm to market road when there was very little development in the watersheds. It crosses the 100 year floodplain in several areas as shown on this map. There are even more locations where the roadway is overtopped, or in other words flooded, during smaller, more frequent storm events. Where this occurs the roadway is impassable and a concern for safety. Several warning signs and flood gauges are located on FM 1560.



### Purpose of the Proposed Project

- **Accommodate projected traffic volumes on FM 1560 from FM 471 to SH 16 at acceptable levels of service.**
- **Improve drainage to current design standards to reduce the frequency and magnitude of roadway overtopping.**

The purpose of the project is to accommodate projected traffic volumes on FM 1560 from FM 471 to SH 16 at acceptable levels of service and to improve drainage to current design standards to reduce the frequency and magnitude of floodwater overtopping the roadway. In the course of addressing these needs the project would be designed to accommodate bicyclists and pedestrians and include appropriate mitigation for environmental impacts.



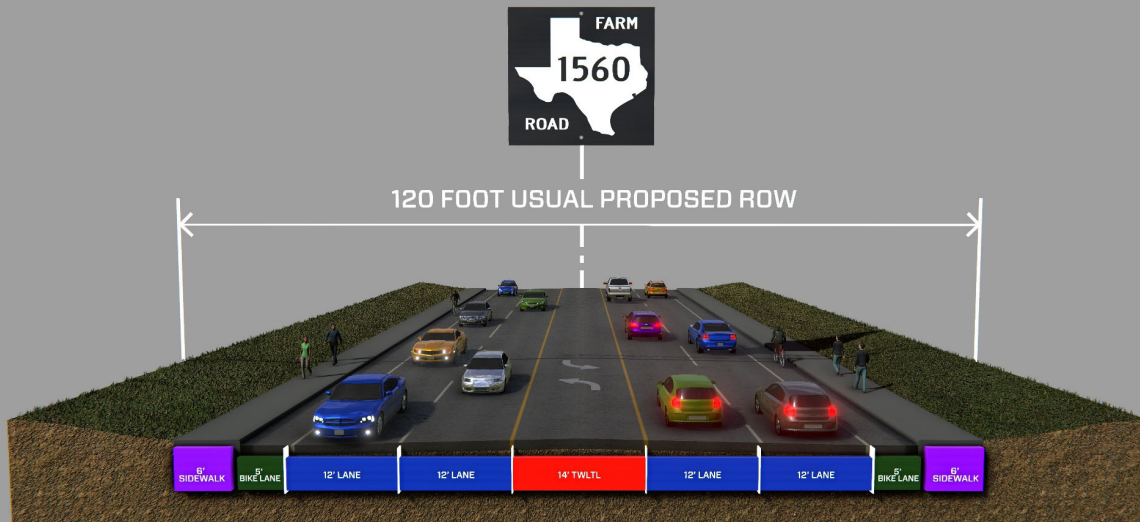
# Project Description

TxDOT hired the engineering firm Jones and Carter to develop a project to address traffic and drainage needs, including appropriate public involvement and related environmental compliance studies. Together we developed a preliminary schematic to address the need and purpose of the project.

TxDOT met with affected property owners, local government officials and hosted an open house for the general public in January 2019. Based on feedback from these meetings we revised the schematic and right of way needs and coordinated with affected property owners and stakeholders regarding the new design. The resulting schematic is presented in this public hearing for public review and comment.

This section of the presentation describes the project with information such as roadway modifications, right of way requirements, schedule and cost.

## Project Description – Proposed FM 1560 Expansion



FM 1560 from FM 471 to SH 16

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This typical section illustrates the proposed project which would expand FM 1560 to four lanes, bike lanes, curbs and sidewalks. The lanes would typically be 12 feet wide. The bike lanes and sidewalks would typically be 5' wide and 6' wide, respectively.

The opposing lanes would be separated by a center two-way left turn lane as shown here except in proximity to some intersections where a raised median would be used to divide the traffic.

Traffic signals would be maintained at the intersections of FM 471, Galm/Schaenfield, and Braun Road. New signals would be added at Sawyer Valley Drive and the signals located at Iron Horse Way would be moved to Antonio Drive.

The typical proposed ROW width is typically 120 feet. Approximately 36 acres of right of way would be acquired to accommodate the proposed improvements. This would expand the state right of way from its usual width of 80 feet to 120 feet. The existing and proposed right of way lines are shown on the schematic along with the proposed roadway improvements. We have made efforts to reach out and meet with every property owner that we would have to acquire right of way from, and this presentation includes links to additional information that is of interest to affected landowners. We encourage everyone to review the schematic and provide comments and to contact us if you have any questions about the project.

## Project Description – Schematic



Schematic posted on [www.txdot.gov](http://www.txdot.gov); search “FM 1560 from FM 471”

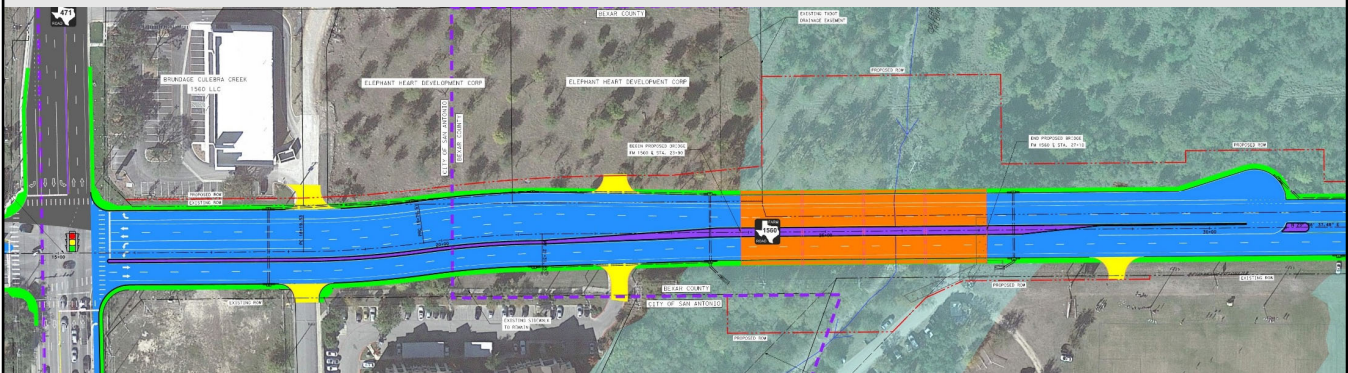
FM 1560 from FM 471 to SH 16

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The schematic is a detailed representation of the proposed roadway improvements and right of way requirements. This image shows the schematic. Since the project is over 5 miles long, it is not practicable to show the entire schematic at a reasonable scale in the presentation. We encourage you to view and download the schematic from TxDOT’s website at [www.txdot.gov](http://www.txdot.gov), keyword search “FM 1560 from FM 471”. The next two slides are going to focus on the two areas shown in red.

## Project Description – Schematic at FM 471 Intersection



**Black dashed line-** existing right of way  
**Red dashed line-** proposed right of way  
**Blue –** roadway

**Purple –** raised median  
**Green –** sidewalk  
**Orange –** bridge  
**Yellow -** driveway

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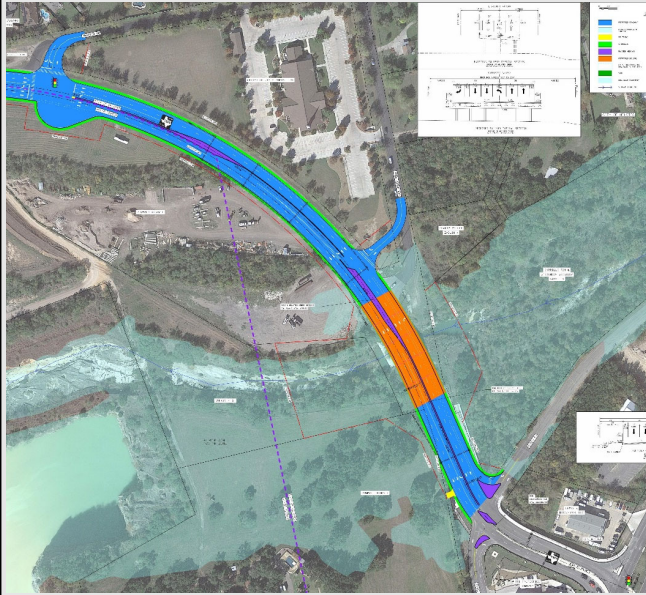
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This image shows the intersection of FM 1560 with FM 471, which is on the far left. The black dashed lines are existing right of way lines and the red dashed lines are proposed new right of way lines. The red lines therefore represent the areas of proposed right of way acquisition.

The widened roadway is shown in blue and sidewalks are shown in green. A raised concrete median, shown in purple, divides the opposing lanes on FM 1560 on its approach to FM 471. Raised medians safely separate the traffic traveling in opposite directions. This reduces the number and severity of crashes. They reduce traffic conflict points by eliminating opposing left turns into and out of closely-spaced driveways, and at busy signalized intersections. A turnaround is proposed at the end of the raised median on the far right of this image. It includes roadway feature known as a loon to accommodate turnarounds by large vehicles. Raised medians are also proposed at the approaches to Galm Road/Shanfield Road and between Antonio Drive and Riggs Road. Throughout the majority of the project a two way left turn lane divides the opposing lanes.

The culvert over a tributary to Culebra Creek would be removed and replaced with a longer and taller bridge shown in orange.

## Project Description – Schematic from Antonio Drive to Riggs Road



### **New bridge over Helotes Creek**

### **Raised medians and no left turns:**

- from Riggs Road onto FM 1560
- from Iron Horse way onto FM 1560

### **Realigned Intersections:**

- Antonio Drive and Iron Horse Way

### **Signals moved from Iron Horse Way to Antonio Drive**

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This image shows the intersection of FM 1560 with Antonio Drive in the top left, Iron Horse Way in the middle and Riggs Road in the bottom right. There are numerous changes in this area to address safety concerns that result from the vertical and horizontal curves in the intersecting roadways in this area. The need to replace with bridge over Helotes Creek with a longer, taller and wider structure also influences the proposed layout.

Raised medians proposed in this area would prevent left turns from Riggs Road and Iron Horse Way onto FM 1560 and preclude traffic from making U-turns in the curve of FM 1560. The traffic signal at Iron Horse Way would be removed and replaced with a new signal at Antonio Drive where the traffic signal and loon can accommodate turnaround traffic. The intersections with Antonio Drive and Iron Horse Way would be realigned.

## Project Description – Fly Over Simulation



Video posted on [www.txdot.gov](http://www.txdot.gov);  
search "FM 1560 from FM 471".

Although the schematic shows more detail, we have also prepared a fly-over simulation of FM 1560 showing the proposed expansion in video format. This video is posted on TxDOT's web page for the project and it can be accessed using these directions.

## Project Description – Traffic Performance of Proposed Expansion



Year	Vehicles per Day	Proposed FM 1560 Layout	
		Level of Service	Average Travel Time
2043	33,803	C (acceptable)	12 minutes

**Conclusion: Proposed project would accommodate future traffic volumes at acceptable levels of service**

TxDOT calculated the ability of the proposed expansion of FM 1560 to handle traffic flow under 2043 traffic volumes.

If the roadway is expanded as proposed, the level-of-service is expected to operate at level of service C in 2043 and the travel time from one end of the corridor to the other averages 12 minutes. These results indicate that the proposed improvements would satisfy the need and purpose of the project



### Roadway would pass 10-year (minimum) storm event

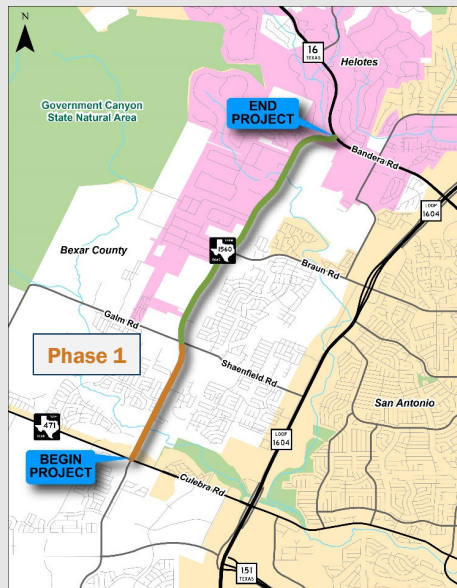
- Culverts and bridges replaced
- Structures added to overflow sections
- Storm Sewer
- Edwards Aquifer water treatment controls

The project was designed so that the roadway would remain open, at a minimum, during a 10 year storm event. This would substantially reduce the frequency or magnitude of overtopping along the corridor which satisfies the need and purpose of the project.

The project would include numerous design elements to improve drainage. The majority of culverts and bridges on FM 1560 would be replaced typically with larger structures. This includes new bridges at Culebra Creek and Helotes Creek and culverts in overflow sections where there are currently no structures at all.

The project would also include underground storm sewer and underground water treatment controls to remove pollutants from runoff to protect the Edwards Aquifer.

## Project Description – Phased Construction



- Project Constructed in Phases:
  - Phase 1 : FM 471 to Galm/Shaenfield (FY 2022)

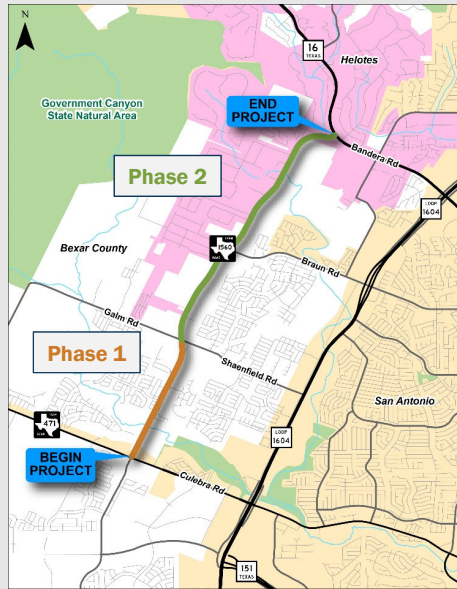
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The project would be constructed in phases in accordance with the Metropolitan Transportation Plan and the Transportation Improvement Plan. Phase 1 which includes FM 1560 from FM 471 to Galm/Shaenfield is currently planned for construction in 2022. Phase 2 from Galm/Shaenfield to SH 16 is planned for construction in 2023. The total project cost is estimated at \$62,600,000 which would include federal and state transportation funds.

## Project Description – Phased Construction



- **Project Constructed in Phases:**
  - Phase 1 : FM 471 to Galm/Shaenfield (FY 2022)
  - Phase 2 : Galm/Shaenfield to SH 16 (FY 2023)
  
- **Total Project Cost: \$62.6 Million**

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The project would be constructed in phases in accordance with the fiscally-constrained Metropolitan Transportation Plan and the Transportation Improvement Plan. Phase 1 which includes FM 1560 from FM 471 to Galm/Shaenfield is currently planned for construction in 2022. Phase 2 from Galm/Shaenfield to SH 16 is planned for construction in 2023. The total project cost is estimated at \$62,600,000 which would include federal and state transportation funds.

## Project Description – Summary of Right-of-Way Requirements



- Approximately 36 acres of new right of way from 89 parcels as shown on schematic.
- No displacements anticipated.
- Existing right-of-way line (a.k.a., property line) is shown by black dashed lines.
- Proposed right of way is shown by red dashed lines.



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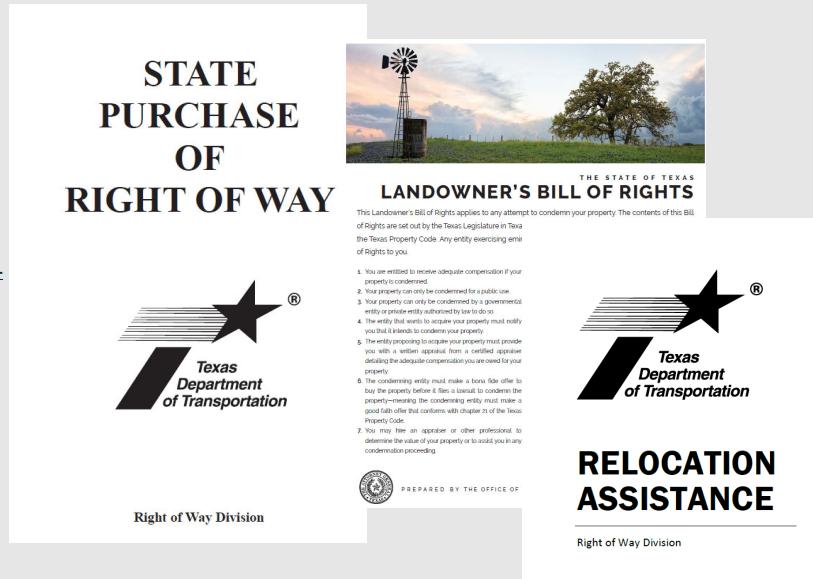
The project would require the acquisition of approximately 36 acres of land from 89 parcels as shown on the schematic. We do not anticipate that any homes or businesses would be displaced by the project.

On the schematic, existing ROW lines are shown by black dashed lines and proposed right of way lines are shown by red dashed lines. If you review the schematic and see red dashed lines on your property like those shown on this image, then we are proposing to acquire right of way from you.

## Project Description – Information on Right-of-Way Acquisition



- State Purchase of Right of Way
- Landowner's Bill of Rights
- Relocation Assistance
  
- Link: <https://www.txdot.gov/inside-txdot/forms-publications/publications/landowner-rights.html>
- Go to [www.txdot.gov](http://www.txdot.gov) and search “landowners rights”.
- Posted on project web page. Go to [www.txdot.gov](http://www.txdot.gov) and search “FM 1560 from FM 471”.



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The right of way would be acquired in accordance with the Uniform Relocation Assistance and Real Properties Acquisitions Policies Act of 1970, as amended.

TxDOT has three documents which provide additional general information on the right of way purchasing process including topics such as appraisal, compensation, and relocation assistance. These documents may be found at the website address and link shown here, or by going to TxDOT's website and searching "landowner rights". We have also posted these documents on TxDOT's project web page which can be accessed following the directions shown here.

If the schematic indicates we are proposing to acquire right of way from you, we recommend that you do not move any personal property such as fences until our TxDOT right of way agents contact you to formally begin the right of way acquisition process.

We have made efforts to contact all the affected property owners and we have met with many of them. If anyone has any questions about the proposed right of way, please contact us. Our contact information is shown at the end of this presentation.

## Project Description – Project Timeline



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This exhibit summarizes the overall project timeline. We are currently at the Public Hearing stage. If no major revisions are warranted and no significant environmental impacts are identified, we would make a decision in favor of the project in early 2021 and proceed with the acquisition of right of way and detailed design of the proposed project. The Alamo Area Metropolitan Transportation Plan currently plans for construction of Phase 1 to begin in 2022 and those lanes would open in 2024. The Transportation Plan shows construction of Phase 2 to begin in 2023 with completion of the project in 2026.



# Environmental Impacts

This portion of the presentation describes the environmental impacts associated with the project.



- Environmental Review
- 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 9, 2019, and executed by FHWA and TxDOT.
- Decision pending Public Involvement

The proposed project would be funded by the Federal Highway Administration and is a major federal action subject to the National Environmental Policy Act. TxDOT conducted studies to evaluate the environmental impacts of the proposed project. The project was classified as a categorical exclusion for purposes of proceeding with the environmental review.

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 9, 2019, and executed by FHWA and TxDOT.

Upon completion of public involvement, TxDOT will make a final categorical exclusion determination if warranted.

## Environmental Impacts – Studies and Key Issues



Environmental Studies	
Traffic Noise Analysis	Cultural Resources
Water Resources	Community Impacts
Biological Resources	Hazardous Materials



Key Issues
Traffic Noise
Edwards Aquifer
Endangered Species
Air Quality
Historical Structures

*Coordination with AAMPO, THC, TPWD, FHWA, USFWS*

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Numerous environmental studies were performed for the project to comply with environmental regulations and policies. They cover a wide range of topics including traffic noise, water resources, cultural resources, community impacts, and hazardous materials.

These studies were documented in over a dozen technical reports. These reports are available for public review on the project meeting notice webpage.

TxDOT coordinated with various agencies regarding the project, including the Alamo Area Metropolitan Planning Organization, Texas Historical Commission, Texas Parks and Wildlife Department, Federal Highway Administration (FHWA), and the U.S. Fish and Wildlife Service.

A wide variety of natural resource, cultural, and human environment topics are addressed. It would take a considerable time to review each of these in this presentation. We encourage you to review the technical reports and provide comments on any topic.

We will review a few of the key topics. The issues are traffic noise, the Edwards Aquifer, Endangered Species, Air Quality, and Historical Structures.



Traffic Noise	
Impacts	Mitigation
Traffic Noise Impacts: 66 dBA (A-weighted decibels)	Noise barriers feasible and reasonable for 8 of the 11 impacted receivers
11 of the 71 modeled receivers impacted	Constructability evaluated during detailed design

TxDOT has conducted a noise analysis of the proposed project layout using computer modeling software that was created by the FHWA. Based on FHWA criteria, a noise level of 66dBA, would constitute a noise impact at a residential receiver, such as a backyard. The computer model was used to predict noise levels at 71 different locations, or receivers, along the corridor.

The proposed project would cause noise impacts at 11 of the 71 receivers. Most of the impacts would occur at single family residences.

With respect to mitigation, the computer model was used to evaluate if noise barriers would provide feasible and reasonable abatement. Based on computer modeling, barriers appear to be feasible and reasonable for 8 of the 11 impacted receiver locations. At the other 3 locations the cost to construct the barriers would exceed the reasonable cost criteria of \$25,000 per benefitted receiver.

As mentioned, the computer modeling is based on the schematic level data and engineering. Noise barriers will be further evaluated to determine if there are any conflicts that were not evident during the schematic level study. Once the detailed designs are complete, TxDOT would coordinate with property owners during construction if it is possible to construct feasible and reasonable abatement at these locations.



Edwards Aquifer	
Impacts	Mitigation
4 acres of soil disturbance	Runoff filtration controls
8 acres of impervious cover	Valves for spill control capacity

The project overlies the Edwards Aquifer Recharge Zone near Helotes Creek. The Recharge Zone is where Edwards limestone is exposed at the surface and stream flow may infiltrate and recharge the aquifer. Several nearby wells were affected by efforts to extinguish a mulch fire in 2007, and this shows the vulnerability of the groundwater to land use activities.

The project would disturb four acres of soil on the Recharge Zone and replace the bridge over Helotes Creek. It would add 8 acres of impervious cover to areas on or upstream of the Recharge Zone. These activities may indirectly affect underlying groundwater quality during construction through the erosion of disturbed soils and spills of construction related materials. After construction, the additional impervious cover would accumulate pollutants which may infiltrate to the underlying groundwater if the runoff is not treated.

The project would include mitigation for impacts to the Edwards Aquifer during and after construction. The project would be constructed in compliance with the Texas Commission on Environmental Quality’s Edwards Aquifer rules and would require a Water Pollution Abatement Plan. The project would include the installation of seven underground storm water treatment structures to filter the roadway runoff before it is released from the site. These controls would voluntarily be outfitted with valves which would create post construction spill control capacity on the facility. Based on the proposed mitigation the project is not expected to adversely impact groundwater quality.



<b>Endangered Species</b>	
<b>Impacts</b>	<b>Mitigation</b>
<b>Endangered cave-dwelling species</b>	<b>USFWS consultation</b>
<b>Potential undiscovered caves</b>	<b>Voluntary conservation measures</b>

Eight endangered cave dwelling species including small blind spiders and beetles live in northern Bexar County. The project is located in an area that probably does not contain listed species, but the possibility of encountering them during construction cannot be excluded. TxDOT determined this project is not likely to adversely affect listed species.

With respect to mitigation, TxDOT will complete informal consultation with the US Fish and Wildlife Service and the project would include voluntary conservation measures for these species.



Air Quality	
Impacts	Mitigation
Ozone	Conformity with State Implementation Plan

The proposed project is located in Bexar County, which is in an area that has been designated by the U.S. Environmental Protection Agency, EPA, as a marginal nonattainment area for the 2015 ozone National Ambient Air Quality Standards. Ozone is not directly emitted from vehicles, but vehicle emissions contribute to the formation of ozone.

With respect to mitigation, it is necessary to demonstrate that the project conforms with local and state plans to return Bexar County to attainment status. The project-level conformity determination was completed and approved by the Federal Highway Administration.



Historical Resources	
Impacts	Mitigation
2.5 acres of ROW from 142 acre historic site	<p>None required - No adverse effect to the property under Section 106</p> <p>Consultation in Progress</p>

TxDOT surveyed the project area for historic properties and documented 58 historic-age resources. One of the properties, the Karl Ruempel complex, **a circa-1905 stone masonry building constructed in the Texas German vernacular style**, is recommended eligible for the National Register of Historic Places. The proposed project would require 2.5 acres of right of way from the 142 acre historic site. The proposed project poses no direct effect to the buildings. The proposed project would have no adverse effect on the property. TxDOT is currently in consultation with the Texas Historical Commission to satisfy its obligations under Section 106 of the National Historic Preservation Act.

Although the proposed project would have no adverse effect on the characteristics for which these resources are significant, the acquisition of new ROW at these NRHP-eligible properties constitutes a *de minimis* use of historic sites under the U.S. Department of Transportation Act Section 4(f) regulations.



- **Construction General Permits from TCEQ (Phase 1 and Phase 2)**
  - Soil Disturbance
- **Water Pollution Abatement Plan from TCEQ (Phase 2)**
  - Recharge Zone
- **Section 404 Nationwide Permits from USACE (Phase 1 and Phase 2)**
  - Creeks

The project would require the following permits for construction:

Construction general permits from the Texas Commission on Environmental Quality would be required for each phase since each would disturb more than 5 acres of soil.

A Water Pollution Abatement Plan would be required from the TCEQ for Phase 2, since that portion of FM 1560 is located on the Edwards Aquifer Recharge Zone near Helotes Creek. This permit requires runoff to the Recharge Zone to be treated.

Section 404 permits would be required from the U.S. Army Corps of Engineers at potentially jurisdictional creek crossings in both phases of construction.



# Public Comments

This portion of the presentation describes how to provide your comments for this project.

## Public Comment – How to Comment



### Verbal Comments

210-714-4279  
Please Limit to 3 Minutes

### Mail Written Comments

Jones & Carter, Inc.  
Attn: Nicolas Garcia, P.E.  
4350 Lockhill Selma Rd, #100  
San Antonio, TX 78249

### E-Mail Comments

[fm1560@jonescarter.com](mailto:fm1560@jonescarter.com)

### Online Comment Form

[www.txdot.gov](http://www.txdot.gov)  
Search: "FM 1560 from FM 471"

**Deadline for Comments: May 1, 2021**

TxDOT is asking the public to provide comments on the project in the following ways:

- To make a verbal comment, call the number shown and leave a voice message. Your verbal comments will be converted into a transcript, and addressed in the Public Hearing Report. Please limit your message to three minutes; however, you may call as many times as you like during the comment period.
- E-mail your comments to [fm1560@jonescarter.com](mailto:fm1560@jonescarter.com)
- Mail your comments to the address shown here.
- Use the on-line comment form at the address shown here.

All comments must be received or postmarked by May 1, 2021. You may also submit a combination of both verbal and written documents.



Contact us to ask questions about the project

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**Richard De La Cruz, P. E.**  
Advanced Project Development Director  
E-Mail: [richard.delacruz@txdot.gov](mailto:richard.delacruz@txdot.gov)

Although the deadline to submit comments for this public hearing event is May 1, 2021, the public is welcome to ask questions any time during the project development process. We are always available to the public to answer questions from the public during normal business hours.

For questions about this project please contact Mr. Richard De La Cruz, TxDOT's Advanced Project Development Director. His email is [Richard.DeLaCruz@txdot.gov](mailto:Richard.DeLaCruz@txdot.gov) as shown on this slide.

## Public Comment - Find Public Hearing Materials



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Texas has reached **20 years** of daily deaths on Texas roadways.

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Business  
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Careers  
We're more than a job. At TxDOT can build a career.

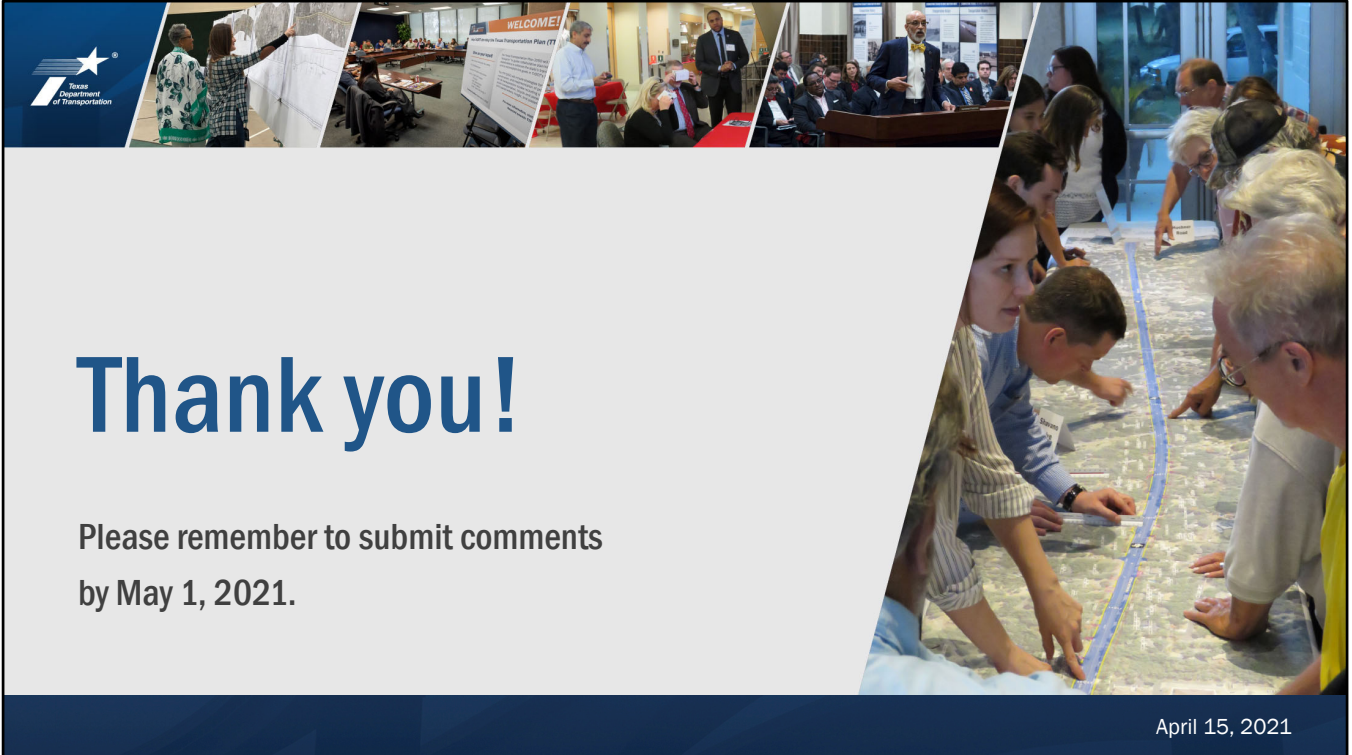
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Search "FM 1560  
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FM 1560 from FM 471 to SH 16

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All the public hearing materials can be found on TxDOT's web site at [www.txdot.gov](http://www.txdot.gov) by searching "FM 1560 from FM 471"



# Thank you!

Please remember to submit comments  
by May 1, 2021.

April 15, 2021

Thank you for participating in this virtual public hearing and please remember to submit your comments by the deadline shown here.