Open House Comment and Response Matrix
Wurzbach Parkway from Lockhill-Selma Road to NW Military, Bexar County CSJ: 1502-03-003
Open House Held February 28, 2017 at Oak Meadow Elementary School

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
1	Stacie Schroeder	2/28/17	Comment Card	1a. Per the proposed plans, we cannot use our exit gate on Wurzbach to go west on Wurzbach. We would have to use our exit on NW Military and try to turn left onto NW Military and then right onto Wurzbach. We need a light at NW Military and Fairfield Bend so we are able to do this. We have 441 homes in Summerfield and need this light for safety.	The traditional SPUI design maximizes throughput and efficiency by eliminating some movements from the intersection. For instance, the design does not allow for eastbound and westbound through movements unless you are on the depressed main lanes. Unfortunately, the Bluffton Oaks access is located west of the entrance to the depressed main lanes. Therefore, traffic exiting Summerfield, wishing to travel westbound on Wurzbach Parkway has several options: 1) Use the NW Military exit via Fairfield Bend Drive, turn left onto NW Military and right onto Wurzbach Parkway, or 2) Exit onto Wurzbach Parkway, turn right or left at NW Military and make a U-turn to return to the intersection, or 3) Use alternate routes to westbound Wurzbach Parkway, such as George Road. While this does present an inconvenience, the improved operations provided by the SPUI will significantly reduce congestion during the peak periods and improve travel times through the intersection.
				1b. Also, I foresee a lot of cars trying to do a U-turn in front of our neighborhood on NW Military due to the intersection forcing them to go right or left only (when traveling west on Wurzbach). This will further cause congestion in front of our neighborhood at Fairfield Bend & NW Military.	There may be an increase in U-turning traffic along NW Military, north of Wurzbach Parkway, but we do not anticipate the volume of U-turns to be significant since this only impacts the traffic exiting from the 7-Eleven/Exxon and those Summerfield residents exiting onto Wurzbach Parkway and wishing to travel westbound through the intersection. All other westbound Wurzbach Parkway traffic can use the depressed main lanes. Most importantly, the congestion on NW Military, in front of Summerfield and Inverness is anticipated to decrease with the improved performance of the proposed SPUI. Overall the conditions on NW Military at Fairfield Bend Drive and Turnberry Way are expected to improve.
				1c. Please consider a light for us. You will be forcing a lot of homeowners to use the NW Military exit that used to use the Wurzbach exit. We will have cars backed up on Fairfield Bend trying to turn left out of our neighborhood. A lot of those cars will need to turn left and get all the way over to the right so they can turn right at the Wurzbach intersection in order to go west on Wurzbach. It will be difficult for us to turn left and almost impossible to turn left and get all the way over to the right hand lane. Thank you for reading this!	There may be an increase in delay for left turn traffic exiting Fairfield Bend Drive, but we anticipate a time savings once on southbound NW Military due to the greatly improved operation of the SPUI. Drivers wishing to turn right onto Wurzbach Parkway will also experience reduced queuing and delays due to the efficiency of the proposed SPUI and the lengthening of the southbound right-turn lane. Both improvements will reduce queuing and delays for right-turning traffic.
2	Chuck and Sharon Saxer	2/28/17	Comment Card	2a. Thank you for a lot of good ideas! Problems remaining include - Traffic exiting Bluffton Oaks can not go west on Wurzbach.	Please see response to comment #1a.
				2b. A stop light is needed at NW Military and Fairfield Bend. A safe exit on Fairfield Bend is needed.	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 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.
				2c. Traffic must not be allowed to block Inverness on Wurzbach.	The SPUI design, combined with the addition of an extra through lane, will reduce the queues and allow for more gaps in traffic, which will allow Inverness traffic to enter onto Wurzbach.
				2d. Provisions must be made to move traffic past church school and light synchronization.	The city of San Antonio manages the signal timings.

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3	John Stankew	2/28/17	Comment Card	I like the design. Efficiency through the intersection is needed. Hopefully the build phase can be quick and not cause too much additional delay during construction. Something needs to be done.	Comment noted.
4	Mario Hume	2/28/17	Comment Card	I view the concept favorably; it has minimal impact to Alon Town Centre.	Comment noted.
				Biggest concern is egress onto NW Military. We need a traffic light at Fairfield Bend and NW Military.	Please see response to comment #2b.
5	Jackie Hohenstein	2/28/17	Comment Card	Looks well done and well prepared. I am wondering how speeds exiting the Wurzbach underpass will affect safety at the Lockhill-Selma traffic signal. Will there be enough distance to slow down to a safe stop at that intersection?	Adequate stopping sight distance will be provided to ensure safe operations per applicable TxDOT/FHWA guidelines.
6	Harold Dillashaw	2/28/17	Comment Card	At a public meeting at Churchill High School in August of 2001, city council members and Dale Steins told everybody of the Blanco Road opening by the start of school. There was a layout of the Wurzbach Parkway at this meeting. I asked a young engineer, "How are you going to keep traffic moving when the lights are in flash?" He said, "that's no problem." I told him they need to build a bridge over Wurzbach Parkway and he said they "couldn't because of what was down here" (pointing at Lockhill-Selma). So if that was the problem in 2001, then why isn't the problem there today?	The SPUI design as presented proposes a Wurzbach Parkway underpass of NW Military Highway. The project team considered drainage, construction, noise and cost as factors to determine that the SPUI underpass of Wurzbach Parkway under NW Military is feasible. Adequate drainage, sight distance and other roadway features will be included to ensure safety per applicable FHWA guidelines.
7	David Triplett	2/28/17	Comment Card	Allow the traffic on the upper section of Wurzbach Parkway to travel across the intersection and continue on Wurzbach Parkway.	Please see response to comment #1a. While eliminating the through movement from the upper intersection at Wurzbach and NW Military will limit access to nearby neighborhoods, the improved operations provided by the SPUI will significantly reduce congestion and traffic queues during the peak periods and improve travel time through the intersection for all users. However, in light of public feedback, TxDOT will consider additional design elements that would allow a through movement eastbound and westbound at the upper intersections.
8	Larry J. Grote	2/28/17	Comment Card	Residents exiting Summerfield on Bluffton Oaks need to be able to continue straight through NW Military intersection headed west.	Please see response to comment #1a and #7.
				Summerfield residents (Inverness too) need a traffic light on NW Military at Fairfield Bend Drive.	Please see response to comment #2b.
9	Tony Pacini	2/28/17	Comment Card	How will bikes turn left from Wurzbach Parkway onto NW Military? I recommend using a Dutch intersection and green lanes to continue bike lanes straight on Wurzbach Parkway.	Cyclists will follow standard traffic laws when mingling with vehicular traffic, or they can utilize the crosswalks to cross intersections. Another option TxDOT may consider during the detailed design phase is the installation of a "Bike Box" in front of the stop bar. The Bike Box allows bicyclists to stop at the signal in front of the left-turn queue during the red light. This is a safe and visible place for bicyclists to wait for the green light. Once the signal turns green, drivers turning left are aware of, and following behind, the bicyclist.
10	Mike Frontz	2/28/17	Comment Card	The finished concept is clear; however, the construction concept and phases are not represented. This information would have been very beneficial and made the plan look more complete. Without it, it appears as though this has not been considered.	As the project development process progresses and a preferred alternative is selected, more detailed information will be developed regarding construction methods, phasing and scheduling. All of these details will be available for review during the final design stage.
11	Ben Chasau	2/28/17	Comment Card	This is a big improvement that is needed. Will traffic be cut off during construction?	There may be a need for temporary detours during project construction activities. More details regarding project phasing and detours will be developed after a preferred alternative is selected. The project team will make every attempt to limit the use of detours and ensure mobility is maintained in the project corridor, and that disruptions are minimized to the maximum extent possible.
12	J. Marie Hoffman	2/28/17	Comment Card	12a. Please look up the blue route in Pennsylvania, Route 476. They use a timed "red light, green light" merge light to decrease bottle necking. There will be a U-turn bottleneck merge with the merge from NW Military Highway turning right. When cars turn in unison, please indicate turns with solid lines that cars must stay in their lane when turning. No crossing paths when turning. Place a physical barrier to keep cars in their lanes; use "Navicade Traffic Channelizing Cone" to keep cars in their lanes.	TxDOT will consider adjusting the pavement markings to indicate the turning paths for vehicles to follow during their turning movement.
				12b. Please make the roadway and overpass very "pretty." We want it to look less like a highway and more like Champs Elysee with images on the bridge, flags, green things and murals.	TxDOT will consider incorporating aesthetic treatments into the project design to ensure the project is compatible with the character of the community. Where possible, the removal of green space within the corridor will be minimized, while still meeting the need and purpose of the project.

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13	Steven Sanders	2/28/17	Comment Card	13a. Why not dig under Wurzbach and make NW Military the bypass? A reason for this is that all this traffic will simply back up at Lockhill-Selma light.	Because the natural slope of Wurzbach Parkway approaches NW Military, a depressed underpass under NW Military is the preferred option. Traffic at the Wurzbach Parkway/Lockhill Selma intersection may increase, but the level of congestion observed at the NW Military intersection is not anticipated at Lockhill-Selma. Much of the congestion at the NW Military intersection is due to heavy traffic going to/coming from Northbound/Southbound NW Military. This traffic is not related to the Lockhill-Selma intersection and will not add to the congestion at Wurzbach Parkway/Lockhill-Selma.
				13b. Drivers need the ability to go straight out of Summerfield off of Bluffton Oaks.	Please see response to comment #1a.
14	Linda Lowman	2/28/17	Comment Card	The increase in traffic in front of the Elm Creek gate will make it difficult to get in or out of our subdivision. Maybe a right turn lane at Elm Creek Road for traffic going west would help. We'll probably will need to go under Lockhill-Selma next. I know something must be done. Thanks for this Open House and for listening to us!	TxDOT will evaluate the addition of a westbound right-turn lane at Elm Creek Road as part of the proposed project.
15	Michael A. Osborn	2/28/17	Comment Card	15a. Install a right turn lane north on Military, back to JCC exit/entrance so cars can move through the intersection and not block JCC traffic exiting onto Military. This will also allow JCC traffic to come out and ease into traffic.	The SPUI design will significantly increase throughput and improve the performance of the intersection at NW Military and Wurzbach Parkway, which will reduce queuing on the northbound approach in front of the JCC driveway. In addition, the proposed design extends the northbound right-turn lane, increasing the storage for right-turning vehicles. Traffic exiting the JCC driveway onto NW Military will experience significantly less delay and will be able to turn right at Wurzbach Parkway with less delay. Traffic wishing to travel eastbound on Wurzbach Parkway can also use the Wurzbach driveway exit in the event that traffic is heavy on NW Military.
				15b. Add a right turn access lane at the south side of the JCC entrance.	While adding a northbound right-turn deceleration lane on NW Military for the JCC driveway, south of Wurzbach Parkway, would improve safety for traffic entering the JCC and for traffic following behind vehicles turning into the driveway, it does not improve operations at the intersection of NW Military and Wurzbach Parkway. As such, this type of improvement is not part of this project. Deceleration lanes for driveways are typically funded by the development they serve.

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15	Michael A. Osborn	2/28/17	Comment Card	15c. Allow traffic to turn east and west on Wurzbach surface lanes so folks coming out of Summerfield can go to the Medical Center, and those coming out of Estates of Alon and HEB/Alon Shopping Center/Hospital can go east to Blanco and 35.	The traditional SPUI design maximizes throughput and efficiency by eliminating some movements from the intersection. For instance, the design does not allow for eastbound and westbound through movements unless you are on the depressed main lanes. Adding the through movements to the intersection would reduce the efficiency and throughput significantly since additional phases will be added to the signal. Unfortunately, the Bluffton Oaks access is located west of the entrance to the depressed main lanes. Therefore, traffic exiting Summerfield, wishing to travel westbound on Wurzbach Parkway has several options: 1) Use the NW Military exit via Fairfield Bend Drive to turn left onto NW Military and right onto Wurzbach Parkway, or 2) Exit onto Wurzbach Parkway, turn right or left at NW Military and look for an opportunity to make a U-turn to return to the intersection, or 3) Use alternate routes to westbound Wurzbach Parkway, such as George Road. While this does present an inconvenience, the improved operations provided by the SPUI will significantly reduce congestion during the peak periods and improve travel time through the intersection. The Estates of Alon and HEB/Alon Shopping Centre/Hospital traffic wishing to travel eastbound on Wurzbach Parkway will need to use NW Military and turn right onto Wurzbach Parkway. This movement will improve greatly with reduced delays and congestion associated with the SPUI design. Based on the comments received, an alternative design with frontage roads added to the SPUI, along with other options, will be evaluated and considered.
	Linda Lopez-George	2/28/17	Comment Card	The improvement appears to address the congestion that has developed with the opening of Wurzbach Parkway. Living on the fringe of the improvement area, our residents will not receive an immediate negative impact. The project cost seems in-line with other transportation improvements.	Comment noted.
17	Jorge Sanchez	2/28/17	Comment Card	17a. For Summerfield residents, it will be very difficult to go to Wurzbach toward I-10 unless there is a light for the Summerfield entrance/exit on NW Military and Fairfield Bend to allow exiting Summerfield residents to make a left turn onto NW Military and then a right turn onto Wurzbach, based on animated proposition #5. It is currently difficult for Summerfield residents to take a left onto NW Military with traffic as it is now.	Please see response to comment #1c.
				17b. Other than that concern, I approve of animated proposition #5.	Comment noted.
18	Sue Stankus	2/28/17	Comment Card	18a. This project looks like it will help current traffic issues.	Comment noted.
				18b. You need to look at the impact on traffic at roads leading into the neighborhoods on the corners of the intersection and the light into the HEB parking lot.	The SPUI design greatly improves the performance at the intersection of NW Military and Wurzbach Parkway, which will improve conditions at the nearby neighborhood and business driveways by reducing congestion, queuing and delays associated with the intersection. However, the SPUI does create access challenges for neighborhoods and businesses located in the four quadrants. Based on these concerns and the comments received, opportunities to offset some of these access challenges are being investigated and additional alternatives are under development.
				18c. Good job with the models.	Comment noted.
19	Todd Usnik	2/28/17	Comment Card	There is a proposal or planned project to build a land bridge connecting both sides of Hardberger Park. Please coordinate projects to be completed simultaneously. Please consider closing the parkway from Lockhill to Blanco and completing both projects in a year or less with incentives for early completion of each phase (1 year vs 2-4 is better, and most of the traffic has just re-routed since the last section opened).	Thank you for your comment. The project team will ensure coordination occurs with adjacent projects so that construction activities minimize disruptions to the maximum extent possible. The land bridge project is conducting an analysis of traffic operations to evaluate construction phasing to minimize impacts.
20	Heather McNeal	2/28/17	Comment Card	Great project. Please keep Lockhill-Selma corridor LOS the same or better.	Comment noted. With the proposed improvements at the Lockhill-Selma intersection, LOS for the northbound/southbound approaches will be about the same as existing conditions. The Wurzbach Parkway approaches will get an additional through lane in each direction, which is intended to mitigate the slight increase in delays anticipated from the underpass.
21	Scott Woodward	2/28/17	Comment Card	The connection from Bluffton Oaks to Wurzbach coming out of Summerfield is a problem. There is no way to go straight on Wurzbach. The only way to get to Wurzbach is by going to NW Military and turning left, which is not a good prospect. This needs design attention.	Please see response to comment #1a.
22	Alfred White	2/28/17	Comment Card	22a. I would request that in the proposed plans, U-turns be permitted at Wurzbach/Lockhill-Selma to allow westbound drivers to turn around and get on Wurzbach Parkway heading east.	As designed, the westbound approach to the intersection of Wurzbach Parkway and Lockhill-Selma has sufficient geometry to allow for a passenger car to make a U-turn. TxDOT will consider adding the U-turn maneuver to the signal timing at that intersection to provide for a protected U-turn phase, as needed.

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				22b. I would also like to see a form of access to Wurzbach Parkway eastbound from Alon Loop.	Adding frontage roads to the SPUI design will be considered as an alternative.
23	Ernesto Vela	2/28/17	Comment Card	My community (Estates of Alon) will be adversely affected by the current proposal. Wurzbach Parkway eastbound will be constructed in a way that will prevent me from exiting my community from our Wurzbach gate as I head toward 281. The proposal will require me to turn onto NW Military and do a U-turn. The alternative will require me to exit our NW Military gate and add nearly a mile plus going through additional lights and traffic.	Please see response to comment #22b.
24	Eva Mendoza	2/28/17	Comment Card	24a. I understand your need to construct but I am definitely against this mass transit mode of moving people in this area. It will bring more traffic speeding down the tunnel and at the intersections, you will have multiple head-on collisions.	The intersection currently experiences significant congestion and delays and is operating at a failing LOS F during the PM peak hour. This is projected to worsen as volumes on Wurzbach Parkway are anticipated to increase up to 127% by year 2040. The most effective way of increasing capacity and reducing congestion and delays at the intersection is through grade-separation. Removing the Wurzbach Parkway through traffic from the signal greatly improves the performance. Eastbound and westbound Wurzbach traffic will travel under NW Military. Eastbound Wurzbach traffic will be able to travel a long distance, unimpeded on the main lanes, until the signalized intersection with Weidner Road. Westbound Wurzbach traffic will travel under NW Military, bypassing the signal, and travel back up to street level in advance of the signal at Lockhill-Selma. Additional signalized intersections are present between Lockhill-Selma and IH-10. Advanced signing and the uphill grade will alert drivers that they are approaching a signalized intersection. The design will utilize all opportunities to incorporate safety elements to prevent increasing the potential for crashes. A concrete median will separate the eastbound and westbound main lanes on Wurzbach Parkway and help prevent head-on crashes.
				24b. Not to mention how ugly the wall will look exiting my subdivision.	Aesthetic treatments will be developed to ensure the project is compatible with the community and every attempt will be made to preserve green space in the corridor.
				24c. Also, all the money spent on the walking median was a huge waste. You are creating a mini Stone Oak nightmare.	Adding capacity to reduce congestion requires utilizing available ROW that includes some or all of the current median in order to avoid the need to acquire additional ROW. TxDOT is looking at a number of additional options. Some may preserve a portion of the median.
25	Marshall Dittrich	2/28/17	Comment Card	I believe an overpass is a much quicker and more cost effective approach. This is something that should have been brought to vote outside of the local community at this specific intersection. Time and money will go to waste in this proposed project for the aesthetics of this project. No!	During the alternatives development process, an overpass was examined but it could not be accommodated within the existing right-of-way.
26	Lori Boies	2/28/17	Comment Card	26a. A turn-around at Lockhill-Selma and Wurzbach is necessary.	Please see response to comment #22a.
				26b. A light or pedestrian crossing at Alon Loop and NW Military would be nice.	A traffic signal may not be warranted, please see response to comment #2b. A pedestrian signal, such as a Pedestrian Hybrid Beacon also known as a HAWK, must be located 100 feet from any stop controlled intersection or driveway and would not be located at Alon Loop. A detailed study of the area would be needed to determine if current pedestrian volumes would meet the warrants for a HAWK. An unsignalized midblock pedestrian crossing would not be recommended for this location.
				26c. Planting trees along the feeder of Wurzbach would be wonderful to make up for the loss of tress in the median.	Please see response to comment #24b
27	Colleen Taylor Waguespack	2/28/17	Comment Card	27a. Current proposed plans do not allow Summerfield residents exiting Bluffton Oaks onto Wurzbach to go westbound on Wurzbach towards Medical Center. George Road residents will not be happy when cars start going through their neighborhood to get to Medical Center.	Please see response to comment #1a.
				27b. Both the Bluffton Oaks/Wurzbach and Fairfield Bend/NW Military intersections are currently dangerous. Please consider a traffic signal at NW Military and Fairfield Bend to address these issues. I am not a resident of Summerfield, but I can recognize the dangers.	Please see response to comment #2b.

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27	Colleen Taylor Waguespack	2/28/17	Comment Card	27c. I was told that the portion of Wurzbach west of NW Military was designed for a 45 mph speed limit. If this is the case, please consider reducing speed on Wurzbach between Blanco and NW Military to 50 mph. This would help reduce the stacking of vehicles as they enter the 45 mph zone. The section of Wurzbach between Blanco and NW Military has seen multiple fatal accidents. Speed reduction would do as much to save lives as would the current median that was recently added.	A reduction in the posted speed limit on Wurzbach Parkway between Blanco Road and NW Military will not reduce the queuing that is occurring on the westbound approach to the intersection. The crash history for the 3-year period from 2012 through 2014 showed a single fatal crash on Wurzbach Parkway between Blanco and NW Military. Crash rates were calculated for segments along the Wurzbach Parkway corridor and compared to statewide average crash rates. The section of Wurzbach Parkway between NW Military and Blanco Road has a crash rate substantially lower than the statewide average. 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.
28	Ryan Roberts	2/28/17	Comment Card	As a new business owner in this community, I am concerned about the short-term and long-term impact that this project will have on our business, which currently employs 70-75 local residents and will likely employ over 100 local residents by the time this project begins. A negative impact on our visibility and accessibility will have a negative impact on sales, which could force us to have to reduce the number of people we employ. What will be done by TxDOT to provide signage on Wurzbach Parkway for businesses that are located at this intersection? Please consider allowing the installation of blue DOT signs on Wurzbach Parkway for restaurants that would be impacted in order to provide motorists with clear direction on how to get to our business. Thank you.	The TxMUTCD allows for General Service Signs to inform drivers of needed services. However, on most conventional roadways, commercial services are within sight, making signing unnecessary. Most drivers using Wurzbach Parkway are familiar drivers and will be aware of the locations of local businesses and how to access them. TxDOT will review the need for General Services Signs as detailed design plans are prepared.
29	Lawrence Woman	2/28/17	Comment Card	Looks good to me, although not so good for residents on the northeast corner of NW Military and Wurzbach. Could a way be found to facilitate their access to Fairfield Bend? Thanks for all your hard work on our behalf.	Please see response to comment #1a.
30	Rhonda Hoffman	2/28/17	Comment Card	Major concern: access to IH-10 from Summerfield subdivision. Leaving the subdivision from (Bluffton Oaks) side gate, homeowners will have to turn left or right onto NW Military. Summerfield homeowners will not be able to take a left out of the Fairfield Bend exit without a traffic light, especially as fast as traffic will be moving with extended right turn lanes from Wurzbach Parkway and northbound traffic already on NW Military. In addition, it might even be incredibly difficult to exit right out of subdivision.	Please see response to comment #1a.
31	James Lacy	2/28/17	Comment Card	31a. No access to Wurzbach Parkway to Medical from Bluffton Oaks exit; we are committed to a right turn at the intersection.	Please see response to comment #1a.
				31b. Dangerous egress and ingress at NW Military and Fairfield Bend; we need a light.	Please see response to comment #2b.
32	Michele Power	2/28/17	Comment Card	Please send a link of the proposed construction plans to Summerfield residents via HOA or Board Chair of subdivision. We all need to be aware of the construction plans so we can plan accordingly. It is currently completely unsafe to leave Summerfield during peak traffic times--very, very dangerous. My neighbors across the street and to right side have both been in accidents trying to leave the subdivision. One was hospitalized for 6 weeks! You take your life into your own hands and I cannot wait for this to end! Thank you for all you're doing!	Project information, including the latest design plans, are available on the TxDOT website at the following link: http://www.txdot.gov/inside-txdot/projects/studies/san-antonio/wurzbach-parkway-lockhill-selma-nwmilitary-highway.html
33	Cathy Woodward	2/28/17	Comment Card	I will lose my ability to leave my neighborhood through the Wurzbach exit and get onto Wurzbach to go to Medical Center. This leaves only one way out of our neighborhood to go to work. I am less than happy.	Please see response to comment #1a.
34	Deann Wallen	2/28/17	Comment Card	Great improvement! I do feel that Summerfield neighborhood needs a light at the exit onto NW Military. I can see NW Military between George Road and Wurzbach becoming challenging. Overall I am in full support! Thank you for reacting quickly to a problem that presented itself very recently!	Please see response to comment #2b.
35	David LaBadie	2/28/17	Comment Card	This project seems to only push the congestion at NW Military and Wurzbach Parkway down the road to Lockhill-Selma and Wurzbach Parkway. None of the TxDOT reps seem to have seriously considered the new congestion and difficulty many subdivisions will have exiting their areas.	The goal of the proposed project at both NW Military and Lockhill-Selma is to improve the overall congestion and reduce delays along Wurzbach within the study limits. While the delay at Wurzbach and Lockhill-Selma is anticipated to increase slightly, overall the travel time for eastbound and westbound Wurzbach Parkway will be reduced through the two intersections. To mitigate the increased delay at Lockhill-Selma, the project proposes adding one extra through lane in each direction, allowing for more green time per signal cycle to be allocated to the other movements at Lockhill-Selma. Looking at overall trips going through the intersection, drivers will notice shorter travel times to complete their trips.

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36	Sig Weiner	2/28/17	Comment Card	This appears to have been very poorly thought out, without regard to the negative impact on the Inverness subdivision (where I live), Summerfield subdivision, Alon Center, Alon Residential and the JCC. The only people who would benefit are people who do not live or work in the area and merely pass through. Focus should be shifted from this terrible concept to other ways of encouraging use of other thoroughfares to reduce traffic for non-area commuters.	The SPUI design greatly increases the capacity of the intersection and improves performance by eliminating movements from the signalized intersection. The reduced congestion and improved performance will benefit all (local and non-local) traffic traveling through the intersection. Although access is challenged by the elimination of eastbound and westbound through movements for those trips originating near the intersection, the overall travel time savings and reduced congestion on both roadways will still result in benefits to local users. Wurzbach Parkway is designated as a Principal Arterial and, as such, functions as a facility designed to carry higher volumes of traffic at higher speeds for longer trip lengths. TxDOT continues to plan and develop improvements throughout the transportation network by reviewing and evaluating need based on the function of the overall transportation system. Alternative designs and other options to offset the access challenges are being considered.
37	Dee LaBadie	2/28/17	Comment Card	Traffic heading west on Wurzbach narrows from 3 to 2 lanes, even after improvements. The bottleneck there is already significant. I am unclear how pushing traffic through NW Military intersection faster will help the situation at Wurzbach and Lockhill.	The traffic models show that the proposed SPUI greatly reduces delay for traffic traveling through the intersection. This benefits traffic traveling in both directions on NW Military and in both directions on Wurzbach Parkway. The eastbound traffic on Wurzbach Parkway will benefit greatly by having unimpeded travel from NW Military to the signal at Wiedner. We acknowledge that the delay at Lockhill-Selma will increase and westbound Wurzbach Parkway traffic will encounter congestion when it reaches Lockhill-Selma. However, the proposed SPUI combined with the improvements proposed at Lockhill-Selma still result in an overall travel time savings for westbound traffic. All other movements through the intersection with NW Military will have more significant travel time savings.
38	Michael Morrison	2/28/17	Comment Card	38a. My home lies very close to the intersection of Wurzbach and NW Military in Inverness. There is already a sound problem and I am very concerned what environmental impact studies will be done to mitigate this.	Once a preferred build alternative is selected by TxDOT, environmental studies will determine if there are any noise impacts, consistent with TxDOT/FHWA regulations. If noise impacts are present, then TxDOT will determine if abatement is reasonable and feasible for incorporation into the proposed project; including an assessment of constructability.
38	Michael Morrison	2/28/17	Comment Card	38b. Also, entrance to Inverness off NW Military is already very dangerous, and it looks like it will get worse. We need a light there. I need more answers before supporting this.	There may be an increase in delays for left-turn traffic exiting Turnberry Way, but the exiting right-turn traffic will experience a significant time savings due to the greatly improved operation of the SPUI. Drivers wishing to turn right or left onto Wurzbach Parkway after exiting Inverness via Turnberry Way will also experience reduced queuing and delays due to the efficiency of the proposed SPUI, the additional left and through lanes, and the lengthening of the right-turn lane on the southbound approach. The proposed improvements will reduce queuing and delays for southbound traffic on NW Military, which will reduce congestion and queuing at Turnberry Way. Please see response to comment #2b.
39	Todd Erickson	2/28/17	Comment Card	39a. I'd like to see the cost of project for this proposed construction next to the cost of building a bridge over (not under) NW Military. Seems to me to be the cheapest and least disruptive solution.	During the alternatives development process, an overpass was examined but it could not be accommodated within the existing right-of-way.
				39b. A sound barrier may be required for the Inverness community. Why was this also not proposed?	Please see response to comment #38a.
				40a. This does not make sense to me; it sounds like it will function like San Pedro.	Comment noted.

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40	Pamela Stanton	2/28/17	Comment Card	40b. I am opposed to the environmental destruction of trees, plants, etc. Run-off from Olmos Creek behind Hunter's Circle has to point where we now are directly in floodplains. These beautiful neighborhoods will become polluted by noise, and air quality, etc.	Drainage studies are currently underway to analyze potential impacts and identify mitigation measures, where appropriate. The project design will comply with applicable FEMA, FHWA, USACE, and other federal, state and local regulations regarding water resources and floodplains. Once a preferred build alternative is selected by TxDOT, environmental studies will determine if there are any noise impacts, consistent with TxDOT/FHWA regulations. If noise impacts are present, then TxDOT will determine if abatement is reasonable and feasible for incorporation into the proposed project; including an assessment of constructability. Every attempt will be made to preserve green space in the corridor while meeting the need and purpose of the project. Under the No-Build Alternative, traffic congestion will continue to get worse and contribute to decreased air quality in the project area.
41	Daniel Briggs	2/28/17	Comment Card	As a resident of Summerfield, it is not possible today to safely exit the subdivision at Fairfield Bend to travel south on NW Military. The only safe option to travel south on NW Military or west on Wurzbach is to exit at Bluffton Oaks. Your plan does not allow those on the upper lanes of westbound Wurzbach to travel through the intersection and continue westbound. This means that Summerfield residents will not be able to get to IH-10 on Wurzbach.	Please see response to comment #1a and #2b. The SPUI design is anticipated to improve congestion for the NW Military approaches to the intersection, resulting in greater ease to exit the Summerfield neighborhood via Fairfield Bend.
42	Irene Hays-Pierce	2/28/17	Comment Card	Wurzbach need to be extended all the way down to Lockhill, otherwise there are going to be more accidents because of the left turn lanes.	The proposed SPUI reduces the number of left-turn movements. We anticipate a reduction in left-turn crashes because there will be fewer left-turn movements. In all design options, sight distance and other safety considerations will be implemented in the design plans.
43	David Sund	2/28/17	Comment Card	While the project looks good and will increase the ability to bypass NW Military, I feel you will increase major problems we already have between Lockhill-Selma and Vance Jackson. According to your accident map, the road between the railroad tracks and Vance Jackson is one of your worst accident locations and this project does not address that! Will you put in more lights? It is almost impossible to get out of Whisper Oaks now!	The segment of Wurzbach Parkway between the railroad tracks and Vance Jackson is outside the scope of this project and is under the jurisdiction of the City of San Antonio. Currently, there are no future plans for the section between Lockhill-Selma and Vance Jackson and no additional signals are anticipated for this project.
44	Jerald and Diana Yost	2/28/17	Comment Card	44a. My concerns are coordination of construction so as to create the least possible impact on residents nearby (ingress/egress from Inverness),	TxDOT will develop detailed construction phasing and detour plans to reduce construction impacts to the maximum extent possible. Access to adjacent residents and businesses will be maintained during construction and TxDOT will provide regular information on detours and closures to minimize disruption to normal activities.
				44b. Noise abatement,	Please see response to comment #38a.
				44c. Work scheduling,	Please see response to comment #10.
				44d. Length of project,	The current project limits represent logical termini for a transportation improvement, consistent with TxDOT/FHWA regulations. However, if you are referring to the duration of the construction period, TxDOT is aware of the inconvenience presented with extended construction activity and will make every effort to minimize impact during this time. Please see response to comment #11. Details of the construction phasing and any detours will be presented during the detailed Engineering phase of project development.
				44e. Need for signal lights for Inverness residents,	See response to comment #2b.
				44f. And delays.	The goal of the proposed project at both NW Military and Lockhill-Selma is to improve the overall congestion and reduce delays along Wurzbach within the study limits. While the delay at Wurzbach and Lockhill-Selma is anticipated to increase slightly, overall the travel time for eastbound and westbound Wurzbach Parkway will be reduced through the two intersections.
45	Shelley Baillargeon	2/28/17	Comment Card	45a. The turn-around from eastbound Wurzbach to westbound will create accidents as the lanes go from 3 to 2 at almost the point that Inverness residents must get into the far right lane.	The design meets the applicable design criteria. The design team will look at increasing the weave length to improve this operation.
				45b. Also, the reduction from 3 to 2 lanes westbound in front of Elm Creek will lead to backups blocking the Lockhill intersection.	Consideration will be given to extending the right lane to Elm Creek to provide more room for the merge to occur and reduce the possibility of blocking Lockhill-Selma.
46	William Chenvault	2/28/17	Comment Card	46a. The 3rd westbound lane added along Inverness should stop at the Lockhill-Selma intersection with a longer left turn lane.	The greatest reduction in delay at Lockhill-Selma was achieved by extending the westbound through lane across the intersection as opposed to lengthening the westbound left turn lane. This was confirmed with the traffic models the design team used to analyze the various alternatives.

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				46b. The reduction from 3 lanes to 2 lanes about 200 feet west of Lockhill-Selma will create a real congestion problem just before the bridge. Frankly, the whole plan just moves the congestion problem from NW Military to Lockhill-Selma. Creating the big congestion at this point is probably worse than before.	Regarding the lane reduction in the west of Lockhill-Selma, please see response to comment #14. Regarding shifting the congestion from NW Military to Lockhill-Selma, please see response to comment #37.
47	Emily Robers	2/28/17	Comment Card	If, after this project is complete, you decide to put up a blue DOT sign, we would like to purchase a spot on that sign. Between the proposed construction and the time it will take for people to learn new traffic routes, we anticipate our business being greatly impacted.	Please see response to comment #28.
48	David and Marge Present	2/28/17	Comment Card	2702 Cembalo Blvd. is a senior living residence. There is a need for a traffic light to control the exit onto NW Military Highway.	Please see response to comment #2b regarding requirements for a traffic signal. 2702 Cembalo Blvd. is approximately 1/2 mile south of Wurzbach Parkway and is outside the limits of this project. You can contact the city of San Antonio Public Works Department, if you wish to request a traffic study.
49	Larry Easley	2/28/17	Comment Card	You should have considered the impact when the parkway was designed. After 3 other major projects on NW Military that affected my business, I shudder to think about the impact of one more project. They say 2.5 years to construct but the last project was also 2.5 years that went on for over 4 years. Having said all that, something does need to be done! And sooner rather than later.	Please see response to comment #44a.
50	Liz Mills	2/28/17	Comment Card	This appears to be well planned out as proposed. It has definitely been needed for quite a while. I'm not looking forward to the mess while construction is going on, but it will be worthwhile.	Comment noted.
51	Katsy Morris	2/28/17	Comment Card	The additional lane on Wurzbach needs to extend to the Elm Creek entrance for the safety of residents, workers and guests coming to Elm Creek. Currently cars stack up wanting to enter the neighborhood.	Please see response to comment #14. The Elm Creek gate is located about 110 feet from Wurzbach Parkway. The neighborhood could address this existing issue by relocating the gate further north to create additional queuing space.
52	Patti Morehouse	2/28/17	Comment Card	Westbound Wurzbach should remain 3 lanes up to Elm Creek Rd. This would provide a safe right-turn only lane for entering Elm Creek much safer than narrowing to 2 lanes before the entrance.	Please see response to comment #14.
53	Merrill Hamusa	2/28/17	Comment Card	Project should proceed, with $15 million coming from "Land Bridge Project," which is a total waste of tax payer money.	The Land Bridge Project is a separate project and not funded by TxDOT.
54	Bill Willings	2/28/17	Comment Card	Northbound Military Highway between Parkway and Summerfield: The inside lane on Military Highway is a turn only into Summerfield with 2 lanes turning off Wurzbach onto NW Military Highway north; there is not enough room to merge all traffic. Need to extend inside lane to George Road.	Converting the right-turn lane to a third northbound through lane on NW Military will provide additional northbound capacity but will eliminate the dedicated right-turn lanes at Fairfield Bend and at George Road. ROW constraints do not allow widening to restore the right-turn lanes. Alternative design options will be considered by TxDOT to improve the transition area on NW Military.
55	Ariel Friedman	2/28/17	Comment Card	This project removes our ability to exit Summerfield and stay on Wurzbach. Instead, it forces us to either make a right onto NW Military and make a U-turn or attempt a left onto NW Military, which is an unsafe proposition.	Please see responses to comments #1a and #15c.
56	Kerry Willings	2/28/17	Comment Card	I live off George Road. With proposed 2 lanes coming off Wurzbach Parkway, it will be dangerous to move over to go straight down Military, as you end up in a turn only lane into Summerfield. Open up the lane that is closed off.	Please see response to comment #54.
57	Donna Futrell	2/28/17	Comment Card	57a. On the Parkway going west, if you turn right in the right lane, it is right turn only into Summerfield; could that lane be extended to include George Road?	Please see response to comment #54.
				57b. Lights may need to be adjusted at George Road and NW Military during construction to allow cars to get out of Castle Hills Forest.	As this project proceeds to the next phase, construction phasing and corresponding traffic control plans will be developed to maintain traffic flow during construction. The city of San Antonio manages the signal timings. TxDOT will work with the city of San Antonio to implement signal timing modifications during the appropriate phases of construction.
58	Denise Sanders	2/28/17	Comment Card	58a. Off of Bluffton Oaks, we want to still be able to go straight on Wurzbach; how about a regular intersection like Medical and Fredericksburg?	Please see responses to comments #1a and #15c.
				58b. We need some light or solution coming out of Summerfield to safely take a left.	Please see response to comment #1c.
				58c. Noise on Wurzbach Parkway is loud; we back right up to it. I don't want a barrier wall; I just want windows in my house that detour most of the noise (like the airline abatement program). No wall.	Please see response to comment #38a.
				58d. There is a problem with traffic coming off the parkway into the Summerfield lane that only leads into our neighborhood. This is causing "close calls" with the entrance of Summerfield.	Please see response to comment #54.
				58e. How about making the parkway a toll road?	Tolling is not currently being considered for this proposed project.

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59	Navin Bhatia	2/28/17	Comment Card	Allow one or two lanes eastbound and westbound on Wurzbach Parkway that travel across NW Military. Traditional Intersection.	Please see response to comment #7.
60	Anonymous	2/28/17	Comment Card	Please do not improve the parkway! Leave it as-is and instead spend the $30 million on adding a lane to 1604. We are tired of all the increased traffic that the parkway brings in; let these drivers go back to 1604 and/or 410.	The proposed project is needed to reduce traffic congestion and improve safety on Wurzbach Parkway and at project intersections.
61	Jesus Gallegos	2/28/17	Comment Card	I live in a home on Alon Estates that backs up to Wurzbach Parkway. Is there anything that can be done to mitigate the traffic noise coming into the neighborhood? I am hopeful something could be done, given advancements in construction materials, design and technology. Thanks.	Please see response to comment #38a.
62	Susan Bhatia	2/28/17	Comment Card	There is no way to enter the main entrance of Inverness, which is gate guarded. Unbelievable! Wurzbach going westbound--I don't like it. You need at least one through lane!	Please see response to comment #7.
63	Daphne Klebba	2/28/17	Comment Card	I agree with the proposed plans at NW Military Highway/Wurzbach. I think this should be done as soon as possible.	Comment noted.
64	Elie Rosen	2/28/17	Comment Card	Please include human-oriented aspects at Wurzbach/NW Military intersection, including beautifying the medians with landscaping and/or spaces to sit with sufficient shade and consider perhaps safety concerns so that adults and children can cross safely. Not sure if a pedestrian bridge would make sense. Nevertheless, considering aesthetics at the intersection will be appreciated.	Accommodations for pedestrians and bicyclists are being considered and will be finalized during the detailed design phase. Regarding aesthetic elements, please see response to comment #12b.
65	Diane Luft	2/28/17	Comment Card	65a. My concerns are noise pollution, light pollution and related issues that could negatively impact the nearby neighborhoods.	Please see response to comment #38a.
				65b. The area is primarily residential and heavily wooded. It is my hope that the integrity of the character of the neighborhood as it now stands can be preserved to the greatest extent possible. Thank you.	Please see response to comment #12b.

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66	Christi Morrison	2/28/17	Comment Card	66a. This project will be devastating to the surrounding neighborhoods for noise and traffic, after and during construction.	Please see response to comment #38a.
				66b. Its purpose is to alleviate traffic through 410 and 1604. It will only balance city traffic. It is a waste for the purpose of balancing city traffic.	The proposed improvement at NW Military and Wurzbach Parkway serves north/south traffic on NW Military as well as east/west traffic on Wurzbach Parkway. The traffic data collected shows that NW Military is an entry and exit point for traffic going to/from Wurzbach Parkway.
				66c. It will cost us hundreds of thousands in property value. I intend to become politically and legally active in my opposition.	Comment noted.
				66d. No noise plan. No EIS study. I intend to vote against favoring this project.	Environmental studies are currently underway to examine the potential impacts to the human, natural and cultural resources in the project area, consistent with TxDOT/FHWA regulations. Once a preferred build alternative is selected by TxDOT, environmental studies will determine if there are any noise impacts, consistent with TxDOT/FHWA regulations. Based on anticipated impacts, the preparation of an Environmental Impact Statement (EIS) is not anticipated to be necessary for compliance with the National Environmental Policy Act (NEPA).
67	Patrick Danysh	2/28/17	Comment Card	I live very close to the intersection. I like that traffic time will go down. I like that construction is underground to decrease noise and visual of overpass.	Comment noted.
68	Joseph Holmes	2/28/17	Comment Card	East-west through lane to put off traffic from upper lanes of Wurzbach Parkway is necessary for the entry and exit from neighborhoods (Alon & Inverness), so people can get to their homes.	Please see response to comment #7.
69	Kenneth Gindy	2/28/17	Comment Card	There is no effective way to enter Inverness coming east. We need a full intersection like at Medical and Fredericksburg Road. The Inverness gate on NW Military is not a full or manned gate.	Adding an additional through lane and keeping the U-turn lane should assist in accessing the Inverness gate from eastbound on Wurzbach Parkway. Based on comments received, TxDOT is considering alternative designs and other options to offset the access challenges associated with the traditional SPUI design.
70	Kari Schultz	2/28/17	Comment Card	70a. Add a turn lane into Elm Creek alongside the westbound lanes on Wurzbach.	Please see response to comment #14.
				70b. Don't do improvements; if you build it, more will come and you just increase a bad traffic area. No room to accommodate increased traffic flow from Vance Jackson to IH-10.	Please see response to comment #35.
71	Tim Schultz	2/28/17	Comment Card	I am very much against the entire project unless you can fix (probably no solution) Lockhill-Selma and NW Military together. I drive from 281 to Elm Creek every day. All you will do is push a traffic jam from NW Military to a much worse problem at Lockhill-Selma.	Please see response to comment #43.
72	Gretchen Roufs	2/28/17	Comment Card	Thank you for doing this work to enhance Wurzbach Parkway. I used to travel eastbound from Blanco to NW Military 4 to 5 times a week to my health club (JCC), but when Wurzbach opened 100%, the traffic at Wurzbach and NW Military was so bad that my travel time doubled. So I joined a different club so I could avoid the traffic.	Comment noted.
73	Vivienne Spy	2/28/17	Comment Card	73a. Without fixing the problem from Lockhill to IH-10, it seems an irresponsible use of tax payer dollars to move the back log of traffic from one intersection to another. NW Military has a greater capacity to handle the traffic than does Lockhill-Selma.	Please see response to comment #43.
				73b. Please bear in mind that increasing the speed of the traffic until you fix the Lockhill/I-10 issues will only cause more accidents. NW Military provides a natural place to control the speed of the traffic traveling on Wurzbach. Thirty million dollars is a lot of money.	Please see response to comment #43.
74	Janis Witt	2/28/17	Comment Card	74a. While I approve of the concept of improving drive times on Wurzbach Parkway, I am not in favor of removing the green space and median strip between Lockhill-Selma and NW Military with lanes.	Please see response to comment #12b.
				74b. I think the traffic bottlenecks will only move farther west toward I-10, and unless there's a concurrent plan for that traffic, what is the point? Making cars pile up at I-10 to Vance Jackson? Or leaving them to back up where they are now and save $30 million dollars?	Please see response to comment #43.
75	Tom Corser	2/28/17	Comment Card	75a. I am happy to see the bike lanes are remaining, but please propose protected bike lanes. This is a critical step toward increased bike use.	Bicycle and pedestrian accommodations are provided in the project design, but protected bike lanes require additional space and are not currently included due to limited right-of-way in the project corridor.
				75b. Please do all you can to preserve the existing trees. An all-concrete parkway is a shame.	Please see response to comment #12b.
				75c. Since most of the Wurzbach commute is to/from the Medical Center, please propose extending the bike lanes further down Wurzbach Parkway. Thanks for the opportunity to comment.	Bicycle accommodations are provided within the project limits. TxDOT and City of San Antonio can evaluate the need and ability to extend bike lanes further down Wurzbach Rd on a future project.
76	Bill Yates	2/28/17	Comment Card	We need a turnaround at Lockhill-Selma and Wurzbach for westbound traffic on Wurzbach.	The design team analyzed various alternatives and the turnaround did not fit within the existing right-of-way. U-turns may be possible with modifications to the intersection, the signal phasing and with proper signing.

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77	Bruce Mitchell	2/28/17	Comment Card	77a. This project seems to move the problem one light, from NW Military to Lockhill. Traffic will still back up.	Please see response to comment #35.
				77b. Pedestrian and bike crossing will be dangerous as two lanes turn off from 60 mph Wurzbach Parkway to Military and Lockhill. We need a pedestrian bridge over Wurzbach on both sides. We've already had pedestrians hit at the intersection. This is a $30 million "patch" to a bigger traffic problem.	A pedestrian bridge was not considered since the traffic signal provided signalized and protected crossing movements on all sides of the intersection.
78	Paula McGee	3/15/17	Comment Card	My husband and I are strongly opposed to the plan presented by TxDOT on 2/28/17 concerning the intersection of Wurzbach/NW Military. The neighborhoods of Elm Creek, Whispering Oaks, Inverness and Alon have not been given sufficient input to the design and plans to address traffic on Wurzbach and NW Military. The city, TxDOT and neighbors most impacted need to develop the best plan for everyone and not rush to come up with something to appease impatient drivers! Please stop this project now and work with neighborhoods, businesses and the city of San Antonio to develop a long-term, safe, design to preserve the residential corridor along Wurzbach! Do not further extend a freeway with this current "fix" only to push the traffic problem further into the neighborhoods surrounding these streets! I am willing to serve on a community committee toward a better design plan.	The purpose of this project is to reduce traffic congestion and improve safety on Wurzbach Parkway between NW Military and Lockhill-Selma. The need is due to increased traffic congestion since completion of Wurzbach Parkway from Blanco Road to beyond US 281 which increased delay at project intersections and increased the potential for crashes. The proposed SPUI would reduce congestion and delays at the intersection. There will be other opportunities for public input in follow-up focus groups and public meetings to voice your concerns and suggestions.
79	Jennifer Johnson	2/28/17	Transcript	79a. My first thought is: if there has not been a construction partner chosen already, we should use a local company, and H. B. Zachry, I know, has expertise in highway construction because they did the Grand Parkway in Houston, and I feel like they would be a good choice for a construction partner.	After final design plans are completed and project funding is secured, the project will be let for construction by TxDOT using a competitive bidding process to identify a construction partner.
				79b. And, secondly, it would be good if they could try and not start construction during the first part of the school year because traffic is super-heavy, like from the middle of August through about November (so basically high school football season). It's really crazy on the parkway, both in the mornings going to work and in the afternoons going home. And I always try and hit it because I work at USAA and I live behind the airport, and so I always try to come into work super-early and leave early; but if I have to stay late, which I frequently do, then I'm stuck in the afternoon traffic, and there is no way around it.	As project design progresses and construction phasing and detour plans are developed, TxDOT will coordinate with adjacent stakeholders, including schools, to provide information on detours and closures in an attempt to minimize any disruption to normal activities.
80	Evelyn Rodriguez	2/28/17	Transcript	80a. First, I'm just very pleased that San Antonio is being proactive about the traffic issues. And there was no traffic obviously before Wurzbach Parkway was open, and we live just past that intersection. Since then it's been a huge barrier just getting home--an additional 30 minutes or longer. So it really does impact the quality of life. So I'm very happy that they're doing something about it.	Comment noted.
				80b. Just two issues that can be a concern: We know that there are graffiti problems just a couple blocks down the way on NW Military and Braesview. We've had to get the police involved to get that graffiti removed. There are a lot of apartments and different situations right there. A gentleman was saying there is a graffiti spray that they use on buildings downtown where if does get graffiti, they can just spray it off or wipe it off. He says it's a clear coating or something like that. So we just wondered if that has been considered.	Maintenance and graffiti issues will be addressed after construction, as the need arises.
				80c. The other concern is it's so close to the Jewish Community Center. We're just wondering if they thought about graffiti and also safety issues because they're having the bomb threats--not necessarily at this community center, but around the world. So it will become like a bridge situation where there is a lot of traffic there.	TxDOT uses an anti-graffiti coating on retaining walls and bridge elements to help with cleaning graffiti when it occurs.
81	Sheila Dipprey	2/28/17	Transcript	I'm living on the corner of Whisper Bow Street and Wurzbach Parkway, which is right on the corner across from the Elm Creek Subdivision. We're in Whispering Oaks, and we're right up against a floodplain on a creek bed, and right now it's under -- supposedly, according to FEMA, I'm in the floodplain. I'm the only one that gets charged flood insurance in the whole neighborhood. So I want to find out if that is going to get worse. Can they put cement or shear it up during this process or do I have to go to FEMA and try and fight the fact that I'm the only one in the floodplain? That's what I'm asking--what happens to that creek bed behind our house? It gets really high, but I've been there 20 years; it's never flooded, never gone past the fence, but it gets very high. So I was just wondering what was going to happen with that. I would suggest getting FEMA involved or the Corps of Engineers, because they're the ones that claim it's underwater. Clearly it's not. Our house is there. Thank you.	The project design will comply with applicable FEMA, FHWA, USACE, and other federal, state and local regulations regarding water resources and floodplains. There is not work proposed to the creek bed in the SPUI option presented the meeting.
82	Rose Woodruff	2/28/17	Transcript	82a. I live in Summerfield and my concern is that at our back entrance or exit to Wurzbach Parkway, we can only go left or right. We can't go straight down Wurzbach Parkway. The way it is now is that we have two lanes turning right and two lanes turning left and none going straight down Wurzbach Parkway west.	Please see response to comment #1a.
				82b. This is not going to alleviate the traffic on NW Military outside our front gate on Fairfield Bend. So we need a signal light there to help us get out of our subdivision. It backs up very badly in the morning and in the afternoon. We won't be able to go out the front gate during those peak times, so we need a signal at Fairfield Bend and NW Military.	Please see response to comment #1c. The improvements to congestion provided by the SPUI will reduce the southbound backup from the Wurzbach Parkway signal that is preventing a left turn from Fairfield Bend. Overall, this design is anticipated to result in a decrease of travel time from the Summerfield neighborhood to westbound Wurzbach Parkway.

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83	Sabrina Seib	2/28/17	Transcript	I live in Summerfield and my husband works down in the Medical Center, and there is not going to be a way to come out of Summerfield and go down to the Medical Center without trying to go out the other entrance and having to try to go left across NW Military. I can't imagine we would do it then because you can't. There is too much traffic going in that direction. So maybe an option is to put a light at the main entrance to Summerfield on Military so people can go left out of Summerfield, and it would help the people in Inverness as well, because Inverness is straight across from Summerfield. And that might -- that will alleviate some of that congestion and allow people to come to the light. Otherwise -- I don't know. It's going to be a very roundabout way. That was one of the main reasons we chose to live there was because we could jump onto Wurzbach Parkway. We asked about moving the split up so that people can come out the side entrance of Summerfield and get on the part that goes under, but they said the grading is too steep. They couldn't move the split up.	Please see responses to comments #1a, #2b and #82.
84	Charlie Naiser	2/28/17	Transcript	I'm concerned about the exit from the Estates of Alon. The way it's currently proposed, we can only turn right out of that, and then from there we can only go left or right on NW Military. There is no way for us to go eastbound on Wurzbach Parkway. So everybody in the Estates of Alon and Woods of Alon are now going to be forced out the exit off of NW Military, which currently has no traffic signal and crosses three lanes of traffic if we want to go eastbound on Wurzbach Parkway.	Please see response to comment #15c.
85	Nim Meishar	2/28/17	Transcript	My biggest concern is left turns in the morning from Summerfield towards NW Military Highway south/eastbound.	Please see response to comment #1c.
86	John Thornton	2/28/17	Transcript	For starters, I'm from Atlanta, Georgia. I lived there from 1971 to about 2000. I saw the city grow from one and a half million to five million people in that period. And I really enjoy the excellent work done by the Texas DOT in moving traffic. The traffic here in San Antonio flows very well. The proposed changes will make it flow even better. And San Antonio is putting together a plan for the expected growth. In Atlanta, people knew that people were going to come in, but they did not plan for it. And so this is very nice; I really enjoy it. And the team here does a good job. No complaints. Thank you.	Comment noted.
87	David McGee	2/28/17	Transcript	87a. It's all a bad idea. So, first of all, it's an ill-conceived strategy from the very beginning to have a three-way into a neighborhood, and that's what you have. So this plan -- all it does is move the traffic problem from NW Military to Lockhill-Selma without any plan to alleviate that congestion.	Please see response to comment #35.
				87b. It's also going to create a tremendous amount of additional noise to some established, peaceful neighborhoods with big green belts, and I don't see any plan for noise abatement at all.	Please see response to comment #38a.
				87c. I'm also concerned that there has been nothing done to address the speed limit on the parkway. There is virtually no police monitoring of traffic on that road now because there is no median for the police officer to actually monitor it. And so it's routine that you have people doing 70-75 miles per hour on a freeway that basically ends in two established neighborhoods.	Speeding violations are of primary concern to law enforcement agencies. Please contact local law enforcement to request monitoring of Wurzbach Parkway speed limits.
88	Steve Wilson	2/28/17	Transcript	88a. I would request that they do a congestion and accident analysis on NW Military up to George Road, a before and after impact analysis to that. I have made some recommendations about putting a protected U-turn at George Road coming from Wurzbach and another protected U at the HEB traffic light, again, coming from Wurzbach. If we did this, we could potentially put a median in front of the Fairfield Bend exit and disallow left turns in and left turns out. We've had lots of accidents at that intersection, and it's very dangerous.	U-turn movements may be possible at the signals on NW Military at George Road and at the Alon Shopping Center/HEB if modifications are made to the intersection, to the signal phasing and if proper signing is installed.
				88b. I've also requested that we extend the left turn lane merge up to the exit from Summerfield and make that a protected turn from Summerfield. Between the rest of these changes, I believe it would mitigate a lot of the impact at Fairfield, and Fairfield has a lot of issues right now. The improved traffic through Wurzbach, if something isn't done to mitigate that, will actually increase the amount of traffic and the speed of traffic on NW Military, and that will create additional problems for Inverness and Summerfield neighborhoods and the traffic incidents at that intersection.	Please see response to comment #54.
				89a. Last night at the public meeting regarding the Wurzbach Parkway and NW Military Highway, the proposed idea of putting the parkway under Military was shown. Two things: First off, the signs were not enough to tell you where the meeting was if you didn't know where the school was.	Comment noted.

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89	Harold Dillashaw	3/3/17	Letter	89b. Back in late July or early August 2001, there was a public meeting at Churchill High School. The city councilman and Dale Stein were the speakers. Mr. Stein told the audience that the suicide lane and two northbound and two southbound lanes would be open by the first of school. The curb lanes would be blocked due to sidewalk and sign work that still had to be done. However the lanes on Blanco Road would be open by the start of school. At that point the audience applauded him and the majority left. The layout of the Wurzbach Parkway was shown to the remaining people. I saw the plans and asked the young engineer, "If you have this Military Highway intersection like this, what are you going to do when the traffic backs up and causes problems?" He answered me, "There won't be any problems." I then asked him, "What about when the traffic light goes into flash or there's a bad wreck?" He replied, "It will be handled." I asked him, "Why don't you make it an underpass so the traffic going toward the hospital keeps flowing?" He replied, "We can't because the next intersection is too close." If this answer was true in 2001, what makes it to where it will work in 2017?	Please see response to comment #35 and #37.
90	Jacques Braha	3/13/17	Letter	After reviewing the conceptual design, we request a modification to the final design to include an "at-grade" eastbound lane on Wurzbach Parkway through the NW Military Highway intersection. If this eastbound lane is not included, Alon Town Centre and its tenants will be adversely impacted, and this letter serves as our official protest. With the eliminations of the Wurzbach "at-grade" eastbound lane, vehicles exiting Alon Town Centre that want to go east on Wurzbach, will be forced to use the NW Military entrance of our property, which will cause added congestion and access issues for customers and tenants. Without the eastbound lane, traffic congestion will be created on privately owned property and cars will stack in an unsafe manner for pedestrians in our shopping center drives and parking lanes. Wurzbach/NW Military Partners Ltd. also supports the modification to the final design requested by the Inverness neighborhood to include an "at-grade" westbound lane on Wurzbach Parkway and NW Military intersection to continue to provide direct access to the main gate into the Inverness neighborhood.	TxDOT will consider public feedback regarding adding through movements to the eastbound and westbound "at-grade" portion of the intersection.
91	Inverness HOA	3/13/17	Letter	After reviewing the conceptual design, we request a modification to the final design to include an "at-grade" westbound lane on Wurzbach Parkway through the NW Military Highway intersection to continue to provide direct access to the main gate into the Inverness neighborhood. If this lane is not included, our neighborhood will be severely adversely impacted, and this letter serves as our official protest. Eliminating the ability to go westbound through the intersection causes neighbors and visitors to turn northbound onto NW Military Highway, make an unsafe U-turn without a traffic signal to go southbound, cross three traffic lanes and then turn right onto Wurzbach Parkway to go westbound to arrive at the main gate. The addition of the westbound lane through the intersection is a change in the signal timing, not a complete redesign of the project, which is a minor request. Inverness HOA also supports the modifications to the final design requested by Wurzbach/NW Military Partners Ltd. to include an at-grade eastbound lane on Wurzbach Parkway through the NW Military Highway intersection.	Please see response to comment #90.
92	Charles and Earla Bishop	4/28/2018	Letter	92a. With the extension of the Wurzbach Parkway through to US 281 and beyond, we have experienced an enormous surge in overall traffic. Rates of speed have also increased to the point of serious danger in some sections adjoining the NW Military interchange. This project will only exacerbate these conditions. Recent upgrades at this intersection will be eliminated with the proposed construction and will be a waste of tax dollars.	The proposed project is intended to provide long-term relief from the growth in traffic that is projected to occur in the coming decades. The proposed design offers safety benefits by reducing the number of conflict points with the grade separation and SPUI. Speeding is a local law enforcement issue. See comment 87c.
				92b. Furthermore, the intersection at Lockhill-Selma, which was also recently upgraded, will become seriously congested causing additional waste of tax dollars, confusion and anxiety.	Please see response to comment #35.
				92c. In addition, the medians along the parkway, whose maintenance has been changed from DOT to the city of San Antonio with great improvement, will most likely be destroyed causing destruction of the aesthetics of the parkway.	Please see response to comment #12b.
				92d. For Elm Creek residents, our already congested entry point off Wurzbach will become a horribly dangerous point with faster moving traffic through that intersection. Clearly traffic will emerge from the tunnel at a high rate of speed and immediately encounter backed up traffic at Lockhill-Selma and continuing on past our community.	The design team does not anticipate this problem occurring. The design meets the necessary criteria for drivers to stop safely when traveling.

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93	Ken Gindy	4/4/17	Letter	We had a very informative meeting with Councilman Ron Nirenberg. Ron explained the history, status and his role in the Wurzbach Parkway project and gave us his opinions on the numerous questions and ideas presented to him. Ron has also arranged a meeting with Mario Jorge P. E., the TxDOT district engineer who is at the top of the TxDOT decision chain of command in Bexar County. The meeting will be on April 15, from 1:00 pm to 2:00 pm. For those of you who were not able to attend the meeting, this is my take on Ron's comments. The project at NW Military and Wurzbach Parkway is part of a larger plan to improve access to the Medical Center. TxDOT has identified four intersections (NW Military, Lockhill-Selma, I-10 and Fredericksburg Road) that can and need to be improved, and several smaller projects such as diverting the St. Mathews school traffic. The access to and from the Medical Center is the driving influence for the project. Current projections are for significant increases in traffic along the Wurzbach Parkway. TxDOT and the city are both working on the project. The traffic problem is here, projected to get worse and something needs to happen or the gridlock will expand. We cannot undo decisions made 20 or more years ago; all TxDOT can do is work on improvements. The TxDOT improvements are not necessarily one intersection but may be a series of projects over time which is what is happening on Wurzbach Parkway. Ron made it clear that the project as a whole, or its design, is not final. He implied that some project at NW Military and Wurzbach will in all probability occur but with community input, it could be different from the current plan. One message I heard is "the city and TxDOT are open to ideas on improving the current problem, but we should expect something to occur at the intersection." I got the idea that "doing nothing" is not a suggestion that is well received. Improvements could include design changes. While the comment period for the open meeting is over and TxDOT is compiling a report on the input from that meeting, Ron very definitely told us that it is not too late for sending added comments including proposed improvements or changes to the plan, or a new plan to address the traffic issues. Please continue to show Inverness residents' interest in the project by writing Ron at the email address above and attending the meeting on April 15, 2017. Ron has agreed to be the conduit for messages from our neighborhood to TxDOT and the city's traffic planners.	Comment noted.
94	Michael and Christi Morrison	3/16/17	Letter	94a. Excavation noise will render many dozens of homes unlivable for its duration. More cars make more noise than fewer cars. It is my understanding that there is no intention to build a quality sound barrier to the neighborhood.	Please see response to comment #38a.
				94b. Without eliminating all the other bottlenecks, this project will be entirely useless.	Please see response to comment #35.
				94c. This project will be a detriment to our current safety rates.	The purpose of the project is to reduce congestion and delays at NW Military and Wurzbach Parkway. Safety is a primary consideration and has been used a focus in the proposed SPUI design. It is anticipated that the crash rate within project limits will be reduced with this design. Several movements have been eliminated through the intersection, leaving fewer conflict points that will generate crashes.
				94d. If the bottlenecks are eliminated, it will then attract more traffic to Wurzbach, rather than reduce it.	Any uncertainty about latent traffic demand does not justify taking no action to improve the existing conditions. Unfortunately, traffic is projected to increase with or without the improvements. The proposed project will reduce congestion and delay in order to accommodate that growth.
				94e. It is unimaginable that this particular intersection earns priority. How this particular intersection earned priority with such a minor need is suspicious because of its illogical nature.	Comment noted.
95	Lora Watts	3/13/17	Letter	95a. I am a resident of Inverness, which as you know is a neighborhood greatly impacted by the proposed Wurzbach project. It is my sincere hope that TxDOT will find other solutions to the issue of the traffic volume at Wurzbach Parkway and NW Military Highway, and I hope you will consider the following comments: This is a very extensive and expensive project and I do not feel it will significantly improve the westbound traffic situation. Instead, it merely transfers the point of "delay" from NW Military Highway to Lockhill-Selma.	Please see response to comment #35. In recognition of the comments received and the concerns expressed, TxDOT will consider additional alternatives during subsequent project studies.
				95b. It is a waste of tax payers dollars. The busy times on Wurzbach Parkway are a couple of hours in the morning and a couple of hours in the evening on Monday through Friday. So the concern is only about 20 hours out of the entire week.	The purpose of this project is to reduce traffic congestion and improve safety on Wurzbach Parkway between NW Military and Lockhill-Selma. The need is due to increased traffic congestion since completion of Wurzbach Parkway from Blanco Road to beyond US 281 which increased delay at project intersections and increased the potential for crashes. The proposed SPUI would reduce congestion and delays at the intersection for current and future conditions with anticipated growth. While the peak periods of congestion may occur during limited times of the day now, those duration-of-congestion periods are anticipated to increase.
				95c. For Inverness residents westbound on the parkway, we lose direct access to our main entrance and the manner we would be required to access our main entrance is extremely dangerous and unacceptable.	Please see response to comment #7.
				95d. A large portion of the medians, along with some very beautiful and mature oaks trees, would need to be destroyed to make the tunnel work. The aesthetics of the parkway would be greatly changed, and we should be saving our greenways versus destroying them.	Please see response to comment #12b.

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95	Lora Watts	3/13/17	Letter	95e. There is no doubt that traffic will emerge from the tunnel at high rates of speed and immediately encounter backed up traffic at Lockhill-Selma. This will create a very dangerous situation. I very much appreciate your consideration and attention to these concerns. Inverness is a very special neighborhood and the Wurzbach project would be extremely negatively impactful to our residents, with little or no improvement to the target audience/the travelers on the parkway.	The SPUI design is proposed to reduce congestion and delays at the intersection of NW Military and Wurzbach Parkway. The proposed design has taken into account the required criteria for safe travel along Wurzbach Parkway to include a safe stopping sight distance. If speeding becomes a problem in the future, local law enforcement should be contact to help mitigate the safety hazard.
96	Ernesto Vela	2/28/17	Email	It is hard for Estates of Alon residents to go east on Wurzbach Parkway. Let Wurzbach Parkway drivers go over NW Military like the Medical flyover. Will have to U-turn for the underpass from the Wurzbach Parkway gate - first at Military/Wurzbach Parkway then at Lockhill/Wurzbach Parkway and U-turn at Lockhill-Selma or go to Wurzbach Parkway then turn right to Wurzbach Parkway. NW Military exit is equal time. To safely access 281, we need a light at NW Military.	Please see response to comment #7.
97	Jaime Gutierrez	2/28/17	Email	I live in Alon Estates and was made aware that the current TxDOT plans regarding the underpass do not call for an east connection on Wurzbach from our community entrance. A simple solution, in my opinion, would be to allow for traffic to flow east as it currently does, then be allowed to merge onto Wurzbach Parkway.	Please see response to comment #7. Additionally, TxDOT is considering alternative approaches that would allow for a through lane at the signals for eastbound and westbound Wurzbach Parkway.
98	Chris Corbett	3/1/17	Email	98a. Great open house last night. I appreciate the significant effort that went into doing it. My name is Chris Corbett. I am the HOA president for Summerfield. Please reach out to me anytime if I or the Summerfield HOA board can do anything to help with this project. Here is my feedback from the meeting: 1. We have only one entrance into our neighborhood, which is on Fairfield Bend. Since the opening of the parkway, and with the increased traffic flow driving north on NW Military, it has become more dangerous to turn left into Summerfield from NW Military. I believe that we need a stop light at Fairfield Bend and NW Military.	Please see response to comment #1c.
				98b. Leaving the neighborhood to go south on NW Military is difficult. We either have to turn right off of Fairfield Bend and then do a U-turn, or we can exit Bluffton Oaks and cross two lanes of sometimes bumper-to-bumper traffic. It seems like your plan helps make the right turn onto Wurzbach Parkway easier. I'm still a bit concerned that turning right onto Wurzbach Parkway might be difficult due to the high traffic speeds. Can we please look into lowering the speed limit on the parkway going west from Blanco Road?	Please see responses to comments #1a and #2b.
				98c. There are lots of complaints of noise from the parkway from residents that live close to it. Slowing down the westbound traffic on the parkway would significantly help with this, though some noise abatement might still be warranted.	Please see response to comment #38a.
				98d. Summerfield is going to be significantly impacted by the construction. I'd very much like a contact that the neighborhood can use to provide feedback during the construction.	Please see response to comment #44a.
99	Jacques Baillargeon	3/13/17	Email	99a. We are writing to indicate our complete and strong endorsement of the recent request by the HOA of Inverness for surface access across Wurzbach as well as to add two additional observations about the plan that seem problematic.	Please see response to comment #7.
				99b. The first is that when our residents are returning home on the eastbound side of Wurzbach and we use the turn around, we must very rapidly cross two lanes of traffic to enter our gate and this creates an accident hazard. At present, the turnaround stop before entering westbound places the driver perpendicular to oncoming traffic with a clear view to cross into the right hand lane safely, but the new design forces them to cover half the very short distance in a new third left lane and then by looking over their shoulder, dart across two lanes in half the previous distance, endangering all.	The design team will adjust the pavement markings to allow the longest weave area possible to assist with this movement.
				99c. The second additional problem is the stacking that will occur going westbound after the Lockhill light. In the schematic at the TxDOT meeting, ones sees the traffic stacking up after the light as 4 lanes merge into one. At peak hours, this will no doubt block the intersection and cause gridlock, especially since the Elm Creek light is so close. It will also create accidents as drivers cut each other off in order to merge into the through lanes as the other lanes disappear. This much merging in such a short distance will likely create serious logjams as well as accidents. We respectfully submit our views on the plan and appreciate your consideration of our thoughts and opinions.	Please see response to comment #14. The proposed design carries three westbound through lanes through the signal at Lockhill-Selma, with a merge some distance after the intersection down to two lanes westbound, which is the standard design between Lockhill-Selma and IH-10.
100	Cheryl Gonzalez	3/13/17	Email	100a. Please note that Rick and Cheryl Gonzalez, homeowners in the Inverness subdivision off Wurzbach Parkway, oppose the current plan proposed for traffic improvement. It is imperative that residents continue to access the subdivision from the current Wurzbach Parkway entrance.	Please see response to comment #7.
				100b. Both traffic lights at Military and Lockhill-Selma need to be addressed or the millions spent will be wasted. The congestion problems will just continue to the next light. We hope the project can be revised and improved.	The proposed project includes improvements to both the Lockhill-Selma and NW Military intersections which will reduce congestion and delay.
101	Cynthia Schneider	3/13/17	Email	101a. I am a resident of Inverness, which as you know is a neighborhood greatly impacted by the proposed Wurzbach project. It is my sincere hope that TxDOT will find other solutions to the issue of the traffic volume at Wurzbach Parkway and NW Military Highway, and I hope you will consider the following comments: This is a very expensive project and I do not feel it will help westbound traffic at all. Instead, the point of "delay" will simply be moved from NW Military Highway to Lockhill-Selma.	Please see response to comment #95.

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101	Cynthia Schneider	3/13/17	Email	101b. It is a waste of tax dollars. The busy times on Wurzbach Parkway are a couple of hours in the morning and a couple of hours in the evening on Monday through Friday. So the concern is only about 20 hours out of the entire week.	
				101c. For Inverness residents traveling westbound on the parkway, we lose direct access to our main entrance and the manner we would be required to use to access our main entrance is unacceptable.	
				101d. A large portion of the medians, along with some very beautiful and mature oaks trees, would need to be destroyed to make the tunnel work. The aesthetics of the parkway would be greatly damaged.	
				101e. There is no doubt that traffic will emerge from the tunnel at high rates of speed and immediately encounter backed up traffic at Lockhill-Selma. This will create a very dangerous situation.	
102	Richard Slife	3/14/17	Email	102a. Wurzbach Parkway Improvement Project Neighborhood Access and Safety Issues: The "Preferred Plan" creates access and safety issues for: Summerfield, no access to west bound Wurzbach. Access from Fairfield Bend to Military is hazardous because of limited sight distance to traffic moving north on Military. Inverness access from Turnberry Way to northbound Military is hazardous because of limited sight distance to traffic moving north on Military. Estates of Alon access to eastbound Wurzbach is very hazardous, because of short merging distance to reach through lanes. Numerous modifications to the "Preferred Plan" were discussed by residents and the AE team, to include: traffic signal at Military and Fairfield Bend, traffic signal at Military and Alon Loop, protected U-turn lanes on Military at George Road and HEB, redesign of the intersection of Wurzbach and Military to make one of the eastbound and one of the westbound lanes a straight.	Please see responses to comments #1a, #2b and #88a.
				102b. The scope of the design contract does not support the detailed traffic simulations required to quantify the impact of the "Preferred Plan" to the three neighborhoods, nor the flow of traffic on Military. Traffic survey data was only collected at the intersection of Military and Wurzbach. No data was collected on the travel patterns of the residents of three impacted neighborhoods. Travel patterns of impacted neighborhoods used in simulations are estimated and apply only to the volume of traffic passing through the intersection of Military and Wurzbach. District 8 Councilman can help in the development of an optimum solution for the neighborhoods and for the flow of traffic. Work with TxDOT to identify data required to simulate neighborhood travel patterns to assess the impact of the proposed plan on each neighborhood.	The design team will consider collecting additional travel data and to further evaluate local travel patterns in the area. This information will help to further evaluate impact of the project to local neighborhoods.
103	Daniela and Guillermo Portillo	3/14/17	Email	We are pleased you are doing improvements on Wurzbach and NW Military and thank you! We own a lot on the corner of Lockhill-Selma and Wurzbach and worry that at some point down the line, maybe even years from now, you will need to build an overpass on that corner to keep traffic from Wurzbach Parkway flowing. It is important for us to understand what potential future plans for that corner could be because us moving forward with building a home depends on it. Please let us know if we can talk to someone to understand potential future plans.	Currently there are no future plans for the intersection of Wurzbach and Lockhill-Selma beyond the plans that are presented for this project. TxDOT has jurisdiction over Wurzbach Parkway east of the intersection at Lockhill-Selma. The City of San Antonio has jurisdiction over the intersection of Lockhill-Selma at Wurzbach Road.
104	Michael & Christi Morrison	3/14/17	Email	104a. Dear Mr. Jorge and To Others Whom It May Concern: Thank you for the brief opportunity to share our comments regarding the Wurzbach construction project. This project should and must be replaced with a higher priority and suitable project.	Comment noted.
				104b. Moreover, I want to put on record, as we intend to exercise any rights, that it will force our relocation. This will be devastating to us personally and many residents of Inverness and surrounding neighborhoods.	Comment noted.
				104c. Excavation noise will render many dozens of homes unlivable for its duration. With our lot, we will be required to vacate our home and find another suitable residence during excavation years. We will not be able to humanely endure the amount of noise that will be emitted. Although our home is placed to endure the greatest impact, there could be 100+ people forced to evacuate their homes during construction. To say there is some impact to residences is not to appreciate what it is like to be tormented into leaving your home. With this project, the neighborhood will lose value for being at the intersection of a freeway. I do appreciate that an overpass would have destroyed it outright. But the reality is cars going at 60 mph make more noise than cars that must stop. More cars make more noise than fewer cars. It is my understanding that there is no intention to build a quality sound barrier to the neighborhood. This will be our collective demise.	Please see response to comment #38a.
				104d. The ultimate purpose of this construction is to shift the traffic bottleneck to the next intersection, and then the next, until the bottleneck becomes I-10. Without eliminating all of the other bottlenecks, this project will be entirely useless. (Without merging Wurzbach to directly onto I-10, the project will stay useless.) So how many hundreds of millions will this ultimately cost? Is it not a risk that there will be no appetite to fund the other three bottleneck elimination projects, and then this $30+ million is wasted?	Please see response to comment #35.

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				104e. Also, how is that a fair value to San Antonio, compared to what people suffer on Hwy 281 and other parts of San Antonio? It makes no sense how this has earned a priority, because of a ten minute wait. Most people in city commutes add at least 30+ minutes for rush hour traffic. This simply cannot qualify. At the absolute minimum, it must be placed behind solutions for 281, 1604 and 410. Safety was cited as a primary driver.	Projects are selected by the Alamo Area MPO based on numerous criteria and as funding becomes available. The MPO identified the study intersection as a priority project.
104	Michael & Christi Morrison	3/14/17	Email	104f. What was not cited: Accident rates compared to like intersections. There is no evidence to suggest the accident rate is worse than other intersections with similar traffic volumes. Are you quite certain this safety rate is not superior? Accident rates compared to freeways: Are you certain with the new volume of cars, the accident rate will fall? It has not been my experience with freeways. This project will be a detriment to our current safety rates, rather than an improvement. If my assertion lacks data, so does TxDOT's in equal measure, and safety must NOT be cited as a driver until it can do so logically.	Accident rates are normally calculated based on number of entering vehicles for intersections and number of miles traveled on freeways. We used industry standard accident rate calculations for our analysis.
				104g. Of course, because this only changes the bottleneck to the next intersection, the best-case scenario would be to shift the accidents to the next intersection. More lanes attract more cars as people optimize their routes. Ultimately, how much traffic Wurzbach has is not a function of whether or not there is an intersection, but what the traffic situation on 410 and 1604 and elsewhere is. If the next three bottlenecks are eliminated, it will then attract more traffic to Wurzbach, rather than reduce it. This project cannot stand independently. A better way to reduce traffic on Wurzbach is to improve 410 and 1604.	Regional travel patterns may affect traffic conditions at the proposed project intersections. When improvements to 1604 are put in place, some traffic on Wurzbach Parkway may detour to those freeway facilities.
				104h. The most absurd consideration about his project is that the bottlenecks in question amounts to a couple hours per week. Especially compared to Hwy 281 and other parts of San Antonio, it is unimaginable that this particular intersection earns priority. The maximum waiting time is less than 20 minutes, usually 2-5 minutes, and worst has been 15 minutes, which is outstanding for rush hour. It rates 4 out of 5 stars. And even at its worst, it is still the best commute I have ever had. The wait and alternate routes endured by commuters during the three years of construction could not possibly be paid off in a lifetime of 10-20 minute savings. How this particular intersection earned priority with such a minor need is suspicious because of its illogical nature. Having traveled and lived in other parts of the country and the world, my opinion is that the Texas Department of Transportation is one of the greatest organizations in its category in the world because of the quality planning that goes into the projects. I do not take for granted the fact that citizens are invited to participate. I hope this value continues to be a guiding principle.	Please see response to comment #104e.
105	Sigmund T. and Laurie Jo Weiner	3/14/17	Email	105a. We know that another Inverness resident, Cynthia Schneider, wrote to you on March 13 with comments on the project. We concur with and reiterate her comments.	Comment noted.
				105b. In addition, we believe that construction and operation of this project likely will result in irreparable harm to Inverness and its neighbors, including the Summerfield subdivision, Barshop Jewish Community Center, Exxon Station, Alon Town Centre and its many businesses, the residential subdivision adjacent to Alon, and others in this area, which together have invested hundreds of millions of dollars in these properties.	The proposed SPUI reduces congestion and delays, and improves safety, considering the results of the detailed traffic analyses performed to this point in the project development. If nothing is done, congestion and safety issues may be undesirable as well. TxDOT will further consider other alternatives for future public comment, including a No Build alternative.
				105c. It appears that benefits would be only to commuters passing through this area and those benefits, if any, would be minimal versus the $30 million projected expense,	The proposed project is needed to reduce traffic congestion and improve safety on Wurzbach Parkway and at project intersections. Benefits due to reduced travel time and delays will be experienced by both commuters and local travelers during the peak hours of congestion.
				105d. Several-year disruption to the area and existing traffic,	Please see response to comment #44a.
				105e. Elimination of the entire green space medians and most side green spaces between Lockhill-Selma and Blanco Roads.	Please see response to comment #12b.
				105f. How did the city and TxDOT decide to undertake such a project at Wurzbach Parkway and NW Military Highway, rather than allowing traffic patterns and commuter habits sort themselves out over the next several years? Worse congestion, during more periods of the day and for many more years, exists at Wurzbach Road and I-10 and de Zavala Road and I-10, and apparently nothing is being done about these intersections.	Please see response to comment #104e.
				105g. We submit that commuters should be encouraged and educated to use alternate routes or carpooling, and mass transit facilities along Wurzbach Parkway would be money much more wisely spend, with quicker results and likely be much less costly and disruptive in the long run.	Comment noted.
106	Nathan Pena	3/14/17	Email	I live in the Estates of Alon and the proposed plan will make it difficult to enter my neighborhood. Communicating with fellow neighbors, it would be an inconvenience (to make several U-turns) and more importantly dangerous to exit through NW	Please see response to comment #7.
107	Jaime Gutierrez	3/14/17	Email	I live at Alon Estates. I am urging you to allow for a way to access Wurzbach Parkway eastbound. I work in Austin and depend on easy accessibility to Wurzbach Parkway. The gate to our community currently only allows access from Wurzbach and exit to Wurzbach. The plans that I have seen from TXDOT only allow for an exit to make either a right or left turn on NW Military. This doesn't make any sense. There should be a lane that we can access to continue going east on Wurzbach.	Please see response to comment #7.

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108	Daniela and Guillermo Portillo	3/14/17	Email	108a. Dear Mr. Jorge, We are pleased you are doing improvements on Wurzbach and NW Military and thank you! Please see attached letter from the Inverness Home Owners Association. We, Guillermo and Daniela Portillo, are in support of these suggested improvements to the project. We also have an important question and would love your help. We own a lot in Inverness, right on the corner of Lockhill-Selma and Wurzbach, and worry that at some point down the line, maybe even years from now, you will need to build an overpass on that corner to keep traffic from Wurzbach Parkway flowing. We support any traffic improvements that benefit the city as a whole, but It is important for us to understand what potential future plans for that corner could be because us moving forward with building a home depends on it. Our main concern is that in the future, our home's value would decrease or it would become impossible to sell because it has a road over it or over to the edge of it. Please let us know if we could meet with you to understand potential future plans. Dr. and Mrs. Guillermo Portillo.	Please see response to comment #103.
				108b. Upon review of the proposed Wurzbach Parkway expansion project at NW Military Highway, it appears there will be a significant impact to my Estates of Alon neighborhood. Currently we have direct access onto Wurzbach eastbound from Alon Loop. From the proposal, it appears that this access will be severely restricted, requiring multiple turnarounds/U-turns to access Wurzbach eastbound.	Please see response to comment #7.
109	Jerry and Elizabeth Cherico	3/15/17	Email	To mitigate this impediment, we require a traffic light installed on NW Military Highway and Alon Loop to allow safe access to enter/exit Alon Loop and turn left onto NW Military for access onto Wurzbach Parkway either eastbound or westbound lanes. This traffic signal will also allow safe pedestrian access from the Alon neighborhoods to Hardberger Park.	The design team will consider adding frontage roads eastbound and westbound through the SPUI to allow the same access you have today.
110	Wallace and Wendy Brylak	3/15/17	Email	110a. Under the strict response time, please allow this letter to serve as our protest for the Wurzbach Parkway/NW Military Highway project. We are part of the Inverness Homeowners Association with our home currently under construction. We invested in our neighborhood due to its proximity to the green spaces of Hardberger Park and location in the city. What you have proposed to do would not only adversely affect our home and neighborhood, but also the beauty of the surrounding areas,	Please see response to comment #12b.
				110b. Including increased noise	Please see response to comment #38a.
				110c. And air pollution.	Under other alternatives, including the No-Build alternative, traffic congestion will continue to get worse and contribute to decreased air quality in the project area.
				110d. Other areas along Wurzbach Parkway corridor do not have the heavy residential and pedestrian population that our intersection has. We concur with the Weiners' protest as well as others from our neighborhood that the benefits to justify the expense do not outweigh the adverse effects to our communities, including Inverness, Summerfield, Hardberger Park, JCC and Alon Centre. Additionally, it is inconceivable to imagine the continued traffic down Wurzbach toward I-10. This area was not designed to have this much traffic flow. We ask that you focus on areas that are designed for this purpose -- 1604 would be a great place to start.	Please see response to comment #104e.
111	Sofia Manjarrez	3/15/17	Email	This email is to express our concerns regarding the new underpass at Wurzbach Parkway. As a resident of Alon Estates, the new plan will significantly impact our community by not allowing us to travel directly on Wurzbach towards 281. Perhaps a solution to this issue is to continue directly on Wurzbach over NW Military. We appreciate all your support to our community.	Please see response to comment #15c.
112	Javier Herrera	3/15/17	Email	Thank you for attempting to create a more efficient way to travel on Wurzbach Parkway, but I feel as a resident of the Alon Estates, it will create a land-locked neighborhood. There will be no form of exit from Alon Loop via Wurzbach to enter the throughway nor is there a way to cross NW Military via the same exit if we wanted to take Wurzbach. This will be burdensome and oppressive for the neighborhood and may cause property values to decrease without easy access to major roadways. Further, emergency vehicles will have limited access to the neighborhood placed by the restrictions on the roadway at that intersection which may create a more dangerous intersection.	Please see response to comment #15c. Access to the neighborhood for emergency vehicles will not be impacted.
113	Jim and Barbara Cummings	3/15/17	Email	As new residents of Inverness, we are more than concerned with the proposed alterations of Wurzbach Parkway. The destruction of trees in the median flies in the face of exactly what most cities are trying to preserve. The current proposal is unacceptable, primitive, and needs to be reviewed and revised. Thank you for your attention to our concern and distress.	Please see response to comment #12b.
114	Letty Mussey	3/15/17	Email	I am a resident of Alon Estates. I am a single mom and I commute to St. Matthews Catholic School (10703 Wurzbach Road) to drop off my girl at school, then I proceed to USAA, where I am employed. This is a daily commute. The new proposed project to help workflows were not well thought out for the residents living at Alon Estates. I am hopeful that this is not a final plan and that other options can be explored.	Please see response to comment #15c.

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115	Martin Ziska	3/15/17	Email	I live in the Alon Estates neighborhood that has a main community gate at Alon Loop, which exits onto the westbound lane of Wurzbach immediately before NW Military. I am concerned that residents of both communities will not be able to travel westbound on Wurzbach Parkway (beyond NW Military) after exiting our neighborhood. From the proposed plans, it appears that, after turning right onto Wurzbach (from Alon Loop road from neighborhood), residents will not be able to access the Wurzbach underpass or go straight on Wurzbach through the NW Military intersection due to the "Single Point Urban Interchange (SPUI) - Dual Left Turn Lanes for all left turns in the Wurzbach Parkway/NW Military Highway intersection." This will force residents exiting our neighborhoods to either turn right or left onto NW Military and then make an illegal U-turn on NW Military to make their way back onto westbound Wurzbach Parkway. Not only is this inconvenient but very dangerous, increasing potential accidents due to illegal U-turns. Please ensure that Alon Estates and Woods of Alon residents will be able to safely merge and travel westbound on Wurzbach Parkway beyond NW Military after exiting our community gate. Allow residents to merge to the Wurzbach underpass from Alon Loop (Alon Estates and Woods of Alon) main gate. Allow residents to cross NW Military westbound from Wurzbach by changing the proposed "Single Point Urban Interchange (SPUI)".	Please see response to comment #15c. A dedicated eastbound U-turn to go westbound on Wurzbach Parkway at NW Military is proposed, similar to the alignment that exists today.
116	Supriya Abraham Ziska	3/15/17	Email	I live in the Alon Estates neighborhood that has a main community gate at Alon Loop, which exits onto the westbound lane of Wurzbach immediately before NW Military. I am concerned that residents of both communities will not be able to travel westbound on Wurzbach Parkway (beyond NW Military) after exiting our neighborhood. From the proposed plans, it appears that after turning right onto Wurzbach (from Alon Loop road from neighborhood), residents will not be able to access the Wurzbach underpass or go straight on Wurzbach through the NW Military intersection due to the "Single Point Urban Interchange (SPUI) - Dual Left Turn Lanes for all left turns in the Wurzbach Parkway/NW Military Highway intersection." This will force residents exiting our neighborhoods to either turn right or left onto NW Military and then make an illegal U-turn on NW Military to make their way back onto westbound Wurzbach Parkway. Not only is this inconvenient but very dangerous, increasing potential accidents due to illegal U-turns. Please ensure that Alon Estates and Woods of Alon residents will be able to safely merge and travel westbound on Wurzbach Parkway beyond NW Military after exiting our community gate. Allow residents to merge to the Wurzbach underpass from Alon Loop (Alon Estates and Woods of Alon) main gate. Allow residents to cross NW Military westbound from Wurzbach by changing the proposed "Single Point Urban Interchange (SPUI)".	Please see response to comment #115.
117	Daniela and Guillermo Portillo	3/15/17	Email	We are pleased you are doing improvements on Wurzbach and NW Military and thank you! Please see attached letter from Inverness Home Owners Association. We, Guillermo and Daniela Portillo, own a lot in Inverness and are in support of these suggested improvements to the project. We also have an important question and would love your help. We own a lot in Inverness, right on the corner of Lockhill-Selma and Wurzbach, and worry that at some point down the line, maybe even years from now, you will need to build an overpass on that corner to keep traffic from Wurzbach Parkway flowing. We support any traffic improvements that benefit the city as a whole, but It is important for us to understand what potential future plans for that corner could be because us moving forward with building a home depends on it. Our main concern is that in the future our home's value would decrease or it would become impossible to sell because it has a road over it or over to the edge of it. Please let us know if we could meet with you to understand potential future plans.	Please see response to comment #103.
118	Brian Purcell	3/15/17	Email	118a. I am in favor of the proposed underpass and SPUI plan. This plan provides the best opportunity to optimize operations at this intersection for through traffic on both roadways.	Comment noted.
				118b. To facilitate traffic in the adjacent neighborhoods that will be negatively affected by lack of through movement in the SPUI, I encourage the installation of a signal at Turnberry Way/Fairfield Bend despite it's proximity to the other signalized intersections. The overall benefits of this project outweigh the trivial loss of connectivity to the adjacent neighborhoods.	Please see responses to comments #1a and #2b.

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119	Lori Boies	3/15/17	Email	119a. I am a resident in Alon Estates (entrance off of Wurzbach between Lockhill-Selma and NW Military). I had a few concerns about the proposed project. The proposed video shows that residents in Alon Estates would not be able to exit their subdivision and continue on to Wurzbach toward 281. Either residents need to be able to access the tunnel or a single lane that allows cars to go over the tunnel and continue on Wurzbach needs to be planned. I know that the Fredericksburg/Medical intersection has this option. There needs to be a turnaround for Wurzbach at the Lockhill-Selma intersection. Currently it is dangerous to make that turn (and I have heard that individuals have received tickets making the U-turn). The entrance off of Wurzbach between Lockhill and NW Military is the only entrance that guests can use to enter our subdivision. This has proven to be an issue for our neighborhood as well as individuals in Inverness. There is a lot of traffic leaving Hardberger Park as well as Alon Loop at NW Military. A light with a pedestrian crosswalk (so that individuals could access bus stops on the other side of the road) at this intersection would be very helpful. It is getting increasingly difficult to turn out of these locations at peak hours. Especially since Hardberger is one of the most popular parks in town. Since the trees in the median along Wurzbach are going to be removed anyway, would it be just as beneficial to add a lane in each direction and just time the light at NW Military better? That light seems to be very short. I do think adding a tunnel at NW Military will push many of the traffic issues to the Lockhill-Selma intersection.	Please see responses to comments #15c and #109.
119	Lori Boies	3/15/17	Email	119b. I am worried about the level of noise a tunnel is going to create in this area. I would assume that the road noise will be echoed and amplified by the use of a tunnel.	Please see response to comment #38a.
				119c. Trees need to be planted along Wurzbach on both sides of the street to limit the environmental impact of removing all of the trees in the median.	Please see response to comment #12b.
120	Jerry and Diana Yost	3/15/17	Email	120a. I am a resident of Inverness and I attended the recent public meeting held by TxDOT. The purpose of my writing is to protest the proposed Wurzbach project as it will have a significant adverse impact on the Inverness neighborhood and surrounding area. I have seen copies of comments sent to you by other Inverness residents that object to the project, and I agree with their comments regarding restricting access to our neighborhood, safety,	Please see responses to comments #1a, #2b, #15c and #42.
				120b. The destruction of the green space in the parkway as it exists,	Please see response to comment #12b.
				120c. And the impact on the value of our homes.	Comment noted.
				120d. Instead of spending tax dollars to simply move the congestion to the next intersection at Lockhill-Selma,	Please see response to comment #35.
				120e. I favor lowering speed limits and adding more traffic lights to regulate traffic flow.	Please see responses to comments #2b, #27c and #118b.
				120f. This project looks like a tremendous waste of money that doesn't resolve the issue of the heavy traffic on Wurzbach; rather, it will likely increase traffic as more cars will be drawn to speed their way through the area and congestion will be worse.	Please see response to comment #35.
				120g. It also bothers me that this project seems to have been hastily conceived and is now being shoved down our throats, like it or not. At a meeting in Hardberger Park a few months ago (which was mostly about VIA) I asked about the project and there was mention of the tunnel, and that the money wasn't in the budget and the whole project was way down the road. Now all of a sudden, we are told it is coming and our HOA was not even involved until a couple of weeks ago. Forgive me for saying so, but this looks like wasteful government spending and bad planning combined, and it has a political aspect too.	This was the first open house meeting for the public to comment on the project. We are asking for your input to improve the proposed SPUI design. The previous meeting was with HOA officers and key stakeholders. We will have additional opportunities for you to provide comments and suggestions for this project, the purpose of which is to reduce congestion and delays and improve safety.
121	Guillermo Portillo-Ramila	3/15/17	Email	Hello, this message is in support of the letter of protest sent by the Inverness HOA in reference to the improvements on NW Military and Wurzbach Parkway. We urge you to consider the suggested modifications to allow direct access to our neighborhood. We believe this modification is a reasonable request and good compromise for all parties involved.	Please see response to comment #109.
122	Sara A. Bunch	3/15/17	Email	122a. While we realize and accept the need for the Wurzbach/NW Military Highway expansion in order to alleviate traffic, as proposed right now, we are NOT in favor of the design. Listed below are the issues we have as residents of Alon Estates: We would have no way to directly enter Wurzbach Parkway to head northeast as is currently in place.	Please see response to comment #109.
				122b. The U-turn lane at the intersection currently allows for residents and visitors to easily access the IH-10 and Medical Center; it is not clear in the new plan if there will be a U-turn lane still in place.	Yes, the existing U-turn lanes will remain.
				122c. The new plan is not a solution for homeowners on the north and south sides of Wurzbach between NW Military and Lockhill-Selma; in fact, it would make it more troublesome. I am concerned that there would be more collisions of autos and such trying to squeeze onto Wurzbach Parkway by jumping lanes recklessly.	The design team will consider options such as adding frontage roads eastbound and westbound to keep the existing access as it is today.
				122d. Questions to also be addressed are: 1. Would this plan include a traffic light to be installed at Alon Loop and NW Military to make exiting the subdivision safer to get to Wurzbach Parkway?	Please see response to comment #22b.
				122e. Would this plan include a traffic light to be installed at the Summerfield subdivision entrance/exit and NW Military to make exiting that subdivision safer?	Please see response to comment #1c.
				122f. Would there be to a change to plans to allow traffic to go straight through the Wurzbach Parkway and NW Military intersection from Lockhill-Selma and Alon Estates?	Please see response to comment #109.
				122g. How would traffic headed west on Wurzbach Parkway be able to exit Lockhill-Selma and enter into Alon Estates?	Access to Estates of Alon via westbound Wurzbach Parkway will not change under the proposed configuration as compared to the existing roadway.

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123	Katherine Herrera	3/15/17	Email	123a. I am strongly opposed to the current proposed underpass at Wurzbach and Lockhill-Selma. As a resident of the Alon Estates, I would be greatly impacted by the proposed changes. Current plans don't allow for safe and easy access to Wurzbach Parkway. Having the entrance to the underpass prior to our neighborhood will necessitate that residents use a series of dangerous turns or U-turns to access one of the main points of entry to our neighborhood. This will make our commutes excessive and dangerous.	The design team will consider options such as adding frontage roads eastbound and westbound to keep the existing access as it is today.
123	Katherine Herrera	3/15/17	Email	123b. Additionally the current proposal does nothing to alleviate buildup at Wurzbach/Lockhill-Selma and will likely increase use of this as a cut through. The 2-lane stretch of Lockhill-Selma is not designed to handle the increased volume of traffic and will impact the hundreds of residents in those neighborhoods that are on Lockhill-Selma.	The proposed design does add one through lane in both eastbound and westbound directions to handle the increased traffic volume. Please see response to comment #43.
				123c. Couldn't the current issues be addressed with different light cycles? The current cycle time is so short that only 4-5 cars get through at peak traffic times.	Detailed traffic analyses were performed to determine that additional capacity at the NW Military/Wurzbach Parkway intersection is needed. The proposed SPUI design restricts the eastbound and westbound through movements in order to allocate more green-time to the remaining movements.
				123d. Additionally, why not explore an underpass similar to the one at Medical/Fredericksburg?	The design as proposed uses an underpass configuration, similar to the one at Medical/Fredericksburg.
				123e. The current plans had no input from residents who will be most impacted. Please don't move forward with this proposed plan without serious input from local impacted residents.	Please see response to comment #120g.
124	Drew and Dianna Roy	3/15/17	Email	124a. The proposed Wurzbach Parkway/NW Military Highway project should be shelved for the following reasons: 1. TxDOT studied the addition of Wurzbach Parkway for years. Yet after it was built, the agency appeared to be surprised by the amount of traffic congestion on feeder roads and streets. This should have been addressed in the original study. Less than two years after the new parkway opened, additions are already required to relieve congestion. This represents poor planning and traffic forecasting on the part of TxDOT.	The purpose of this project is to reduce traffic congestion and improve safety on Wurzbach Parkway between NW Military and Lockhill-Selma. The need is due to increased traffic congestion since completion of Wurzbach Parkway from Blanco Road to beyond US 281 which increased delay at project intersections and increased the potential for crashes. The NW Military intersection also serves many local and regional trips that do not travel between NW Military and I-10. Traffic surveys at NW Military and Wurzbach Parkway indicated that much of the westbound traffic coming from the direction of Blanco Road does not continue westbound on Wurzbach Parkway through to IH-10. The westbound through traffic consists of approximately 27% of the total volume arriving at the intersection. Improvements to the intersection by the SPUI design are recommended to alleviate traffic conditions for all users of the intersection, including the NW Military approaches and the Wurzbach Parkway turning movements.
				124b. Congestion at Lockhill-Selma and Wurzbach Parkway is just as much a problem as NW Military Highway. TxDOT should have anticipated that the opening of a major parkway would impact Lockhill-Selma. Are there plans to also address the situation at Lockhill and Wurzbach Parkway? When? How will the Northwest Military project impact congestion on Lockhill-Selma? These are all questions that should have been answered in the original planning for the parkway. How can anyone be assured the NW Military project will achieve its stated goal?	
				124c. The NW Military project will destroy trees, wildflowers and other green space. The character of the area will be irreversibly altered by the construction. One of the major attractions of Inverness is the greenbelt area that surrounds the subdivision. The project will detract from the overall appeal of the area, negatively impacting home values. We respectfully ask you to reject the plan for the Wurzbach Parkway/NW Military project.	Please see response to comment #12b.
125	Mary Rohrer	3/15/17	Email	125a. Our HEB store is located at the southwest corner of the intersection in the Alon Town Centre. The proposed work will affect access to our store. The proposed improvements will make entering and exiting the center more difficult for our HEB customers. Below are our comments on the proposed improvements. Consider redesigning the intersection of NW Military and Wurzbach Parkway to allow through movements at the traffic signal. An SPUI movement may increase intersection capacity; however, that increase comes at a cost by adding more congestion within the Alon Town Centre. Our exiting customers located east of the store would need to turn north at the already congested traffic signal on NW Military, then turn east on Wurzbach. Currently this movement is easily achieved by turning right at our existing driveway.	Please see response to comment #7.
				125b. Please include the re-timing and modification of the existing Alon/JCC/ NW Military traffic signal in proposed TxDOT work. With the modified movements, more traffic will use this signal. Timing modifications and capacity will need to be added.	The design team has been working with the city of San Antonio, who manages the signal timings. Your concerns will be taken into consideration as we move forward and will be coordinated with the city for their consideration.
				125c. With capacity increased at the Alon/JCC/ NW Military traffic signal, an additional left turn pocket will be advantageous south of the traffic signal at the current right-in/right-out driveway at the front of the HEB store. Siphoning left-turn customers to turn before the traffic signal will add time capacity to the Alon/JCC/ NW Military traffic signal.	The proposed SPUI intersection is designed to handle the increased left-turn traffic.
				125d. Permanent signage should be installed on Wurzbach Parkway at both the NW Military ramps to direct customers to HEB and Alon Town Centre. With the center's size at over 300,000 sf, this should meet TxDOT's requirements for retail signage on roadways.	Permanent detail signage is not being considered at this stage of the project development. The next phase of detailed design will take into account the signage needs of the project area.
				125e. Consider limiting major traffic construction disruptions during major holidays, such as Thanksgiving, Christmas, or Easter, when our store and the center is most busy.	Please see response to comment #28.
				125f. Temporary directional signage to Alon is needed during construction and should be visible and inviting for customers at Wurzbach driveways, and directional signs at the new SPUI intersection.	Detailed information regarding project signage will be developed during the preparation of final design plans, which include signage during the construction phase of the project.

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126	Patricia Woodson	3/15/17	Email	We wish to express that we concur with the recent letters that have been sent by Mr. and Mrs. Sigmund Weiner regarding the concerns over the proposed changes to Wurzbach and NW Military Highway. Please consider this message as our agreement that we wish to maintain and preserve as much green space as possible in and around the area rather than add more concrete around this beautiful neighborhood in the city.	Please see response to comment #12b.
127	David Mansour	3/15/17	Email	127a. To TxDOT, city council, and whom it may concern: Estates of Alon is a new upscale gated community located at the intersection of NW Military and Wurzbach Parkway. We have 156 families in our neighborhood who chose to build their home at this location to be close to work while enjoying our cozy, secluded park-like atmosphere, enhanced by our convenient access to Hardberger Park. We have made substantial investments in our homes with values ranging from $400k to $1million. Our neighbors have worked hard to build a safe, and tight-knit community where children are often playing in the street while friends and neighbors frequently gather. Estates of Alon residents are no doubt concerned with the ever increasing traffic congestion directly outside of our neighborhood. We are pleased to see this is a priority for the city and TXDOT as well. Nonetheless, many of our neighbors have raised valuable concerns related to the proposed Wurzbach expansion project, some of which are summarized below.	Comment noted.
				127b. Considering the entrance to the Estates of Alon neighborhood is the most impacted by the expansion project, I respectfully request a meeting directly with our neighborhood so we may gain a better understanding of the project.	The efforts for the Public Involvement process of project development are intended to include outreach for the entire public in order to provide the for the ability for all users of the road to comment.
				127c. Significant changes/investment versus traffic issues isolated to limited hours: Will proposed project simply move the traffic congestion to another traffic light?	Please see response to comment #35 and #43.
				127d. NW Military sidewalk appears to have cars traveling on both sides. If correct, this raises safety concerns as sidewalks are very frequently used by pedestrians.	All sidewalks are proposed behind the proposed curbs and no traffic interacts with the pedestrian walkway.
				127e. I am unclear regarding access point to the tunnel heading east on Wurzbach when leaving Estates of Alon; I am unclear as to whether or not a turnaround exits westbound Wurzbach at Lockhill-Selma intersection.	See response to comment #7. Also, the current U-turn lanes at Wurzbach will remain.
				127f. Many trees will be destroyed in the process! What beautification efforts are included to offset the addition of all the concrete?	Please see response to comment #12b.
				127g. The neighborhood exit onto NW Military is already dangerous, much less crossing NW Military to access Hardberger Park. The addition of a traffic signal at the neighborhood exit on NW Military would be CRITICAL to the safety of our families.	Please see response to comment #22b.
				127h. Our neighborhood was designed with a small community feel, off of a neighborhood street. The proposed expansion project changes this SIGNIFICANTLY, thus negatively impacting our property values as we become a neighborhood off of a major/fast-moving thoroughfare.	Wurzbach Parkway is designated by TxDOT and the city of San Antonio as a Principal Arterial roadway, and has been for some time.
				127i. Increased capacity resulting from additional lanes will significantly increase traffic flow. When coupled with higher traffic speeds through the tunnel, this will create noise pollution.	Please see response to comment #38a.
				127j. Most especially, the significant increase in the number of people driving by our neighborhood entrance poses a threat to our neighborhood safety. The proposed project will force our residents to redesign our neighborhood entrance security and, inevitably, WILL COST US MONEY.	The proposed project is widening to the middle of the project site. The outside will not be moving out, so no neighborhood entrance gates should be affected.
				127k. Thank you for the opportunity to voice our concerns. As the Estates of Alon representative, I look forward to a representative of the expansion project reaching me at (number redacted) so we may discuss further. Also impacted by the expansion project is an adjacent neighborhood, Woods of Alon. I'm glad to coordinate a conversion to include their representative as well.	Please see response to comment #127b.

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128	Katherine Bowman	3/15/17	Email	128a. I live in the Estates of Alon. My home is directly inside the perimeter fence on this stretch of Wurzbach. While I understand that poor Wurzbach Parkway proactive planning has resulted in a needed future improvement, I have multiple concerns about this planned solution. First, my neighborhood will be unable to access eastbound Wurzbach without unreasonable detours, turnarounds, and a high level of inconvenience and additional time. (Whose idea was it to not have straight lanes going east directly through the intersection?)	Please see response to comment #7.
				128b. Second, I am highly concerned about this project's negative impacts to traffic flow behind my house. My neighborhood, and my street specifically, will be highly impacted just due to its proximity to Wurzbach. I purchased this home, which was not inexpensive, in August of 2016. The traffic activity and noise behind my house is tolerable at the current level. Additional traffic flow and higher through-traffic speeds will guarantee a worsening noise level. Are there any kind of noise abatement provisions or other compensation planned for my situation?	Please see response to comment #38a.
				128c. Third, do these plans encroach in the green space directly outside of our Alon border fence to widen the street? This would be totally unacceptable—my home's value and our quality of life is dependent on this buffer, with grass and mature trees. Overall, I vehemently disagree with the expansion plans as they exist today because of the costs to my neighborhood and myself.	Please see response to comment #12b.
129	Gladys Rodriguez	3/15/17	Email	I'm a resident of Inverness and I'm very disappointed that the proposed changes to Wurzbach Parkway will not really improve traffic and will result in a decrease of needed greenbelt areas. I request that the proposal be revised and that the median greenbelt be kept, as well as more green areas incorporated into the project.	Please see response to comment #12b.
130	Maria Luna	3/15/17	Email	Thank you for your work on Wurzbach Parkway. I live in Alon Estates, a neighborhood adjacent to the area where the road will be expanding. Per your plans, residents exiting my neighborhood will not be allowed access to the proposed underpass. We would have to exit the neighborhood and then turn right on NW Military and do an illegal U-turn to eventually get to the intersection to get onto Wurzbach Parkway. This could be solved by allowing the entrance to the underpass as soon as we exit the neighborhood. Or doing a street that allows commuters on Wurzbach to continue straight over NW Military.	Please see response to comment #7.
131	W H "Joey" Hawkins Jr.	3/15/17	Email	131a. I recently purchased a home in the Estates of Alon only to hear just 6 months later that a construction project is at the end of planning stages that will directly impact my quality of life, patience, and possibly my property value. From my understanding there was some poor planning during the Wurzbach Parkway expansion years ago and now I must suffer the consequences. I am not happy about this situation. I was not able to attend the open house meeting last month and was lucky enough to hear about it from a concerned neighbor. My home backs up to Wurzbach Parkway and while the road noise currently is tolerable, increased speeds and traffic will not result in a positive outcome for me or my neighbors.	Please see response to comment #38a.
				131b. Also, encroaching on the green space between our border fence and Wurzbach Parkway is totally unacceptable.	Please see response to comment #12b.
				131c. The tunnel installed at Medical Center Drive and Fredericksburg Road took a long time to complete but seems to be very flexible and conducive to traffic flow. This remodeled intersection has a tunnel but also allows the service road access to follow through and does not force a turn one way or the other. This would be most advantageous to all users. Also, as I understand the plan, our neighborhood entrance would not have access to the tunnel, forcing residents to either exit from the NW Military gate or make numerous U-turns to travel east on Wurzbach Parkway. This seems short-sighted and inconvenient to all residents of Estates of Alon. How will this renovation really improve traffic?	Please see response to comment #7.
				131d. With an intersection at Lockhill-Selma, the bottleneck will be moved west by a half mile. Instead of the cars bunching up at NW Military and then again at Lockhill-Selma, they will all be forced to stop at Lockhill-Selma and then, when the light turns green, the race will be on.	Please see response to comment #35.
				131e. I truly believe that more planning should occur, with input from the community that will be effected the most by the increased traffic noise, inconvenience to major thoroughfares and, last but not least, a two-year minimum construction schedule that will cause all sorts of noise (some in the middle of the night), detours and damage to existing roads from the heavy construction equipment that will be required to complete the project. I would have to say at this point, I am against this project in the current form. I would like to see more planning and studies done on how this will impact this community.	Comment noted. TxDOT will take into account the community concerns regarding construction impacts, noise, and lane closures to develop a proposed project that minimizes adverse impact to local residents.

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132	Lee and Paulette Bunton	3/16/17	Email	132a. My husband (Lee) and I have owned a lot in Inverness (82 Turnberry Way) for ten years and are planning to build our dream/retirement home there soon. We are concerned about the proposed Wurzbach/NW Military project. We are of the same opinion expressed in the correspondence you received from other Inverness residents (Sig & Jo Weiner and Cynthia Schneider). We love this area and would hate to see the beautiful median separating Inverness from Alon Town Centre destroyed for commuters passing through this area.	Please see response to comment #12b.
				132b. We presently live in the Camino Real area off of Blanco Road near Bitters. As a physician, I practice in the Medical Center area and travel Wurzbach Parkway daily, to and from work. My commute down Wurzbach Parkway during morning rush hour is 30 to 35 minutes versus the non-rush hour 15-to-20-minute commute. Therefore, I take an alternate route (Blanco to 410W to Fredericksburg) during rush hour that delivers me to the Medical Center in 15 to 20 minutes. I feel other commuters can do the same thing.	Comment noted.
				132c. Please consider the negative impact this project would have on the neighborhoods and businesses in the area, not to mention the significant construction costs.	TxDOT will consider the public feedback we have received. We will consider development of other alternatives based on the feedback we have received.
				132d. It is our hope that alternative solutions will be explored that will not entail a total disruption of this beautiful area.	See response to comment 132c.
133	Charles and Patricia Neely	3/16/17	Email	We are residents of Inverness, and though we've apparently missed the deadline (March 15), we still want to tell you that we concur with the letters of Sigmund and Jo Weiner and the Schneider's and others who strongly object to the planned changes. It seems it will only benefit others, and the residents of neighborhoods and businesses around the intersection will be greatly hurt by this project. We would certainly appreciate more discussion on the plans, and we want you to know that we object to the current plans.	See response to comment 132c.
134	Sean Goertz	3/19/17	Email	What is the projected start date of this project?	It is currently anticipated that construction could start as early as 2019.
135	Toral Patel and Srihari Narayanan	3/22/17	Email	135a. We live in the Alon Estates neighborhood that has a main community gate at Alon Loop, which exits onto the westbound lane of Wurzbach immediately before NW Military. We have several concerns with respect to this proposed project, some of which are listed below: 1. Residents of Alon Estates and Woods of Alon will no longer be able to exit right on Wurzbach and continue on Wurzbach Parkway. They will be forced to go to NW Military and make a left turn, then proceed to turn right on Wurzbach Parkway. The left turn onto NW Military from the Woods of Alon is unprotected. This left turn will become much more difficult and dangerous as the traffic on NW Military will grow exponentially (especially for the next several years of construction of the proposed tunnel). As of today, it is already significantly difficult to make a left turn on NW Military. The problem will only become worse if this project does commence per plan.	Please see response to comment #7.
				135b. The proposed project will force several residents of both communities to detour to reach their workplaces. There are several residents who work in the Medical Center. These residents will turn right on NW Military and then detour via Dreamland Drive and Callaghan/Vance Jackson to reach the Medical Center. This will add several miles of detour every single day for several years. Thus adding the associated costs of travel, travel time, gasoline, time added to get to and from work, etc. We are hopeful that the DOT and other organizations involved in this project will seriously consider the hardships that will be faced by the members of our communities before embarking on the project.	Please see response to comment #109.
136	Arthur Butcher	3/22/17	Email	136a. For the $30 million Wurzbach Parkway project, please be sure to consider and greatly enhance landscaping and beautification of the modified areas, the entire Wurzbach corridor, and areas surrounding and linking to the Wurzbach corridor. Outside of our tourist areas, SA does not focus on beautification of its roadways. In observing other cities and states around the country (i.e., Scottsdale, Orange County, Orlando, Florida, Georgia, Maryland, DC, Nashville, etc.), I have noticed that SA is not a best practice in this area. This is an opportunity to show that beautification can be a priority for SA projects outside of our tourist areas.	Please see response to comment #12b.
				136b. Also, as a resident of Alon Estates, I am concerned about not being able to exit my neighborhood, get directly onto the Wurzbach Parkway and travel eastbound through NW Military, as I do now. Please consider this and all other impacts that could result to the neighborhoods along the construction areas.	Please see response to comment #15c.

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137	Joanne Herschell	3/22/17	Email	137a. Please slow down and consider this project a while longer. We live in Inverness, and my husband and I travel on Wurzbach Parkway to get to work and back every day. Our business is located near the airport and Jones-Maltsberger. There are times the traffic is very stacked up coming home depending on when I leave. It seemed to me to improve some, and I thought perhaps the traffic lights were re-programmed a little longer in our direction. Certain days of the week, the traffic is just heavier, however, it does move along, albeit slowly. I have gotten used to it, and all I have to do is leave work a little earlier or later to get home faster. I have also taken an alternate route when I see the traffic slowing at the bridge over Blanco Road. I exit Blanco and go around.	Comment noted.
				137b. Why not install cameras and have dedicated personnel programming the lights for those hours of the day that traffic stacks up?	The city of San Antonio manages the signal timings and they are programmed based on traffic congestion and time of day. The proposed SPUI will improve the signal operation of the intersection.
138	Arthur and Bari Rosenthal	3/22/17	Email	As residents of Inverness, we completely concur with all the issues forwarded in this email. (See Sig and Jo Weiner)	Comment noted.
139	Isabel Bass	4/6/17	Email	139a. I am a resident in the Inverness subdivision of Wurzbach between NW Military and Lockhill-Selma. I would like to provide my input as a resident of TX and San Antonio who will be closely impacted by this project. Please consider adding a frontage road lane that will continue eastward and westward across NW Military on Wurzbach through the traffic light to allow three important things: a. Inverness residents, visitors and large trucks/construction vehicles will be able to enter the subdivision through the main gate, which is the only entrance through which nonresidents can enter, when driving from the east on Wurzbach Parkway. The only alternative is to turn right on NW Military and then make an unprotected U-turn or an unprotected left into the side gate entrance in order to make a U-turn to re-enter back onto NW Military to make a right turn onto Wurzbach. The other alternative is to continue to George Road, take a left at the light, continue to Lockhill-Selma, turn left, turn left on Wurzbach, and make the U-turn (if it will still be functional) to go west on Wurzbach to enter the subdivision. Large trucks will have a hard time with this. The unprotected left is dangerous and often impossible at rush hours due to back up of cars as they approach NW Military. See below regarding this. Summerfield residents will be able to enter their subdivision through their Wurzbach gate when traveling home from the east on Wurzbach Parkway.	Please see responses to comments #1a, #2b and #15c.
				139b. I also would like you to consider how the lack of these lanes will impact the Alon Shopping Centre and access in and out of the Jewish Community Center used by many residents of SA for preschool and elementary school, in addition to their other faculty uses by many every day.	Comment noted.
				139c. We are now able to actually walk from Inverness across NW Military to Alon and to Hardberger Park. We are concerned that eliminating pedestrian access at this intersection degrades the quality of life of all who live north of Wurzbach and walk to these places of public convenience and enjoyment, discourages a healthy lifestyle, increases car congestion and pollution to our community, and is sad. There are so few walkable areas in San Antonio and being able to walk to these local amenities was one of the highlights when we decided to move here. With a backpack, we now can do some shopping at Alon, we don't have to drive to go out for a meal, and taking a walk at Hardberger Park does not require a trip in the car. Now this area will become like all the rest of the San Antonio concrete sprawl devoted to vehicles instead of people and trees.	No pedestrian access will be eliminated at any of the intersections.
				139d. A traffic light at the intersection of NW Military and the entrance to Inverness and Summerfield is needed for safety for drivers coming in and out of these subdivisions, and the drivers on NW Military. Gridlock at rush hours occurs daily and car jockeying for a space to sneak in, people changing lanes to get over to turn onto Wurzbach, and aggressive drivers ignoring the turn lane to Inverness when traveling south make everyone using this road unsafe.	Please see response to comment #1c.

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140	Ernesto Vela	3/12/017	Email	140a. I am a resident of the Estates of Alon community (adjacent to Alon Market HEB). I attended the Wurzbach Parkway Open House yesterday and I would like to express a significant concern and propose possible solutions. Residents exiting Estates of Alon will not be allowed to travel directly east on Wurzbach toward 281 using the proposed underpass; the entrance to the underpass will not be available to us. In the following YouTube link (https://www.youtube.com/watch?v=G4OfRmXgOUU), an entrance for our community is shown at 2:14 but this is not what will happen according to the proposed plans that were available at the open house. This was confirmed when I spoke with one of the TxDOT representatives. The entrance will occur approximately 1/4 mile prior to what's shown in the video. Under the proposed plan, our community's options to travel to 281 from Wurzbach will be to: 1. Perform two U-turns to enter the underpass when exiting the Wurzbach gate; first at NW Military/Wurzbach then at Lockhill-Selma/Wurzbach. The U-turn at Lockhill-Selma is particularly challenging and may require turning left at Lockhill-Selma and then performing a U-turn before getting back onto Wurzbach. Also to note, an attendee at the Wurzbach Parkway Open House mentioned that he received a ticket for performing the U-turn at Lockhill-Selma/Wurzbach intersection. 2. Exit onto Wurzbach, turn right onto NW Military, do a U-turn (somewhere), and then turn right to get back onto Wurzbach, or 3. Exit the NW Military gate which requires additional time to go through two gates, waiting for traffic to safely allow us onto NW Military, hit a traffic light, and then quickly merge so that we will be able to turn right onto Wurzbach toward 281. Perhaps a solution to this issue would be to adhere to the design as shown in the YouTube video, which would allow our community to access the underpass.	Please see response to comment #7.
				140b. An alternative may be to allow commuters on Wurzbach to continue straight over the NW Military flyover. This type of activity is allowed on the new Medical/Fredericksburg underpass/flyover. During the open house, I expressed my concerns to two TxDOT representatives and left a comment in the comment box. I have also shared my concerns with council members Joe Krier and Ron Nirenberg. I ask that you seriously consider my concern and address them appropriately. Please provide me with a way to keep informed on any revisions for the proposed project.	The design team will consider adding frontage roads eastbound and westbound through the SPUI to allow the same access you have today.
141	Sylvia Rangel	3/1/17	Phone Call	I live close to Wurzbach Parkway and Lockhill-Selma, off of George Road. Mrs. Rangel is opposed to the project, does not want any disruptions to the pleasant environment of Wurzbach Parkway and Lockhill-Selma. A lot of elderly people live in the area and feel this project will destroy the park-like feeling between Wurzbach Parkway and Lockhill-Selma. I am concerned about the loss of all the trees in the median of Wurzbach Parkway.	Please see response to comment #12b.