



Open House Response to Comments

I-35 from SE Inner Loop to RM 1431

April 4, 2019

Austin District

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been carried out by TxDOT pursuant to Chapter 3 of title 23, United States Code, Section 327 and a Memorandum of Understanding dated December 17, 2014, executed between the FHWA and TxDOT.

#	Commenter Name	Date Received	Source	Comment Topic	Response
1	D. Bellman	4/4/2019	Comment Form	"...right turn lane should be extended further back to Kelly Lane."	The project team did consider extending the right turn lane on westbound Westinghouse Road to Kelley Drive. However, there is not enough available space to extend the right turn lane without impacting the drainage feature at Roger Beasley Mazda.
2	Debbie Jeffrey	4/10/2019	Virtual Open House	"This will improve traffic flow."	Thank you for your comment.
3	Elizabeth Bowles	4/8/2019	Virtual Open House	"Going westbound on Westinghouse...have the left turn lane to the access road, heading south to I-35, be LEFT TURN only....will enable traffic heading southbound on I-35 to bypass the gravel trucks..."	Under the current design, the dedicated left turn lanes would be separated from the through lanes east of the I-35/Westinghouse Road intersection and then continue to the southbound I-35 frontage road. Truck traffic accessing the Texas Crushed Stone property would be able to proceed straight on the through lanes.
4	Gabrielle de Serres	4/4/2019	Comment Form	"...documentation & website should have included the reason that I-35 needs to be the bridge & Westinghouse needs to be the road"	Thank you for your comment.
				"...intersection at Parmer & 1431 needs improvement of the new design....angle needs to be corrected."	The Parmer Lane/RM 1431 intersection is being studied as part of a separate project. Your comment has been shared with the project team. More information on this project can be found at https://www.txdot.gov/inside-txdot/projects/studies/austin/fm734-from-rm1431-to-sh45.html .
5	Heather Holiedy	4/4/2019	Virtual Open House	"This would be amazing...."	Thank you for your comment.
				".....only concern was the exit ramp to 1431 from I35."	As shown at the April 2019 Open House, the project team proposed moving the existing exit ramp from southbound I-35 to RM 1431 a little to the north to provide longer distances for drivers to weave between the I-35 mainlanes and the I-35 frontage road.

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6	James Kachemeyer	4/4/2019	Comment Form	"NB I-35 btw Westinghouse & SE Inner Loop needs an auxiliary lane."	Based on feedback received at the April 2019 open house, the design has been updated to include a northbound I-35 auxiliary lane between the Westinghouse Road entrance ramp and the SE Inner Loop exit ramp.
				"SB shared use path should run straight along new frontage road at Westinghouse."	Based on feedback received at the April 2019 open house, the design of the shared-use path has been updated to follow the I-35 frontage road at the I-35/Westinghouse intersection.
				"Contact City of Georgetown re SE Inner Loop design, Austin to 1460, & ultimate buildout of interchange @ I-35"	TxDOT coordinates with the City of Georgetown on an ongoing basis for these projects and others in this area.
				"Detour of traffic to Inner Loop will be a headache for residents, particularly if SE Inner Loop turnaround unimproved."	The current plan for the detour of traffic during construction of the I-35/Westinghouse intersection is to have a temporary northbound I-35 to southbound I-35 turnaround at the I-35/SE Inner Loop intersection that would be used during construction.
7	Jim Binneboese	4/9/2019	Email	"...acceleration lane from Westinghouse onto I-35 is too short..."	Based on feedback received at the April 2019 open house, the design has been updated to include a northbound I-35 auxiliary lane between the Westinghouse Road entrance ramp and the SE Inner Loop exit ramp.
8	John Shattuck	4/5/2019	Virtual Open House	"...map provided has not been updated in years...cause engineering problems later on."	Thank you for your comment on the aerial photograph that provided the background for the map of the design. We will update this information.
9	Kathryn Wimsatt	4/4/2019	Email	"...trying to view the virtual tour...password protected."	The virtual open house was publically available starting at 5:30 p.m. on April 4, 2019, the same start time as the open house at Carver Elementary School. It was available through April 19, 2019
10	Laurie Dixon	4/4/2019	Comment Form	Request for "the distance between shoulder and the shared use path"	Typically the distance on I-35 from the edge of the outside travel lane to the shared-use path would be 7 feet. There would not be a shoulder along the shared-use path; however the travel lane and shared-use path would be separated by a curb.
				Request for "studies on SUPs"	A good resource regarding shared-use paths is the American

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				w/comparable speed limits"	Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities (Chapter 5) available at https://nacto.org/wp-content/uploads/2015/04/AASHTO_Bicycle-Facilities-Guide_2012-toc.pdf .
				Request for "recent studies of the University/I-35 project"	TxDOT did conduct a study after the improvements were constructed at I-35/University Boulevard. The results of this study showed that the Diverging Diamond Intersection operates efficiently and plays a major role in reducing travel times along RM 1431/University Boulevard. More information on this study can be found at https://ftp.dot.state.tx.us/pub/txdot-info/aus/rm1431-intersection/ddi-results.pdf .
11	Paulo Pinto	4/5/2019	Virtual Open House	"...seeing improvements or proposals on Lakeway/35. FM1431/35. Westinghouse/35. Williams drive/35. Leander road/35 but not for HWY 29/35..."	I-35 at SH 29 is being studied as a separate project. Your comment has been shared with the project team. More information on the proposed project on I-35 at SH 29 can be found at http://www.my35.org/capital/projects/williamson/sh29.htm .
12	Rick Pitts III	4/4/2019	Comment Form	"I hope this gets funded including the bike paths"	This project has been allocated funding for development. It is currently not funded for construction.
				"How easy can oversized military equipment be transported through this segment after construction?"	The proposed design would improve the ability to transport oversized equipment on I-35 from SE Inner Loop to RM 1431. The existing Westinghouse Road bridge would be removed and a new I-35 bridge over Westinghouse Road would be constructed. Therefore, vehicles on I-35 mainlanes would no longer need to travel under Westinghouse Road.
13	Robert Ward	4/4/2019	Comment Form	"...curve S.U.P. alignment at driveways so the actual SUP crossing is about 25-feet behind the stop bar."	Your recommendations will be reviewed during further design. Of note, the SUP was designed to accommodate the roadway design while taking into consideration the safety of SUP users and other design constraints such as drainage, accessibility for people with disabilities, utilities, and right-of-way restrictions.
				"Consider leaving existing frontage segments where possible to support S.U.P. (near Inner Loop, Westinghouse Rd, between Westinghouse Loop and	After considering this suggestion, the project team proposes to maintain a consistent appearance for the SUP instead of leaving existing segments of the frontage road in place. This decision was made to ensure a clear distinction for drivers between the SUP and frontage road. Also, the areas where it may be possible to salvage existing frontage road are very small and not in the preferred

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				University Dr.)"	locations to align the SUP.
				"Consider placing new construction S.U.P. closer to property line where practical."	Your recommendations will be reviewed during further design. Of note, the SUP was designed to accommodate the roadway design while taking into consideration the safety of SUP users and other design constraints such as drainage, accessibility for people with disabilities, utilities, and right-of-way restrictions.
				"Reconfiguring ramp w/ aux. lanes on the frontage roads: excellent!"	Thank you for your comment.
14	Tom Urbanik	4/4/2019	Comment Form	"...northbound u-turn lane at Westinghouse is signalized....this is a downgrade..."	Removing the proposed signal would cause conflicts with the westbound to southbound traffic from Westinghouse Road. Separating the turnaround would also cause merging conflicts downstream at the southbound I-35 frontage road. Although there is not a signal there today, the heaviest movements on the intersection and the overall efficiency of the intersection will be greatly improved. Relative to the other movements, the northbound I-35 to southbound I-35 turnaround has a low volume.
15	Wilburn B. Laubach (W.W. Laubach Trust)	4/18/2019	Virtual Open House	"Changing the I-35 Southbound Frontage Road...SE Inner Loop overpass intersection...is wasteful, a hindrance for driver sightlines in the intersection, and renders no apparent improvement..."	The purpose of the proposed project is to improve safety and mobility. The proposed realignment of the southbound I-35 frontage road replaces the existing stop sign with a traffic signal at I-35/SE Inner Loop and removes the sharp curve which would improve safety. This project also proposes to convert the existing two-way I-35 frontage road to a one-way frontage road, which is more consistent with driver expectations.
				"The elimination of the existing short northbound frontage road section alongside the southbound frontage road in the NW quadrant of the SE Loop overpass intersection, that services traffic from south I-35 and or east of I-35 going into Inner Space Cavern, will burden this traffic and be	There is a separate project that proposes to add a dedicated northbound I-35 to southbound I-35 turnaround to the RM 2243/I-35 intersection that would allow drivers to access Inner Space Cavern efficiently. In this scenario, travelers from the northbound I-35 mainlanes would no longer need to go through the intersection of the northbound I-35 frontage road/SE Inner Loop, cross the railroad, and stop before crossing the southbound I-35 frontage road. Rather, travelers on northbound I-35 could exit RM 2243, take the turnaround, and access the Inner Space Cavern driveway on the southbound I-35 frontage road. More information on this project is available at

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				very damaging and expensive to the Cavern business."	http://www.my35.org/capital/projects/williamson/rm2243.htm .
				"The existing short northbound frontage road section alongside the southbound frontage road providing access into Inner Space parking lot is a long established travel way. Inner Space Business will suffer greatly during the construction period."	Access to Inner Space Cavern would be maintained during all phases of construction.
				"...a possible reasonable solution...short distance west of the southbound frontage road at the intersection and along the westbound lanes of the Southwest Bypass...provide a driveway from the SW Bypass westbound lanes crossing the railroad and going into Inner Space Cavern parking lot..."	Thank you for the suggestion. The project team will consider this option as the design progresses.