

Mobility35: I-35 at SH 123 Open House Comment/Response Matrix

#	Last Name	First Name	Date	Method	Comment (Verbatim)	Response
1	Anderson	Ross	11/8/2016	VOH	<p>Thank you for the opportunity to comment. I am part owner of 105 N. Interstate 35 (Pluckers restaurant). I noticed that your plans remove an existing access drive into my property. This access drive is currently between Krispy Kreme and Pluckers. Please reinstate this important entry and exit driveway.</p> <p>I also hope you can maintain easy access to my property through the construction process.</p>	<p>Thank you for contacting the project team. As part of this project, TxDOT is seeking to minimize the amount of driveways with direct access to the frontage roads, as safety concerns are associated with conflicts between fast-moving traffic and slower turning movements.</p> <p>Current access to Pluckers will remain available via LBJ Drive off of the southbound frontage road, and off of Guadalupe St. The design team will continue to work with property owners regarding access issues.</p> <p>This project represents the preliminary design phase, and construction details have not yet been determined. If environmentally cleared, the project will progress through more detailed design phases and construction timelines will be developed. TxDOT is committed to working together with business owners and keeping the public informed throughout the process to minimize impacts.</p>
2	Bishop	Sherwood	11/4/2016	Email	<p>As you know, TxDOT has told us that they will not allow a trail under I-35 along the north bank of the San Marcos River because they will build a detention structure there, and that we will have to change our trail plans for a trail along the south bank. In the past few days I have crossed beneath I-35 on the north and south banks. I have attached some photos for you. As you can see from the photos, it will not be possible to build a trail on the south bank. The south bank of the River is on the outside of a river bend that begins well before the bridge. Because of this, there is no soil, or sometimes a little mud, for much of the distance along the south bank beneath the highway and the southbound (west side) access road. The concrete south abutments of the southbound access road bridge and the main highway bridge go down, very steeply to the water or to very small piles of rubble. As you can also see from the photos, there is no room at the top of the abutments either. Because of this, I don't think it will be possible to build any trail, even a 3' wide one, along the south bank. I understand that Laurie is currently clarifying TxDOT's plans. I also crossed beneath I-35 along Willow Springs Creek. I'll send you a separate note and some photos from that area. I hope you enjoy the cool and wet weather.</p>	<p>Thank you for taking the time to provide these comments and photographs. TxDOT is working with the city of San Marcos on project design, including accommodations for bicycle and pedestrian pathways.</p> <p>The space under the I-35 mainlane and frontage road bridges might be used for a Stormwater Quality Pond, but the pond would not prevent the construction of a trail along the San Marcos River. A connection under the San Marcos River bridge that crosses I-35 along the north side of the river is now preliminarily included in this project and does not preclude future trail projects. TxDOT will continue to collaborate with the city during more detailed design phases to optimize the compatibility of this project with all current and proposed bicycle/pedestrian accommodations in the area.</p>
3	Davis	Myron	11/4/2016	Verbal	<p>Unless the access roads, both northbound and southbound between Hopkins and 123 are widened to three lanes, at least, the entire length, including over the river, you're still going to have the congestion that you see today because you're just moving the congestion from one place to another.</p>	<p>Thank you for taking the time to provide a comment.</p> <p>The Mobility35 project seeks to improve mobility and safety along I-35 within the existing right-of-way to the maximum extent feasible. The proposed project is designed to improve traffic flow and safety in the area without displacing property owners alongside the frontage roads. An auxiliary lane between the entrance and exit ramps along the frontage roads between Hopkins and SH 123 will improve operations, safety and congestion.</p>

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4	Derkacz	Todd	10/30/2016	VOH	Regarding the frontage road bridge reconstruction on IH-35 and San Marcos River. I use my bicycle as my primary transportation. Right now in all of San Marcos the only safe way to travel from west to east San Marcos is using the sidewalk under the SM River Bridge. Your plans do NOT depict any accommodation at all for biped travel from east to west except through the busy and dangerous intersections at major roads. We are lucky to have the opportunity to create biped connection without major vehicle traffic by way of the river. PLEASE give us the connectivity! This is also in our plans for the major trail along the river which will someday connect to the Blanco River and points beyond including the Violet Crown Trail. It is in our transportation master plan. In addition there will be tubers and other people recreating along the river moving back and forth up and down the river. Please don't build in a major mistake that harms the people who live in San Marcos.	Thank you for taking the time to provide a comment. TxDOT is working with the city of San Marcos on project design, including accommodations for bicycle and pedestrian pathways. A connection under the San Marcos River bridge that crosses I-35 along the north side of the river is now preliminarily included in this project and does not preclude future trail projects. TxDOT will continue to collaborate with the city during more detailed design phases to optimize the compatibility of this project with all current and proposed bicycle/pedestrian accommodations in the area.
5	Eda	Susan	10/25/2016	Email	I am concerned about this portion of the plan. "Eliminate entrance ramp along the southbound frontage road from SH 80." Lots of people need to access I-35 south from Highway 80. Eliminating the entrance ramp would require all of that traffic to go through the intersection at Highway 123 before entering I-35, which will cause tremendous amounts of traffic on a very long feeder section which will require stopping at a traffic light before entering the freeway. Speeds are already high on this section of the feeder and will probably get higher as more people must go farther to access I-35 south. There needs to be an entrance ramp for people turning off highway 80 to I-35 south soon after that intersection.	Thank you for taking the time to provide a comment. The current proposal suggests relocating the entrance ramp along the southbound frontage from SH 80. The project would move the ramp farther south, but still before the SH 123 intersection. Southbound vehicles coming off of SH 80 will not need to travel through the SH 123 intersection in order to enter I-35. TxDOT has updated project information to reflect this.
6	Greenberg	Sean	11/3/2016	VOH	As an existing business owner at one of the major construction zones, I am deeply concerned with the impact the construction will have on my business. Historically, roadway construction has devastated businesses as it creates a better long-term solution. We are a very successful restaurant and would like to see access to our location not be reduced during the construction process. Please advise.	Thank you for taking the time to provide a comment; we understand your concerns regarding construction. This project represents the preliminary design phase and a detailed traffic control plan has not been developed. If environmentally cleared, the project will progress through more detailed design phases and construction timelines will be developed. TxDOT is committed to working together with business owners during construction and keeping the public informed throughout the process to minimize impacts. TxDOT's goal is to keep all driveways open during construction.
7	Gregson	Scott	10/25/2016	Written	1) Pedestrian/Cyclist linkages at locations other than intersections	Thank you for taking the time to provide a comment. 1) The I-35 at SH 123 project includes a bicycle/pedestrian shared-use path along the northbound and southbound frontage roads within TxDOT right-of-way. TxDOT will seek to accommodate linkages with existing and proposed city of San Marcos bicycle and pedestrian facilities wherever possible, and will continue to collaborate with city planners and engineers.

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					2) Develop ways to meaningfully reduce speeds on frontage roads	2) The frontage roads are designed for safety and efficiency. The I-35 at SH 123 project seeks to separate slower turning movements from faster-moving traffic by re-configuring some driveways and realigning frontage roads where feasible. These improvements will help increase safety along I-35 frontage roads
8	Healy	Lori	11/8/2016	VOH	<p>Thank you for the opportunity to comment. I am an owner of the property currently occupied by Pluckers Wing Bar in San Marcos and have two concerns with the proposed I-35 improvement project.</p> <p>First, we would like to see the driveway between Krispy Kreme and Pluckers restored. We consider that entrance critical to maintaining adequate access to the businesses on that corner.</p> <p>Second, we urge the project planners to do everything possible to maintain easy, well signed access to the businesses in that area during construction.</p> <p>Thank you.</p>	<p>Thank you for contacting the project team. As part of this project, TxDOT is seeking to minimize the amount of driveways with direct access to the frontage roads, as safety concerns are associated with conflicts between fast-moving traffic and slower turning movements.</p> <p>Current access to Pluckers will remain available via LBJ Drive off of the southbound frontage road, and off of Guadalupe St. The design team will continue to work with property owners regarding access issues.</p> <p>This project represents the preliminary design phase, and construction details have not yet been determined. If environmentally cleared, the project will progress through more detailed design phases and construction timelines will be developed. TxDOT is committed to working together with business owners and keeping the public informed throughout the process to minimize impacts.</p>
9	Hicks	Phillip	10/25/2016	Written	<p>1) Rework west frontage lanes coming from Hwy 80, Hopkins, and southbound lanes for smooth merging prior to new proposed exit between 80 and 123.</p> <p>2) Construct bridges over Willow Creek to accommodate pedestrian/bike traffic similar to what is planned for bridges over the San Marcos River.</p> <p>Pedestrian trail system must be a priority in designing bridges at San Marcos River. Trails must be easy to use. Not a squirrely work around.</p>	<p>Thank you for taking the time to provide a comment.</p> <p>1) TxDOT is aware of concerns regarding merging in this area and is exploring short-term maintenance solutions. Long-term improvements in this area will be studied as part of a future project.</p> <p>2) TxDOT is collaborating with the city of San Marcos on bicycle/pedestrian pathways. A pathway underneath the Willow Springs Creek Bridge is not currently part of an approved city of San Marcos development plan, although TxDOT understands that additional planning is underway. The current project design does not preclude a trail at that location and TxDOT will continue working with the city during more detailed design phases to optimize the compatibility of this project with all current and proposed bicycle/pedestrian accommodations in the area.</p> <p>TxDOT is working with the city of San Marcos on project design, including accommodations for bicycle and pedestrian pathways. A connection under the San Marcos River bridge that crosses I-35 along the north side of the river is now preliminarily included in this project and does not preclude future trail projects. TxDOT will continue to collaborate with the city during more detailed design phases to optimize the compatibility of this project with all current and proposed bicycle/pedestrian accommodations in the area.</p>
10	Holland	Layne	10/25/2016	Written	<p>I have concerns with noise between Wonder World and Broadway.</p> <p>Will the lighting in the same area bleed over into the neighborhoods?</p>	<p>Thank you for taking the time to provide a comment.</p> <p>A noise study for the project is currently in progress. If noise models predict that future traffic noise levels exceed acceptable noise levels based on the impacted property type, noise abatement measures, like noise walls, will be evaluated. If noise abatement measures are deemed reasonable and feasible then during subsequent phases of project design, TxDOT will hold noise workshops with affected property owners to propose mitigation measures, which could include the construction of sound walls.</p> <p>The lighting proposed for the project has shielding features to minimize light bleeding into adjacent neighborhoods. TxDOT will continue to work with the city of San Marcos to optimize lighting for the project.</p>

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					The turnaround under IH 35 at San Marcos River is being removed. What provisions are being made for bike and pedestrian traffic? This is the only safe crossing allowing us to avoid the 123 intersection.	The project proposes removing the turnaround under I-35 because the northbound frontage road bridge over the San Marcos River is proposed to be replaced - the new bridge will be designed to accommodate a 25-year storm event in order to mitigate flooding. TxDOT is working with the city of San Marcos on project design, including accommodations for bicycle and pedestrian pathways. A connection under the San Marcos River bridge that crosses I-35 along the north side of the river is now preliminarily included in this project and does not preclude future trail projects. TxDOT will continue to collaborate with the city during more detailed design phases to optimize the compatibility of this project with all current and proposed bicycle/pedestrian accommodations in the area. The proposed project improvements are designed to improve safety for motorists, bicyclists and pedestrians by removing conflict points, maintaining appropriate vehicle speeds, and improving traffic flow.
11	Hughson	Jane	10/25/2016	Written	Need entrance ramp between CM Allen and SH 123. City can help.	Thank you for taking the time to provide a comment. Ramp spacing on interstate highways is subject to Federal Highway Administration (FHWA) guidelines, which specify 1500 feet, or more depending on operation, between ramps. FHWA and TxDOT are also concerned with providing safe weaving/merging distances. To satisfy these requirements, the proposed southbound entrance ramp location has moved further north since the time of the Open House which makes access from CM Allen Pkwy. no longer feasible. TxDOT has discussed this new development with city staff.
					Ditto all comments made by city staff.	TxDOT will continue to work with City of San Marcos planning and engineering staff to address comments.
12	Hutchinson	Phil	10/25/2016	Written	Straighten CM Allen to meet I-35 frontage at 90 degrees, widen CM Allen to encourage use of CM Allen as a corridor to downtown to relieve traffic from Aquarena. Push southbound entrance ramp further south to allow CM Allen traffic to enter I-35.	Thank you for taking the time to provide a comment. CM Allen Pkwy. is a city street, so widening/realigning CM Allen would be a city of San Marcos project. Ramp spacing on interstate highways is subject to Federal Highway Administration (FHWA) guidelines, which specify 1500 feet, or more depending on operation, between ramps. FHWA and TxDOT are also concerned with providing safe weaving/merging distances. To satisfy these requirements, the proposed southbound entrance ramp location has moved further north since the time of the Open House which makes access from CM Allen Pkwy. no longer feasible. TxDOT has discussed this new development with city staff.
					Northbound exit and entrance ramps between Wonder World and Guadalupe are too close together.	The spacing between ramps along the frontage road between SH 123 and Wonder World Drive meets TxDOT and FHWA guidelines.
13	Jiral	Darryl	10/25/2016	Written	East access road, south of Wonder World traveling north, if the turn around lane to go back south could be extended further south would help alleviate traffic in front of Chik-Fil-A.	Thank you for taking the time to provide a comment. The frontage road south of Wonder World Drive is not within the limits of this project, but this issue may be addressed during subsequent I-35 projects within San Marcos.
14	Jones	Lance	10/25/2016	Written	Height access under the bridges over Willow Creek and San Marcos River needs ability for pedestrian and bicyclists to move freely. We're trying to connect pathways around the city that encourage pedestrians and bikers. Please help make this a feasible alternative.	Thank you for taking the time to provide a comment. TxDOT is working with the city of San Marcos on project design, including accommodations for bicycle and pedestrian pathways. A connection under the San Marcos River bridge that crosses I-35 along the north side of the river is now preliminarily included in this project and does not preclude future trail projects. A pathway underneath the Willow Springs Creek Bridge is not currently part of an approved city of San Marcos development plan, although TxDOT understands that additional planning is underway. The current project design does not preclude a trail at that location and TxDOT will continue working with the city during more detailed design phases to optimize the compatibility of this project with all current and proposed bicycle/pedestrian accommodations in the area.

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					Please continue to improve the synchronization of the traffic lights at the intersections, especially Wonder World Drive and I-35.	Assuming the project is environmentally cleared, traffic signals at the intersection of I-35 and SH 123 will be improved as part of this project. The signals at the intersection of I-35 and Wonder World Drive are not within the limits of this project. However, TxDOT will continue to work with the city on signal improvements and may address those as part of a separate project.
15	Knight	Steven	10/25/2016	Wirtten	<p>Shared pathways as proposed is an open invitation to pedestrian/cyclist accidents. Having two 3 foot wide bicycle lanes with a protective barrier and a 3 foot wide sidewalk would be more prudent. Place a sidewalk on the opposite access road. It may not look balanced, but lives will be saved at the expense of aesthetics.</p> <p>Unless it is the intent to have cyclist riding with motorized vehicles, please extend the bike path to the intersections at both ends of this development.</p> <p>Please do not do open houses at facilities that are not supported by the local city bus service!</p>	<p>Thank you for taking the time to provide a comment.</p> <p>Shared-use paths are used throughout the Mobility35 program as a way to provide mobility for bicycles and pedestrians within existing TxDOT right-of-way, while separating motorized and non-motorized traffic for safety reasons. The proposed shared-use paths extend to the next intersection in each direction in order to provide connectivity.</p> <p>Thank you for your comment regarding the accessibility of the open house. TxDOT works to find open house locations with the best combination of proximity to the project area, accommodations, ease of entry/exit, and safety. We are sorry that the I-35 at SH 123 open house was not accessible by local bus service. We will be sure to consider this in the future, along with the other considerations for open house venue selection.</p>
16	Langenkamp	Stephanie	10/25/2016	Wirtten	Please plan ahead to provide an area to put a pedestrian/bike path under the interstate and access roads at Willow Creek. This is very close to CM Allen Parkway which is a major entry into our city and a major access road to all of our parks and river. This will really improve cross town multi-modal transportation. This space needs to be both wide enough and tall enough! I am pleased to see that plans are in the works for such a pathway where the present 2 way under highway road goes in the area of Riverside Drive.	<p>Thank you for taking the time to provide a comment.</p> <p>TxDOT is collaborating with the city of San Marcos on bicycle/pedestrian pathways. A pathway underneath the Willow Springs Creek Bridge is not currently part of an approved city of San Marcos development plan, although TxDOT understands that additional planning is underway. The current project design does not preclude a trail at that location and TxDOT will continue working with the city during more detailed design phases to optimize the compatibility of this project with all current and proposed bicycle/pedestrian accommodations in the area.</p>
17	Langenkamp	S.	10/25/2016	Wirtten	<p>Do not plan to use the river as a detention pond!</p> <p>It is imperative to have a pedestrian - bike bath that is on the north side of the river where IH 35 goes over the river. These paths need to be easy to use for kids, old folks, and everyone!</p>	<p>Thank you for taking the time to provide a comment.</p> <p>The San Marcos River will not be used as a detention pond. The space under the I-35 mainlane and frontage road bridges might be used for a Stormwater Quality Pond, but the pond would not prevent the construction of a trail along the San Marcos River. The project team conducted a detailed drainage study and ensured that the project is designed for a 25-year flood event.</p> <p>TxDOT is collaborating with the city of San Marcos on bicycle/pedestrian pathways. A connection under the San Marcos River bridge that crosses I-35 along the north side of the river is now preliminarily included in this project and does not preclude future trail projects. TxDOT will continue to collaborate with the city during more detailed design phases to optimize the compatibility of this project with all current and proposed bicycle/pedestrian accommodations in the area.</p>
18	Patel	Vikash	10/25/2016	Wirtten	<p>At south frontage road at Bintu Dr. and 35 next door to Holiday Inn by Willow Creek:</p> <p>* There is a site distance issue to Bintu Drive.</p> <p>* Sidewalk not present. We see people hopping bridge onto road or into the creek area to cross.</p> <p>Solution might be adding 6 feet to bridge to allow for sidewalk and clearance.</p>	<p>Thank you for taking the time to provide a comment.</p> <p>The intersection of the southbound frontage road and Bintu Dr. is not within the limits of this project. TxDOT is aware of the situation and will look into addressing the issues mentioned as part of a separate project.</p>

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19	Phillips	P.	10/25/2016	Written	<p>* Concerned with losing ped/bike crossing at River</p> <p>* Concerned with lack of bike/ped connectivity at 80/35 and 123/35 past construction limits</p> <p>* Like the shared use paths but want further connectivity</p> <p>** Super concerned of shared use path crossing access road north to Hwy 123 eastbound. Yikes! Please re-evaluate this for safety of peds.</p>	<p>Thank you for taking the time to provide a comment.</p> <p>TxDOT is working with the city of San Marcos on project design, including accommodations for bicycle and pedestrian pathways. A connection under the San Marcos River bridge that crosses I-35 along the north side of the river is now preliminarily included in this project and does not preclude future trail projects. TxDOT will continue to collaborate with the city during more detailed design phases to optimize the compatibility of this project with all current and proposed bicycle/pedestrian accommodations in the area.</p> <p>Shared-use paths are used throughout the Mobility35 program as a way to provide mobility for bicycles and pedestrians within existing TxDOT right-of-way, while separating motorized and non-motorized traffic for safety reasons.</p>
					* Concerned with lighting near homes	The lighting proposed for the project has shielding features to minimize light bleeding into adjacent neighborhoods. TxDOT will continue to work with the city of San Marcos to optimize lighting for the project.
					* Very concerned with noise mitigation especially considering overpass at Wonder World/123 (also a TxDOT project) - I live between these sights and often have very high db levels in my home	The intersection of I-35 and Wonder World Drive is not within the limits of this project; however, a noise study for the project is currently in progress. If noise models predict that future traffic noise levels exceed acceptable noise levels based on the impacted property type, noise abatement measures, like noise walls, will be evaluated. If noise abatement measures are deemed reasonable and feasible then during subsequent phases of project design, TxDOT will hold noise workshops with affected property owners to propose mitigation measures, which could include the construction of sound walls.
20	Prewitt	Lisa	10/25/2016	Written	I would like to see TxDOT and COSM further conversations and involve city planners to discuss trail systems connectivity as well as CM Allen/IH 35 ramp. This is supposed to be a gateway and major road in and out of San Marcos.	<p>Thank you for taking the time to provide a comment.</p> <p>TxDOT is working with the city of San Marcos on project design, including accommodations for bicycle and pedestrian pathways. A connection under the San Marcos River bridge that crosses I-35 along the north side of the river is now preliminarily included in this project and does not preclude future trail projects. TxDOT will continue to collaborate with the city during more detailed design phases to optimize the compatibility of this project with all current and proposed bicycle/pedestrian accommodations in the area.</p> <p>Ramp spacing on interstate highways is subject to Federal Highway Administration (FHWA) guidelines, which specify 1500 feet, or more depending on operation, between ramps. FHWA and TxDOT are also concerned with providing safe weaving/merging distances. To satisfy these requirements, the proposed southbound entrance ramp location has moved further north since the time of the Open House which makes access from CM Allen Pkwy. no longer feasible. TxDOT has discussed this new development with city staff.</p>
21	Salmon	Martha	11/2/2016	VOH	Personally, I will be happy to see these changes. I have been nearly run over by personal vehicles, as well as the big gravel/semi trucks exiting North bound IH35 shooting straight across all lanes to turn right onto SH80. I think this also help deter those drivers who enter IH35 only to get off at the next exit just so they don't have to drive the reduced speed on the access roads.....	<p>Thank you for taking the time to provide a comment.</p> <p>The proposed improvements are designed to improve safety for motorists, bicyclists and pedestrians by removing conflict points, maintaining appropriate vehicle speeds, and improving traffic flow.</p>

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22	Sierra	Albert	10/27/2016	VOH	<p>We own two commercial/residential lots at 220 Patricia and 217 Linda Lane and each are on the frontage road. I do not see that either of these have curb cuts. I would believe that it should be preferable to have curb cuts built now anticipating future development.</p> <p>Albert and Rebecca Sierra 512-393-9994 Please acknowledge receipt of these comment.</p>	<p>Thank you for contacting the project team.</p> <p>As part of this project, TxDOT is seeking to minimize the amount of driveways with direct access to the frontage roads, as safety concerns are associated with conflicts between fast-moving traffic and slower turning movements. The TxDOT permitting process would need to be followed in order to provide curb cuts off of the frontage road, which would be coordinated with the TxDOT South Travis Area Office. Currently these properties do not have driveways and any new driveways would have to go through the TxDOT permitting process which follows the TxDOT Access Management Manual. Access to these properties would remain available via Patricia Dr. and Linda Dr. We will continue to work with property owners on driveway access through subsequent phases of detailed design development.</p>
					Will there be any need for ROW takings on either?	TxDOT does not anticipate right-of-way acquisition as part of this project at this time.
23	Sottile	Frank	10/29/2016	VOH	This plan makes another reason to move out of San Marcos. I see no benefit to the local people, just more Traffic and congestion thus making even harder to get around town. This plan SUX!!!	Thank you for taking the time to provide a comment. The proposed improvements are designed to improve safety for motorists, bicyclists and pedestrians by removing conflict points, maintaining appropriate vehicle speeds, and improving traffic flow.
24	Thompson	Peter	10/25/2016	Written	As a resident the plan looks good to me. I'm glad its not a continuous flow intersection that is planned for 123 and 35.	Thank you for taking the time to provide a comment.
25	Tobias	Robert	10/26/2016	VOH	My dad is Domingo Tobias and lives at 206 Patricia Drive (been there since 1954) , he is 91 yrs old and he our I have been able to attend the design sessions but now I can look online as to what is being proposed. My concern is that currently and for at least 30 years we have had a rear driveway to our residence, this access currently is the only way we get my dad into the house as that part of the house is on grade, the front is 2.5' above grade and would need a very long ramp to accommodate him. We would very much like to maintain the driveway if at all possible, it looks like from the site plan that we are in center of and not too close to other driveways so hopefully toe correct and safe distance can be maintained from each other. Per appraisal district map it appears driveway is 300'+ from Ebony street and 340'+ from next curb cut, plenty of safe distance. Please review again and consider allowing the curb cut to remain.	Thank you for contacting the project team. TxDOT is reviewing the driveway access to 206 Patricia Drive and will work with the City of San Marcos to evaluate options. If the project is environmentally cleared, TxDOT, along with the city of San Marcos, will continue to work with property owners on driveway access through subsequent phases of detailed design development.
26	Vivroux	Mike	10/25/2016	Written	We would like to see improvements to the southbound side of IH 35 in the area of Willow Creek and Bintu Dr. Currently there is no sidewalk over the creek and vegetation grows wild. It prevents a traffic safety issue for those cars exiting Bintu Dr. and those pedestrians walking on that side of IH 35.	<p>Thank you for taking the time to provide a comment.</p> <p>The intersection of the southbound frontage road and Bintu Drive is not within the limits of this project. TxDOT is aware of the situation and will look into addressing the issues mentioned.</p>

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