



Public Hearing Response to Comments

I-35 from South of Williams Drive to Lakeway Drive

November 8, 2018

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.

Comment/Response Matrix

	Commenter Name	Date Received	Source	Comment Topic	Response
1	Ben Lake	11/8/2018	Comment Form	"The project is a great idea..."	Thank you for your support.
				"...[need] to improve egress for traffic leaving DQ and turning left onto Williams."	Local streets, such as Riverside Drive, and access points to and from those streets, are maintained by the city of Georgetown. Your comment has been shared with them.
2	Beverly Morgan	11/8/2018	Comment Form	Need to widen the existing bridge structure.	<p>The Project Team considered widening the existing Williams Drive bridge. A decision was made to not widen the existing Williams Drive bridge due to various limitations, such as the need to meet current design standards for the height of the bridge.</p> <p>The Project Team considered a Traditional Diamond Intersection and a Diverging Diamond Intersection to help improve mobility near I-35 at Williams Drive. The Diverging Diamond Intersection at I-35 at Williams Drive in combination with improving the intersection at Williams Drive at Austin Avenue was proposed because it provided the best level of service with the fewest right of way impacts. The primary benefit of a Diverging Diamond Intersection is its ability to handle a high volume of left-turning vehicles which is consistent with this project's purpose to address increased turning movements.</p>
3	Janice English	11/8/2018	Email	<p>"These types of intersections are very confusing for anyone who does not drive them every day."</p>	<p>The existing I-35/Williams Drive intersection presents four potential conflict (or crash) points for drivers turning left, like from Williams Drive onto the northbound/southbound I-35 frontage roads. The proposed Diverging Diamond Intersection at I-35/ Williams Drive would reduce the conflict points from four to one, which increases safety for drivers who use the intersection.</p> <p>Research on existing Diverging Diamond Intersections shows that these intersections improve safety, mobility, and traffic movement efficiency over the existing traditional diamond intersection at I-35/Williams Drive (Source: http://cmfclearinghouse.org/detail.cfm?facid=9104#commentanchor).</p> <p>Please see the YouTube video at https://www.youtube.com/watch?v=GnukMEsezJU&feature=youtuve for a demonstration of how traffic flows through a Diverging Diamond Intersection.</p> <p>Simple signage and highway dividers would be installed to help drivers travel through the I-35/Williams Drive intersection to reduce confusion and increase safety.</p>
				"What happens if the power goes out?"	The traffic signals for the Diverging Diamond Intersection would have a battery backup power source installed to power the signals in the event of a power outage, for a four hour duration. This would allow normal operations through the intersection and would not disrupt traffic flow. Law enforcement would also be available to provide additional direction as needed.
				"Additionally, I have not experienced a reduction in time sitting at the intersection [at I-35/RM1431]."	Although similar to the Diverging Diamond Intersection at I-35 and RM 1431, the I-35 at Williams Drive project would reconstruct the Williams Drive bridge to accommodate the required number of travel lanes. Concrete dividers and directional signage would guide drivers through the intersection and reduce confusion. Design elements of the proposed Diverging Diamond Intersection would improve the efficiency of traffic flow through the I-35/Williams Drive interchange, including coordinated traffic signals. The traffic signals would have vehicle detection sensors to better optimize the traffic flow at the proposed Diverging Diamond Intersection. As a result, vehicle queues at the traffic signals would be reduced from current conditions and limit the impact to travelers.
4	Jimmy P.	11/8/2018	Comment Form	From the Georgetown Inn Hotel, "...how [will] my guests... be able to [access] southbound I-35?"	Vehicles wanting to travel southbound on I-35 from the Georgetown Inn could turn right on Park Lane. Clay Street and the future Northwest Boulevard intersect with Park Lane; these two local streets provide access to the southbound I-35 frontage road, which leads to an intersection bypass lane. This would allow vehicles to bypass the Williams Drive intersection and access the southbound I-35 mainlanes.
5	Jeff Radke	11/8/2018	Comment Form	"...businesses south of Clay Road... will have no access to southbound I-35..."	Vehicles wanting to travel southbound on I-35 from businesses south of Clay Street could turn northbound on Park Lane. Clay Street and the future Northwest Boulevard intersect with Park Lane; these two local streets provide access to the southbound I-35 frontage road, which leads to an intersection bypass lane. This would allow vehicles to bypass the Williams Drive intersection and access the southbound I-35 mainlanes.
				"...no provision to make a left turn onto Northwest Boulevard from I-35 northbound frontage road..."	Northwest Boulevard is maintained by the city of Georgetown. Your comment has been shared with them.
6	Jeff Radke	11/8/2018	Comment Form	SH 29 widening/realignment project.	I-35 at SH 29 is a separate project from I-35 at Williams Drive. Your comment has been shared with the I-35 at SH 29 Project Team.

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7	John Giddings	11/8/2018	Virtual Public Hearing	What about completing the frontage roads (between Pecan Branch and Lakeway Drive)?	The proposed project includes the extension of the northbound I-35 frontage road from Williams Drive to the Austin Avenue Extension. Due to roadway geometrics, Austin Avenue must be re-aligned before the I-35 frontage road can be extended to Lakeway Blvd. This has been identified as a need and will be studied in the future.
8	John Spahr	10/30/2018	Email	Access to northbound I-35 from Golf Ranch at 610 N. Austin Avenue.	From Golf Ranch, an 18-wheeler could travel east on Morrow Street to the signalized intersection of Austin Avenue. From there, the driver could take a left onto Austin Avenue, another left onto Williams Drive, and then utilize the dedicated right turn lane to head northbound on I-35. Other routes from Golf Ranch to northbound I-35 are viable as well. Design elements of the proposed Diverging Diamond Intersection would improve the efficiency of traffic flow through the I-35/Williams Drive intersection, including coordinating the traffic signals. The traffic signals would have vehicle detection sensors to better optimize the traffic flow at the proposed Diverging Diamond Intersection. As a result, vehicle queue at the westbound I-35/Williams Drive traffic signal would be reduced from current conditions and limit the impact to travelers turning from North Austin Avenue onto Williams Drive.
				"...the main purpose of this change is to make sure you spend a lot of money..."	The Project Team considered a Traditional Diamond Intersection and a Diverging Diamond Intersection to help improve mobility near I-35 at Williams Drive. The Diverging Diamond Intersection at I-35 at Williams Drive in combination with improving the intersection at Williams Drive at Austin Avenue was proposed because it provided the best level of service with the fewest right of way impacts. The primary benefit of a Diverging Diamond Intersection is its ability to handle a high volume of left-turning vehicles which is consistent with this project's purpose to address increased turning movements. The Project Team also considered widening the existing Williams Drive bridge. A decision was made to not widen the existing Williams Drive bridge due to various limitations, such as the need to meet current design standards for the height of the bridge.
9	Kathleen Bruning	11/8/2018	Email	"...demographics are not congenial with such a traffic flow in Georgetown."	The existing I-35/Williams Drive intersection presents four potential conflict (or crash) points for drivers turning left, like from Williams Drive onto the northbound/southbound I-35 frontage roads. The proposed Diverging Diamond Intersection at I-35/ Williams Drive would reduce the conflict points from four to one, which increases safety for drivers who use the intersection. Research on existing Diverging Diamond Intersections shows that these intersections improve safety, mobility, and traffic movement efficiency over the existing traditional diamond intersection at I-35/Williams Drive (Source: http://cmfclearinghouse.org/detail.cfm?facid=9104#commentanchor). Please see the YouTube video at https://www.youtube.com/watch?v=GnukMEsezJU&feature=youtuve for a demonstration of how traffic flows through a Diverging Diamond Intersection. Simple signage and highway dividers would be installed to help drivers travel through the I-35/Williams Drive intersection to reduce confusion and increase safety.
10	Karen Huffman	11/8/2018	Comment Form	"...do not eliminate the frontage road across Williams [Drive]..."	Access from the frontage roads across Williams Drive will be available utilizing the bypass lanes.
				"[do not] repeat the accident-prone intersection... at [RM] 1431 and I-35..."	Although similar to the DDI at I-35 and RM 1431, the I-35 at Williams Drive project would reconstruct the Williams Drive bridge to accommodate the required number of travel lanes. Concrete dividers and directional signage would guide drivers through the intersection and reduce confusion.

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				"It is confusing and a hazard!"	<p>The existing I-35/Williams Drive intersection presents four potential conflict (or crash) points for drivers turning left, like from Williams Drive onto the northbound/southbound I-35 frontage roads. The proposed Diverging Diamond Intersection at I-35/ Williams Drive would reduce the conflict points from four to one, which increases safety for drivers who use the intersection.</p> <p>Research on existing Diverging Diamond Intersections shows that these intersections improve safety, mobility, and traffic movement efficiency over the existing traditional diamond intersection at I-35/Williams Drive (Source: http://cmfclearinghouse.org/detail.cfm?facid=9104#commentanchor).</p> <p>Please see the YouTube video at https://www.youtube.com/watch?v=GnukMEsezJU&feature=youtube for a demonstration of how traffic flows through a Diverging Diamond Intersection.</p> <p>Simple signage and highway dividers would be installed to help drivers travel through the I-35/Williams Drive intersection to reduce confusion and increase safety.</p>
11	Ken Rose	11/8/2018	Virtual Public Hearing	"...no exit pull-out lanes... disrupts the right lane flow speeds."	Generally, frontage roads are designed to provide local access to adjacent property owners and intersecting streets. Due to right-of-way constraints and geometry, it is not feasible to provide pullout lanes at driveways and intersecting streets, especially in an urban area such as Georgetown. Drivers wishing to proceed unimpeded can travel in left or middle lanes.
				"...traffic light control needs to be better than just timed lights."	Design elements of the proposed Diverging Diamond Intersection would improve the efficiency of traffic flow through the I-35/Williams Drive interchange, including coordinated traffic signals. The traffic signals would have vehicle detection sensors to better optimize the traffic flow at the proposed Diverging Diamond Intersection. As a result, vehicle queues at the traffic signals would be reduced from current conditions and limit the impact to travelers.
12	Ken Steed	11/8/2018	Comment Form	"Really like the changes."	Thank you for your support.
13	Ki Browning	11/8/2018	Comment Form	"Adjust time of lights at Austin Avenue and Williams [Drive]."	Design elements of the proposed Diverging Diamond Intersection will improve the efficiency of traffic flow through the I-35/Williams Drive intersection, including coordinating the traffic signals. The traffic signals will have vehicle detection sensors to better optimize the traffic flow at the proposed Diverging Diamond Intersection. As a result, vehicle queue at the westbound I-35/Williams Drive traffic signal will be reduced from current conditions and limit the impact to travelers turning from North Austin Avenue onto Williams Drive.
				Add designated right-turn [lane] at southbound Austin Avenue. Add lane over ditch on [northbound] Austin Avenue..."	<p>Austin Avenue at Williams Drive is maintained by the city of Georgetown. Your comment has been shared with them.</p> <p>Proposed improvements along Austin Avenue include a northbound bypass lane at the Williams Drive intersection, which would increase the volume of northbound drivers traveling through the intersection. A designated right turn lane is proposed on southbound Austin Ave going west on Williams Drive.</p>
14	Lance Stacy	11/8/2018	Comment Form	"The diamond intersection is not a good decision."	<p>The Project Team considered a Traditional Diamond Intersection and a Diverging Diamond Intersection to help improve mobility near I-35 at Williams Drive. The Diverging Diamond Intersection at I-35 at Williams Drive in combination with improving the intersection at Williams Drive at Austin Avenue was proposed because it provided the best level of service with the fewest right of way impacts. The primary benefit of a Diverging Diamond Intersection is its ability to handle a high volume of left-turning vehicles which is consistent with this project's purpose to address increased turning movements.</p> <p>The Project Team also considered widening the existing Williams Drive bridge. A decision was made to not widen the existing Williams Drive bridge due to various limitations, such as the need to meet current design standards for the height of the bridge.</p>
				"The DDI at I-35 and [RM] 1431 is a direct example of how the businesses are hard to get to and leave from."	Although similar to the Diverging Diamond Intersection at I-35 and RM 1431, the I-35 at Williams Drive project would reconstruct the Williams Drive bridge to accommodate the required number of travel lanes. Concrete dividers and directional signage would guide drivers through the intersection and reduce confusion.
15	Lance Stacy	11/8/2018	Comment Form	Traffic signals need to be synced to allow better traffic flow.	Adjustments to existing signals may provide minimal improvements to existing traffic congestion; however, more larger scale roadway improvements are necessary in order to experience a greater increase in traffic flow. The city of Georgetown manages the traffic signal timing along Williams Drive. TxDOT has shared this comment with them.

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16	Larry Vavra	11/8/2018	Comment Form	"If it works, don't mess with it!"	<p>The Project Team considered a Traditional Diamond Intersection and a Diverging Diamond Intersection to help improve mobility near I-35 at Williams Drive. The Diverging Diamond Intersection at I-35 at Williams Drive in combination with improving the intersection at Williams Drive at Austin Avenue was proposed because it provided the best level of service with the fewest right of way impacts. The primary benefit of a Diverging Diamond Intersection is its ability to handle a high volume of left-turning vehicles which is consistent with this project's purpose to address increased turning movements.</p> <p>The Project Team also considered widening the existing Williams Drive bridge. A decision was made to not widen the existing Williams Drive bridge due to various limitations, such as the need to meet current design standards for the height of the bridge.</p>
17	Lauren Wieckowski	11/8/2018	Email	"...many elderly residents who will be very confused by this intersection..."	<p>The existing I-35/Williams Drive intersection presents four potential conflict (or crash) points for drivers turning left, like from Williams Drive onto the northbound/southbound I-35 frontage roads. The proposed Diverging Diamond Intersection at I-35/ Williams Drive would reduce the conflict points from four to one, which increases safety for drivers who use the intersection.</p> <p>Research on existing Diverging Diamond Intersections shows that these intersections improve safety, mobility, and traffic movement efficiency over the existing traditional diamond intersection at I-35/Williams Drive (Source: http://cmfclearinghouse.org/detail.cfm?facid=9104#commentanchor).</p> <p>Please see the YouTube video at https://www.youtube.com/watch?v=GnukMEsezJU&feature=youtupe for a demonstration of how traffic flows through a Diverging Diamond Intersection.</p> <p>Simple signage and highway dividers would be installed to help drivers travel through the I-35/Williams Drive intersection to reduce confusion and increase safety.</p>
				"What happens when the lights are blinking red?"	<p>The traffic signals for the Diverging Diamond Intersection would have a battery backup power source installed to power the signals in the event of a power outage, for a four hour duration. This would allow normal operations through the intersection and would not disrupt traffic flow. Law enforcement would also be available to provide additional direction as needed.</p>
				"There are other ways to make this intersection more efficient."	<p>The Project Team considered a Traditional Diamond Intersection and a Diverging Diamond Intersection to help improve mobility near I-35 at Williams Drive. The Diverging Diamond Intersection at I-35 at Williams Drive in combination with improving the intersection at Williams Drive at Austin Avenue was proposed because it provided the best level of service with the fewest right of way impacts. The primary benefit of a Diverging Diamond Intersection is its ability to handle a high volume of left-turning vehicles which is consistent with this project's purpose to address increased turning movements.</p> <p>The Project Team also considered widening the existing Williams Drive bridge. A decision was made to not widen the existing Williams Drive bridge due to various limitations, such as the need to meet current design standards for the height of the bridge.</p>
18	Robert Redoutey	11/8/2018	Comment Form	SH 29 at I-35 widening/realignment project.	<p>I-35 at SH 29 is a separate project from I-35 at Williams Drive. Your comment has been shared with the I-35 at SH 29 Project Team.</p>
19	Ron Pergl	11/8/2018	Comment Form	"This is all good except for the diamond intersection."	<p>The Project Team considered a Traditional Diamond Intersection and a Diverging Diamond Intersection to help improve mobility near I-35 at Williams Drive. The Diverging Diamond Intersection at I-35 at Williams Drive in combination with improving the intersection at Williams Drive at Austin Avenue was proposed because it provided the best level of service with the fewest right of way impacts. The primary benefit of a Diverging Diamond Intersection is its ability to handle a high volume of left-turning vehicles which is consistent with this project's purpose to address increased turning movements.</p> <p>The Project Team also considered widening the existing Williams Drive bridge. A decision was made to not widen the existing Williams Drive bridge due to various limitations, such as the need to meet current design standards for the height of the bridge.</p>

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				<p>"[The DDI] is confusing for many people (especially the elderly of Georgetown)."</p>	<p>The existing I-35/Williams Drive intersection presents four potential conflict (or crash) points for drivers turning left, like from Williams Drive onto the northbound/southbound I-35 frontage roads. The proposed Diverging Diamond Intersection at I-35/ Williams Drive would reduce the conflict points from four to one, which increases safety for drivers who use the intersection.</p> <p>Research on existing Diverging Diamond Intersections shows that these intersections improve safety, mobility, and traffic movement efficiency over the existing traditional diamond intersection at I-35/Williams Drive (Source: http://cmfclearinghouse.org/detail.cfm?facid=9104#commentanchor).</p> <p>Please see the YouTube video at https://www.youtube.com/watch?v=GnukMEsezJU&feature=youtube for a demonstration of how traffic flows through a Diverging Diamond Intersection.</p> <p>Simple signage and highway dividers would be installed to help drivers travel through the I-35/Williams Drive intersection to reduce confusion and increase safety.</p>
				<p>"...the congestion of I-35 and [RM] 1431... is what we will have on both sides of the interstate."</p>	<p>Although similar to the DDI at I-35 and RM 1431, the I-35 at Williams Drive project would reconstruct the Williams Drive bridge to accommodate the required number of travel lanes. Concrete dividers and directional signage would guide drivers through the intersection and reduce confusion.</p>
20	Trenton Jacobs	10/30/2018	Email	<p>"...enhance multi-modal interconnectivity by expanding bicycle infrastructure in parallel with automobile infrastructure."</p>	<p>Bike and pedestrian paths will be provided for the length of the proposed frontage roads on the northbound and southbound sides of I-35. An east-west connection is being provided across the proposed Williams Drive bridge.</p>
				<p>"Several processes are underway in parallel [to the Williams Drive project]... possibly can coordinate improvements to benefit our community..."</p>	<p>As part of the project design, TxDOT has coordinated with the city of Georgetown to ensure the improvements are consistent with the City's Overall Transportation Plan, including the City's multi-modal transportation system, and anticipated growth and development patterns.</p>
				<p>"[Suggest] that the South San Gabriel River Trail... be extended to the Wolf Ranch shopping area via a hike and bike path under I-35."</p>	<p>Improvements on I-35 at SH 29 (near Wolf Crossing and Wolf Ranch Shopping Center) are being studied as a separate project. This comment has been shared with the I-35 at SH 29 Project Team and the city of Georgetown.</p>