

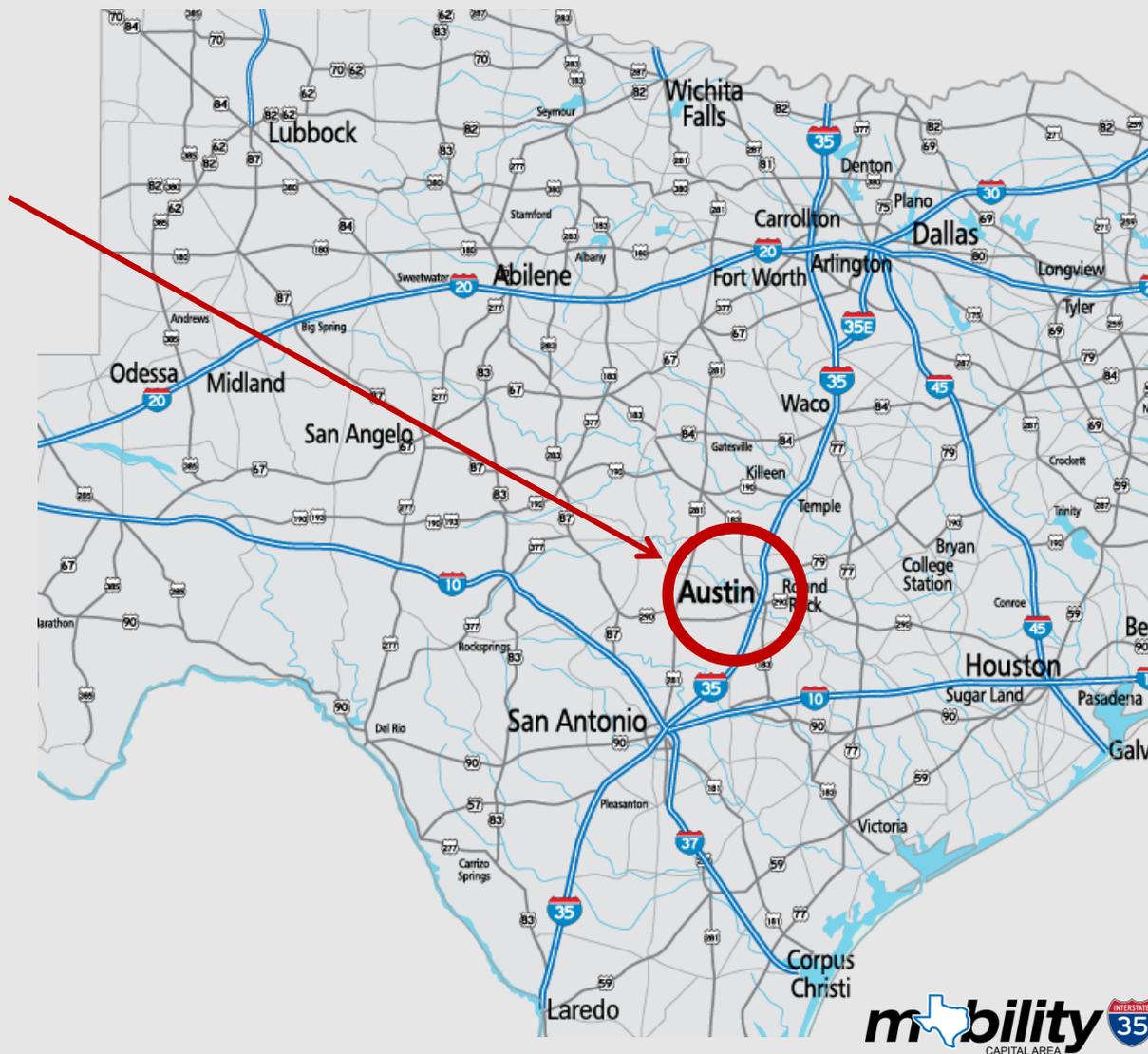


I-35 CAPITAL AREA IMPROVEMENT PROGRAM

Hancock and Eastwoods Neighborhood Association
July 16, 2014

I-35 Through Austin

- Most congested highway in Texas
- #1 on TTI 2013 Congestion Index



Segment 4 Crash Rates: 2008 - 2011

137.77

vs.

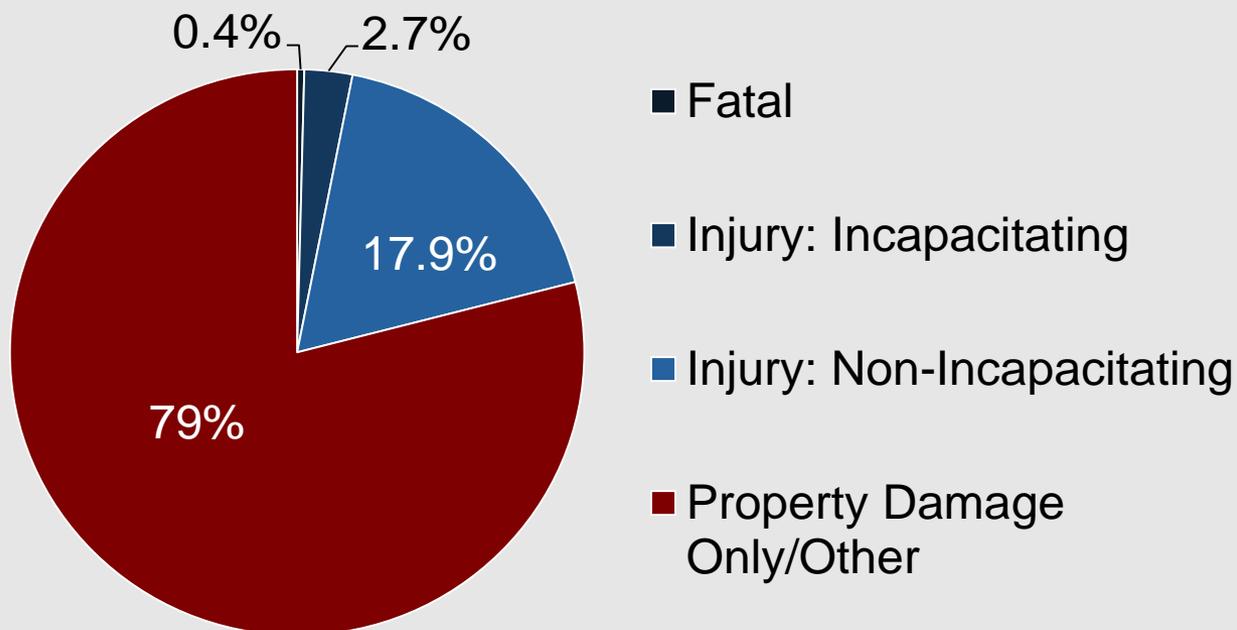
91.61

I-35 CAIP rate

statewide average

(per 100M vehicle miles)

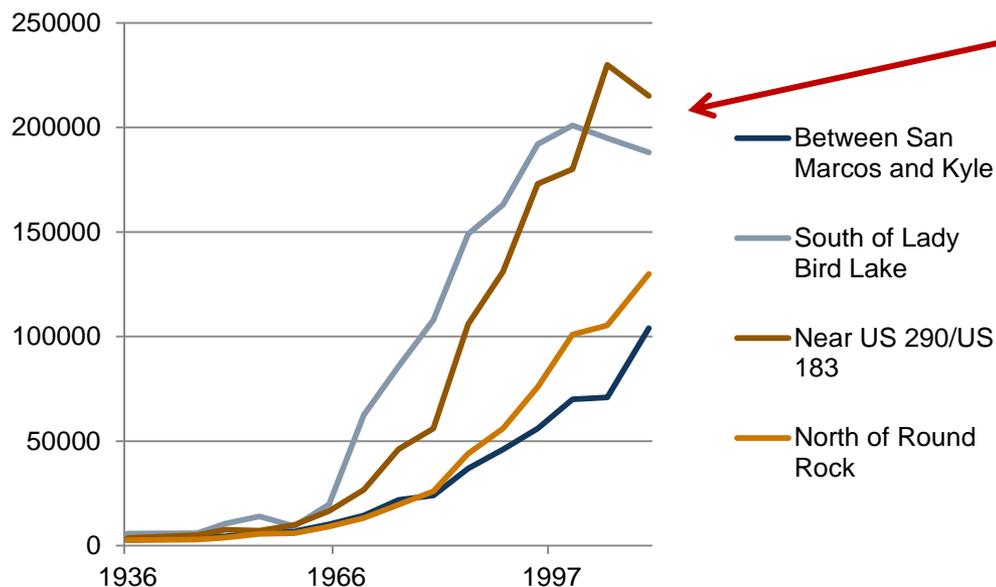
Crash Severity



Crash Types

1. Rear-end collisions
2. Collisions at an angle
3. Fixed-object collisions

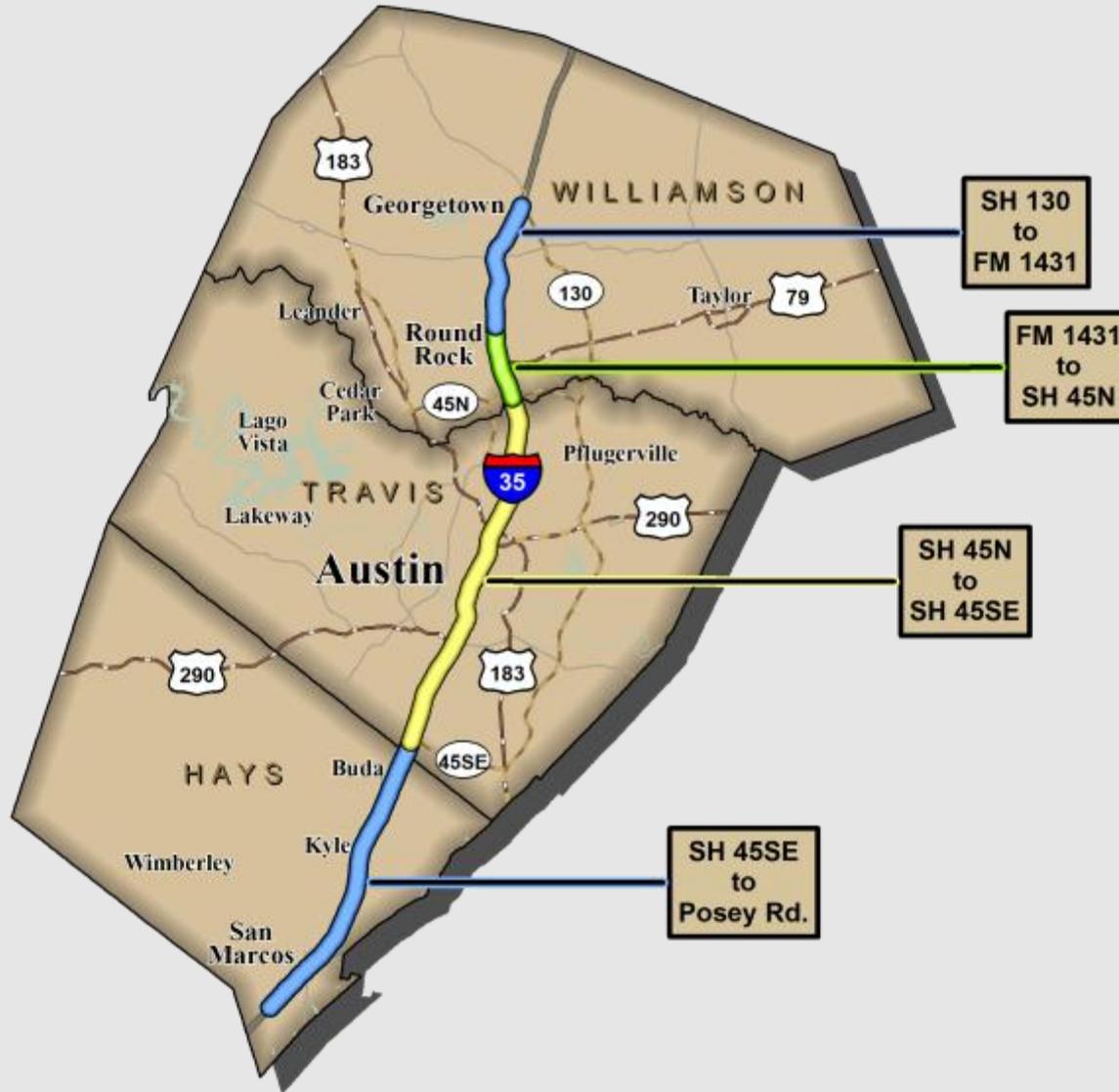
Traffic Volume and Aging Infrastructure



- Carries more than 200,000 vehicles per day on some segments
- No major capacity improvements in Travis County in past 40 years

At this point, doing nothing is not an option.

Mobility35 Program Limits

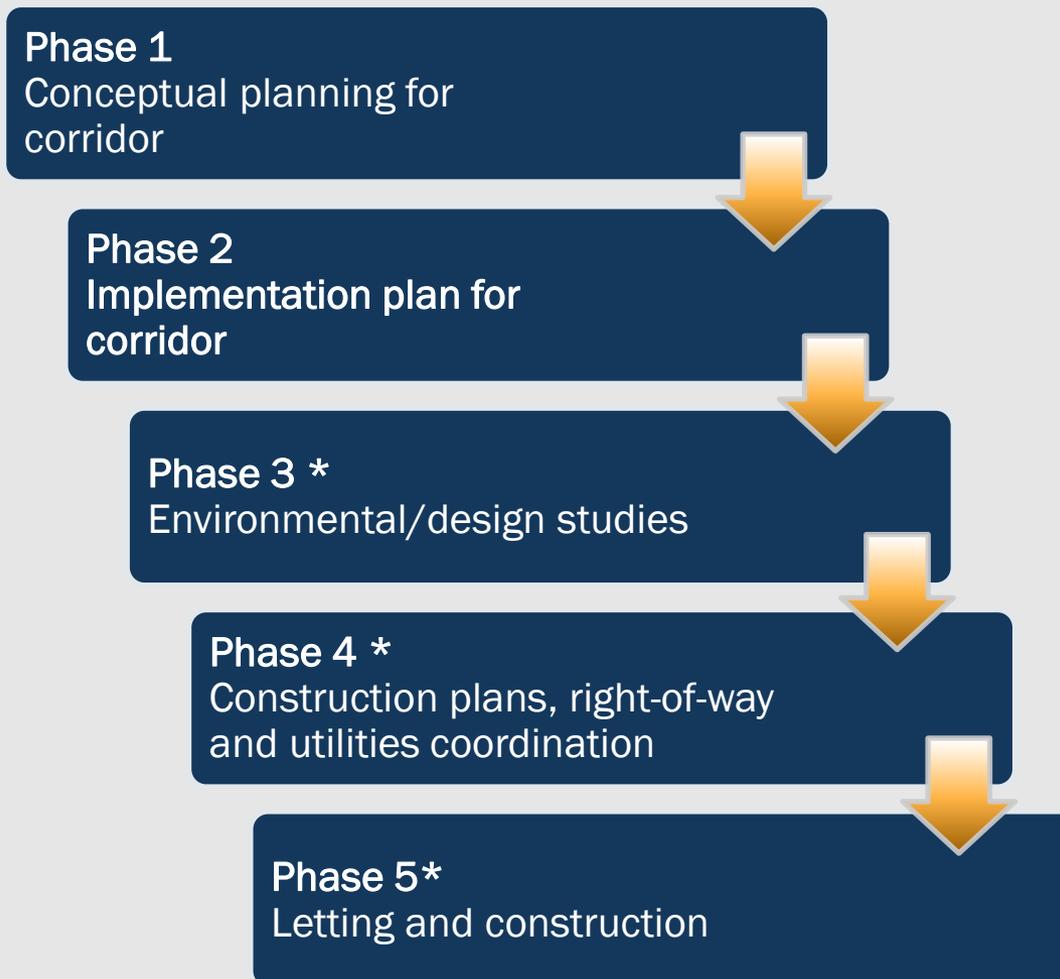


Mobility35 Goals



- Increase capacity
- Enhance safety
- Better manage traffic
- Optimize existing facility
- Minimize need for additional right-of-way
- Improve east/west connectivity
- Improve compatibility with neighborhoods
- Enhance bicycle, pedestrian, and transit options

Program Phases and Milestones



* As funding is identified

A Community Driven Effort



- 154 stakeholder meetings and community events, 2011 – July 2014
 - 21 Williamson County
 - 112 Travis County
 - 21 Hays County
- 20 public open houses
 - 5 Williamson County
 - 13 Travis County
 - 2 Hays County
- 8 online open houses
 - More than 4,500 visitors
- Website, Twitter, Facebook

Mobility35 Implementation Plan

I-35 51st Street Improvements
US 290 to Airport Boulevard - Central
August 2013

I-35 Ramp Modifications
US 183 to US 290 - North
August 2013

I-35 US 183 Direct Connectors
Rundberg Lane to US 183 - North
August 2013

I-35 Braker Lane Improvements
North
August 2013

Project Description

Frontage Road Improvements
Modify the existing conventional intersection including minor frontage road improvements for turn lanes.

U-turn Bridges
Construct U-turn bridges in both directions.

Braker Lane Bridge
Reconstruct Braker Lane bridge to increase vertical clearance on the mainline.

Bicycle and Pedestrian Facilities
Improve existing bicycle and pedestrian facilities across the interchange.

Anticipated Benefits
Concept improves peak hour intersection operations in the future year from LOS F to LOS E or better. Concept addresses existing and proposed vertical clearance and horizontal space requirements.

Estimated Project Development Costs

<u>Phase 3: Schematic and Environmental</u>	\$ 965,620
<u>Phase 4: Final Design</u>	\$ 1,642,700
<u>Phase 5: Construction</u>	\$ 18,427,000
Total costs	\$ 20,035,320

Proposed Improvements

Timeline

Phase 3: Schematic and Environmental	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Phase 4: Final Design												
Phase 5: Construction												

Preliminary Subject to Change

- Summarizes Phase 2 efforts – Travis County only
- Roadmap for improving I-35
- Reflects community’s vision
- “Program of projects” – Stand-alone benefit
- Living document
- Continued refinement
- Williamson and Hays Counties part of next update

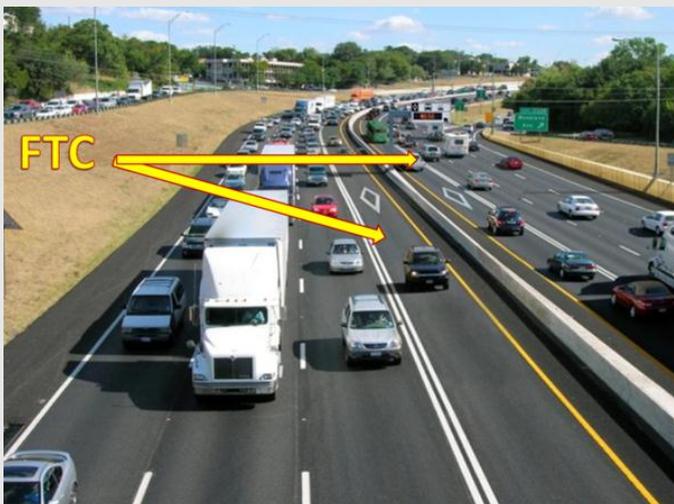
Preliminary Design Concepts

- Implementation Plan concepts are preliminary and subject to change.
- These concepts will be refined as project development progresses.
- Continued public and stakeholder discussion is an integral part of the refinement process.

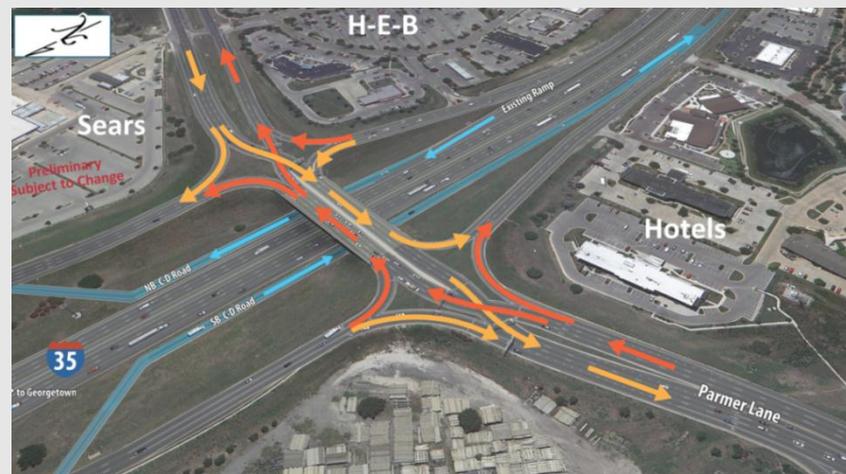
**Preliminary
Subject to Change**

Overarching Concepts

Preliminary
Subject to Change



- Future Transportation Corridor (FTC) – added mainlane capacity
- Ramp Modifications
- Collector – Distributor Roads
- Auxiliary Lanes
- Conventional and Innovative Intersections
- Bicycle and Pedestrian Facilities



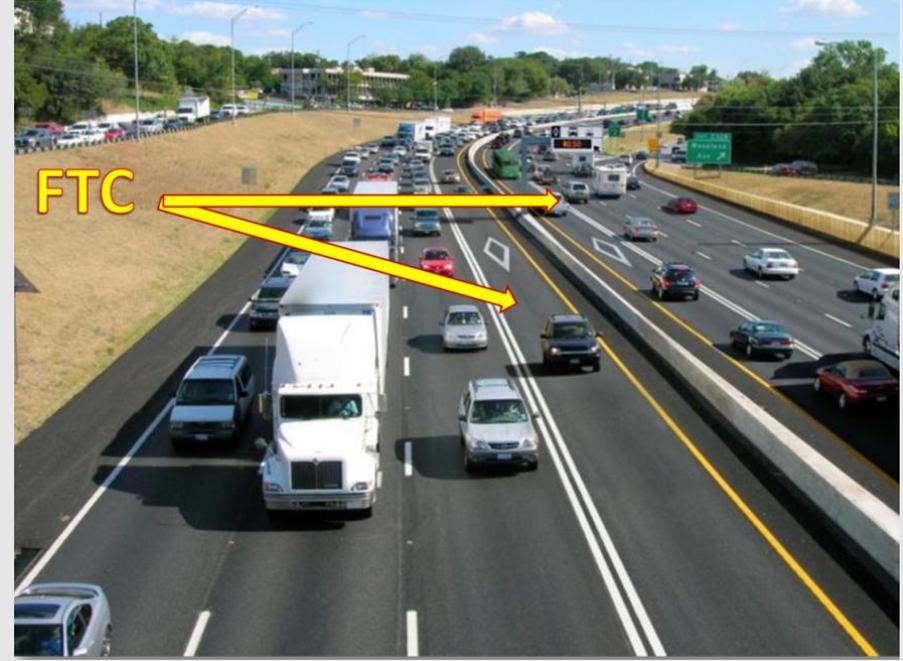
Concept: Future Transportation Corridor (FTC)

Preliminary
Subject to Change

Limits: SH 130 to Posey Road

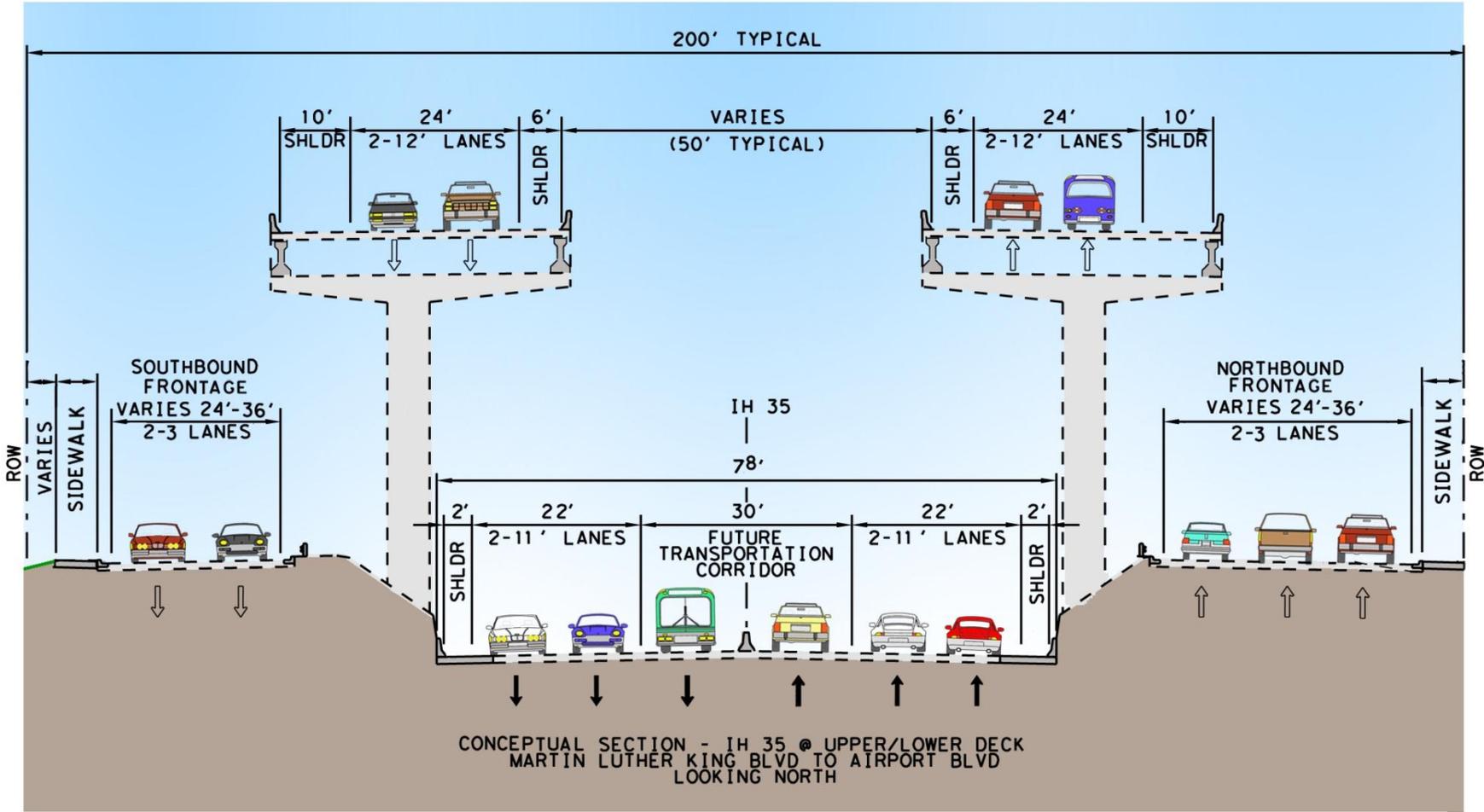


Now



With Future Transportation Corridor

FTC in the Decks



Concept: Intersection Improvements

Preliminary
Subject to Change

Concepts:

■ Conventional

- Added thru lanes
- Added turn lanes
- Texas turnarounds
- Potential time-of-day restrictions

■ Innovative

- Diverging Diamonds
- Median U-turns
- Modern Roundabouts
- Continuous Flow Intersections

Traditional intersection at Grand Avenue Parkway

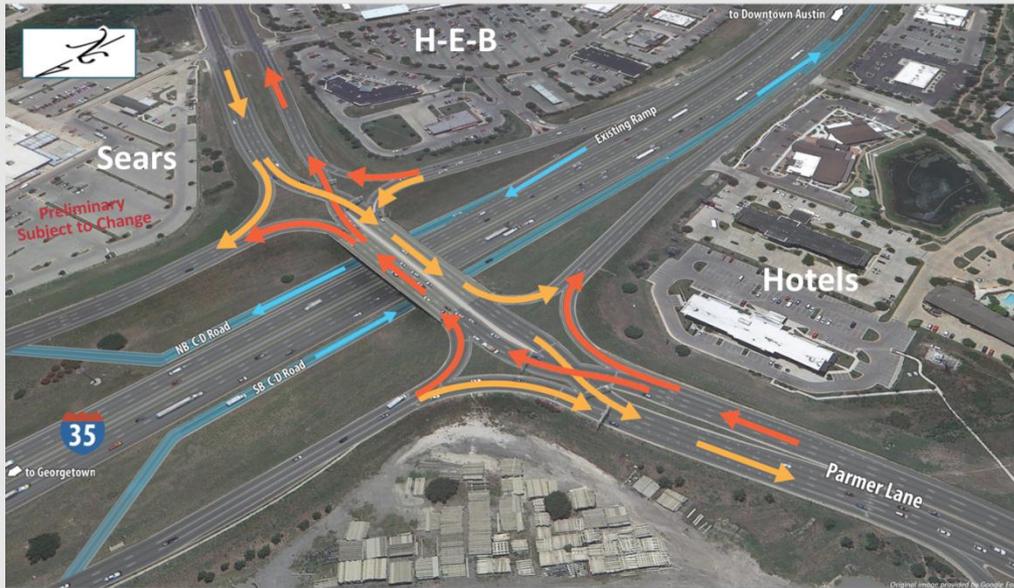


Modern roundabout at 51st St.



Concept: Diverging Diamond Intersection

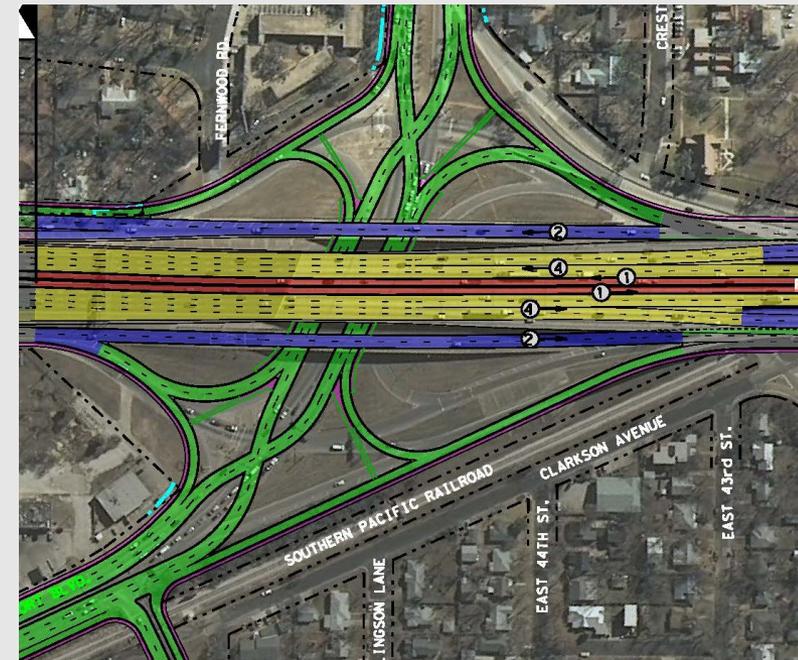
Preliminary
Subject to Change



DDI Concept at I-35 and Parmer Lane

Recommended Locations:

- Parmer Lane
- Airport Boulevard



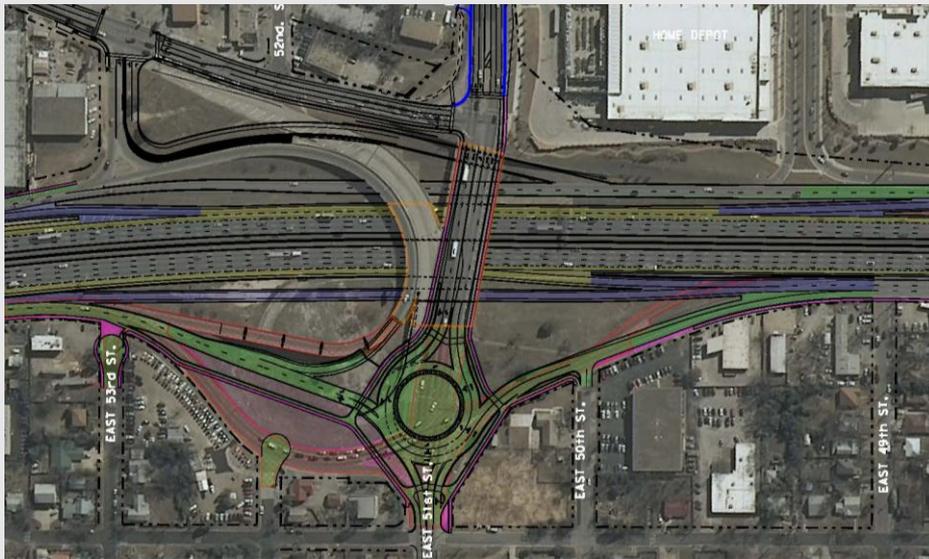
DDI Concept at I-35 and Airport Boulevard

Concept: Roundabouts

Preliminary
Subject to Change



I-35 at Wells Branch Parkway



I-35 at 51st Street

Recommended locations:

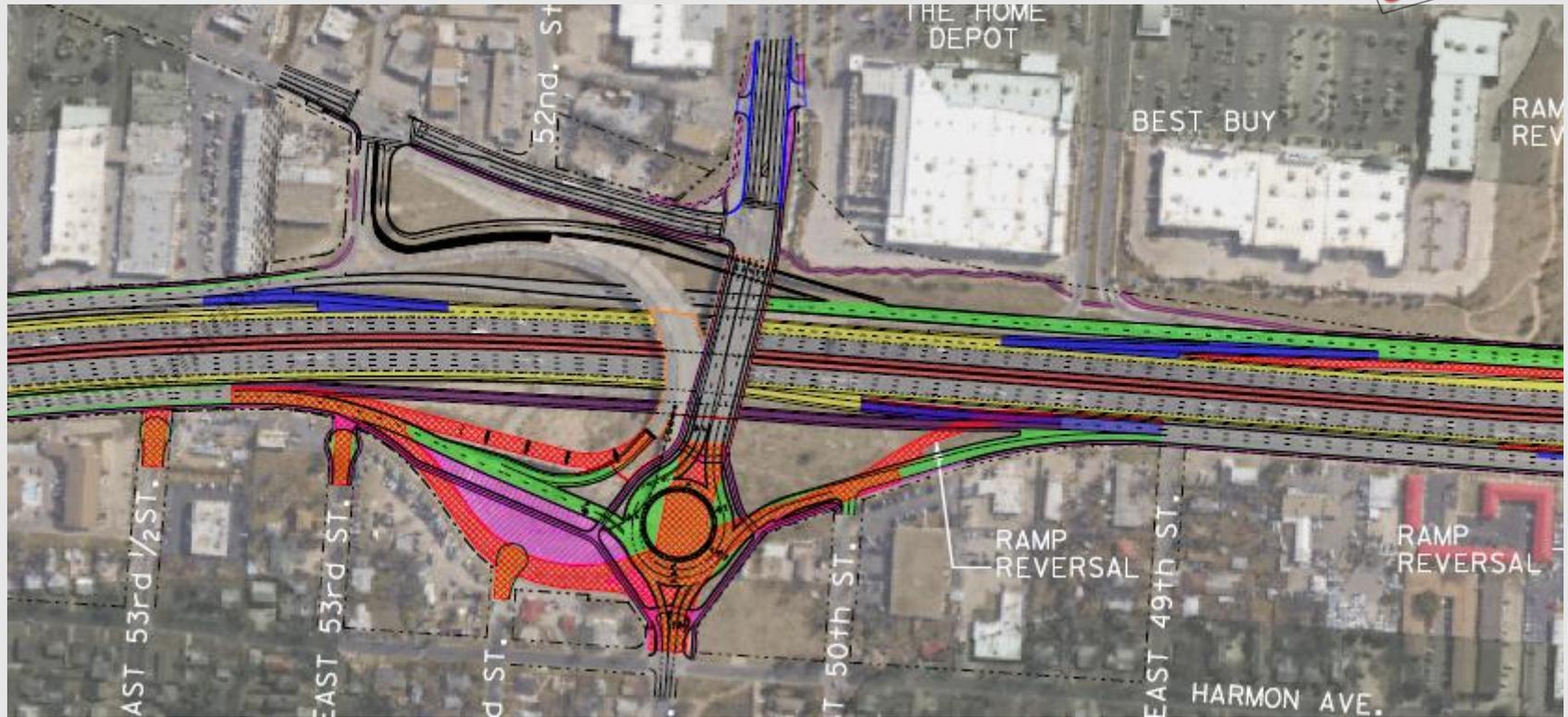
- Wells Branch Parkway
- Howard Lane
- 51st Street

Evaluated but not recommended:

- Grand Avenue Parkway

Roundabout at 51st Street

Preliminary
Subject to Change



- Current project to reconnect northbound frontage road to Cameron Road
- Collector-Distributor (C-D) road southbound takes through traffic out of intersection and reduces neighborhood cut-through
- Roundabout improves westbound to southbound traffic flow
- Entrance ramp is moved

Frontage roads through the decks – Existing

- Three lane frontage road
 - Two continuous lanes
 - 3rd lane functions as turn lane or ramp terminal
- Inefficient intersection operations
- Difficult environment for bicycles and pedestrians

Frontage roads through the decks - Proposed

- Original concept – Super Street
 - No direct east-west vehicle movements (except EMV)
 - Use a right turn/U-turn for left turns and E/W through movements
 - Use inside frontage road lane for U-turn movements
 - Improved bicycle/pedestrian facilities
 - Rebuild all bridges
- Current concept
 - Maintain direct east/west connectivity at all existing locations for all modes of travel
 - Improved bicycle/pedestrian facilities
 - Rebuild all bridges
 - Location-specific solutions (details TBD)

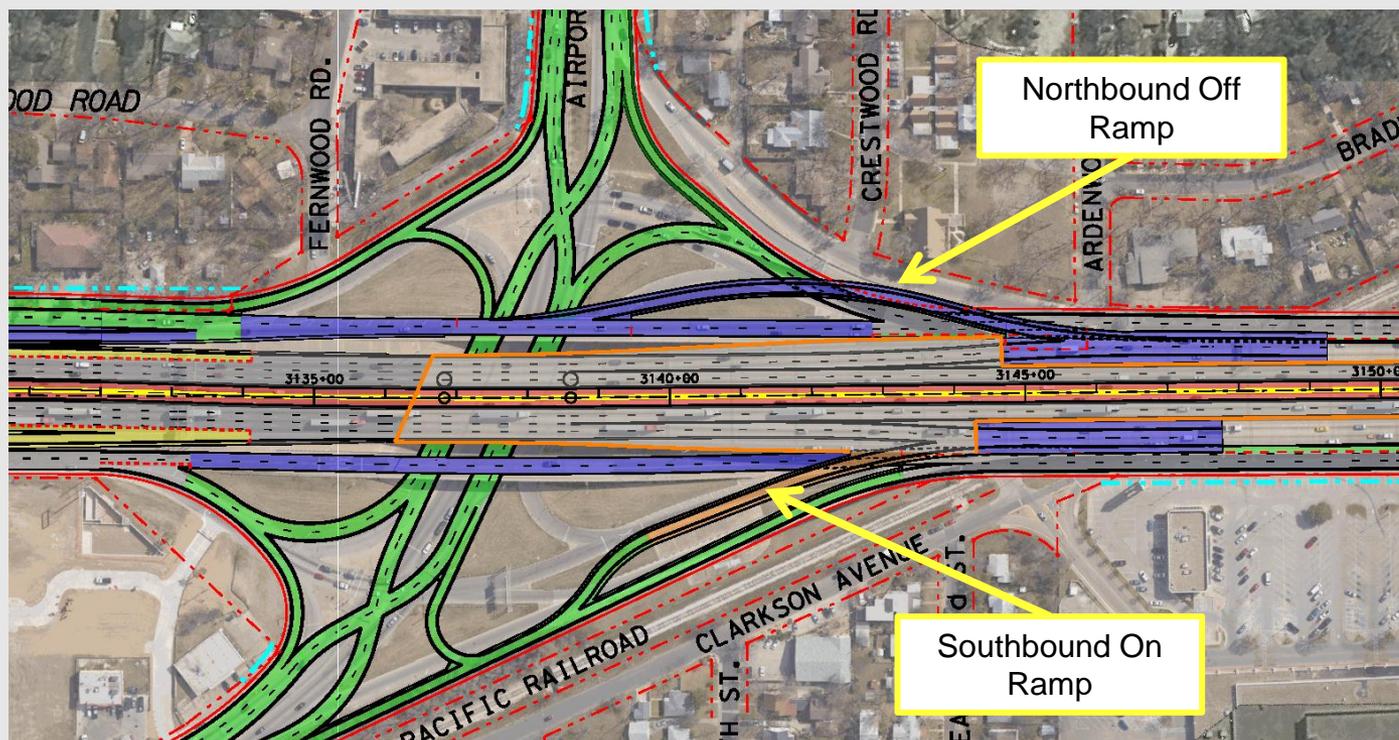
Ramping MLK to Airport (1.8 miles)

- Ramps do not meet current design standards
 - Frequency
 - Four northbound (three proposed for removal)
 - Five southbound (four proposed for removal)
 - Length
 - Proximity to other ramps
 - Proximity to intersections
 - Insufficient auxiliary (merge) lanes
- In current concepts:
 - NB traffic
 - exits Manor Road or north of 51st.
 - Enters north of MLK or north of Airport
 - SB traffic
 - exits south of 51st or at MLK
 - Enters north of Airport or south of MLK

Ramping MLK to Airport (1.8 miles)

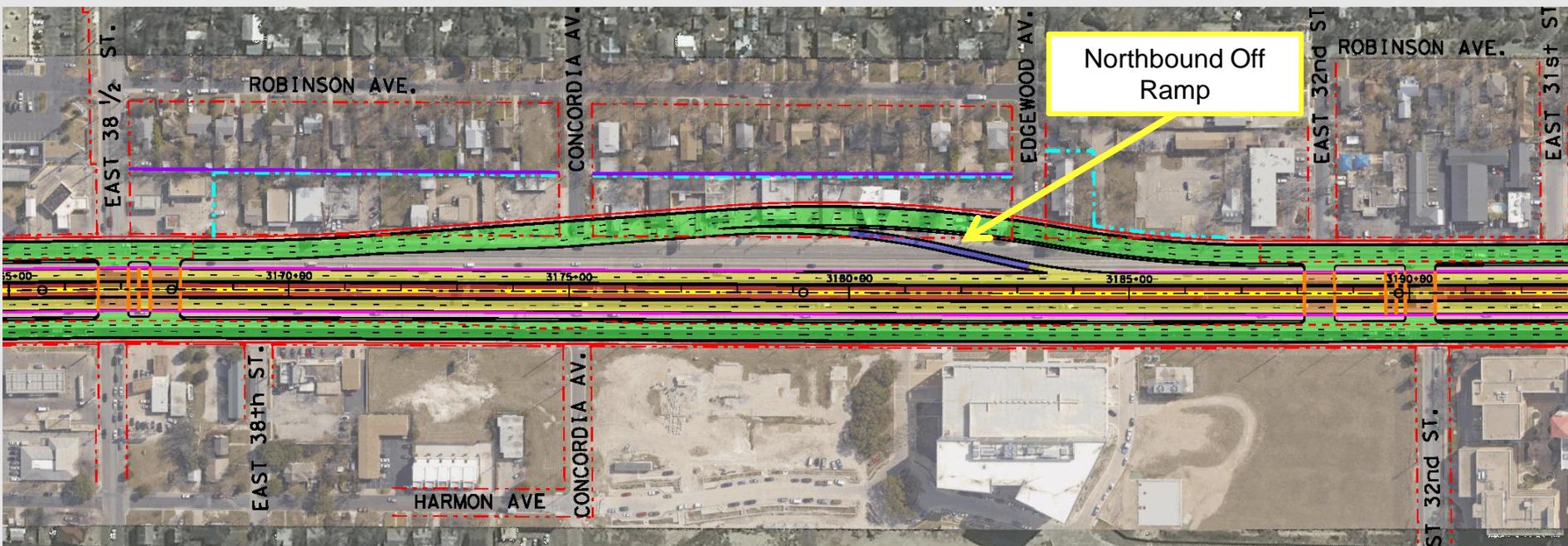
■ Ramp Concepts under consideration

- Northbound off ramp to Barbara Jordan, Cameron, 51st
- Southbound on ramp from Airport
- Northbound off ramp to eastbound Airport considered, dropped



Ramping MLK to Airport (1.8 miles)

- Ramp Concepts under consideration
 - Northbound off ramp to 38 ½ St.
 - Could be in addition to NB off ramp to Barbara Jordan



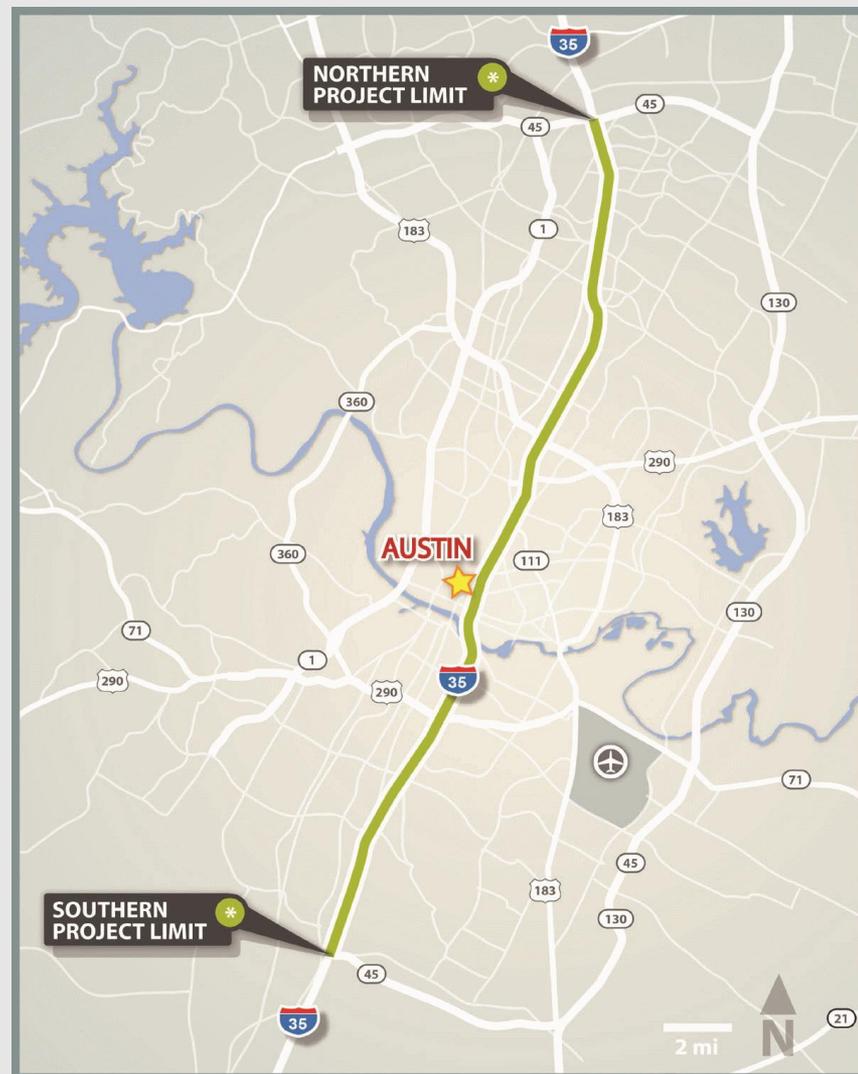
Path Forward



- Planning and Environmental Linkages Study (PEL) for FTC
- Continue downtown discussion
- Environmental coordination and PS&E for stand alone projects
- Continue Phase 2 efforts in Williamson and Hays County

Planning and Environmental Linkages Study

- Planning and Environmental Linkages Study (PEL)
 - Transportation decision-making approach that considers environmental, community and economic goals early in the planning process
- Current PEL focuses on Travis County portion of the proposed FTC
 - SH 45N - SH 45SE



I-35 Capital Area Improvement Program

Stay involved:

Web: mobility35.org

Facebook: www.facebook.com/TxDOT

Twitter: [@TxDOTAustin](https://twitter.com/TxDOTAustin)

Email: info@mobility35.org

