



TEXAS DEPARTMENT OF TRANSPORTATION



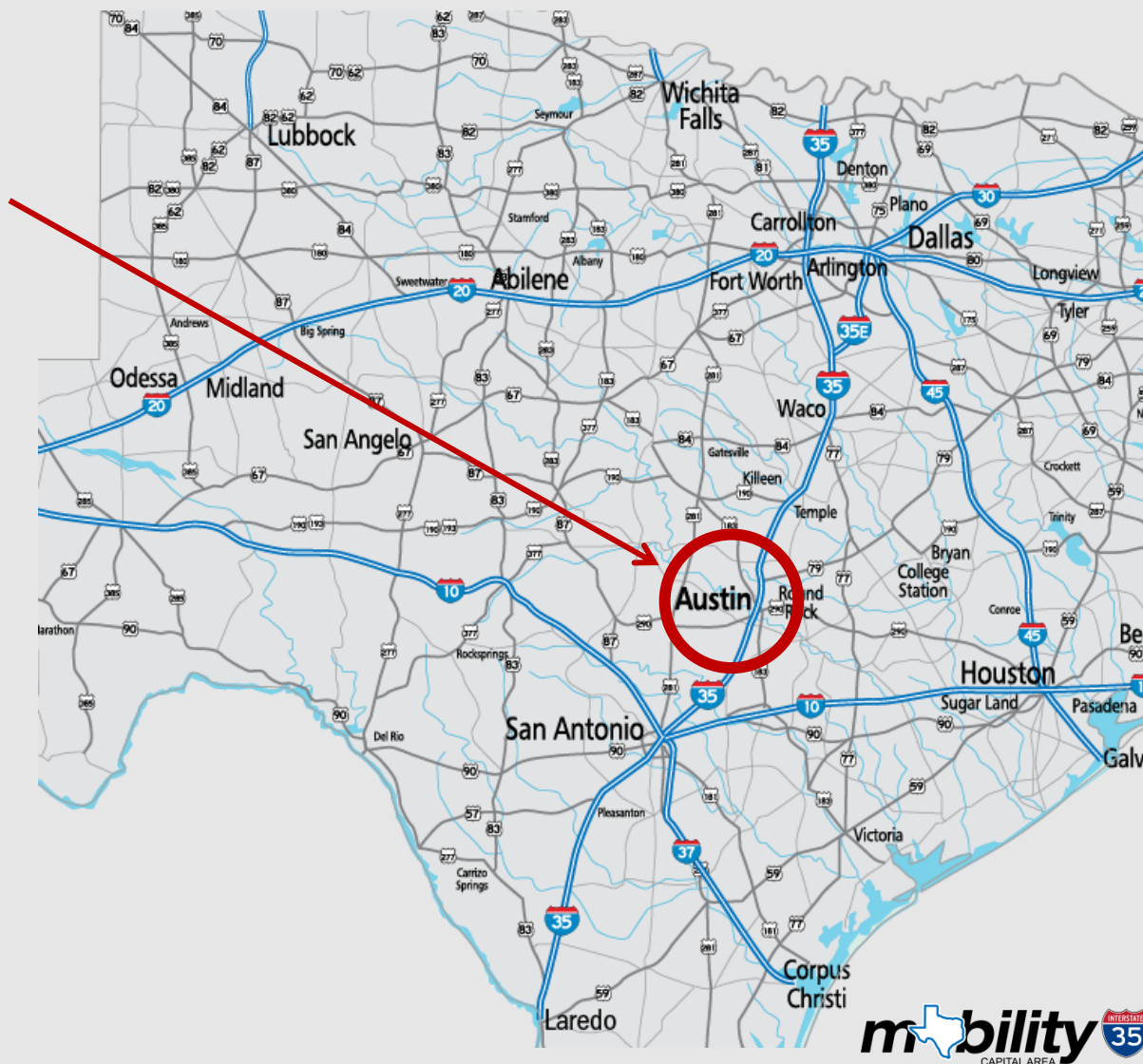
I-35 CAPITAL AREA IMPROVEMENT PROGRAM

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.

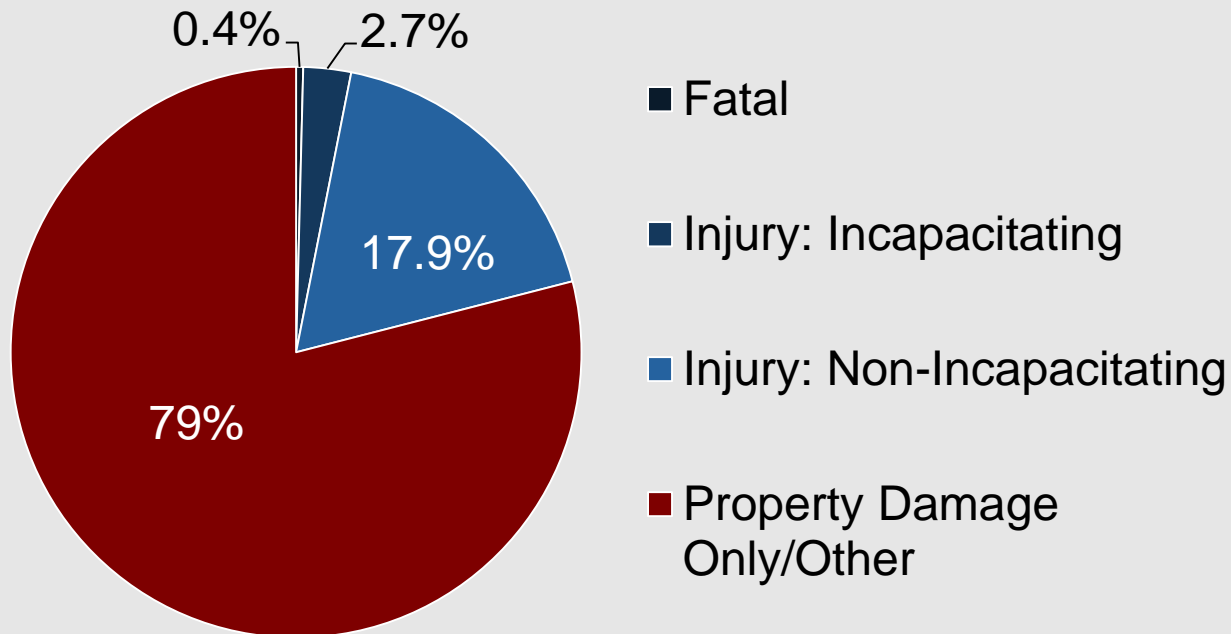
91.61

I-35 CAIP rate

statewide average

(per 100M vehicle miles)

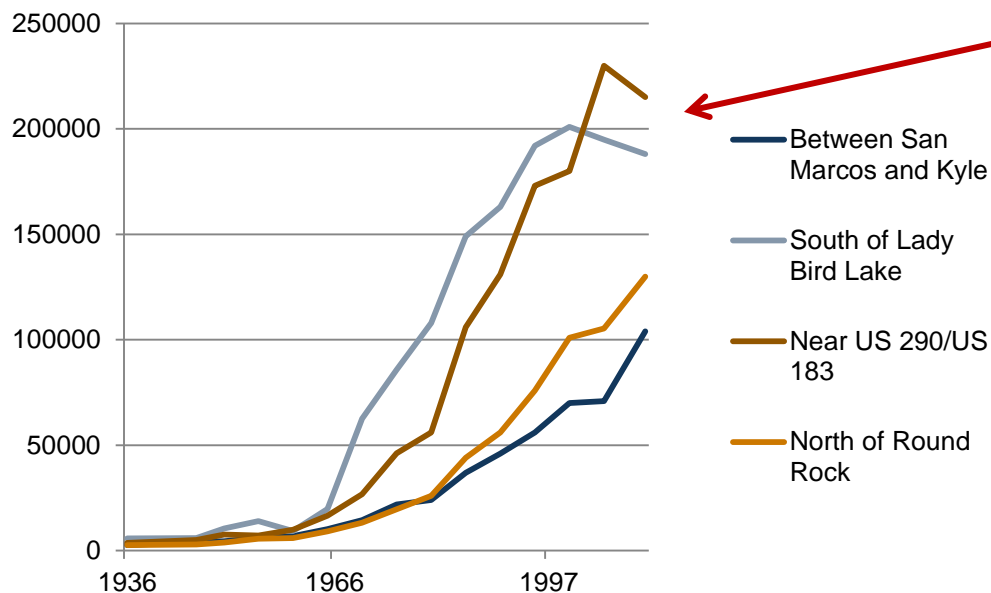
Crash Severity



Crash Types

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

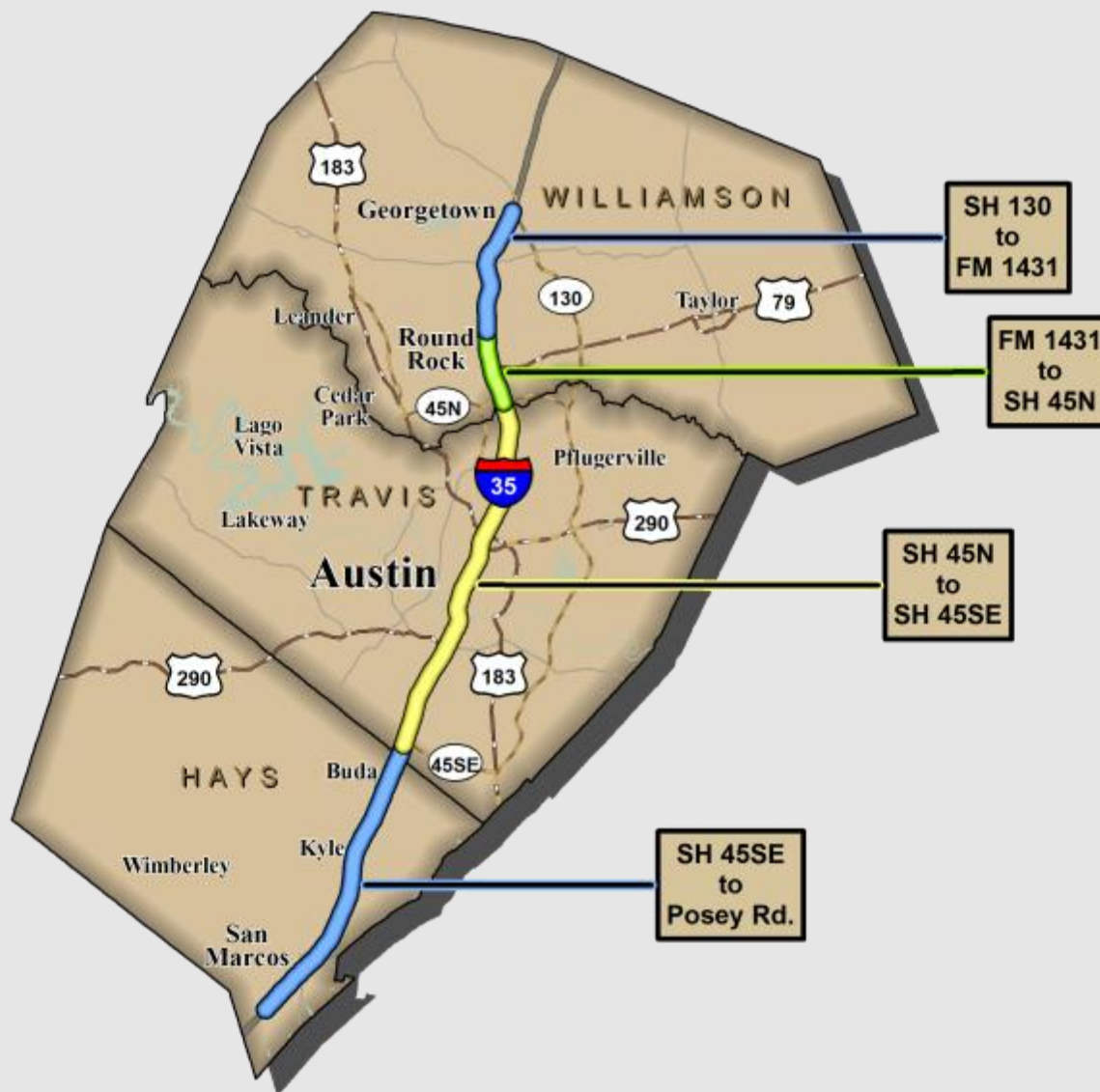
Traffic Volume and Aging Infrastructure



- 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

Phase 1

Conceptual planning for corridor



Phase 2

Implementation plan for corridor



Phase 3 *

Environmental/design studies



Phase 4 *

Construction plans, right-of-way and utilities coordination



Phase 5*

Letting and construction

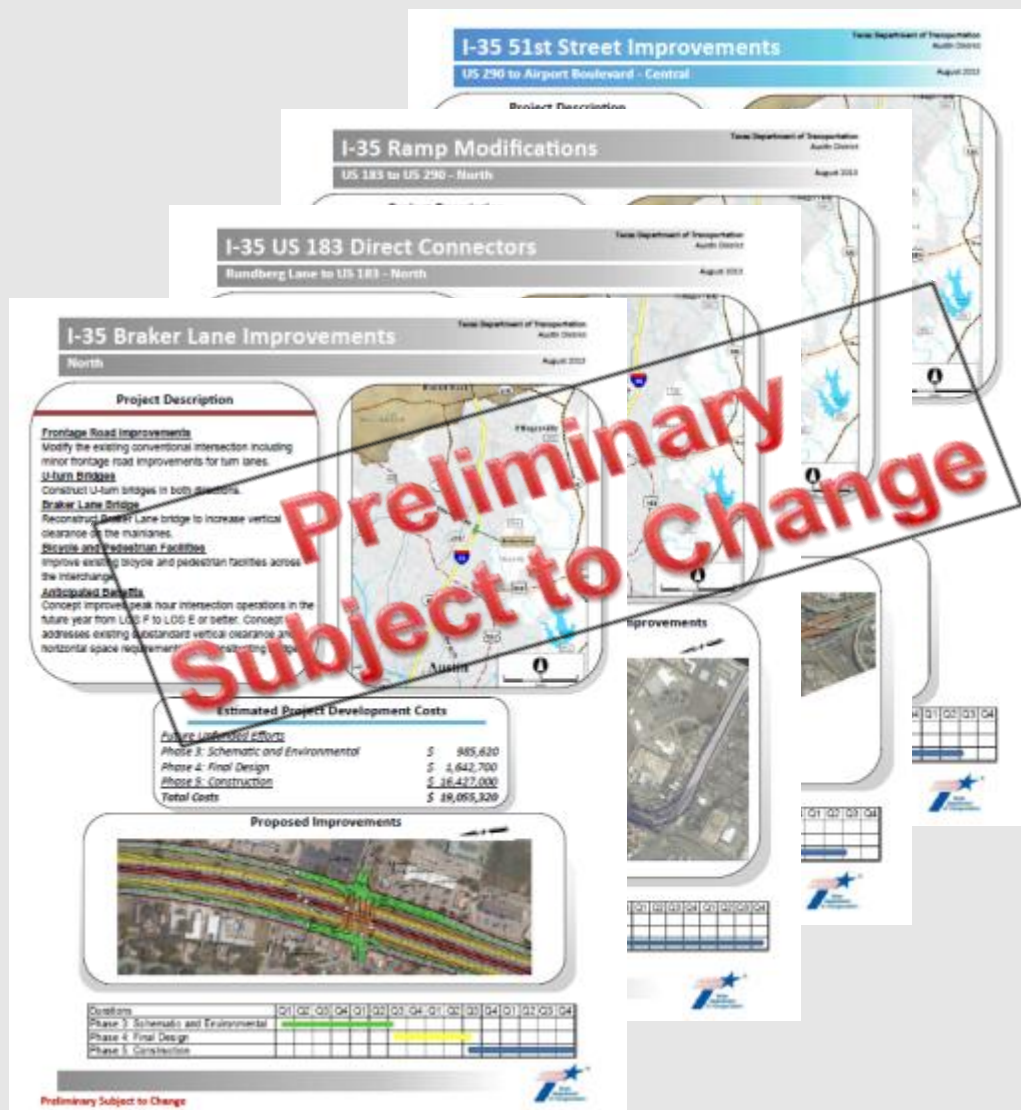
* As funding is identified

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

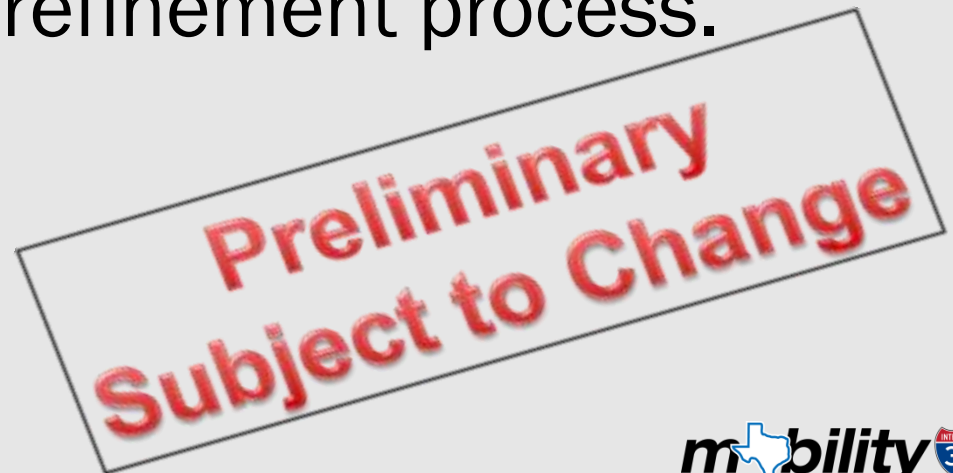
Mobility35 Implementation Plan



- 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

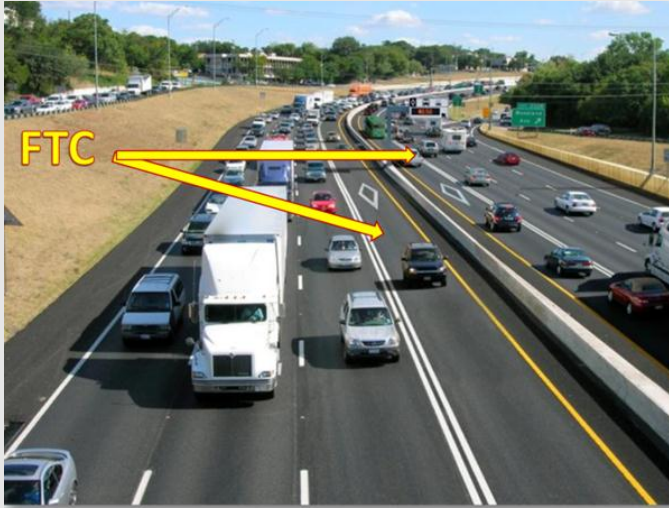
Preliminary Design Concepts

- 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.

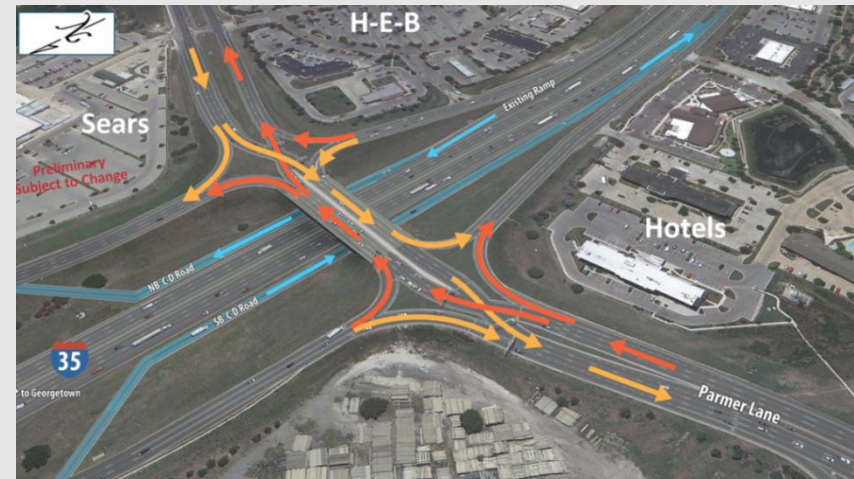
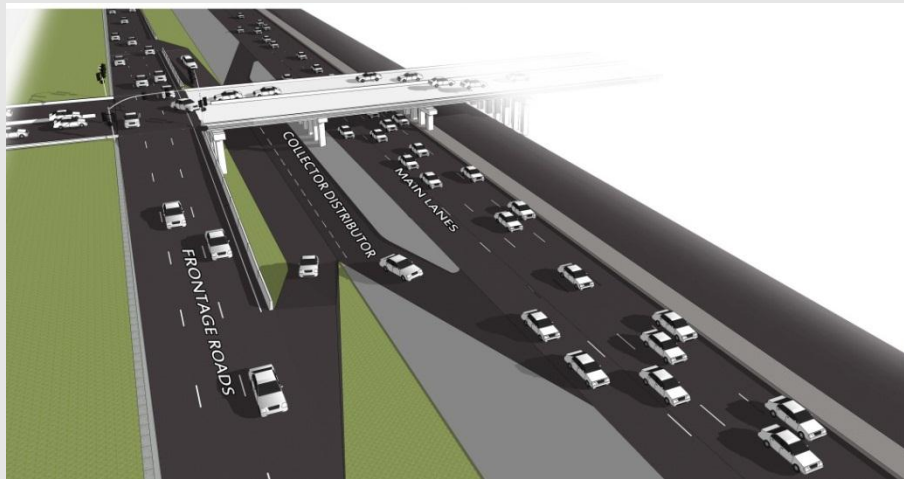


Overarching Concepts

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



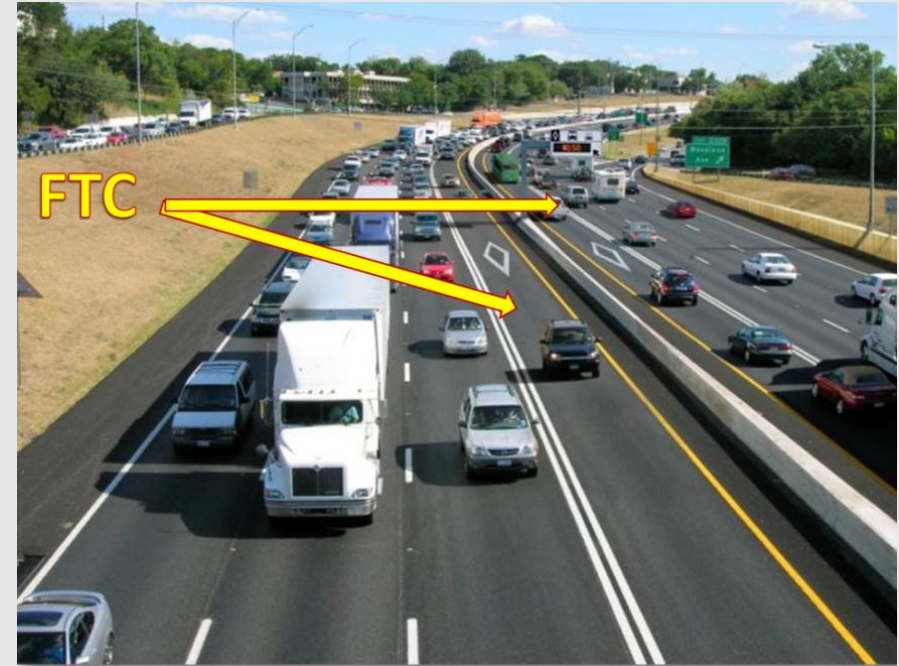
Concept: Future Transportation Corridor (FTC)

Preliminary
Subject to Change

Limits: SH 130 to Posey Road

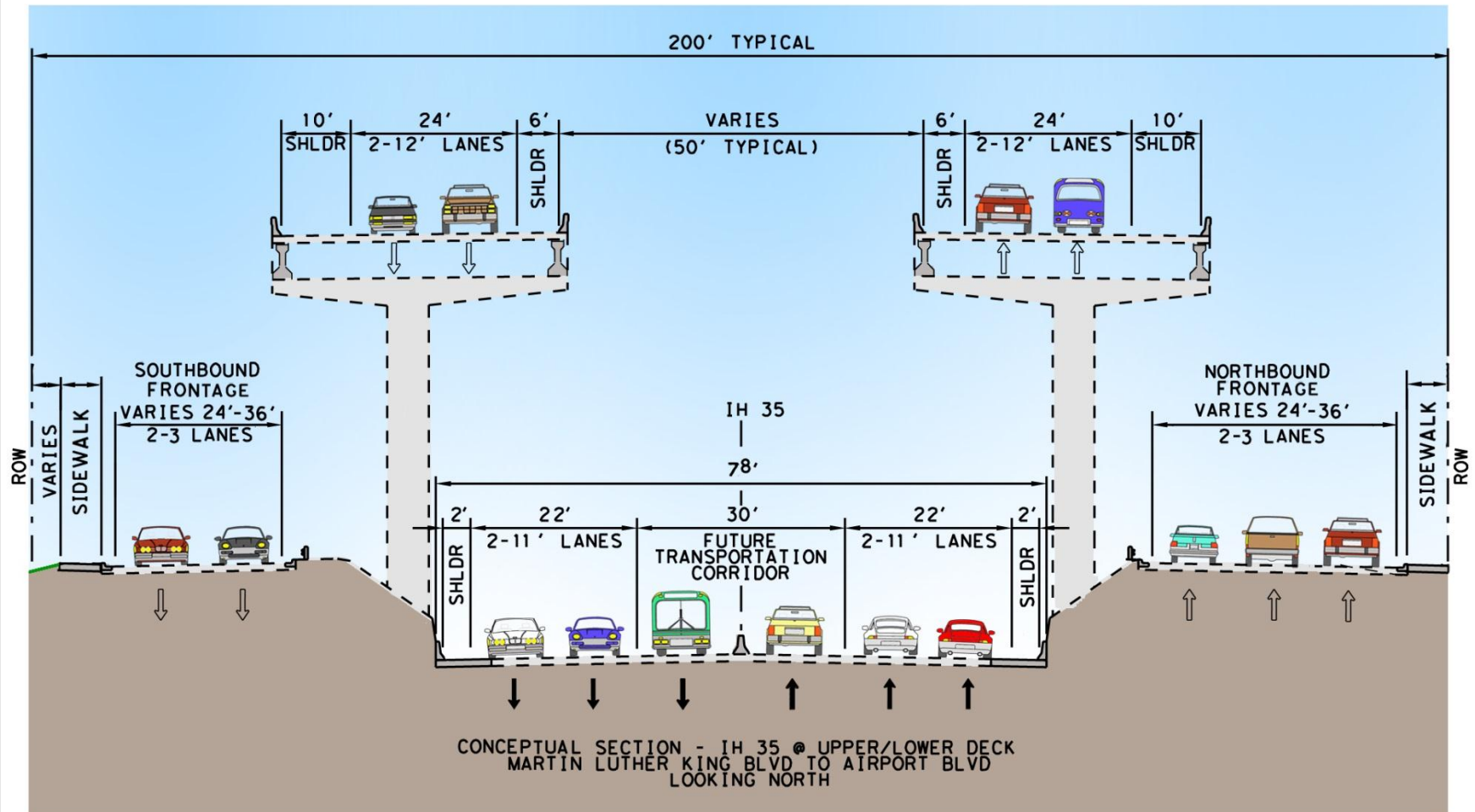


Now



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

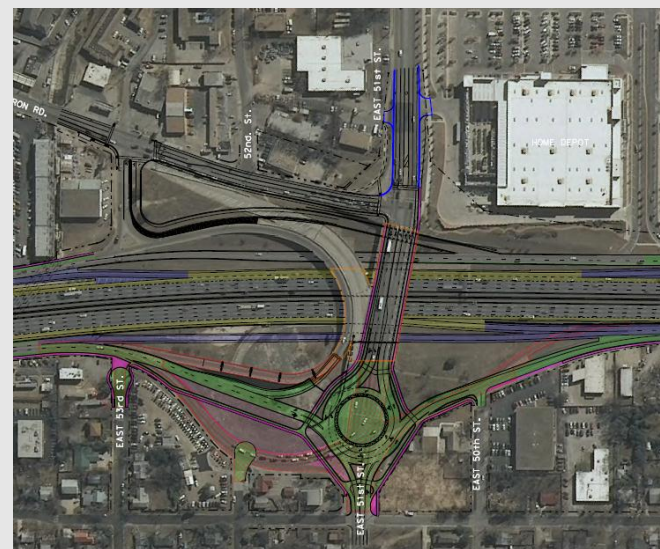
■ Innovative

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

Traditional intersection at Grand Avenue Parkway

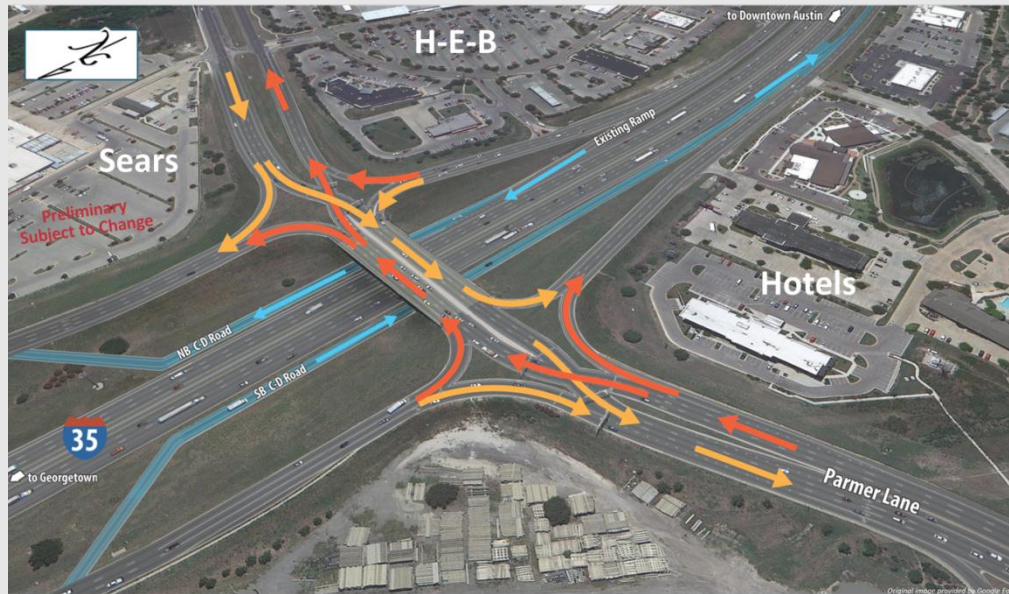


Modern roundabout at 51st St.



Concept: Diverging Diamond Intersection

Preliminary
Subject to Change

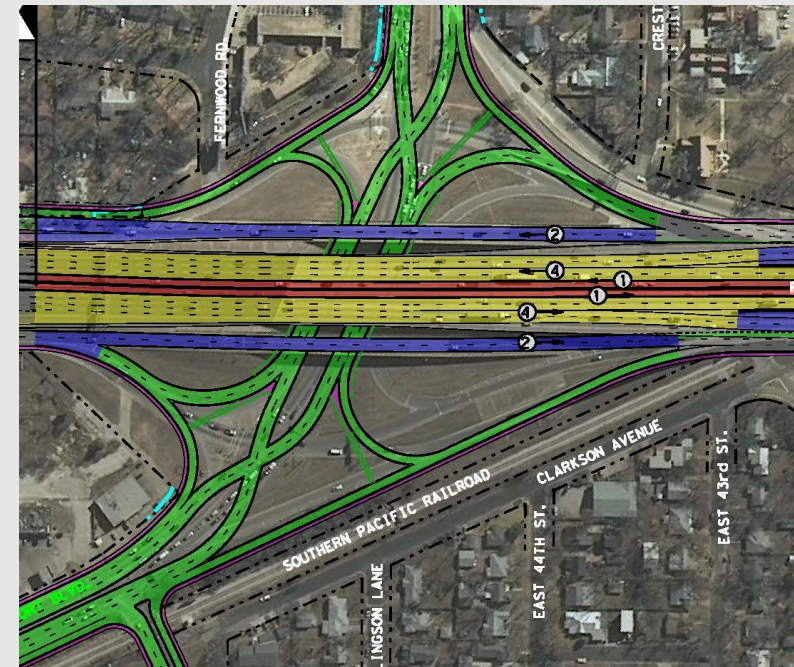


DDI Concept at I-35 and Parmer Lane

DDI Concept at I-35 and Airport Boulevard

Recommended Locations:

- Parmer Lane
- Airport Boulevard

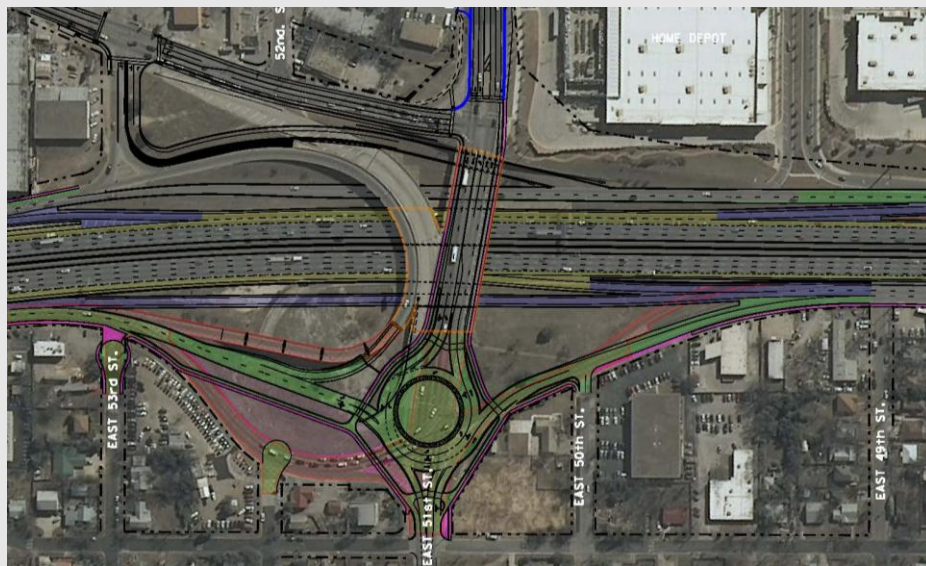


Concept: Roundabouts

Preliminary
Subject to Change



I-35 at Wells Branch Parkway



I-35 at 51st Street

Recommended locations:

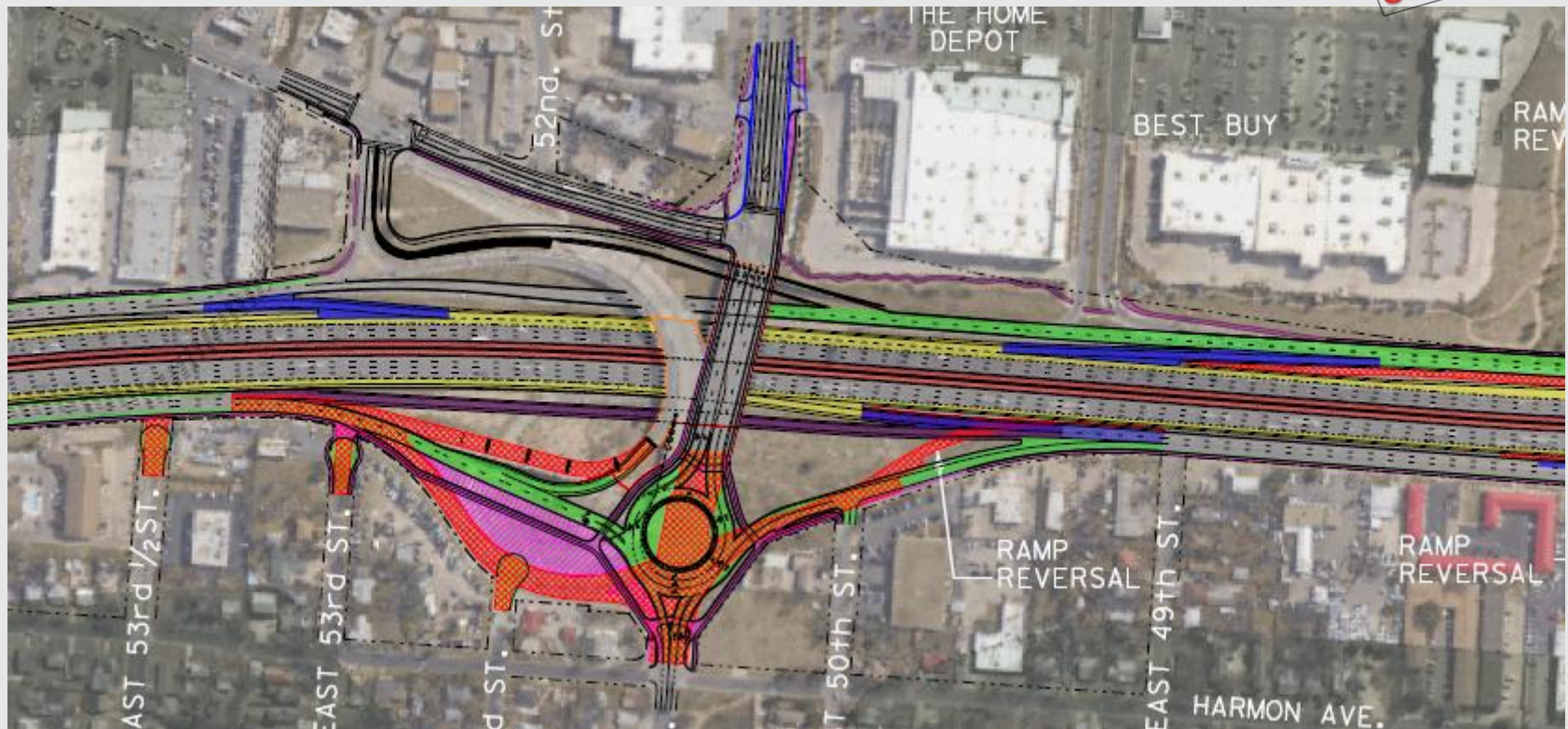
- Wells Branch Parkway
- Howard Lane
- 51st Street

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

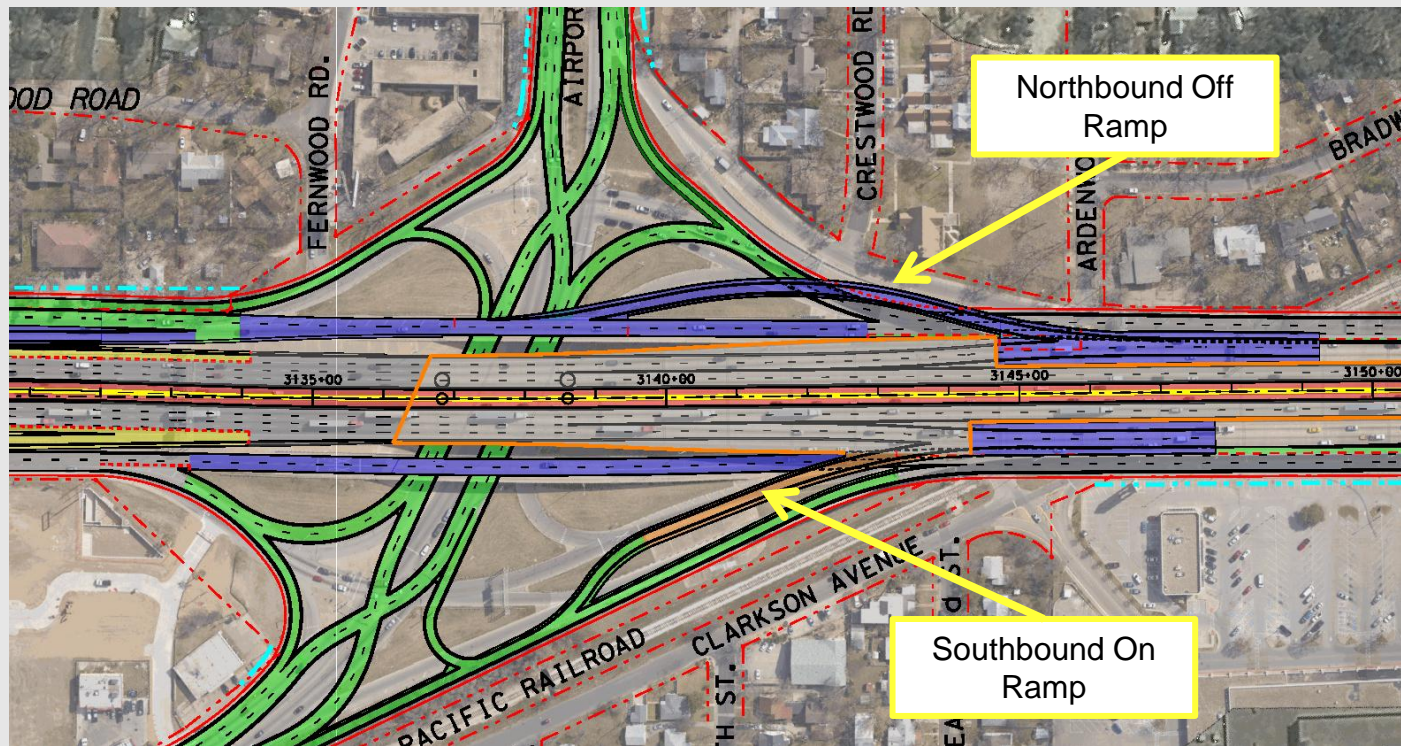
- Original concept – Super Street
 - No direct east-west vehicle movements (except EMV)
 - Use a right turn/U-turn for left turns and E/W through movements
 - Use inside frontage road lane for U-turn movements
 - Improved bicycle/pedestrian facilities
 - Rebuild all bridges
- Current concept
 - Maintain 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

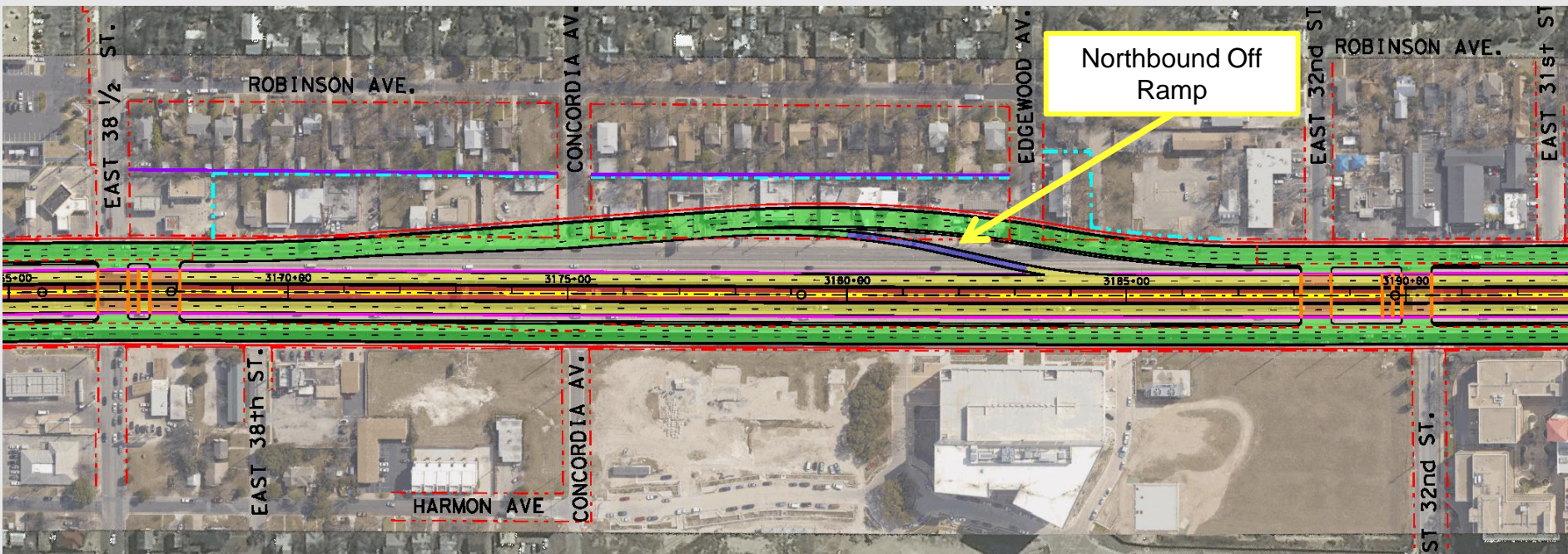
Ramping MLK to Airport (1.8 miles)

- 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



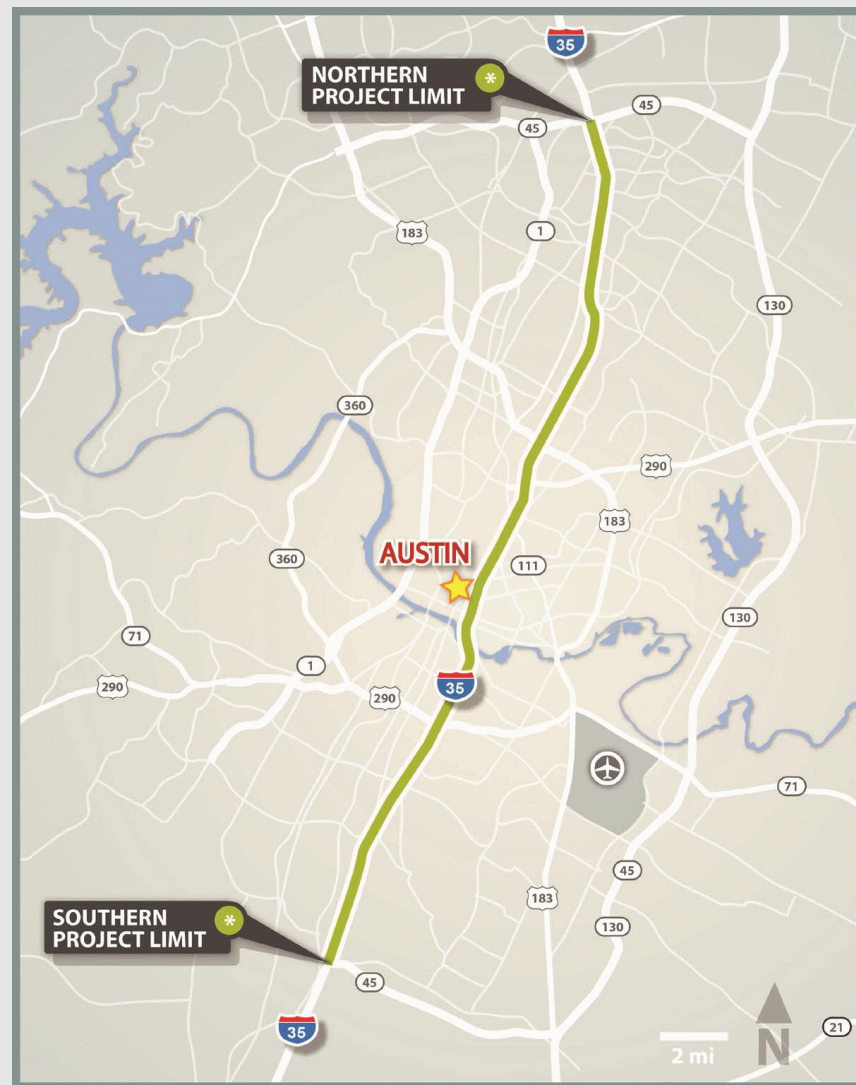
Path Forward



- 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**

Email: **info@mobility35.org**

