I-35 Ramp Reversals

Texas Department of Transportation
Austin District

SH 45 N to Grand Avenue Parkway - North

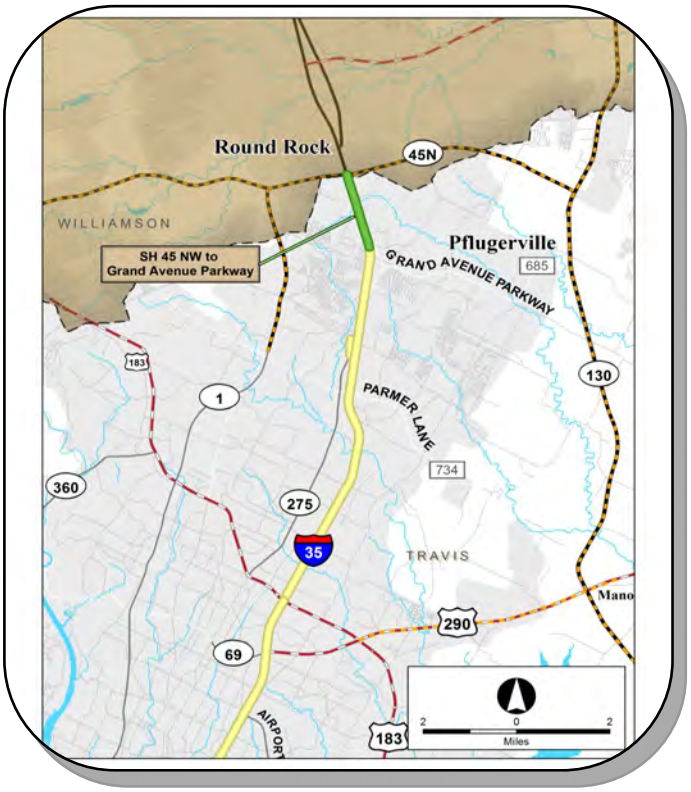
August 2013

Project Description

Ramp Improvements
Reversing/reconstructing both north and southbound pairs of ramps, widen frontage roads, and main lane improvements.

Bike and Pedestrian Improvements
Upgrade bicycle and pedestrian facilities to improve east-west mobility, fill sidewalk gaps above frontage roads in and provide shared use outside lane along frontage road.

Anticipated Benefits
Improves safety by reducing merge/weave movements and conflict points on mainlanes.



Estimated Project Development

Future Unfunded Efforts	
Phase 3: Schematic and Environmental	*$ 1,701,660*
Phase 4: Final Design	*$ 2,836,100*
Phase 5: Construction	*$ 28,361,000*
Total Costs	***$ 32,898,760***

Proposed Improvements

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

Preliminary Subject to Change

I-35 Grand Avenue Pkwy Improvements

Texas Department of Transportation
Austin District

North

August 2013

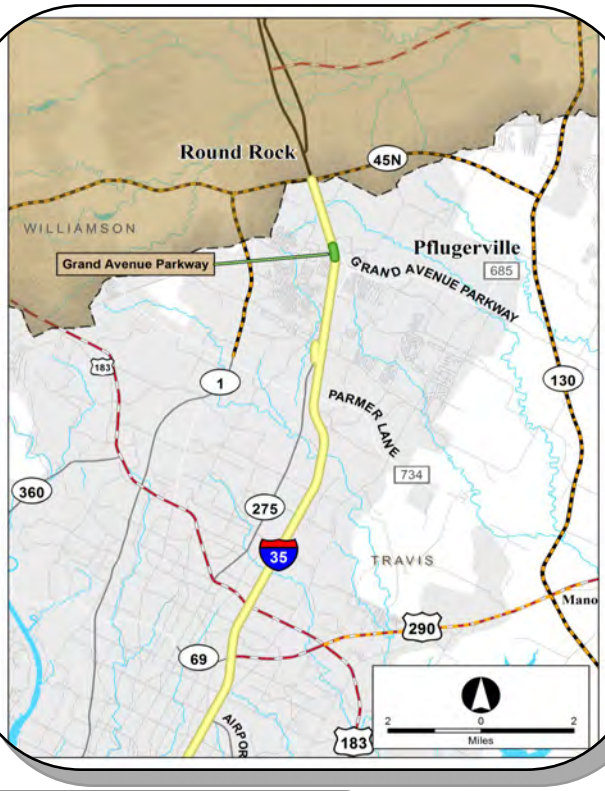
Project Description

Intersection Improvements
Reconstruct existing intersection to improve operations.

Mainlane Bridge
Reconstruct existing overpass and improve substandard vertical clearance. Reconstruct mainlanes north and south of bridge.

Bike and Pedestrian Improvements
Construct additional/reconfigured bike and pedestrian improvements through the intersection to increase east-west mobility.

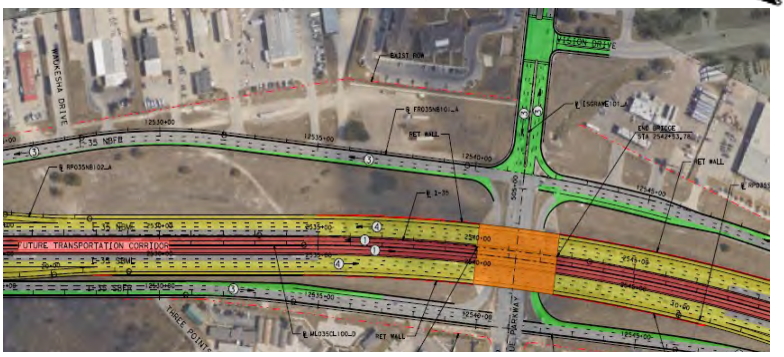
Anticipated Benefits
Concept improves safety by improving substandard vertical clearance at the bridge. Concept improves peak hour intersection operations in the future year from LOS F to LOS D or better.



Estimated Project Development Costs

Future Unfunded Efforts	
Phase 3: Schematic and Environmental	*$ 970,740*
Phase 4: Final Design	*$ 1,617,900*
Phase 5: Construction	*$ 16,179,000*
Total Costs	***$ 18,767,640***

Proposed Improvements



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

Preliminary Subject to Change

I-35 Wells Branch Pkwy Improvements

Texas Department of Transportation
Austin District

North

August 2013

Project Description

Intersection Improvements

Reconstruct existing frontage road intersections with Wells Branch Parkway and intersection of FM 1825 and Wells Branch Parkway and replace with modern roundabouts.

Mainlane Bridge

Reconstruct existing overpass and improve substandard vertical clearance. Reconstruct mainlanes north and south of bridge.

Bike and Pedestrian Improvements

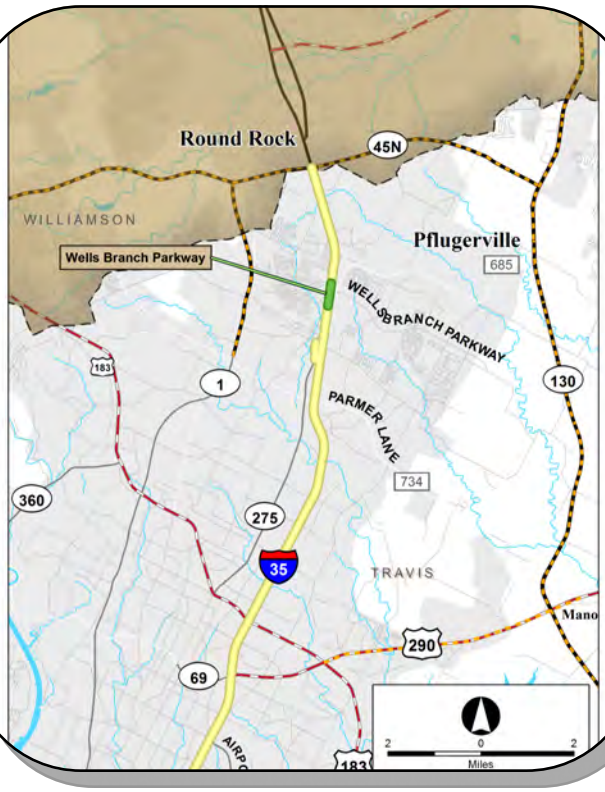
Upgrade bicycle and pedestrian facilities through the intersection to improve east-west mobility.

Anticipated Benefits

Concept improves peak hour intersection operations in the future year from LOS F to LOS C.

Right-of-Way

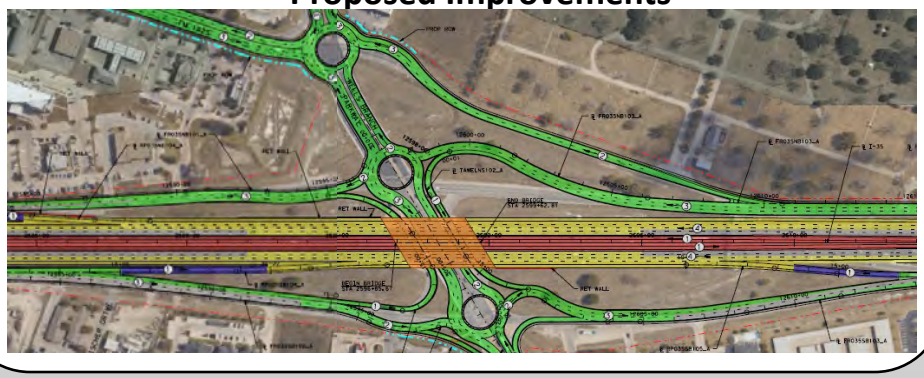
Concept requires approximately 0.5 acres of right-of-way to accommodate the roundabouts.



Estimated Project Development Costs

Future Unfunded Efforts	
Phase 3: Schematic and Environmental	*$ 1,291,080*
Phase 4: Final Design	*$ 2,151,800*
Phase 5: Construction	*$ 21,518,000*
Total Costs	***$ 24,960,880***

Proposed Improvements



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

Preliminary Subject to Change

I-35 Howard Lane Improvements

Texas Department of Transportation
Austin District

North

August 2013

Project Description

Intersection Improvements

Reconstruct existing frontage road intersections with Howard Lane and replace with a double roundabout.

Mainlane Bridge

Reconstruct existing overpass and improve substandard vertical clearance. Reconstruct mainlanes north and south of bridge.

Bike and Pedestrian Improvements

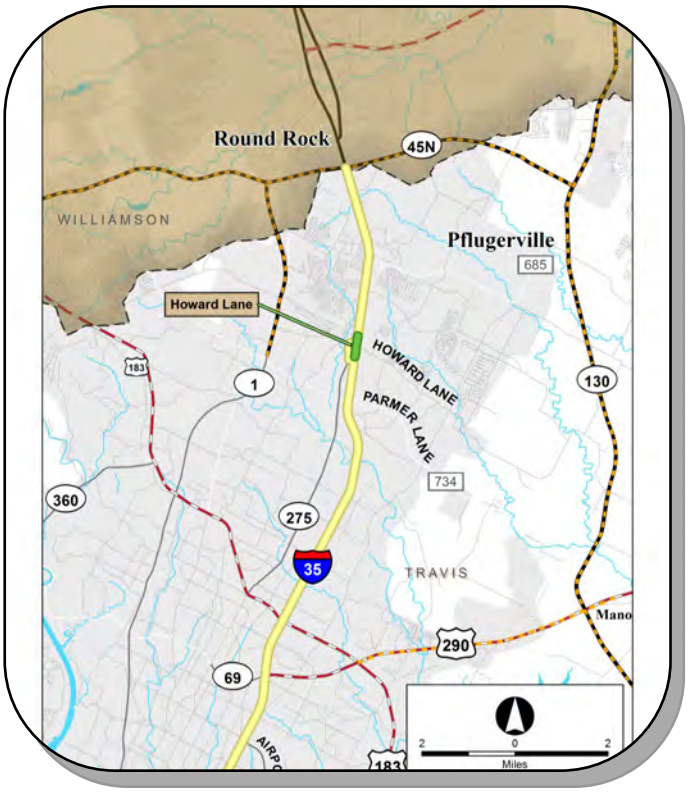
Construct additional/reconfigured bike and pedestrian improvements through the intersection to increase east-west mobility.

Anticipated Benefits

Concept improves peak hour intersection operations in the future year from LOS F to LOS C.

Right-of-Way

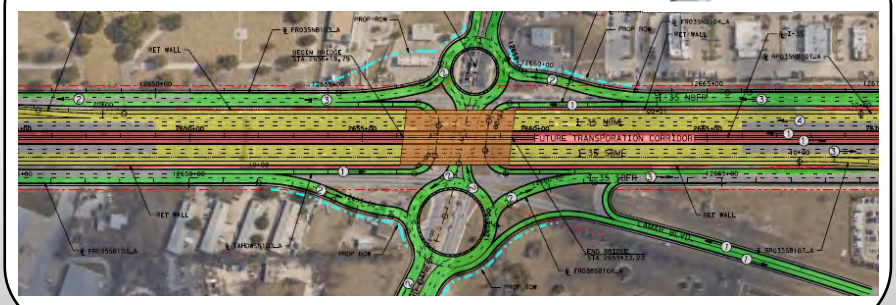
This concept requires approximately 2.35 acres of right-of-way to accommodate the proposed roundabouts.



Estimated Project Development Costs

Future Unfunded Efforts	
Phase 3: Schematic and Environmental	*$ 1,779,300*
Phase 4: Final Design	*$ 2,965,500*
Phase 5: Construction	*$ 29,655,000*
Total Costs	***$ 34,399,800***

Proposed Improvements



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

Preliminary Subject to Change

I-35 Lamar Boulevard Realignment

Texas Department of Transportation
Austin District

North

August 2013

Project Description

Realignment

Realign Lamar Boulevard to west to intersect with Howard Lane and restore 2-way traffic on Lamar.

Intersection Improvements

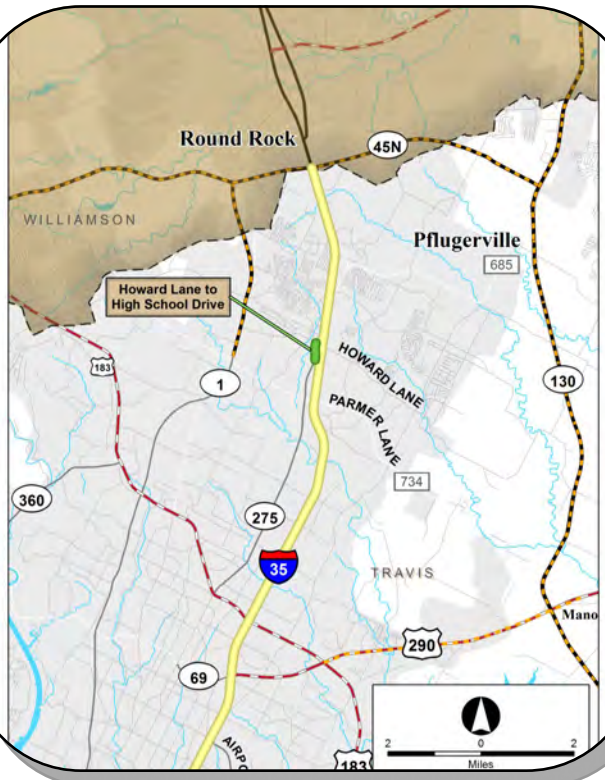
Install roundabout at school drive, remove connection to frontage road, and install a High-T intersection on Howard Lane.

Method of Evaluation

Concept further improves operations at the Howard Lane I-35 intersection in the future year from LOS C with Howard Lane improvements to LOS B. Concept restores 2 -way traffic on Lamar to Howard Lane for increased local mobility.

Right-of-Way

Development of this concept requires approximately 2.26 acres of additional right-of-way.



Estimated Project Development Costs

Future Unfunded Efforts	
Phase 3: Schematic and Environmental	*$ 851,640*
Phase 4: Final Design	*$ 1,419,400*
Phase 5: Construction	*$ 14,194,000*
Total Costs	***$ 16,465,040***

Proposed Improvements

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

Preliminary Subject to Change

I-35 Parmer Lane Improvements

Texas Department of Transportation
Austin District

South of Howard Lane to North of Yager - North

August 2013

Project Description

Intersection Improvements

Construct Diverging Diamond Intersection (DDI) at Parmer Lane. Improve the intersection of Parmer Lane and Lamar Boulevard to include median U-turns.

Collector-Distributors

Add a collector-distributor road under the intersection to process through traffic on the southbound side.

Bicycle and Pedestrian Facilities

The DDI allows for better accommodations for bicycle and pedestrian users than currently exists, which would increase east-west mobility for these users.

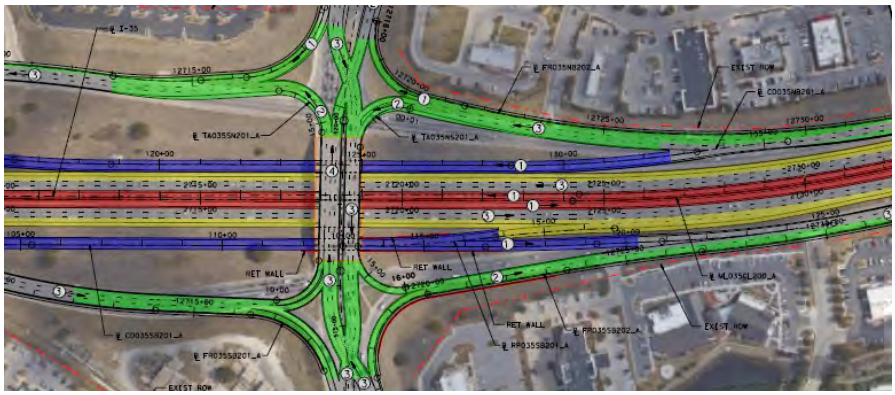
Anticipated Benefits

Concept improves peak hour intersection operations in the future year from LOS F on all movements to a minimum LOS D with some movements at LOS A.

Estimated Project Development

Future Unfunded Efforts	
Phase 3: Schematic and Environmental	*$ 1,241,100*
Phase 4: Final Design	*$ 2,068,500*
Phase 5: Construction	*$ 20,685,000*
Total Costs	***$ 23,994,600***

Proposed Improvements



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

Preliminary Subject to Change

I-35 Braker Lane Improvements

Texas Department of Transportation
Austin District

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 mainlanes.

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 substandard vertical clearance and horizontal space requirements by reconstructing bridge.

Estimated Project Development Costs

Future Unfunded Efforts	
Phase 3: Schematic and Environmental	*$ 985,620*
Phase 4: Final Design	*$ 1,642,700*
Phase 5: Construction	*$ 16,427,000*
Total Costs	***$ 19,055,320***

Proposed Improvements

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

Preliminary Subject to Change

I-35 Pedestrian Bridge

Texas Department of Transportation
Austin District

Rundberg Lane to US 183—North

August 2013

Project Description

Pedestrian Facilities

Build new pedestrian bridge near Powell Lane to improve east-west connections, improve north/south access to new bridge, improve sidewalk in area of bridge approach.

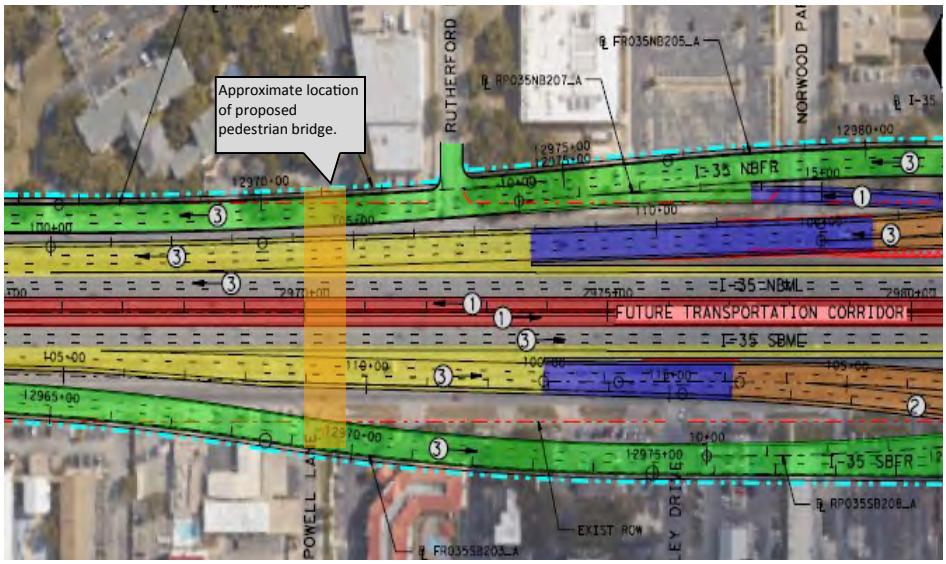
Anticipated Benefits

Bike and pedestrian study noted a significant demand line in this area with multiple pedestrian/vehicle crashes. Bridge provides bike and pedestrian connection.

Estimated Project Development Costs

Future Unfunded Efforts	
Phase 3: Schematic and Environmental	*$ 150,240*
Phase 4: Final Design	*$ 250,400*
Phase 5: Construction	*$ 2,504,000*
Total Costs	***$ 2,904,640***

Proposed Improvements



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

Preliminary Subject to Change

I-35 US 183 Direct Connectors

Texas Department of Transportation
Austin District

Rundberg Lane to US 183 - North

August 2013

Project Description

Direct Connectors
Construct direct connectors from southbound I-35 to southbound US 183 and from northbound US 183 to northbound I-35. Construct direct connectors so that additional direct connectors could be added in the future.

Frontage Roads
Reconstruct frontage roads.

Ramp Improvements
Reconstruct exit ramp to Rundberg.

Anticipated Benefits
Direct connectors are critical during any major construction on I-35 downtown to provide an improved alternate route along US 183 for thru traffic.

Right-of-Way
Approximately 11.2 acres of total right-of-way is required to construct the direct connectors and associated frontage road improvements.

Estimated Project Development

Future Unfunded Efforts	
Phase 3: Schematic and Environmental	*$ 5,904,780*
Phase 4: Final Design	*$ 9,841,300*
Phase 5: Construction	*$ 98,413,000*
Total Costs	***$ 114,159,080***

Proposed Improvements

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

Preliminary Subject to Change

I-35 St. Johns Improvements

Texas Department of Transportation
Austin District

US 183 to US 290 - North

August 2013

Project Description

Turnaround Bridge
Install a southbound to northbound U-turn bridge.

Super Street
Install a Texas super street from US 183 to US 290 to accommodate additional traffic flow on the frontage roads.

Bicycle and Pedestrian Improvements
Repurpose the existing St. Johns bridge to accommodate only bicycle and pedestrian users, emergency vehicles, and potentially bus service.
Further evaluation of St. Johns Avenue will be performed in Phase 3 to determine final configuration.

Anticipated Benefits
Concept improves peak hour performance in future year from LOS E to LOS A.

Estimated Project Development Costs

Future Unfunded Efforts	
Phase 3: Schematic and Environmental	*$ 733,500*
Phase 4: Final Design	*$ 1,222,500*
Phase 5: Construction	*$ 12,225,000*
Total Costs	***$ 14,181,000***

Proposed Improvements

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

Preliminary Subject to Change

I-35 Ramp Modifications

Texas Department of Transportation
Austin District

US 183 to US 290 - North

August 2013

Project Description

Ramp Modifications

Relocate existing northbound entrance ramp just north of US 290 to braid with direct connector. Modify existing direct connector. Modify westbound US 290 intersection with northbound frontage road. Remove existing entrance ramp just south of St. Johns.

Anticipated Benefits

Concept improves peak hour performance in the future year from LOS F to LOS C. Improves safety by eliminating severe merge/weave condition and reducing conflict points.

Estimated Project Development Costs

Future Unfunded Efforts	
Phase 3: Schematic and Environmental	*$ 982,380*
Phase 4: Final Design	*$ 1,637,300*
Phase 5: Construction	*$ 16,373,000*
Total Costs	***$ 18,992,680***

Proposed Improvements

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

Preliminary Subject to Change

I-35 North FTC

SH 45 N to US 290 - North

Texas Department of Transportation
Austin District

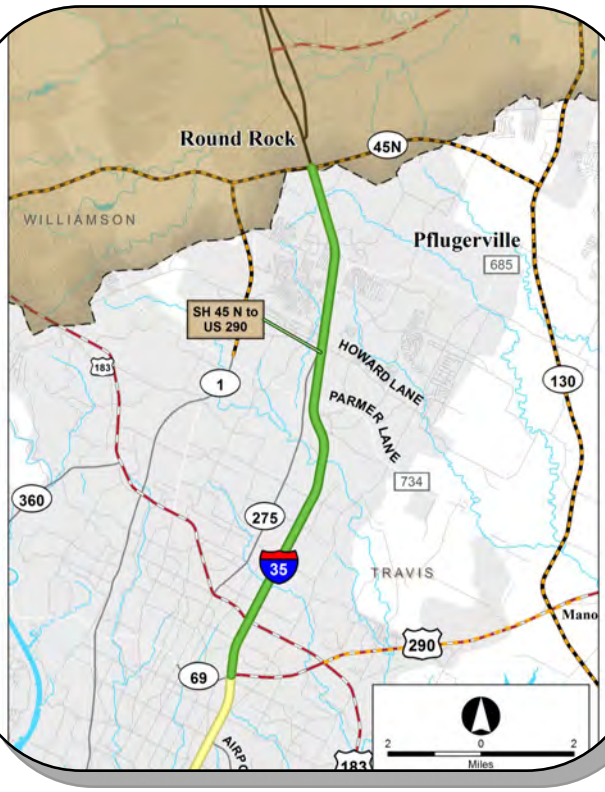
August 2013

Project Description

Future Transportation Corridor
Construct additional lane in each direction.

Anticipated Benefits
Increase corridor capacity from the addition of 1 lane in each direction.

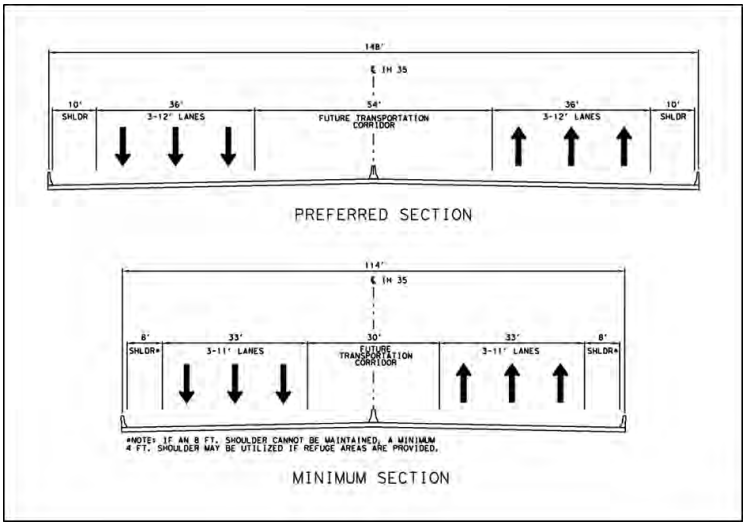
*Limits subject to refinement.



Estimated Project Development

Future Unfunded Efforts	
Phase 3: Schematic and Environmental	*$ 14,885,820*
Phase 4: Final Design	*$ 24,809,700*
Phase 5: Construction	*$ 248,097,000*
Total Costs	***$287,792,520***

Proposed Improvements



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

Preliminary Subject to Change

I-35 51st Street Improvements

Texas Department of Transportation
Austin District

US 290 to Airport Boulevard - Central

August 2013

Project Description

Intersection Improvements

Improve intersection operations by constructing a roundabout at 51st Street and the southbound frontage road. Reconstruct and realign southbound frontage road to improve curves and improve frontage road connection to the existing U-turn structure. Construct southbound collector-distributor road.

Ramp Improvements

Reconstruct/reverse southbound ramps between 51st Street and Airport Boulevard.

Bicycle and Pedestrian Improvements

Improve bicycle and pedestrian connectivity through the intersection, fill sidewalk gaps along the frontage road, and construct shared use outside lane on frontage road.

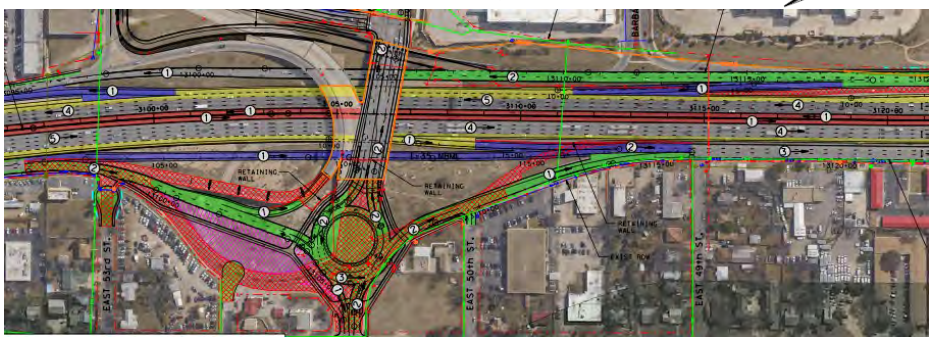
Anticipated Benefits

Concept improves peak hour performance in the future year from LOS F to LOS C. Improves safety by removing substandard weave condition on the southbound frontage road at the Airport exit ramp.

Estimated Project Development Costs

Future Unfunded Efforts	
Phase 3: Schematic and Environmental	*$ 774,000*
Phase 4: Final Design	*$ 1,290,000*
Phase 5: Construction	*$ 12,900,000*
Total Costs	***$ 14,964,000***

Proposed Improvements



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

Preliminary Subject to Change

I-35 Ramp Modifications

Texas Department of Transportation
Austin District

51st Street to Airport Boulevard - Central

August 2013

Project Description

Ramp Improvements

Reconstruct existing northbound entrance ramp. Reconstruct/reverse existing northbound exit ramp to an entrance ramp.

Frontage Roads

Improve frontage roads to fill sidewalk gaps and add shared use outside lane.

Anticipated Benefits

Additional traffic on northbound frontage road at this location overwhelmed existing entrance ramp. A second entrance ramp was added to accommodate traffic volumes.

Right-of-Way

This concept requires approximately 0.1 acres of right-of-way in a strip along the northbound frontage road.

Estimated Project Development Costs

Future Unfunded Efforts	
Phase 3: Schematic and Environmental	*$ 590,100*
Phase 4: Final Design	*$ 983,500*
Phase 5: Construction	*$ 9,835,000*
Total Costs	***$ 11,408,600***

Proposed Improvements

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

Preliminary Subject to Change

I-35 Airport Boulevard Improvements

Texas Department of Transportation
Austin District

Central

August 2013

Project Description

Intersection Improvements
Replace the existing intersection with a Diverging Diamond Interchange (DDI).

Frontage Roads
Improve frontage roads, reconstruct approaches, add a median U-turn near 46th Street to provide access to 45th Street.

Bicycle and Pedestrian Improvements
Enhance bicycle and pedestrian facilities by constructing new sidewalks through intersection, accommodating bicycles with shared lanes, and filling sidewalk gaps.

Anticipated Benefits
Concept improves peak hour intersection operations in the future year from LOS F to LOS C or better.

Estimated Project Development Costs

Future Unfunded Efforts	
Phase 3: Schematic and Environmental	*$ 985,680*
Phase 4: Final Design	*$ 1,642,800*
Phase 5: Construction	*$ 16,428,000*
Total Costs	***$ 19,056,480***

Proposed Improvements

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

Preliminary Subject to Change

I-35 MLK Boulevard Improvements

Texas Department of Transportation
Austin District

Central

August 2013

Project Description

Ramp Improvements

Implement ramp and collector-distributor modifications and improvements. Rebuild overpass.

Bicycle and Pedestrian Improvements

Upgrade bicycle and pedestrian facilities through the intersection to improve east-west mobility.

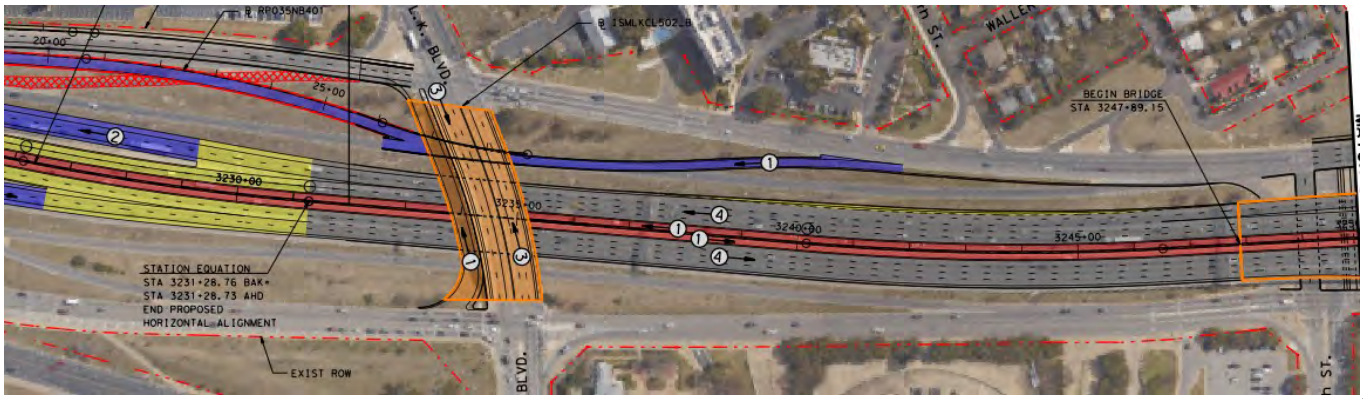
Anticipated Benefits

Concept improves peak hour intersection operations in the future year from LOS F to LOS E or better.

Estimated Project Development

Future Unfunded Efforts	
Phase 3: Schematic and Environmental	*$ 95,280*
Phase 4: Final Design	*$ 158,800*
Phase 5: Construction	*$ 1,588,000*
Total Costs	***$ 1,842,080***

Proposed Improvements



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

Preliminary Subject to Change

I-35 Central FTC

Texas Department of Transportation
Austin District

US 290 to SH 71 - Central*

August 2013
Updated 8/22/2013

Project Description

Future Transportation Corridor

Add an additional lane in each direction. This concept would require reconstruction of the lower deck north of downtown and the construction of modified Texas Super Streets through downtown. FTC implementation will require full mainlane reconstruction from 12th Street to north of Holly. Two concepts are under further evaluation for these limits, modified existing and depressed. The depressed concept could be constructed to allow for future caps over the mainlanes.

Anticipated Benefits

Increases corridor capacity from the addition of 1 lane in each direction.

*Limits subject to refinement.

Proposed Improvements—Modified Existing Concept

Proposed Improvements—Depressed Concept

Durations (Years)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PEL																
Phase 3: Schematic and Environmental																
Phase 4: Final Design - Downtown																
Phase 5: Construction - Downtown																
Phase 4: Final Design - Decks and FTC																
Phase 5: Construction - Decks and FTC																

I-35 Central FTC

Texas Department of Transportation
Austin District

US 290 to SH 71 - Central*

August 2013
Updated 8/22/2013

I-35 Decks

Widen Lower Deck

Widen lower deck to accommodate the FTC. Modify the lower deck to accommodate the 4 existing general purpose lanes (2 in each direction) and the proposed FTC (1 additional lane in each direction).

Note: This concept requires closure of existing freeway ramps within the limits of the decks. This concept is still under review and feasibility evaluation is not complete.

I-35 Downtown Improvements

Super Street

Construct a modified Texas super street to improve traffic flow on the frontage roads by eliminating direct cross traffic movements on several streets and allowing for the frontage road traffic to proceed with limited interruption.

Collector-Distributor Roads

Implement collector-distributor roads south of Riverside Drive.

Ramp Relocations

Relocate ramps and reduce the number of entrance and exit points to reduce weaving and reduce traffic conflicts

I-35 Central FTC

Future Transportation Corridor

Complete FTC sections not included in 2 projects listed above.

*Limits subject to refinement.

Estimated Project Development Costs

Future Unfunded Efforts—All Concepts	
PEL	*$4,000,000*
Phase 3: Schematic and Environmental	*$ 12,994,620*
Total Costs	***$ 16,994,620***

Downtown - Modified Existing

Future Unfunded Efforts—Modified Existing	
*Phase 4: Final Design—*Downtown	*$ 14,201,000*
Phase 5: Construction - Downtown	*$142,010,000*
Total Costs	***$156,211,000***

Downtown - Depressed

Future Unfunded Efforts—Depressed	
Phase 4	
***Phase 4: Final Design*—Downtown**	***$ 61,331,000***
Phase 5	
Roadway	*$268,290,000*
Caps	*$345,020,000*
Phase 5 Total:	***$613,310,000***
Total Costs	***$674,641,000***

Decks

Future Unfunded Efforts	
*Phase 4: Final Design—*Decks	*$ 5,381,100*
Phase 5: Construction—Decks	*$53,811,000*
Total Costs	***$59,192,100***

Central FTC

Future Unfunded Efforts	
*Phase 4: Final Design—*FTC	*$ 2,075,600*
Phase 5: Construction—FTC	*$20,756,000*
Total Costs	***$22,831,600***

Preliminary Subject to Change

I-35 Riverside Drive Improvements

Texas Department of Transportation
Austin District

South of Holly to Woodland - South

August 2013

Project Description

Mobility Improvements

Reconstruct frontage roads, main lane bridges and intersections. Reconstruct mainlanes. Reconstruct Riverside bridge to accommodate additional width of mainlanes and collector-distributor road and to accommodate future Urban Rail.

Collector Distributors

Construct northbound and southbound collector-distributor lanes between Lady Bird Lake and Woodland.

U-turn Structure

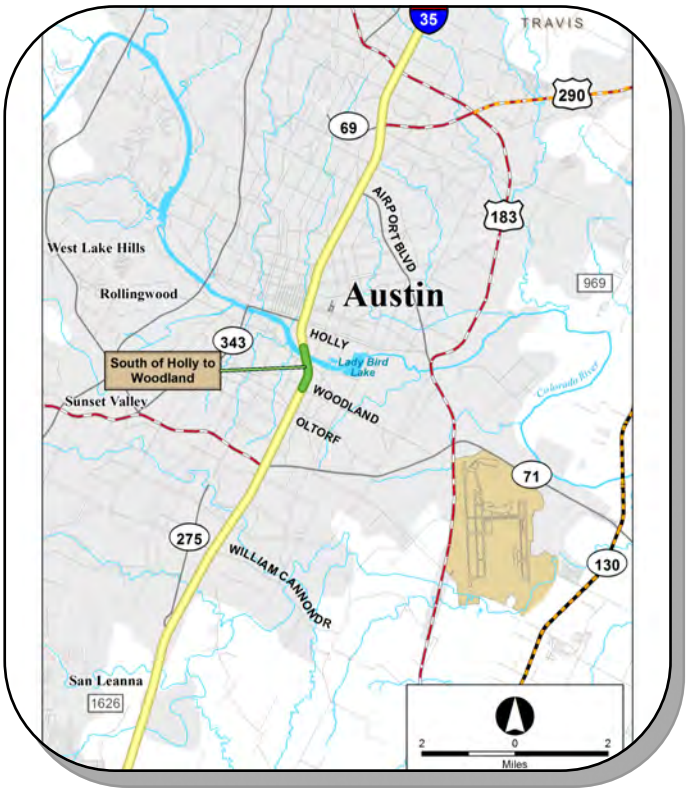
Add a U-turn structure at Riverside Drive (northbound to southbound).

Bicycle and Pedestrian Improvements

Construct Bike and Pedestrian improvements including a bike and pedestrian bridge crossing at Woodland.

Anticipated Benefits

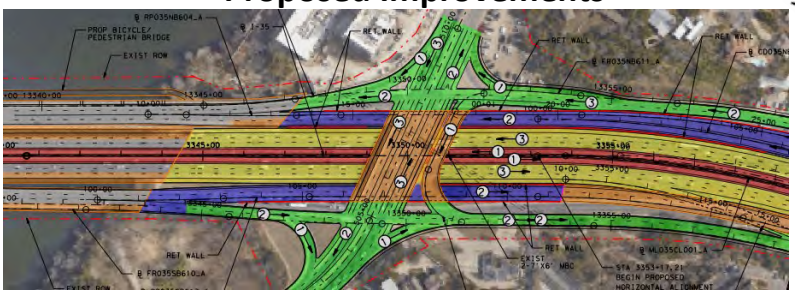
Improves safety by correcting substandard geometry on mainlanes south of Riverside. Concept improves peak hour intersection operations in the future year from LOS F to LOS D or better on all legs.



Estimated Project Development Costs

Future Unfunded Efforts	
Phase 3: Schematic and Environmental	*$ 4,067,340*
Phase 4: Final Design	*$ 6,778,900*
Phase 5: Construction	*$ 67,789,000*
Total Costs	***$ 78,635,240***

Proposed Improvements



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

Preliminary Subject to Change

I-35 Oltorf Street Improvements

Texas Department of Transportation
Austin District

Woodland Avenue to Woodward Street - South

August 2013

Project Description

Ramp Improvements
Reconstruct existing substandard ramps, modify ramping pattern to improve operations, and remove one redundant ramp

Auxiliary Lanes
Install auxiliary lanes between ramps to improve merging and weaving movements on the mainlanes

Turnaround Bridges
Construct two turnaround bridges to improve frontage road and intersection operations

Reconstruct Existing Bridge
Reconstruct existing bridge structure to address poor condition, add bicycle lanes, and improve pedestrian facilities

Anticipated Benefits
Improves safety by improving ramps with substandard geometry. Concept improves peak hour intersection operations in the future year from LOS F to LOS E.

Estimated Project Development Costs

Current Funded Effort	
Phase 3: Schematic and Environmental	*$ 3,299,040*
Future Unfunded Efforts	
Phase 4: Final Design	*$ 5,498,400*
Phase 5: Construction	*$ 54,984,000*
Total Unfunded Costs	***$ 63,781,440***

Proposed Improvements

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

*Funding is not currently available for Phases 4 and 5. Ability to advance beyond Phase 3 is contingent upon receipt of funding

Preliminary Subject to Change

I-35 William Cannon and Stassney Lane

Texas Department of Transportation
Strategic Projects Division

South of SH 71 to North of Slaughter Lane - South

August 2013

Project Description

Ramp Improvements
Reconstruct existing substandard ramps, modify ramping pattern to improve operations, and remove one redundant ramp

Auxiliary Lanes
Install auxiliary lanes between ramps to improve merging and weaving movements on the mainlanes. Install auxiliary lane between William Cannon ramps and SH 71 Direct Connectors

Turnaround Bridges
Construct two turnaround bridges at each intersection to improve frontage road and intersection operations

Reconstruct Existing Bridge
Reconstruct existing bridge structures to modify lane configurations, add bicycle lanes, and improve pedestrian facilities

Anticipated Benefits
Concept improves peak hour intersection operations from LOS F to LOS E at both intersections. Concept improves merge/weave conditions on both northbound and southbound mainlanes.

Estimated Project Development Costs

Current Funded Effort	
Phase 3: Schematic and Environmental	*$ 3,400,380*
Future Unfunded Efforts	
Phase 4: Final Design	*$ 5,667,300*
Phase 5: Construction	*$ 56,673,000*
Total Unfunded Costs	***$ 65,740,680***

Proposed Improvements

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

*Funding is not currently available for Phases 4 and 5. Ability to advance beyond Phase 3 is contingent upon receipt of funding

Preliminary Subject to Change

I-35 Slaughter Lane

Texas Department of Transportation
Austin District

South

August 2013

Project Description

Ramp Improvements

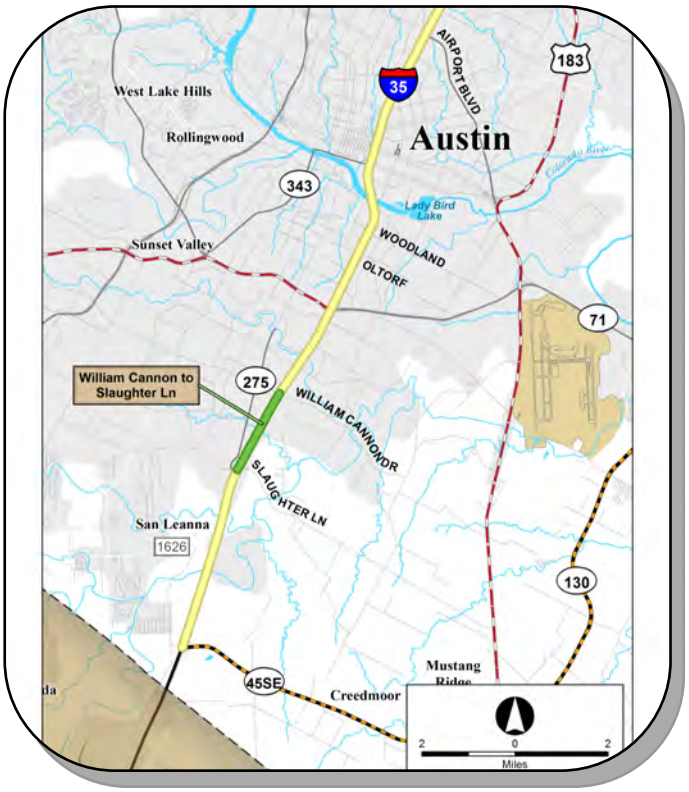
Improve frontage roads, install median U-turns on Slaughter Lane, modify South Congress intersection, and modify turning movements on Slaughter.

Bike and Pedestrian Movements

Improve east-west connectivity, fill sidewalk gaps, install shared use path along I-35 on both sides of the right-of-way.

Anticipated Benefits

Concept improves peak hour operations in the future year from LOS F to LOS D.



Estimated Project Development

Future Unfunded Efforts	
Phase 3: Schematic and Environmental	*$ 383,520*
Phase 4: Final Design	*$ 639,200*
Phase 5: Construction	*$ 6,392,000*
Total Costs	***$ 7,414,720***

Proposed Improvements

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

Preliminary Subject to Change

I-35 Slaughter Creek Overpass

Texas Department of Transportation
Austin District

South

August 2013

Project Description

Reconstruct Overpass

Reconstruct the Slaughter Creek overpass structure to widen the 2-lane section and add a dedicated southbound to northbound turn around.

Frontage Road Improvements

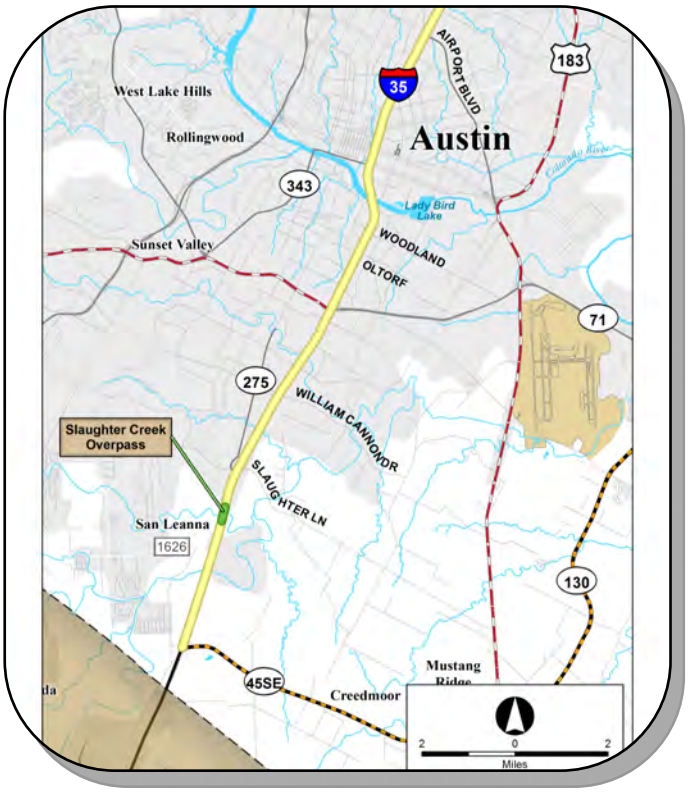
Modify frontage roads to better process turn around traffic.

Bicycle and Pedestrian Improvements

Incorporate bicycle and pedestrian elements across the bridge.

Anticipated Benefits

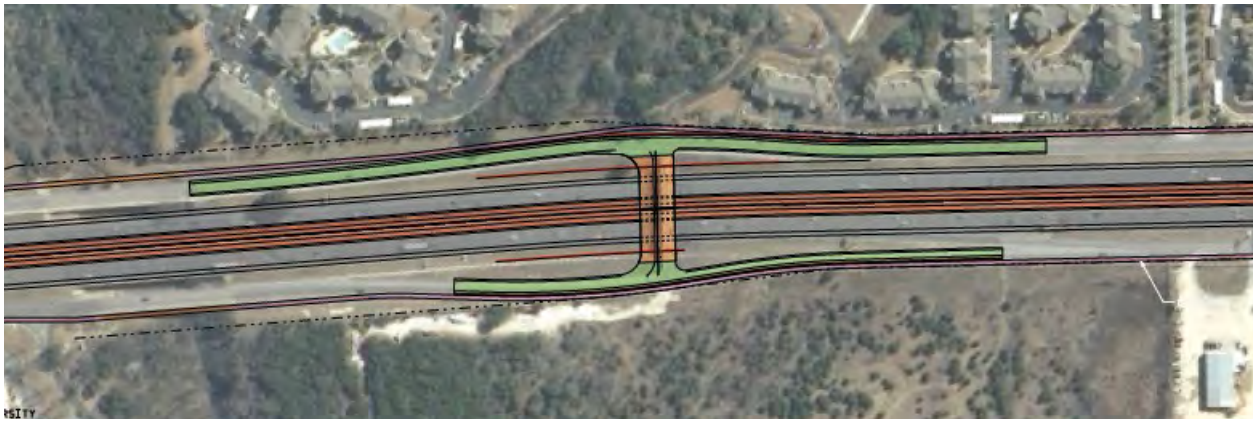
Improved intersection safety and mobility.



Estimated Project Development Costs

Future Unfunded Efforts	
Phase 3: Schematic and Environmental	*$ 343,860*
Phase 4: Final Design	*$ 573,100*
Phase 5: Construction	*$ 5,731,000*
Total Costs	***$ 6,647,960***

Proposed Improvements



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

Preliminary Subject to Change

I-35 South FTC

SH 71 to SH 45 S - South

Texas Department of Transportation
Austin District

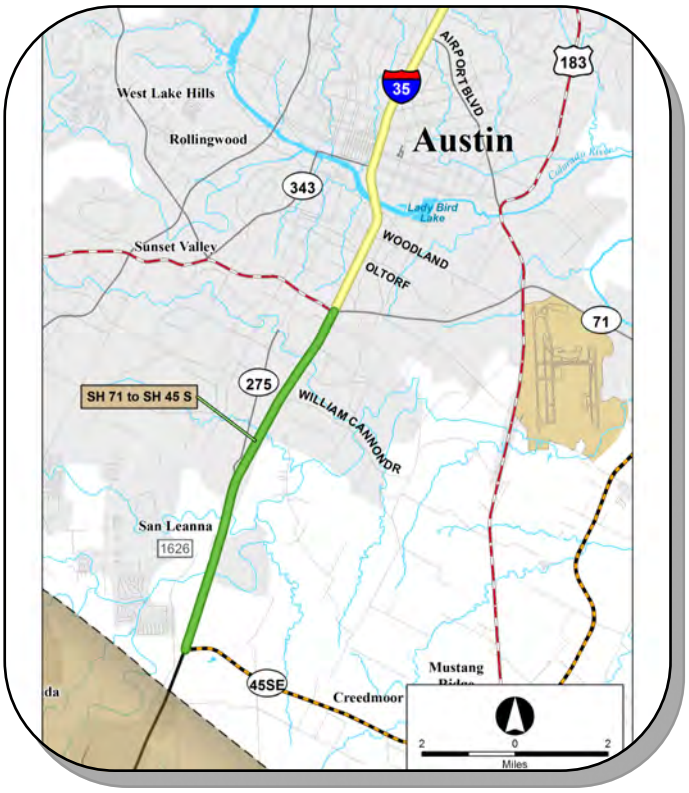
August 2013

Project Description

Future Transportation Corridor
Construct an additional lane in each direction.

Anticipated Benefits
Increases corridor capacity from the addition of 1 lane in each direction.

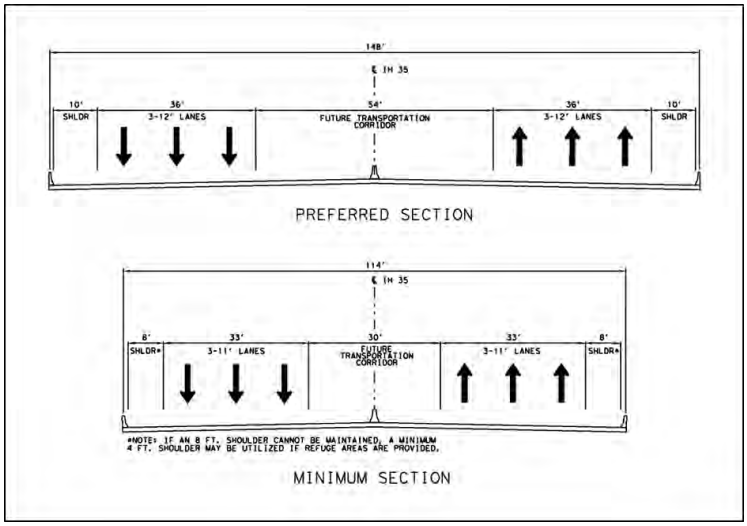
*Limits subject to refinement.



Estimated Project Development

Future Unfunded Efforts	
Phase 3: Schematic and Environmental	*$ 5,928,960*
Phase 4: Final Design	*$ 9,881,600*
Phase 5: Construction	*$ 98,816,000*
Total Costs	***$114,626,560***

Proposed Improvements



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

Preliminary Subject to Change