

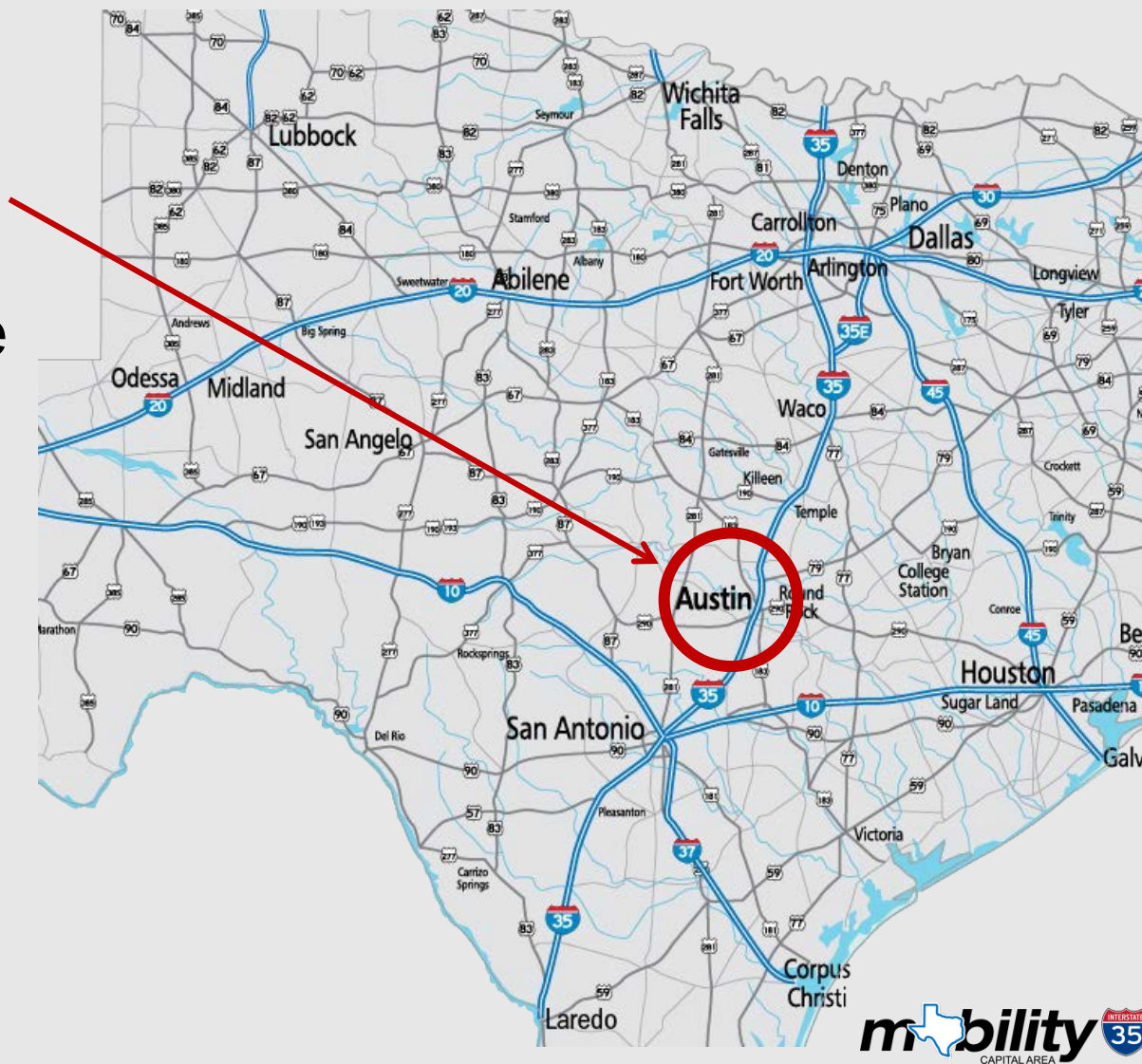


# MOBILITY35 PROGRAM

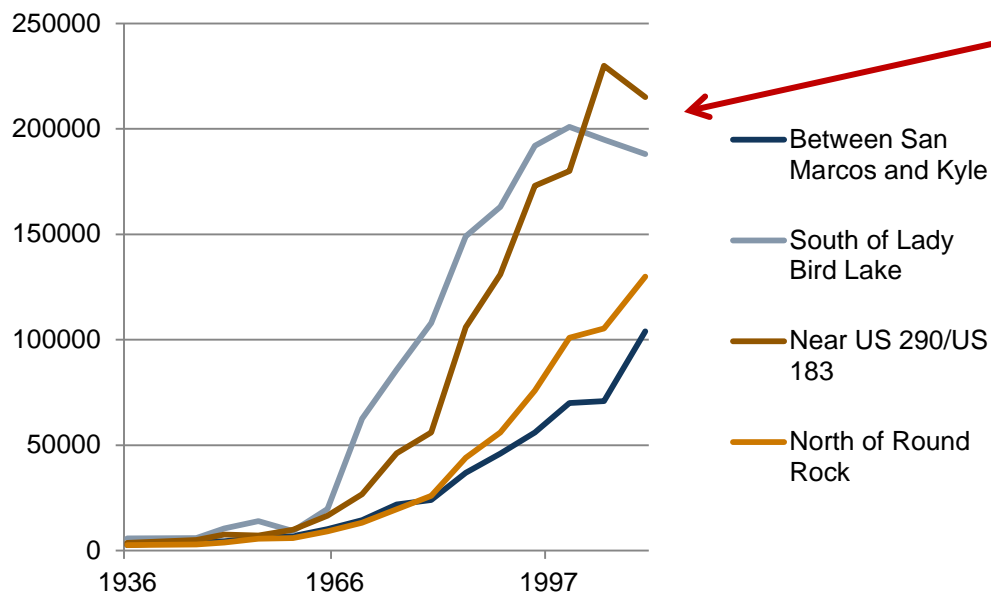
Terry McCoy, P.E.  
Deputy District Engineer, TxDOT Austin District

# I-35 Through Austin

- Most congested highway in Texas
- Higher crash rate than the statewide average



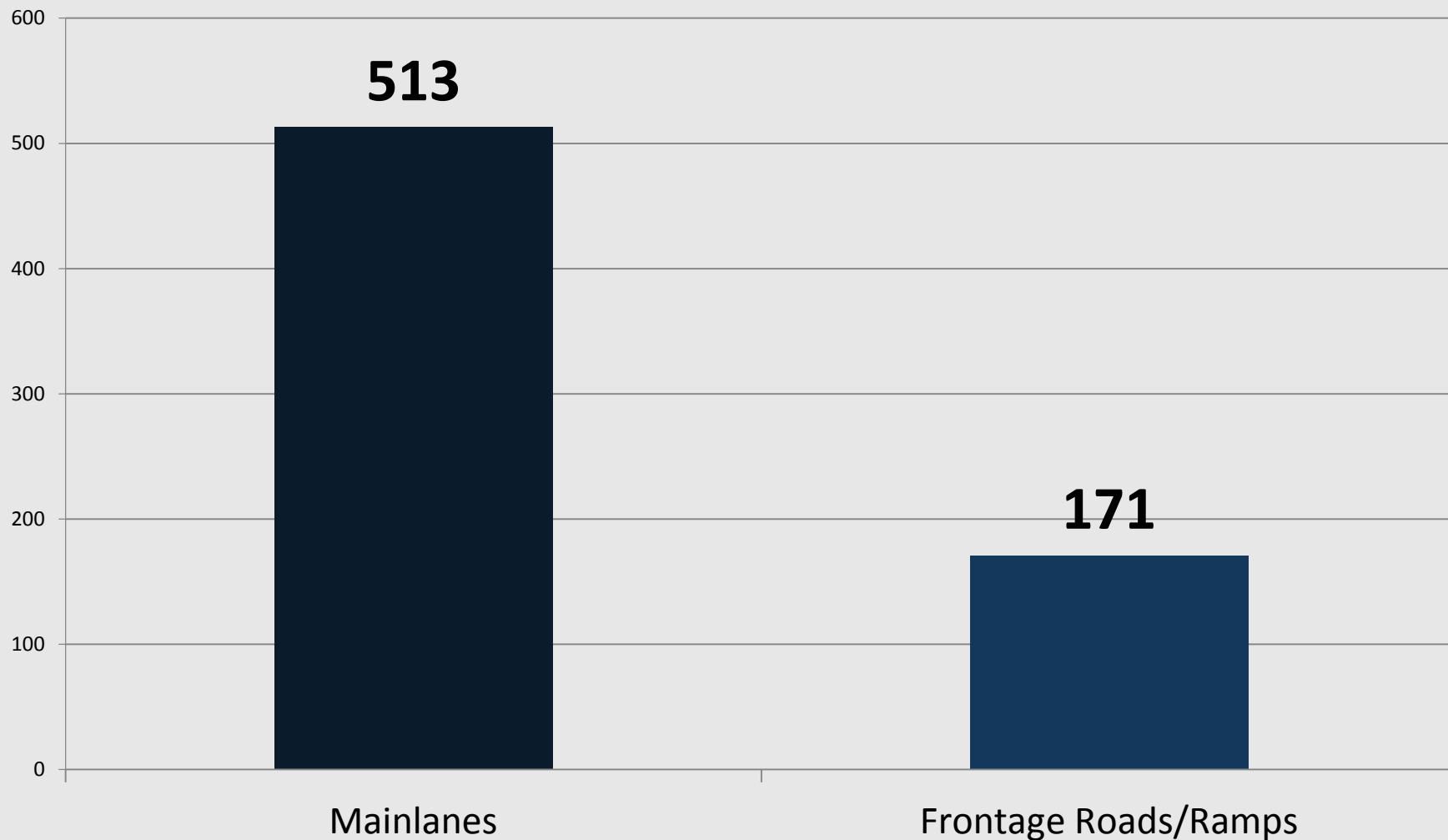
# Traffic Volume and Aging Infrastructure



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

**At this point, doing nothing is not an option.**

## North of Airport Blvd. to MLK Blvd.



# Segment 4 Crash Rates: 2008 - 2011

# 137.77

vs.

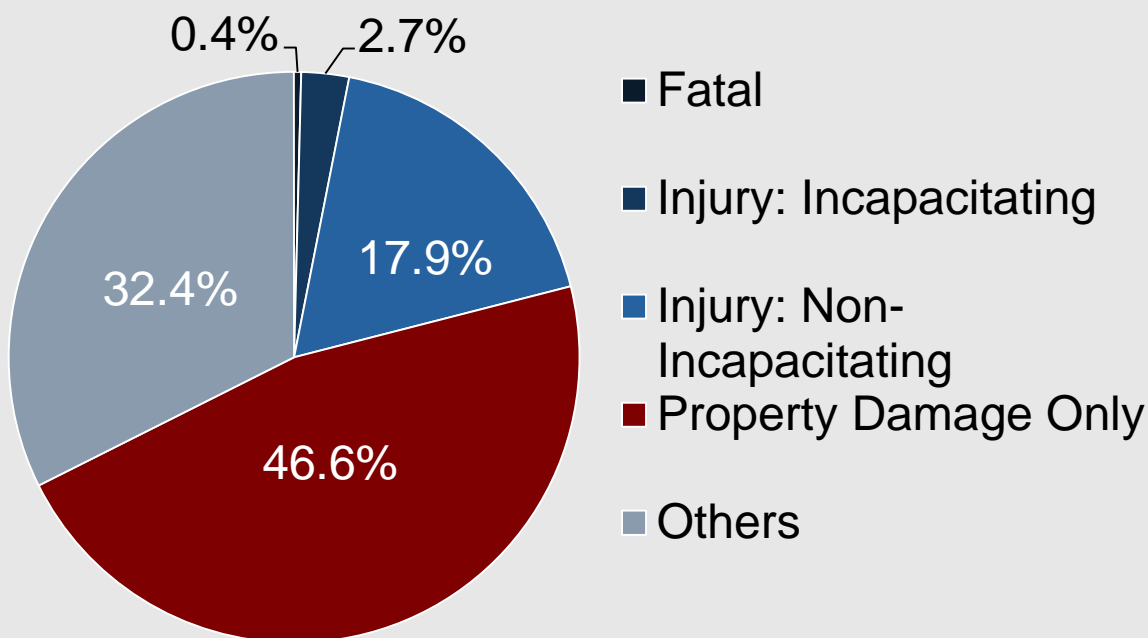
# 91.61

I-35 CAIP rate

statewide average

(per 100M vehicle miles)

## Crash Severity

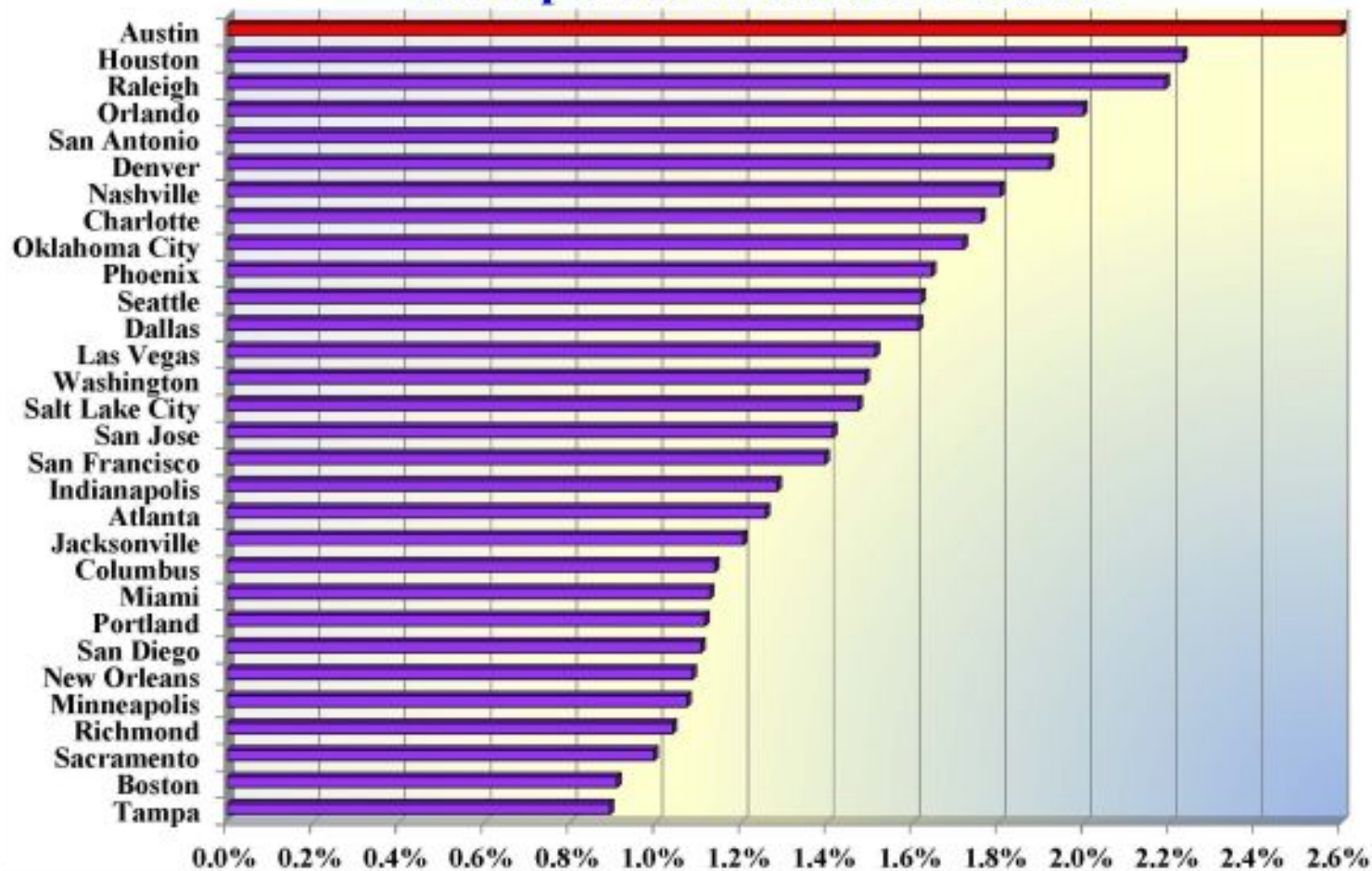


## Crash Types

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

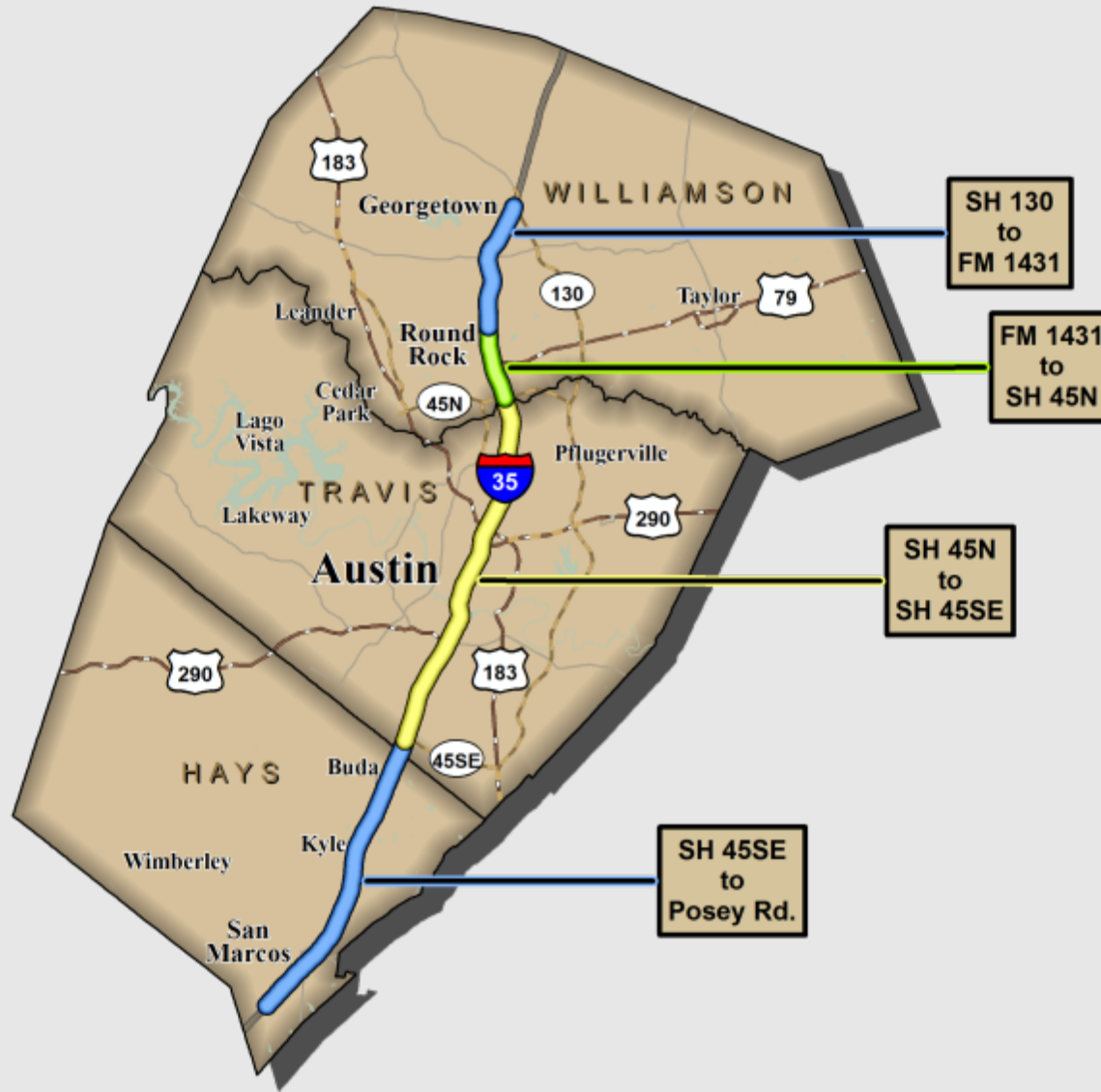
# Area Population Growth

## Top 30 Fastest Growing Large (1.0 million +) Metropolitan Areas: 2012 to 2013

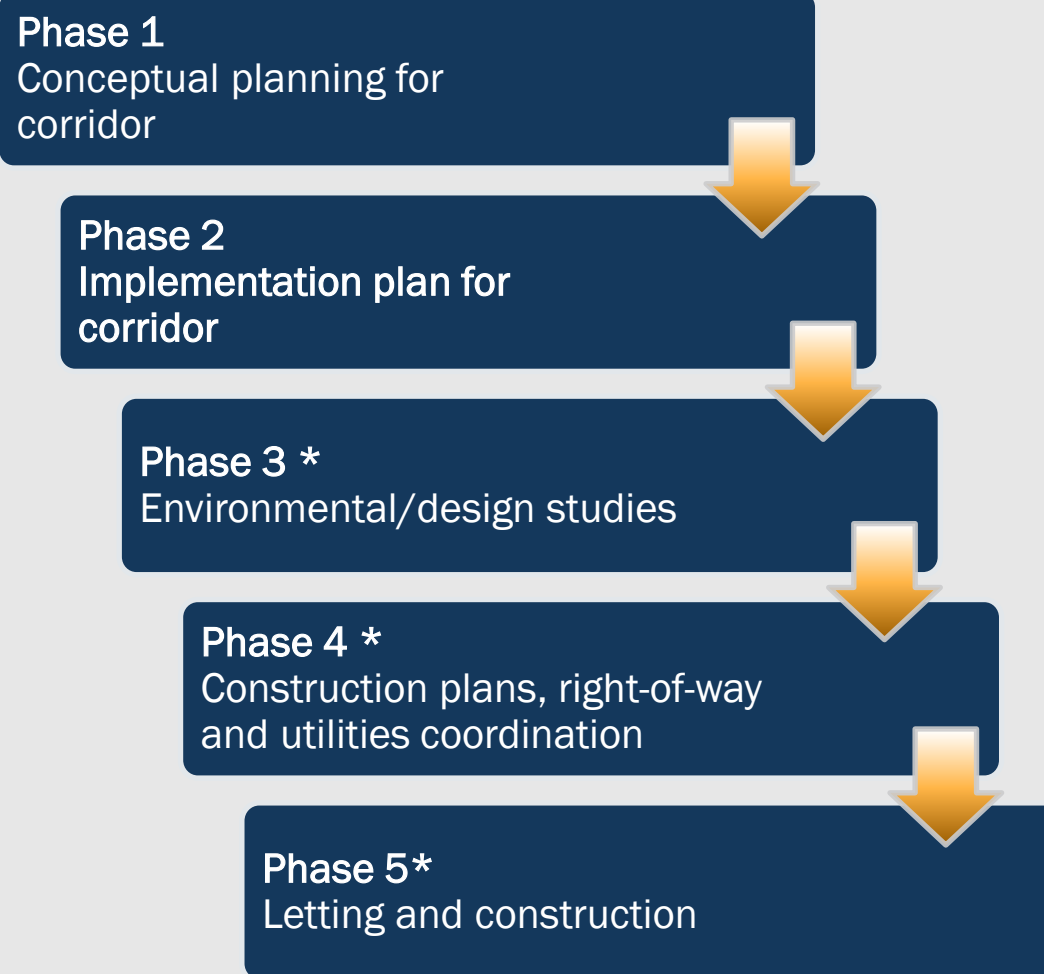


Source: AustinTexas.gov

# Mobility35 Program Limits



# Program Phases and Milestones



\* As funding is identified

# Mobility35 Goals



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

# A Community Driven Effort



- 120 stakeholder meetings/community events since 2011
  - 17 Williamson County
  - 92 Travis County
  - 11 Hays County
- 15 public open houses
  - 3 Williamson County
  - 10 Travis County
  - 2 Hays County
- 6 online open houses
  - More than 4,300 visitors
- Website, forum, Twitter, Facebook

# Mobility35 Implementation Plan

**I-35 51st Street Improvements**  
US 290 to Airport Boulevard - Central  
August 2022

**I-35 Ramp Modifications**  
US 183 to US 290 - North  
August 2022

**I-35 US 183 Direct Connectors**  
Rundberg Lane to US 183 - North  
August 2022

**I-35 Braker Lane Improvements**  
North  
August 2022

**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 of 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 and standards vertical clearance and horizontal space requirements.

**Estimated Project Development Costs**

Future Year/Work Effort	Cost
Phase 2: Schematic and Environmental	\$ 865,630
Phase 4: Final Design	\$ 1,642,700
Phase 5: Construction	\$ 28,427,000
<b>Total Costs</b>	<b>\$ 29,935,330</b>

**Proposed Improvements**

**Timeline**

Options	01	02	03	04	01	02	03	04	01	02	03	04
Phase 2: Schematic and Environmental												
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

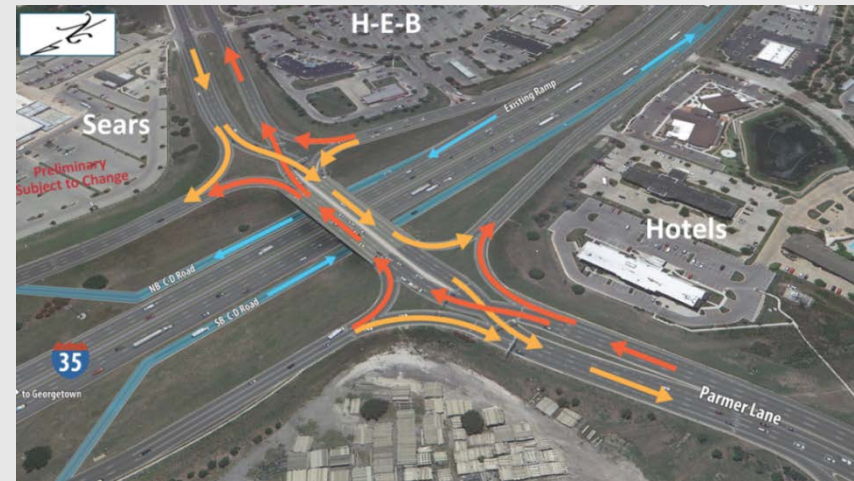
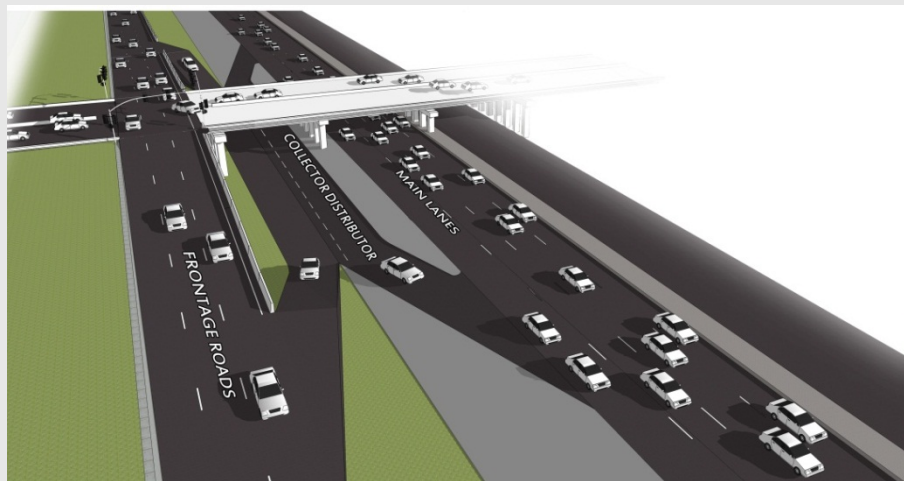
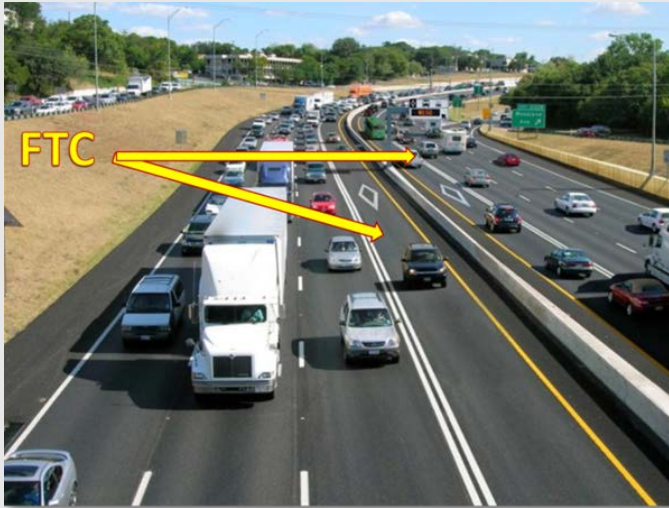
- Implementation Plan concepts are preliminary and subject to change.
- These concepts will be refined as project development progresses.
- Continued public and stakeholder discussion is an integral part of the refinement process.

**Preliminary  
Subject to Change**

# Overarching Concepts

Preliminary  
Subject to Change

- Adding capacity to mainlanes
- Improving traffic flow on mainlanes and frontage roads
- Unclogging intersections
- Addressing bicycle and pedestrian needs
- Maintaining east/west access



## Must haves:

- Future Transportation Corridor (FTC)
- Better mainlane, frontage road and intersection operations
- Safer roadway
- Better bicycle and pedestrian facilities

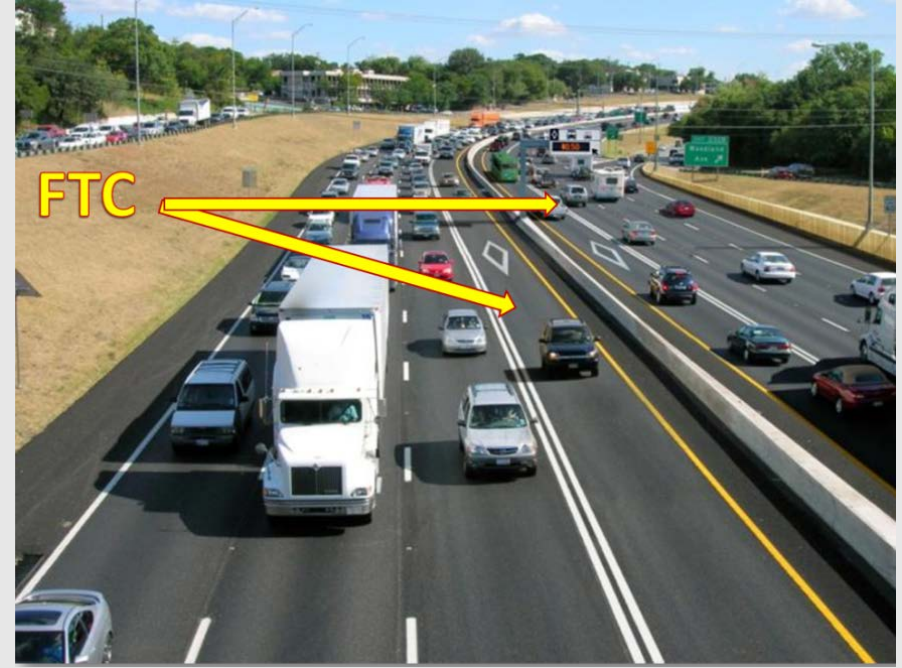
# Future Transportation Corridor (FTC)

Preliminary  
Subject to Change

Limits: SH 130 to Posey Road

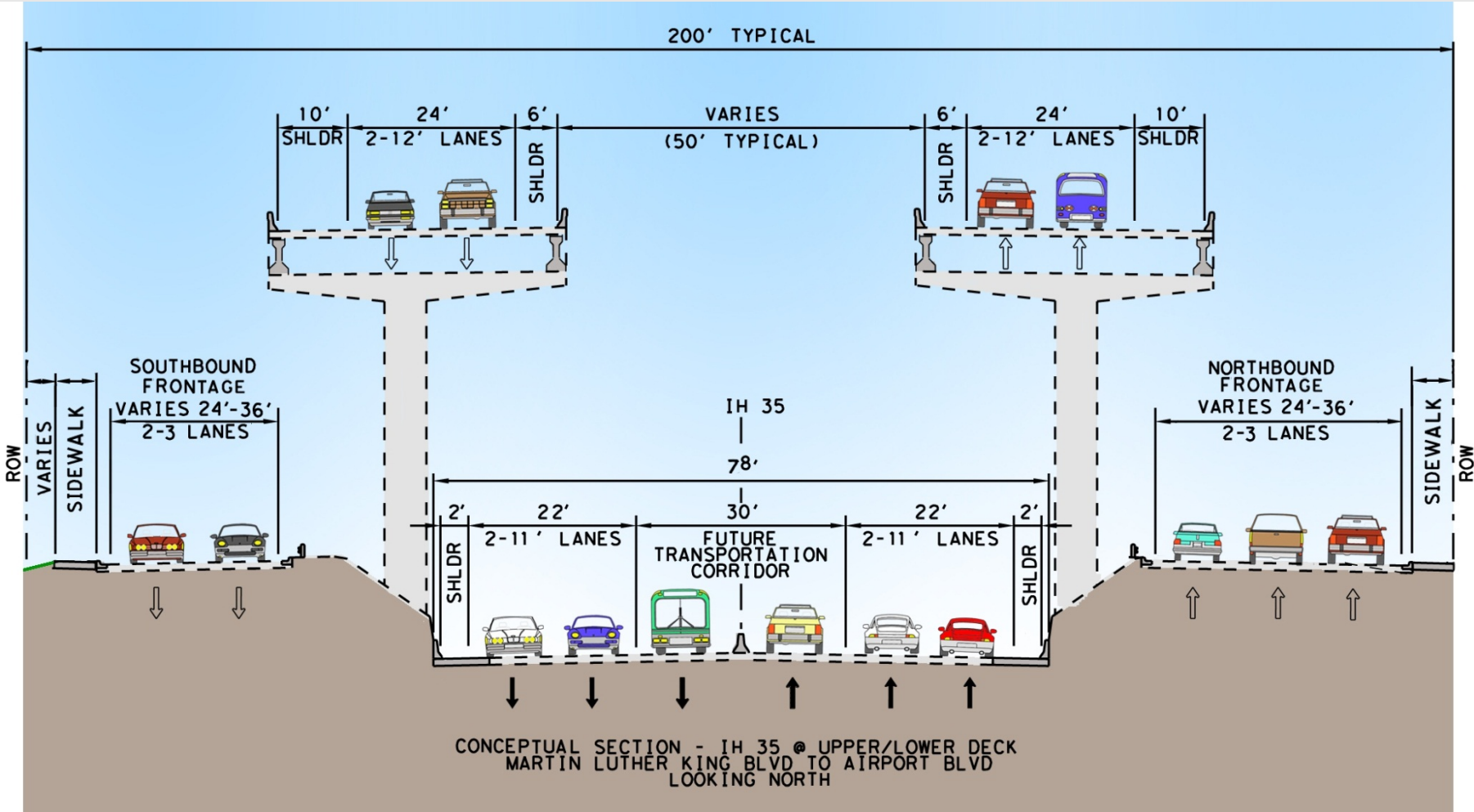


Now



With Future Transportation Corridor

# FTC in the Decks



# Ramping MLK to Airport (1.8 miles)

- Ramp spacing
  - Too many
    - 4 northbound (3 proposed for removal)
    - 5 southbound (4 proposed for removal)
- Existing ramps
  - Do not meet current design standards
    - Too short
    - Too close together
    - Too close to intersections
    - Insufficient auxiliary (merge) lanes

- 3 lane frontage road
  - 2 continuous lanes
  - 3<sup>rd</sup> lane functions as turn lane or ramp terminal
- Inefficient intersection operations
- Difficult environment for bicycles and pedestrians

# Frontage Roads - 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)

