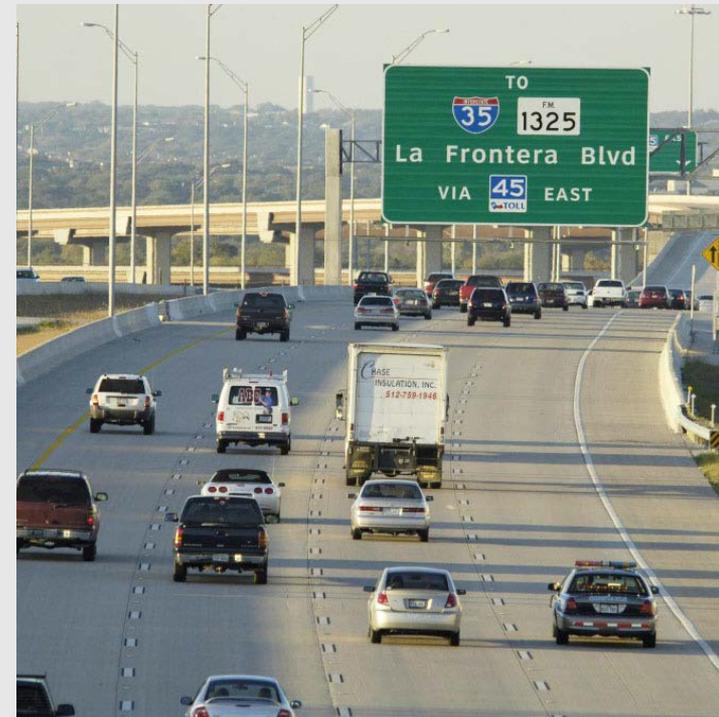




MOBILITY35 PROGRAM UPDATE

Robert Mueller Municipal Airport Plan
Implementation Advisory Commission



Mobility35: a state and local partnership

- Program limits:
SH 130 (north of Georgetown) to
Posey Road (south of San Marcos)
- Program always evolving: 25-30
active projects
 - Planning studies
 - Environmental/
schematic and design
 - Construction
- Partners and public are integral



CENTER FOR
TRANSPORTATION
RESEARCH



Central Texas Regional
Mobility Authority



U.S. Department of Transportation

Mobility35: a community-driven effort



- Since 2011, the Mobility35 team has conducted:
 - More than 250 stakeholder meetings and community events
 - 35 public open houses
- Virtual open houses
- Website, Twitter, Facebook
- Location-specific outreach
 - Downtown Stakeholder Working Group
 - Decks Area Neighborhood Workshops
- Project-specific outreach

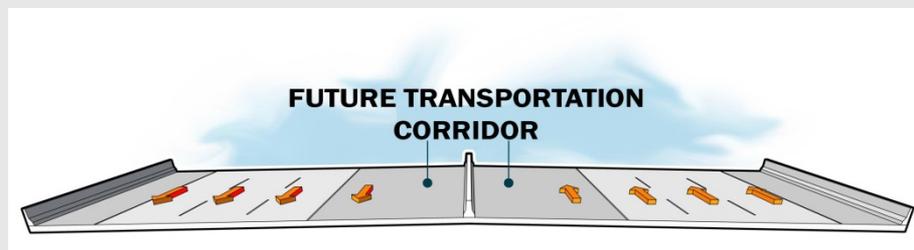
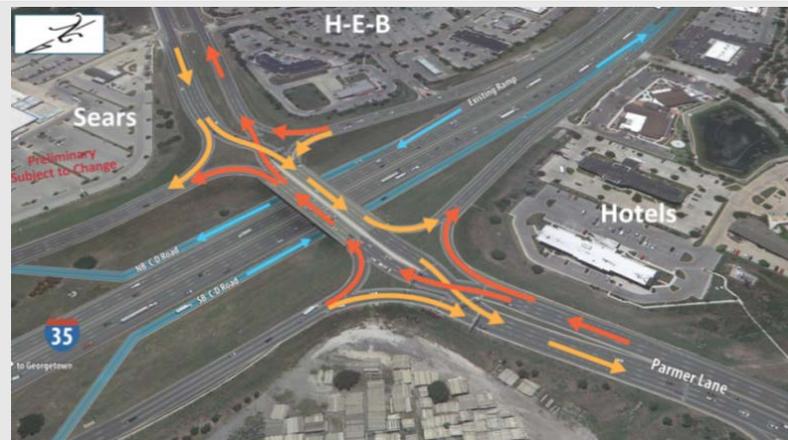
Mobility35: goals



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

Mobility35: overarching concepts

- Add capacity to mainlanes
 - Build express lanes in Travis County (auto and transit)
 - Lane mode is still under study in Williamson and Hays counties
- Improve mainlane and frontage road traffic flow
 - Modify entrance/exit ramps
 - Add auxiliary lanes or extended entrance/exit ramps
 - Add collector-distributor roads or frontage road bypass lanes
- Address intersection bottlenecks
- Enhance transit options
- Address bicyclist and pedestrian needs
- Maintain east/west connectivity



Mobility35: overarching concepts (additional tools)

- *Travel Demand Management:*
Reduce peak-hour single occupant auto commuting using:
 - Transit, bicycling, walking
 - Non-traditional options:
 - Teleworking
 - Working flexible schedules/hours
 - Carsharing, ridesharing, carpooling and van pooling
- *Integrated Corridor Management:*
Better manage traffic during peak periods, incidents, special events, construction and weather using improved:
 - Data collection
 - Roadway monitoring
 - Communications to public
 - Operations and agency coordination with transportation partners



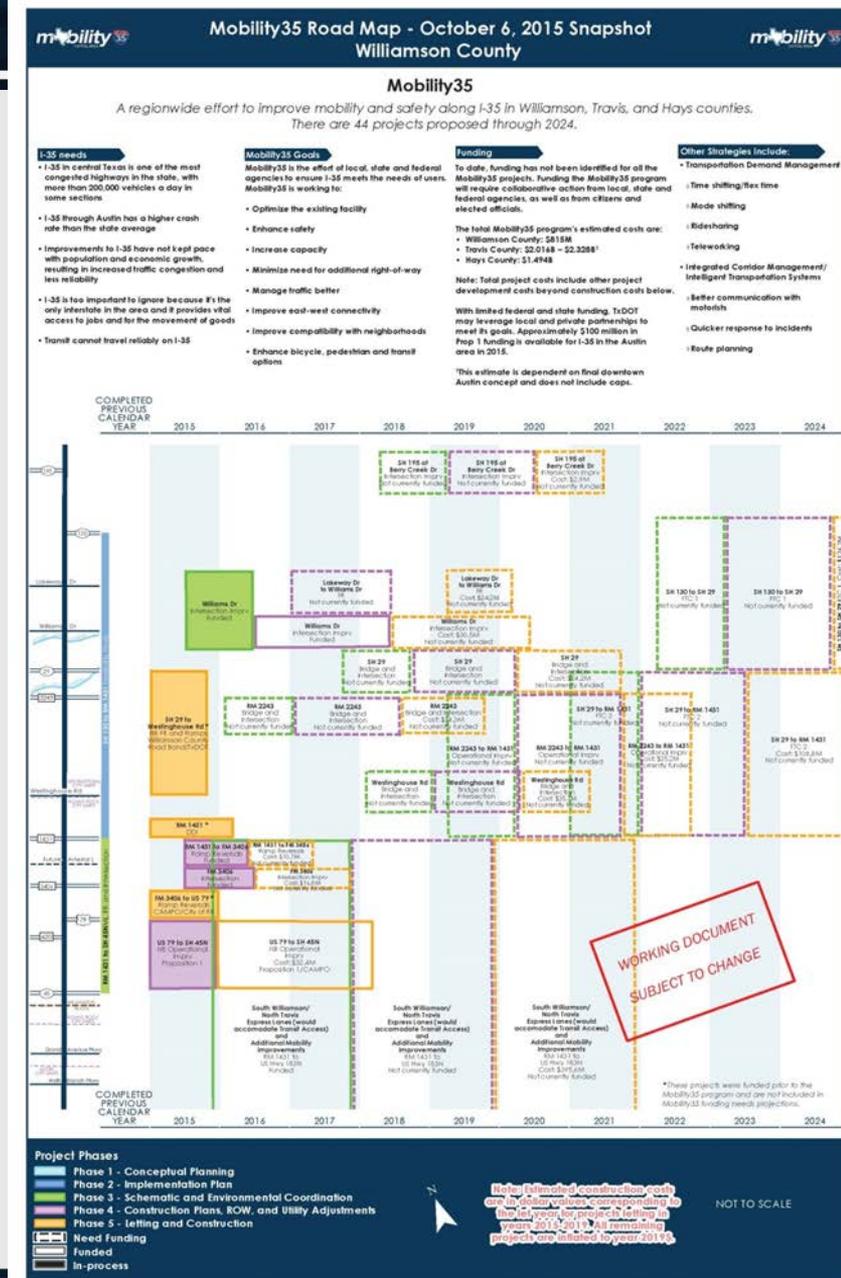
Mobility35 context: part of a regional system



- Mobility35 is part of a regional system upgrade.
- Regional system provides “detour” around Austin for I-35 downtown construction.

Mobility35: road map snapshot

- Travis, Williamson and Hays counties
- Road map for improving I-35
- Reflects community's vision
- "Program of projects"
 - Each with stand-alone benefit
 - Each benefits the I-35 corridor as a whole
- Living document
- Continued refinement



Estimated Cost (adjusted for inflation)

- Williamson: \$815M
- Travis: \$2.016B - \$2.328B*
- Hays: \$1.494B

** The estimate is dependent on the final downtown Austin concept and does not include caps.*

- Benefits of a nimble program approach includes:
 - Projects can be implemented independently to provide localized improvement
 - Each project contributes to a collective benefit for the system
 - Projects can be advanced to utilize funding as it becomes available
 - Local transportation partners including cities, counties, CAMPO, CapMetro and the Mobility Authority may reference the program plan to make local funding decisions

Mobility35: Prop 1 funded I-35 projects - 2015

- Ramp modifications and intersection improvements from US 79 to SH 45N
- Ramp modifications and intersection improvements from Stassney Lane to William Cannon Drive
- Reconstruction of the Slaughter Creek Overpass bridge
- FM 150 to Blanco River ramp reversals



Voter-approved funds advance four I-35 projects

Shortly after Texas voters approved Proposition 1, adding \$1.74 billion to the state highway fund for fiscal year 2015, the Texas Transportation Commission advanced four projects to improve mobility and safety on I-35 in Williamson, Travis and Hays counties. The Capital Area Metropolitan Planning Organization partnered with TxDOT to apply their portion of Proposition 1 funding to four priority projects along I-35.

These projects are part of the Mobility35 program – a regionwide partnership between CAMPO, TxDOT and local agencies to improve mobility and safety along I-35 in all three counties. Each identified project will not only benefit roadway users in the project location, but also will contribute to enhancing mobility and safety along the I-35 corridor, as a whole.

Williamson County

- Develop operational improvements to northbound I-35 between **US 79 and SH 45N**. The improvements will include auxiliary lane enhancements, or lanes used to separate entering/exiting traffic, to allow drivers to match travel speeds prior to merging and modifications to ramps within the area between Hester's Crossing and RM 620. In addition, intersection improvements at RM 620 and US 79 are planned.

Travis County

- Develop operational improvements **from north of Stassney Lane to south of William Cannon Drive**. These will include auxiliary lanes and ramp modifications, intersection improvements including U-turn bridges, and improved bicycle and pedestrian facilities.
- Reconstruct the **Slaughter Creek Overpass bridge** and add a south-to-northbound U-turn bridge. Widen the southbound frontage road to two lanes through the intersection.

Hays County

- Add one new ramp and modify five existing ramps between **FM 150 and the Blanco River** to improve mobility, safety and access at Yarrington Road, Center Street and River Ridge Parkway.



Last updated: 08/21/2015

mobility CAPITAL AREA 35

Mobility35: potential candidate projects for near-term funding 2016 - 2019

- Based on projects in development
- Work with CAMPO to determine priorities



Mobility35

Candidate projects for near-term funding by calendar year

Potential 2016 Projects

- I-35 from RM 1431 to FM 3406**
 - Construction cost estimate: \$10.7 million
- I-35 at FM 3406**
 - Construction cost estimate: \$16.5 million
- I-35 at 51st Street**
 - Construction cost estimate: \$19.4 million
- I-35 at Oltorf Street**
 - Construction cost estimate: \$54.5 million
- I-35 at Posey Road**
 - Construction cost estimate: \$20 million*

Potential 2017 Projects

- I-35 from Rundberg Lane to US 183**
 - Construction cost estimate: \$130 million
- I-35 from US 183 to US 290E**
 - Construction cost estimate: \$69.1 million
- I-35 from Onion Creek Parkway to SH 45SE**
 - Construction cost estimate: \$6.7 million
- I-35 from Kyle Crossing to FM 150**
 - Construction cost estimate: \$7.3 million
- I-35 from north of River Ridge Parkway to Loop 82**
 - Construction cost estimate: \$4 million

Potential 2018 Projects

- I-35 at Williams Drive**
 - Construction cost estimate: \$30.5 million
- I-35 at RM 2243**
 - Construction cost estimate: \$34.3 million
- I-35 from SH 45N to Grand Avenue Parkway**
 - Construction cost estimate: \$3.2 million
- I-35 at Wells Branch Parkway**
 - Construction cost estimate: \$29.2 million
- I-35 at Parmer Lane**
 - Construction cost estimate: \$25 million
- I-35 at Riverside Drive**
 - Construction cost estimate: \$128.3 million
- I-35 at SH 123 (Guadalupe Street)**
 - Construction cost estimate: \$89.4 million

Potential 2019 Projects

- I-35 from Lakeway Drive to Williams Drive**
 - Construction cost estimate: \$24.2 million
- North Travis Express Lanes**
 - Construction cost estimate: \$395.6 million
- South Travis Express Lanes**
 - Construction cost estimate: \$316.2 million
- I-35 from Blanco River to River Ridge Parkway**
 - Construction cost estimate: \$7.3 million
- I-35 at Wonder World**
 - Construction cost estimate: \$49.5 million*

*Partially funded project

Note: Additional projects not listed are being proposed through 2026.

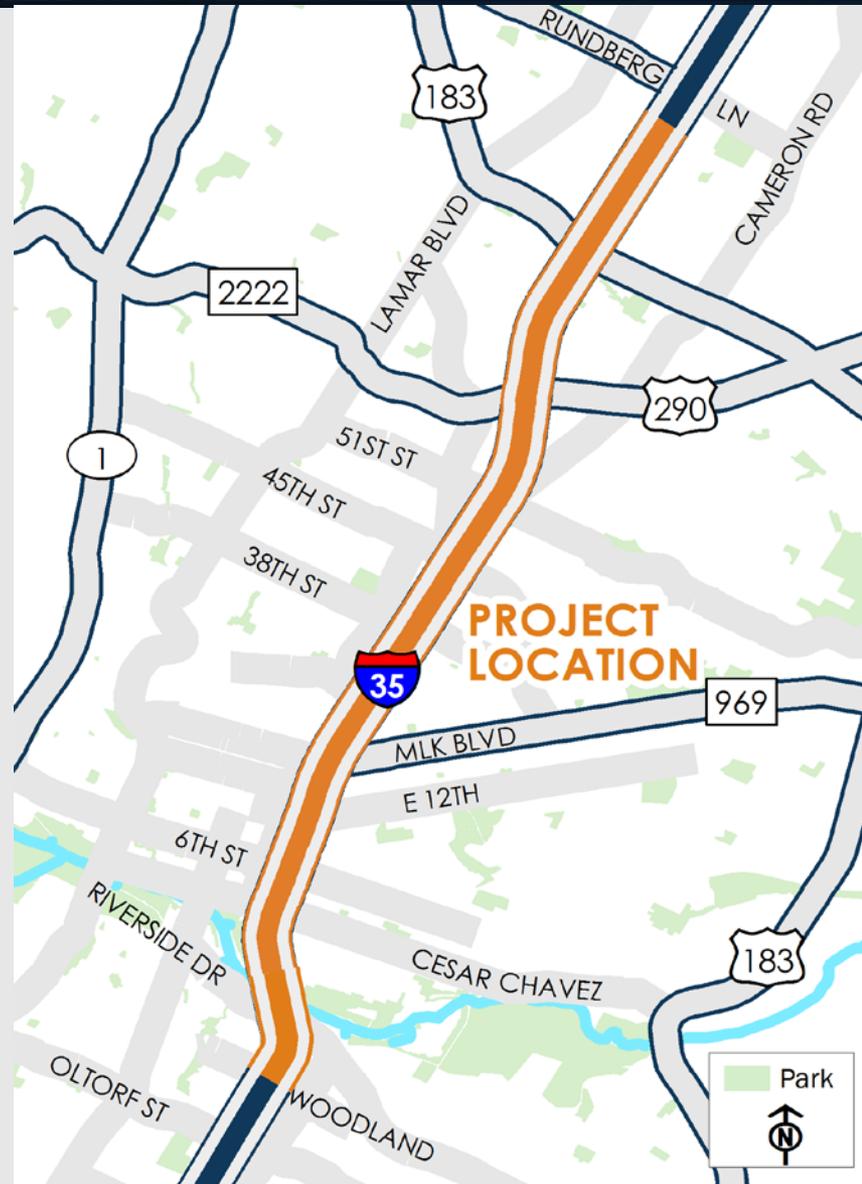
my35.org/capital | facebook.com/TxDOT | @TxDOTAustin | info@mobility35.org

Last updated: 10/06/2015



Mobility35: other project initiatives - aesthetics

- Aesthetics Plan:
 - Project limits: south of Rundberg Lane to Woodland Avenue
 - Cohesive approach for aesthetic treatments
 - Follow-up to Downtown Stakeholder Working Group efforts



TEXAS DEPARTMENT OF TRANSPORTATION

BRIDGE BENTS

Bridge bents in Austin shall complement the texture, form, shape and architectural details of the bents at I-35 and Ben White Boulevard. Opaque sealer and Texas Seal shall not be applied to new bent construction. Refer to Table 3.1 for bent aesthetic types.

BENT TYPES	FIGURE
Hammerhead	3.1
Multi-Column	3.2
Inverted "T"	3.3
Inverted "T", Multi-Column	3.4
Straddle	3.5
Cantilever	3.6

Table 3.1: Bridge Bent Matrix

Fig. 3.1: Typical Hammerhead Bent Fig. 3.2: Multi-Column Bent with Rectangular "Longhorn" Column with Rectangular "Longhorn" Columns

Fig. 3.3: Inverted "T" Bent, with "Longhorn" Column and Five Star Bent Cap Fig. 3.4: Inverted "T", Multi-Column Bent, with Square "Longhorn" Columns and Five Point Star Bent Cap

Fig. 3.5: Straddle Bent with "Longhorn" Column Fig. 3.6: Cantilever Bent to Match Aesthetics of Existing Bent Figure 3.1

24 AESTHETIC GUIDELINES - AUSTIN **mobility** CAPITAL AREA **35**

Mobility35: I-35 at 51st Street

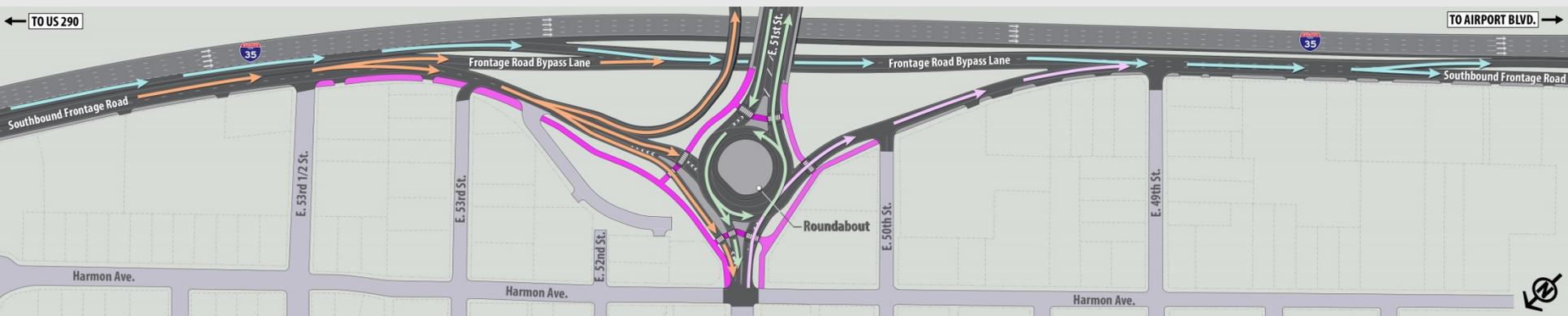
PRELIMINARY
SUBJECT TO
CHANGE

- Project limits: I-35 at 51st Street
- Project overview:
 - Improve intersection of 51st Street and southbound frontage road
 - Add southbound collector-distributor road or frontage road bypass lane to allow through traffic to bypass intersection
 - Improve southbound ramp operations between 51st Street and Airport Boulevard
 - Improve bicycle and pedestrian facilities
- Phase 4: Detailed design
- Cost: \$19.4 million
- Schedule: Detailed design completion anticipated summer 2016



Mobility35: I-35 at 51st Street

PRELIMINARY
SUBJECT TO
CHANGE



LEGEND

- Traffic to/from Southbound I-35
- Traffic from Southbound Frontage Road
- Traffic to Southbound Frontage Road
- Eastbound/Westbound 51st Street
- Shared Use Path

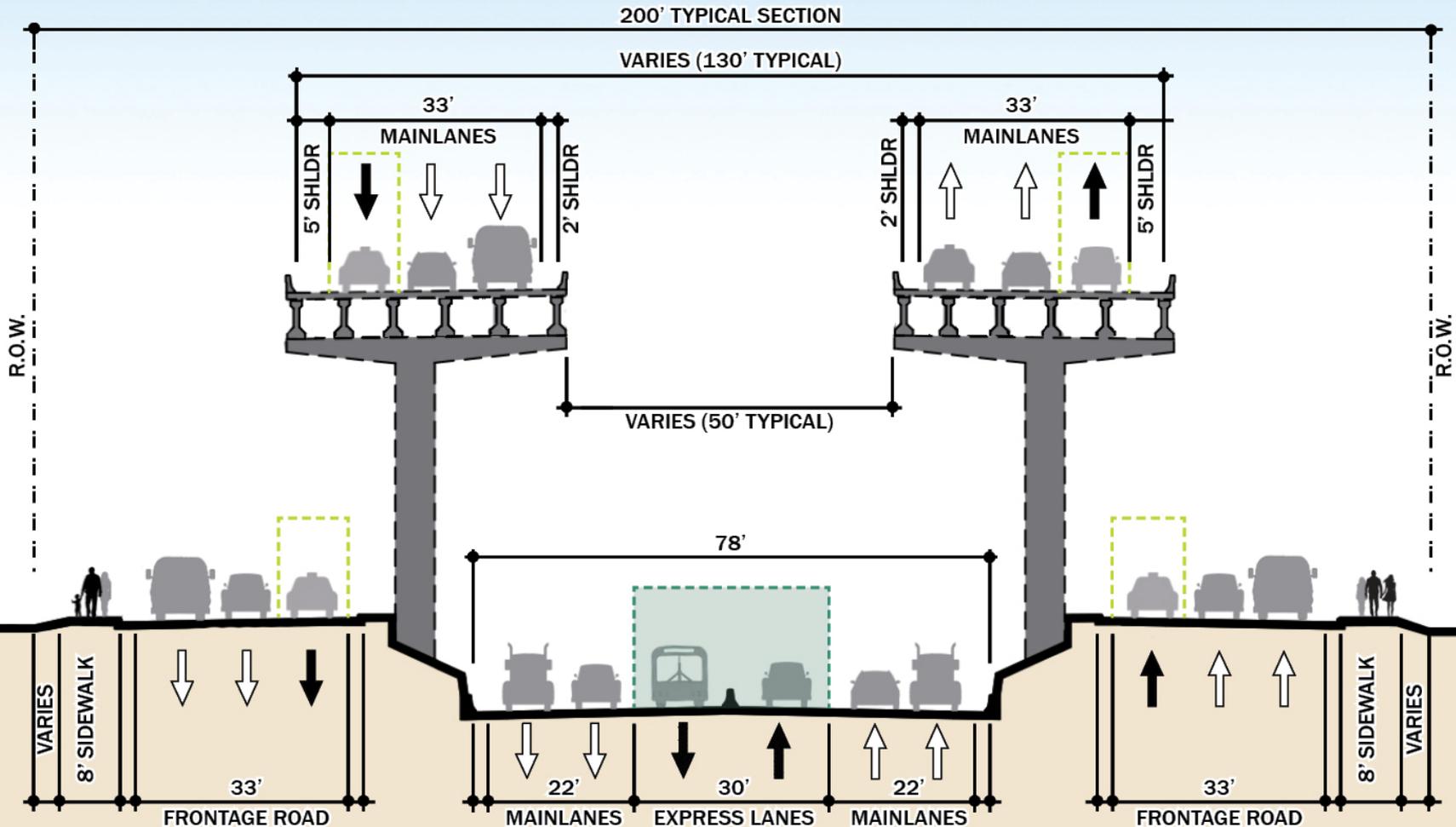
Mobility35: I-35 at 51st Street

PRELIMINARY
SUBJECT TO
CHANGE



Mobility35: typical section through decks

PRELIMINARY
SUBJECT TO
CHANGE

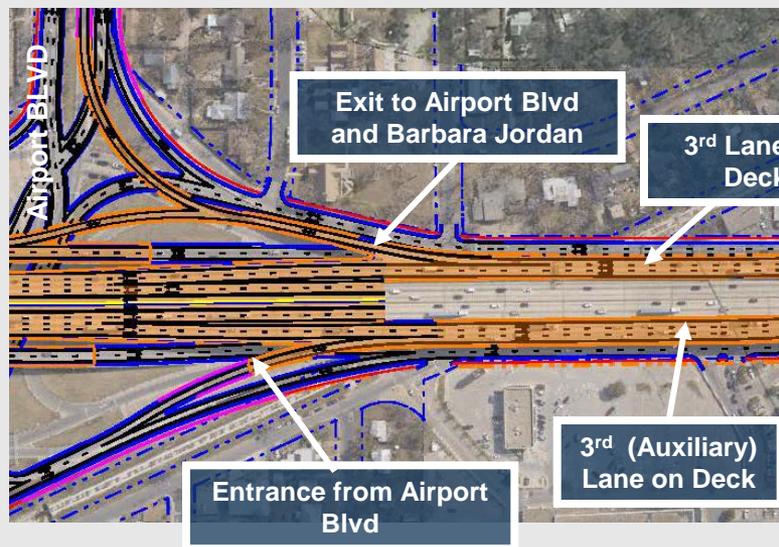


LEGEND	
	ADDITIONAL CAPACITY
	OPERATIONAL IMPROVEMENTS

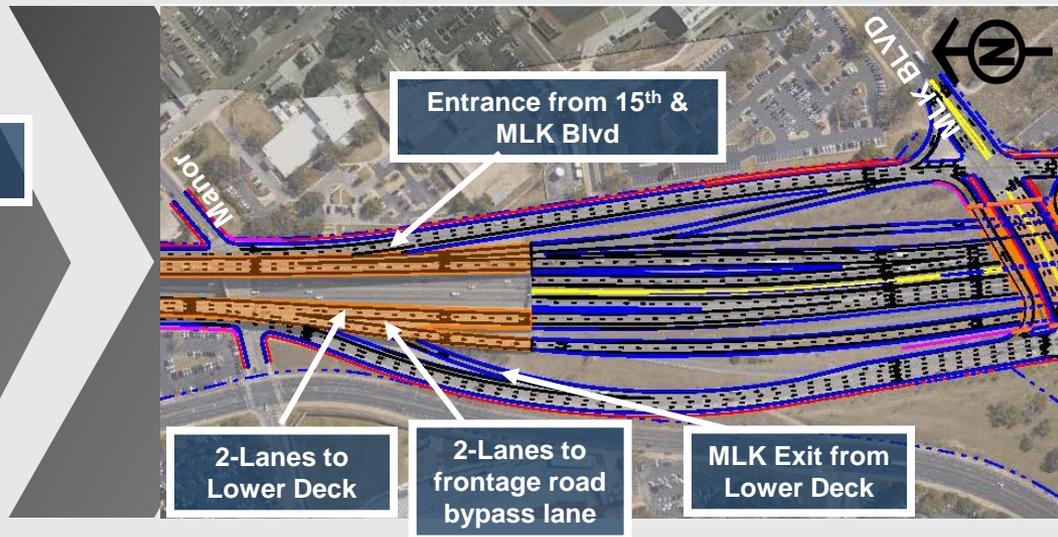
Mobility35: upper deck revised configuration

PRELIMINARY
SUBJECT TO
CHANGE

Decks North End

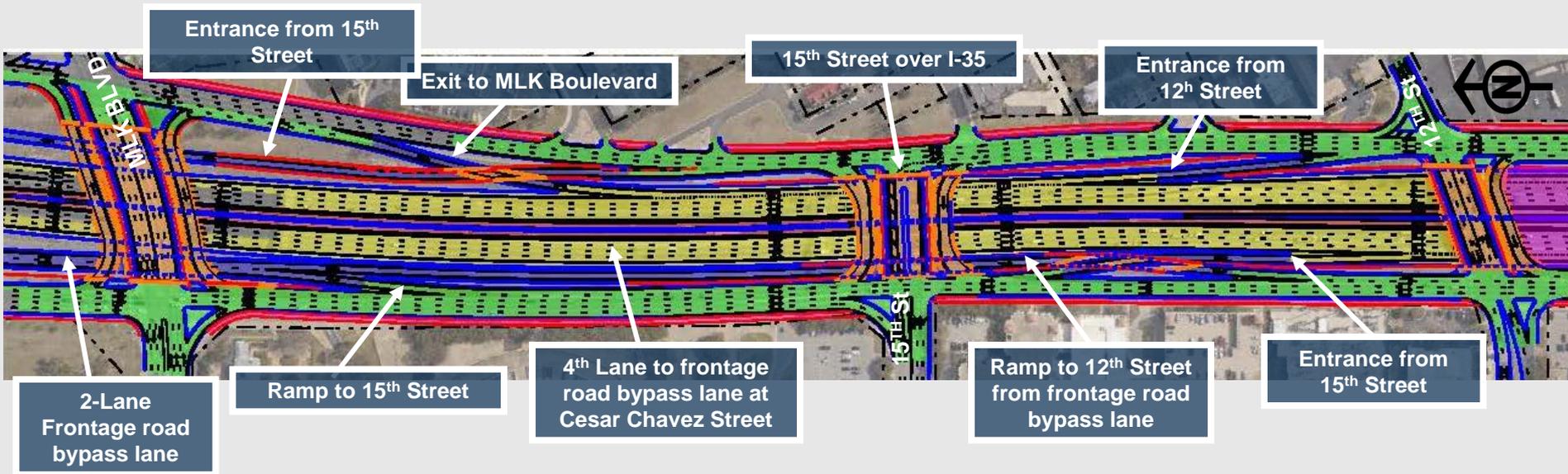


Decks South End



Mobility35: current concept MLK Boulevard to 12th Street

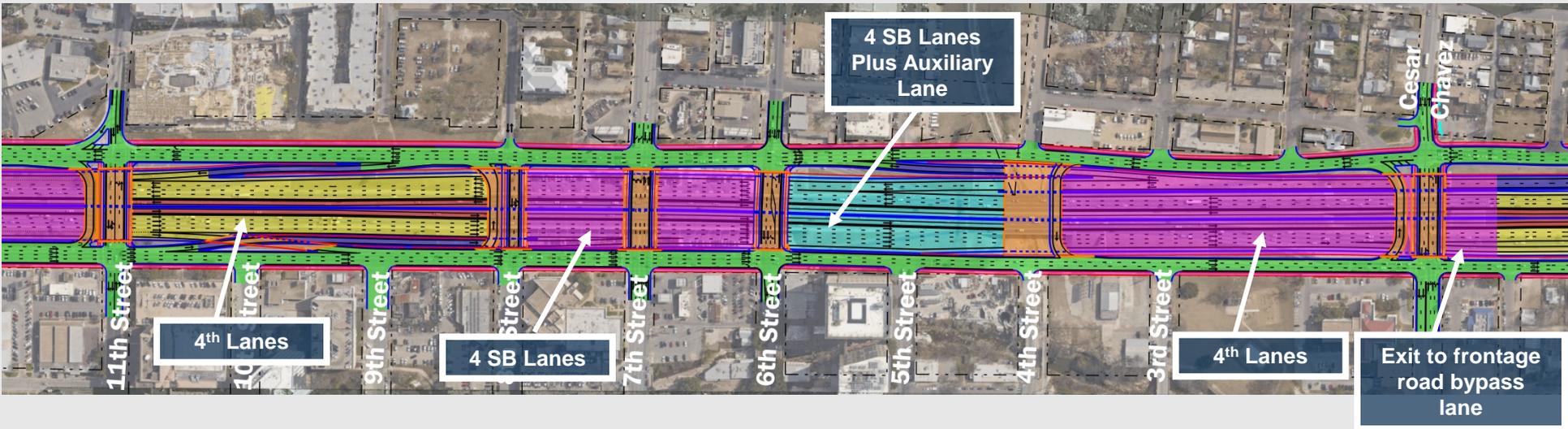
PRELIMINARY
SUBJECT TO
CHANGE



- Northbound ramping from 12th Street to MLK Boulevard
- I-35 depressed under 15th Street
- Collector-Distributor road or frontage road bypass lane from upper deck to 12th Street
- 4th lane extended south to entrance of frontage road bypass lane crossing Cesar Chavez Street

Mobility35: 4th lane extension through downtown

PRELIMINARY
SUBJECT TO
CHANGE



Mobility35: 15th Street concept rendering

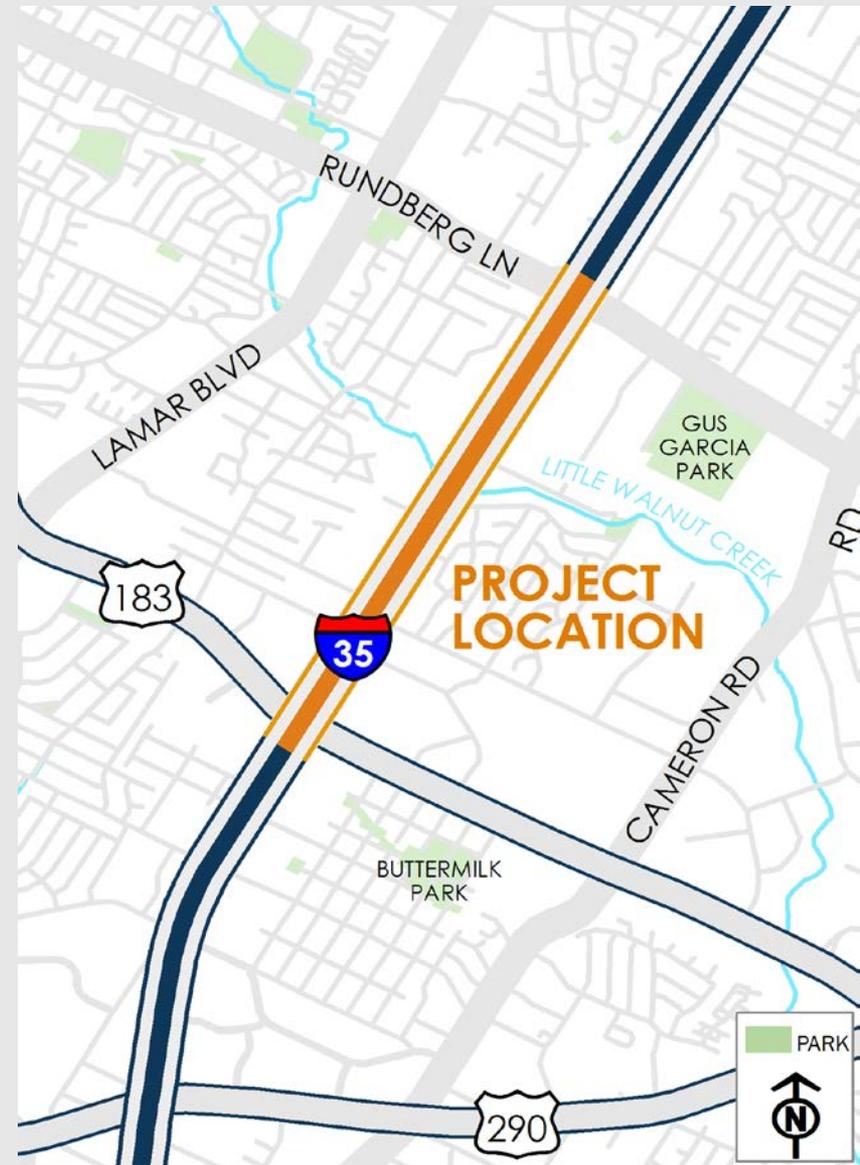
PRELIMINARY
SUBJECT TO
CHANGE



Mobility35: I-35 from Rundberg Lane to US 183

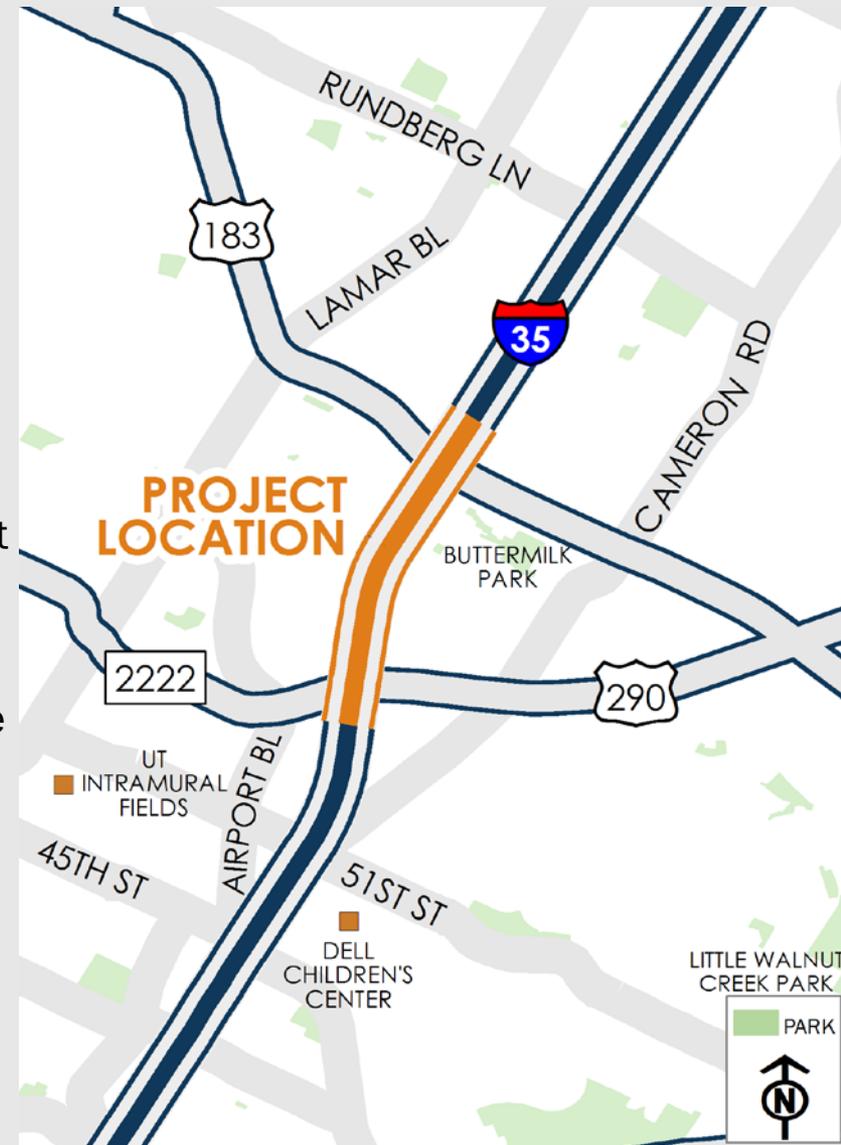
PRELIMINARY
SUBJECT TO
CHANGE

- Project limits: I-35 from Rundberg Lane to US 183
- Project overview:
 - New flyover from southbound I-35 to southbound US 183
 - New flyover from northbound US 183 to northbound I-35
 - New flyover from southbound I-35 to northbound US 183
 - Frontage road, bicycle and pedestrian improvements
- Phase 3: Schematic and environmental coordination
- Cost: \$130 million
- Schedule: Environmental study completion anticipated spring 2016



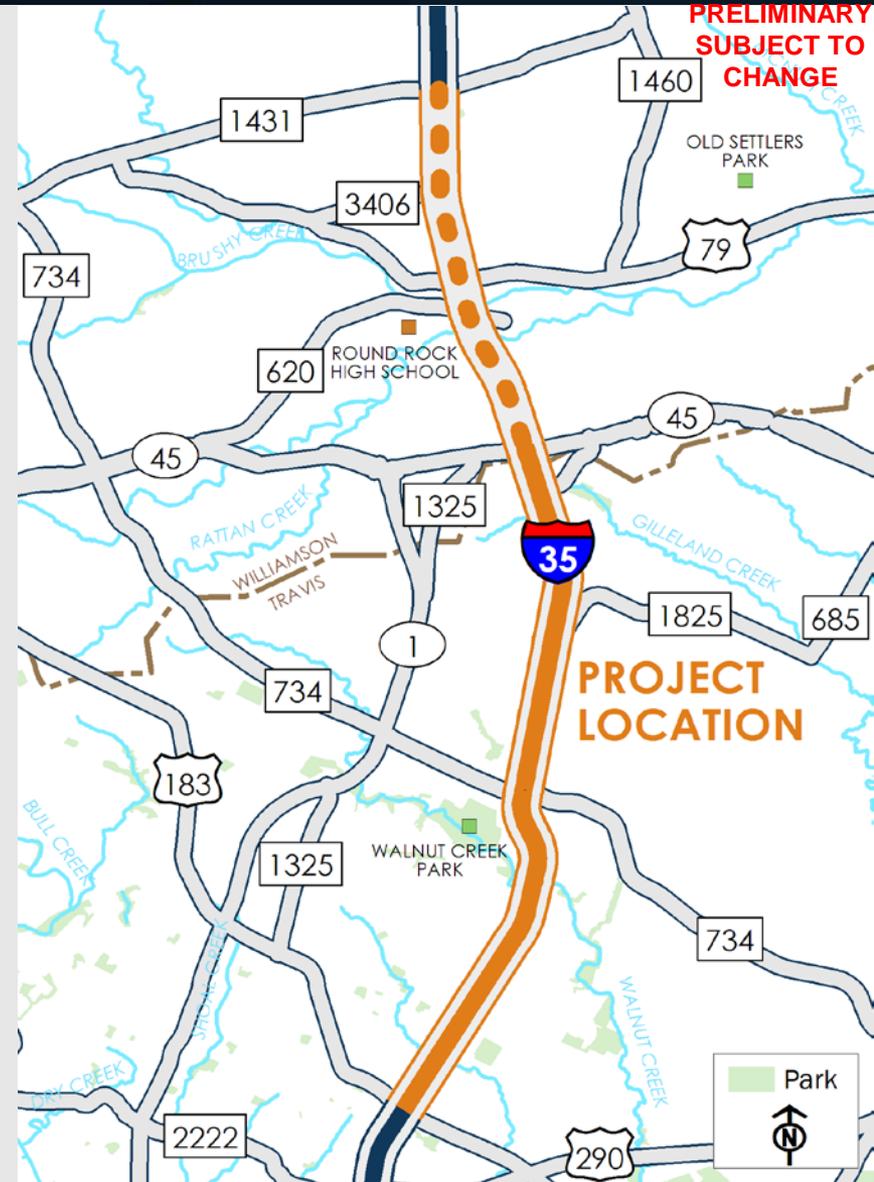
St. Johns Avenue mobility improvements

- Project overview:
 - Modify the existing I-35 northbound to US 183 northbound flyover
 - Construct new bridge structure with the addition of turn lanes on St. Johns Avenue
 - Construct U-turn bridges at St. Johns Avenue
 - Improve bicycle and pedestrian facilities for east/west mobility
 - Add northbound and southbound collector-distributor lanes or frontage road bypass under St. Johns Avenue
 - Relocate northbound entrance ramp
- Phase 3: Schematic and environmental coordination
- Cost:\$69.1 million
- Schedule: Environmental study completion anticipated spring 2016



Mobility35: South Williamson County/North Travis County Express Lanes

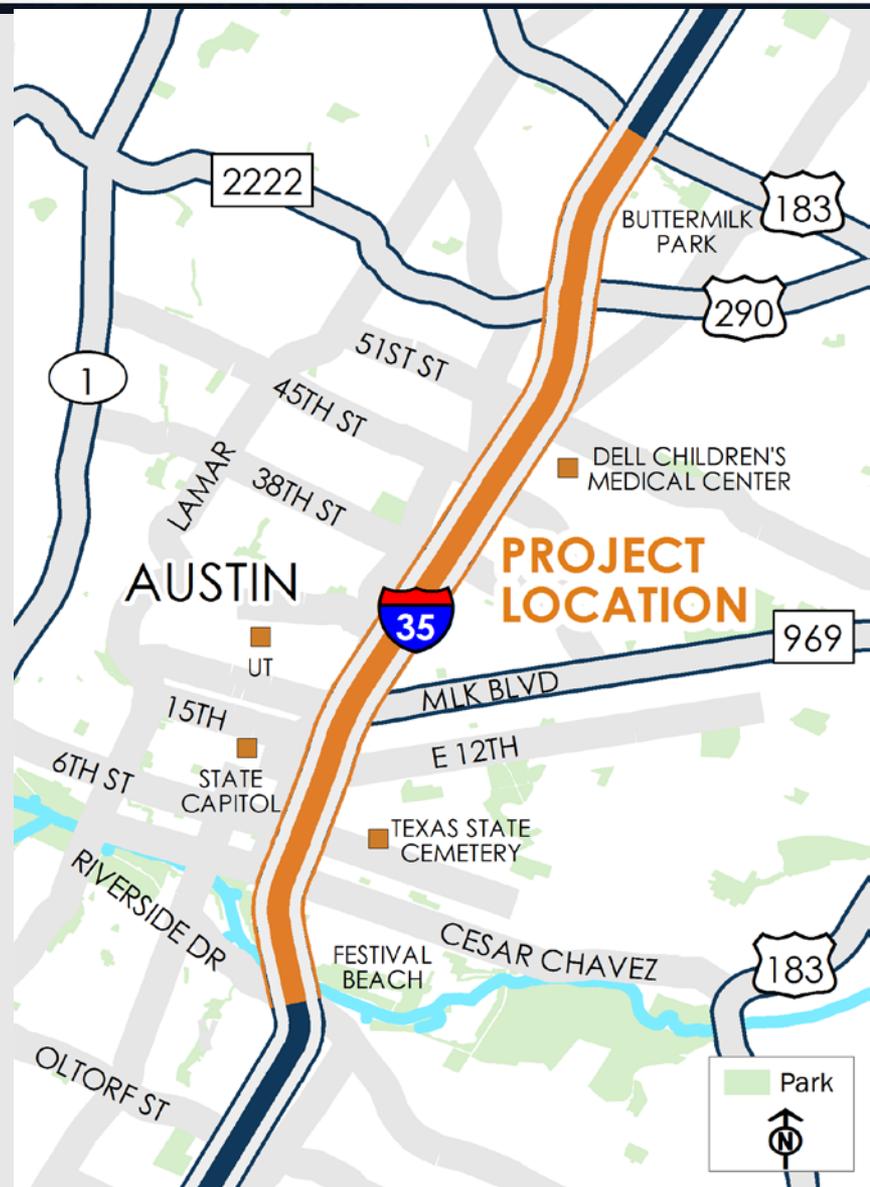
- Project limits: RM 1431 to US 183
- Project overview:
 - Develop express lanes (auto and transit)
 - Operational improvements for mainlanes, frontage roads and intersections
 - Bicycle and pedestrian improvements
- Cost: \$395.6 million
- Phase 3: Schematic and environmental coordination
- Funding: Not currently funded for construction



Mobility35: Central Travis County Express Lanes

PRELIMINARY
SUBJECT TO
CHANGE

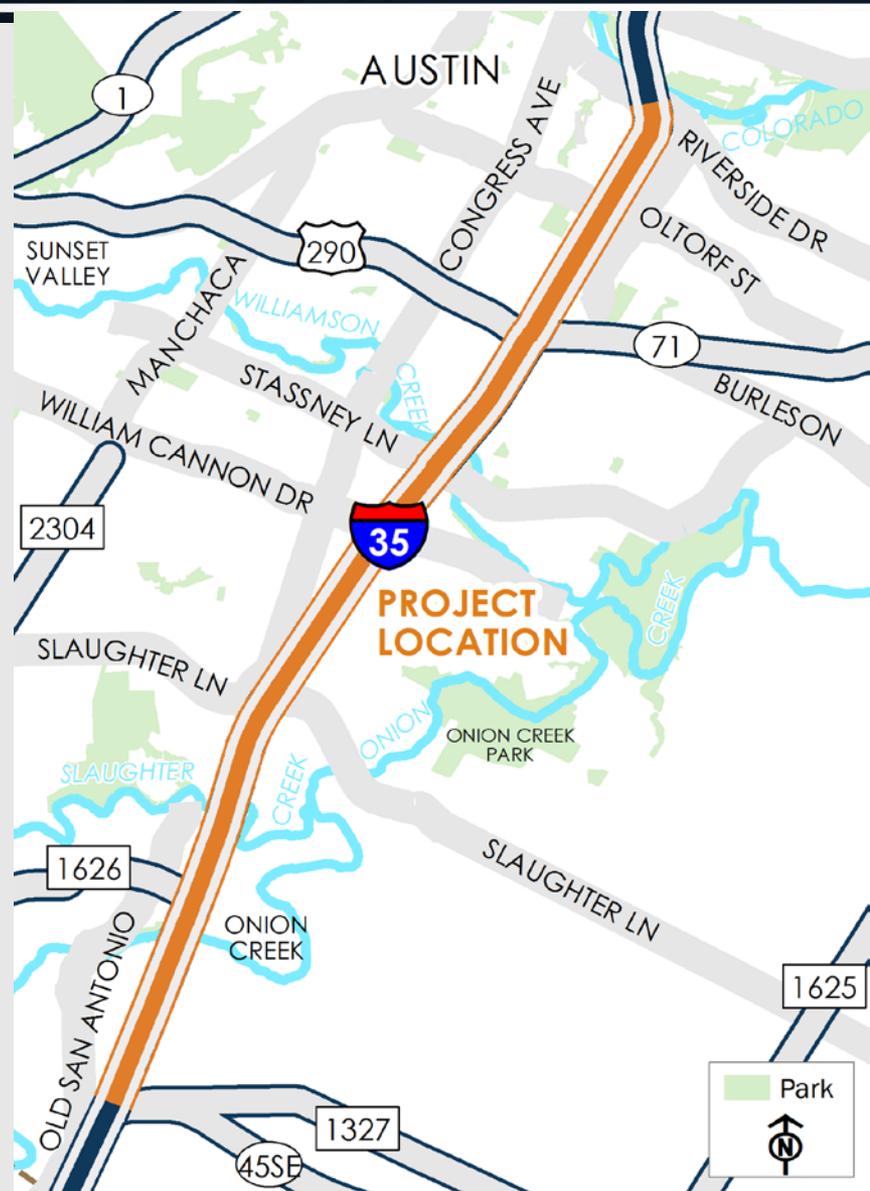
- Project limits: US 183 to Riverside Drive
- Project overview:
 - Develop express lanes (auto and transit)
 - Operational improvements for mainlanes, frontage roads and intersections
 - Bicycle and pedestrian improvements
- Cost: \$575.7 million Modified Existing
\$875.9 million Depressed
- Phase 3: Schematic and environmental coordination
- Funding: Not currently funded for construction



Mobility35: South Travis County Express Lanes

PRELIMINARY
SUBJECT TO
CHANGE

- Project limits: Riverside Drive to SH 45SE
- Project overview:
 - Develop express lanes (auto and transit)
 - Operational improvements for mainlanes, frontage roads and intersections
 - Bicycle and pedestrian improvements
- Cost: \$316.2 million
- Phase 3: Schematic and environmental coordination
- Funding: Not currently funded for construction



Stay involved:

Web: www.My35.org/Capital

Facebook: www.facebook.com/TxDOT

Twitter: @TxDOTAustin

Email: info@mobility35.org

