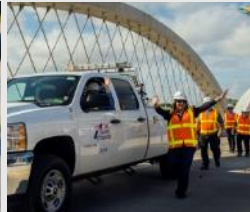




TEXAS DEPARTMENT OF TRANSPORTATION



# CENTRAL 7-MILE COMPREHENSIVE PROJECT

I-35: US 183 TO RIVERSIDE DRIVE

Urban Transportation Commission



December 13, 2016

# A Community-Driven Effort



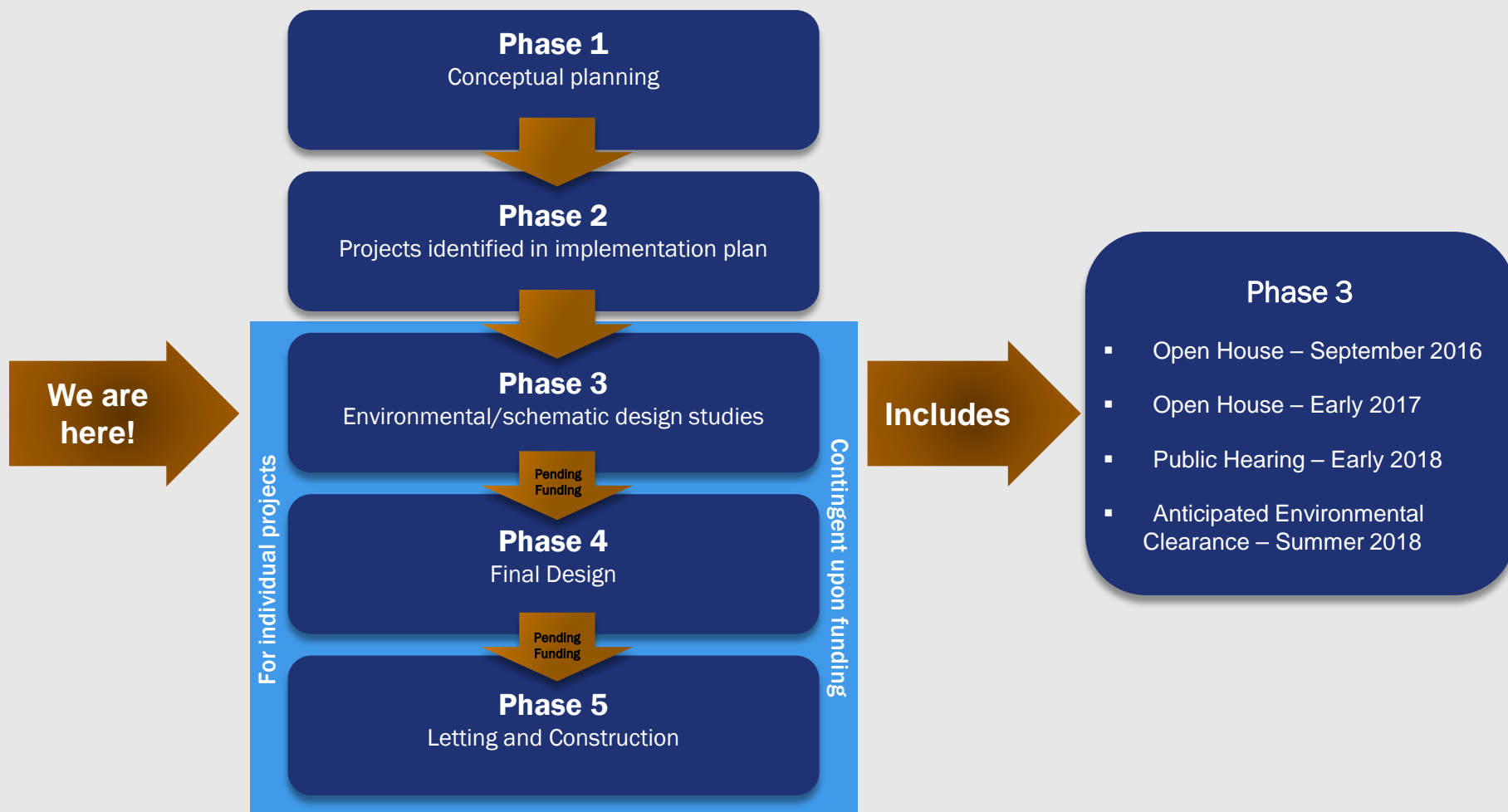
- Since 2011, the Mobility35 team has conducted:
  - More than 350 stakeholder meetings and community events
  - Over 30 public open houses
- Virtual open houses
- Website, Twitter, Facebook
- Location-specific outreach
  - Downtown Stakeholder Working Group
  - Decks Area Neighborhood Workshops
  - Aesthetics Working Group
- Project-specific outreach

# 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

# Project Development Process

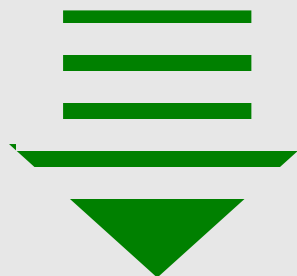


*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.*

# Mobility35 Planning Process for Travis County

## Travis County Mobility35 Implementation Plan (2011-13)

Identifies safety and mobility improvements and potential for a Future Transportation Corridor (FTC) down middle of I-35



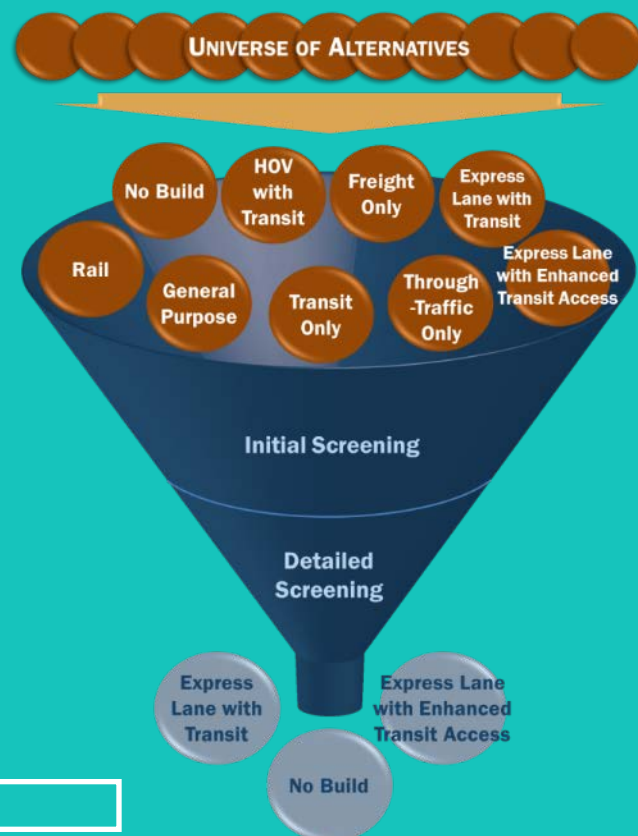
## NEPA Study (2015-18)

Includes all remaining safety and mobility improvements identified in the Implementation Plan and the Express Lanes between US 183 and Riverside Drive to examine:

**No Build (Do Nothing) Alternative**  
**Express Lane with Enhanced Transit Access**

## Planning and Environmental Linkages (PEL) Study (2014-15)

Examines multiple options for the FTC



- I-35 improvements would provide buses and emergency vehicles a reliable, toll-free route in the express lanes
  - Up to 1,500 travelers an hour, who are currently driving could ride buses during peak travel times
  - Buses would be fast and reliable and provide a true alternative to driving
- Operational improvements that would not preclude direct bus access to the express lanes are being evaluated

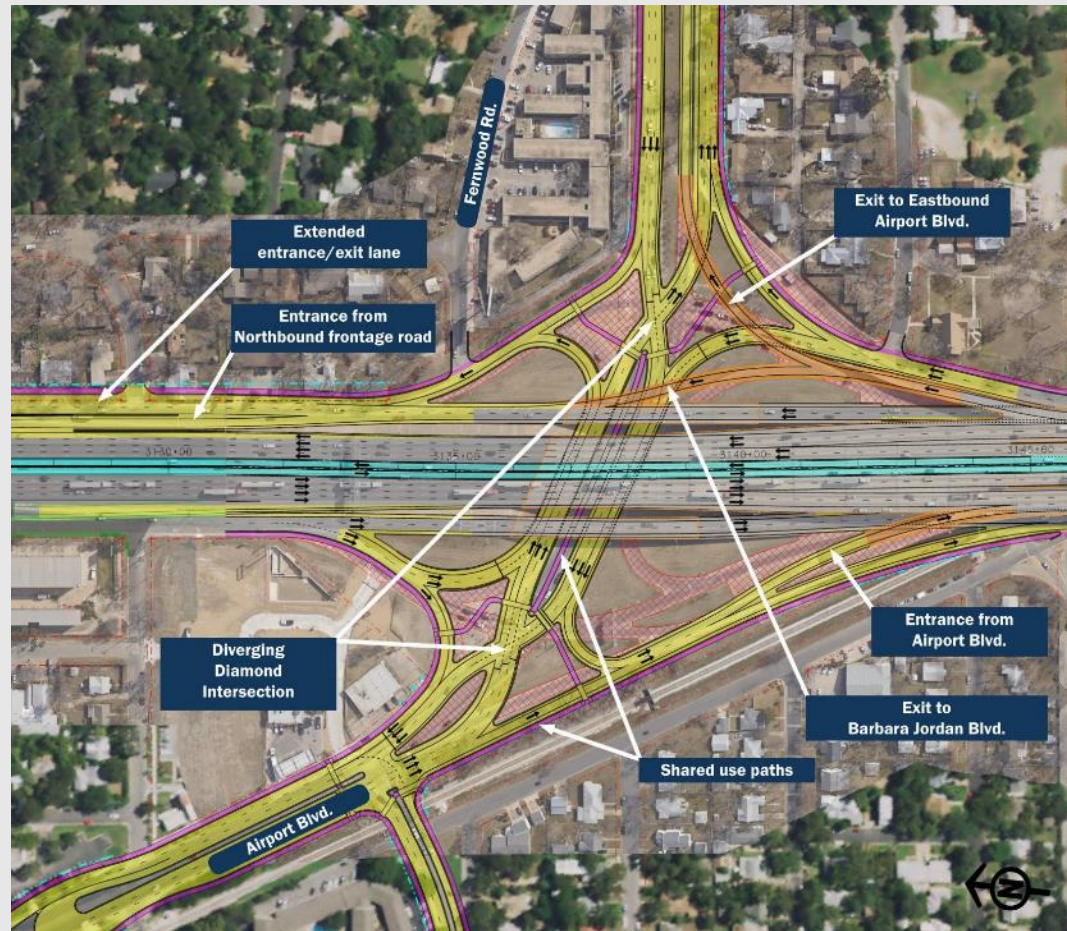
# About the Central 7-Mile Comprehensive Project

- Implements all remaining improvements identified under the 2014 Mobility35 Implementation Plan for I-35 from US 183 to Riverside Drive
  - Intersection bypass lanes
  - Extended entrance/exit lanes
  - Ramp modifications
  - Frontage road and intersection improvements
  - Bicycle/pedestrian accommodations
- Estimated cost: \$550M to \$850M

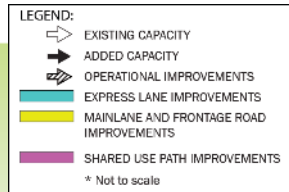
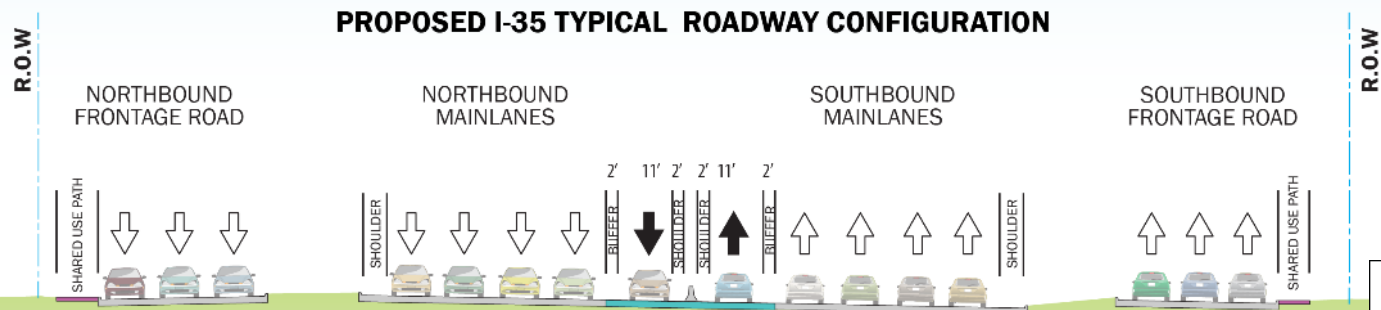
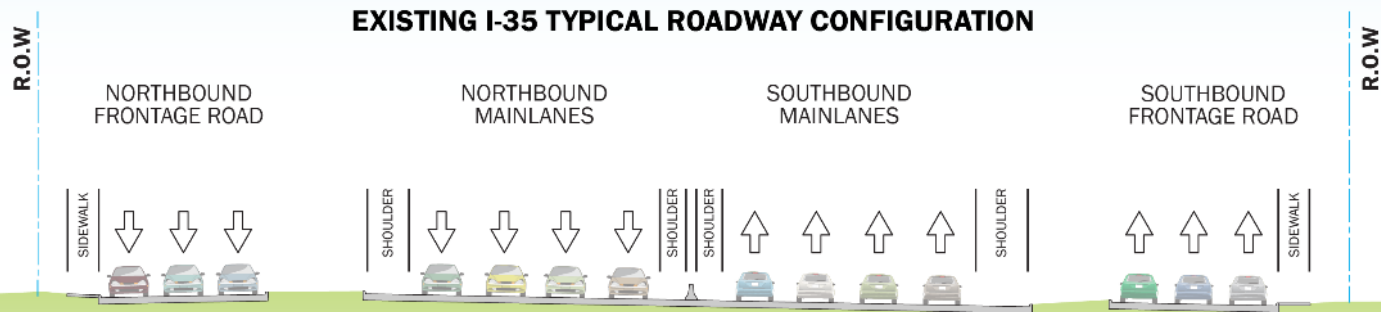


# Airport Boulevard Proposed Improvements

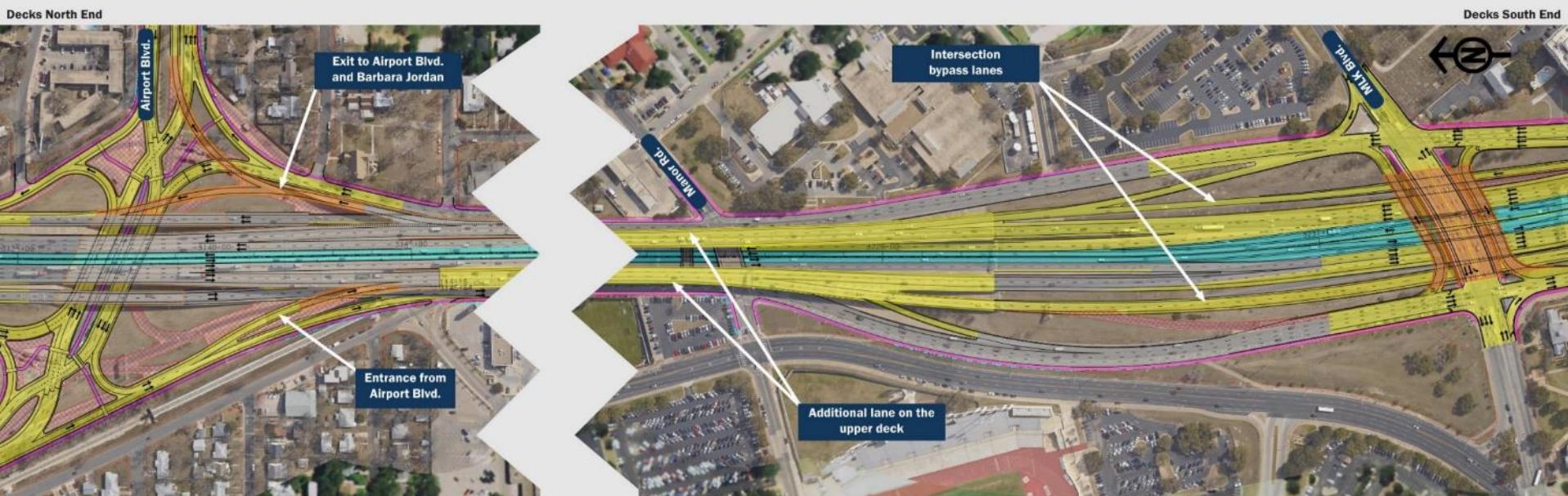
- Redesign interchange at Airport Blvd. to improve traffic flow
  - Continue to look at other configurations
- Modify entrance and exit ramps to allow drivers more time to safely merge on and off I-35
- Add bicycle/pedestrian crossing accommodations to increase east/west connectivity



# Typical Roadway Configuration – US 183 to Airport Boulevard

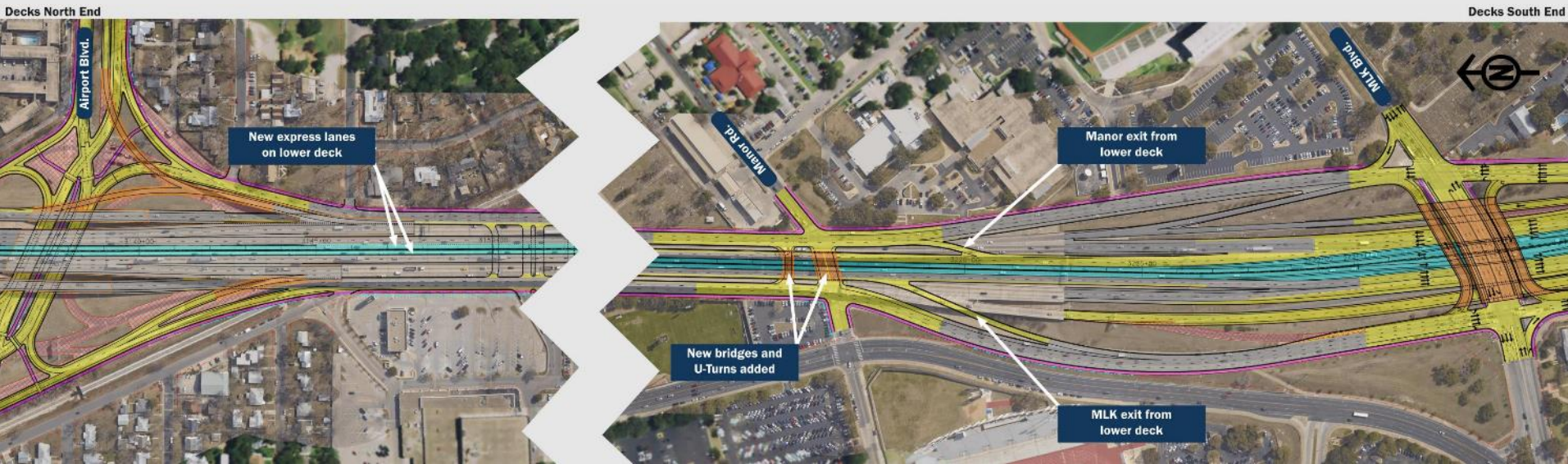


# Proposed Upper Deck Improvements



- Add a lane in each direction
- Modify the entrance and exit ramps to allow drivers more time to safely merge on to and off of I-35
- Make structural improvements to the upper deck

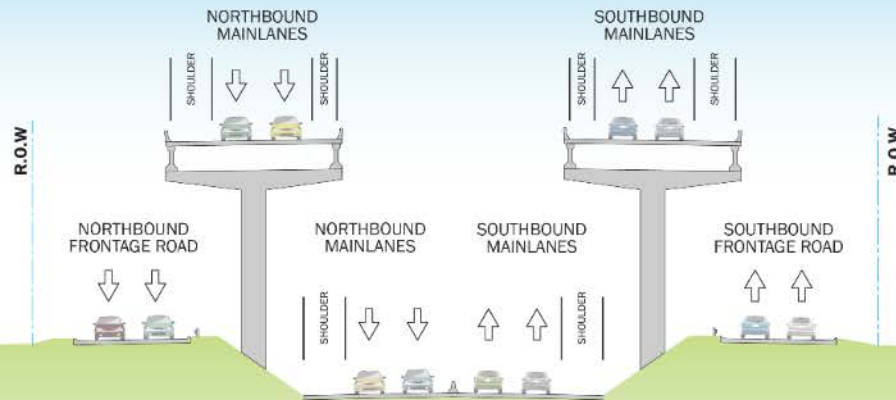
# Proposed Lower Deck Improvements



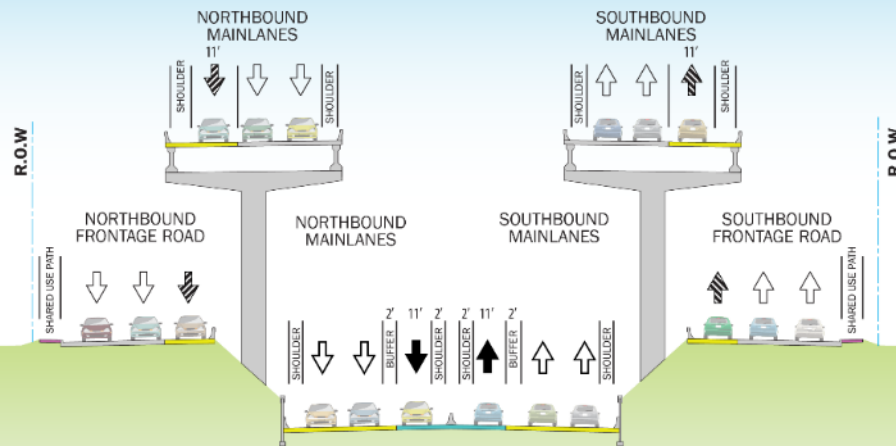
- Reconstruct lanes to add express lanes
- Lower the lanes to improve bridge clearances
- Remove ramps to eliminate conflict points on mainlanes
- Replace east/west bridges and add a crossing at 32nd Street
- Add U-turns at specific intersections to improve traffic operations
- Add shared use path

# Typical Roadway Configuration – Decks

## EXISTING I-35 TYPICAL ROADWAY CONFIGURATION



## PROPOSED I-35 TYPICAL ROADWAY CONFIGURATION



LEGEND:	
	EXISTING CAPACITY
	ADDED CAPACITY
	OPERATIONAL IMPROVEMENTS
	EXPRESS LANE IMPROVEMENTS
	MAINLANE AND FRONTAGE ROAD IMPROVEMENTS
	SHARED USE PATH IMPROVEMENTS
* Not to scale	

# Proposed 15<sup>th</sup> Street Improvements

**Existing Configuration**



**Proposed Configuration**



Proposed improvements for 15<sup>th</sup> Street are the same for the Raised and Lowered Options

- Lower mainlanes to go under 15th Street
- Reconstruct 15th Street intersection
- Achieve better connectivity for large institutions and adjacent businesses
- Lengthen entrance and exit ramps
- Study direct transit access at 15th Street

# Proposed 11<sup>th</sup> and 12<sup>th</sup> Street Improvements

**Existing Configuration**



**Proposed Configuration**



Proposed improvements between upper decks and 11th Street are the same for the Raised and Lowered Options

- Replace bridges to provide improved traffic flow with new turnarounds and provide accommodations for bicycles and pedestrians
- Improve downtown access by:
  - Adding a lane from upper deck to Cesar Chavez Street
  - Providing direct southbound access from the upper deck to 15th and 12th Streets with a new intersection bypass ramp
  - Maintaining direct northbound access to the upper deck from 15th Street and MLK Blvd.

## Two options are being explored from 8th Street to Cesar Chavez Street

Raised Option



Replace and improve current mainlanes to go **OVER** the east/west cross streets

Lowered Option



Replace and improve current mainlanes to go **UNDER** the east/west cross streets

# How the Raised and Lowered Options are the Same



Raised Option



Lowered Option

## Both Accomplish:

- Optimize the existing corridor
- Minimize need for additional right of way
- Increase capacity
- Better manage traffic
- Enhance safety
- Enhance the I-35 corridor for alternate transportation modes (transit, bicycles, pedestrian)
- Improve east/west connectivity

# How the Raised and Lowered Options may Differ

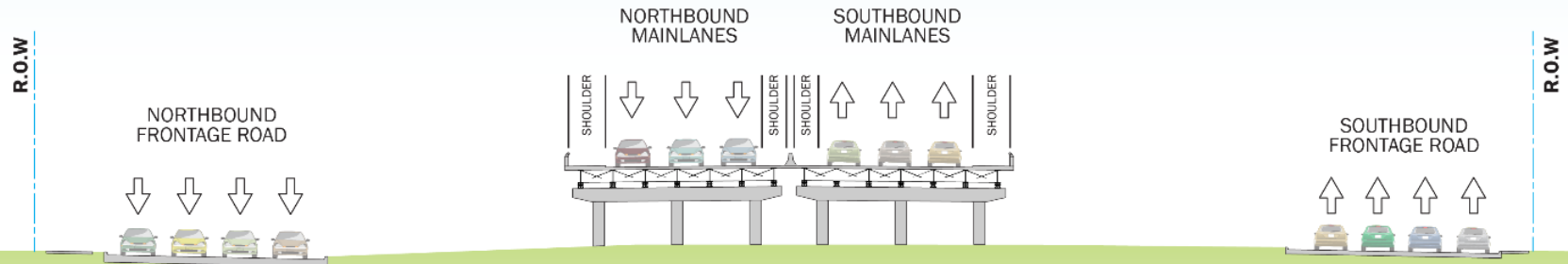


## Options may differ for:

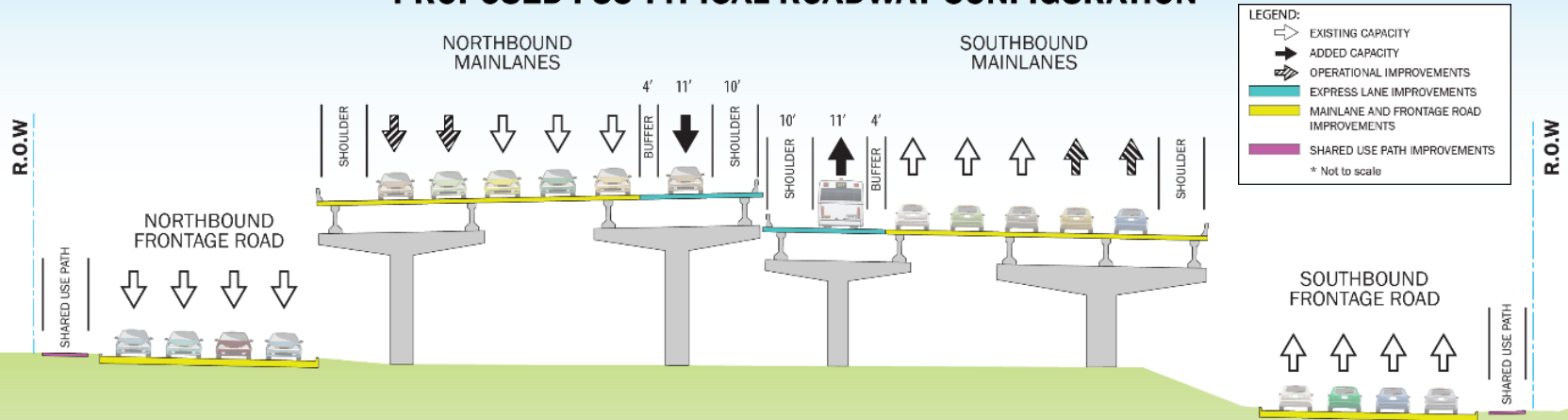
- Community benefit/impact
- Stormwater drainage
- Traffic impacts during construction (complexity/time)
- Future maintenance
- Cost

# Typical Roadway Configuration - RAISED –8th Street to Cesar Chavez Street

## EXISTING I-35 TYPICAL ROADWAY CONFIGURATION

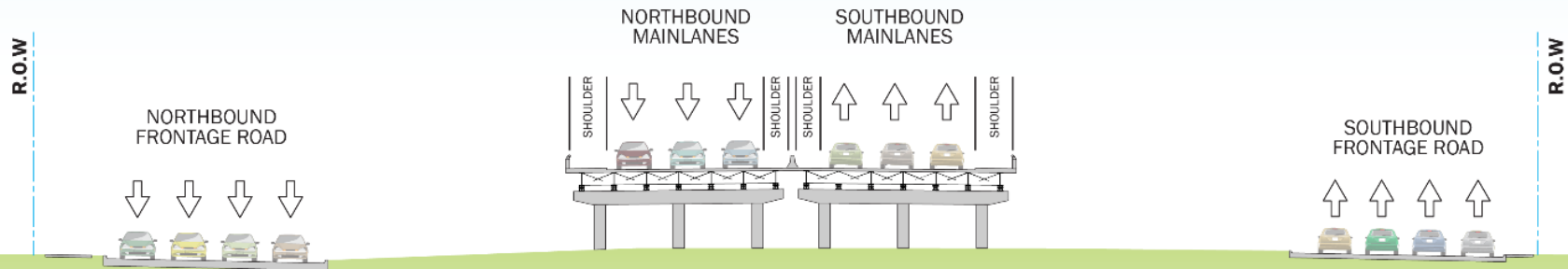


## PROPOSED I-35 TYPICAL ROADWAY CONFIGURATION

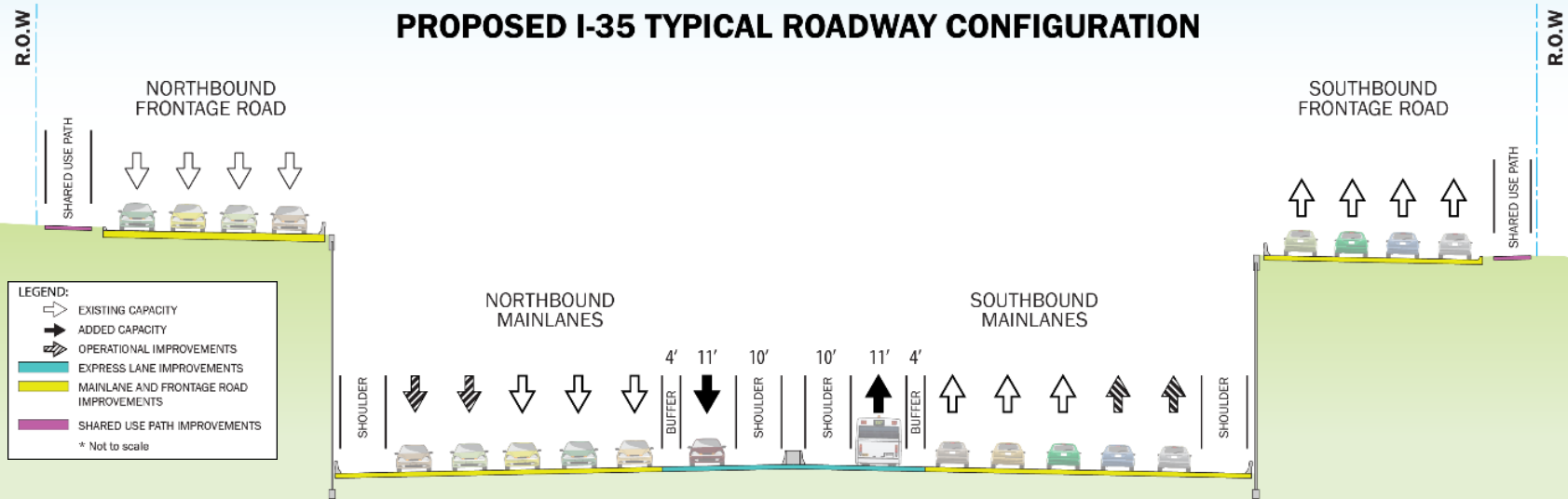


# Typical Roadway Configuration – LOWERED - 8th Street to Cesar Chavez Street

## EXISTING I-35 TYPICAL ROADWAY CONFIGURATION



## PROPOSED I-35 TYPICAL ROADWAY CONFIGURATION



# East/West Connectivity



- Anywhere you can cross I-35 today, you can cross tomorrow
  - Both the Raised and the Lowered options allow potential new crossings at 2<sup>nd</sup> and 3<sup>rd</sup> Streets
  - New crossing for westbound travelers at 32<sup>nd</sup> Street
- Improve traditional intersections or upgrade with innovative intersections
- Add U-turn bridges at most locations
- Improve or add sidewalks and bicycle lanes

# Intersection Bypass Lanes – BOTH OPTIONS - 6th Street to Holly Street



- Consolidates entrance and exit ramps to allow motorists to bypass traffic signals at cross street intersections
- Improves traffic flow
- Increases traffic speeds
- Reduces weaving on mainlanes
- Reduces congestion at intersections

## Stay involved:

Web: [www.My35.org/Capital](http://www.My35.org/Capital)

Facebook: [www.facebook.com/TxDOT](http://www.facebook.com/TxDOT)

Twitter: @TxDOTAustin

Email: [info@mobility35.org](mailto:info@mobility35.org)

