

# I-35 Capital Area Improvement Program

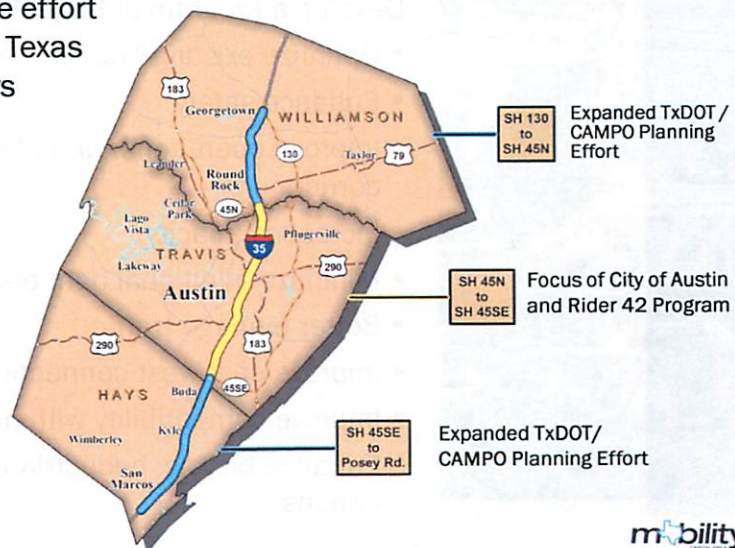
Urban Transportation Commission

October 8, 2013



## I-35 Capital Area Improvement Program (CAIP)

Collaborative effort  
with Central Texas  
Stakeholders



I-35 Capital Area Improvement Program

2

We're Number 1!

## New TTI Congestion List – I-35 tops the list



m+ bility 35

I-35 Capital Area Improvement Program

3

## I-35 CAIP Goals



### Develop a Program of Projects to:

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

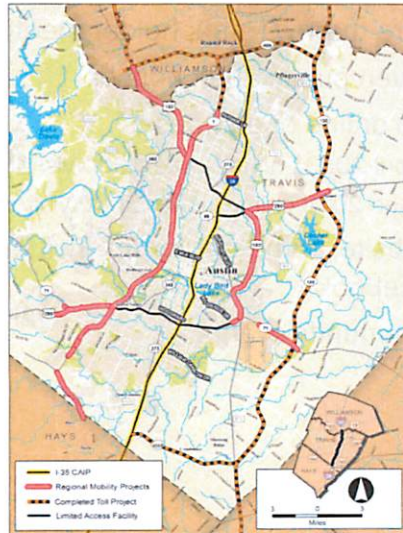
m+ bility 35

I-35 Capital Area Improvement Program

4



## Regional Freeway/Toll System



- I-35 is part of regional system upgrade
- Regional system provides “detour” for I-35 downtown construction



I-35 Capital Area Improvement Program

5

## I-35 CAIP Program Phases and Milestones

**Phase 1**  
Conceptual planning for corridor

**Phase 2**      **We are Here**  
Implementation plan for corridor

**Phase 3 \***  
Environmental/design studies

**Phase 4 \***  
Construction plans, right-of-way  
and utilities coordination

**Phase 5\***  
Letting and construction

### Roadmap for improving I-35

- What?
- When?
- How?
- Cost?
- Funding mechanisms?

\* As funding is identified



I-35 Capital Area Improvement Program

6

## A Community-Driven Effort



- More than 70 stakeholder meetings
- Eleven public open houses
- Two online open houses
  - April 2013 online – over 1000 visitors
  - June 2013 online – over 3000 visitors
- Website, comment forum, Twitter, Facebook
- Community events



I-35 Capital Area Improvement Program

7

## I-35 CAIP Concept Development and Evaluation

- Operational Analysis
  - Traffic Operations
  - Transit Operations
  - Intelligent Transportation Systems (ITS)
  - Travel Demand Management
- Engineering
  - Preliminary Survey
  - Geometric assessment
  - Right-of-way analysis
  - Analysis of construction cost
- Environmental
  - Fatal flaw constraints analysis



I-35 Capital Area Improvement Program

8

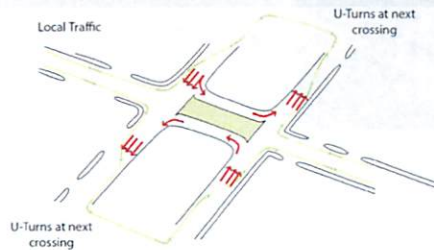


## I-35 CAIP Overarching Concepts

Preliminary  
Subject to Change



- Texas Super Street
- Innovative Intersections
- Bicycles, Pedestrians, Transit
- Ramp Modifications and Collector-Distributor Roads
- Future Transportation Corridor (FTC)



mobility 35

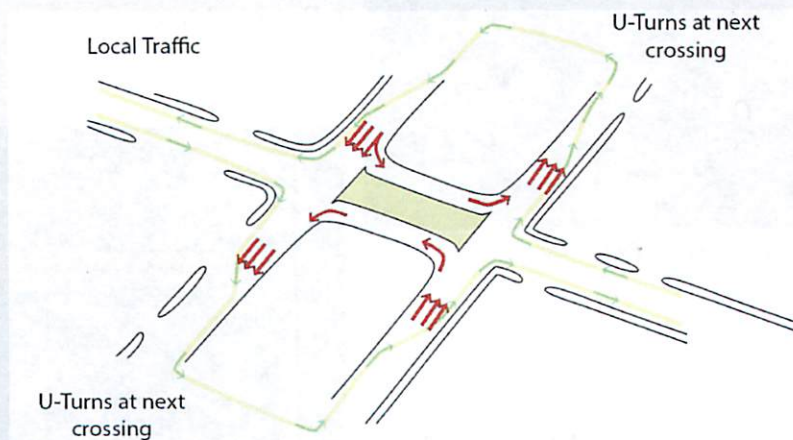
I-35 Capital Area Improvement Program

9

## Concept: Texas Super Street

Preliminary  
Subject to Change

Limits of Consideration: US 183 to SH 71



mobility 35

I-35 Capital Area Improvement Program

10

## Concept: Roundabouts

Preliminary  
Subject to Change



Recommended Locations:

- Wells Branch Parkway
- Howard Lane
- **51st Street**

I-35 at 51st Street



I-35 Capital Area Improvement Program

11

## Concept: Diverging Diamond Intersection

Preliminary  
Subject to Change



DDI Concept at I-35 and Parmer Lane

Recommended Locations:

- Parmer Lane
- **Airport Boulevard**



DDI Concept at I-35 and Airport Boulevard



I-35 Capital Area Improvement Program

12



## Proposed Ramp Modifications Near Mueller

- Ramp changes
  - Eliminate ramps through decks
  - Reverse southbound ramps between 51st Street and Airport Boulevard
  - Reverse existing exit ramp north of airport to an entrance ramp
  - Modify upper deck exit to Airport Boulevard to access frontage road north of Airport
- Continued evaluation
  - Additional ramps to/from upper/lower deck
  - Additional concepts in lieu of super street through decks

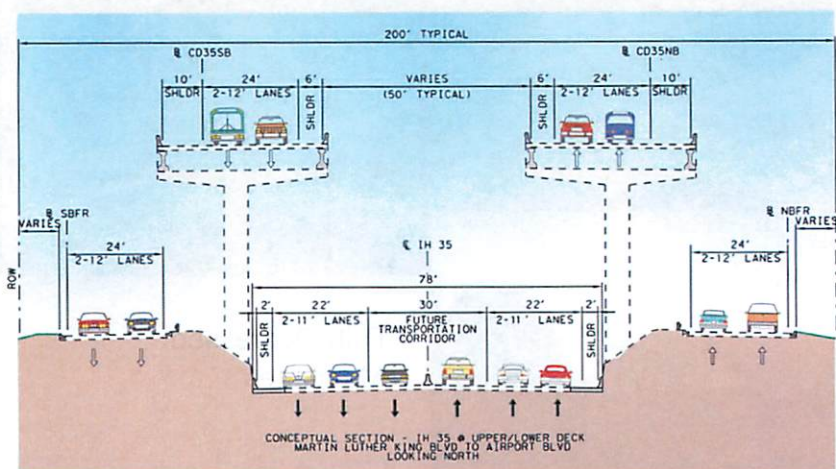


I-35 Capital Area Improvement Program

13

## FTC: Upper/Lower Decks

Potential Concept to Add FTC (lower deck)



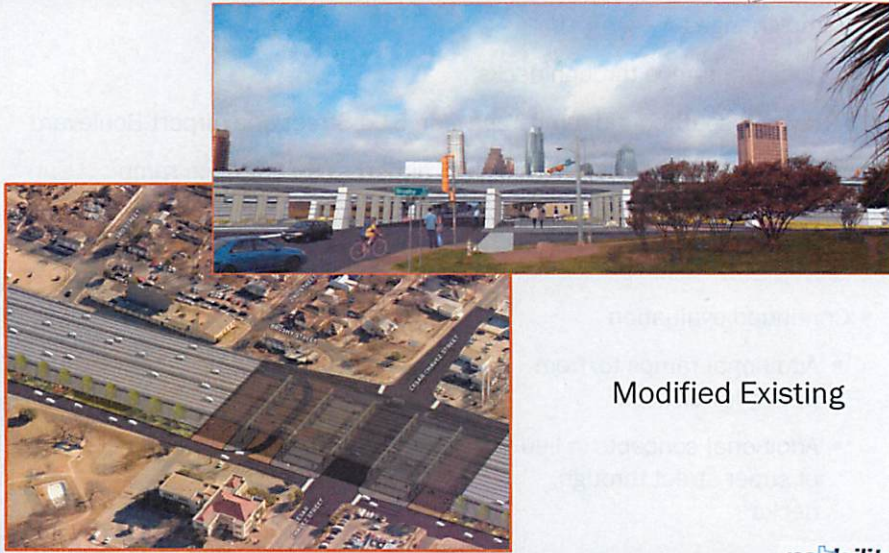
mobility 35

I-35 Capital Area Improvement Program

14

## FTC: Downtown Alternatives

Preliminary  
Subject to Change



Modified Existing

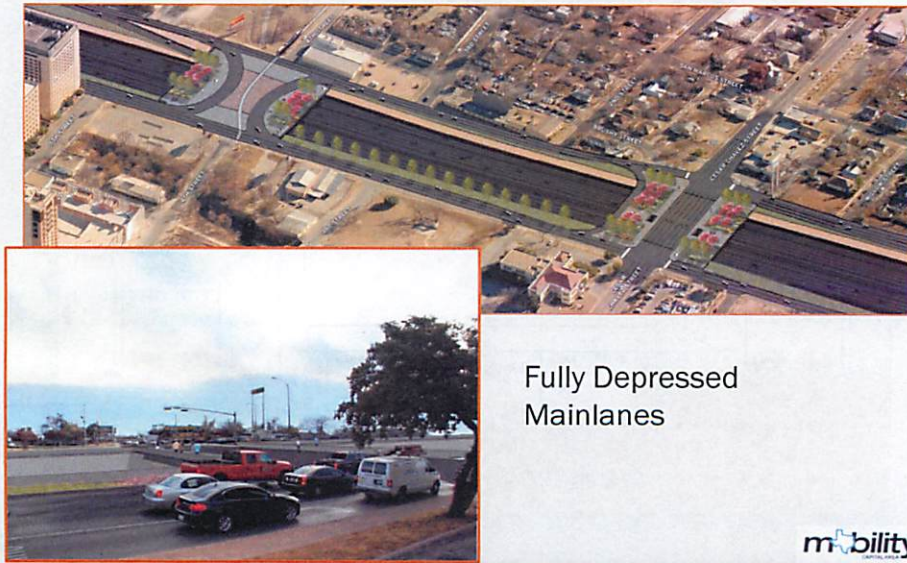


I-35 Capital Area Improvement Program

15

## I-35 CAIP: Downtown Alternatives

Preliminary  
Subject to Change



Fully Depressed  
Mainlanes



I-35 Capital Area Improvement Program

16



## FTC: Downtown Alternatives

Preliminary  
Subject to Change



Fully Depressed  
Mainlanes – with  
Future Caps

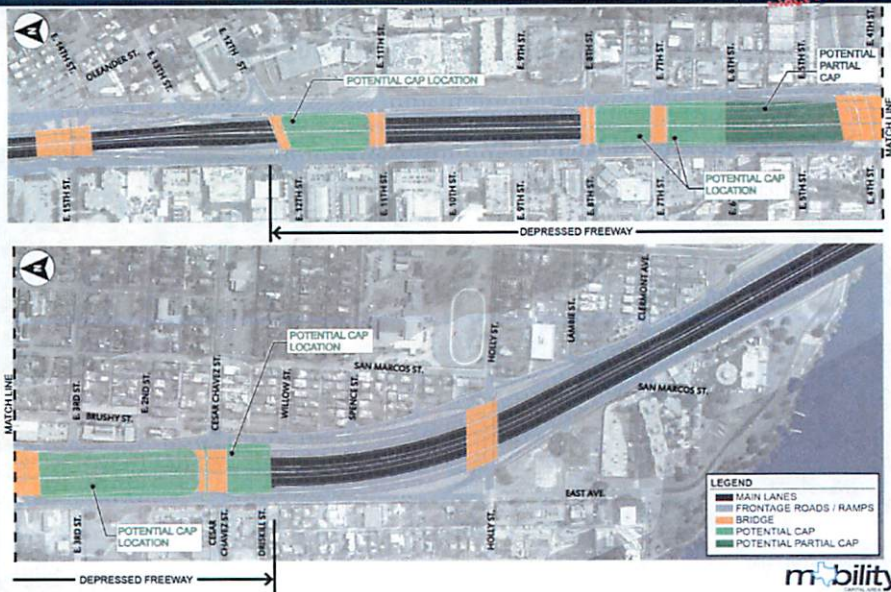
mobility 35

I-35 Capital Area Improvement Program

17

## Potential Cap Locations

Preliminary  
Subject to Change



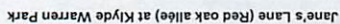
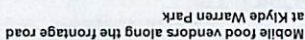
I-35 Capital Area Improvement Program

18



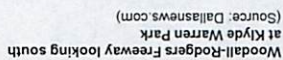
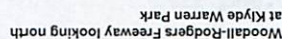
## Woodall-Rodgers Freeway and Klyde Warren Park

- Partnership of TxDOT, City of Dallas, private donors



## Woodall-Rodgers Freeway and Klyde Warren Park

- Partnership of TXDOT, City of Dallas, private donors





## I-35 CAIP Travis County Implementation Plan



- Roadmap for improving I-35
- Reflects community's vision
- Submitted to Rider 42 Committee
- Recommended a "program of projects"
  - Stand-alone benefit
- Available at [www.mobility35.org](http://www.mobility35.org)

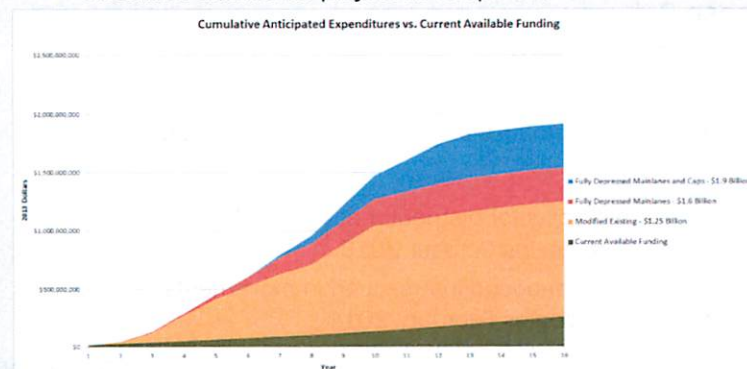


I-35 Capital Area Improvement Program

20

## I-35 CAIP Travis County Development Cost

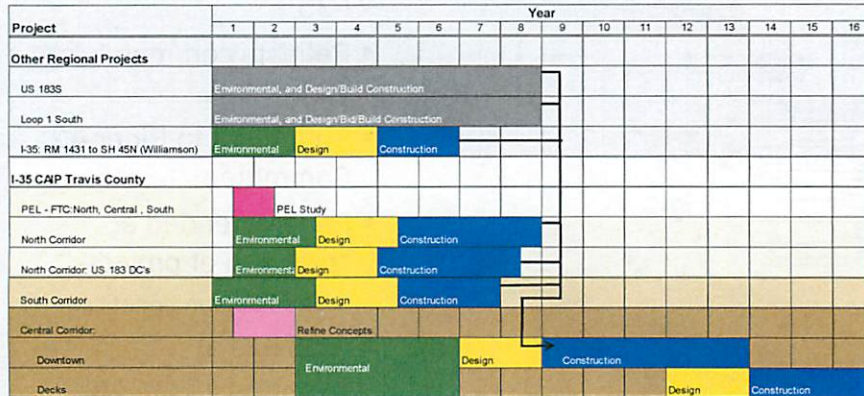
- Total Program cost \$1.3 - \$1.9 Billion
  - Phases 3 - 5
  - Reflects 2013 costs, no inflation
  - Dependent on downtown concept
  - Assumes traditional project development



I-35 Capital Area Improvement Program

21

## I-35 CAIP Travis County Implementation Schedule



I-35 Capital Area Improvement Program

22

## Current Status

- Phase 2
  - Committed: \$12.5M
    - \$10.75M Rider 42 (\$8.55M spent as of 8/15/2013)
    - \$1.75M TxDOT (Fully utilized)
  - Remaining: \$2.55M
- Phase 3
  - \$1M TxDOT (Oltorf)
  - \$1M TxDOT (Stassney to William Cannon)
  - NEPA and Schematics to be complete February 2014
- Phases 4/5
  - Northbound collector distributor at Parmer Lane: Construction begins October 2013
  - 51<sup>st</sup> Street northbound intersection improvements: Construction begins February 2014



I-35 Capital Area Improvement Program

23



## Critical Activities and Next Steps

- Program Coordination
  - General Engineering Consultant Contract for I-35 Corridor
    - \$21M TxDOT over next 5 years
- Pre-Phase 3
  - Continue planning downtown
    - Previously allocated Implementation Plan Rider 42 funds (\$2.55M)
  - Planning and Environmental Linkages for FTC
    - Rider 42 funding (\$2.03M)
    - City of Austin (\$2M match pending)



I-35 Capital Area Improvement Program

24

## Critical Activities and Next Steps



### Planning and Environmental Linkages

- FTC
  - Purpose and Need
  - Mode choice
  - Identify Segments of Independent Utility
- Concurrently with PEL
  - Continue the downtown discussion
- City and TxDOT continued partnership



I-35 Capital Area Improvement Program

25

## Critical Activities and Next Steps

- Phase 3
  - Improvements at Riverside (\$1.5M TxDOT funded)
  - US 183/I-35 Direct Connectors (\$5.9M TxDOT funded)
  - Other priority projects (unfunded)
- Phase 4 – Plans on a shelf
  - TxDOT Indefinite Deliverables PS&E (\$5M funded)
    - Improvements at Oltorf
    - Improvements from Stassney to William Cannon
  - Other priority projects following Phase 3 (unfunded)



I-35 Capital Area Improvement Program

26

## Questions?



I-35 Capital Area Improvement Program

27



## I-35 Capital Area Improvement Program

Urban Transportation Commission

October 8, 2013

