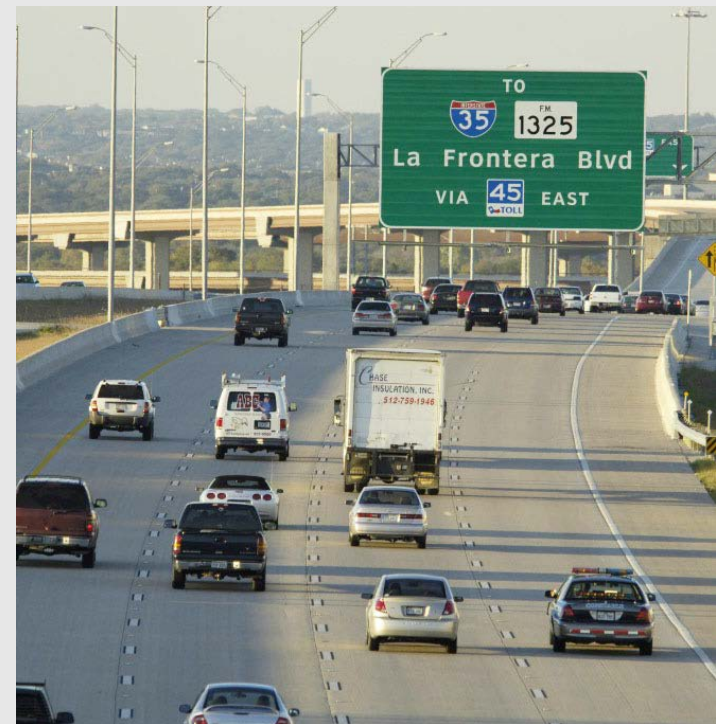


MOBILITY35 PROGRAM UPDATE

Urban Transportation 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

Partnership with City of Austin

Technical

- Austin Transportation Department monthly coordination
- Project-specific review and coordination
 - Austin Transportation Department
 - Austin Parks and Recreation Department
 - Austin Water Utilities
- Mobility35 Technical Steering Committee
- I-35 Integrated Corridor Management Plan

Financial

- Mobility35 kickstarted with \$1M investment by city of Austin to study I-35 from US 290E to SH 71
- Funding partner in selected projects
- Sidewalk gap projects



Partnership with City of Austin

Outreach

- Jointly publicize events and projects
- Jointly participate in neighborhood meetings, stakeholder meetings and open houses
- Consult with city of Austin committees and departments
 - Urban Transportation Commission
 - Pedestrian Advisory Council
 - Bicycle Advisory Council
 - I-35 Sub-Committee
 - Mueller Advisory Commission
- Brief Austin City Council



A Community-Driven Effort



- Since 2011, the Mobility35 team has conducted:
 - More than 240 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



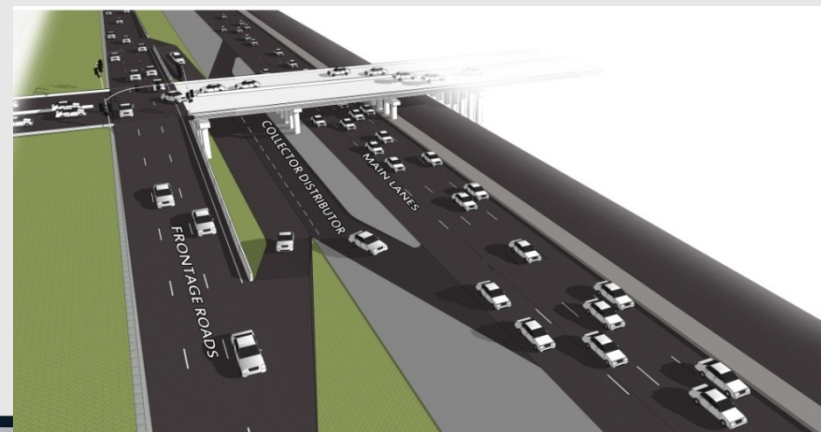
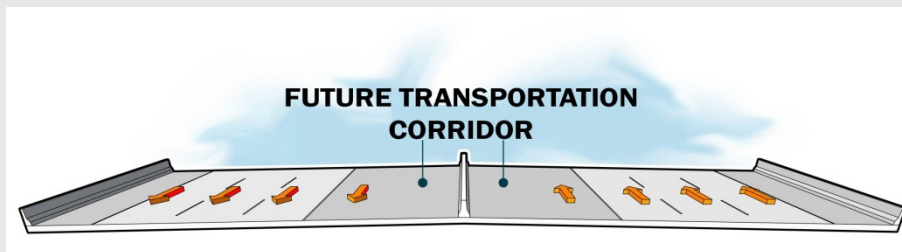
Mobility35 Goals



- Increase capacity
- Enhance safety
- Optimize existing facility
- Better manage traffic
- 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 with transit focus in Travis County
 - 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

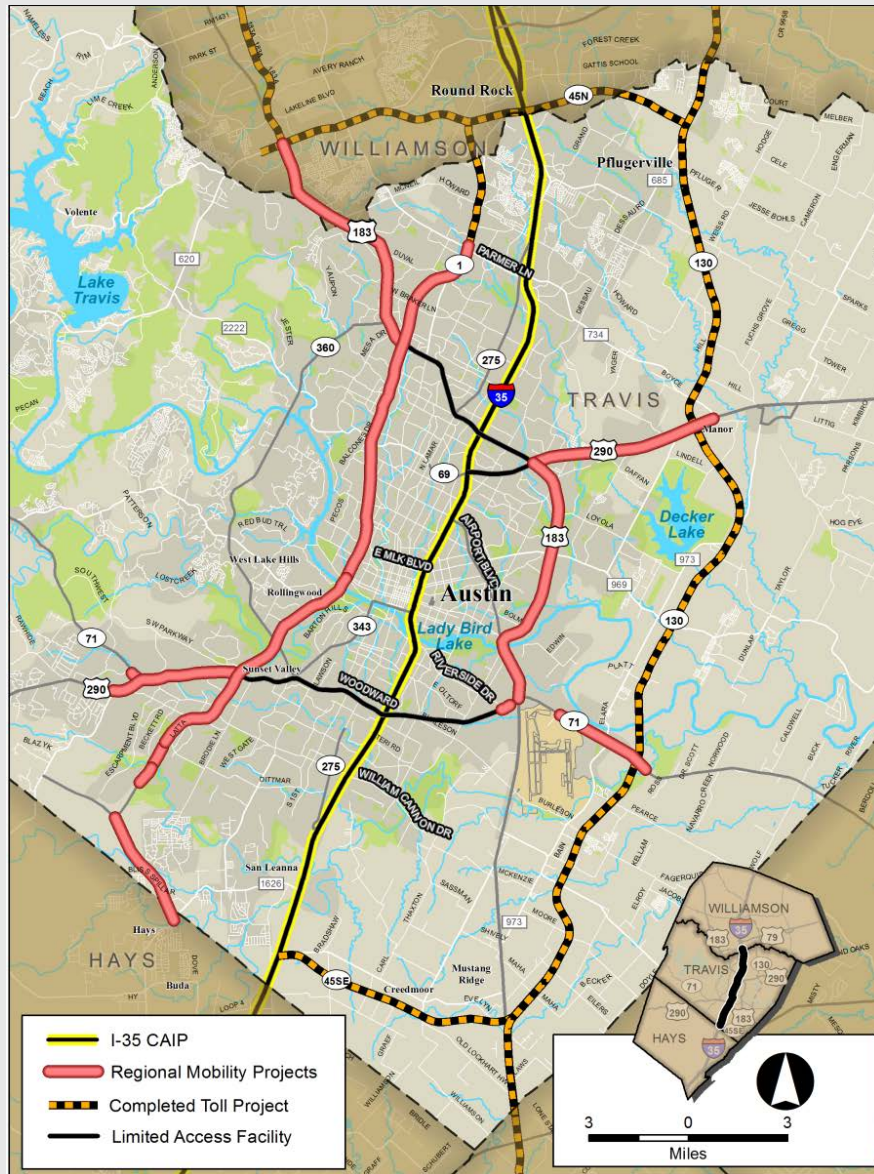


Overarching Concepts (Additional Tools)

- *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, 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



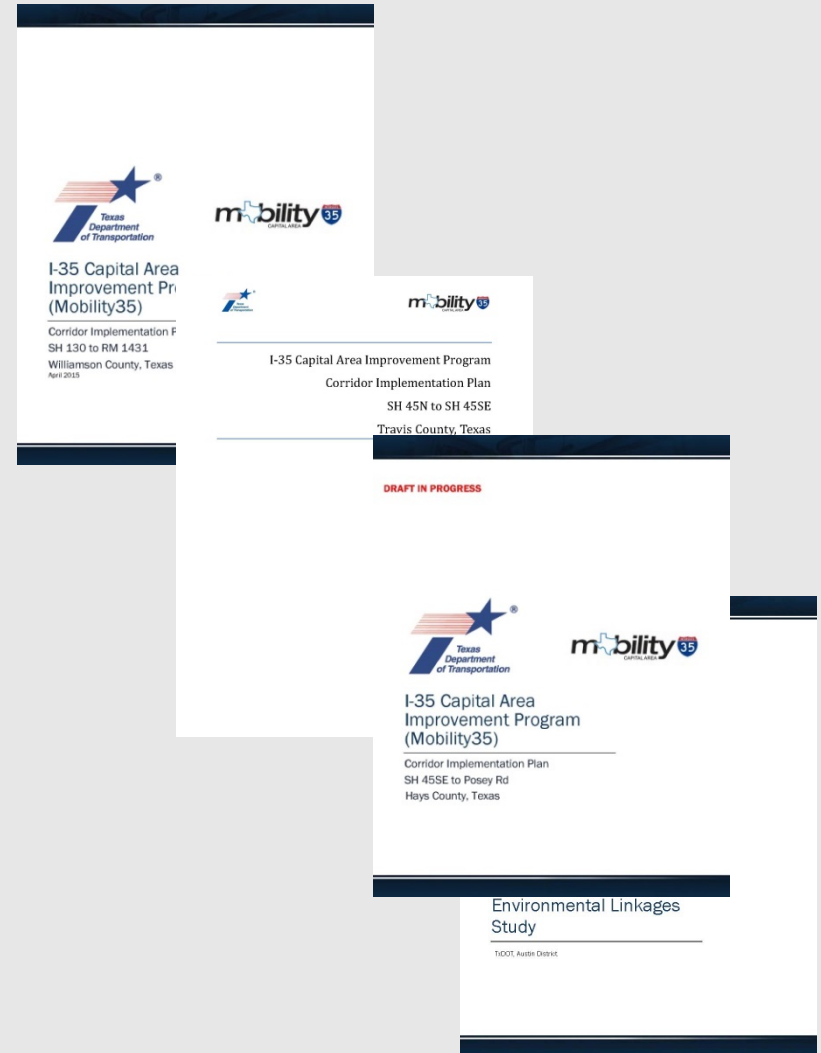
Regional System



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

Planning Updates

- Since 2011, TxDOT, the Capital Area Metropolitan Planning Organization, the city of Austin and other regional partners have been working on a plan for improvements to the I-35 corridor. We continue to refine and work from these plans.
 - Williamson County Implementation Plan
 - Travis County Implementation Plan
 - Hays County Implementation Plan
 - Planning and Environmental Linkages Study (Travis Co.)



- 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



Mobility35: Program Cost and Flexible Approach

Estimated Cost (in 2020 dollars)

- Williamson: \$815M
- Travis: \$1.6B - \$1.9B*
- Hays: \$1.5B

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

- Benefits of a nimble program approach
 - 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, Cap Metro, and the Regional Mobility Authority may reference the program plan to make local funding decisions

Prop 1 Funded I-35 Projects - 2015

1. Ramp modifications and intersection improvements from RM 620 to SH 45N
2. Ramp modifications and intersection improvements from William Cannon to Stassney Lane
3. Reconstruction of the Slaughter Creek Overpass bridge
4. RM 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 **SH 45N and RM 620**. 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 08/03/2015

mobility35
CAPITAL AREA

Potential Candidate Projects for Near-Term Funding 2016 - 2018

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



Mobility35

Candidate projects for near-term funding

Potential 2016 Projects

I-35 from RM 1431 to FM 3406

- Construction cost estimate: \$9 million

I-35 at FM 3406

- Construction cost estimate: \$16.5 million

I-35 at 51st Street

- Construction cost estimate: \$18.6 million

I-35 at Oltorf Street

- Construction cost estimate: \$54.5 million

I-35 from Onion Creek Parkway to SH 45SE

- Construction cost estimate: \$2.2 million

I-35 at Posey Road

- Construction cost estimate: \$21.6 million*

Potential 2017 Projects

I-35 at Parmer Lane

- Construction cost estimate: \$24.1 million

Rundberg Lane to US 290E (Direct connectors)

- Construction cost estimate: \$127 million

I-35 from Kyle Crossing to FM 150

- Construction cost estimate: \$7.3 million

I-35 from Loop 82 to North of River Ridge Parkway

- Construction cost estimate: \$4 million

Potential 2018 Projects

I-35 at Williams Drive

- Construction cost estimate: \$30.5 million

I-35 at SH 29

- Construction cost estimate: \$23.3 million

I-35 at Wells Branch Parkway

- Construction cost estimate: \$3.7 million

Rundberg Lane to US 290E (Mainlane, frontage road, and intersection improvements)

- Construction cost estimate: \$71.9 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

*Partially funded project
Note: Additional projects not listed are being proposed through 2026.

my35.org/capital | [facebook.com/TxDOT](https://www.facebook.com/TxDOT) | [@TxDOTAustin](https://twitter.com/TxDOTAustin) | info@mobility35.org

Last updated 08/06/2015



Rundberg to US 290E Project (incl. US 183 Direct Connectors)

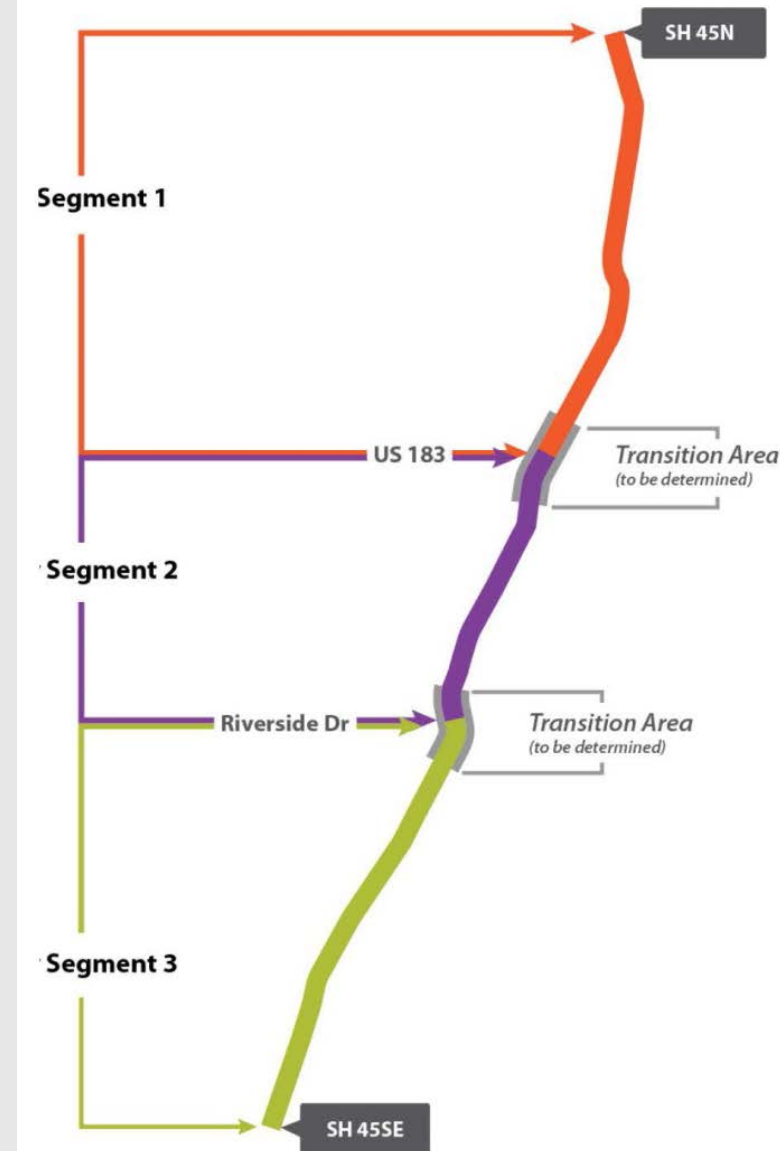
**PRELIMINARY
SUBJECT TO
CHANGE**



- New direct connector or 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
- Modified flyover from northbound I-35 to northbound US 183

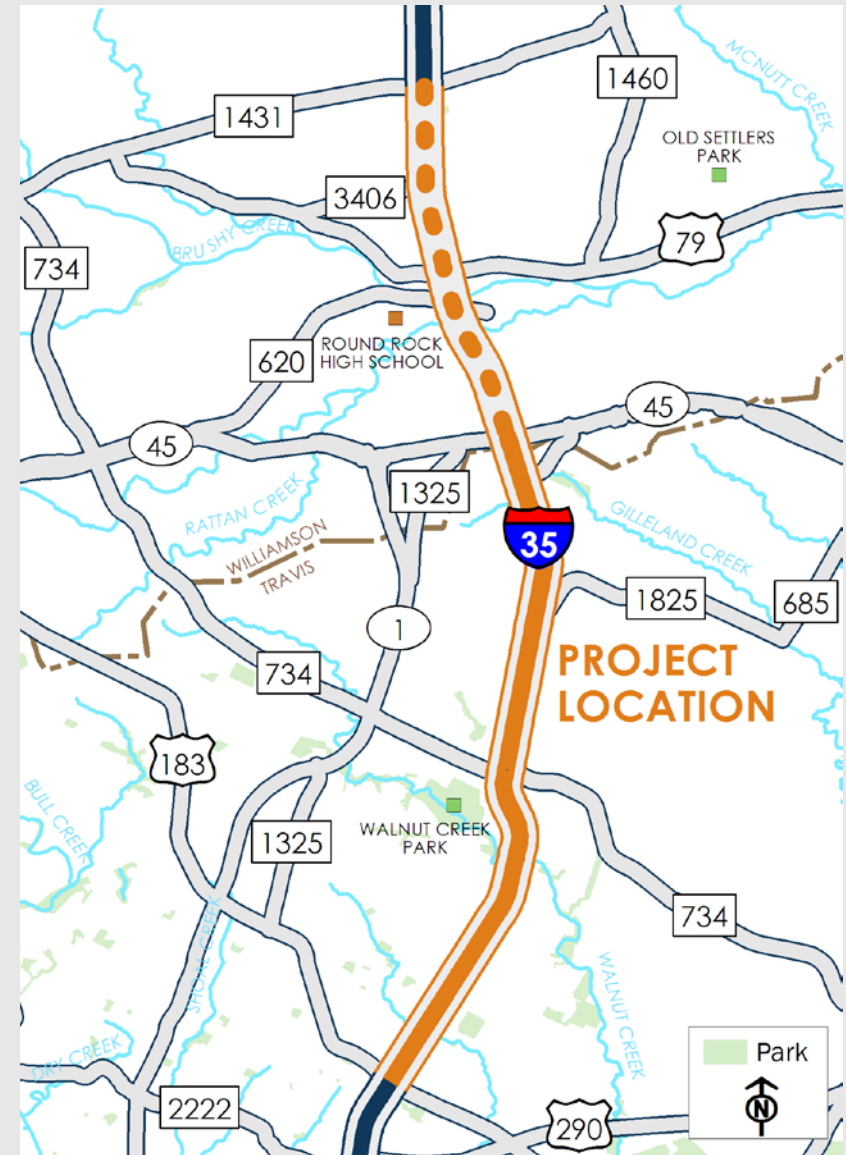
Travis County Express Lane Schematics/Environmental

- Planning and Environmental Linkages Study for Travis County is complete. Key decisions:
 - Purpose and need
 - Express lane
 - Express lane with transit focus
 - Segments of Independent Utility
 - SH 45N to US 183
 - US 183 to Riverside Drive
 - Riverside Drive to SH 45SE



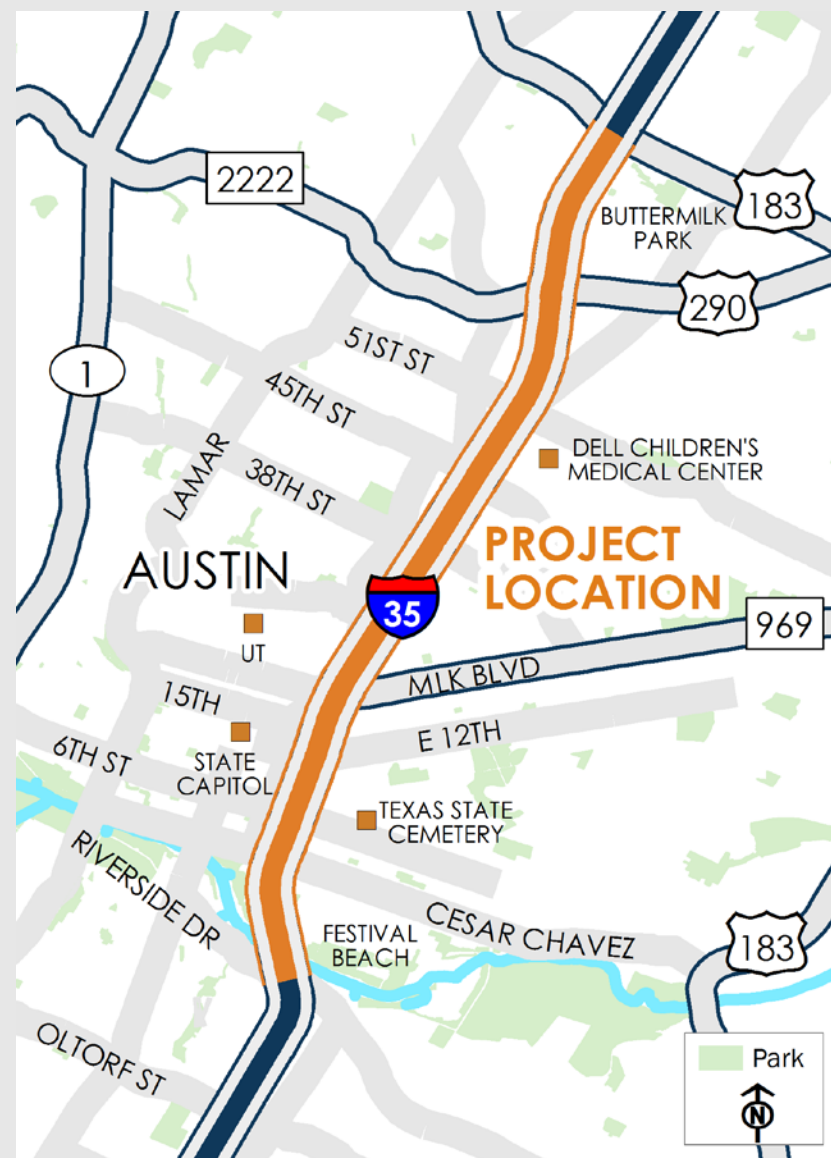
South Williamson County / North Travis County Express Lanes

- Project Limits:
 - RM1431 to US Hwy 183N
- Cost: \$326.8 million
- Phase 3 – Environmental/Design
- Funding: Not currently funded



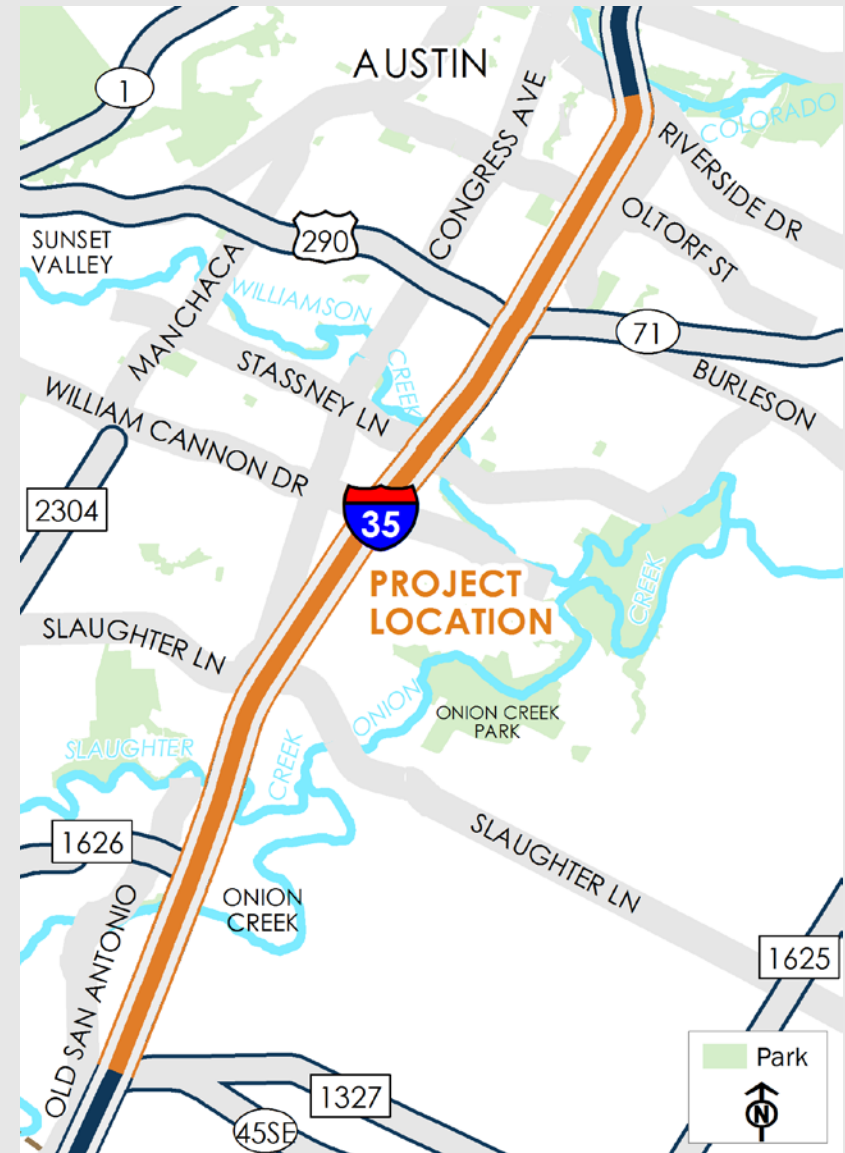
Central Travis County Express Lanes

- Project Limits:
 - US 183 to Riverside Drive
- Cost: \$452.2 million
- Phase 3 – Environmental/Design
- Funding: Not currently funded



South Travis County Express Lanes

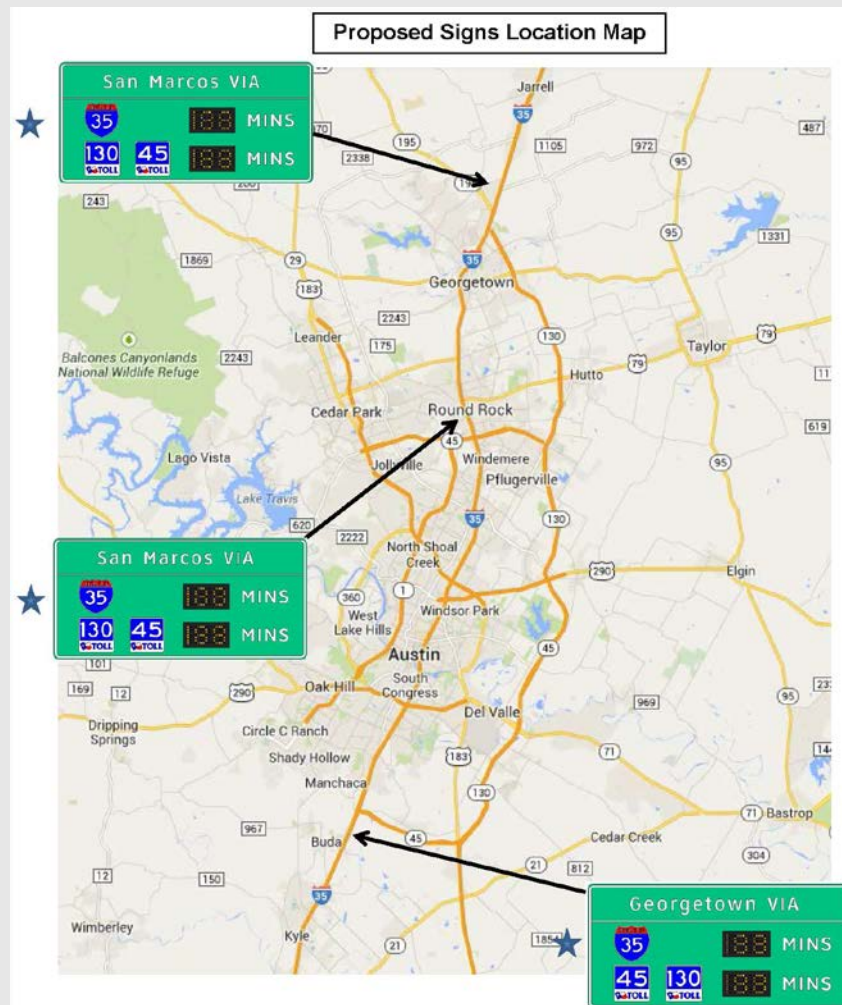
- Project Limits:
 - Riverside Drive to SH 45SE
- Cost: \$259.9 million
- Phase 3 – Environmental/Design
- Funding: Not currently funded



Other Mobility35 Initiatives - Integrated Corridor Management

- Intelligent transportation systems 5-year Plan
- Early action Intelligent transportation systems
 - Gap project
 - Driver information signs
 - Construction information to users
- Travel Demand Management
 - Movability Austin
 - City of Austin
 - Chamber of Commerce
 - Private Partners
 - TxDOT
 - TxDOT Pilot Program

Proposed Signs Location Map



★ Text-based travel time sign

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



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 with Rectangular "Longhorn" Columns

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



Fig. 3.3: Inverted "T" Bent, with "Longhorn" Column and Five Star Bent Cap



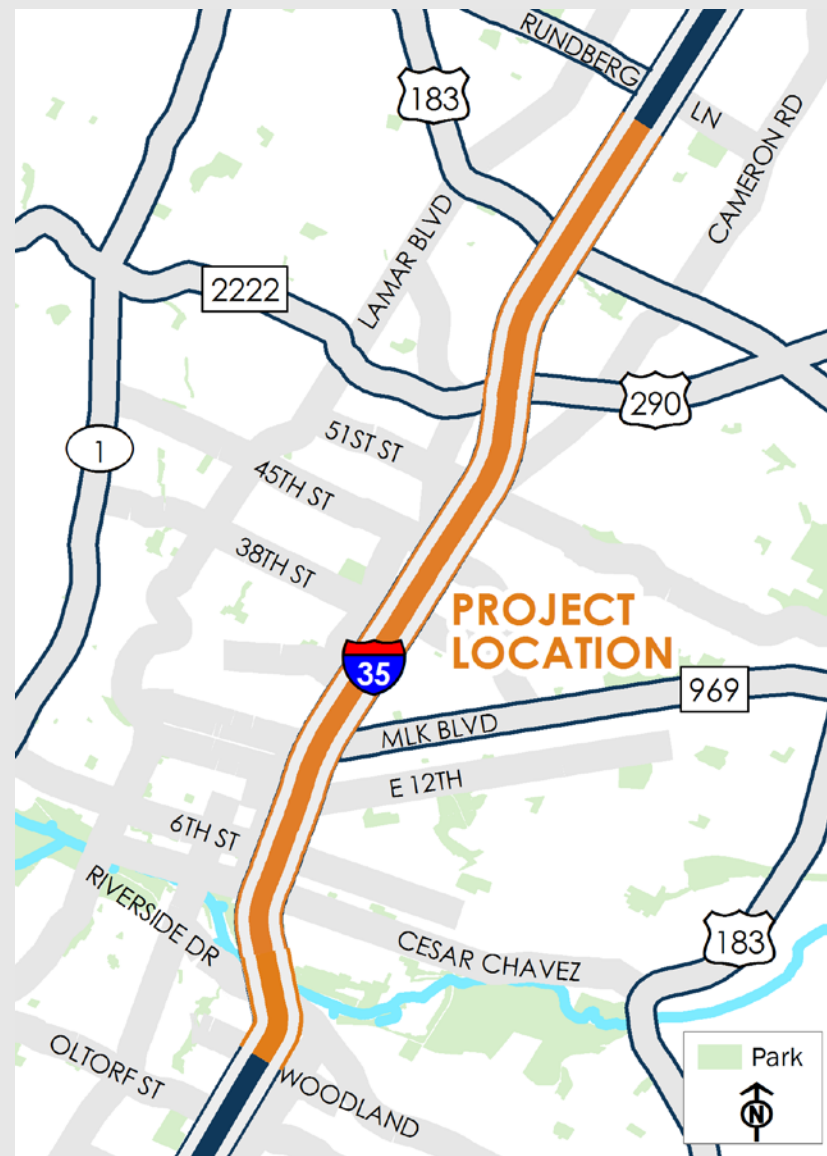
Fig. 3.4: Inverted "T", Multi-Column Bent, with Square "Longhorn" Columns and Five Point Star Bent Cap



Fig. 3.5: Straddle Bent with "Longhorn" Column

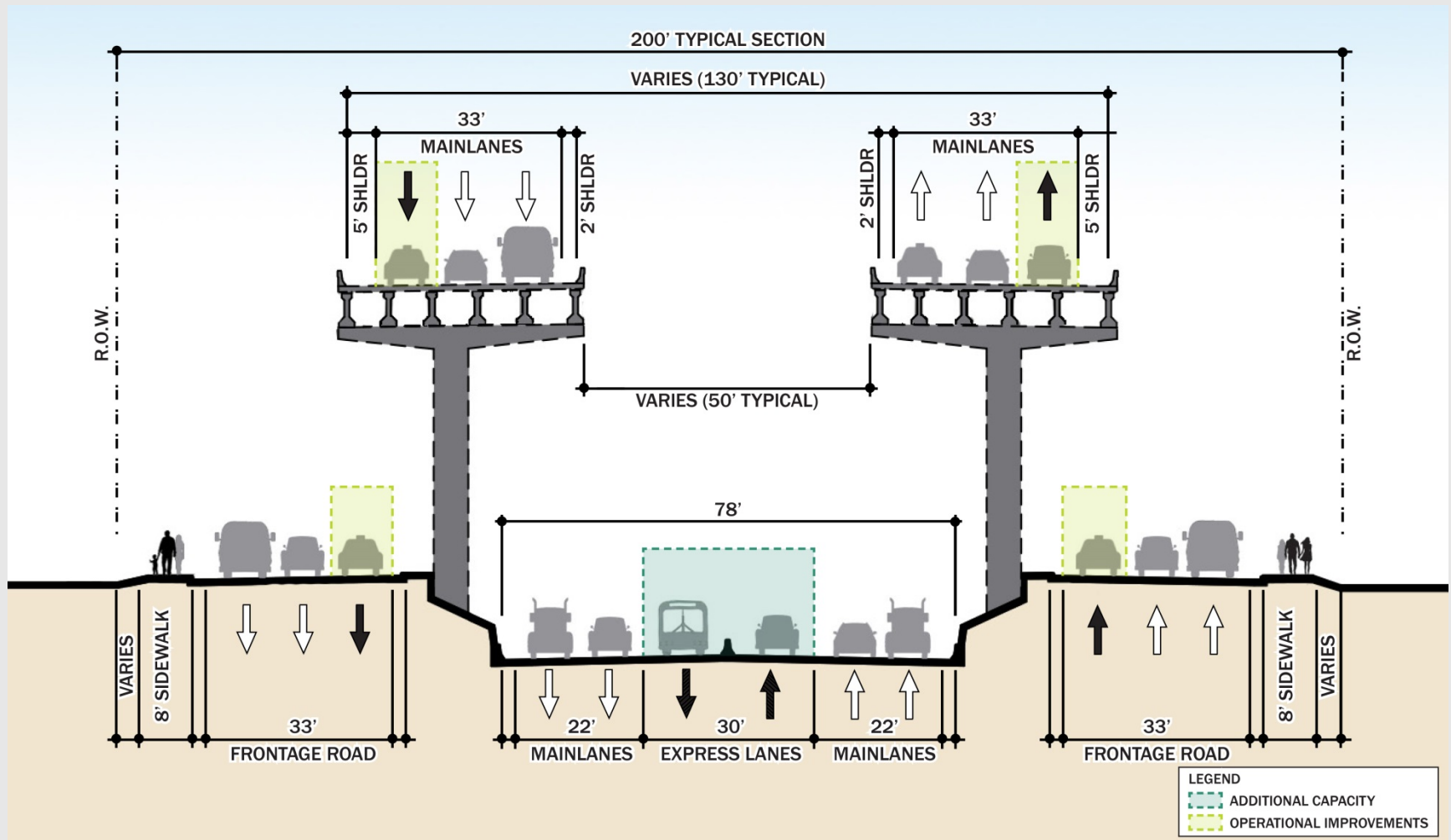


Fig. 3.6: Cantilever Bent to Match Aesthetics of Existing Bent Figure 3.1



Typical Section Through Decks

PRELIMINARY
SUBJECT TO
CHANGE



15th Street Concept Rendering



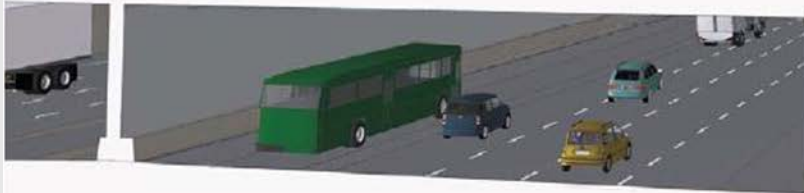
Fully Depressed Mainlanes without Caps

PRELIMINARY
SUBJECT TO
CHANGE



Fully Depressed Mainlanes with Caps

PRELIMINARY
SUBJECT TO
CHANGE



Stay involved:

Web: My35.org/Capital

Facebook: www.facebook.com/TxDOT

Twitter: @TxDOTAustin

Email: info@mobility35.org

