

Welcome

I-35 Georgetown to Round Rock

In-person Meeting #1

Thursday, April 18, 2024

5 to 7 p.m.

Robertson Elementary School

1415 Bayland St, Round Rock, TX 78664

Virtual Meeting #1

Thursday, April 18, 2024

by 5 p.m.



Why am I here?

- Learn about the I-35 Georgetown to Round Rock project.
- Provide comments on your experiences traveling along I-35, potential concepts and managed high-occupancy vehicle lanes.

Program Overview

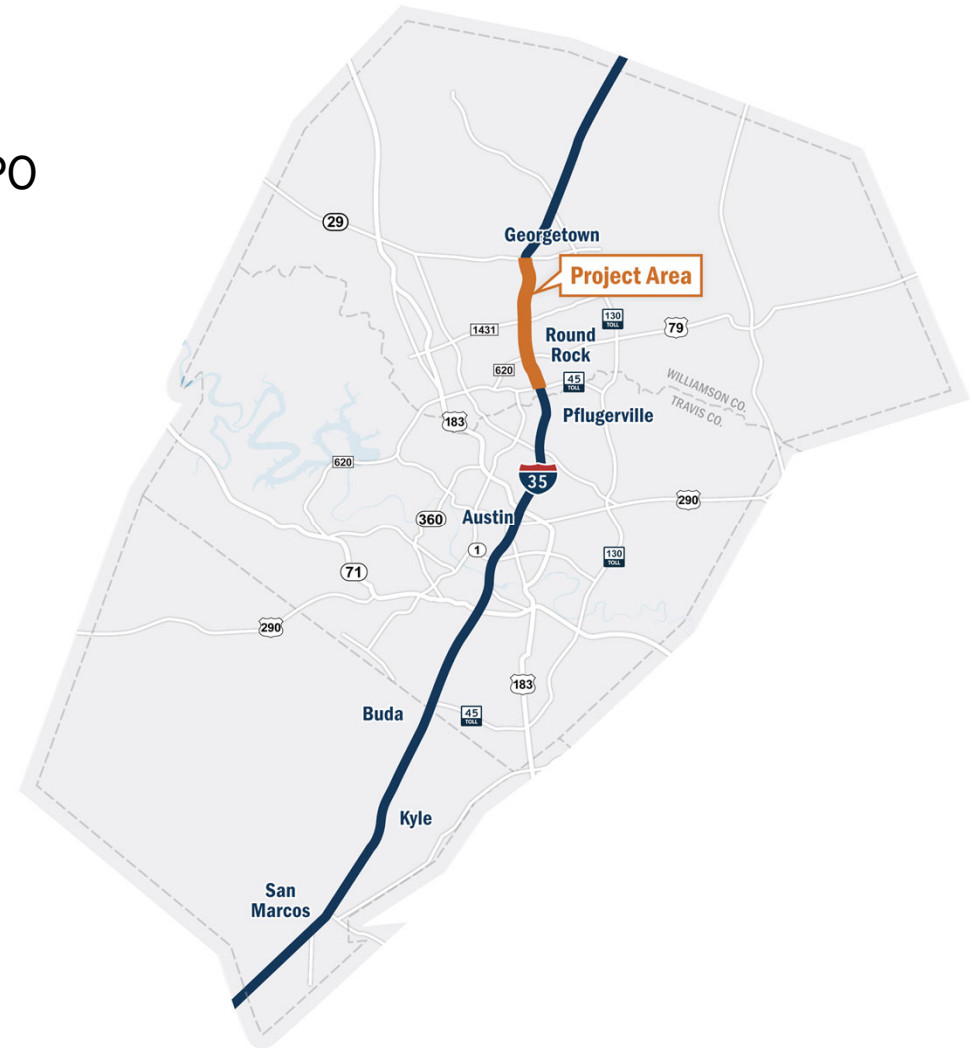


Mobility35 Capital Area

A region-wide effort between TxDOT and CAMPO to improve safety and mobility on 79 miles of I-35 through Williamson, Travis, and Hays counties. This includes five segments on the 100-most-congested roadways in Texas list.

Challenges to improving I-35 include:

- Highly-constrained urban environment.
- Need to maintain mobility during construction.
- Need for east/west connectivity.
- Diverse interests.
- Funding.



Project Corridor Characteristics

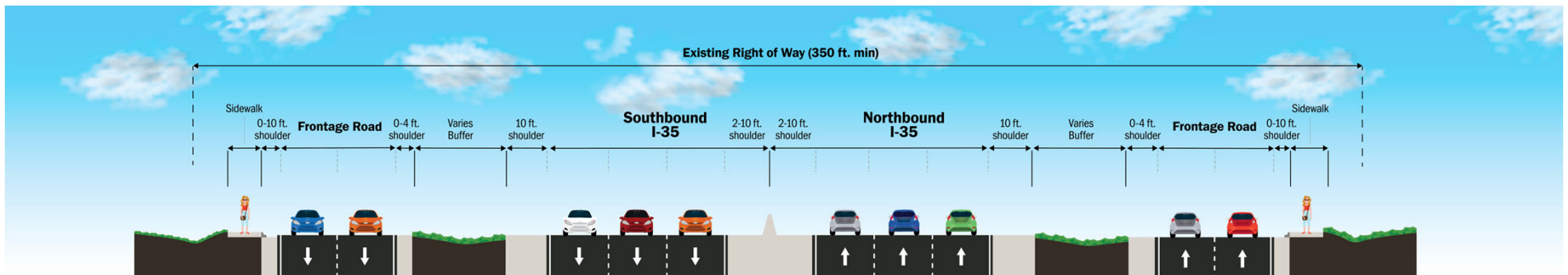
- I-35 is a critical roadway for local, regional, interregional, interstate and international travel.
- The corridor serves as a major north/south thoroughfare for the region.
- I-35 provides connectivity for the growing region including the booming tech industry, manufacturing sector and metropolitan areas.
- The segment from RM 1431 to SH 45 North is #20 on the list of the state's 100 most congested roadways.*
- The annual congestion cost from the segment of the I-35 corridor through Round Rock is more than \$62.3 million.*



* The Texas A&M Transportation Institute (TTI)

Existing Typical Section

SH 29 to SH 45 North



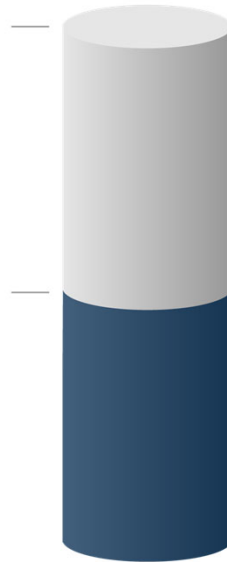
The roadway configuration and right-of-way width varies as you travel along I-35. While the above figure illustrates the general roadway configuration, some sections have additional travel lanes and no shoulders or sidewalk.

Population and Employment Projected Growth



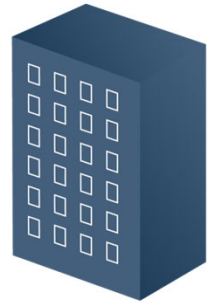
**WILLIAMSON COUNTY
2045 POPULATION ESTIMATE**
1,377,000

2020 CENSUS POPULATION
609,017



25%

**of workers in Bastrop, Caldwell,
Hays and Williamson counties
traveled to Travis County for work**



**Williamson County
doubled its share of
regional employment from**

8% to 17%

(1990 to 2015)



*CAMPO 2045 Plan & Texas A&M Real Estate Research Center: Go With the Flow:
How Commuting Trends Affect Austin Area Growth; 7/5/22*

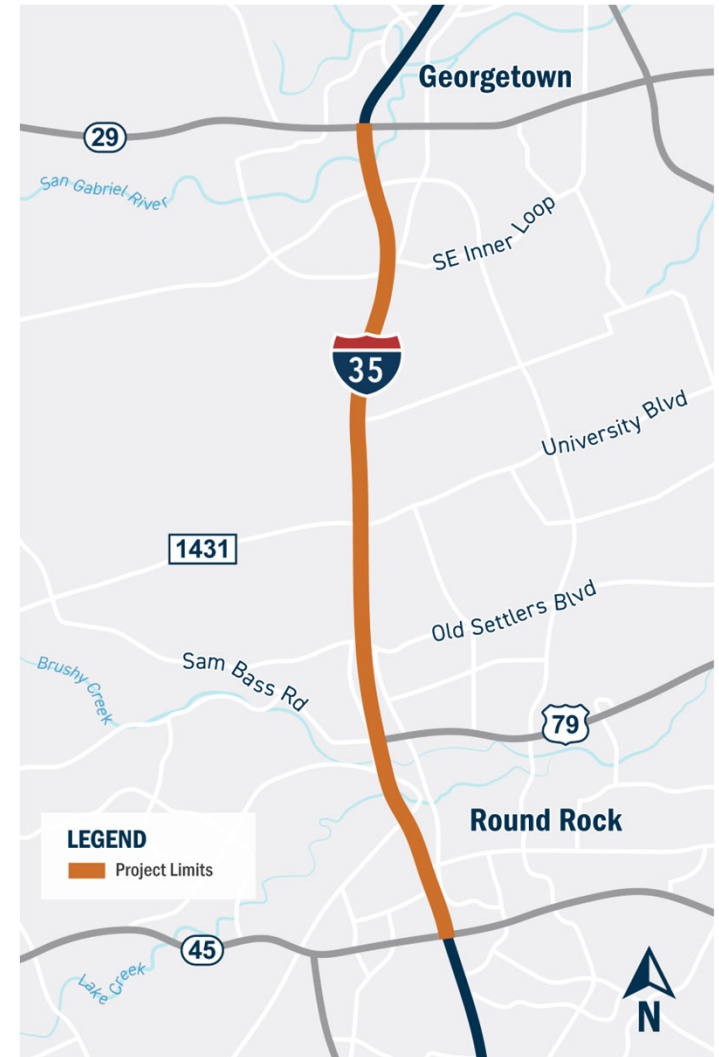
Project Overview



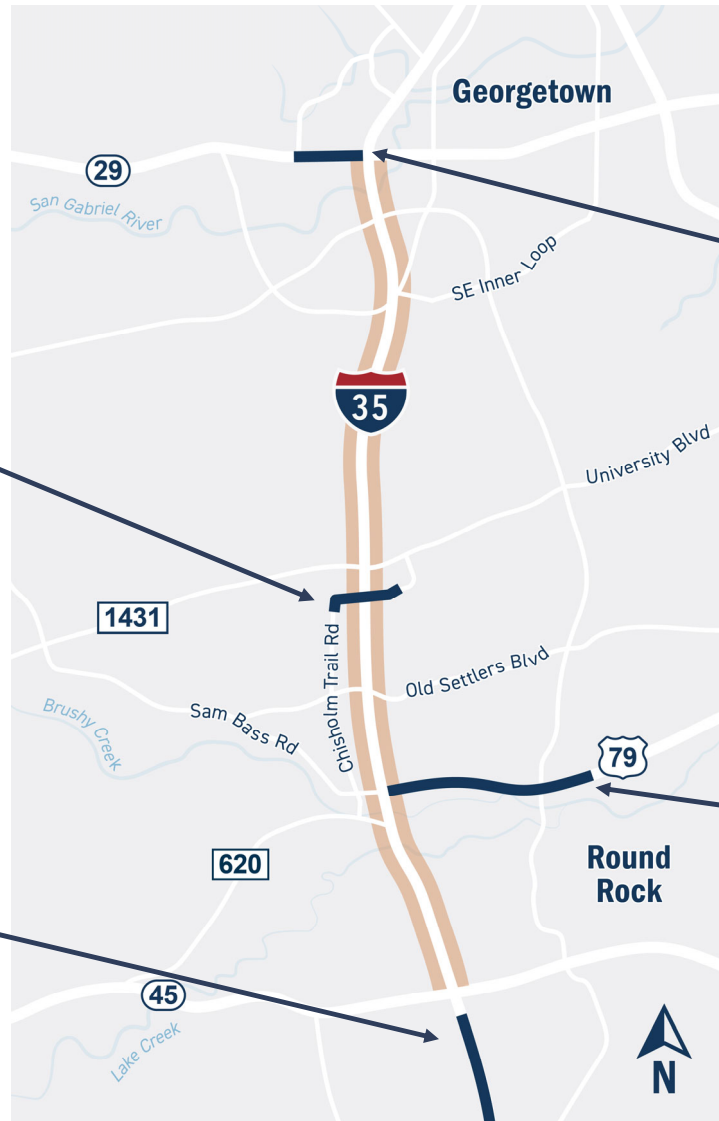
This project would:

- Add two, non-tolled managed lanes for high-occupancy vehicles in each direction.
- Add flyovers at SH 45 North.
- Relocate and modify entrance and exit ramps.
- Reconstruct several bridges and cross-street intersections.
- Add bypass lanes in each direction.
- Add shared-use paths throughout the corridor.

Previous studies and intersection improvement projects will be used to inform project development.



Adjacent Active Projects



Eagles Nest (Round Rock)

Construct a new 4-lane roadway to link Eagles Nest with Chisholm Trail Road, featuring two bridge crossings, & retaining walls.

CapEx North (TxDOT)

Add non-tolled high-occupancy vehicle managed lanes, improve interchanges, & add shared-use paths.

SH 29 Widening (TxDOT)

Widen SH 29 to six lanes from Wolf Ranch Parkway to I-35.

US 79 Widening & Interchanges (TxDOT/Round Rock)

Widen US 79 to three lanes in each direction, add a raised median, improve intersections, & add shared-use paths.

Adjacent Planned Projects



Wolf Ranch Parkway (Georgetown)

Widen to four lanes with a median from SH29 to Rivery Boulevard.

SH 29 (TxDOT)

Future added capacity and safety improvements from US 281 to Wolf Ranch Parkway.

RM 1431 Widening (TxDOT)

Study the feasibility for added capacity and safety improvements to 183A.

Study of Enhanced Transit Services (Round Rock)

Potential future transit improvements for increased mobility and transportation options.



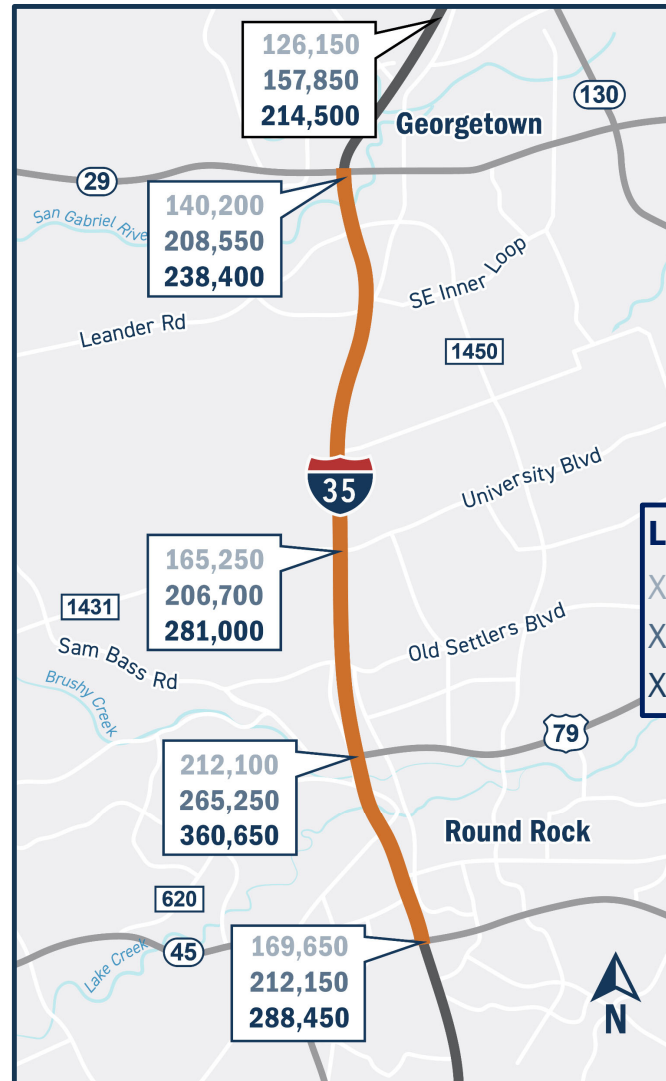
Southwest Bypass/Inner Loop (Williamson County)

Future safety and mobility improvement plans for a controlled-access highway. While two lanes have been built, right of way for the ultimate configuration has been preserved.

Bus Rapid Transit (BRT) Study (Williamson County)

Study the feasibility of a bus rapid transit route east of I-35.

Current and Future Traffic



Legend:
XXX,XXX - 2022 Traffic
XXX,XXX - 2032 Anticipated Traffic
XXX,XXX - 2052 Anticipated Traffic

Freight on I-35



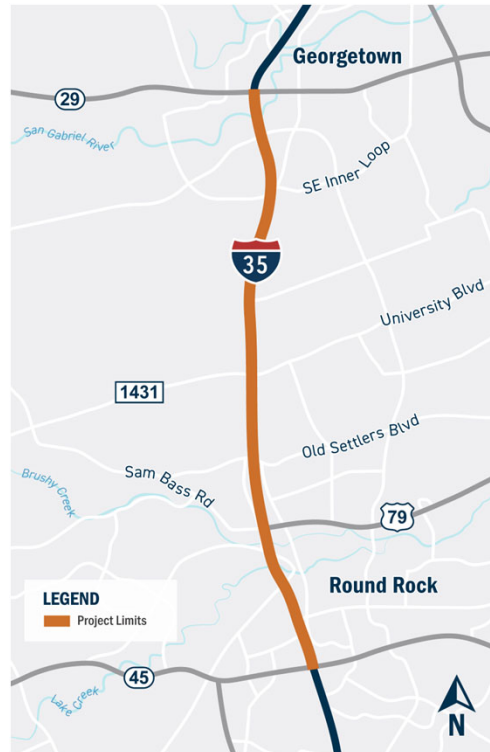
82%

increase in freight tonnage is expected to be carried on I-35 through Texas by 2050.



13%

of all traffic through the project limits is freight.



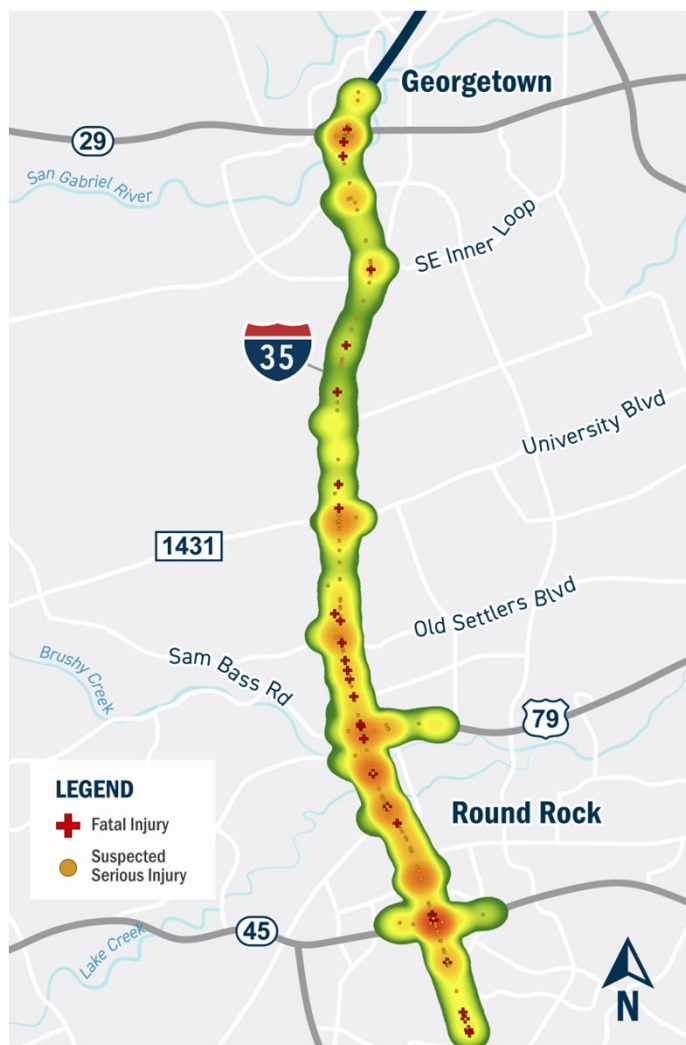
35,975

hours of delay experienced by truckers from RM 1431 to SH 45 North in 2022.



TxDOT I-35 "From the Rio Grande to the Red River"
Transportation Commission Presentation, 2023
<https://ftp.txdot.gov/pub/txdot/commission/2023/0329/2b.pdf>

Safety Analysis – Crashes from 2018 to 2022

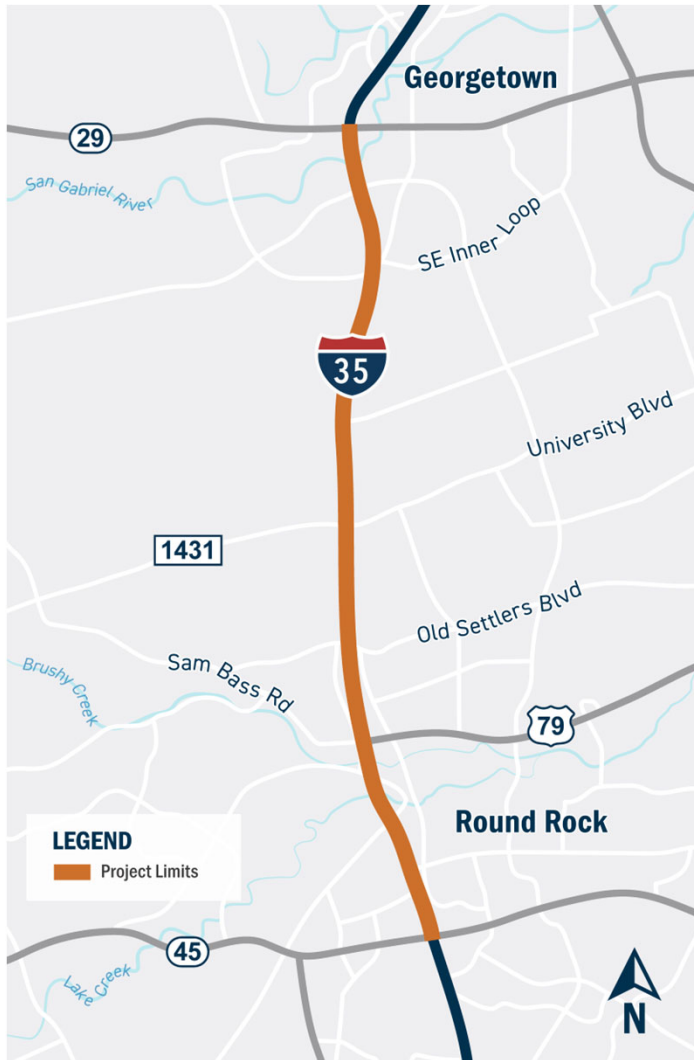


7,823 crashes

Averaging more than 4 crashes per day

- 22 fatalities.
- 5,251 crashes along mainlanes.
- 2,267 crashes along frontage roads.
- 305 crashes on ramps.
- 9 crashes involving cyclists.
- 22 crashes involving pedestrians.
- 7 crashes involving trains.
- 662 crashes involving a commercial vehicle.
- 26% more crashes than the statewide average for urban interstates.

Traffic Origin and Destination Patterns



I-35 through this section experiences heavy local and through traffic. These overlapping travel patterns are a cause of congestion.

65% of all traffic on I-35 is local.

Local Traffic

35% of traffic along the corridor starts and ends inside the project limits.

30% of traffic along the corridor originates outside and ends inside or originates inside and ends outside of the project limits.

Through Traffic

35% of traffic along the corridor starts and ends outside the project limits.

Source: Replica

Traffic Origin and Destination Patterns



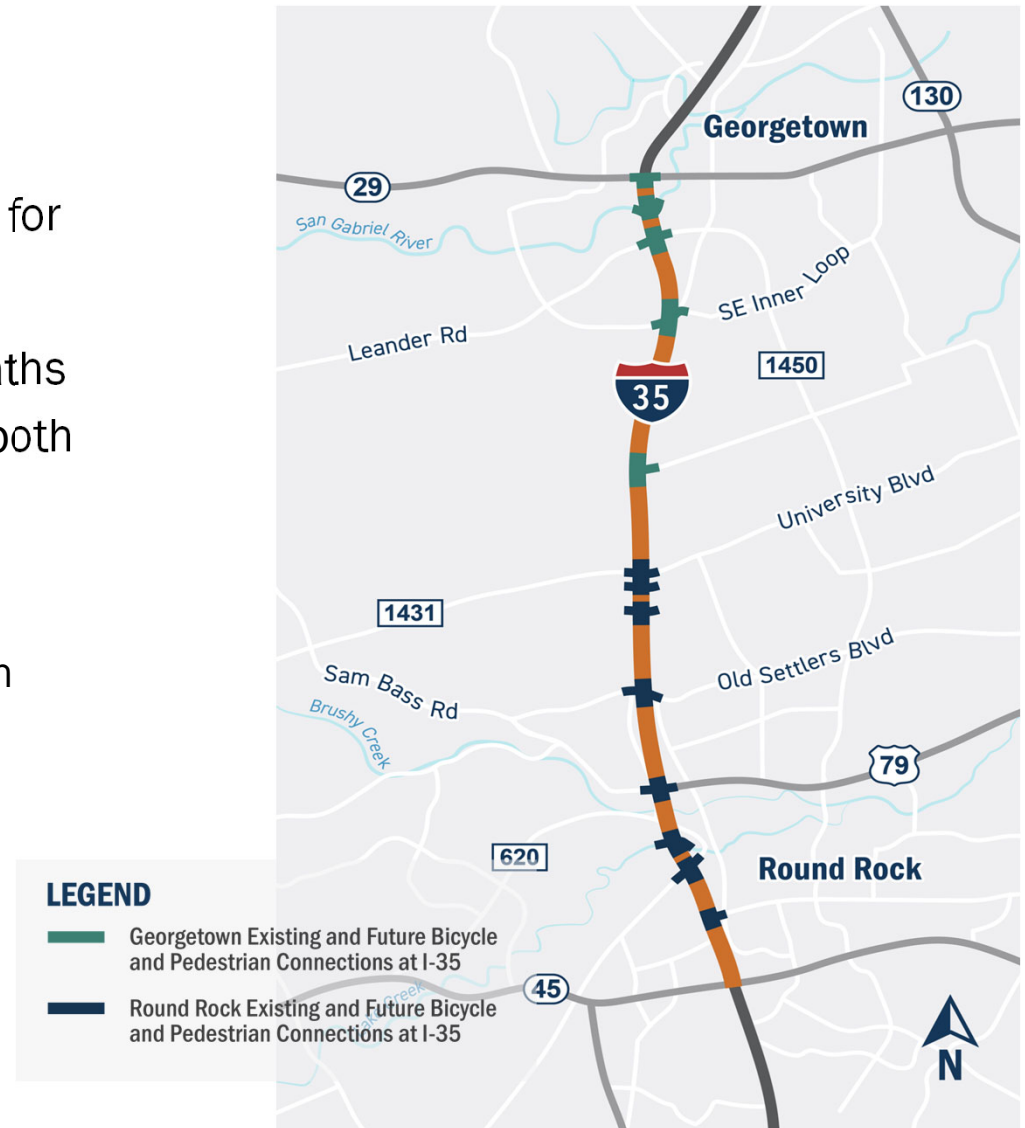
Drivers use many of the major intersections throughout the corridor to cross or access I-35.

These overlapping traffic patterns, including the fact that drivers use I-35 not only as a thoroughfare but also as a local roadway, require innovative approaches to maintaining mobility across and along I-35.

Bicycle and Pedestrian



- Existing active transportation plans are being incorporated into the planning for bicycle and pedestrian accommodations for this project.
- This project would include shared-use paths to provide safe and efficient options for both bicycles and pedestrians.
- Local agency bicycles/pedestrian plans:
 - City of Georgetown Active Transportation Network (Future Mobility Plan).
 - City of Georgetown Future Bicycle Network.
 - City of Round Rock Trail Master Plan.
 - CAMPO Regional Active Transportation Plan.



Environmental Considerations



Environmental documentation will be prepared in accordance with the National Environmental Policy Act (NEPA).



Social & Community Impacts



Air Quality & Noise



Biological Resources



Construction Impacts



Water Resources



Hazardous Materials

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 (MOU) dated December 9, 2019, and executed by FHWA and TxDOT.

Environmental Evaluations



Several environmental evaluations are taking place as design plans are developed and the project moves forward. TxDOT recognizes there are several key and sensitive features and will work to avoid them where possible and minimize and mitigate them where needed.



San Gabriel River



Caves and endangered karst invertebrates



Edwards Aquifer Recharge Zone



Bat population at I-35 and McNeil Road

What are Managed High-Occupancy Vehicle Lanes?



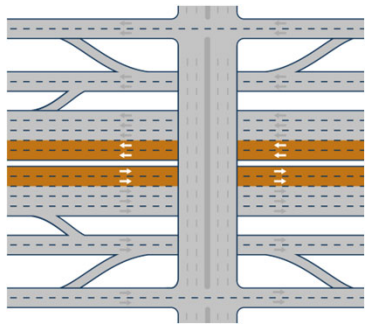
Managed high-occupancy vehicle (HOV) lanes are lanes reserved for vehicles with multiple occupants including carpools, vanpools and transit vehicles.



This project proposes adding managed HOV lanes similar to the Capital Express North, Central, and South projects.

Typical Components of an Urban Expressway

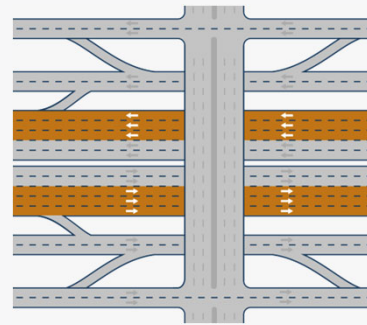
The diagrams shown below are for illustrative purposes only.



Managed Lanes

Why They Are Used

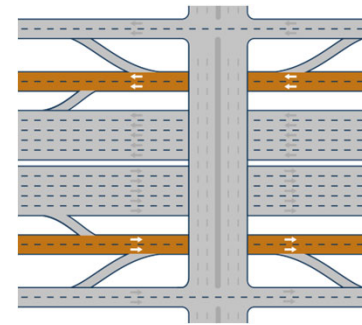
- Managed lanes serve long-distance trips greater than four miles.
- Promote shorter and more reliable travel times.
- Management strategies can include managed HOV lanes, access spacing, express lane, restricted use for certain vehicle types, etc.



General Purpose Lanes

Why They Are Used

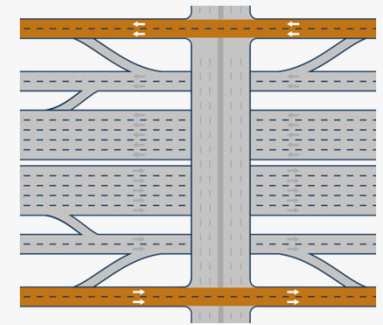
- General purpose lanes, or mainlanes, serve medium and long-distance trips.
- Can be used by anyone.



Bypass Lanes

Why They Are Used

- Bypass lanes serve short trips between interchanges and allow drivers to avoid signals at intersections as needed.
- Reduces traffic weaving on the mainlanes.
- Can reduce congestion at intersections by allowing through travelers to bypass the intersection.



Frontage Roads

Why They Are Used

- Frontage roads serve local traffic and allow access to neighboring businesses and properties.
- Typically signalized at major intersections.

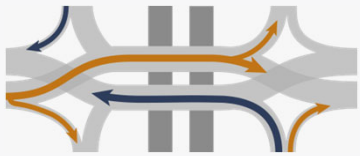
Intersection Concepts Being Considered



Crossing I-35 can be challenging, especially during peak travel times. Creating more efficient opportunities for drivers to access cross streets is an important aspect of this project.

Various intersection improvements are being considered as the team develops design plans.

Diverging Diamond



Common Uses

At intersections with a high volume of left-turning vehicles.

Potential Benefits

Reduces congestion by allowing for free-flowing left-turn movements.

Reduces travel time through the intersection.

Potential Drawbacks

Requires frontage road bypasses, which may not be feasible in all locations.

May require additional right of way.

Driver learning curve as they learn a new driving pattern.

Displaced Left-Turn



Common Uses

On high-volume roadways with multiple driveways and left-turning vehicles.

Potential Benefits

Improves safety by reducing the number of potential crash points.

Reduces travel time.

Does not require frontage road bypasses, reducing cost and footprint.

Potential Drawbacks

Could create changes in access.

May require additional right of way.

Driver learning curve as they learn a new driving pattern.

Intersection Concepts Being Considered



Diamond



Common Uses

Traditional intersection type that is used to connect cross streets.

Potential Benefits

Most common intersection and well recognized by drivers.

Less right of way would be needed than other intersection improvements.

Potential Drawbacks

Less efficiency compared to other intersection improvements.

Increased delay at the intersection.

Single Point Urban Interchange



Common Uses

At intersections with a high volume of left-turning vehicles.

Reduces left-turning conflicts at intersections to allow opposing traffic to make simultaneous left-turns.

Potential Benefits

Reduces congestion and improves traffic flow by reducing the number of signal phases.

Allows for concurrent left-turn movements resulting in reduced delays.

Potential Drawbacks

Costly due to bridge construction.

Could require more right of way compared to other intersection improvements.

Typically requires a frontage road bypass.

Flyovers



Common Uses

On expressways where most vehicles need to access a connecting expressway.

Potential Benefits

Improves traffic flow and safety by providing non-stop access without crossing conflicts.

Potential Drawbacks

Costly due to bridge construction.

Could require more right of way compared to other intersection improvements.

Project Timeline



ONGOING PUBLIC INVOLVEMENT



WE ARE HERE

**Timeline is contingent on funding, right-of-way acquisition and utility relocation. These dates are subject to change.*

Share Your Comments



All comments must be received or postmarked by **Friday, May 3, 2024**, to be included in the public meeting summary.



At the Meeting:

Complete a comment card



Email:

mobility35@txdot.gov



Phone:

(737) 307-3349



Mail:

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Visit the self-guided virtual meeting room to view the same materials and provide comments.