

I-35 at Parmer Lane Construction Information Sheet

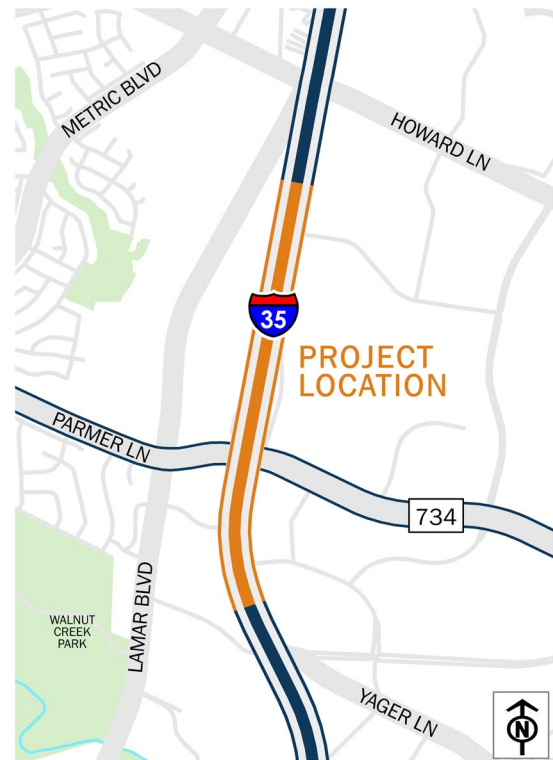
Why improvements along I-35 are needed

I-35 through the heart of Austin is one of the most congested highways in Texas. It serves as the backbone of the local, regional and national transportation network. Improvements have not kept pace with population and economic growth, resulting in increased traffic congestion.

About the I-35 at Parmer Lane project

The project will improve safety and mobility at the intersections of I-35 and Parmer Lane and Parmer Lane and Lamar Boulevard by:

- Constructing a diverging diamond interchange at I-35 and Parmer Lane
- Adding a southbound intersection bypass lane at I-35 and Parmer Lane
- Reconstructing the northbound intersection bypass lane at I-35 and Parmer Lane
- Reconstructing the entrance and exit ramps south of Parmer Lane
- Constructing right-turn lanes at the intersection of Parmer Lane and Lamar Boulevard
- Adding dual left-turn lanes from Parmer Lane to Lamar Boulevard
- Improving bicycle and pedestrian accommodations



Why a Diverging Diamond Interchange

The I-35 at Parmer Lane bridge has a high volume of left-turning traffic. Constructing a diverging diamond interchange, or DDI, allows vehicles to travel more quickly through the bridge by temporarily shifting traffic to the left side of the road. This allows through-traffic and left-turning traffic to proceed through the bridge simultaneously, eliminating the need for left-turn signals. DDIs also increase safety by reducing the number of conflict points between cross-traffic and left-turning traffic.

Details

The \$24.6 million project is funded by TxDOT's Texas Clear Lanes Congestion Relief Initiative and CAMPO. Construction started in July 2019 and was completed in mid-2022.

Contact Information

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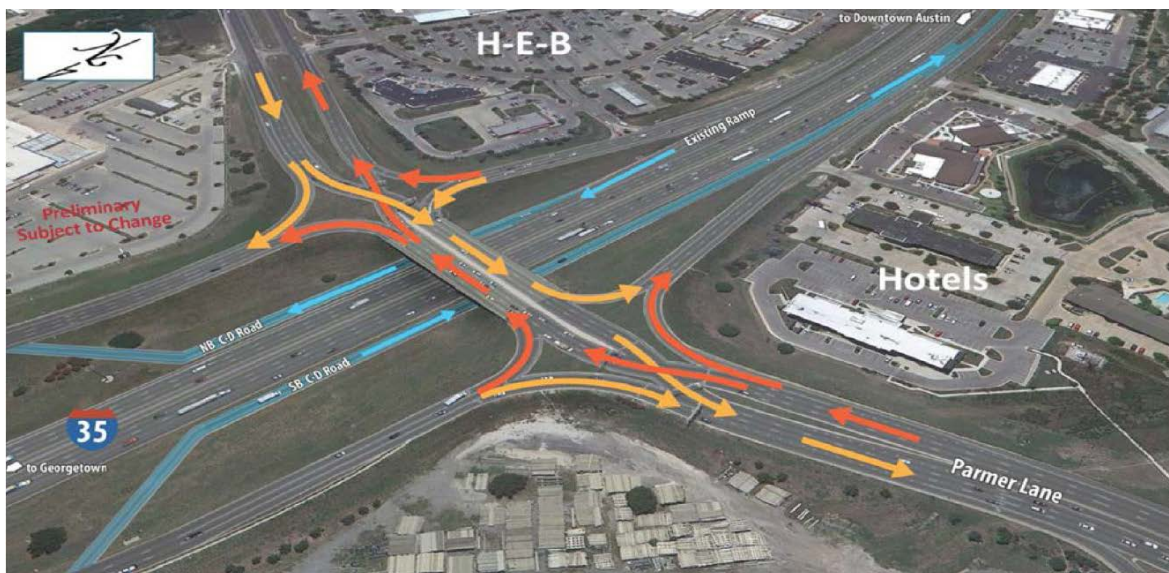
For additional information visit: www.My35Construction.org

Driving in a Diverging Diamond Intersection

While driving through a diverging diamond intersection (DDI) is different, it is not difficult to understand and navigate once you get used to it. A DDI creates a diamond-shaped pattern in the intersection and temporarily shifts traffic to the left side of the roadway prior to entering the intersection.

How It Works

- Two-phase traffic signals are installed at the roadway crossover points
- Once on the left side of the road, drivers can:
 - Freely turn left, rather than wait for oncoming traffic to clear or for a left-turn signal
 - Continue straight and switch back to the right side of the roadway once they've cleared the intersection
- Through-traffic on the frontage road bypasses the intersection via a collector-distributor lane, or intersection bypass lane, and proceeds straight through the cross-street intersection, allowing drivers to avoid the traffic signal



I-35 at Parmer Lane Intersection Improvements

Travel Time Savings

During the I-35 at Parmer Lane Environmental Study, the project team completed an operational analysis and compared the DDI with a conventional intersection for the year 2040. The results showed:

- North and southbound I-35 frontage road delays are reduced by 82% in the morning, and by 81% in the afternoon
- Vehicles sitting through multiple signal cycles at Parmer Lane are reduced by 97% for the morning and afternoon peak hours
- The intersection of Parmer Lane and Lamar Boulevard delay is reduced by 44% in the morning, and 28% in the afternoon