



Appendix B:
Project Development Summary Sheets

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FTC and Mainlane Improvements (North)

0.782 miles north of Dry Berry Creek to 0.833 miles south of SS 158 (Williams Drive)

Project Description

Mobility Improvements

Widen I-35 mainlanes to provide an additional lane in each direction, all within existing right of way. Add auxiliary lanes between ramp pairs at SH 130 and Lakeway Drive/NE Inner Loop.

Bridge Improvements

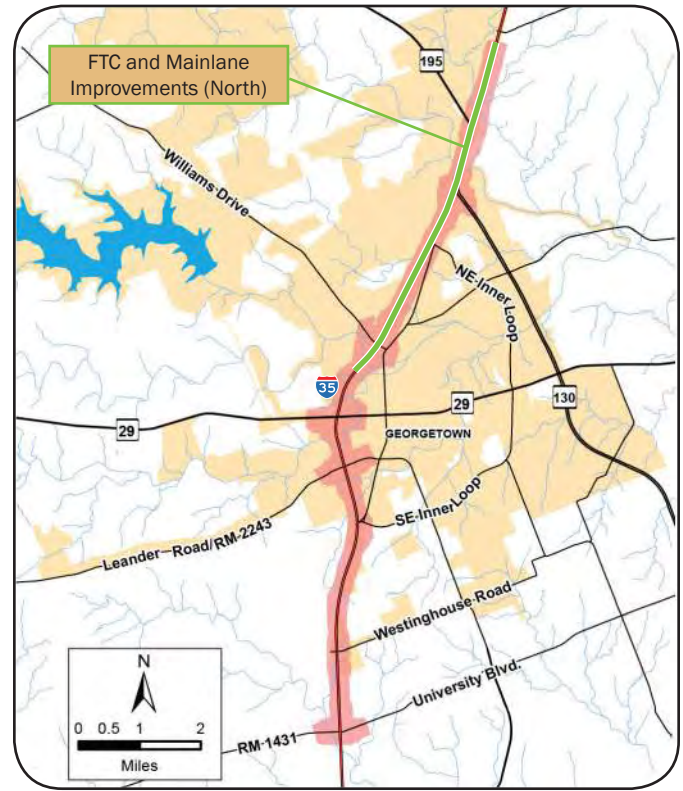
Widen northbound and southbound mainlane bridges at Dry Berry Creek, Berry Creek, and North Fork San Gabriel River.

Ramp Improvements

Modify entrance ramps and exit ramps to accommodate mainlane widening.

Anticipated Benefits

Increases corridor capacity from the addition of one lane in each direction. Auxiliary lanes facilitate entering and exiting traffic, balance the traffic load, and improve mainlane level of service.



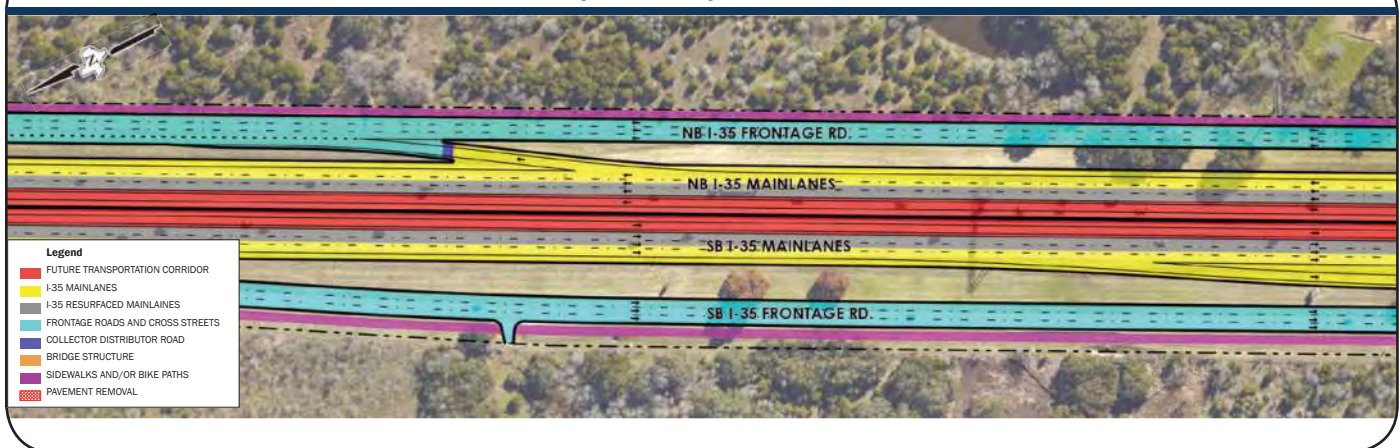
Estimated Project Development Costs

Future Unfunded Efforts

Phase 3: Schematic and Environmental	\$3,992,340
Phase 4: Final Design	\$6,653,900
Phase 5: Construction	\$66,539,000

Total Costs **\$77,185,240**

Proposed Improvements



Durations	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Phase 3: Schematic & Environmental	█																									
Phase 4: Final Design									█																	
Phase 5: Construction													█													

SH 195/Berry Creek Road Intersection

Texas Department of Transportation
Austin District

0.149 miles west of Berry Creek Drive to the I-35 Southbound Frontage Road

Project Description

Mobility Improvements

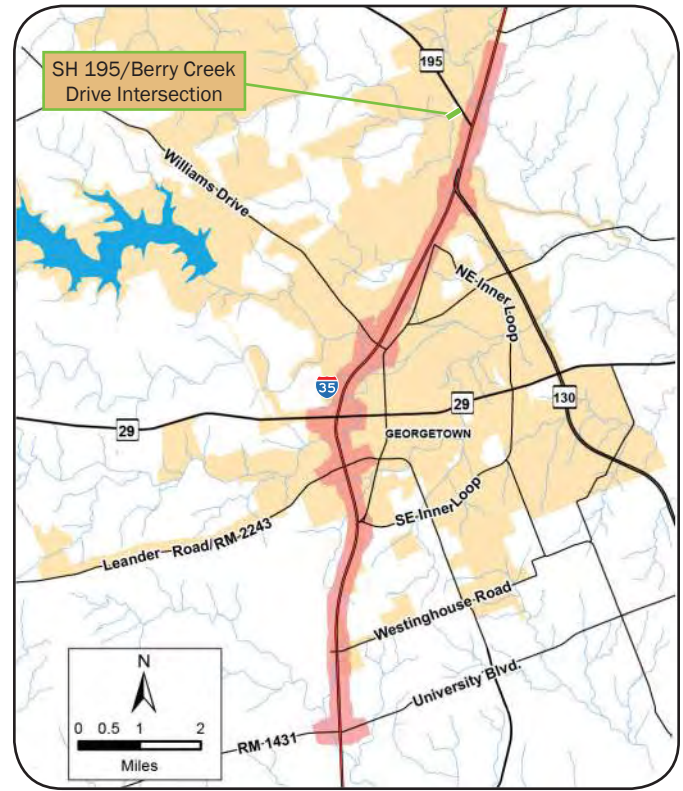
Widen SH 195 to provide northbound left-turn storage and a bypass for through traffic. Construct a right-turn lane from southbound SH 195 to Berry Creek Drive. Install traffic signals at SH 195/Berry Creek Road intersections.

Bicycle and Pedestrian Facilities

Construct bicycle and pedestrian facilities to improve east-west connectivity.

Anticipated Benefits

Increases intersection efficiency and reduces congestion. Enhances mobility and safety. Accommodates planned development.



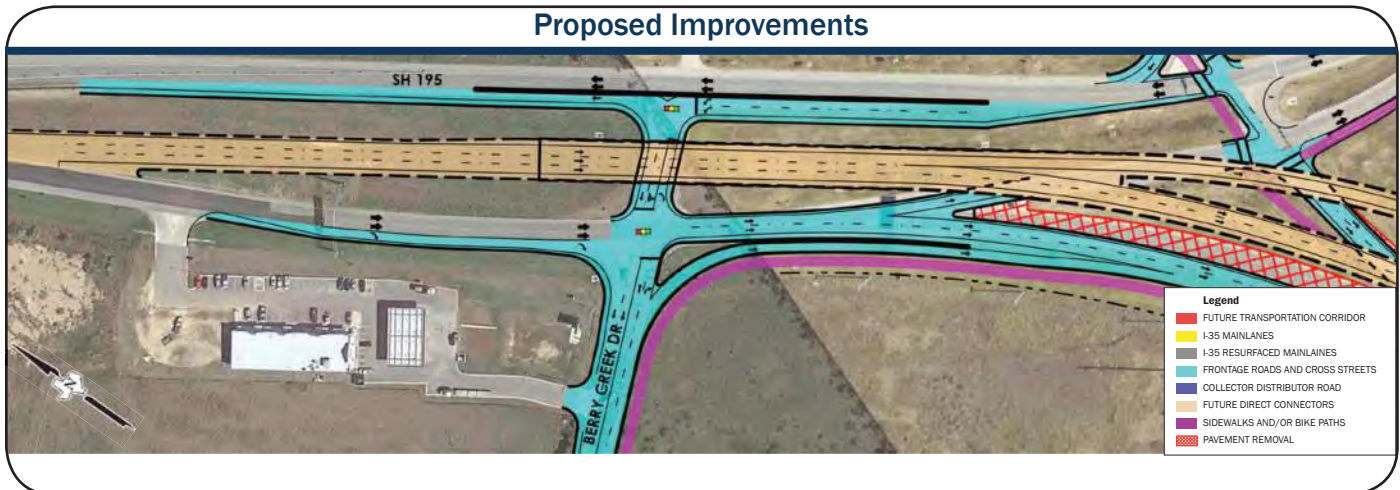
Estimated Project Development Costs

Future Unfunded Efforts

Phase 3: Schematic and Environmental	\$145,560
Phase 4: Final Design	\$242,600
Phase 5: Construction	\$2,426,000

Total Costs **\$2,814,160**

Proposed Improvements



Durations	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Phase 3: Schematic and Environmental																								
Phase 4: Final Design																								
Phase 5: Construction																								

I-35/SH 195 Direct Connectors

0.249 miles west of Berry Creek Drive to 0.070 miles north of Berry Creek

Project Description

Mobility Improvements

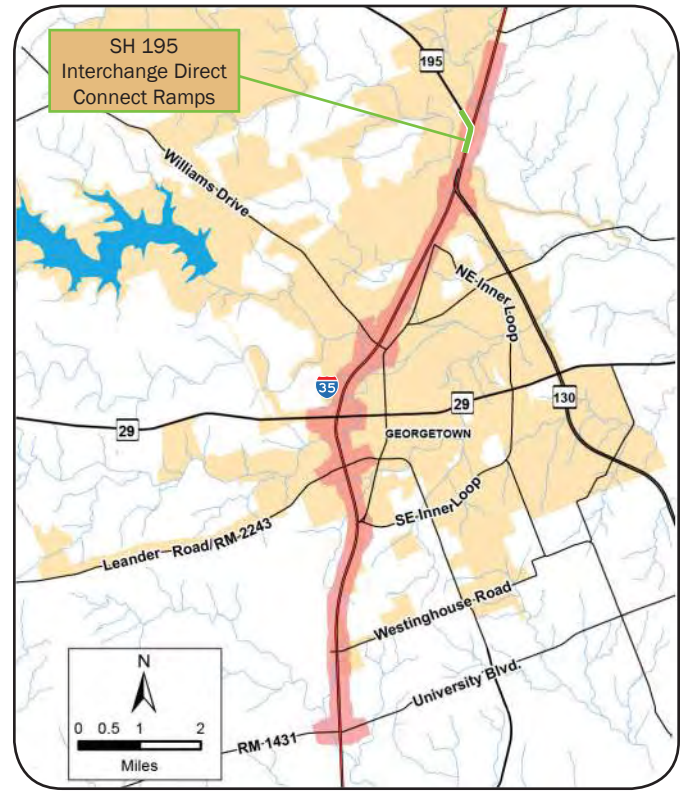
Construct direct connectors from southbound SH 195 to southbound I-35 mainlanes and southbound SH 130 access road. Construct direct connector from northbound I-35 collector-distributor to northbound SH 195. All improvements are contained in the existing right of way.

Ramp Improvements

Remove existing entrance ramp from southbound I-35 frontage road to SH 130 access road. Modify northbound I-35 collector-distributor and northbound exit ramps to the northbound I-35 frontage road.

Anticipated Benefits

Increases interchange efficiency, reduces travel time, and eliminates out of direction travel.



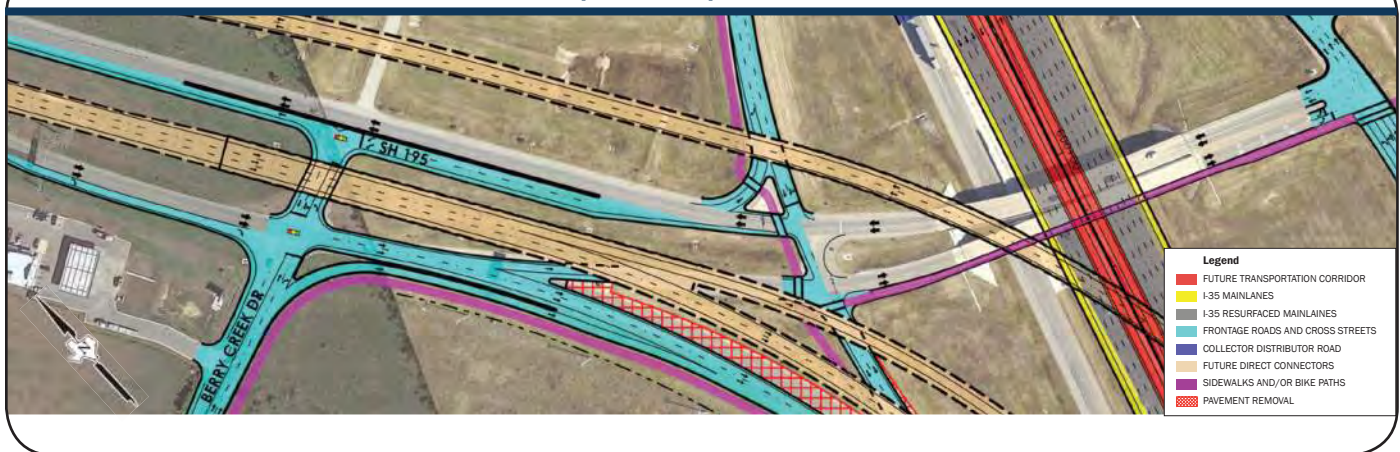
Estimated Project Development Costs

Future Unfunded Efforts

Phase 3: Schematic and Environmental	\$4,749,960
Phase 4: Final Design	\$7,916,600
Phase 5: Construction	\$79,166,000

Total Costs **\$91,832,560**

Proposed Improvements



Durations	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Phase 3: Schematic and Environmental																								
Phase 4: Final Design																								
Phase 5: Construction																								

I-35 Frontage Roads at SH 195

0.311 miles north of Dry Berry Creek to 0.027 miles south of Berry Creek

Project Description

Mobility Improvements

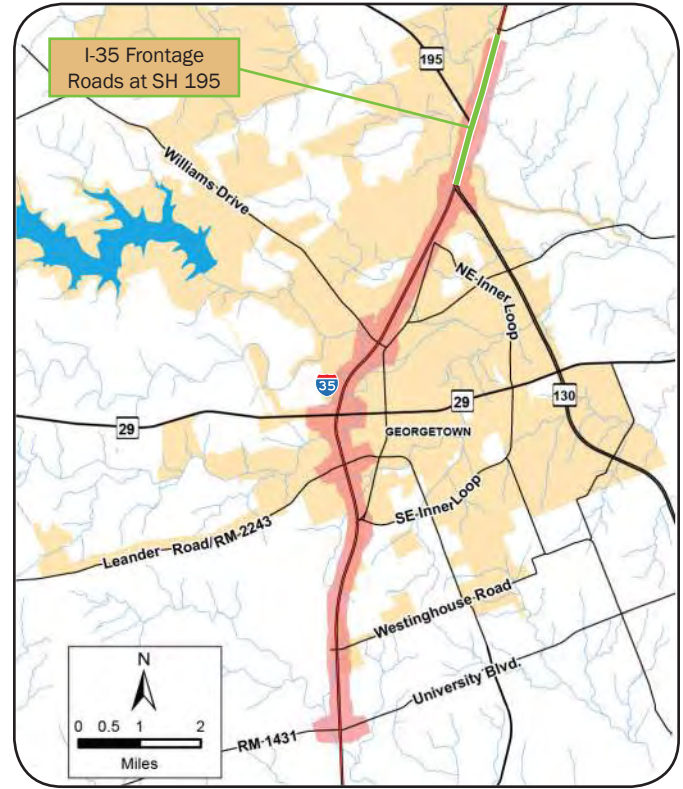
Widen frontage roads to provide continuous three-lane roadways. Realign the southbound SH 195 connection to the I-35 frontage road to accommodate the future SH 195 Interchange Direct Connect Ramps.

Bicycle and Pedestrian Facilities

Construct bicycle and pedestrian facilities to improve north-south and east-west connectivity.

Anticipated Benefits

Increases intersection efficiency, reduces congestion, enhances intersection mobility and safety. Provides bicycle and pedestrian facilities.



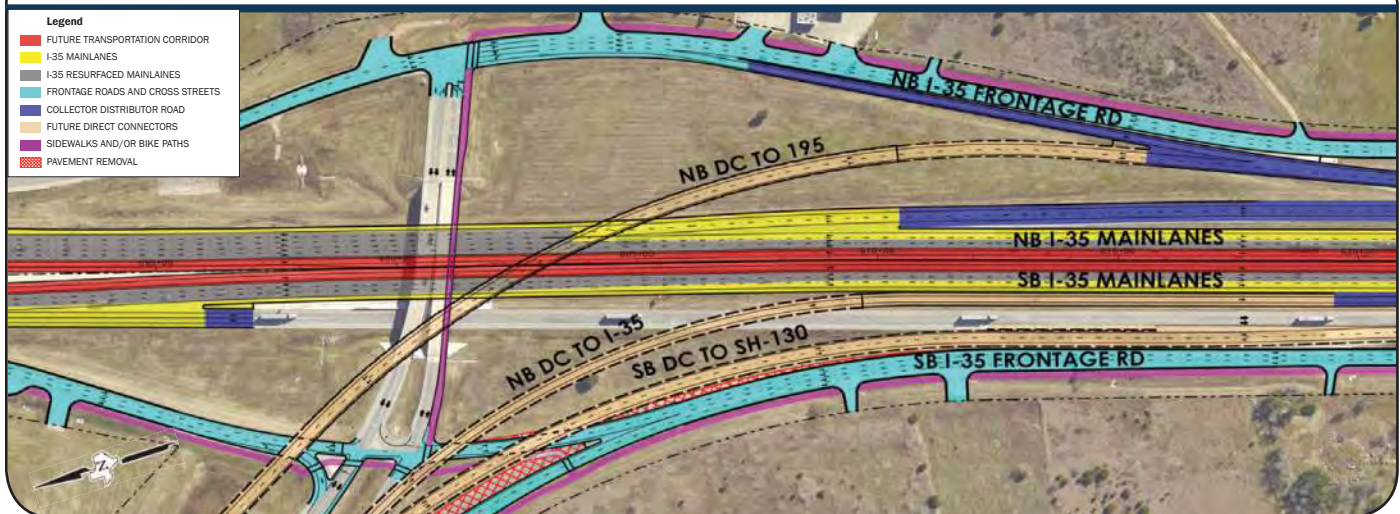
Estimated Project Development Costs

Future Unfunded Efforts

Phase 3: Schematic and Environmental	\$828,540
Phase 4: Final Design	\$1,380,900
Phase 5: Construction	\$13,809,000

Total Costs **\$16,018,440**

Proposed Improvements



Durations	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Phase 3: Schematic and Environmental																								
Phase 4: Final Design																								
Phase 5: Construction																								

Lakeway Drive/NE Inner Loop Interchange

0.027 miles south of Berry Creek to 0.402 miles south of Lakeway Drive

Project Description

Mobility Improvements

Improve the existing conventional interchange. Widen Lakeway Drive and NE Inner Loop to accommodate additional lanes. Relocate SS 158 (Austin Avenue) east of its current location. Construct new northbound frontage road and widen existing frontage roads to provide continuous three-lane roadways.

Bridge Improvements

Widen the existing Lakeway Drive/NE Inner Loop underpass bridge to a 7-lane roadway with bicycle lanes and sidewalks.

Ramp Modifications

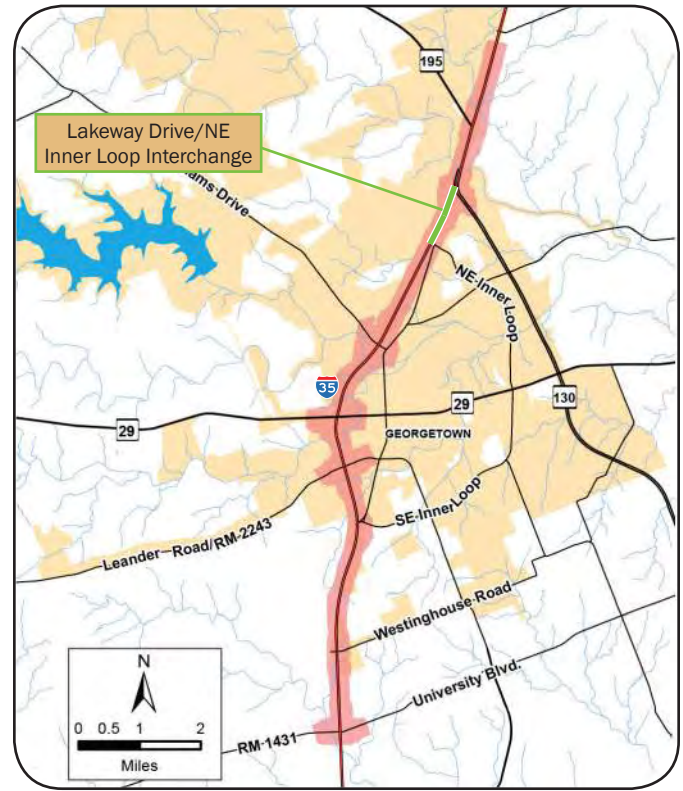
Reverse ramps to complete X-pattern interchange configurations. Modify entrance ramps and exit ramps to accommodate frontage road widening.

Bicycle and Pedestrian Facilities

Construct bicycle and pedestrian facilities on frontage roads and cross roads to improve north-south and east-west connectivity.

Anticipated Benefits

Increases intersection efficiency, reduces congestion, enhances intersection mobility and safety. Provides bicycle and pedestrian facilities.



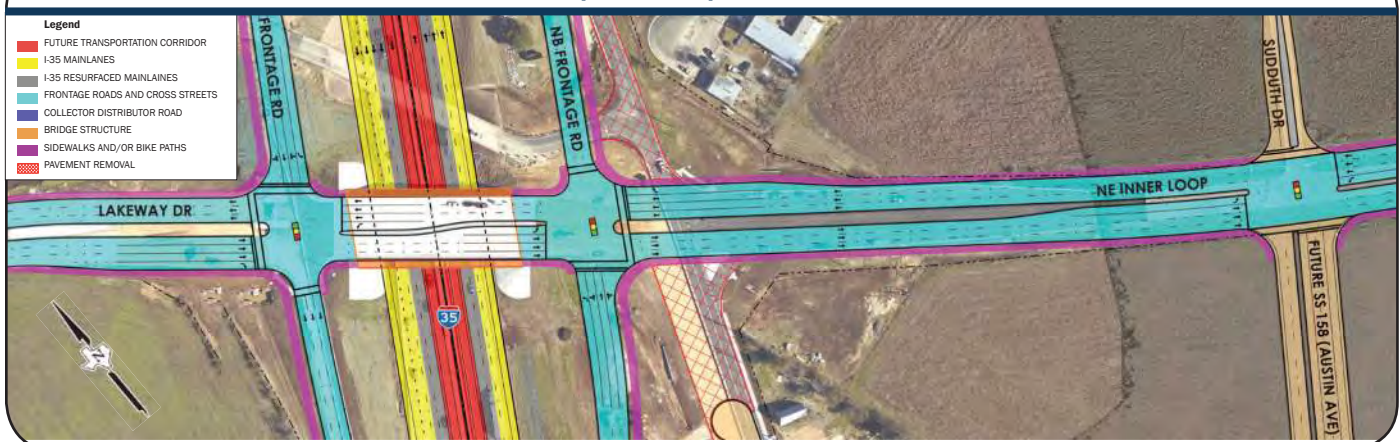
Estimated Project Development Costs

Future Unfunded Efforts

Phase 3: Schematic and Environmental	\$1,432,500
Phase 4: Final Design	\$2,387,500
Phase 5: Construction	\$23,875,000

Total Costs **\$27,695,000**

Proposed Improvements



Durations	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Phase 3: Schematic and Environmental																								
Phase 4: Final Design																								
Phase 5: Construction																								

SS 158 (Williams Drive) Interchange

0.402 miles south of Lakeway Drive to 0.833 miles south of SS 158 (Williams Drive)

Project Description

Mobility Improvements

Replace the existing interchange with a Diverging Diamond Interchange. Construct southbound and northbound collector-distributor roads. Construct new northbound frontage road and widen existing frontage roads to provide continuous three-lane roadways. Construct improvements at the Williams Drive/Austin Avenue intersection.

Bridge Improvements

Replace the SS 158 (Williams Drive) underpass bridge. Widen the southbound mainlane bridge at North Fork San Gabriel River.

Ramp Modifications

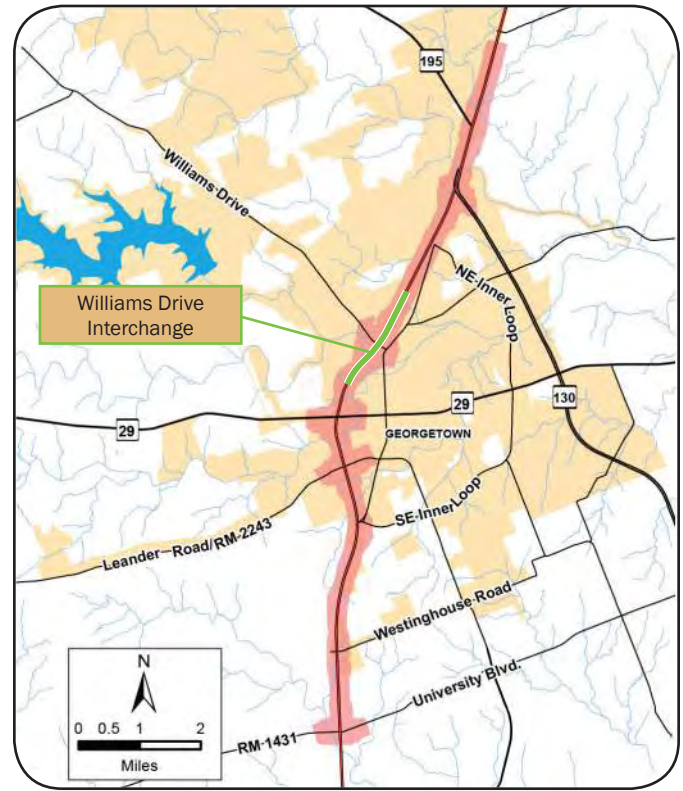
Reverse ramps to complete X-pattern interchange configurations. Modify entrance ramps and exit ramps to accommodate frontage road widening.

Bicycle and Pedestrian Facilities

Construct bicycle and pedestrian facilities on frontage roads and cross roads to improve north-south and east-west connectivity.

Anticipated Benefits

Increases intersection efficiency, reduces congestion, enhances intersection mobility and safety. Accommodates Future Transportation Corridor. Provides bicycle and pedestrian facilities.



Estimated Project Development Costs

Future Unfunded Efforts

Phase 3: Schematic and Environmental	\$2,797,140
Phase 4: Final Design	\$4,661,900
Phase 5: Construction	\$46,619,000

Total Costs **\$54,078,040**

Proposed Improvements



Durations	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Phase 3: Schematic and Environmental																								
Phase 4: Final Design																								
Phase 5: Construction																								

FTC and Mainlane Improvements (South)

0.833 miles south of SS 158 (Williams Drive) to 0.080 miles south of RM 1431

Project Description

Mobility Improvements

Widen I-35 mainlanes to provide an additional lane in each direction, all within existing right of way. Add auxiliary lanes between ramp pairs at SH 29, RM 2243/Leander Road, SE Inner Loop and Westinghouse Road.

Bridge Improvements

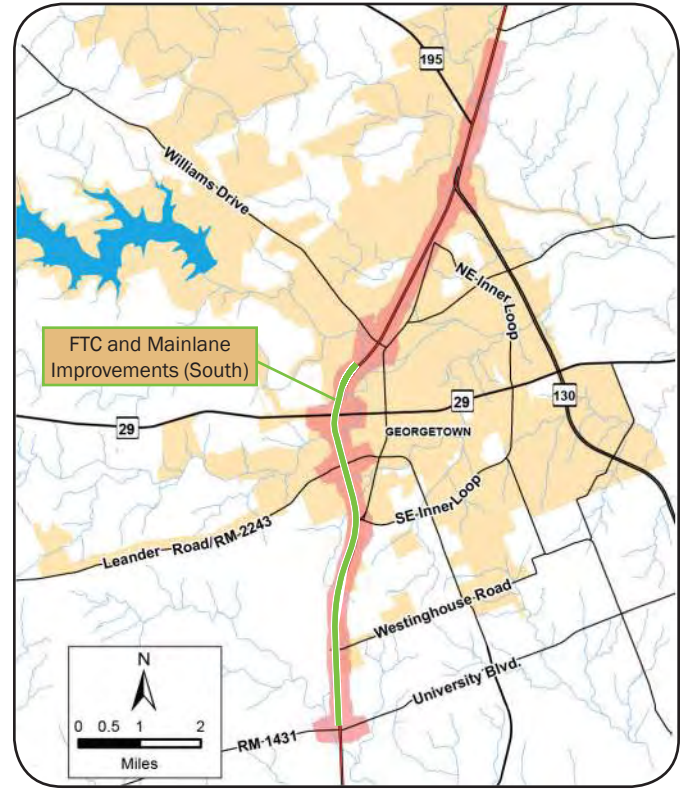
Replace northbound and southbound mainlane bridges at SE Inner Loop and widen mainlane bridges at South Fork San Gabriel River.

Ramp Improvements

Modify entrance ramps and exit ramps to accommodate mainlane widening.

Anticipated Benefits

Increases corridor capacity from the addition of one lane in each direction. Auxiliary lanes facilitate entering and exiting traffic, balance the traffic load, and improve mainlane level of service.



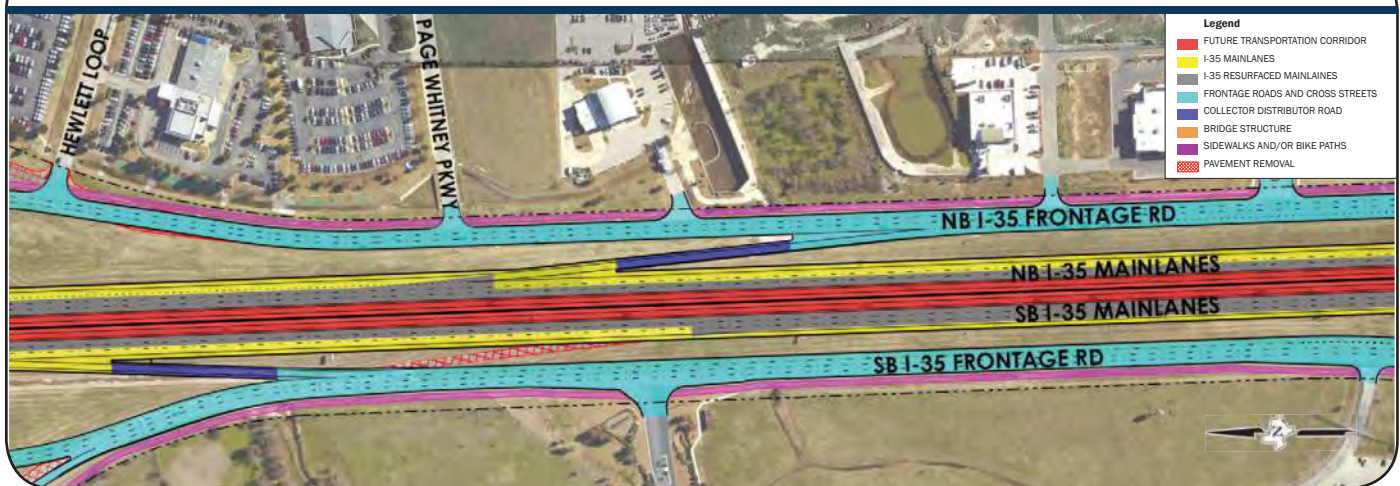
Estimated Project Development Costs

Future Unfunded Efforts

Phase 3: Schematic and Environmental	\$5,476,740
Phase 4: Final Design	\$9,127,900
Phase 5: Construction	\$91,279,000

Total Costs **\$105,883,640**

Proposed Improvements



Durations	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Phase 3: Schematic and Environmental																										
Phase 4: Final Design																										
Phase 5: Construction																										

SH 29 Interchange

0.833 miles south of SS 158 (Williams Drive) to 0.549 miles south of SH 29

Project Description

Mobility Improvements

Construct a new conventional interchange at SH 29 that provides additional turn lanes. Widen frontage roads to provide continuous three-lane roadways. Modify the south-north turnaround transition to the northbound frontage road and the northbound exit ramp to SS 158 (Williams Drive). Relocate commercial access and signal east of I-35.

Bridge Improvements

Replace the SH 29 underpass bridge to allow mainline widening and provide additional vertical clearance.

Ramp Modifications

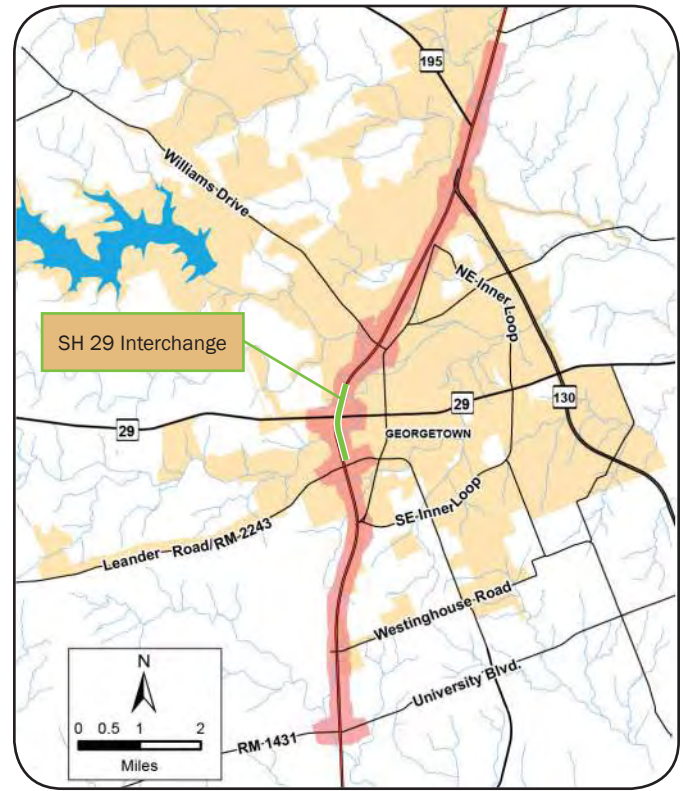
Reverse ramps to complete X-pattern interchange configuration. Modify entrance ramps and exit ramps to accommodate frontage road widening.

Bicycle and Pedestrian Facilities

Construct bicycle and pedestrian facilities on frontage roads and cross roads to improve north-south and east-west connectivity.

Anticipated Benefits

Increases intersection efficiency, reduces congestion, enhances intersection mobility and safety. Accommodates Future Transportation Corridor. Provides bicycle and pedestrian facilities.



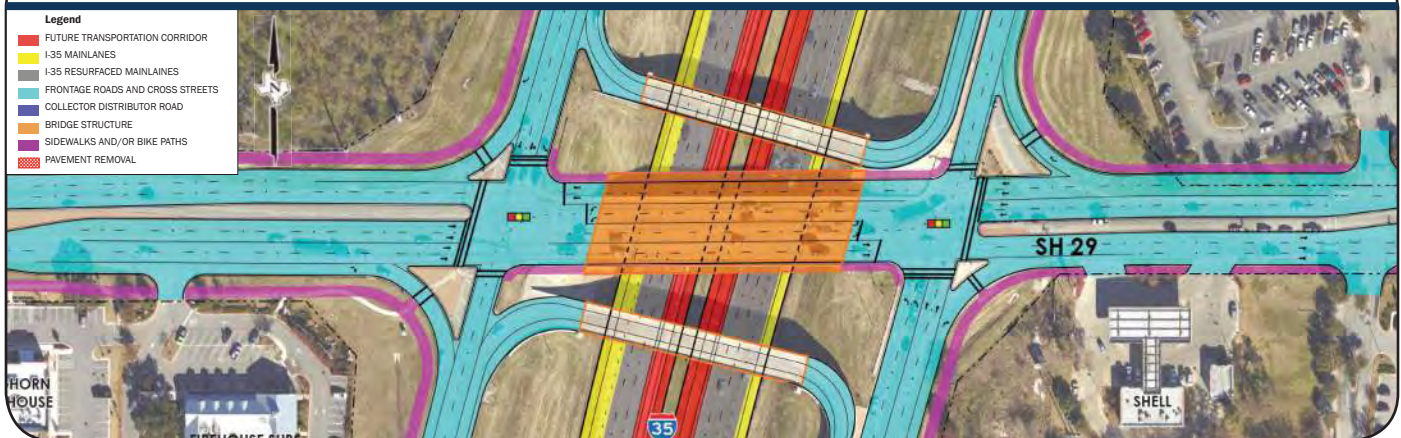
Estimated Project Development Costs

Future Unfunded Efforts

Phase 3: Schematic and Environmental	\$1,220,640
Phase 4: Final Design	\$2,034,400
Phase 5: Construction	\$20,344,000

Total Costs **\$23,599,040**

Proposed Improvements



Durations	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4										
Phase 3: Schematic and Environmental																																		
Phase 4: Final Design																																		
Phase 5: Construction																																		

RM 2243/Leander Road Interchange

0.549 miles south of SH 29 to 1.229 miles north of Westinghouse Road

Project Description

Mobility Improvements

Replace the existing interchange with a partial Continuous Flow Interchange. Widen existing frontage roads to provide continuous three-lane roadways and add frontage road auxiliary lanes. Realign southbound frontage road at SE Inner Loop and widen SE Inner Loop.

Bridge Improvements

Replace the RM 2243/Leander Road underpass bridge to accommodate additional turn lanes, allow mainlane widening and provide additional vertical clearance.

Ramp Modifications

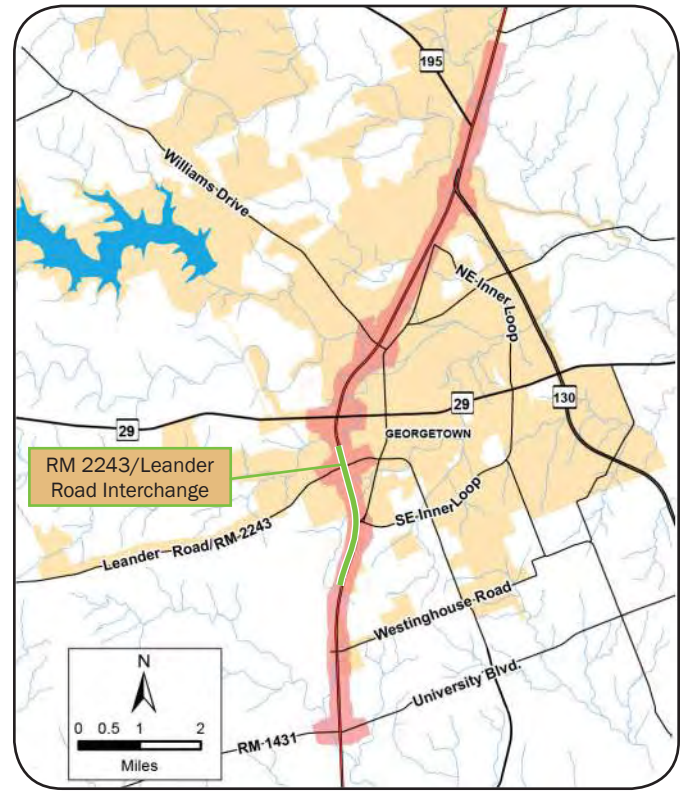
Reverse ramps to complete X-pattern interchange configuration. Modify entrance ramps and exit ramps to accommodate frontage road widening.

Bicycle and Pedestrian Facilities

Construct bicycle and pedestrian facilities on frontage roads and cross roads to improve north-south and east-west connectivity.

Anticipated Benefits

Increases intersection efficiency, reduces congestion, enhances intersection mobility and safety. Accommodates Future Transportation Corridor. Provides bicycle and pedestrian facilities.



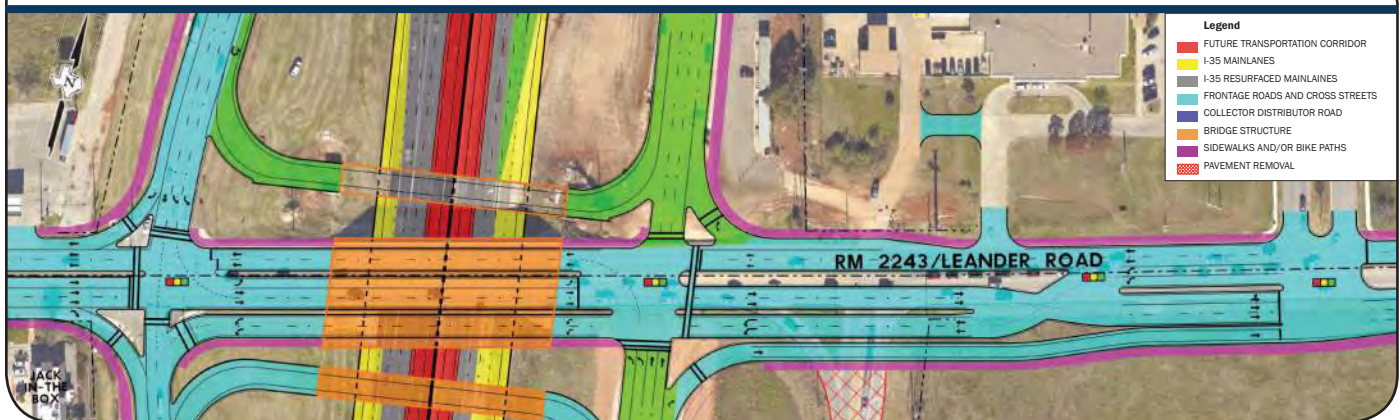
Estimated Project Development Costs

Future Unfunded Efforts

Phase 3: Schematic and Environmental	\$2,473,080
Phase 4: Final Design	\$4,121,800
Phase 5: Construction	\$41,218,000

Total Costs **\$47,812,880**

Proposed Improvements



Durations	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Phase 3: Schematic and Environmental																								
Phase 4: Final Design																								
Phase 5: Construction																								

Westinghouse Road Interchange

1.229 miles north of Westinghouse Road to 0.080 miles south of RM 1431

Project Description

Mobility Improvements

Construct a new conventional interchange that provides additional lanes for turning movements and through traffic. Realign frontage roads at Westinghouse Road, widen existing frontage roads to provide continuous three-lane roadways and add frontage road auxiliary lanes.

Bridge Improvements

Replace the Westinghouse Road underpass bridge to accommodate additional lanes, allow mainlane widening and provide additional vertical clearance.

Ramp Modifications

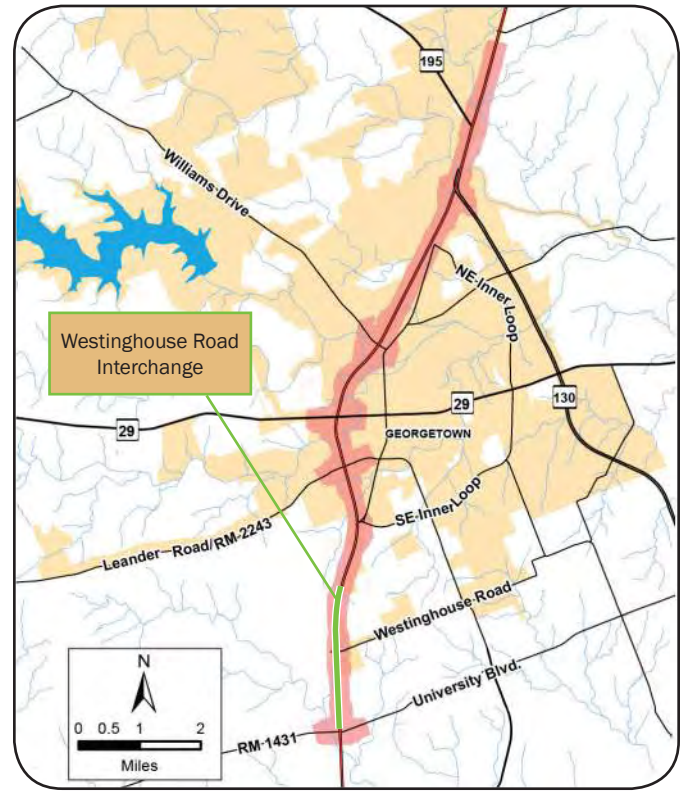
Reverse ramps to complete X-pattern interchange configuration. Modify entrance ramps and exit ramps to accommodate frontage road widening.

Bicycle and Pedestrian Facilities

Construct bicycle and pedestrian facilities on frontage roads and cross roads to improve north-south and east-west connectivity.

Anticipated Benefits

Increases intersection efficiency, reduces congestion, enhances intersection mobility and safety. Accommodates Future Transportation Corridor. Provides bicycle and pedestrian facilities.



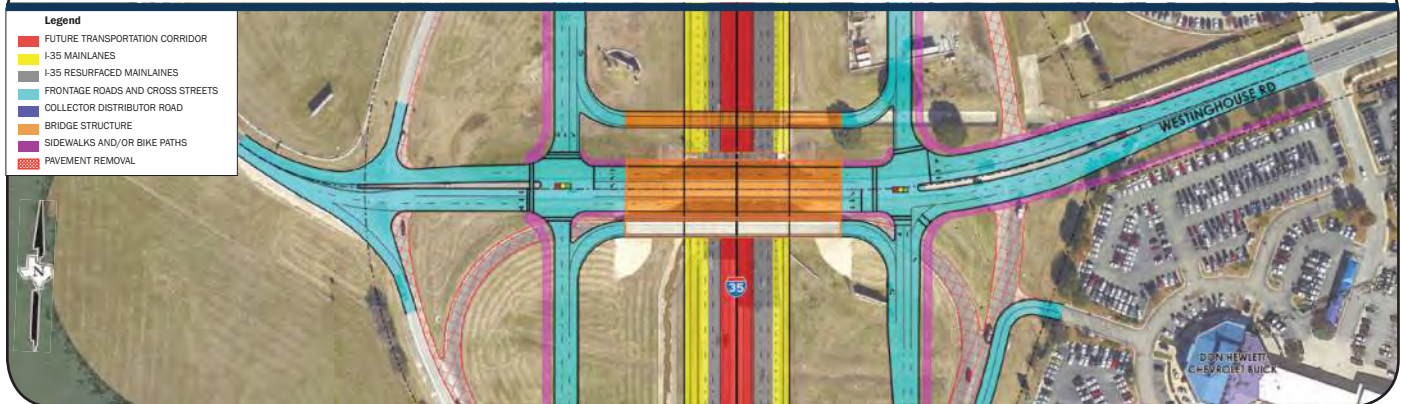
Estimated Project Development Costs

Future Unfunded Efforts

Phase 3: Schematic and Environmental	\$2,335,680
Phase 4: Final Design	\$3,892,800
Phase 5: Construction	\$38,928,000

Total Costs **\$45,156,480**

Proposed Improvements



Durations	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Phase 3: Schematic and Environmental																								
Phase 4: Final Design																								
Phase 5: Construction																								