



JANUARY 2019 ■ E-NEWSLETTER

A monthly e-newsletter providing information about Mobility35, a regionwide effort to improve safety and mobility along I-35 in Williamson, Travis, and Hays counties.

THREE NEW MOBILITY35 PROJECTS TO MOVE FORWARD IN 2019

With 2018 in the rearview mirror, the Mobility35 Program is already busy preparing for some exciting new projects. As you hit the roadways, keep an eye out for these developments in the years ahead:

[I-35 at Posey Road](#)- Construction will begin on the 2.5 mile project early this year. Improvements to the Posey Road interchange include providing additional travel lanes through the frontage road intersections, adding U-turns in each direction, reconfiguring ramps and converting frontage roads from two-way to one-way access. Currently, the I-35 mainlanes go under Posey Road. The new configuration would have the I-35 mainlanes going over Posey Road. The \$33 million project is expected to be complete in winter 2020/2021.

[I-35 from Corn Hill to FM 972](#)- This \$12.8 million project includes converting north and southbound frontage roads from two-way to one-way access in the six-mile stretch of I-35 between Corn Hill (Bud Stockton Loop) and FM 972. In addition, 14 entrance and exit ramps would be modified within the project limits. Construction is expected to begin in mid-2019.

[I-35 at RM 2243 to SE Inner Loop](#)- The \$37.2 million project includes intersection improvements to alleviate an existing bottleneck at the intersection of RM 2243 and I-35, southbound frontage road improvements, and operational improvements along RM 2243

from Woodmont Drive to Scenic Drive. Community outreach will begin in 2019, with construction expected to begin in 2023.

I-35 AT OLTORF STREET PROJECT MOVES CLOSER TO COMPLETION

[The I-35 at Oltorf Street](#) project is closing in on some major milestones as it approaches completion later this year. Here are a few of the highlights:

CONSTRUCTION OF SOUTHBOUND ENTRANCE RAMP NORTH OF OLTORF STREET

Beginning this month, the southbound I-35 frontage road will be reduced to one lane between Woodland Street and Algarita Avenue to accommodate construction of the new entrance ramp north of Oltorf Street. This configuration is anticipated to be in place for several months.

SOUTHBOUND WOODWARD AVENUE EXIT RAMP OPENING

The new southbound Woodward Street exit ramp will open to traffic early this month, weather permitting. The existing temporary ramp will be removed as crews stripe and open the improved exit ramp, which will allow for longer merging distances.

NORTHBOUND ENTRANCE RAMP SOUTH OF OLTORF STREET

Next month, the newly constructed elevated entrance ramp will open to traffic, and the existing northbound entrance ramp south of Oltorf Street will close. This improved entrance ramp will cross over the new southbound exit ramp for Oltorf Street, which opened in September, to complete the braided ramp configuration. Braided ramps improve safety by reducing conflict points between drivers entering and exiting the mainlanes.



Northbound I-35 braided entrance and exit ramps

SAFETY IMPROVEMENTS FOR NORTHBOUND OLTORF STREET EXIT

Safety improvements are coming this month to the northbound Oltorf Street exit ramp. To reduce vehicle conflicts and ensure safe merging, crews will be placing traffic delineators alongside the ramp. These delineators will prevent vehicles from making illegal right turns onto Royal Hill Drive when taking the Oltorf Street exit ramp. Southbound drivers heading to Royal Hill Drive should take an earlier exit and merge onto the frontage road ahead of time to safely access Royal Hill Drive or use Oltorf Street.

MY35 CONSTRUCTION UPDATES

[I-35 at County Road 305](#): Crews began grading the frontage roads for the new County Road 305 realignment. The abutments and columns for the new bridge

have been completed. The northbound columns have been poured and crews will continue to work on retaining walls. Beams for the new County Road 305 bridge are expected to be set early this year.

I-35 at FM 3406: Crews are paving and striping the north and southbound I-35 frontage roads as the project nears completion. Permanent signs are being installed and bridge structures are being painted. The project wraps up this month with a ribbon cutting ceremony.

I-35 from Rundberg Lane to US 290 East: Drivers should be aware of temporary side street closures along the northbound I-35 frontage road between US 183 and Rundberg Lane. Detour signs will be placed. The U-turn at I-35 and US 290 East will temporarily close so crews can safely move a manhole and work on utilities. Please be aware that lanes on the northbound US 183 frontage road between Cameron Road and I-35 will be narrowed slightly, in order to create a work zone for a new flyover.

I-35 from Stassney Lane to William Cannon Drive: Permanent traffic signals at William Cannon Drive and I-35 have recently been installed. Crews are gearing up to demolish the existing Stassney Lane bridge next month, entering the project into its third and final phase. Paving is also wrapping up at the William Cannon bridge.



Newly reconstructed William Cannon Drive bridge

MOTHER NATURE OFTEN DETERMINES

'WEATHER' CONSTRUCTION MOVES FORWARD



Construction projects are often at the mercy of mother nature, especially in the winter. Weather can put a temporary halt to projects. Cold, damp conditions can make it difficult to continue construction.

Asphalt and concrete are two major materials used to construct bridges and roadways, and both are affected by the weather. Asphalt does not adhere or stick to wet surfaces, so rain can delay construction, as surfaces must dry prior to the placement of asphalt. Cold weather can also slow down construction due to the asphalt needing to remain hot to be adequately compacted to withstand the stress placed on it by heavy vehicles. If the temperature is too cold, it can cool the asphalt before the rollers have had time to sufficiently compact it.

Concrete placement can also be significantly impacted by cold weather. Concrete is liquid when poured, but gets hard enough to carry the weight of very heavy trucks. Concrete gains strength through a chemical reaction called hydration, which bonds the rocks and cement together. When the weather is cold, it can slow down or stop the hydration process, thus weakening the concrete.

Freezing temperatures also impacts other materials used during construction, like paint. Many paints are water-based, which means the paint can freeze, making it impossible to spray and ultimately preventing workers from striping the road.

The next time you see a construction site that has slowed down, take a look at the weather and remember Mother Nature is ultimately in charge!



Texas Department of
Transportation, © 2018.
All rights reserved

125 East 11th Street
Austin, TX 78701
Contact Us | (512) 366-3229