

Successful CSS Examples Texas and Beyond

**Brian Bochner
Texas Transportation Institute**

I-30/I-35W Interchange Reconstruction

Downtown Ft. Worth

Project

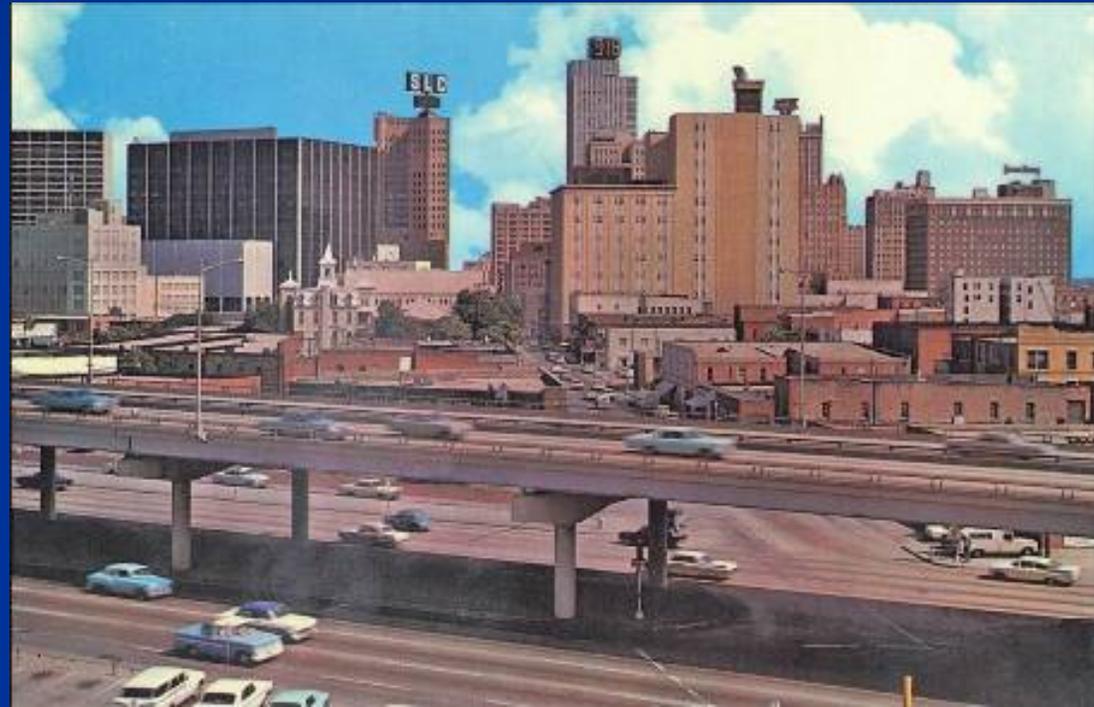
- Existing elevated freeway over Lancaster Avenue



- Project
 - Reconstruction
 - Capacity and safety improvements

Initial Plan

- Initial plan – west leg
 - Widened elevated structure



- Community reaction
 - Opposition
 - Lawsuit
 - Leadership interest to find better solution

CSS Approach – Stakeholder Objectives

- Objectives/concerns
 - Replace aging structure
 - Increase interchange capacity
 - Increase safety
 - Merges, weaves
 - Design speed
 - Sight distances
 - Improve aesthetics
 - Freeway
 - Barrier
 - Historic preservation
 - Permit T&P building revitalization
 - Redevelopment



Approach

Initial alternatives

- Existing alignment
 - Elevated
 - At-grade
 - Depressed
- New alignments



Relocated I-30 West Leg



Improved Ramps



Lancaster Avenue



Examples – Interchange Reconstruction

“High Five” I-635/US 75 Interchange – Dallas/Richardson



Examples – Business Districts



Downtown revitalization along state route, Tallahassee, FL

Examples



Former state highway route modified to support business district revitalization, Culver Blvd., Culver City, CA

Examples



Former state highway route modified to support business district revitalization, Culver Blvd., Culver City, California

Examples



Business district intersection of arterial state highway routes, Towson, MD

Examples



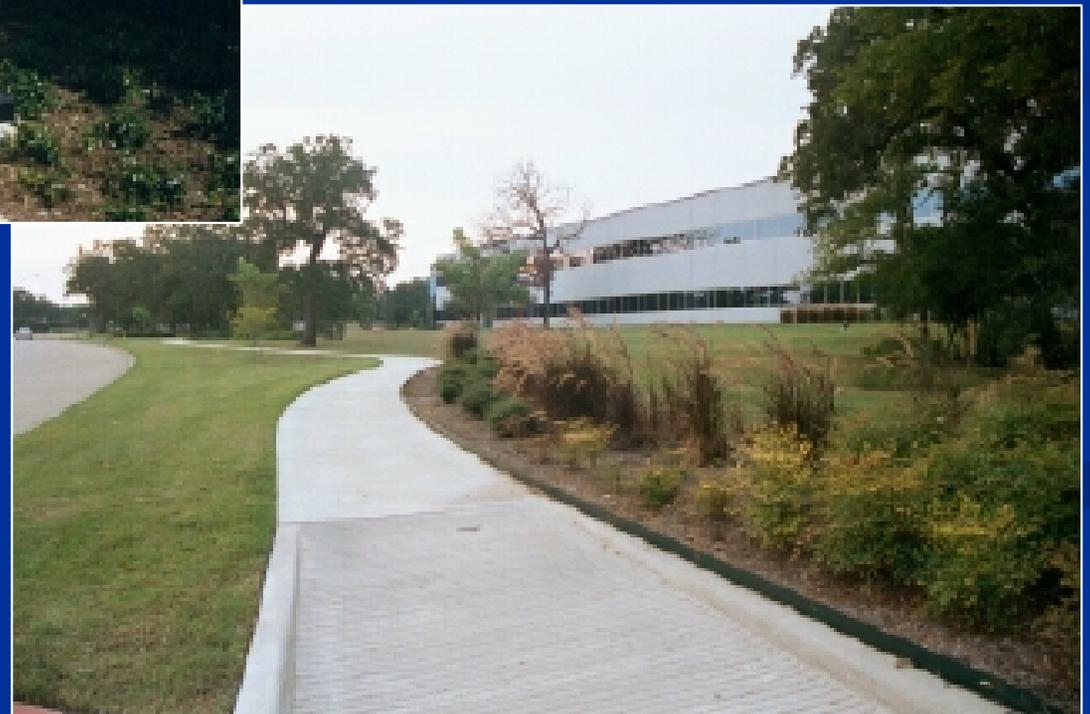
Hwy. A1A along beachfront, Ft. Lauderdale, FL



Examples



Major collector street designed to create business park environment next to residential, Lakeway Dr., College Station, Texas



Examples



Minor arterial serving business district also serves residential access function, Hidalgo Street, Houston

Examples – Specific Objectives



Defined pavement, 300'R, and lateral visual constraints to control speeds on collector street, Stephen F. Austin Blvd., Wyldwood, Texas

Examples



New York, NY

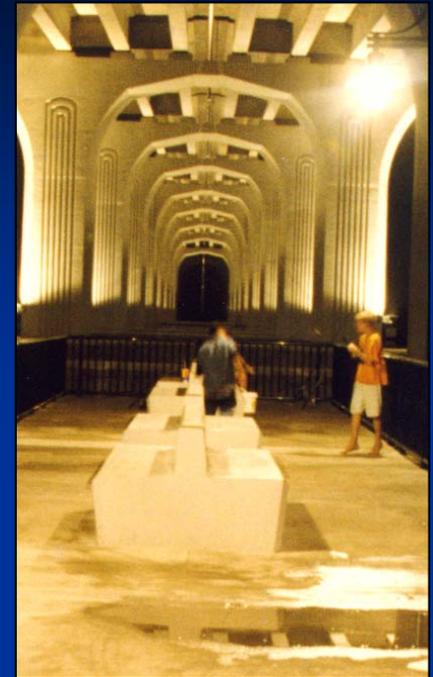
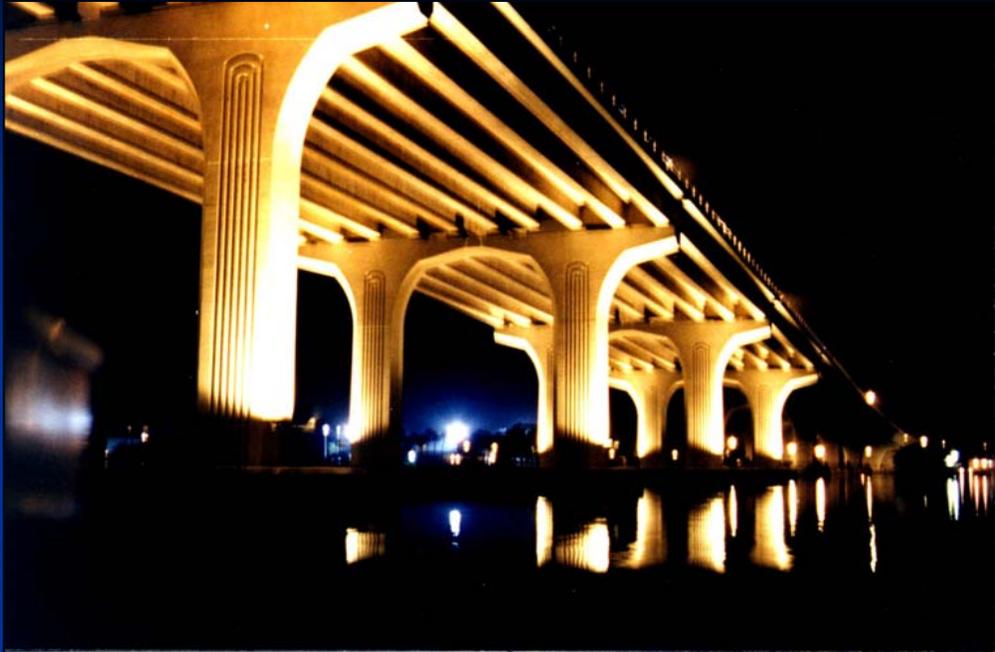
Ped/bikeway adjacent to roadway

Examples

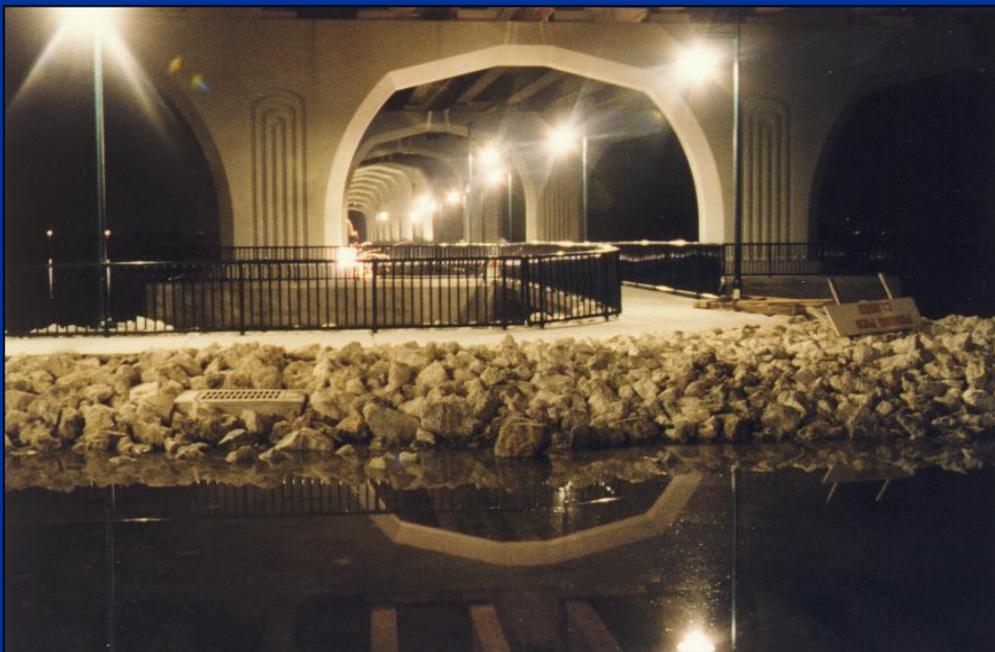


Collector street width reallocated to provide bike route, Pinellas, FL

Examples



Using light to make infrastructure a visual asset



Examples



Improving compatibility with bridge girder color, pier and abutment surfacing, landscaping

Examples



Paris Pike, Kentucky.
Features grass shoulders

Highway innovation with no design exceptions

Examples



Minnesota DOT noise walls along arterial state highway next to residential area



Benefits of CSS

- Solves the right problems and needs
- CSS builds support from public and agencies
- Conserves environmental and community resources
- Facilitates and streamlines the process to NEPA compliance
- Can save time
 - Shortens project development by gaining consensus early
 - Reduces litigation and redesign
 - Expedites permit approvals
- Can save money
 - Shortens project development
 - Reduces rework
 - Facilitates approvals



*CSS - The gold standard
for excellence*

Discussion



For Additional Information

Brian Bochner

Texas Transportation Institute

(979) 458-3516

b-bochner@tamu.edu