Remain in Place: Long-Term Strategies

Alternative Description

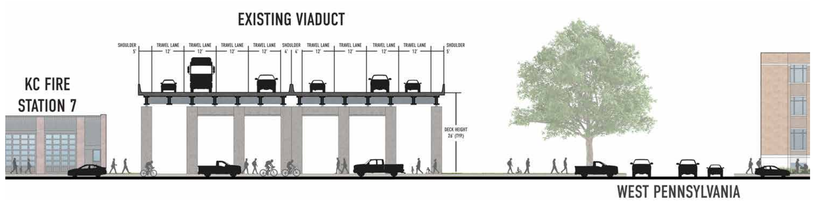
This alternative combines strategies that improve safety, multimodal connections, and infrastructure conditions while keeping the existing footprint of the highway. It includes Beardsley Road improvements, modernization of the I-35 corridor, ramp access consolidation at Southwest Trafficway and Broadway Boulevard, underpass improvements at Southwest Boulevard, and additional new crossings at the southern portion of I-35 in the study area.

Future Decision

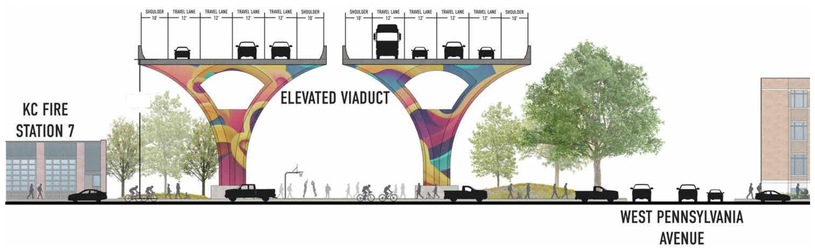
Future Viaduct Condition

The I-35 viaduct could be rehabilitated, rebuilt as-is, replaced with an elevated viaduct, or depressed below grade. These options require further engineering to fully understand their feasibility, costs, and impacts. **What is your preferred vertical alignment of I-35?**

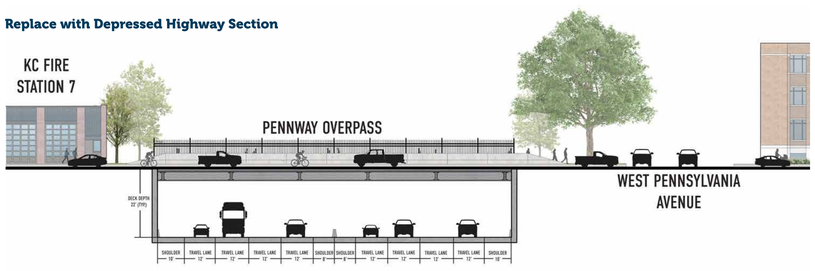
Rehab or Replace Viaduct As-Is



Replace with Elevated Viaduct



Replace with Depressed Highway Section



Beardsley Road & Mulkey Square Trails

This trail system would connect to the Riverfront Heritage Trail pedestrian bridge over I-670 and offer new paths through the Westside.

Environmental Constraint
Noise Sensitive Areas

Although areas adjacent to I-35 are already impacted by the highway, changes to the viaduct's vertical alignment could potentially result in additional noise.

Environmental Constraint
Railroads

The existing highway crosses over railroad tracks. Improvements to the highway would require careful coordination with railroads.

Environmental Constraint
Noise Sensitive Areas

Although areas adjacent to I-35 are already impacted by the highway, changes to the viaduct's vertical alignment could potentially result in additional noise.

Environmental Constraint
Floodplain

A highway built in a floodplain must demonstrate that it will not create additional flooding. A depressed highway section will also require significant investments in drainage infrastructure.

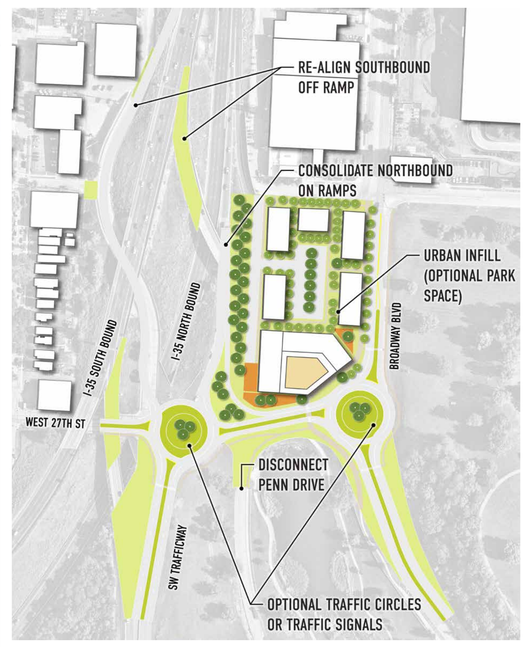
Environmental Constraint
Parkland

The new interchange and intersection should avoid any impacts to existing parkland. The 5-acre site currently occupied by freeway ramps is not a part of Penn Valley Park.

Future Decision

Ramp Consolidation

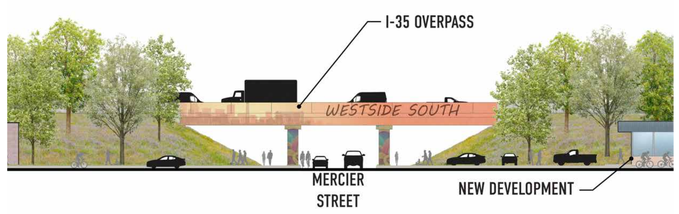
This concept shows consolidating access to I-35 at one location and moving the southbound exit to the right. The new off-ramp could use Summit Street, blocking cut-through traffic, or have a separate ramp. Southwest Trafficway and Broadway Boulevard could be connected by traditional traffic signals or roundabouts. Land formerly occupied by highway ramps could be redeveloped or converted to park space. **Would you prefer roundabouts or traffic signals? Would you close Summit to northbound traffic or keep it open? How would you repurpose the land at 27th and Broadway (a.k.a. West Pennway)?**



Future Decision

Additional Underpasses

Additional vehicular and pedestrian underpasses could improve connectivity at streets like Mercier, Holly, and Belleview. **What streets would you prioritize for reconnection?**



INTERSTATE 35
INTERSTATE 670
9th St.
10th St.
11th St.
12th St.
13th St.
14th St.
Beardsley Rd.
Pennsylvania Ave.
Washington St.
18th St.
20th St.
West Pennway
Summit St.
Jefferson St.
Washington St.
Broadway Blvd.
21st St.
Main St.
Avenida Cesar E. Chavez
Belleview Ave.
Holly St.
Southwest Blvd.
25th St.
26th St.
27th St.
28th St.
29th St.
Jarboe St.
Mercier St.
Southwest Trfy.