



Urban Transportation Commission

Susan Fraser, P.E., CFM – Mobility35 Program Manager

Sept. 9, 2021

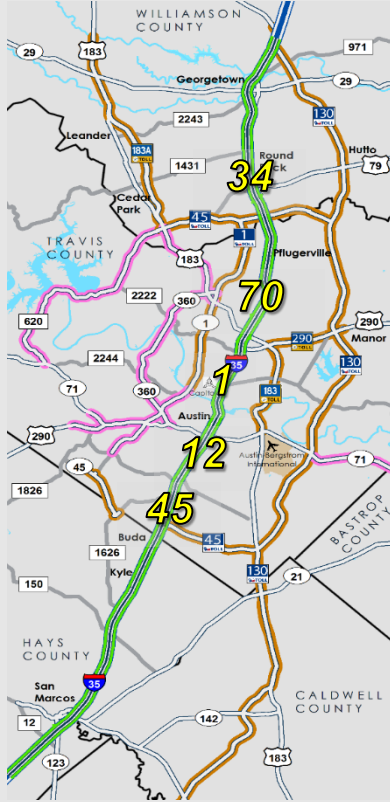
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OVERVIEW



- Focus on Improvements to 79 miles of I-35 through Williamson, Travis and Hays counties.
- 100 Most Congested Roadways in Texas:
 - #1 - I-35 from US 290 to SH 71.
 - #12 - I-35 from SH 71 to Slaughter Lane.
 - #34 - I-35 from RM 1431 to SH 45N/Louis Henna Boulevard.
 - #45 - I-35 from Slaughter Lane to SH 45SE.
 - #70 - I-35 from Parmer Lane to US 290E.
- 30+ projects in Mobility35 Program.
 - \$8 billion in construction costs for active or future projects.
 - 20+ contracts totaling ~\$90 million in environmental and design.

- Enhance safety.
- Optimize the roadway footprint.
- Increase capacity.
- Minimize additional right of way.
- Manage traffic better.
- Improve east/west connectivity.
- Improve compatibility with neighborhoods.
- Enhance bicycle, pedestrian and transit options.



Northbound I-35 braided ramps completed at US 79

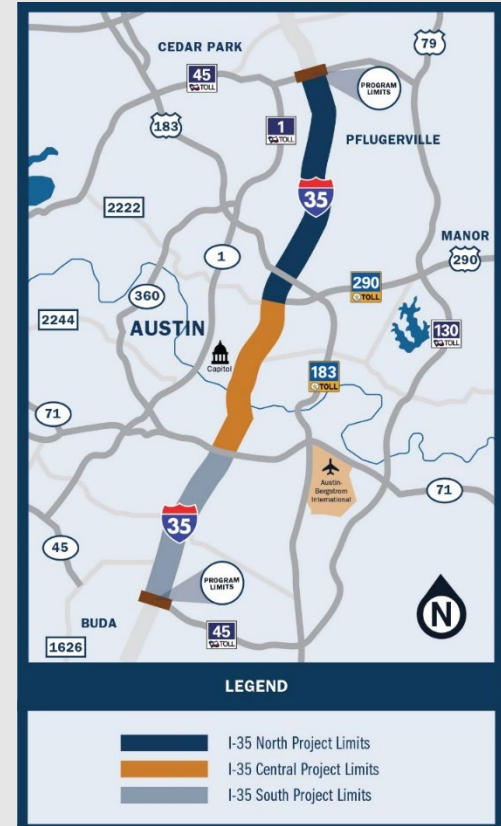


I-35 CAPITAL EXPRESS OVERVIEW

I-35 Capital Express Program

- Three stand-alone projects:
 - **North** - SH 45 North to US 290 East.
 - **Central** - US 290 East to SH 71/Ben White Boulevard.
 - **South** - SH 71/Ben White Boulevard to SH 45 Southeast.
- Proposes to add non-tolled, high-occupancy vehicle (HOV) managed lanes.

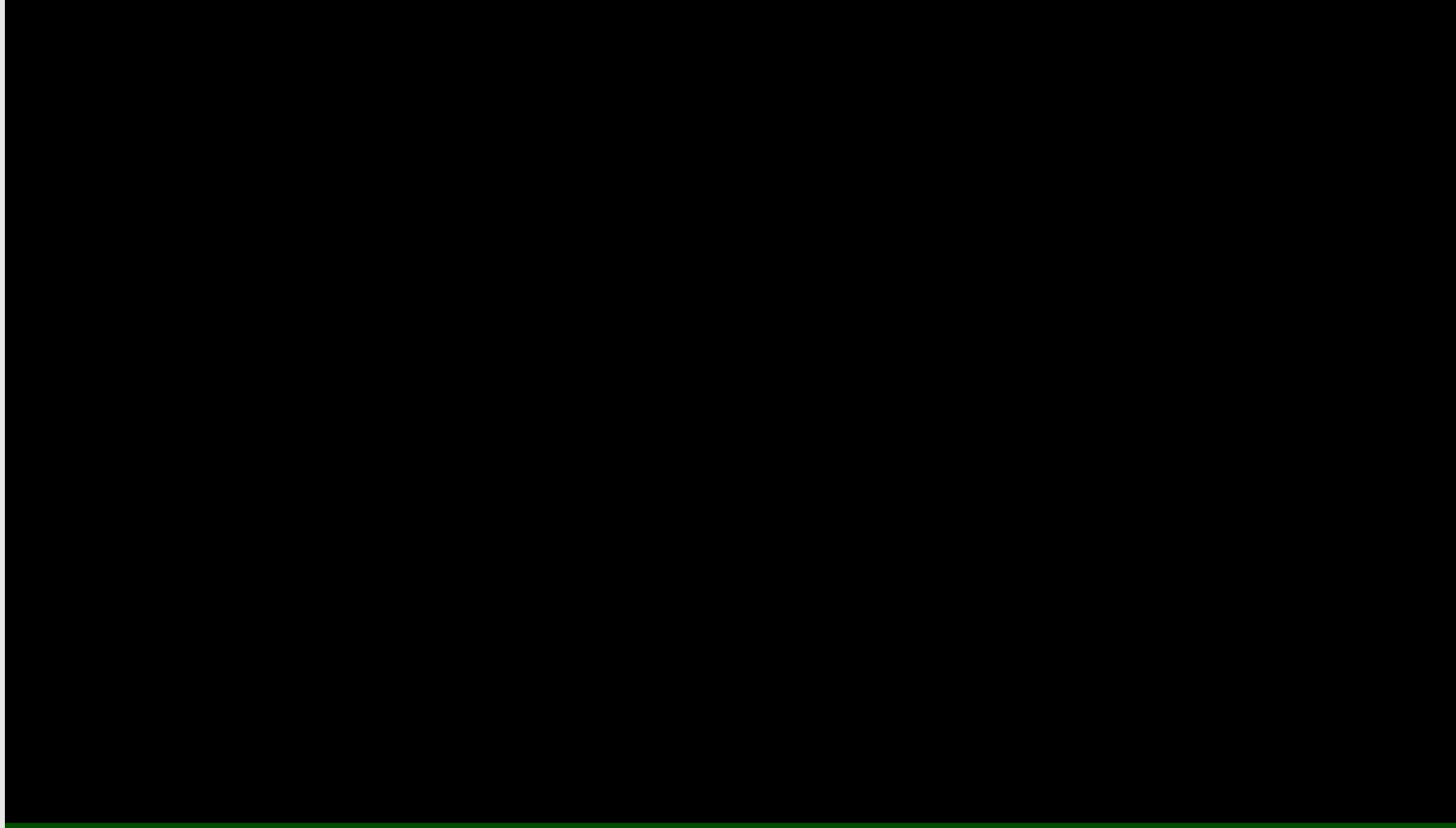
<https://my35capex.com/>





I-35 CAPITAL EXPRESS CENTRAL PROJECT

I-35 Capital Express Central Overview



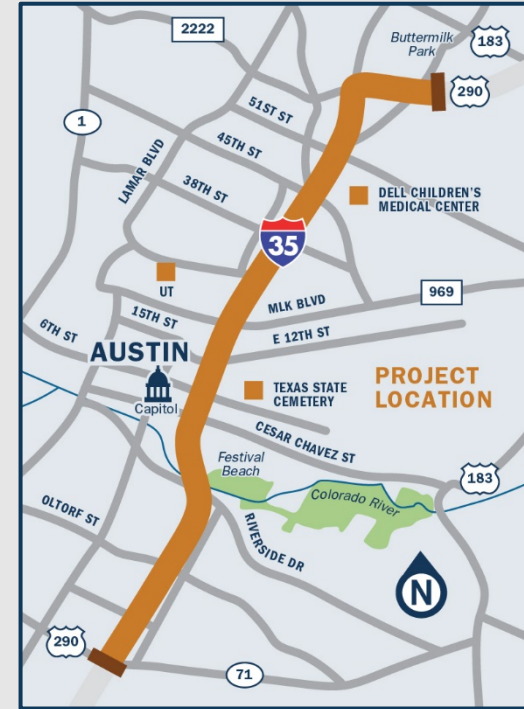
I-35 Capital Express Central Project Scope



- **Limits:** US 290 East to SH 71/Ben White Boulevard, with additional flyovers at I-35 and US 290 East.
- **Length:** 8 miles.
- **Project details:**
 - Construct two non-tolled managed lanes in each direction.
 - Managed lanes, such as high-occupancy vehicle (HOV) lanes, are a set of lanes within a highway that are separated from the mainlanes. Access is controlled by placing restrictions on use.
 - Reconstruct ramps, bridges and intersections.
 - Improve frontage roads.
 - Enhance bicycle and pedestrian paths.
 - Accommodate transit routes.

Estimated construction cost: \$4.9 billion

Anticipated construction start: 2025



Where We Are in the Process



WE ARE HERE

RANGE OF ALTERNATIVES, PURPOSE & NEED, COORDINATION PLAN

Presented at agency and public scoping meeting #1.

Fall/Winter 2020

EVALUATION CRITERIA

Presented at agency and public scoping meeting #2.

Spring 2021

REFINED RANGE OF ALTERNATIVES

Presented at public meeting.

Summer 2021

PREFERRED ALTERNATIVE

Presented in the Draft Environmental Impact Statement, which is made available to public 15 days prior to public hearing and circulated to cooperating and participating agencies.

Fall 2022

SELECTED ALTERNATIVE

Presented in the combined final Environmental Impact Statement and Record of Decision. This is the end of the environmental process.

Summer 2023

Your input is needed.



50-day comment period
(extended due to holidays)

Your input is needed.



30-day comment period

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60-day comment period

TxDOT encourages feedback throughout the duration of the project. In addition to the official comment periods listed above, feedback may also be submitted via workshops, neighborhood meetings and stakeholder outreach. These events will take place throughout the process, and public comments submitted will be documented and incorporated as the project is developed.

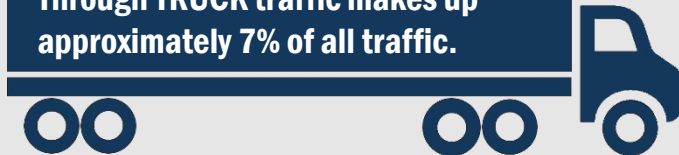
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11% of vehicles on I-35 are THROUGH travelers



Through TRUCK traffic makes up approximately 7% of all traffic.



The CRASH RATE is above average for similar state roads



In 2019, there were 1,132 crashes in the project area resulting in 8 fatalities. Another 21 crashes were severe.

Source: TxDOT Statewide Traffic Crash Rates for Urban Interstates 2013, 2014, 2015, 2016, 2017, 2018 and 2019. Data for the I-35 Central project from TxDOT (2020).

The Problem We're Trying to Solve



PURPOSE

The purpose of the proposed project is to improve this critical local, regional, national and international thoroughfare by:

- Enhancing safety within the corridor.
- Addressing demand by prioritizing the movement of people, goods and services through and across the corridor.
- Improving operational efficiency.
- Creating a more dependable and consistent route for the traveling public, including bicyclists, pedestrians, emergency responders and transit.

NEED

I-35 between US 290 East and US 290 West/SH 71 does not:

- Adequately accommodate current and future travel demand.
- Meet current federal and state design standards.

This has resulted in safety and operational deficiencies, which can impact:

- Crash rates along the corridor.
- Peak period travel times for all users, including emergency response vehicles and transit.



Congestion along I-35 through Central Austin.



28
MEETINGS

With community members
and leaders

51
MEETINGS

Agency coordination
meetings and workshops



50+
ORGANIZATIONS

Represented in
public meetings

8300
PARTICIPANTS

In virtual and in-person
meetings



Engagement included:

- Business and property owners
- Community members
- Elected officials
- Neighborhood associations
- Nonprofit organizations
- Professional organizations
- Public agencies



Who are we missing for outreach?

Comment Themes from Virtual Scoping Meeting #1 and #2

3,700+ public and agency comments received

Consider additional design alternatives that include deck plazas, or caps, and cross street amenities.

Explore financing options, including fee-managed lanes.

Analyze climate change and greenhouse gases.

Thoroughly analyze community concepts, including proposals by Reconnect Austin, the Urban Land Institute recommendations and Rethink35.

Support and facilitate enhanced transit operations and connections.

Evaluate impacts to community health and equity.

Evaluate safety, mobility and the quality of improvements for people walking, using bicycles or transit.

De-emphasize vehicles and vehicular travel time and emphasize throughput of people.

Consider community, health, employment, access and cultural impacts of the project design and construction.

Divert trucks to SH 130 or other corridors.

Prioritize safety, for bicyclists and pedestrians as well as vehicles.

Address air quality.

Acknowledge the history.

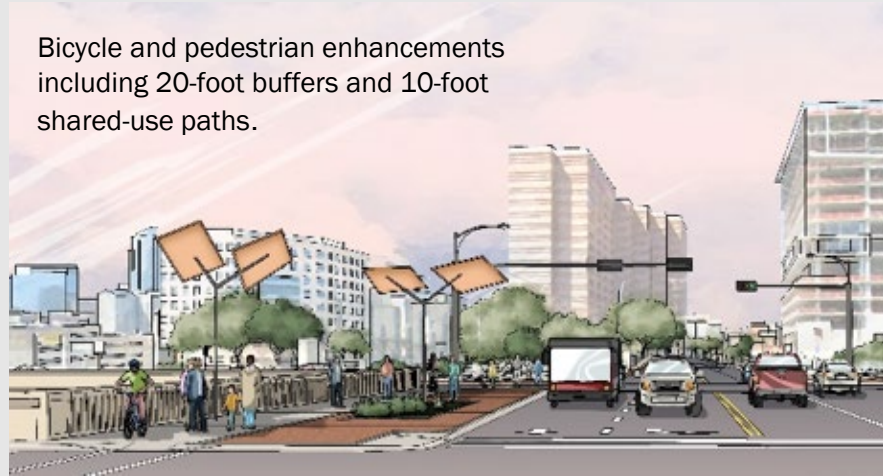
Align with local plans.

WE ARE PROPOSING

- Lowered travel lanes.
- More than 15 widened east-west crossings, including a new connection at 5th Street for all users; and new pedestrian crossings at the Cap Metro Red Line/Future Gold Line south of Airport Boulevard, and between 51st Street and US 290 E.
- Low design speeds on frontage roads.
- Enhanced person-carrying capacity along the corridor by providing a reliable route for transit in managed lanes.

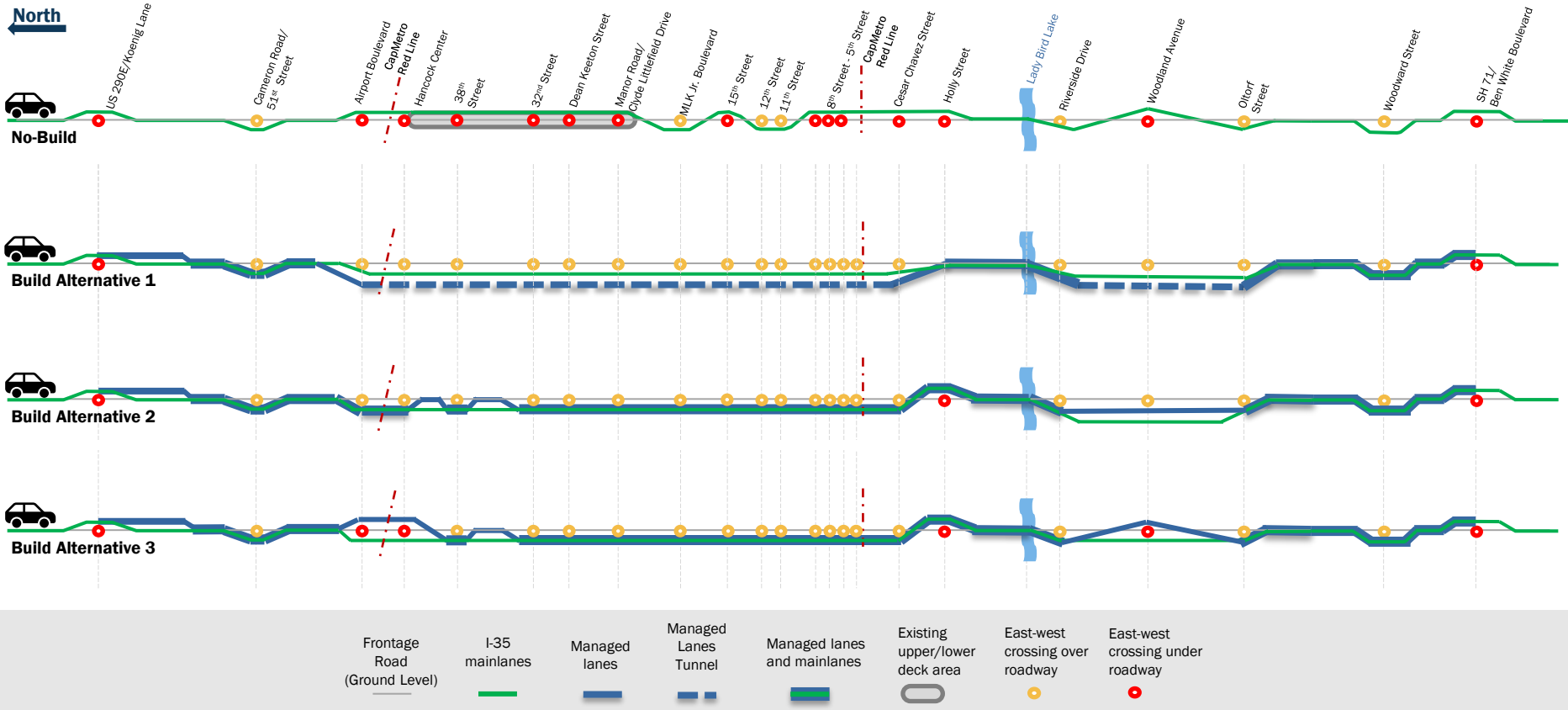
AND...

Bicycle and pedestrian enhancements including 20-foot buffers and 10-foot shared-use paths.



TxDOT will also be evaluating frontage road relocation concepts and will present findings at an upcoming community meeting.

Alternatives: Side-View Elevation Looking East





Criteria Categories

- Purpose and Need.
- Feasibility, Design, and Engineering.
- Environmental Resources.
- Deck Plaza Local Enhancements.
- Preliminary Project Costs.

Alternatives Evaluated

- No Build.
- Build Alternative 1 - Managed Lanes Tunnel Section.
- Build Alternative 2 - Managed Lanes Lowered Section.
- Build Alternative 3 - Managed Lanes Lowered Section, Modified at Airport Boulevard and Woodland Avenue.



The alternatives evaluation results, technical report and project layouts are available on My35CapEx.com.

Alternatives Evaluation Results



Alternatives that Best Meet the Purpose and Need

Criterion	No Build	Alternative 1	Alternative 2	Alternative 3
<i>Improves Emergency Response Time</i>	N/A	Medium Improvement	High Improvement	High Improvement
<i>Ability to Provide Emergency Egress Requirements</i>	N/A	Low Ability	High Ability	High Ability

Alternatives that Best Meet Feasibility, Design, and Engineering Criteria

Criterion	No Build	Alternative 1	Alternative 2	Alternative 3
<i>Constructability Risk</i>	N/A	High Risk	Medium Risk	Medium Risk
<i>Utility Conflicts</i>	N/A	High Conflict	Medium Conflict	Medium Conflict
<i>Drainage Infrastructure Complexity</i>	N/A	High Complexity	Medium-High Complexity	Medium Complexity

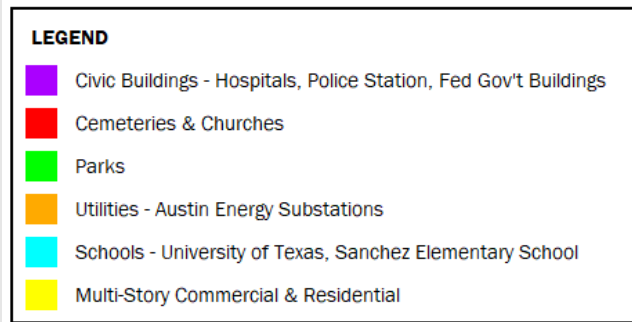
Alternatives that Best Meet Cost Considerations

Criterion	No Build	Alternative 1	Alternative 2	Alternative 3
<i>Minimize Construction Cost</i>	N/A	\$8.08 billion	\$3.92 billion	\$3.94 billion
<i>Minimize Operation and Maintenance Cost</i>	\$1.7 million/year	\$14.4 million/year	\$2.2 million/year	\$2.2 million/year

Central - Environmental Constraints



- Project considerations & constraints:
 - Land use.
 - Utilities.
 - Park land.
 - Future development.
 - University of Texas.
 - Hospital/Medical facilities.
 - Cemeteries.





Community Enhanced Alternatives 2 and 3 will be evaluated further in the Draft Environmental Impact Statement. Alternative 1 will not be carried forward for further analysis in the Draft Environmental Impact Statement.



Alternatives 2 and 3 will be carried forward based on:

- Faster response times for EMS, police, fire department and hospitals
- Shorter construction duration by 1.5 years
- Improved traffic operations during construction with fewer lane closures
- Fewer utility conflicts and lower relocation costs
- Fewer drainage conflicts
- Lower construction costs
- Lower annual and lifetime maintenance requirements and cost

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Central – Alternative #2

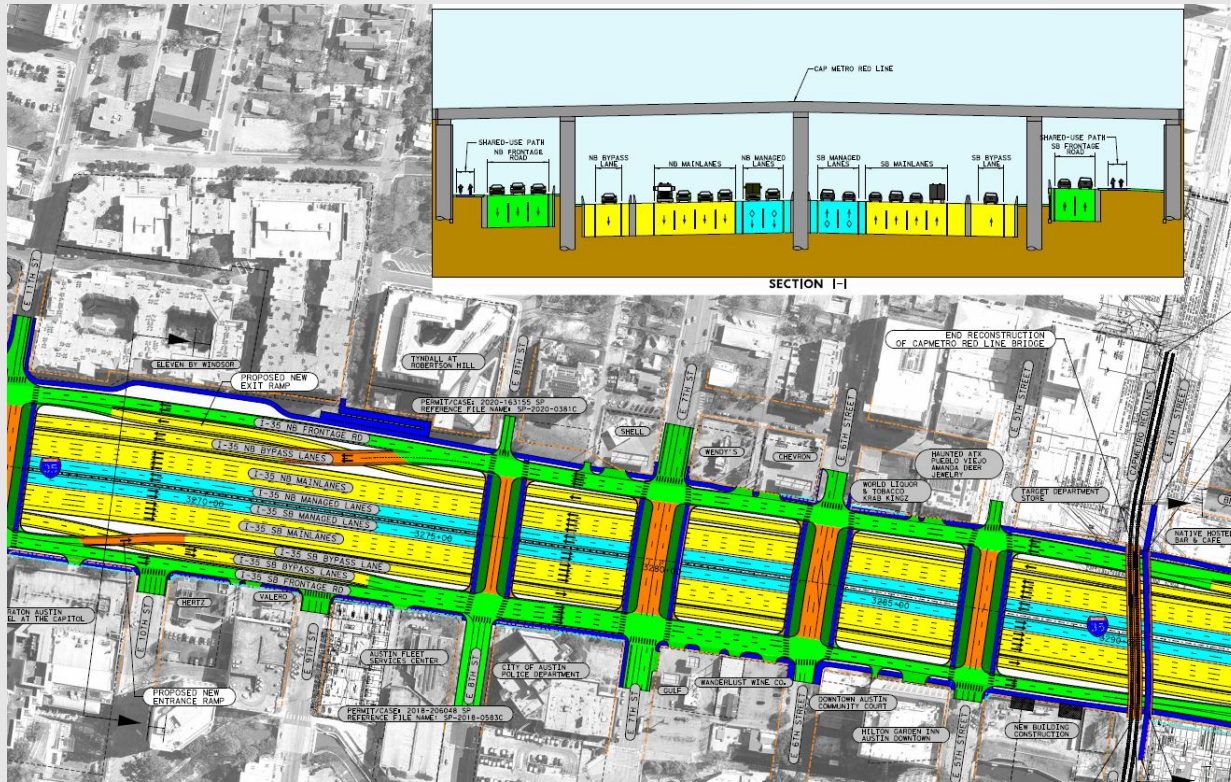
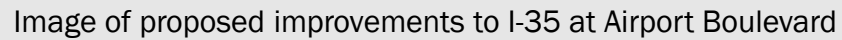


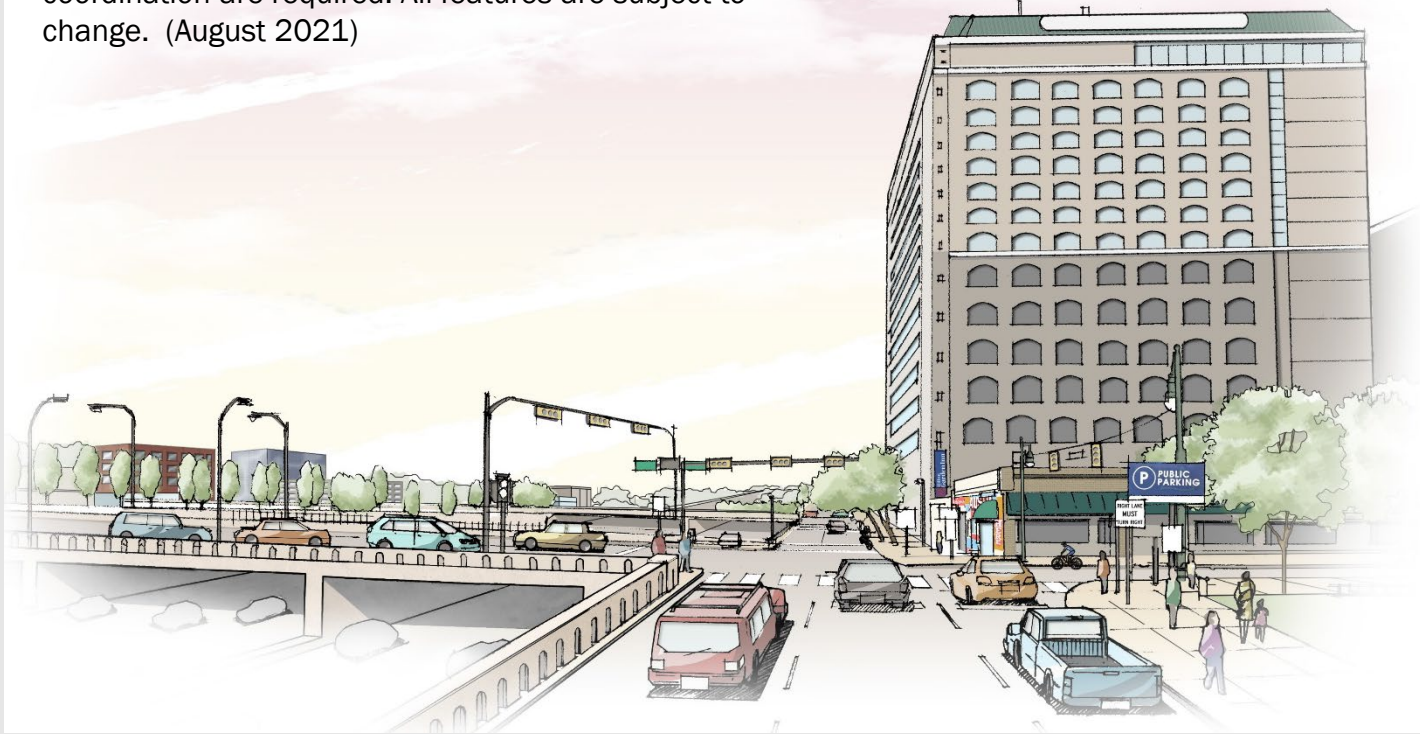
Image of proposed improvements to I-35 between 11th Street and 4th Street



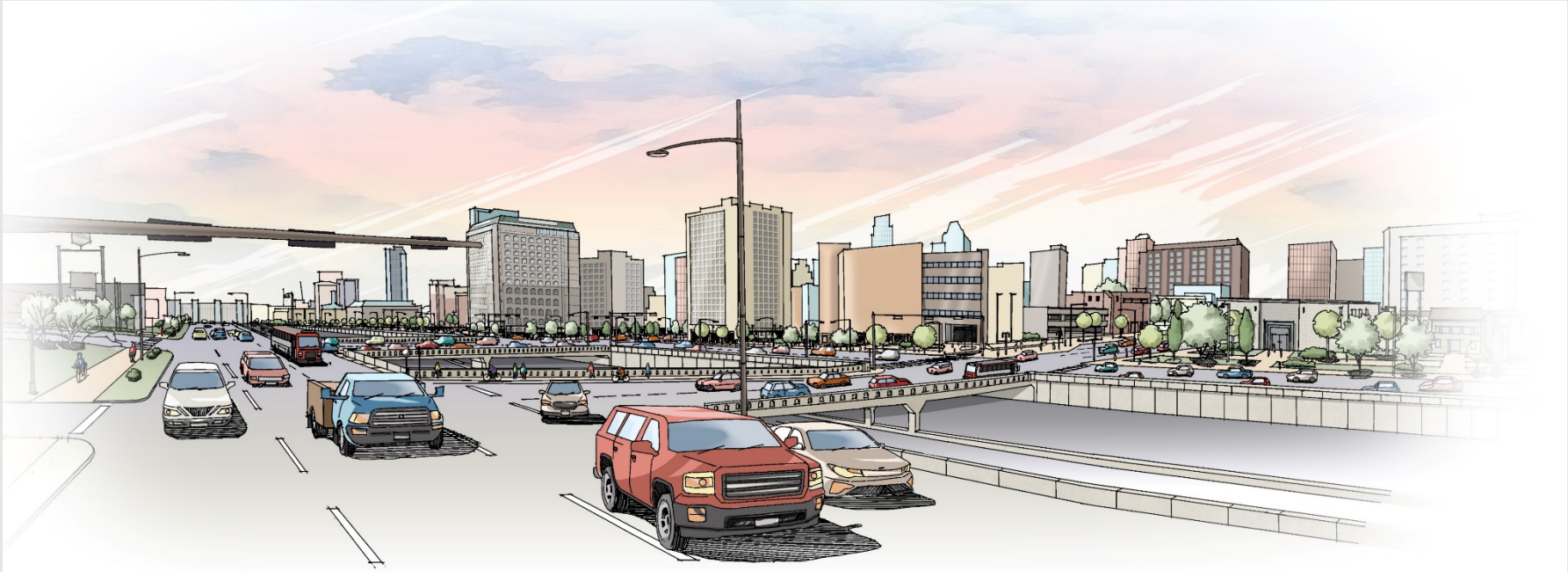
Envision I-35 at 6th Street (all build alternatives)



This rendering is a concept only. Further analysis and coordination are required. All features are subject to change. (August 2021)



Envision I-35 at 8th Street (all build alternatives)

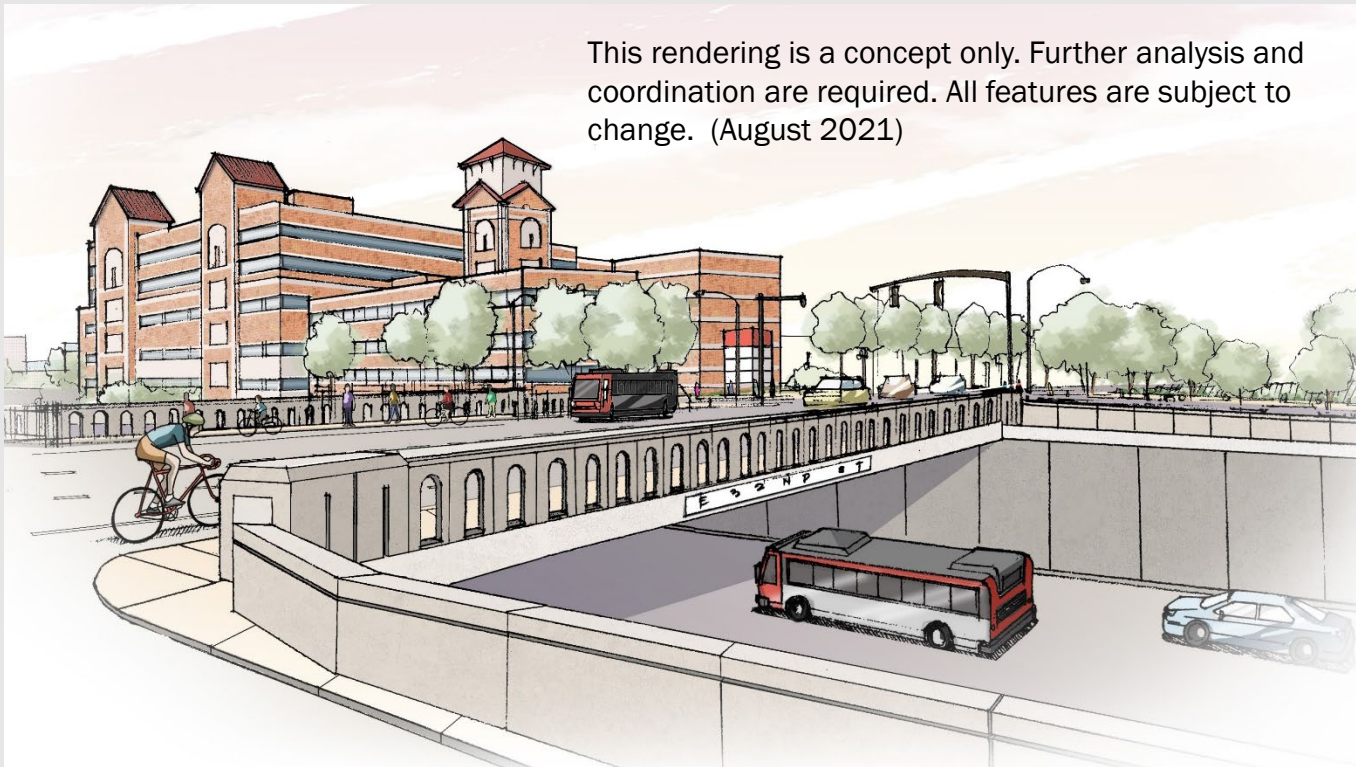


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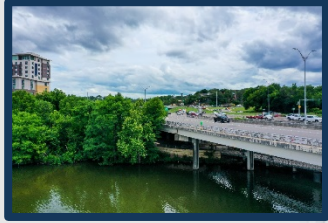
Envision I-35 at 32nd Street (all build alternatives)



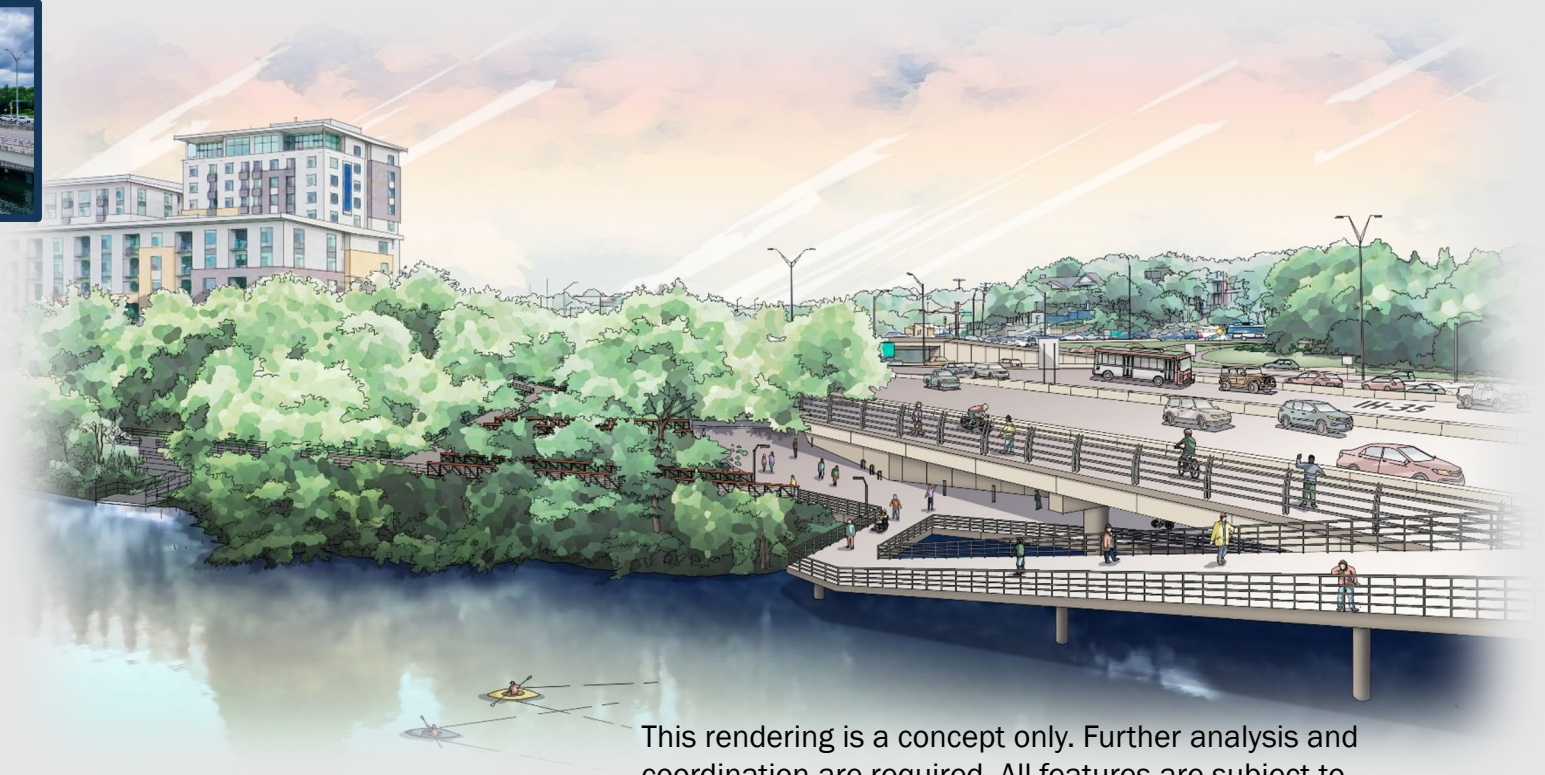
This rendering is a concept only. Further analysis and coordination are required. All features are subject to change. (August 2021)



Envision I-35 at Lady Bird Lake (all build alternatives)



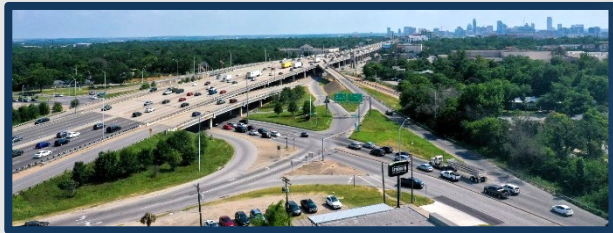
Current



Proposed: Alternatives 2 and 3

This rendering is a concept only. Further analysis and coordination are required. All features are subject to change. (August 2021)

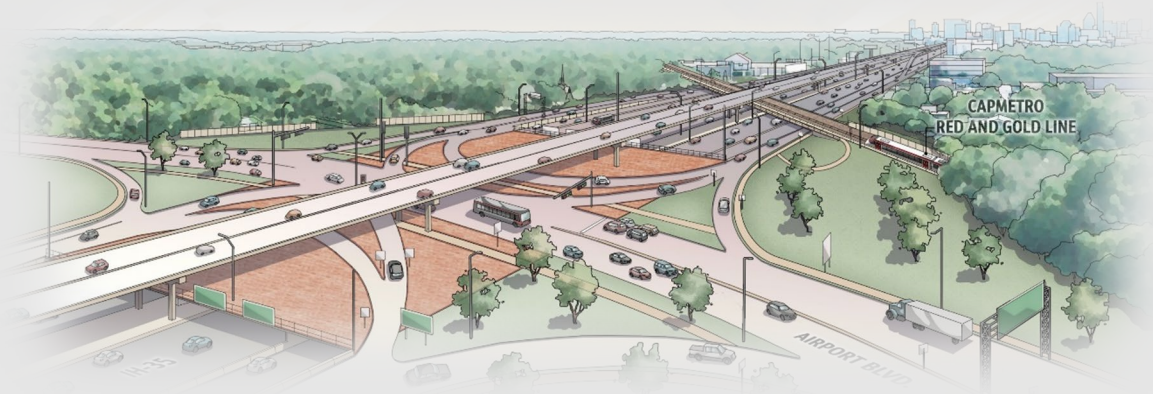
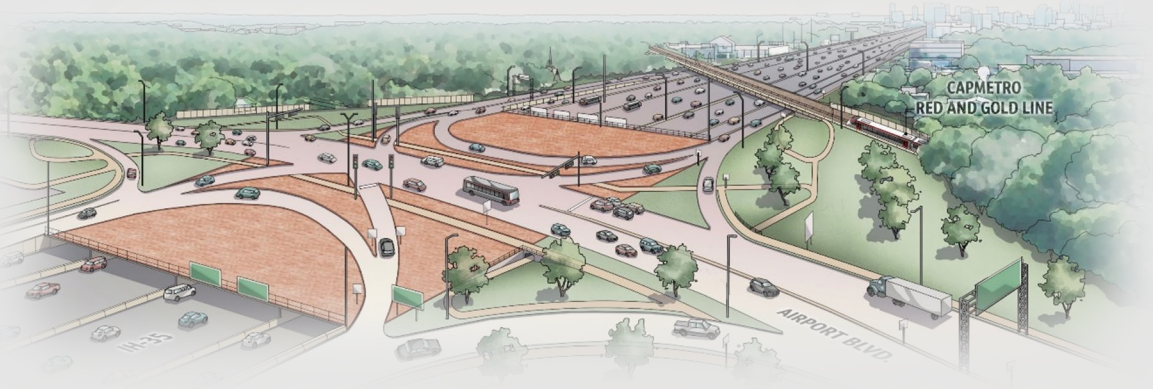
Envision I-35 at Airport Boulevard (Build Alternatives 2 and 3)



Current

**Proposed:
Alternatives 2 and 3
(top to bottom)**

Renderings are concepts only.
Further analysis and coordination
are required. All features are subject
to change.
(August 2021)



Envision I-35 at 4th Street (Build Alternatives 2 and 3)



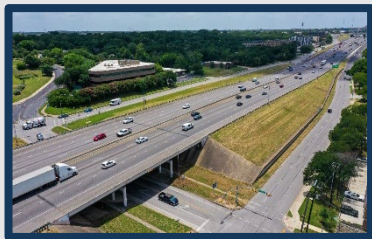
Current

Proposed: Alternatives 2 and 3

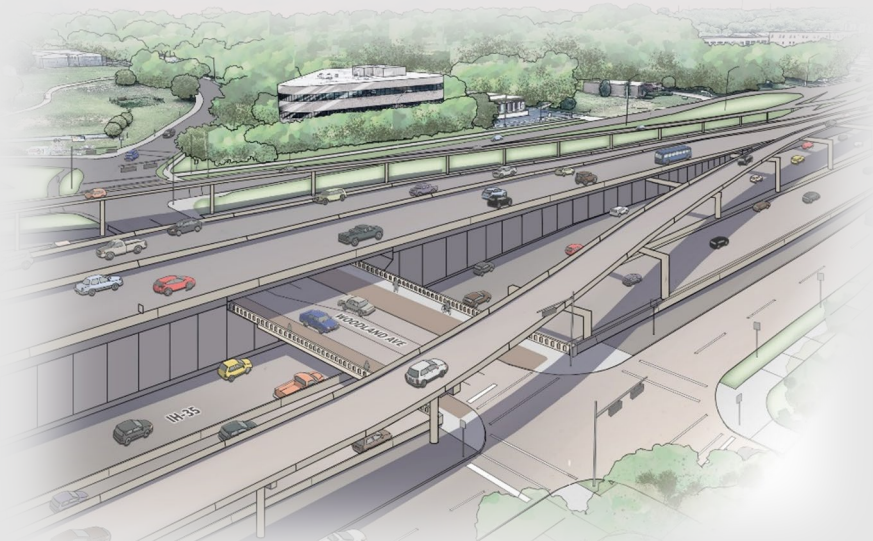
This rendering is a concept only. Further analysis and coordination are required. All features are subject to change.
(August 2021)



Envision I-35 at Woodland Avenue (Build Alternatives 2 and 3)



Current



Proposed: Alternatives 2 and 3 (left to right)

Renderings are concepts only. Further analysis and coordination are required. All features are subject to change. (August 2021)

How to Provide Feedback/Ask Questions



EMAIL

CapExCentral@txdot.gov



MAIL

I-35 Capital Express Central Project Team
7901 N. I-35
Austin, TX 78753



ONLINE

My35CapEx.com
(online form)



VERBAL COMMENT BY VOICEMAIL

(512) 651-2948

Comments must be submitted by **Friday, Sept. 24, 2021, to be included in the official record.**

For general questions about the project, please contact:

Michelle Cooper, P.E.

Michelle.Cooper@TxDOT.gov

(512) 832-7357

Comments and questions may be submitted via email at any time during the project development process.



My35CapEx.com



I-35 CAPITAL EXPRESS NORTH PROJECT

I-35 Capital Express North



- **Limits:** SH 45 North to US 290 East
- **Length:** 11.5 miles
- **Project Details:**
 - Constructing one managed lane in each direction.
 - Reconstructing bridges.
 - Adding a diverging diamond intersection at Wells Branch Parkway.
 - Adding three miles of intersection bypass lanes.
 - Improving bicycle and pedestrian paths.
- **Estimated construction cost:** \$385 million
- **Anticipated construction start:** 2022



I-35 Capital Express North – Yager Lane/Tech Ridge Boulevard



Image of bypass lane over Yager Lane/Tech Ridge Boulevard



PROJECT TIMELINE

(Dates are subject to change)

Public Meetings
Held
August 2016
February 2017
October 2019

Public Hearing
May/June 2021

Environmental
Decision Anticipated
Summer 2021

Right of Way
Acquisition Begins
Fall 2021

Final Design
Fall 2021

Anticipated
Construction Start
2022

Anticipated
Construction
Complete
2027

Estimated Total Project Cost
Approximately \$385 million



I-35 CAPITAL EXPRESS SOUTH PROJECT

I-35 Capital Express South



- **Limits:** SH 71/Ben White Boulevard to SH 45 Southeast
- **Length:** 8 miles
- **Project details:**
 - Constructing two managed lanes in each direction.
 - Elevating the managed lanes between Stassney Lane and Slaughter Lane in the existing I-35 median.
 - Constructing a southbound I-35 intersection bypass lane at Stassney Lane and William Cannon Drive.
 - Adding 2.5 miles of extended entrance and exit ramps.
 - Constructing braided northbound entrance and exit ramps at Slaughter Lane.
 - Widening the northbound and southbound I-35 frontage roads to three lanes south of Slaughter Lane.
 - Improving bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings.
- **Estimated construction cost:** \$315 million
- **Anticipated construction start:** 2022



I-35 Capital Express South – Elevated Managed Lanes



Image of proposed managed lanes between SH 71/Ben White Boulevard and Stassney Lane



PROJECT TIMELINE

(Dates are subject to change)

Public Meetings
Held
January 2016
January 2017
October 2019

Public Hearing
April/May 2021

Environmental
Decision Anticipated
Summer 2021

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Acquisition Begins
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Final Design
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ANY QUESTIONS

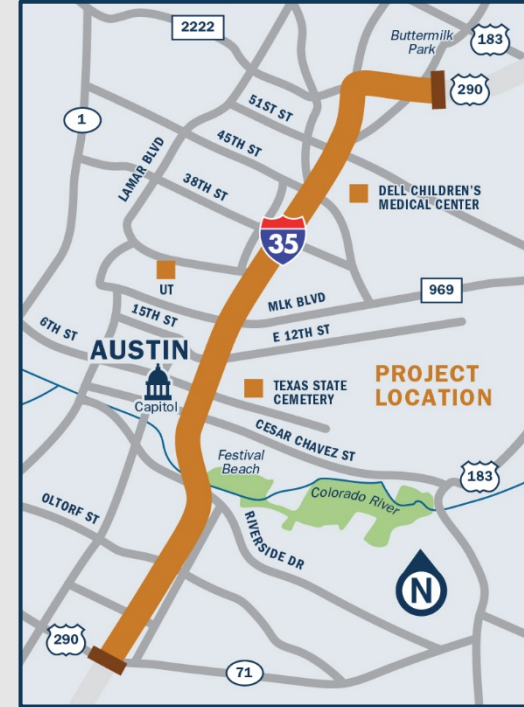
I-35 Capital Express Central Project Scope



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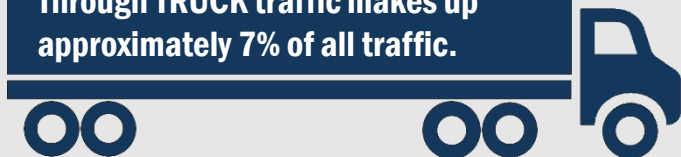
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Through TRUCK traffic makes up approximately 7% of all traffic.



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PURPOSE

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Congestion along I-35 through Central Austin.



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De-emphasize vehicles and vehicular travel time and emphasize throughput of people.

Consider community, health, employment, access and cultural impacts of the project design and construction.

Divert trucks to SH 130 or other corridors.

Prioritize safety, for bicyclists and pedestrians as well as vehicles.

Address air quality.

Acknowledge the history.

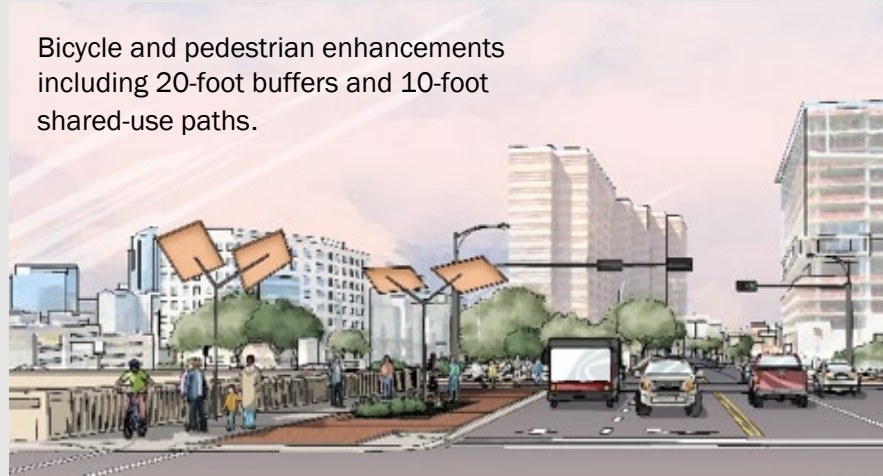
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WE ARE PROPOSING

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- Low design speeds on frontage roads.
- Enhanced person-carrying capacity along the corridor by providing a reliable route for transit in managed lanes.

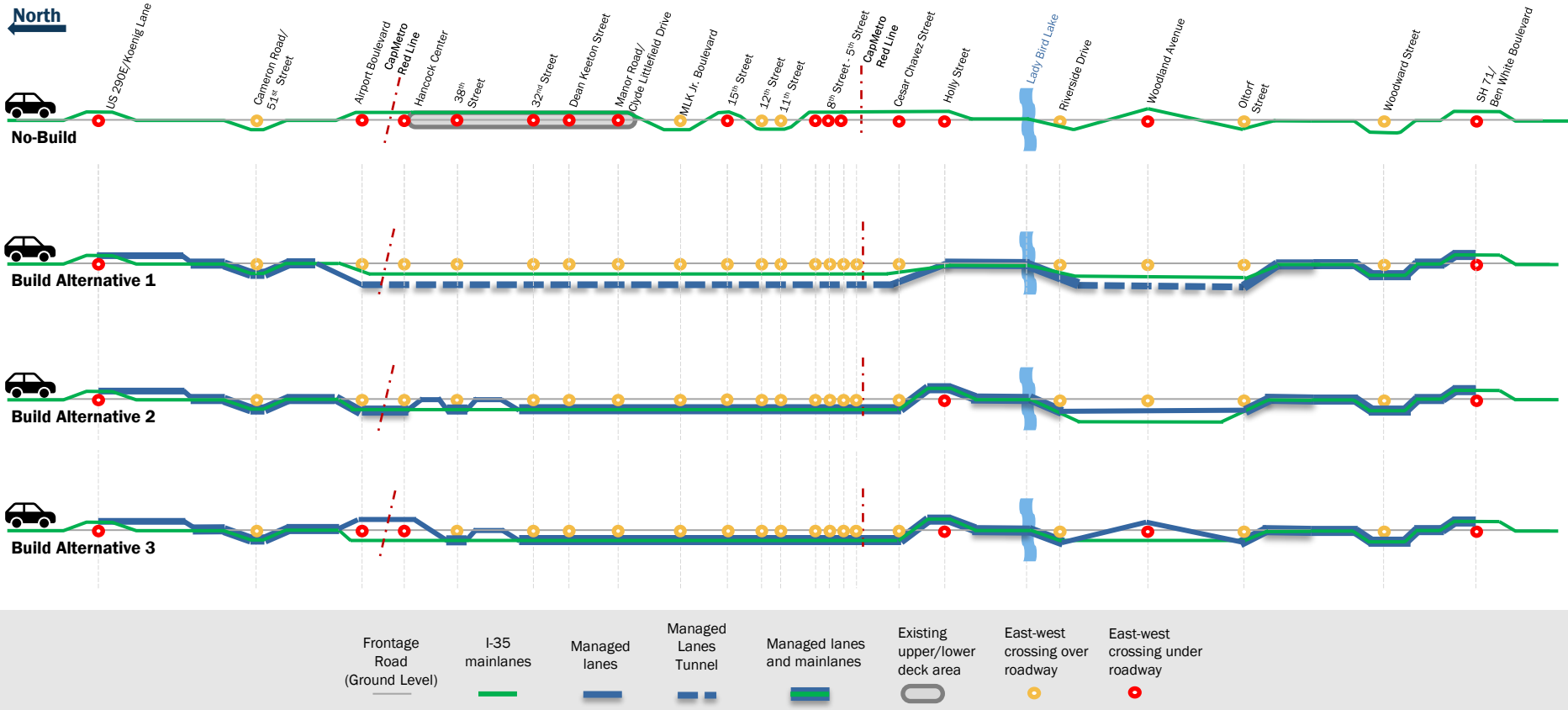
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Alternatives: Side-View Elevation Looking East





Criteria Categories

- Purpose and Need.
- Feasibility, Design, and Engineering.
- Environmental Resources.
- Deck Plaza Local Enhancements.
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Alternatives Evaluated


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- Build Alternative 1 - Managed Lanes Tunnel Section.
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Alternatives Evaluation Results

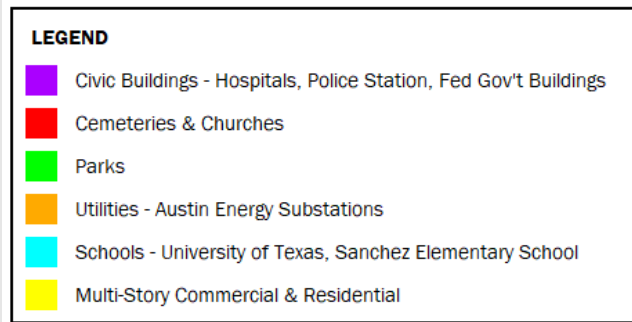


Alternatives that Best Meet the Purpose and Need				
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<i>Improves Emergency Response Time</i>	N/A	Medium Improvement	High Improvement	High Improvement
<i>Ability to Provide Emergency Egress Requirements</i>	N/A	Low Ability	High Ability	High Ability
Alternatives that Best Meet Feasibility, Design, and Engineering Criteria 				
Criterion	No Build	Alternative 1	Alternative 2	Alternative 3
<i>Constructability Risk</i>	N/A	High Risk	Medium Risk	Medium Risk
<i>Utility Conflicts</i>	N/A	High Conflict	Medium Conflict	Medium Conflict
<i>Drainage Infrastructure Complexity</i>	N/A	High Complexity	Medium-High Complexity	Medium Complexity
Alternatives that Best Meet Cost Considerations				
Criterion	No Build	Alternative 1	Alternative 2	Alternative 3
<i>Minimize Construction Cost</i>	N/A	\$8.08 billion	\$3.92 billion	\$3.94 billion
<i>Minimize Operation and Maintenance Cost</i>	\$1.7 million/year	\$14.4 million/year	\$2.2 million/year	\$2.2 million/year

Central - Environmental Constraints



- Project considerations & constraints:
 - Land use.
 - Utilities.
 - Park land.
 - Future development.
 - University of Texas.
 - Hospital/Medical facilities.
 - Cemeteries.





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- Lower annual and lifetime maintenance requirements and cost

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Central – Alternative #2

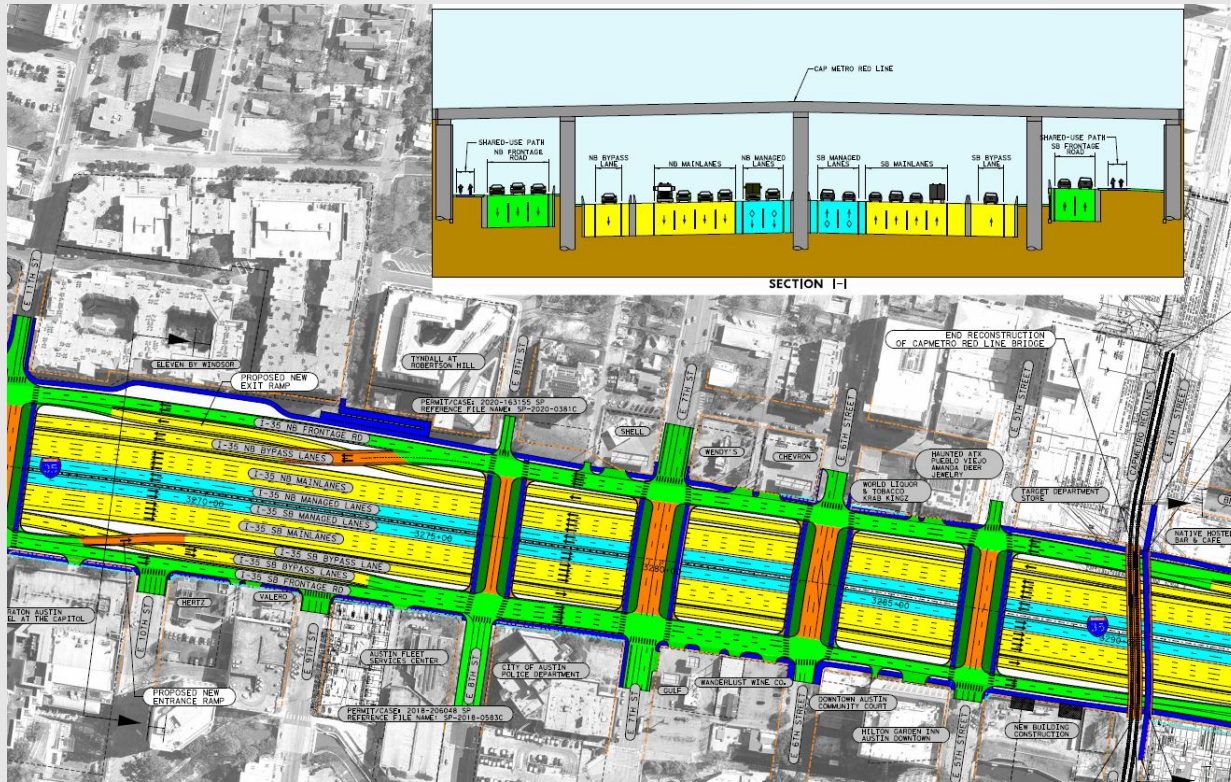


Image of proposed improvements to I-35 between 11th Street and 4th Street

Central – Alternative #3

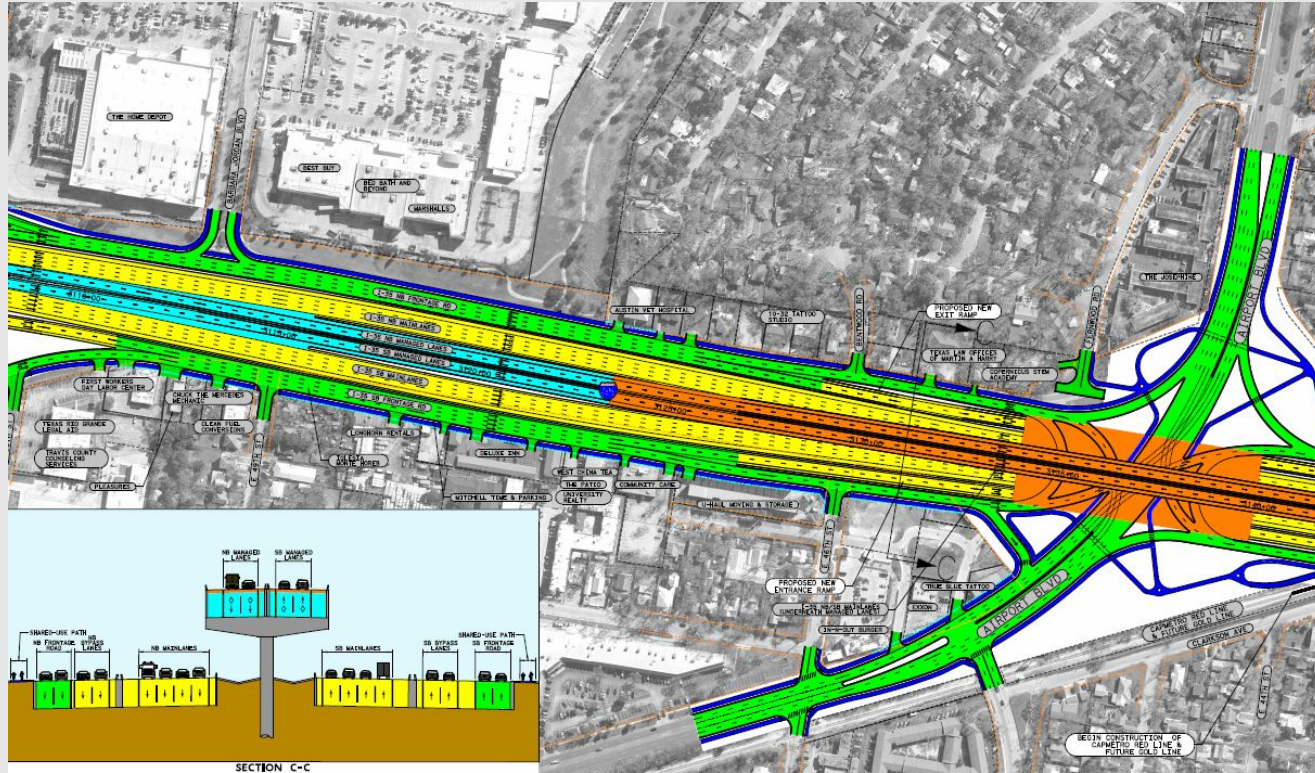
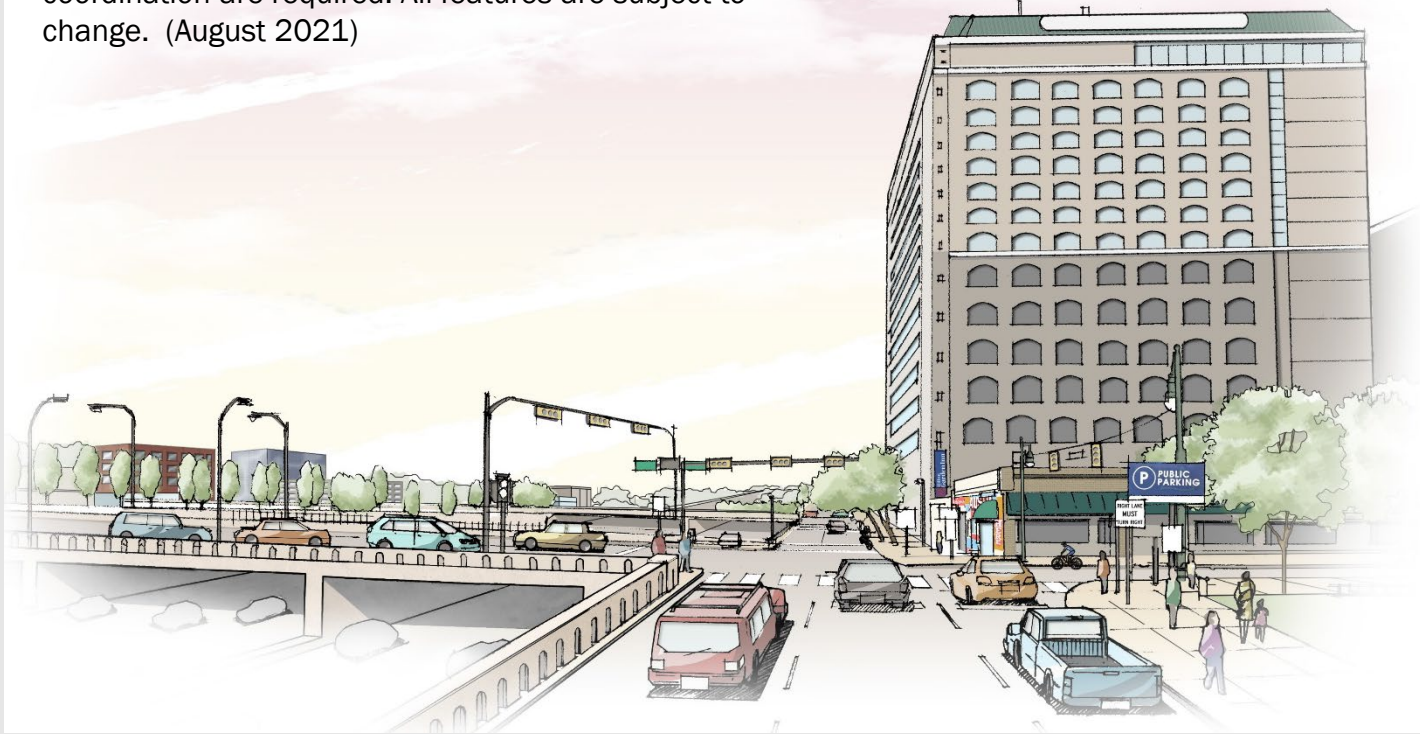


Image of proposed improvements to I-35 at Airport Boulevard

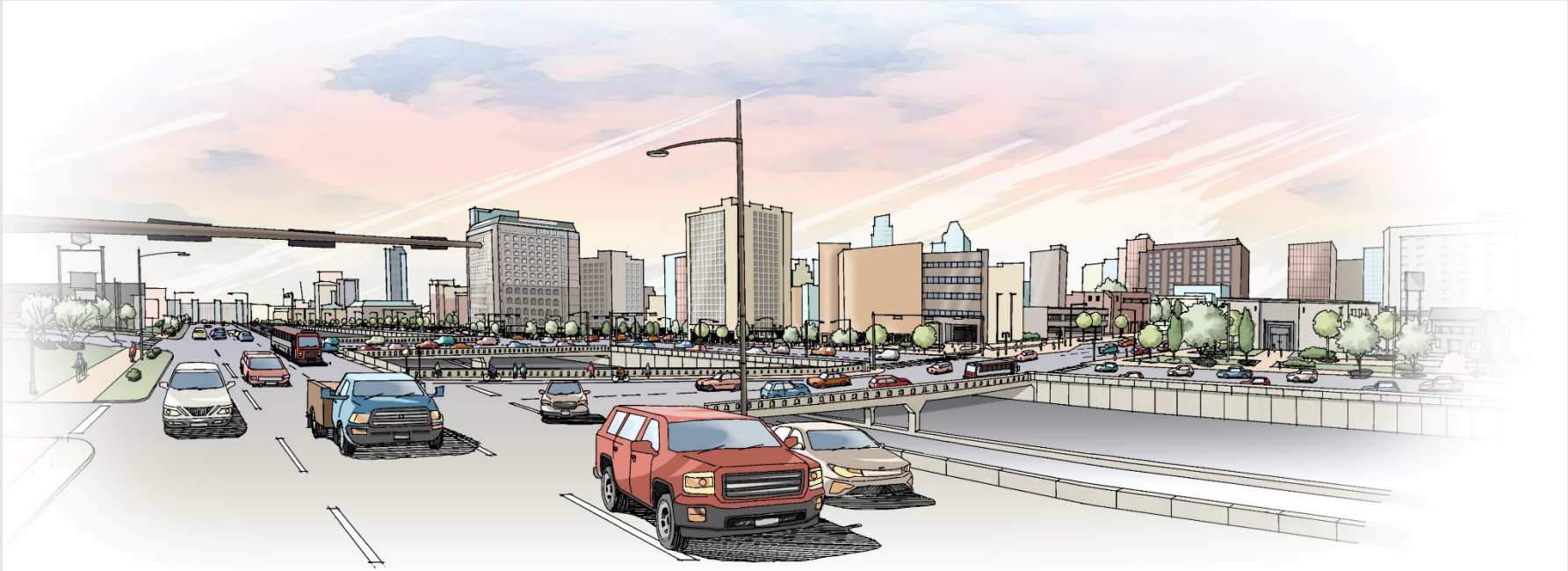
Envision I-35 at 6th Street (all build alternatives)



This rendering is a concept only. Further analysis and coordination are required. All features are subject to change. (August 2021)



Envision I-35 at 8th Street (all build alternatives)

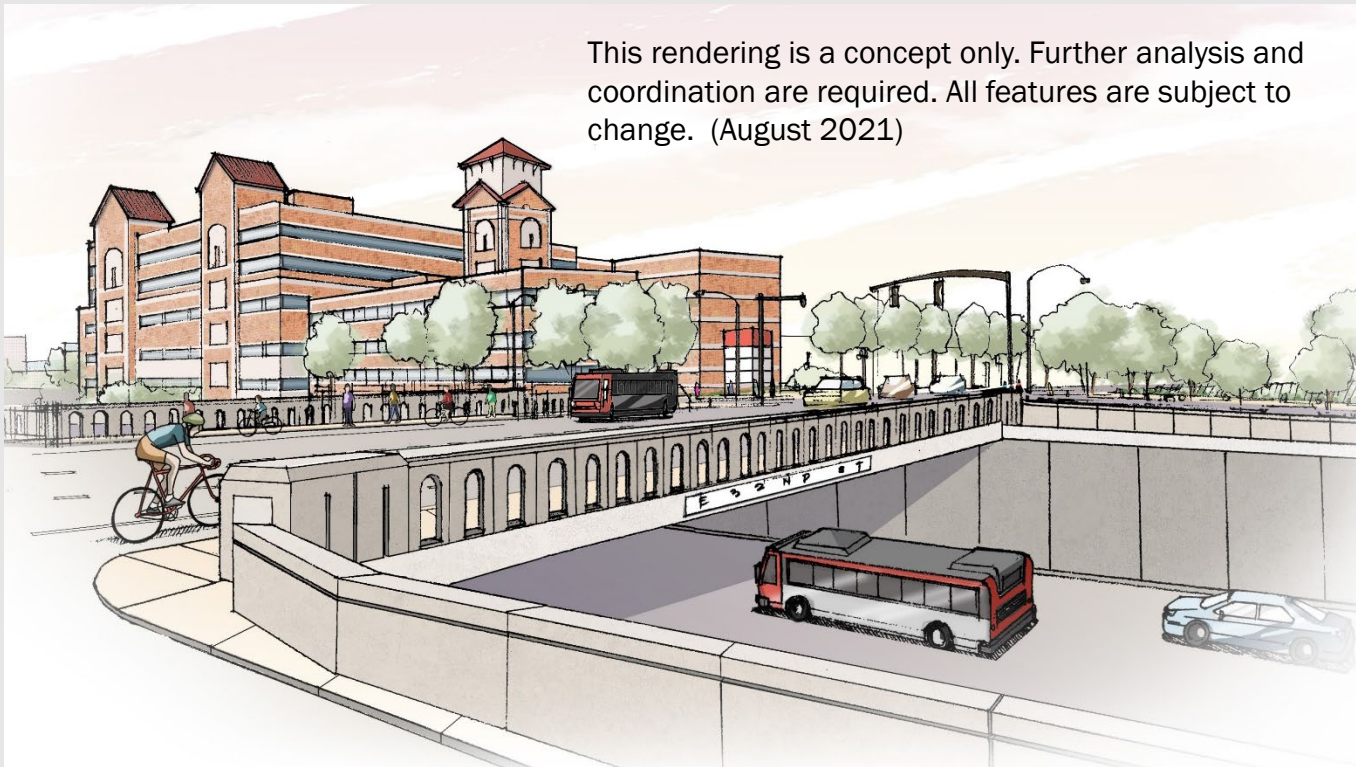


This rendering is a concept only. Further analysis and coordination are required. All features are subject to change. (August 2021)

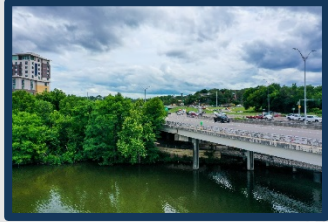
Envision I-35 at 32nd Street (all build alternatives)



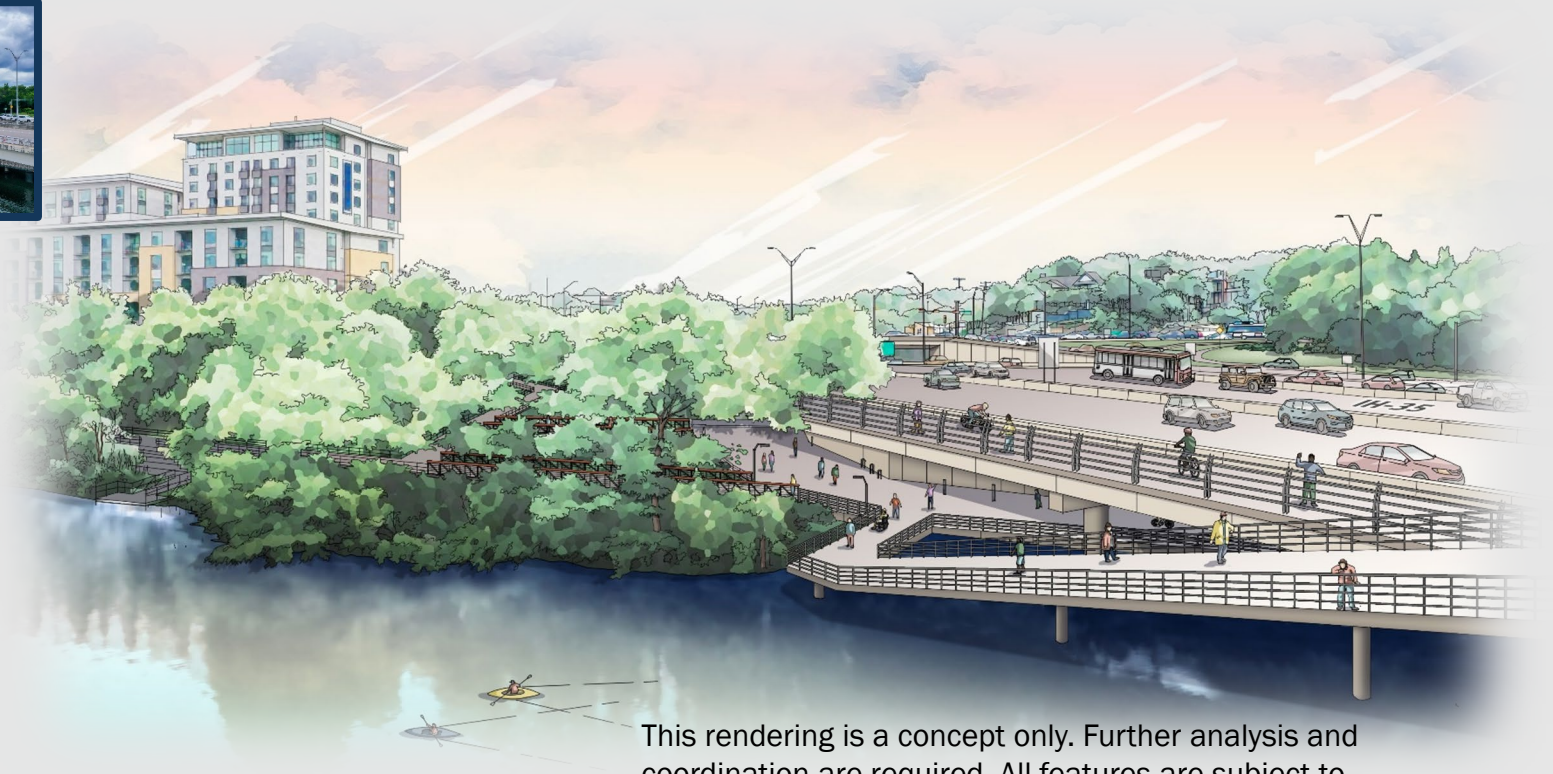
This rendering is a concept only. Further analysis and coordination are required. All features are subject to change. (August 2021)



Envision I-35 at Lady Bird Lake (all build alternatives)



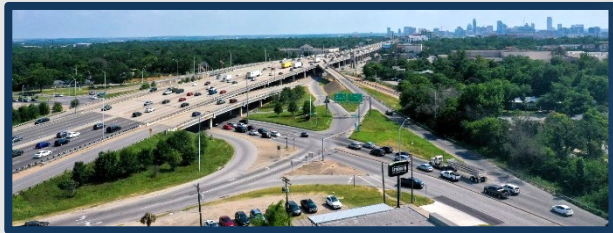
Current



Proposed: Alternatives 2 and 3

This rendering is a concept only. Further analysis and coordination are required. All features are subject to change. (August 2021)

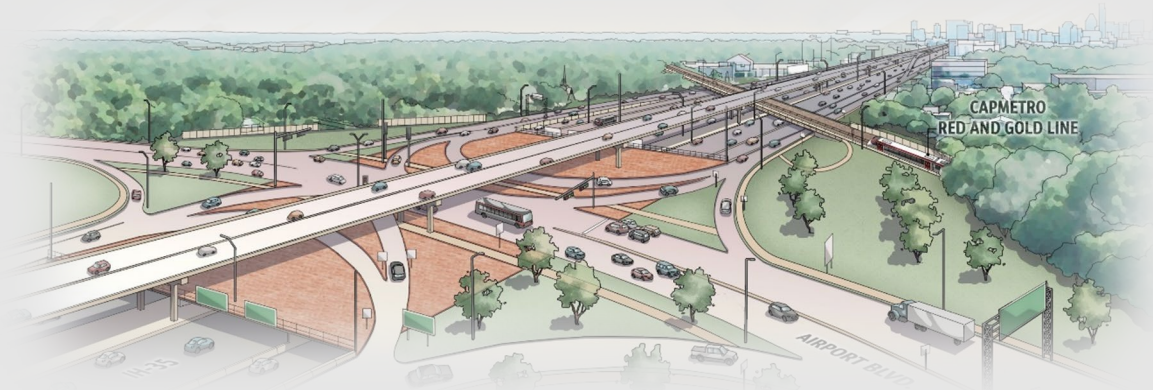
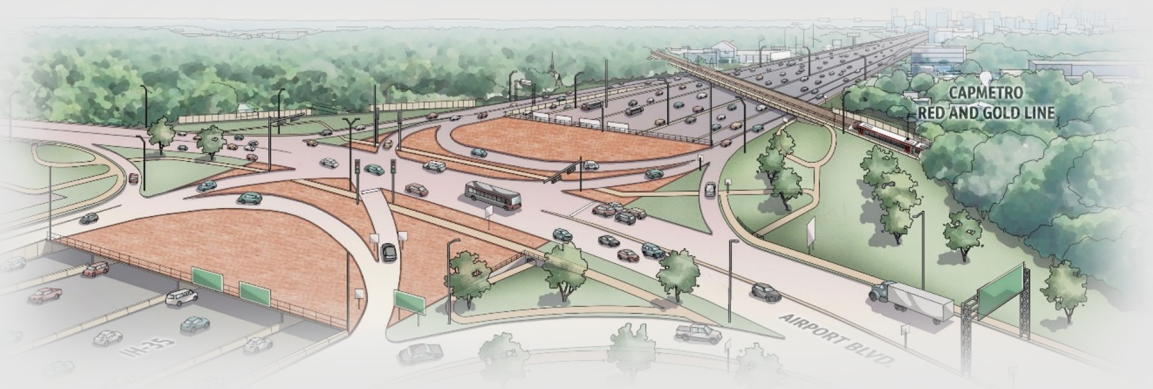
Envision I-35 at Airport Boulevard (Build Alternatives 2 and 3)



Current

**Proposed:
Alternatives 2 and 3
(top to bottom)**

Renderings are concepts only.
Further analysis and coordination
are required. All features are subject
to change.
(August 2021)



Envision I-35 at 4th Street (Build Alternatives 2 and 3)



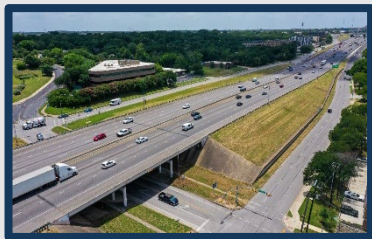
Current

Proposed: Alternatives 2 and 3

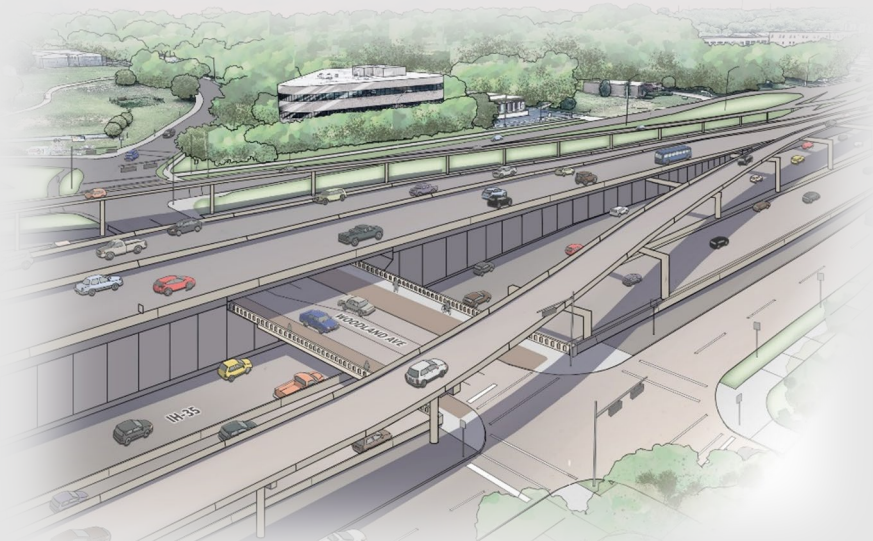
This rendering is a concept only. Further analysis and coordination are required. All features are subject to change.
(August 2021)



Envision I-35 at Woodland Avenue (Build Alternatives 2 and 3)



Current



Proposed: Alternatives 2 and 3 (left to right)

Renderings are concepts only. Further analysis and coordination are required. All features are subject to change. (August 2021)

How to Provide Feedback/Ask Questions



EMAIL

CapExCentral@txdot.gov



MAIL

I-35 Capital Express Central Project Team
7901 N. I-35
Austin, TX 78753



ONLINE

My35CapEx.com
(online form)



VERBAL COMMENT BY VOICEMAIL

(512) 651-2948

Comments must be submitted by **Friday, Sept. 24, 2021, to be included in the official record.**

For general questions about the project, please contact:

Michelle Cooper, P.E.

Michelle.Cooper@TxDOT.gov

(512) 832-7357

Comments and questions may be submitted via email at any time during the project development process.



My35CapEx.com



I-35 CAPITAL EXPRESS NORTH PROJECT

I-35 Capital Express North



- **Limits:** SH 45 North to US 290 East
- **Length:** 11.5 miles
- **Project Details:**
 - Constructing one managed lane in each direction.
 - Reconstructing bridges.
 - Adding a diverging diamond intersection at Wells Branch Parkway.
 - Adding three miles of intersection bypass lanes.
 - Improving bicycle and pedestrian paths.
- **Estimated construction cost:** \$385 million
- **Anticipated construction start:** 2022



I-35 Capital Express North – Yager Lane/Tech Ridge Boulevard



Image of bypass lane over Yager Lane/Tech Ridge Boulevard



PROJECT TIMELINE

(Dates are subject to change)

Public Meetings
Held
August 2016
February 2017
October 2019

Public Hearing
May/June 2021

Environmental
Decision Anticipated
Summer 2021

Right of Way
Acquisition Begins
Fall 2021

Final Design
Fall 2021

Anticipated
Construction Start
2022

Anticipated
Construction
Complete
2027

Estimated Total Project Cost
Approximately \$385 million



I-35 CAPITAL EXPRESS SOUTH PROJECT

I-35 Capital Express South



- **Limits:** SH 71/Ben White Boulevard to SH 45 Southeast
- **Length:** 8 miles
- **Project details:**
 - Constructing two managed lanes in each direction.
 - Elevating the managed lanes between Stassney Lane and Slaughter Lane in the existing I-35 median.
 - Constructing a southbound I-35 intersection bypass lane at Stassney Lane and William Cannon Drive.
 - Adding 2.5 miles of extended entrance and exit ramps.
 - Constructing braided northbound entrance and exit ramps at Slaughter Lane.
 - Widening the northbound and southbound I-35 frontage roads to three lanes south of Slaughter Lane.
 - Improving bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings.
- **Estimated construction cost:** \$315 million
- **Anticipated construction start:** 2022



I-35 Capital Express South – Elevated Managed Lanes



Image of proposed managed lanes between SH 71/Ben White Boulevard and Stassney Lane



PROJECT TIMELINE

(Dates are subject to change)

Public Meetings
Held
January 2016
January 2017
October 2019

Public Hearing
April/May 2021

Environmental
Decision Anticipated
Summer 2021

Right of Way
Acquisition Begins
Fall 2021

Final Design
Fall 2021

Anticipated
Construction Start
2022

Anticipated
Construction
Complete
2027

Estimated Total Project Cost
Approximately \$385 million



ANY QUESTIONS