



I-35 Capital Express Program

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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/>



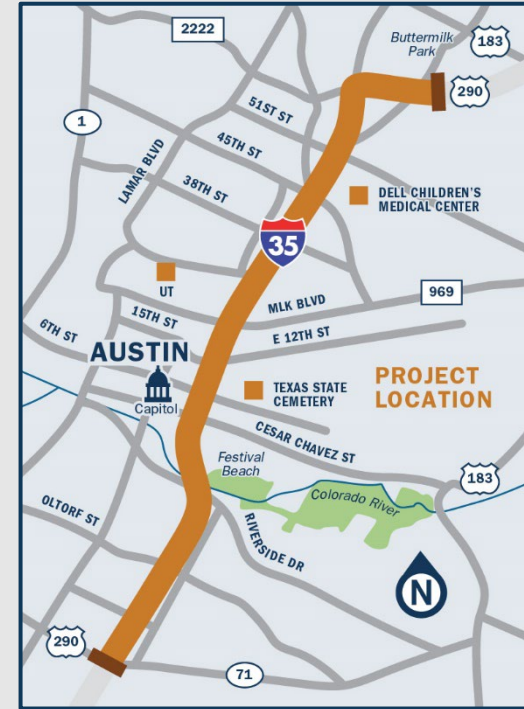
I-35 Capital Express Central Project Scope



- **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

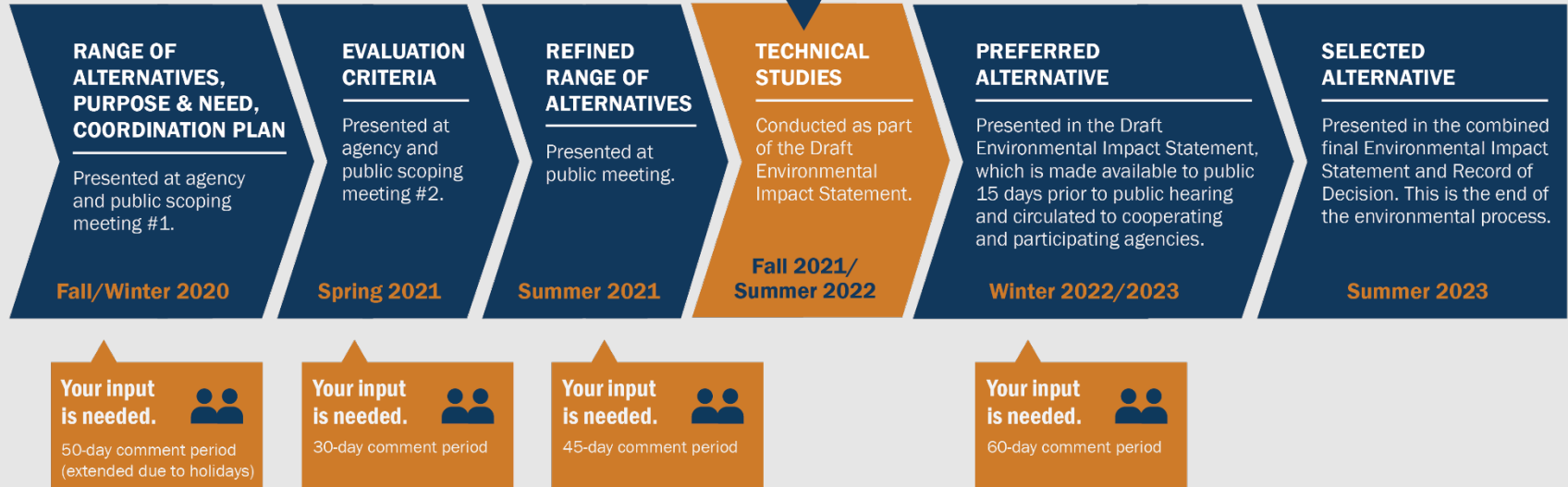
Anticipated construction start: 2025



Where We Are in the Process



WE ARE HERE



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.

Community Input = Community Changes



INPUT OPPORTUNITY

- Virtual and in-person event held in fall 2021.
- TxDOT presented two build alternatives (along with the no-build alternative) moving forward.
- Community feedback collected over 45-day comment period.

WHAT WE HEARD

- No higher, no wider.
- More east-west crossings for better connectivity.
- More bicycle and pedestrian enhancements.
- Encourage transit.
- Maintain Holly Street connection.
- Urban feel to downtown.
- Use TxDOT right of way to create land for development.
- Reduce impacts to homes and businesses.



63 MEETINGS

Agency coordination
meetings and workshops

52 MEETINGS

With community
members and leaders

50+ ORGANIZATIONS

Represented in public
meetings

3 PUBLIC MEETINGS

With a virtual option

5 VOICE MEETINGS

18,000 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

Key Proposed Refinements on Alternatives 2 & 3



City & Community Requests Accommodated by TxDOT

- Removal of upper decks.
- Cap-and-stitch accommodations.
- Reduced speed limits on frontage roads.
- East side shared-use path switchback connection (north of 8th Street).
- New 5th Street crossing.
- Enhanced bicycle-pedestrian crossings at 4th Street, 51st Street, Red Line at Airport Boulevard and Lady Bird Lake.
- Relocation of managed-lane ramps near Airport Boulevard to reduce impacts on properties and improve operations.

Refinements Developed Collaboratively by TxDOT and City of Austin

- Lowered lanes through project corridor.
- Frontage road grade separation at Red Line (Airport Boulevard).
- Enhanced cross-street bridges.



Refinements Since Public Meeting



CHANGES TO ALTERNATIVE 3

- Reduced displacements by approx. 20 properties
- Removed proposed flyovers at US 290 East.
- All lanes lowered at Airport Boulevard instead of elevated managed lanes.
- New bicycle-pedestrian crossings at 3rd, 15th, and 41st Street.
- Mainlanes and managed lanes lowered at Holly Street, with bypass lanes elevated.
- Innovative intersection at East Riverside Drive.
- Woodland Avenue crossing will become bicycle-pedestrian-only.
- Frontage road shift to create a boulevard from Cesar Chavez Street to Dean Keeton Street.
- Palm Park connection to the east side of I-35.
- Access removed at Woodward Street.

CHANGES TO ALTERNATIVE 2

- Accommodate deeper profile for deck plazas from 4th to 8th Street only.
- Removal of cap opportunity between Cesar Chavez Street to 4th Street to avoid displacements.

CHANGES TO BOTH ALTERNATIVES

TxDOT made minor design refinements to improve the functionality of Alternative 2 and 3, such as:

- Alley access to Crestwood.
- Reconfigure northbound ramp near MLK.
- U-turn added on north side of Lady Bird Lake.
- Ardenwood Road will not connect to frontage road due to the Red Line bridge.

Alternatives Undergoing Evaluation



Based on the results of the alternatives evaluation and screening process presented at the public meeting in August 2021, **Alternatives 2 and 3**, along with the **no-build alternative**, are being evaluated in the environmental studies.

Topics Addressed in the Environmental Studies

TxDOT is undertaking the most rigorous level of environmental analysis with the development of an Environmental Impact Statement. Currently under evaluation are potential impacts on the human and natural environment that would result from the proposed build alternatives and the no-build alternative. Topics include:



**WATER
RESOURCES**



AIR QUALITY



**TRAFFIC
NOISE**



**COMMUNITY
IMPACTS**



**VEGETATION &
WILDLIFE**



**CLIMATE
CHANGE**



**INDIRECT & CUMULATIVE
IMPACTS**



**THREATENED &
ENDANGERED SPECIES**



**HISTORICAL & ARCHEOLOGICAL
RESOURCES**

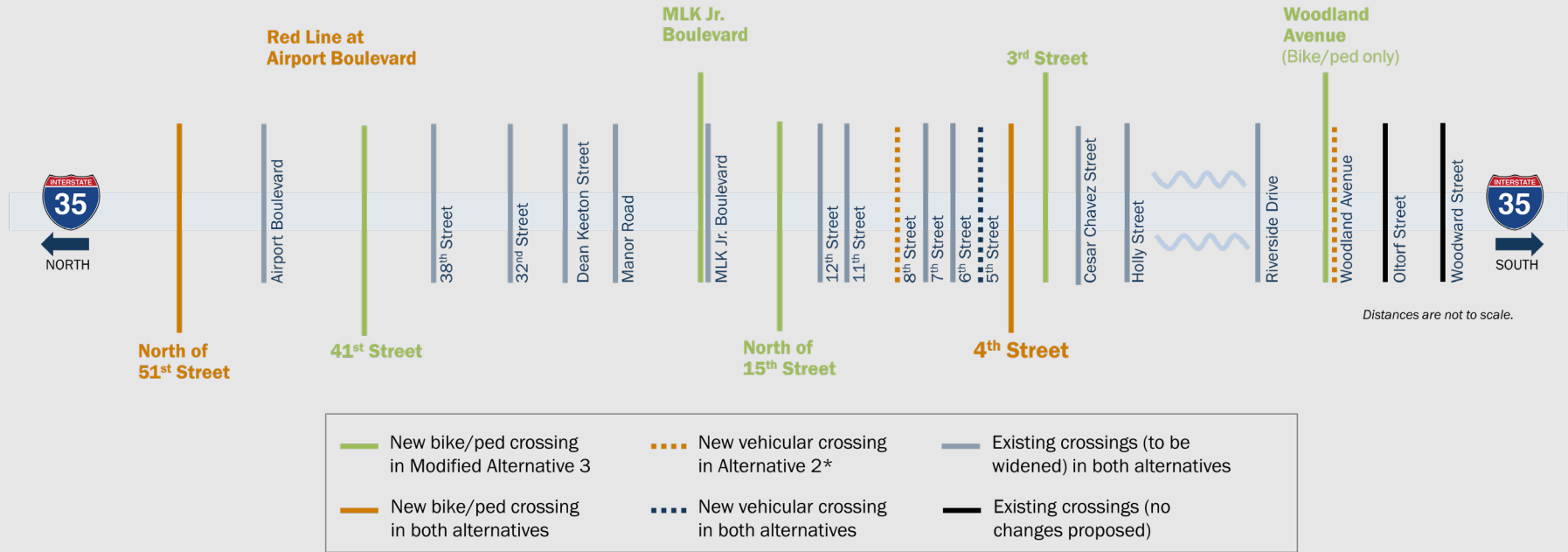


**HAZARDOUS
MATERIAL SITES**



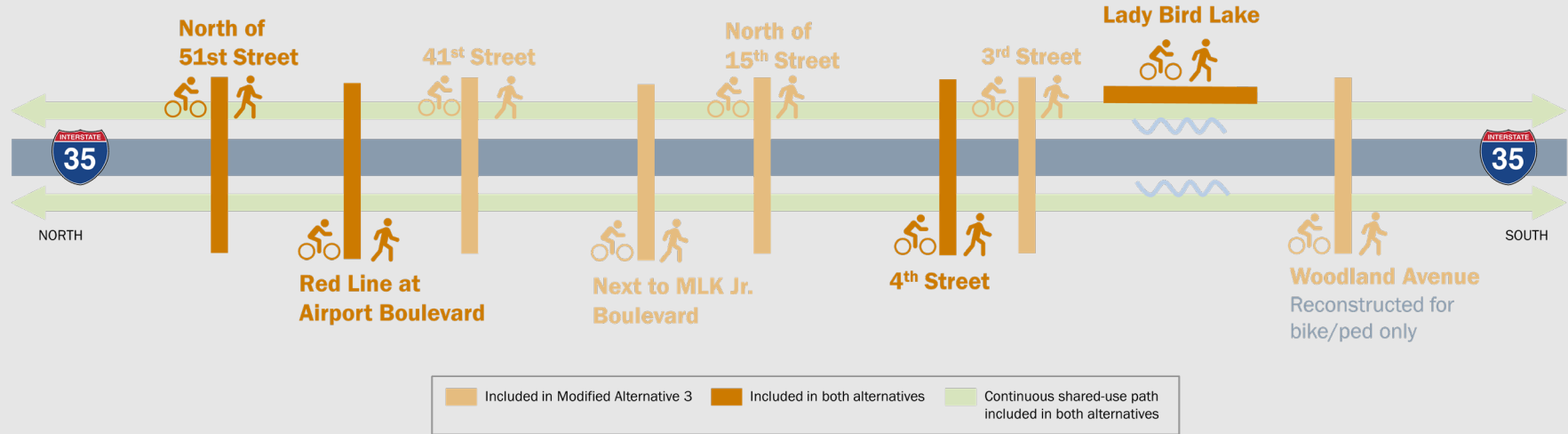
**LAND USE &
PARKLAND**

Enhanced East-west Connectivity



* Alternative 2 has vehicular east-west crossings with shared-use paths at 8th Street and Woodland Avenue.

New Bicycle/Pedestrian-only Accommodations



**ADDITIONAL
BIKE/PED
ENHANCEMENTS:**

**16+
MILES**

Of shared-use paths in construction or design

**13
CONNECTIONS**

To urban trail network and bicycle network

**28
INTERSECTIONS**

With bypass lanes to increase safety for people walking and riding bikes

Envision I-35



4th Street – Looking West
(Alternatives 2 and 3)

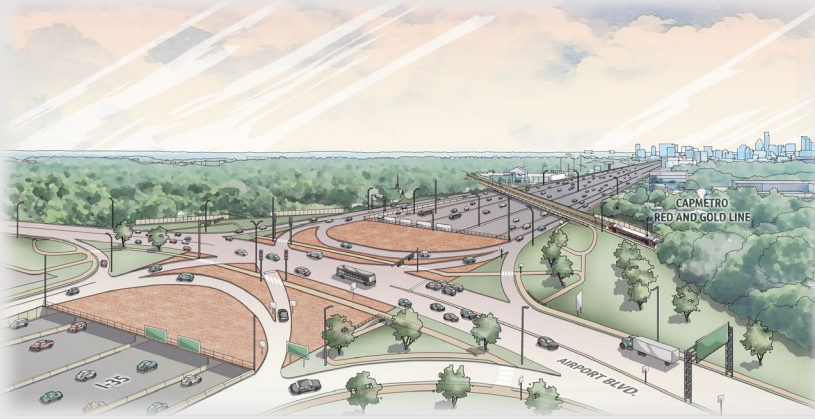


Lady Bird Lake – Looking South
(Alternatives 2 and 3)



Renderings are concepts only. Further analysis and coordination are required. All features are subject to change.

Envision I-35



Current

**Airport Boulevard –
Looking South**
(Alternative 2 and 3)



Current

32nd Street – Looking West
(Alternatives 2 and 3)

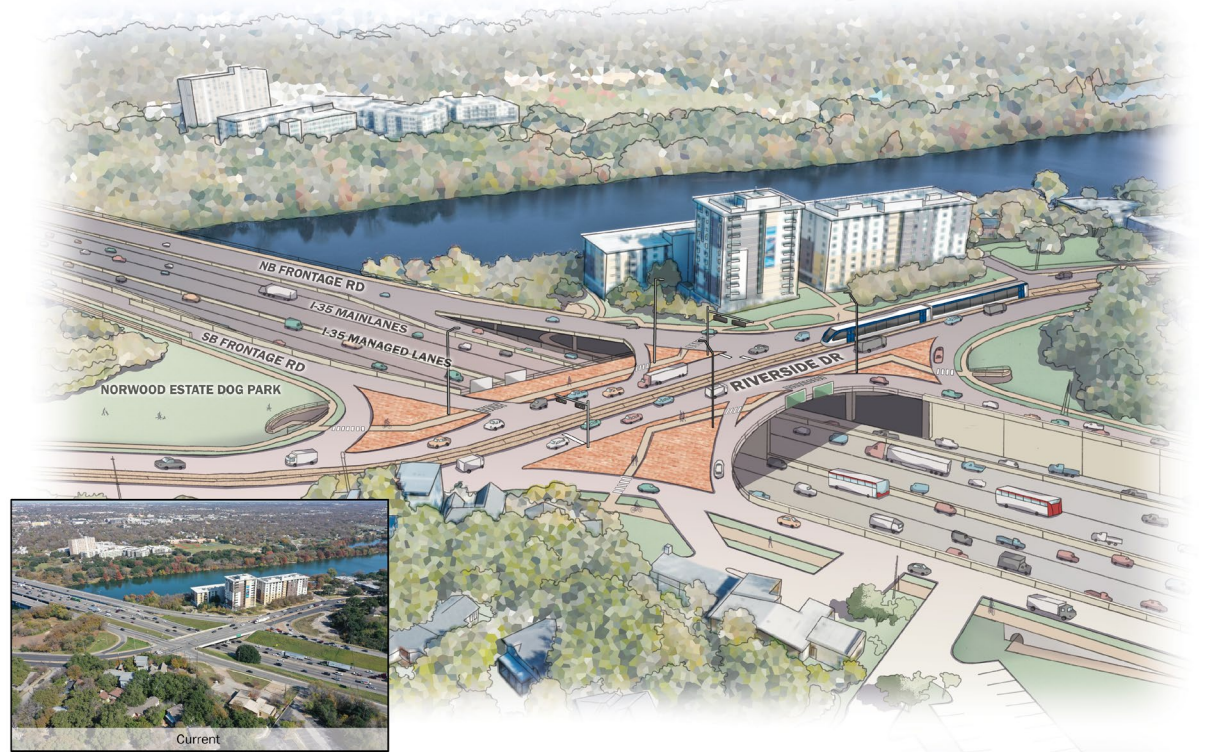
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Envision I-35 at Riverside Drive

Modified Alternative 3 – Looking Northeast



This rendering is a concept only. Further analysis and coordination are required. All features are subject to change. (January 2022)

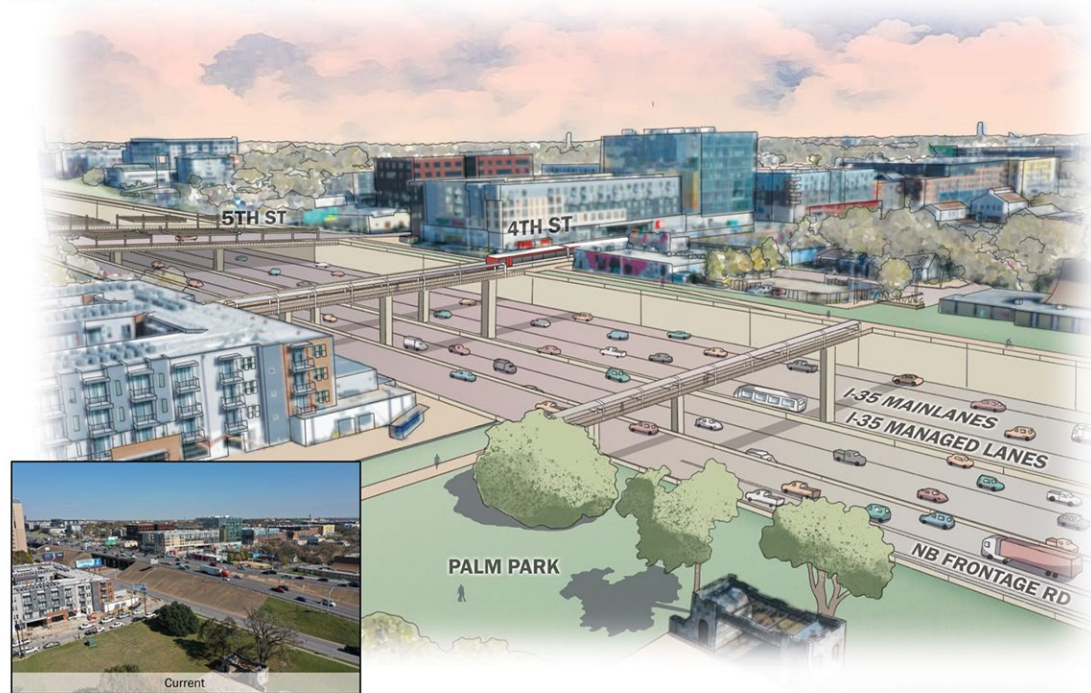


Envision I-35 at 3rd Street

Modified Alternative 3 – Looking Northeast



This rendering is a concept only. Further analysis and coordination are required. All features are subject to change. (January 2022)



In this rendering, both the northbound and southbound I-35 frontage roads are located on the west side of I-35

Envision I-35 at 3rd Street

Modified Alternative 3 with Caps/Deck Plazas – Looking Northeast



This rendering is a concept only. Further analysis and coordination are required. All features are subject to change. (January 2022)



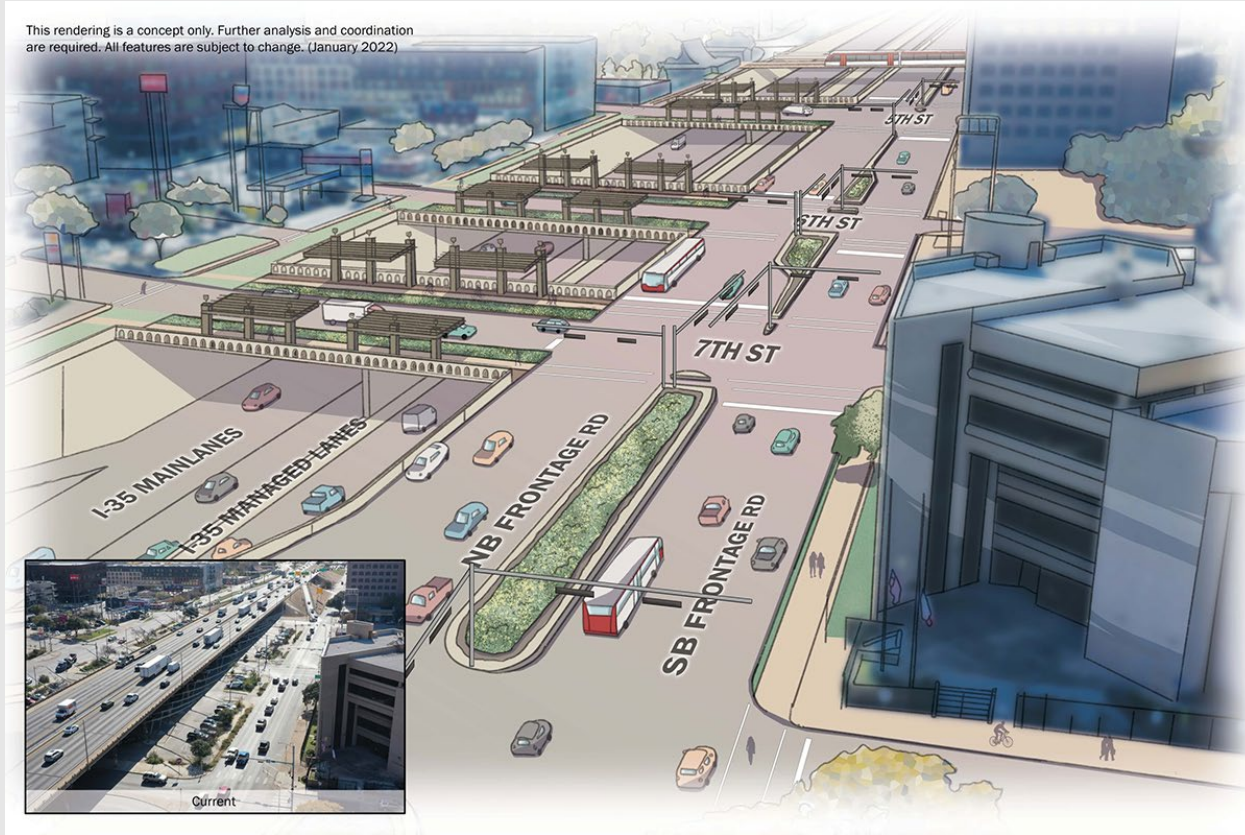
In this rendering, both the northbound and southbound I-35 frontage roads are located on the west side of I-35 under the cap/deck plaza.

Envision I-35 at 8th Street

Modified Alternative 3 – Looking South



This rendering is a concept only. Further analysis and coordination are required. All features are subject to change. (January 2022)

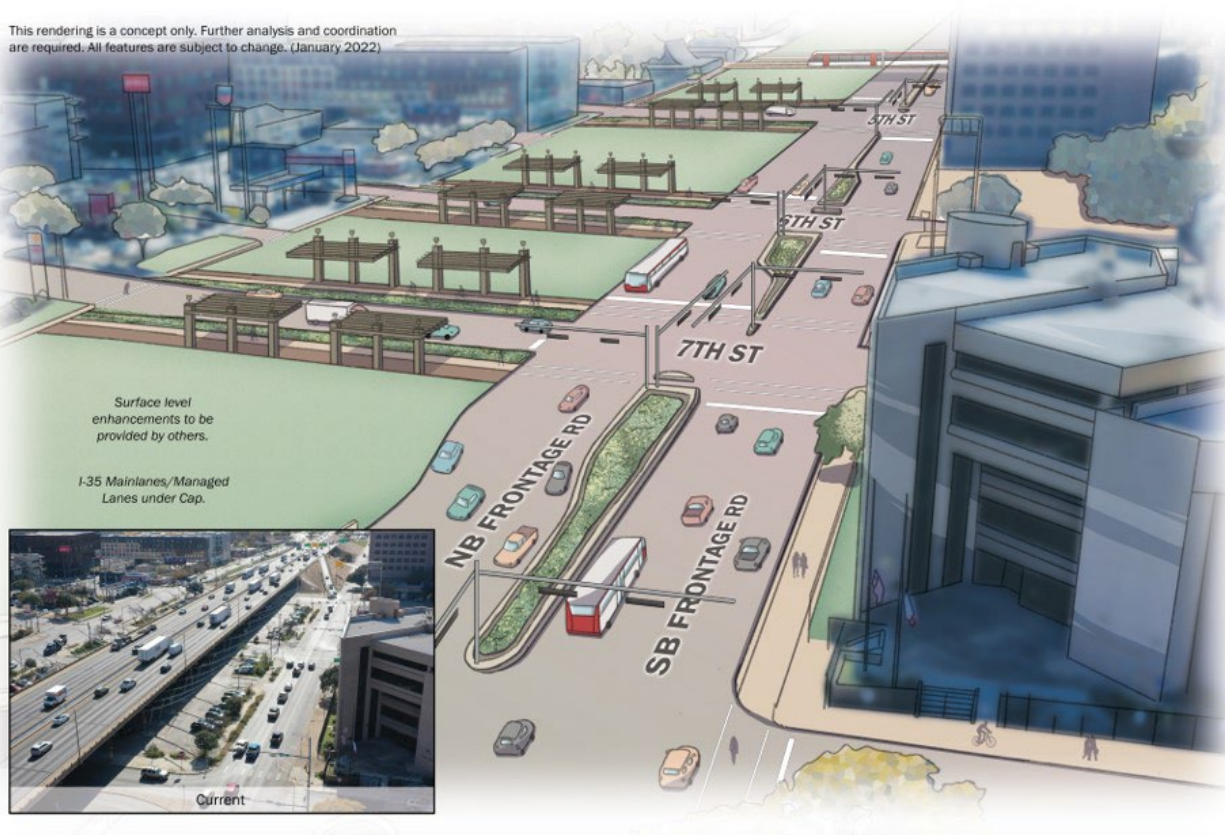


Envision I-35 at 8th Street

Modified Alternative 3 with Caps/Deck Plazas – Looking South



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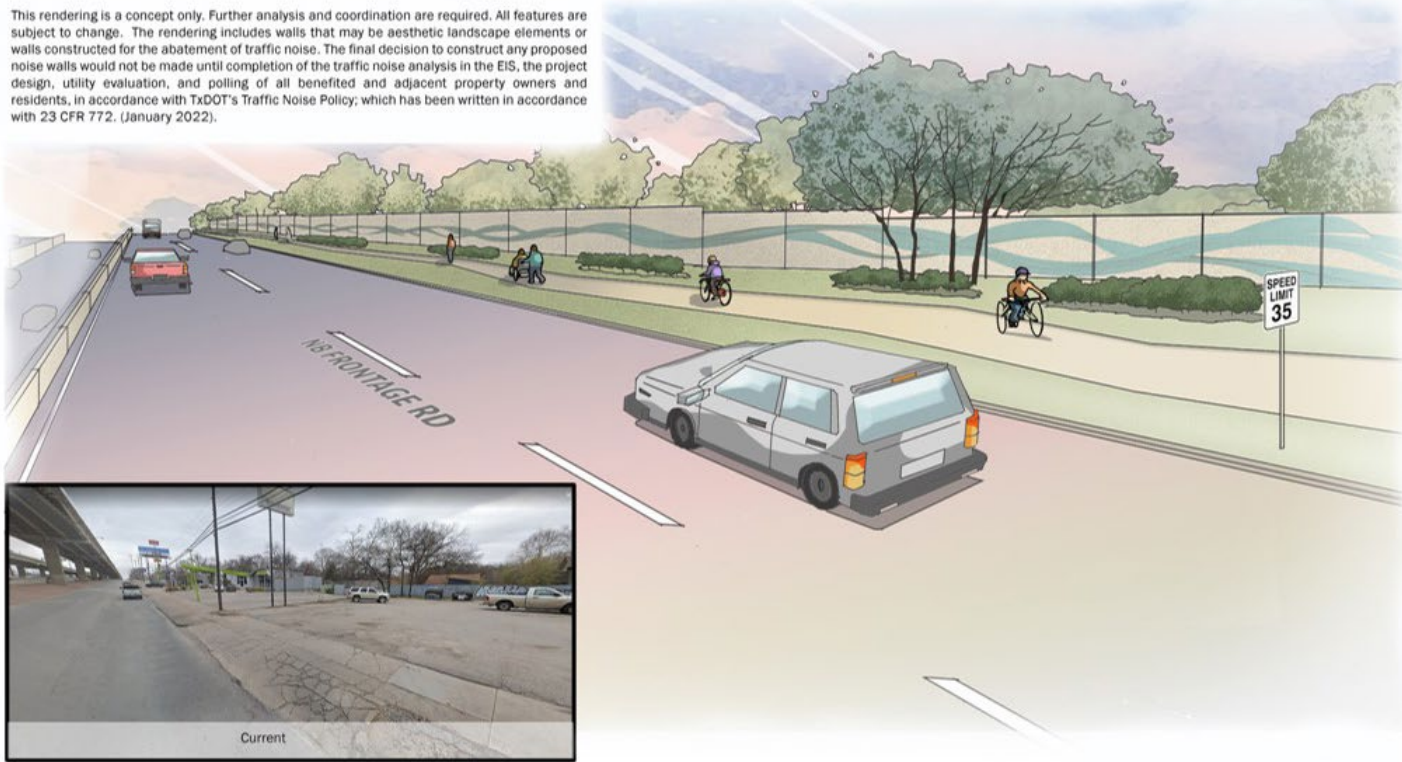


Envision I-35 Frontage Road/Edgewood Avenue



Alternative 2 and 3 – Looking Northeast

This rendering is a concept only. Further analysis and coordination are required. All features are subject to change. The rendering includes walls that may be aesthetic landscape elements or walls constructed for the abatement of traffic noise. The final decision to construct any proposed noise walls would not be made until completion of the traffic noise analysis in the EIS, the project design, utility evaluation, and polling of all benefited and adjacent property owners and residents, in accordance with TxDOT's Traffic Noise Policy, which has been written in accordance with 23 CFR 772. (January 2022).



Future Corridor Technologies



Our “future proofing” technologies will integrate autonomous and connected vehicles (AV/CV), protect against extreme weather, reduce life-cycle costs, optimize existing infrastructure and change the use and capacity of our infrastructure systems.

Types of technologies:

- **Fiber backbone** – Dedicated, high-speed communications link between devices and traffic management center.
- **Road weather systems/weather proofing** – Pavement temperature systems that provide road and bridge condition assessments.
- **Wrong-way detection** – Flashing LEDs and/or thermal imagery cameras to detect wrong-way drivers and prevent accidents.
- **Autonomous, Connected and Electric Vehicles** – Exclusive AV lanes, enhanced striping and signage to connect with AV/CV and charging stations for electric vehicles.



Live35 will provide opportunities for the community to give input and feedback about the different types of visual enhancements for the project team to consider as the I-35 Capital Express Central project moves forward.

Survey respondents top ranked aesthetic elements:

- Lighting for safety and to highlight aesthetic elements (not the lighting fixtures themselves).
- Landscape plantings.
- Concrete wall panels.



Outreach to Diverse Populations



- TxDOT is hosting “pop-up” meetings in diverse and underserved areas of the community to engage and inform the public about the I-35 Capital Express Central project.
- Location for meetings will be along the Central corridor in high-traffic, public areas.
- Materials will be available online.
- Community members will be able to provide feedback.
- Project team members will be available to answer questions.



North Lamar Transit Center in summer 2021.

Initiative to Address Homelessness (IAH)



The goal of Mobility35 IAH is to proactively address the future displacement of individuals in a humane and safe manner.

Program History and Mobility35 Contributions:

- The program launched in 2017 to address pedestrian safety and displacement issues related to construction projects.
- TxDOT committed staffing and resources to the initiative including:
 - Trained and certified more than 75 TxDOT employees and contractors in Mental Health First Aid.
 - Assisted in raising \$50,000 to expand supportive housing opportunities.
- The vision for a supportive transitional facility leads to planning and development of Esperanza Community.



Esperanza community site plan.



What's next?

- VOICE meeting #7 – April 2022; focus on bike/ped.
- Environmental studies and design refinement.
- Live35 meetings.
- Pop-in meetings.



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)

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



THANK YOU

