



# Urban Transportation Commission

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



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# OVERVIEW





- 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

**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.



Annual average daily traffic along I-35 from US 290 East to SH 71/Ben White Boulevard includes more than 200,000 vehicles. By 2045, it is expected to grow to more than 300,000 vehicles.

**82% of vehicles on I-35 are LOCAL travelers**

**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 5<sup>th</sup> Street for all users; and new pedestrian crossings at the Cap Metro Red Line/Future Gold Line south of Airport Boulevard, and between 51<sup>st</sup> 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.

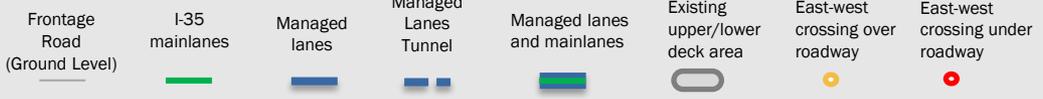
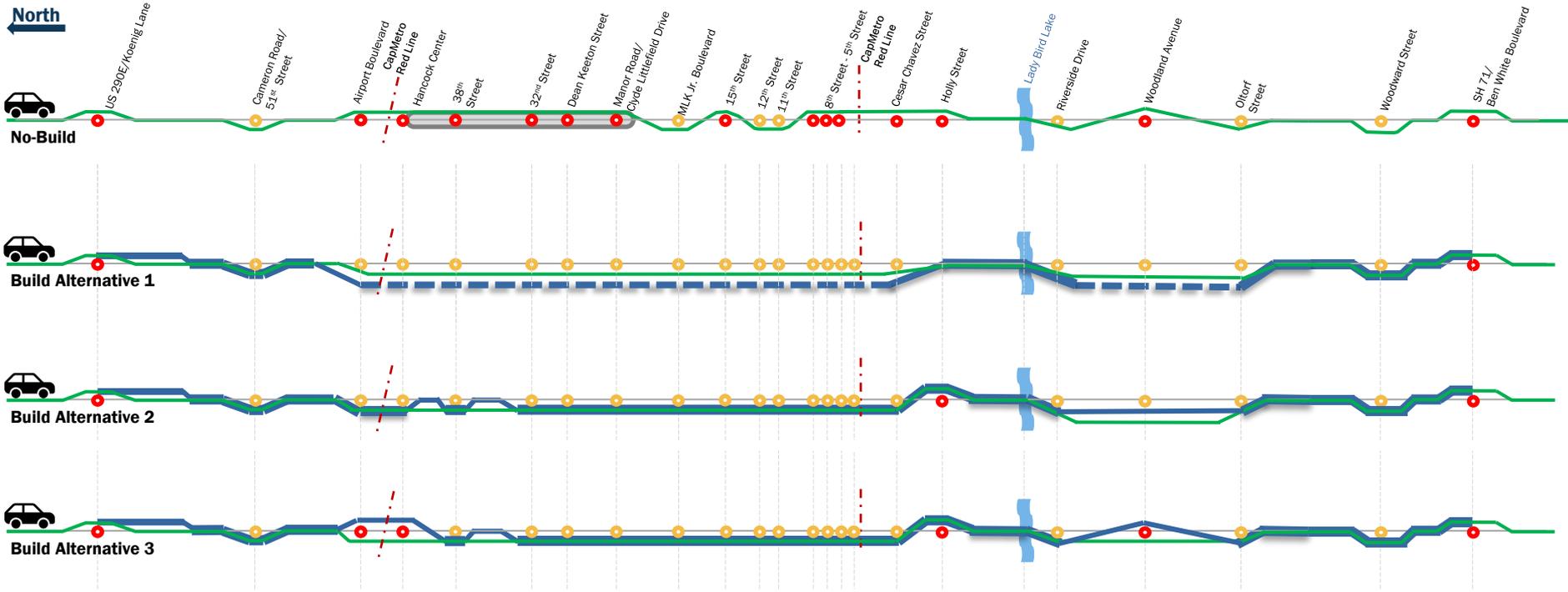


*TxDOT will also be evaluating frontage road relocation concepts and will present findings at an upcoming community meeting.*

# Alternatives: Side-View Elevation Looking East



North





## 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](http://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      | <b>Medium Improvement</b> | <b>High Improvement</b> | <b>High Improvement</b> |
| <i>Ability to Provide Emergency Egress Requirements</i> | N/A      | <b>Low Ability</b>        | <b>High Ability</b>     | <b>High Ability</b>     |

## Alternatives that Best Meet Feasibility, Design, and Engineering Criteria

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

## Alternatives that Best Meet Cost Considerations

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

# Central - Environmental Constraints



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

| LEGEND  |  |
|---|--|
|  | Civic Buildings - Hospitals, Police Station, Fed Gov't Buildings |
|  | Cemeteries & Churches  |
|  | Parks  |
|  | Utilities - Austin Energy Substations                            |
|  | Schools - University of Texas, Sanchez Elementary School         |
|  | Multi-Story Commercial & Residential                             |





**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

# Central – Alternative #3

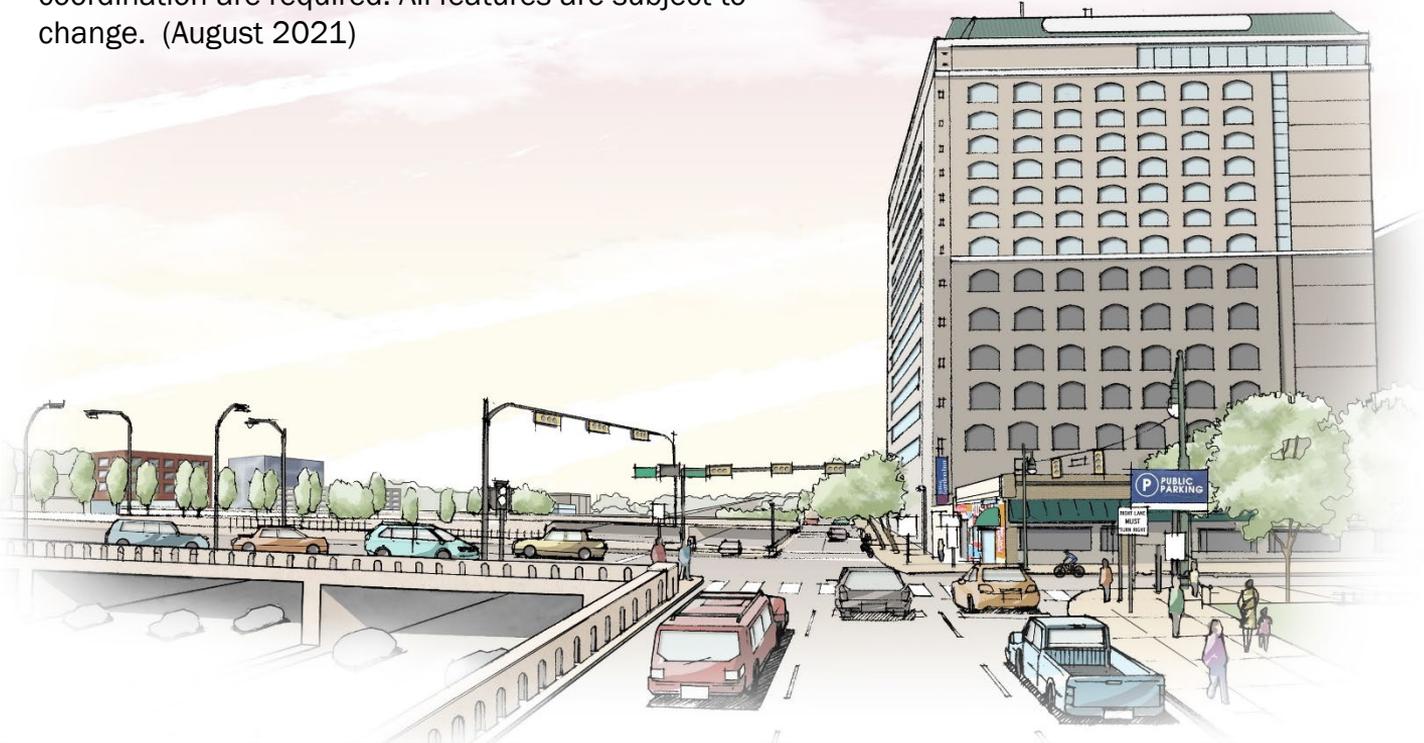


Image of proposed improvements to I-35 at Airport Boulevard

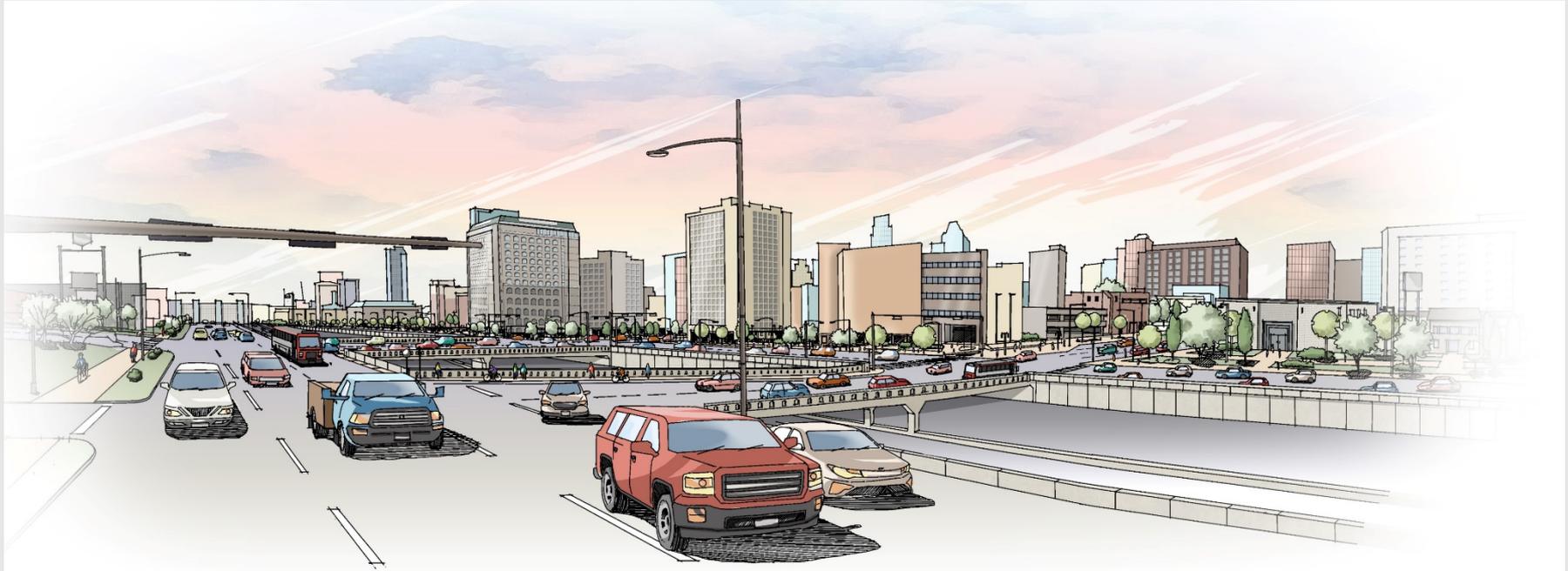
# Envision I-35 at 6<sup>th</sup> Street (all build alternatives)



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# Envision I-35 at 8<sup>th</sup> Street (all build alternatives)

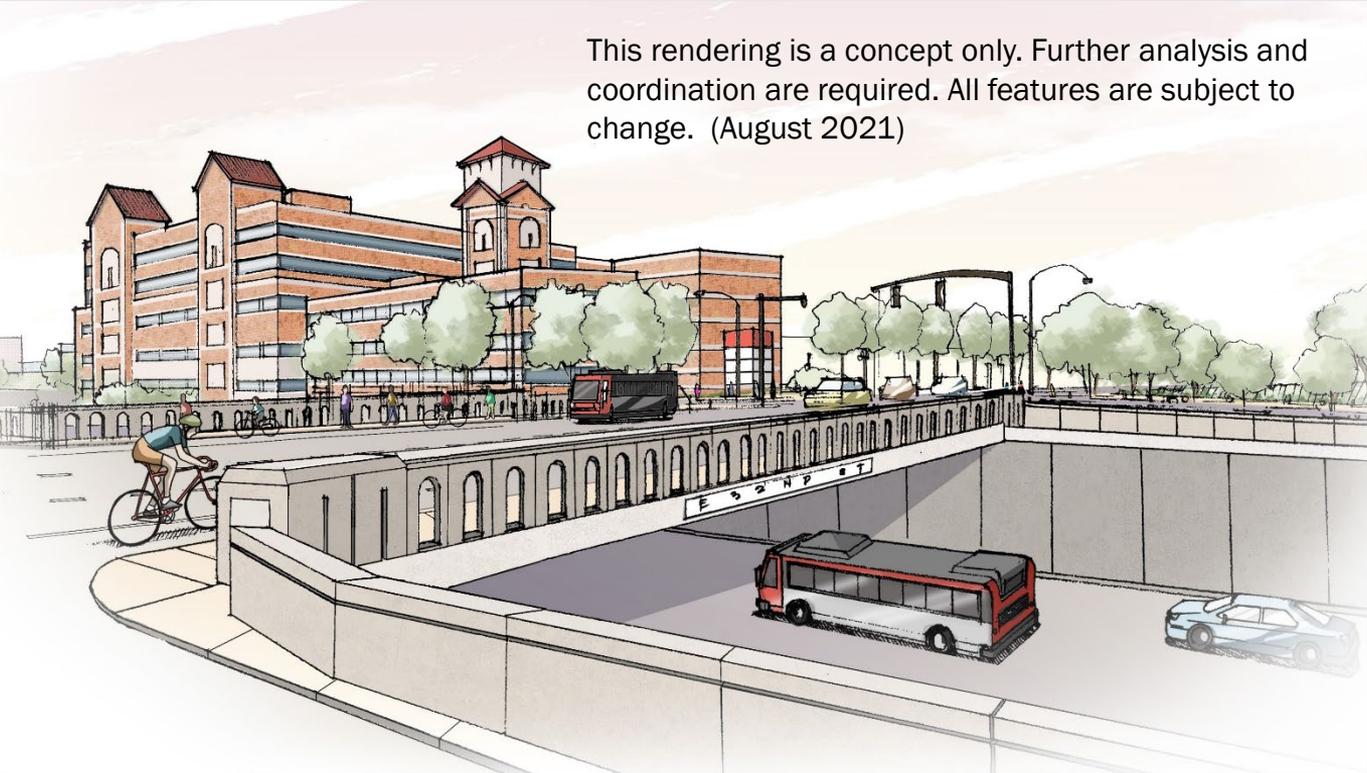


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# Envision I-35 at 32<sup>nd</sup> Street (all build alternatives)



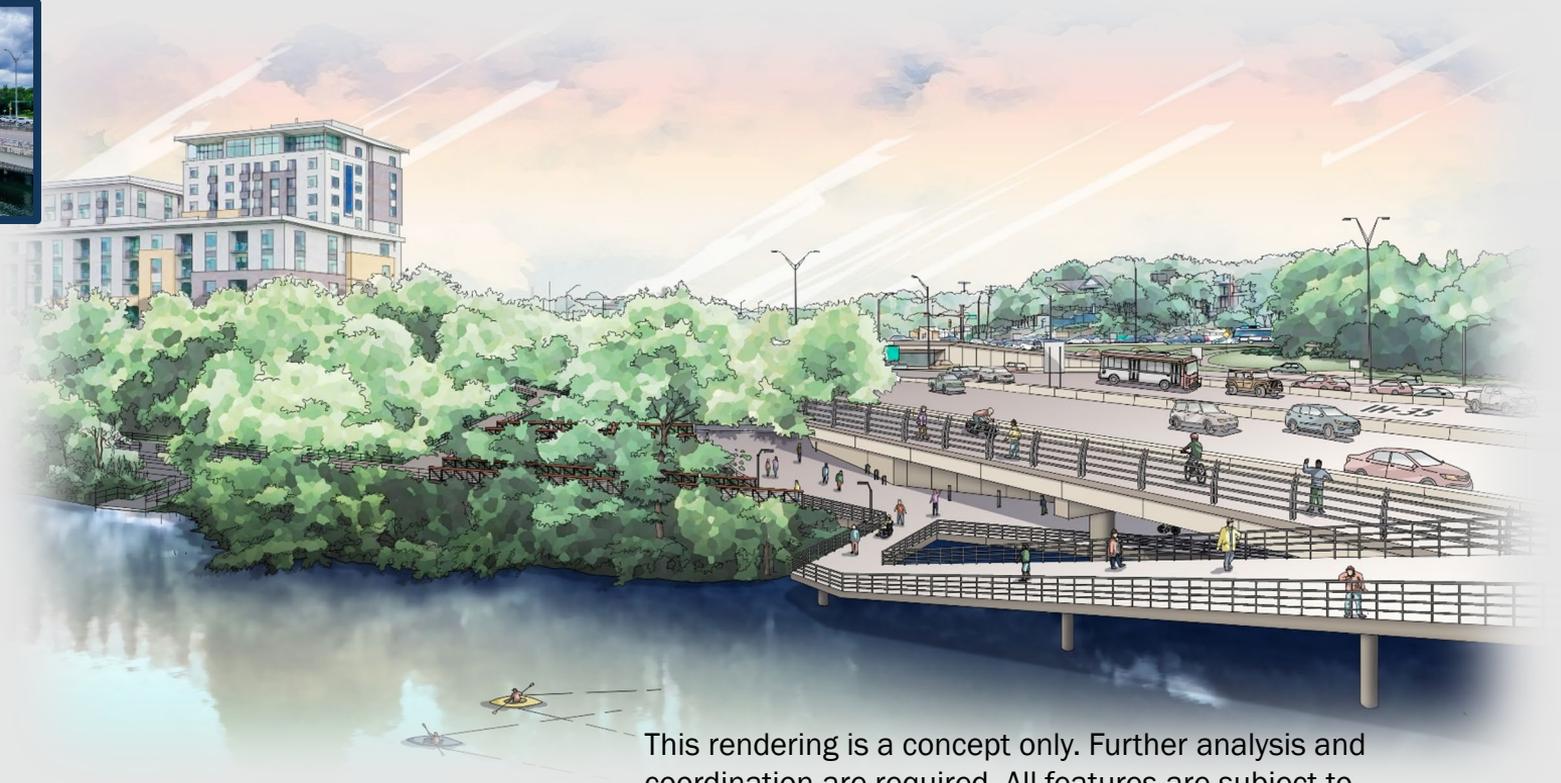
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# Envision I-35 at Lady Bird Lake (all build alternatives)



**Current**



**Proposed: Alternatives 2 and 3**

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# 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**

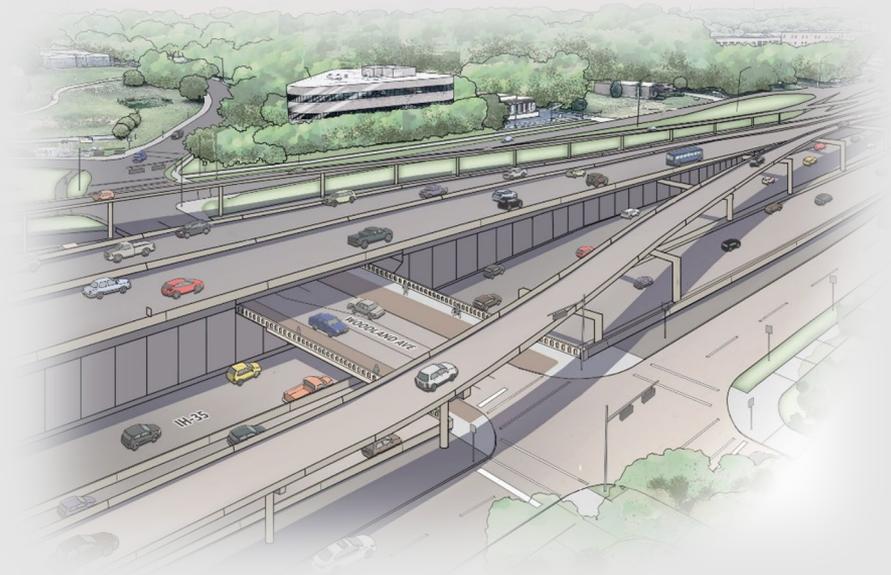
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(August 2021)



# 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](mailto: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)



## **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**

# 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.
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# The Problem We're Trying to Solve



## PURPOSE

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- 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.

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*Congestion along I-35 through Central Austin.*



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Agency coordination  
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**50+**  
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3,700+ public and agency comments received

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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 5<sup>th</sup> Street for all users; and new pedestrian crossings at the Cap Metro Red Line/Future Gold Line south of Airport Boulevard, and between 51<sup>st</sup> 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.

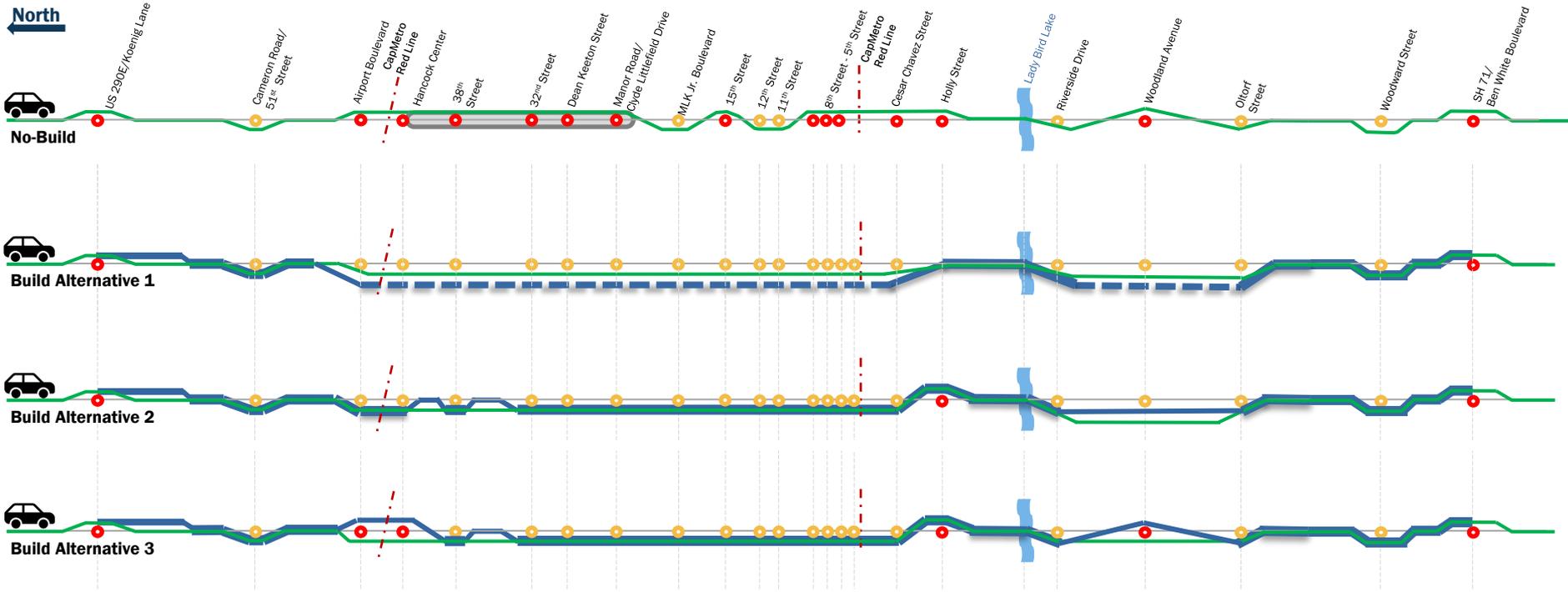


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←

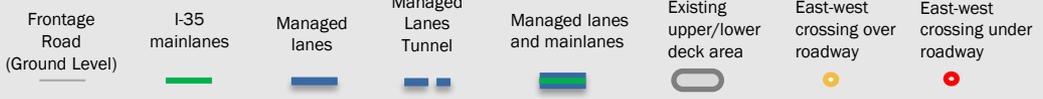


No-Build

Build Alternative 1

Build Alternative 2

Build Alternative 3





## 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.
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# 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      | <b>Medium Improvement</b> | <b>High Improvement</b> | <b>High Improvement</b> |
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## Alternatives that Best Meet Feasibility, Design, and Engineering Criteria

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

## Alternatives that Best Meet Cost Considerations

| Criterion                                      | No Build                  | Alternative 1              | Alternative 2             | Alternative 3             |
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# Central - Environmental Constraints



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

| LEGEND  |  |
|---|--|
|  | Civic Buildings - Hospitals, Police Station, Fed Gov't Buildings |
|  | Cemeteries & Churches  |
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|  | Utilities - Austin Energy Substations                            |
|  | Schools - University of Texas, Sanchez Elementary School         |
|  | Multi-Story Commercial & Residential                             |





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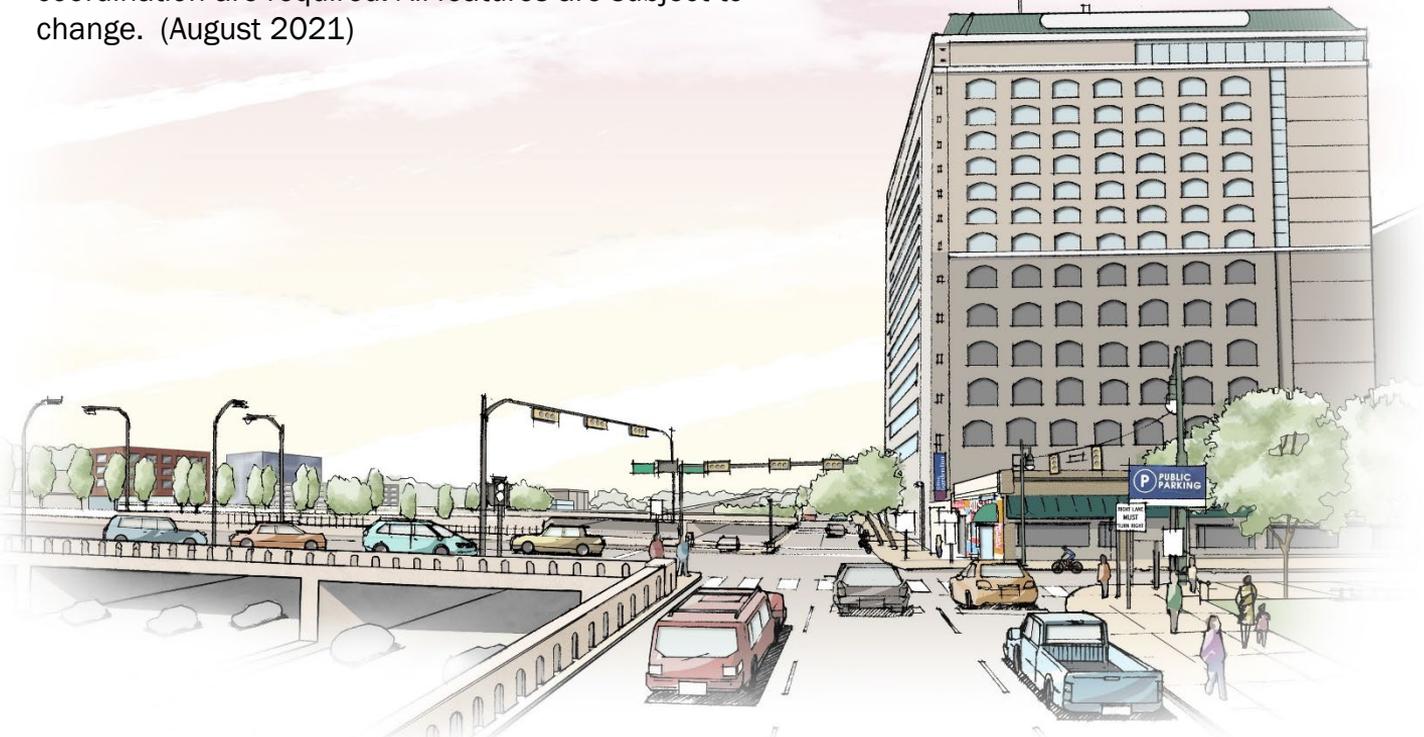




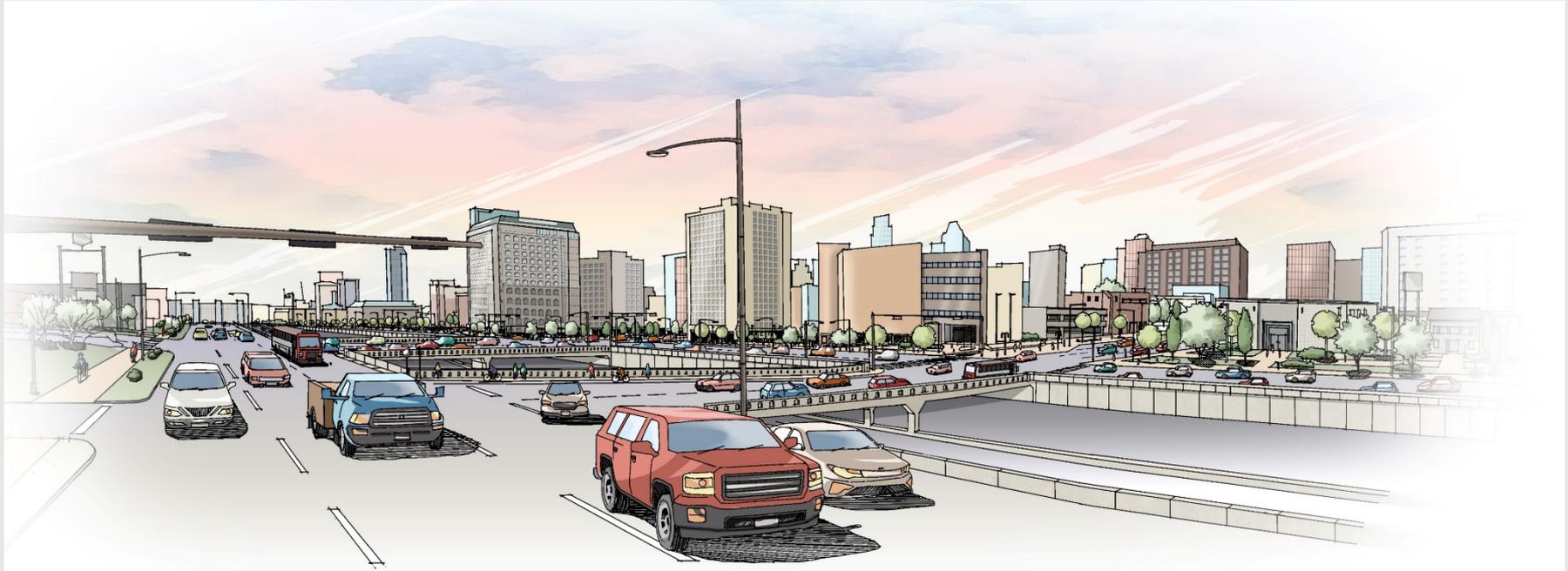
# Envision I-35 at 6<sup>th</sup> Street (all build alternatives)



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# Envision I-35 at 8<sup>th</sup> Street (all build alternatives)

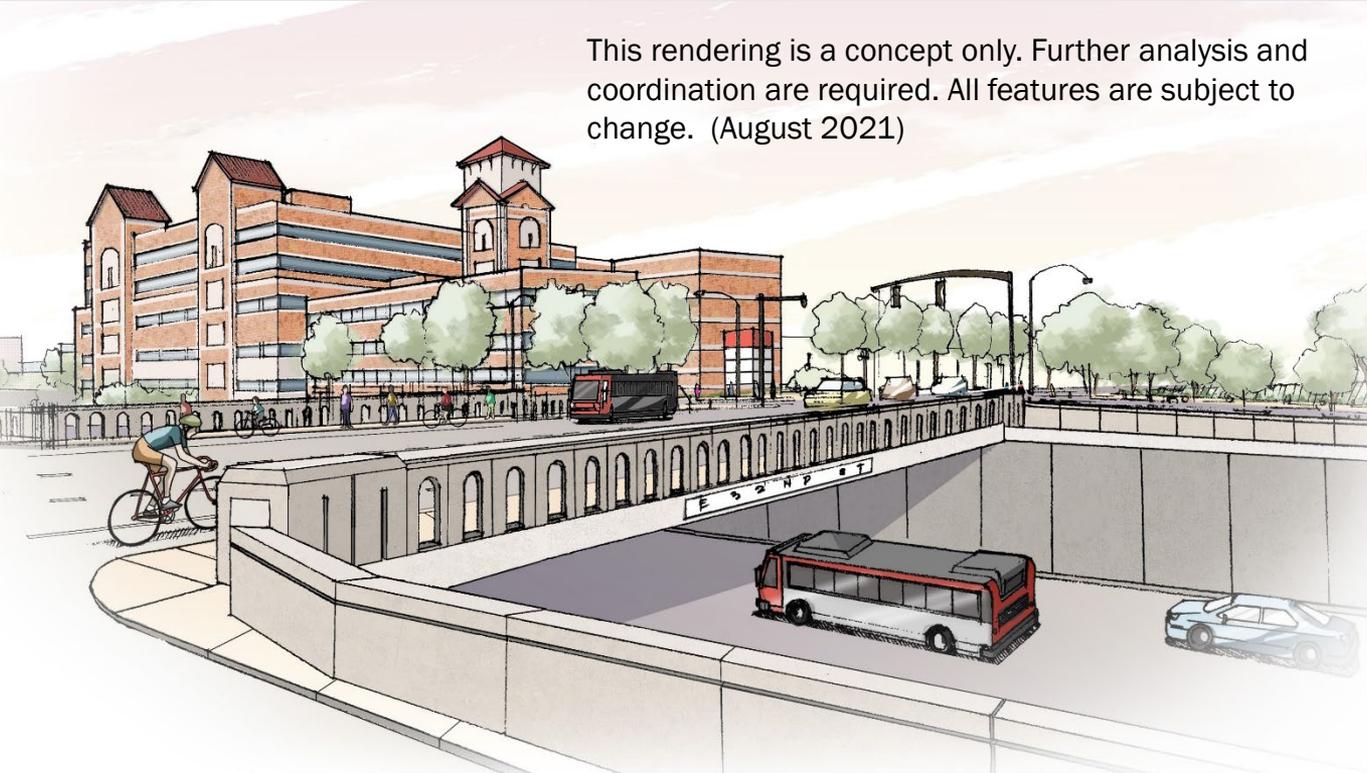


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# Envision I-35 at 32<sup>nd</sup> Street (all build alternatives)



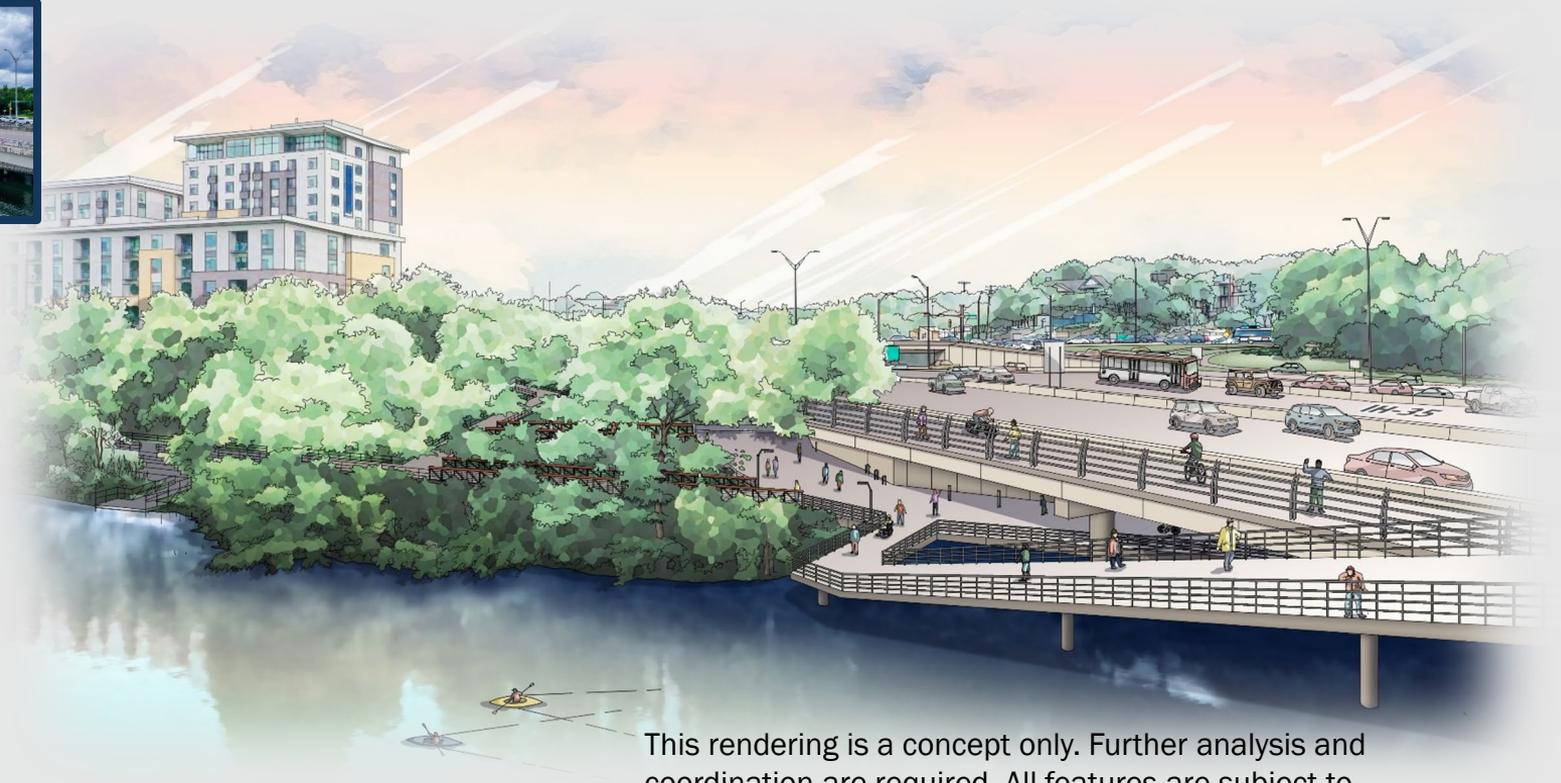
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# Envision I-35 at Lady Bird Lake (all build alternatives)



**Current**



**Proposed: Alternatives 2 and 3**

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# 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**

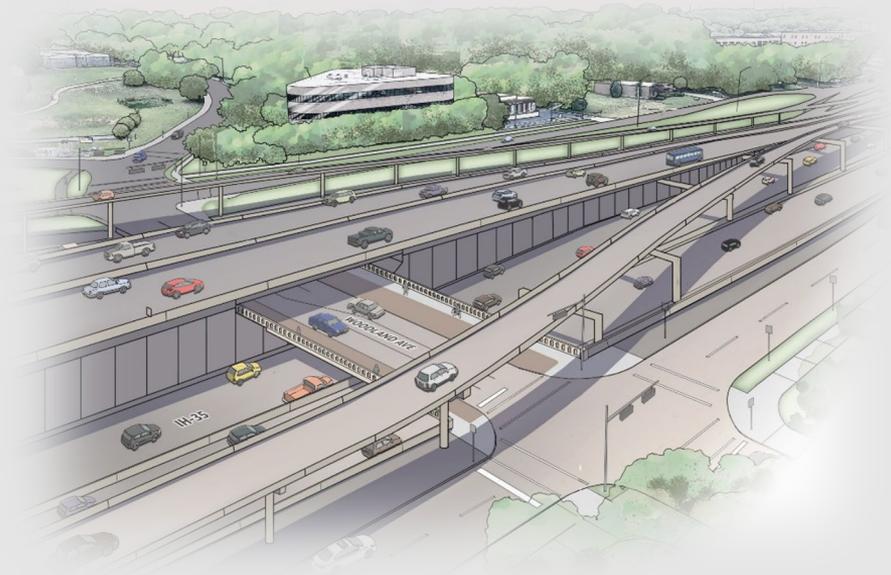
This rendering is a concept only. Further analysis and coordination are required. All features are subject to change.  
(August 2021)



# 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](mailto: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)



## **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**