



I-35 Capital Express Program

Tommy Abrego, P.E. | Mobility35 Program Manager

September 6, 2022

About Tommy Abrego



- Born and raised in Austin, TX.
 - Grew up in North Austin.
 - Now lives in South Austin.
- Driven both directions on I-35 his whole life.
- Has seen the growth of Austin in the recent years.
- Recognizes the need for a safe transportation solution and should be one of the main highway facilities in the heart of Texas.
- True motivation is his son, Javi.
- He wants to get IH-35 right so Javi is able to drive on IH-35 and see the true enhancement in mobility along the corridor.
- Javi loves to watch the Longhorns play (Hook 'Em!).

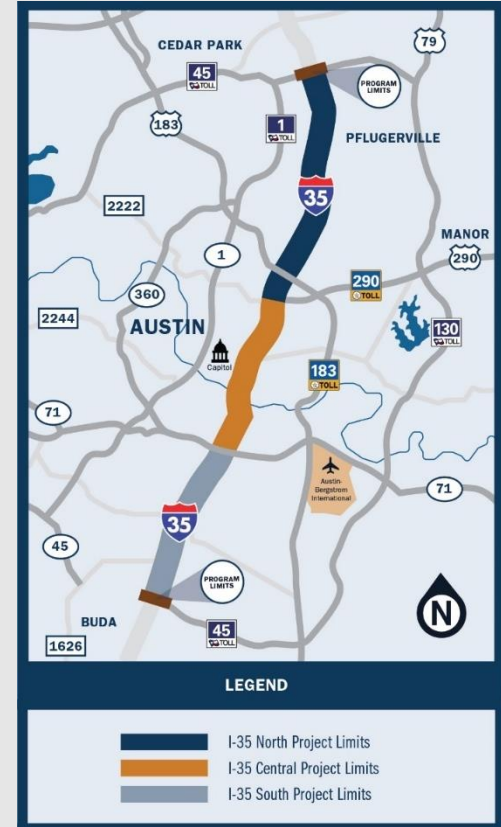
"I look forward to our enhanced and safe pedestrian facilities through central Austin. End of the day I am a true Austinite, driven to deliver a project that the people of Austin, TX want to see!"

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.

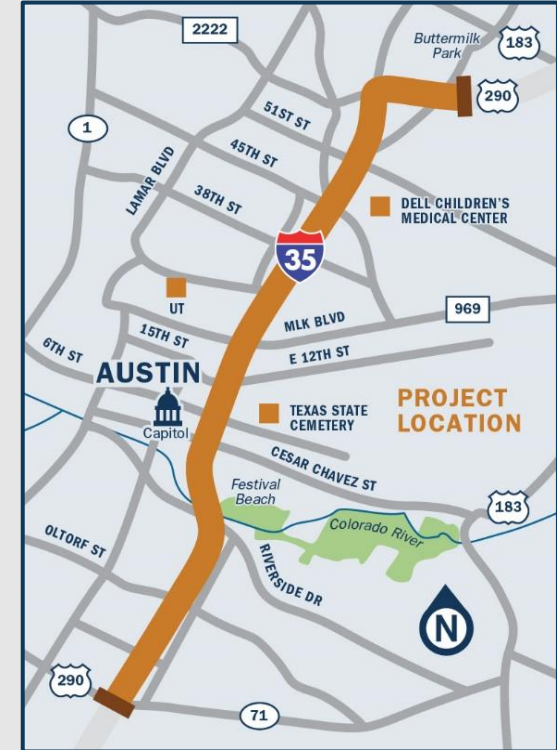
<https://my35capex.com/>



I-35 Capital Express Central Project Scope



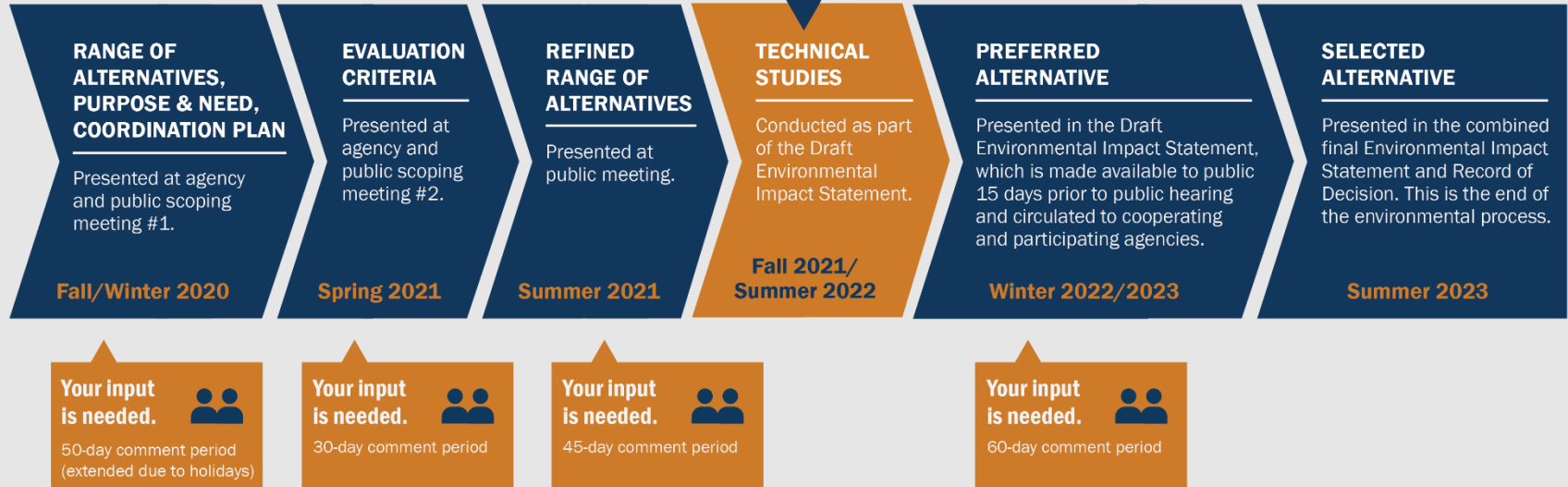
- **Limits:** US 290 East to SH 71/Ben White Boulevard, with additional flyovers at I-35 and US 290 East.
- **Length:** 8 miles.
- **Project details:**
 - Construct two non-tolled managed lanes in each direction.
 - Managed lanes, such as high-occupancy vehicle (HOV) lanes, are a set of lanes within 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.

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**



TOTAL IN-PERSON & VIRTUAL
MEETING PARTICIPANTS

18,000+



AGENCY COORDINATION
MEETINGS & WORKSHOPS

63



MEETINGS WITH COMMUNITY
MEMBERS & LEADERS

112



VOICE MEETINGS

7



ORGANIZATIONS REPRESENTED IN
PUBLIC MEETINGS

50+

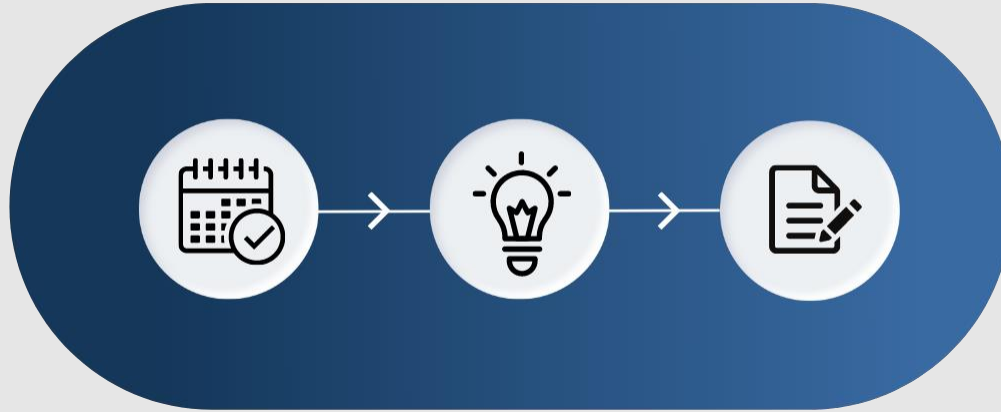


PUBLIC MEETINGS
WITH A VIRTUAL OPTION

3

Engagements included:

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



INPUT OPPORTUNITIES

In-person events with virtual options held in fall 2021.

Tabling at community events in diverse and underserved areas to garner feedback.

TxDOT presented changes to Alternative 2 and revealed Modified Alternative 3.

In-person meetings with virtual options to collect feedback about the proposed alternatives held in winter and spring 2022.



WHAT WE'VE 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.



Alternative 2

- Accomodate 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.

Both Alternatives

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

Modified Alternative 3

- Reduced displacements by approximately 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 Streets.
- Mainlanes and managed lanes lowered at Holly Street, with bypass lanes elevated.
- Innovative interchange 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.



8

NEW BIKE-PED BRIDGES

- Proposed new bicycle and pedestrian bridges would provide four new bridges for both Alternative 2 and Modified Alternative 3.

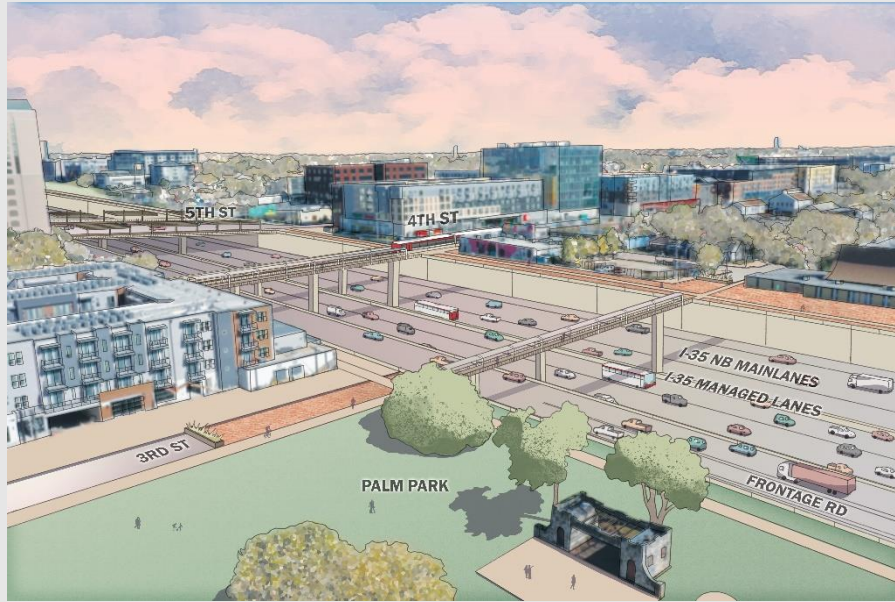
- New widened bridges will be along the I-35 Capital Express Central Corridor for both Alternative 2 and Modified Alternative 3.

14

NEW WIDENED BRIDGES



Envision I-35 at 3rd Street



Modified Alternative 3 – Looking Northeast

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



Modified Alternative 3 with Caps/Deck Plazas – Looking Northeast

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.



- 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:
 - **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.

Top Ranked Aesthetic Elements (per survey):

- ✓ Lighting for safety and to highlight aesthetic elements
- ✓ Landscape plantings
- ✓ Concrete wall panels

Upcoming Live35 Aesthetic Meetings

- | | |
|-----------------|--|
| 09/27/22 | Conley-Guerrero Senior Activity Center |
| 09/29/22 | Austin Energy Headquarters |



Pop-up Meetings

- 07/28/21** Pop-up Meeting #1 at East Communities YMCA.
- 07/30/21** Pop-up Meeting #2 at South Congress Transit Center.
- 08/02/21** Pop-up Meeting #3 at North Lamar Transit Center.
- 08/06/21** Pop-up Meeting #4 at Rainbow Shops (Capitol Plaza).
- 03/22/22** Pop-up Meeting #5 at Citi Trends.
- 03/23/22** Pop-up Meeting #6 at Goodwill Central Texas on Riverside.
- 03/24/22** Pop-up Meeting #7 at Goodwill Central Texas on Airport Blvd.
- 04/10/22** Pop-up Meeting #8 at the Mueller Farmer's Market.
- 04/23/22** Pop-up Meeting #9 at the Spring Fling in the Branch Park Pavilion.
- 06/01/22** Pop-up Meeting #10 at the Future of Downtown at Waterloo Amphitheater.
- 06/18/22** Pop-up Meeting #11 at the Juneteenth Festival.



North Lamar Transit Center in Summer 2021

Initiative to Address Homelessness (IAH)



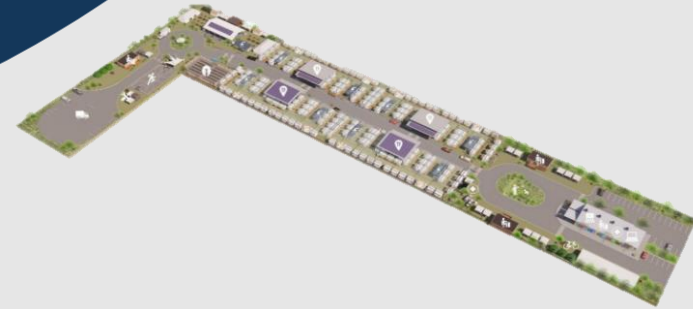
The program launched in 2017 to address pedestrian safety and displacement issues related to construction projects.



- 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.



Program History and Mobility35 Contributions

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

Esperanza community site plan

How to Provide Feedback/Ask Questions



Community Meetings

- Live35 meetings
- Pop-up meetings

For Event Updates, visit:
[My35CapEx.com/news-events/events](https://www.my35capex.com/news-events/events)



Email

CapExCentral@txdot.gov



Mail

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



Online

[My35CapEx.com](https://www.my35capex.com)
(online form)





THANK YOU

