



# I-35 Capital Express Central Project

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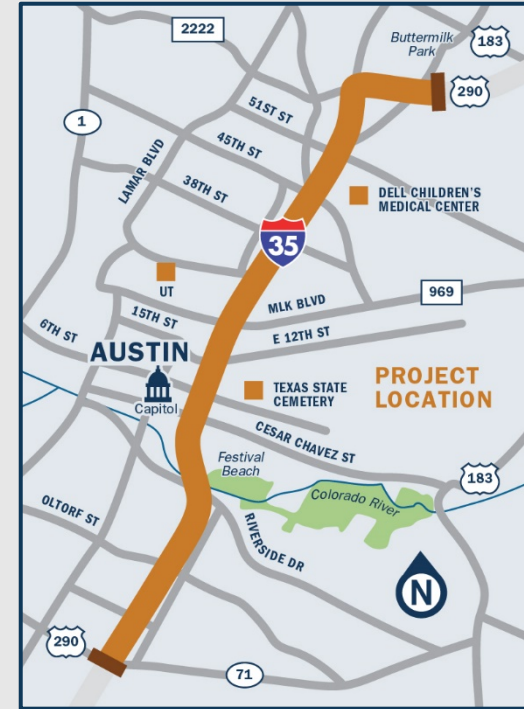
Mobility35 Program Manager

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# I-35 Capital Express Central Project - Overview



- **Limits:** US 290 East to SH 71/Ben White Boulevard
- **Length:** 8 miles
- **Project Details:**
  - Construct two managed lanes in each direction.
  - Reconstruct ramps, bridges and intersections.
  - Improve frontage roads.
  - Enhance bicycle and pedestrian paths.
  - Accommodate transit routes.
- **Estimated construction cost:** \$4.5 billion
- **Anticipated construction start:** Mid-2024



# Proposed Deck Plazas



Preferred Alternative at 6th Street



Preferred Alternative at 6th Street



# Proposed Deck Plazas

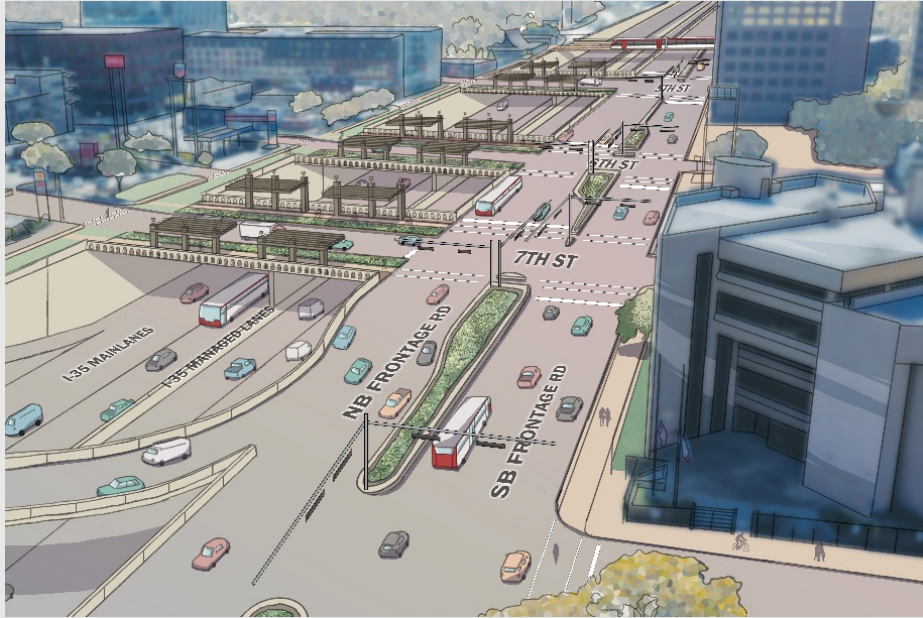


Preferred Alternative at 11th Street

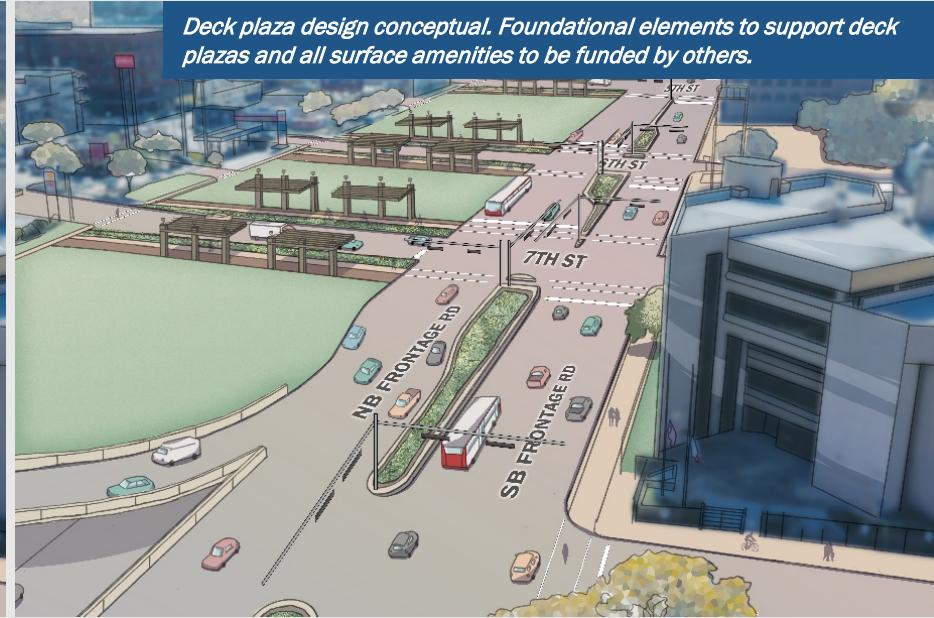


Preferred Alternative at 11th Street with deck plaza.

# Boulevard Concept



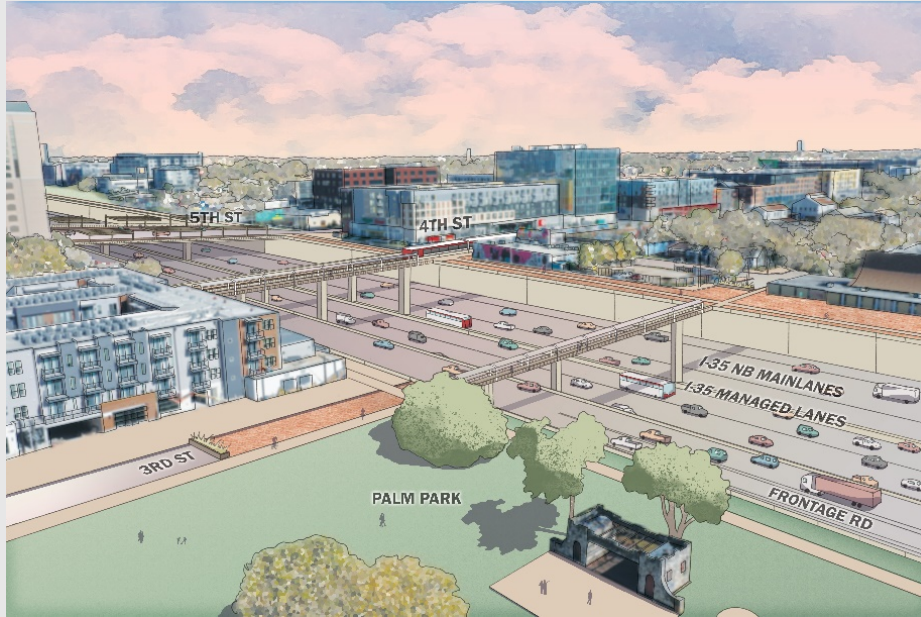
Modified alternative 3 at 8th Street



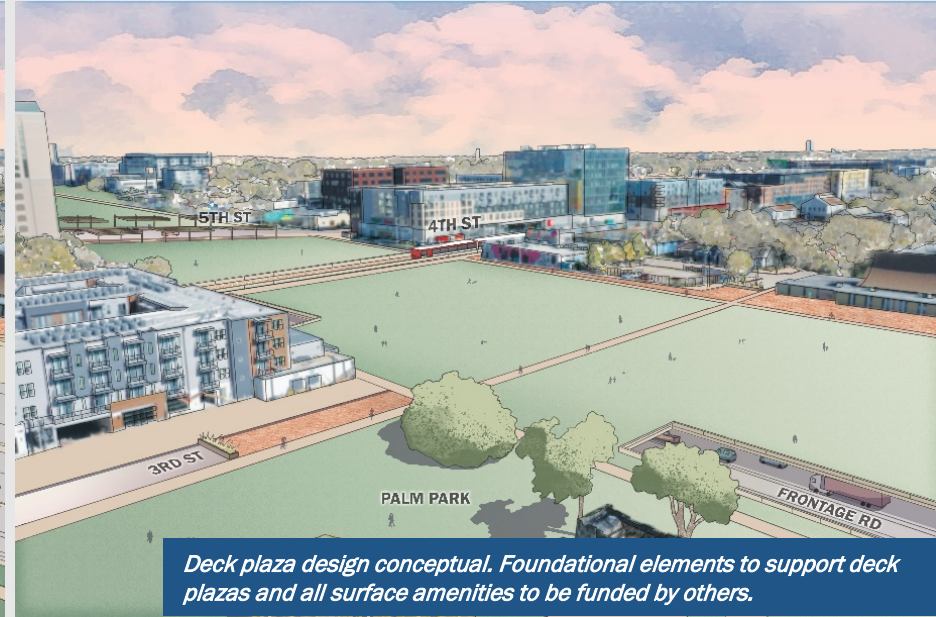
Modified alternative 3 at 8th Street with caps/deck plazas



# Boulevard Concept

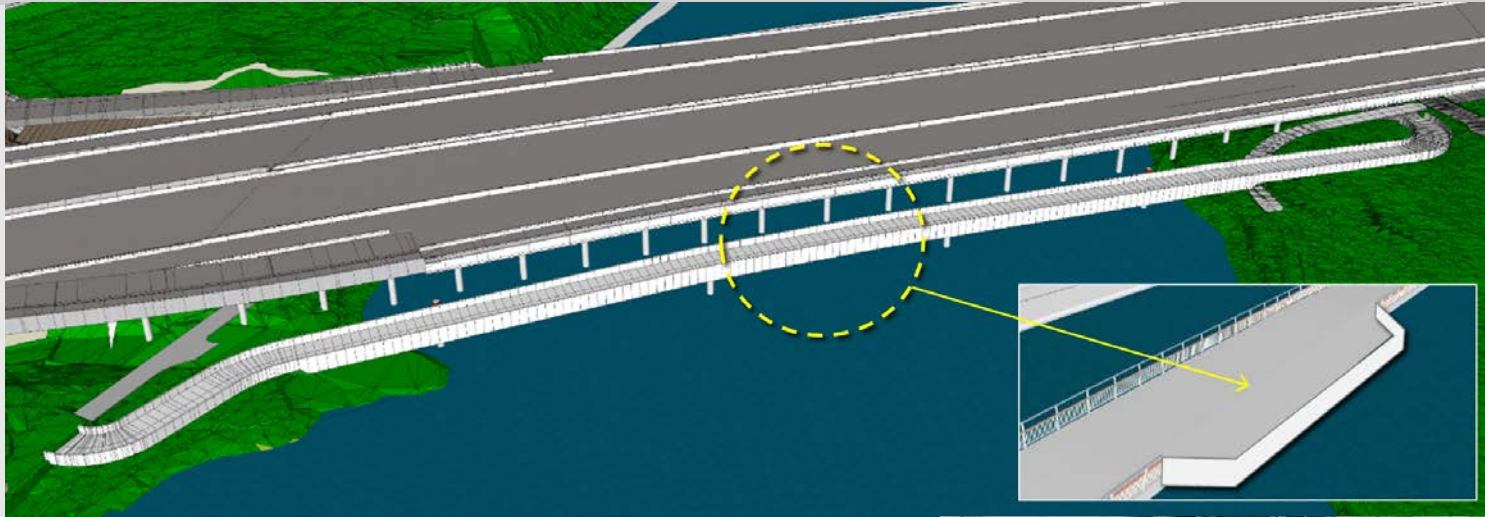


Modified alternative 3 at 3rd Street



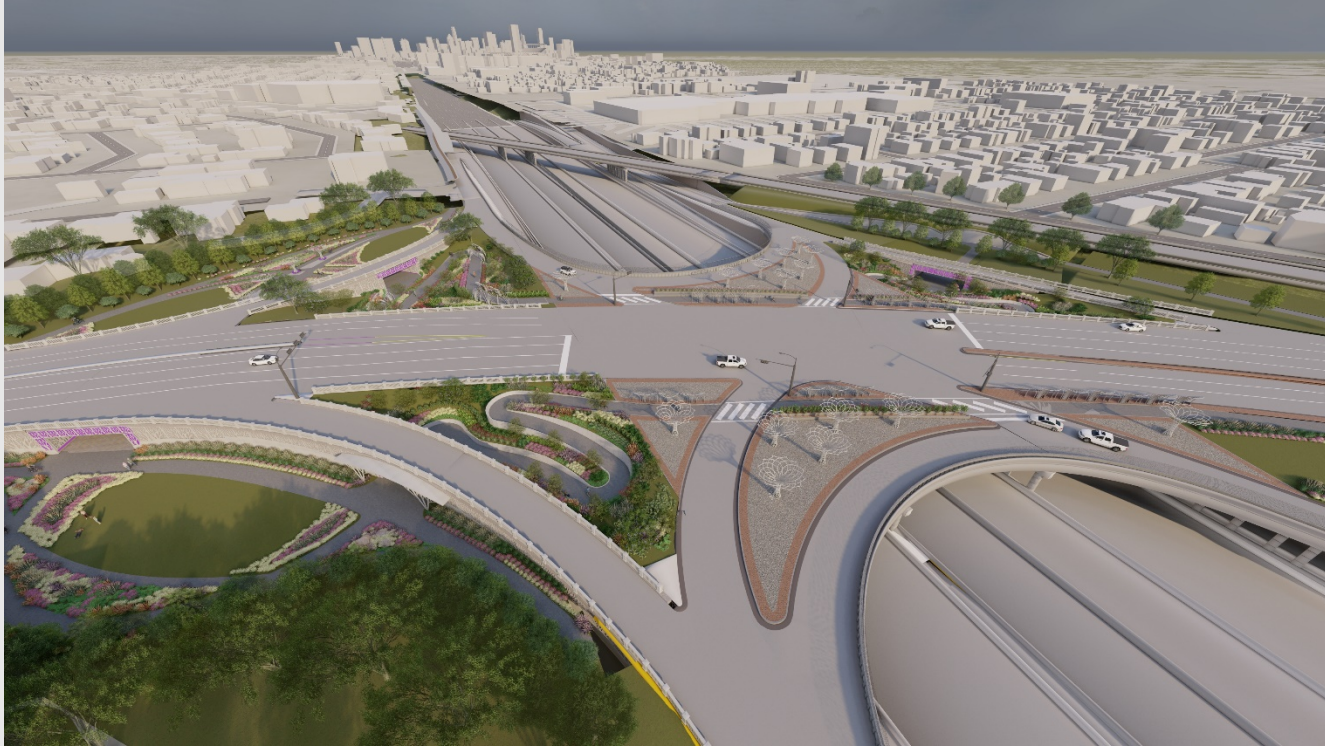
Modified alternative 3 at 3rd Street with caps/deck plazas

# Lady Bird Lake





# Single-Point Urban Interchange at Airport Boulevard





# Single-Point Urban Interchange at Riverside Drive



# Public Input is Key to the Planning Process



**TOTAL IN-PERSON & VIRTUAL  
MEETING PARTICIPANTS**

**23,500+**



**MEETINGS WITH COMMUNITY  
MEMBERS & LEADERS**

**242**



**ORGANIZATIONS REPRESENTED IN  
PUBLIC MEETINGS**

**50+**



**AGENCY COORDINATION  
MEETINGS & WORKSHOPS**

**63**



**VOICE MEETINGS**

**9**



**PUBLIC MEETINGS  
WITH A VIRTUAL OPTION**






**4**



## Preferred Alternative = Modified Build Alternative 3



**Modified Build Alternative 3 accomplishes the purpose and need of the project to address congestion, improve mobility, and enhance safety based on the following data:**

	<p>Fewer right-of-way impacts (compared to Alternative 2):</p> <ul style="list-style-type: none"><li>• 69 commercial/business vs. 131</li><li>• 26 residential vs. 145</li><li>• 12 vacant lots vs. 15</li></ul>
	<p>Improved mobility at Riverside Drive due to SPUI feature at the crossing with CapMetro Blue Line.</p>
	<p>Provides more east-west crossings compared to Build Alternative 2 (26 vs. 23).</p>
	<p>Provides walkable boulevard sections along frontage roads through downtown Austin.</p>
	<p>Allows for more potential local enhancements, including:</p> <ul style="list-style-type: none"><li>• Eight potential deck plazas (33.9 acres) compared to six deck plazas (14.6 acres) in Build Alternative 2.</li><li>• Easier access to potential deck plaza areas compared to Build Alternative 2 due to the boulevard sections.</li></ul>



- **Shared-use paths:**
  - 8 to 10-foot wide
  - Running parallel to northbound and southbound I-35 frontage roads
  - Between US 290 East and Woodward Street
- **Enhanced bridges:**
  - Include 30 feet of buffer space between the SUP and roadway
  - Located at: 41st Street, 38th ½ Street, 32nd Street, MLK Jr. Boulevard, 12th Street, 11th Street, 7th Street, 6th Street, 5th Street and Cesar Chavez Street
- **Caps and/or stitches:**
  - Cesar Chavez Street and 8th Street (east side of I-35)
  - Dean Keeton Street and 15th Street (west side of I-35)



*Proposed bicycle and pedestrian-only trail at Lady Bird Lake*



*Enhanced bicycle and pedestrian crossing at 4th Street*





## City of Austin



## University of Texas-Austin



**TxDOT**

- Fund and construct surface-level enhancements after Capital Express Central construction completion.
- Determine locations for TxDOT to accommodate deck plazas.
- Design surface-level enhancements and obtain necessary permits.
- Review estimates for infrastructure and fire life safety required to support surface-level enhancements.
- Provide conceptual plans to TxDOT with loading requirements.
- Execute an Advanced Funding Agreement (COA)/Donation Agreement (UT) on estimate amended to match bid price at time of construction contract award.
- Fund operations and maintenance.
- Fund the infrastructure and fire suppression requirements included in CapEx Central construction.
- Design the roadway to allow for construction of local enhancements, including eight potential deck plazas (33.9 acres).
- Obtain environmental clearance for the project and separate environmental clearance for deck plaza locations identified by the COA/UT.
- Develop and execute funding agreements. Provide cost estimates for the infrastructure and tunnel life safety systems requirements.
- Construction of infrastructure and fire suppression requirements.

# Project Timeline



- **DEIS released:** Jan. 5, 2023
- **Public Hearing (in-person and virtual options):** Feb. 9, 2023
- **60-day comment period:** Jan. 5 through March 7, 2023
- **Anticipated combined final EIS and ROD:** August 2023





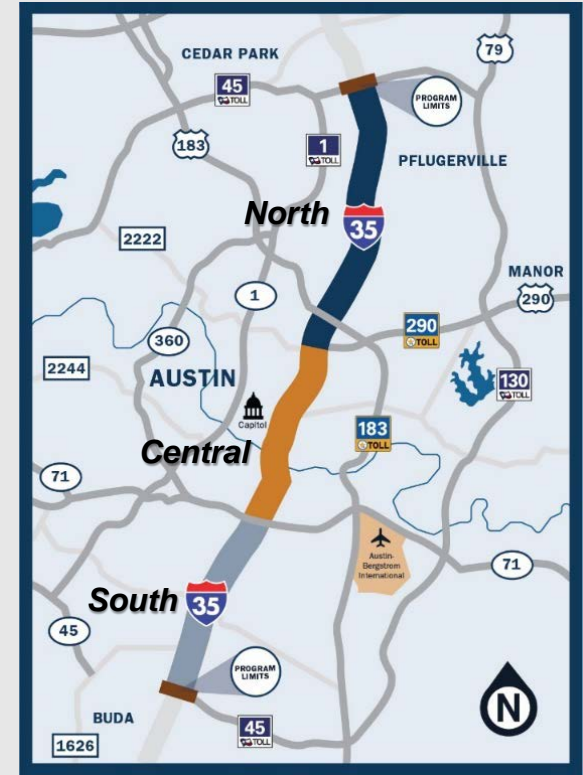


## I-35 Capital Express North

- SH 45 North to US 290 (11.5 miles)
- 1 managed lane each direction
- Reconstructing bridges and interchanges
- 5 miles of shared-use path
- \$606 million
- Start – March 2023

## I-35 Capital Express South

- Ben White Boulevard to SH 45 SE (8 miles)
- 2 managed lanes each direction
- 2 miles of SH I-35 intersection bypass lanes
- Shared-use path
- \$548 million
- Start – November 2022





# THANK YOU