

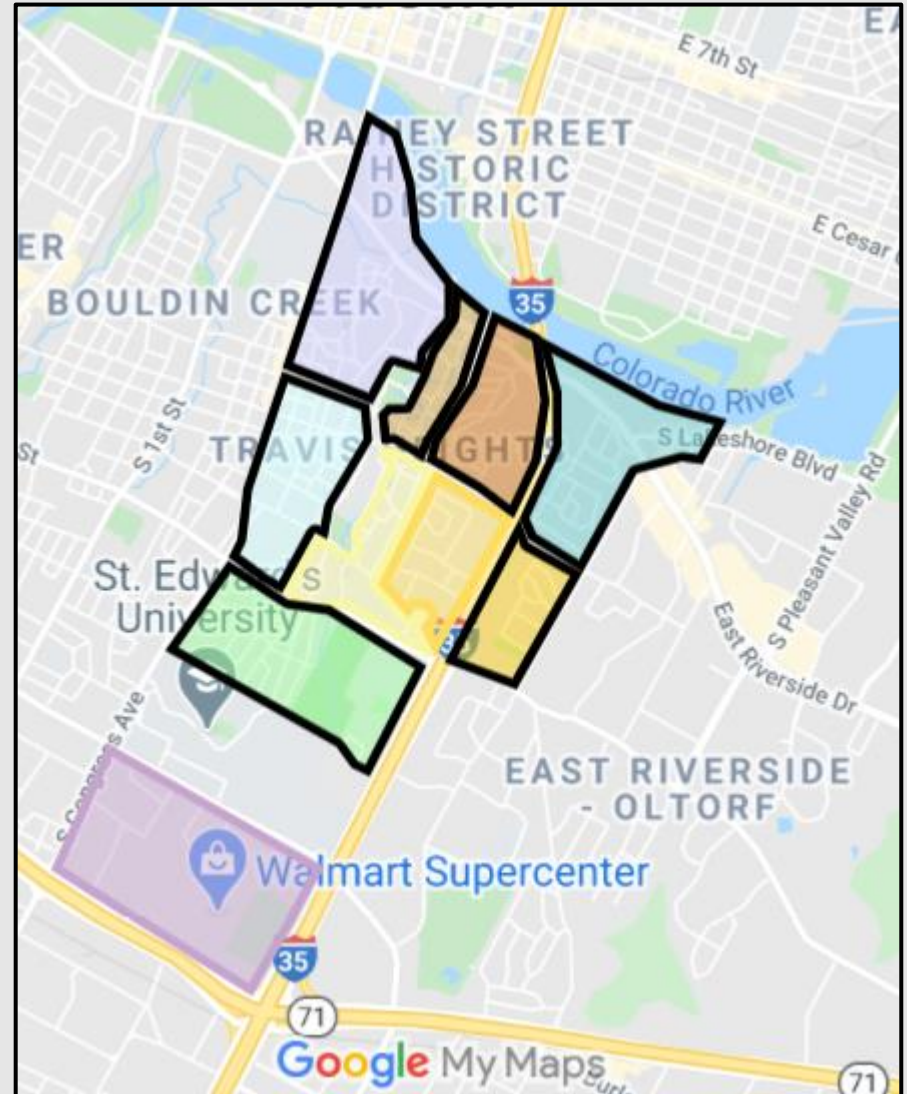


I-35 Capital Express Central Project

Susan Fraser, P.E.
Mobility35 Program Manager

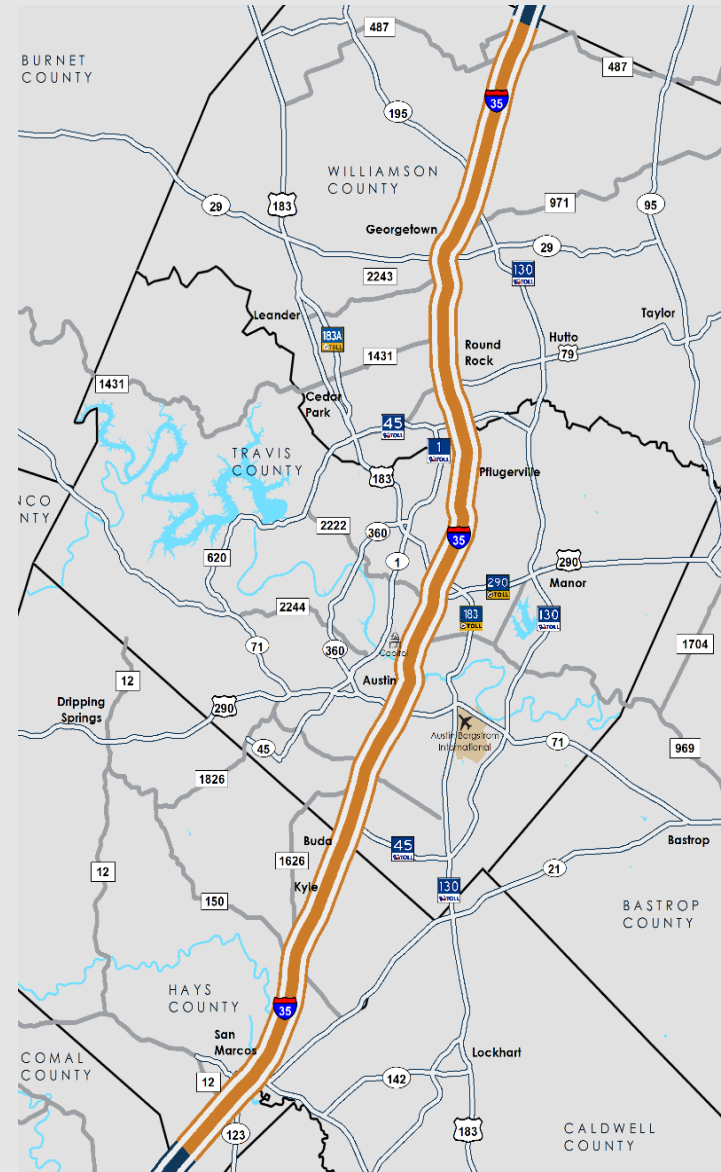


- Presentations provided:
 - Nov. 8, 2011
 - Feb. 3, 2014
 - Aug. 4, 2014
 - Aug. 3, 2015
 - Oct. 5, 2015





- I-35 is one of the most congested highways in Texas. In the Austin area, it is home to five of the 100 most congested roadway segments, according to the Texas A&M Transportation Institute.
- Program Goals and Objectives
 - 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.





- Williamson County
 - 4 projects in construction
 - 2 projects in PS&E
 - 4 projects in schematic/environmental
- Travis County
 - 4 projects in construction
 - 1 project in PS&E
 - 3 projects in schematic/environmental
- Hays County
 - 1 project in construction
 - 3 projects in PS&E
 - 1 project in schematic/environmental

<http://www.my35.org/capital.htm>



Shared-use Paths within Mobility35 Program



- 87 miles of shared-use paths.
 - 4 miles completed.
 - 15 miles under construction.
 - 68 miles in design.



I-35 Capital Express Program



- **North** – One non-tolled managed lane in each direction (\$400M with construction start in 2022).
- **Central** - Two non-tolled managed lanes in each direction (\$4.9B with construction as early as 2025).
- **South** - Two non-tolled managed lanes in each direction (\$300M with construction start 2022).
 - 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.



I-35 Capital Express Central Project



- Includes improvements along approximately 8 miles of I-35, from US 290 East to SH 71/Ben White Boulevard, with additional flyovers at I-35 and US 290 East.
- Proposes to add two non-tolled HOV-managed lanes in each direction.
- Additional improvements include:
 - Reconstructing ramps, bridges and intersections.
 - Improving frontage roads.
 - Enhancing bicycle and pedestrian paths.
 - Accommodating transit routes.





Virtual Public Scoping Meeting held from Nov. 12, 2020 to Dec. 31, 2020

<https://my35capex.com/projects/i-35-capital-express-central/>

The screenshot shows the website for the I-35 Capital Express project. The header includes the I-35 Capital Express logo, a search bar, and logos for the Texas Department of Transportation and Texas Clear Lanes. The main navigation menu contains links for About, Projects, Resources, News & Events, and Contact. The page title is "I-35 Capital Express Central Virtual Public Scoping Meeting". A sidebar on the left lists "NEWS & EVENTS" with sub-links for "Articles & News Releases", "Events", and "Sign Up for Program News & Updates". The main content area features "Event Details" with the following information:

- Date:** Nov 12, 2020 to Dec 31, 2020
- Time:** 5 p.m. - 11:59 p.m.
- Project:** I-35 Capital Express Central
- Location:** www.mobility35openhouse.com
- When:** Thursday, Nov. 12, 2020, at 5 p.m. through Thursday, Dec. 31, 2020.
- Purpose:** The purpose of the virtual public scoping meeting is to gather input on [I-35 Capital Express Central project](#). This meeting provides an opportunity for the public to review and provide comments on the:
 - Coordination plan & schedule
 - Project purpose and need
 - Range of alternatives

All comments must be received on or before Dec. 31, 2020, to be a part of the official virtual public scoping meeting record.



- To improve I-35 between US 290 East and SH 71/Ben White Boulevard to meet current design standards and current and future travel demand.

- The existing roadway does not meet current design standards, and has resulted in:
 - Operational deficiencies.
 - Longer travel times for all users, including transit and emergency response vehicles, particularly during peak hours.

- The proposed project is also needed to improve bicycle and pedestrian paths within the project limits.



- Improve this critical regional, national and international thoroughfare by:
 - Enhancing safety.
 - Managing congestion.
 - Improving operational efficiency.
 - Creating a more dependable and consistent route for the traveling public, including bicyclists and pedestrians, emergency responders and transit.



- 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)
- No-Build Alternative.

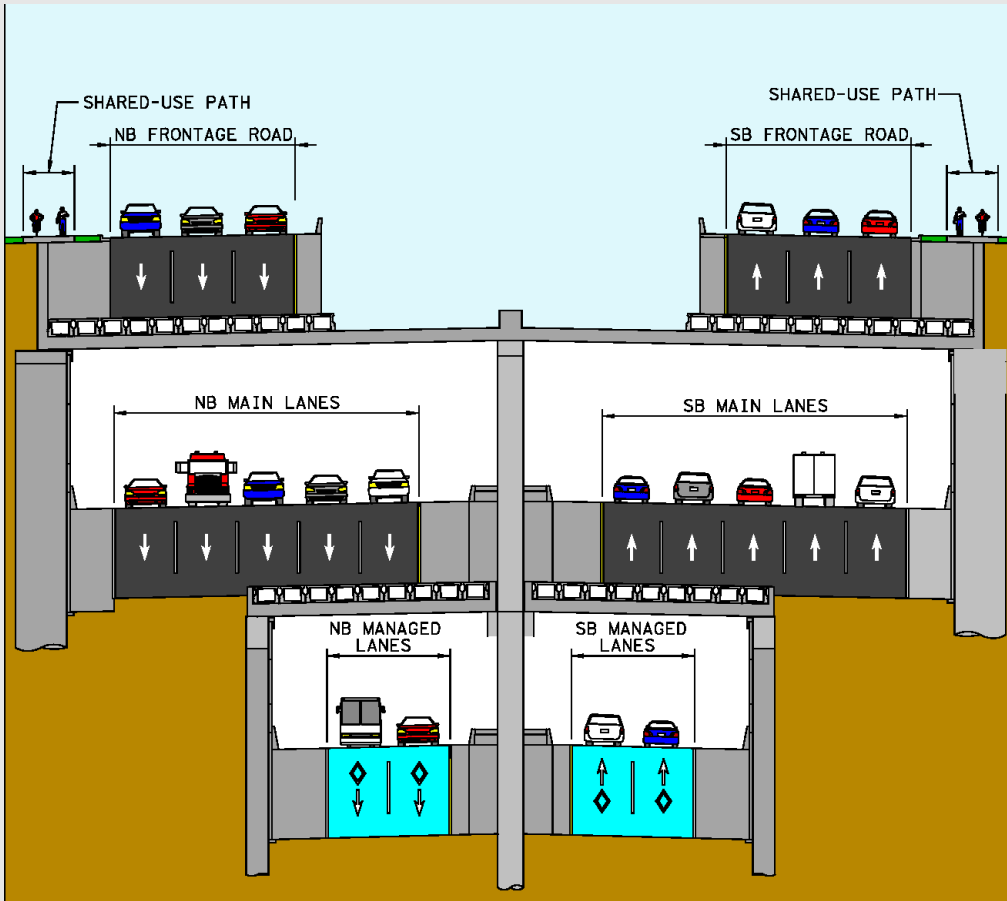


- All build alternatives would include:
 - Removing the upper decks from Airport Blvd. to MLK Blvd.
 - Reconstructing the bridge across Lady Bird Lake.
 - Improving bicycle and pedestrian accommodations.
 - Accommodating current and future CapMetro routes.
 - On-site and off-site drainage improvements.
 - Opportunity for a separate environmental study performed by others to accommodate local enhancements funded by others (i.e. potential deck plaza locations, wider cross street bridges)



- Potential design options currently being considered for all build alternatives include:
 - Downtown bypass system.
 - Downtown access-controlled frontage road.
 - Downtown boulevard concept.
 - Direct transit access at Riverside Drive and Dean Keeton Street.

Build Alternative 1: Managed Lanes Tunnel Section



US 290 East

Airport
Boulevard

Martin Luther
King Jr.
Boulevard

Cesar Chavez
Street

Riverside Drive

Oltorf Street

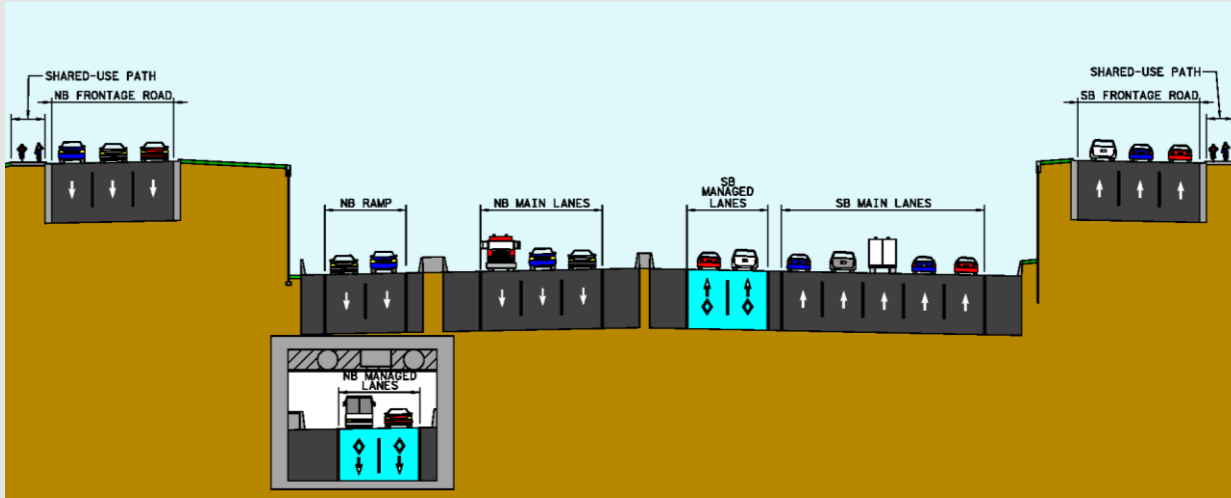
SH 71/Ben White Boulevard

Airport Boulevard to MLK Jr. Boulevard

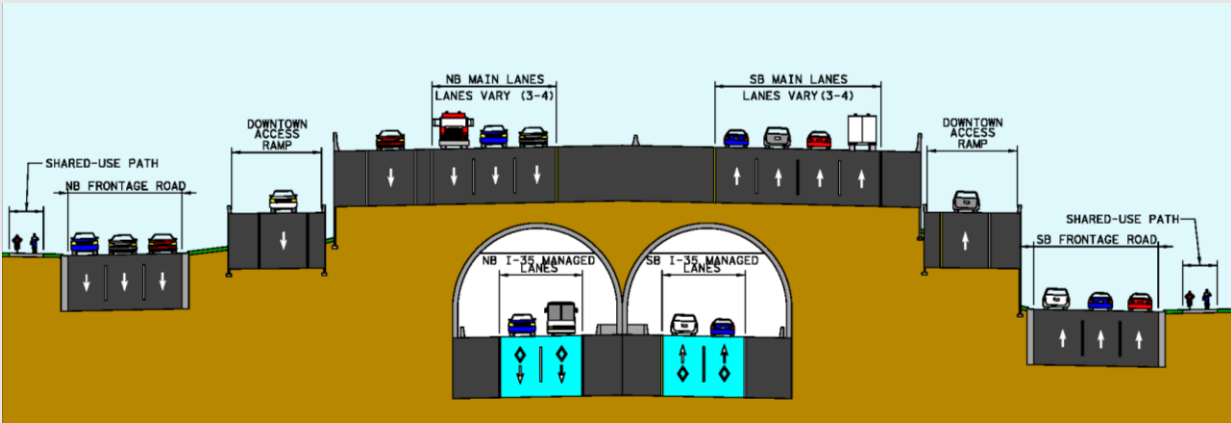
Build Alternative 1: Managed Lanes Tunnel Section



Two tunneled managed lanes and lowered mainlanes in each direction, with additional flyovers at I-35 and US 290 East.



MLK Jr. Boulevard to Lady Bird Lake



Lady Bird Lake to Oltorf Street

US 290 East

Airport Boulevard

Martin Luther King Jr. Boulevard

Cesar Chavez Street

Riverside Drive

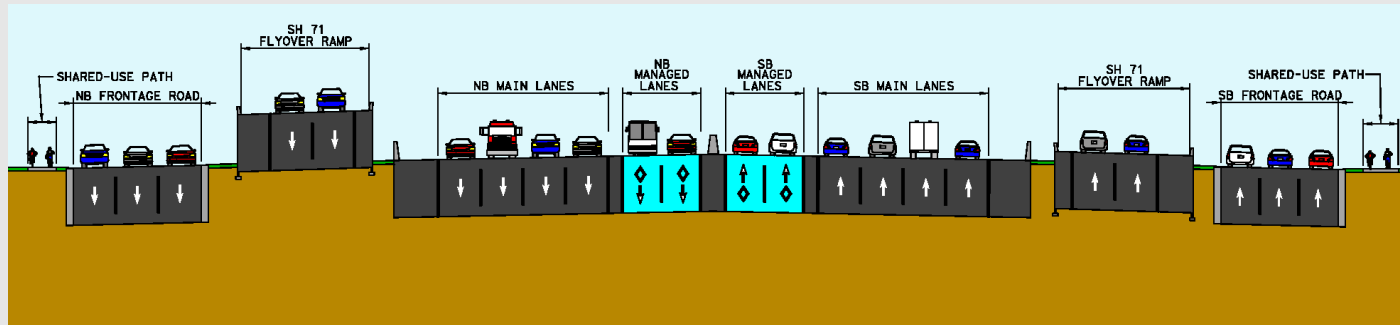
Oltorf Street

SH 71/Ben White Boulevard

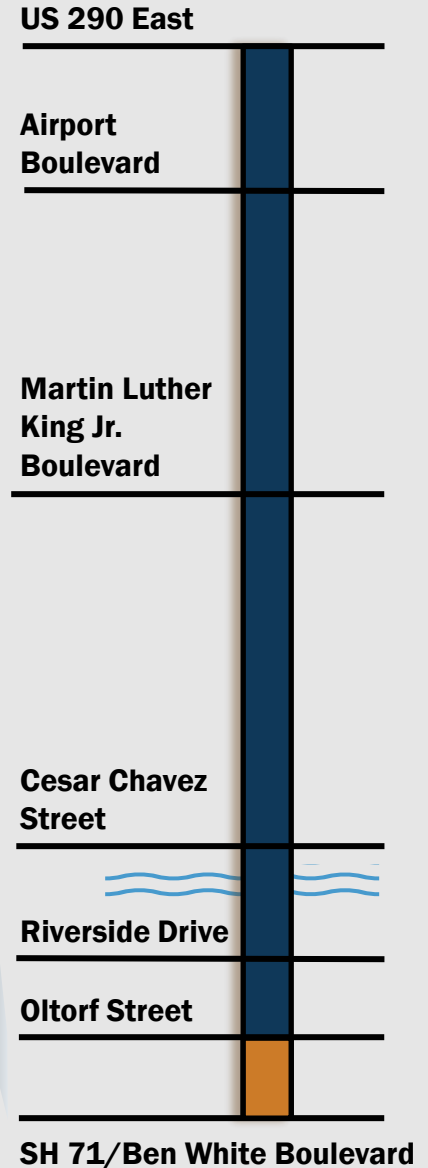
Build Alternative 1: Managed Lanes Tunnel Section



Two tunneled managed lanes and lowered mainlanes in each direction, with additional flyovers at I-35 and US 290 East.



Oltorf Street to SH 71/Ben White Boulevard



Build Alternative 2: Managed Lanes Lowered Section



Lowered mainlanes and two lowered managed lanes in each direction, with additional flyovers at I-35 and US 290 East.

US 290 East

Airport Boulevard

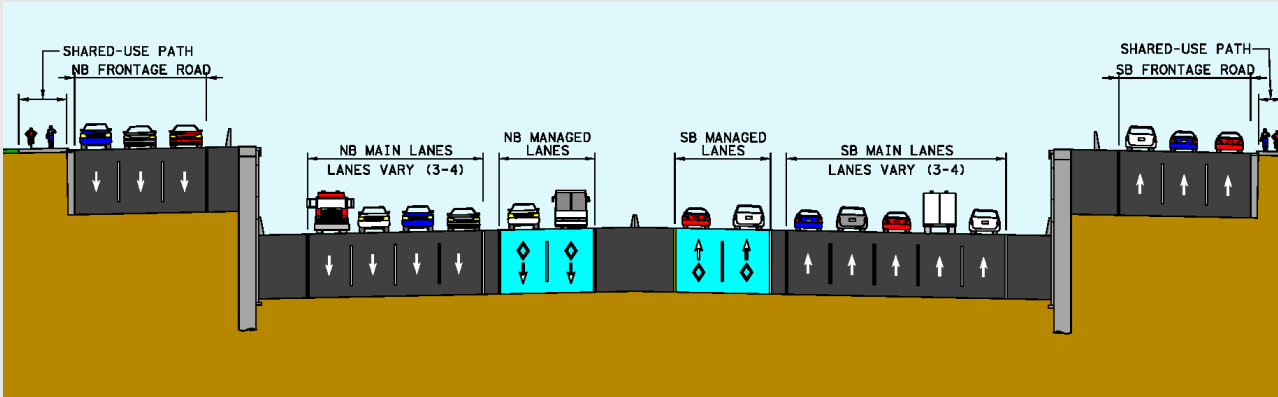
Martin Luther King Jr. Boulevard

Cesar Chavez Street

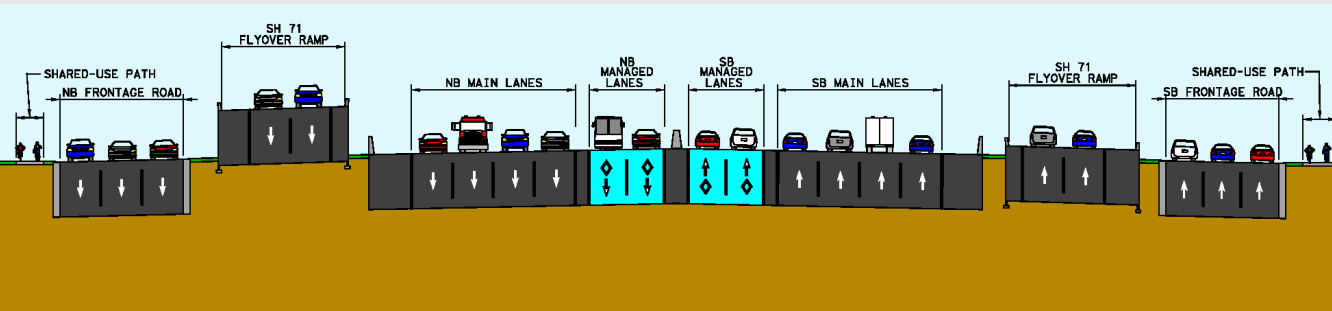
Riverside Drive

Oltorf Street

SH 71/Ben White Boulevard



Airport Boulevard to Lady Bird Lake and Lady Bird Lake to Oltorf Street



Oltorf Street to SH 71/Ben White Boulevard

Build Alternative 3: Managed Lanes Lowered Section (Modified at Airport Boulevard and Woodland Avenue)



Lowered mainlanes and two lowered managed lanes in each direction, with additional flyovers at I-35 and US 290 East. Managed lanes overpasses at Airport Boulevard and Woodland Avenue.

US 290 East

Airport Boulevard

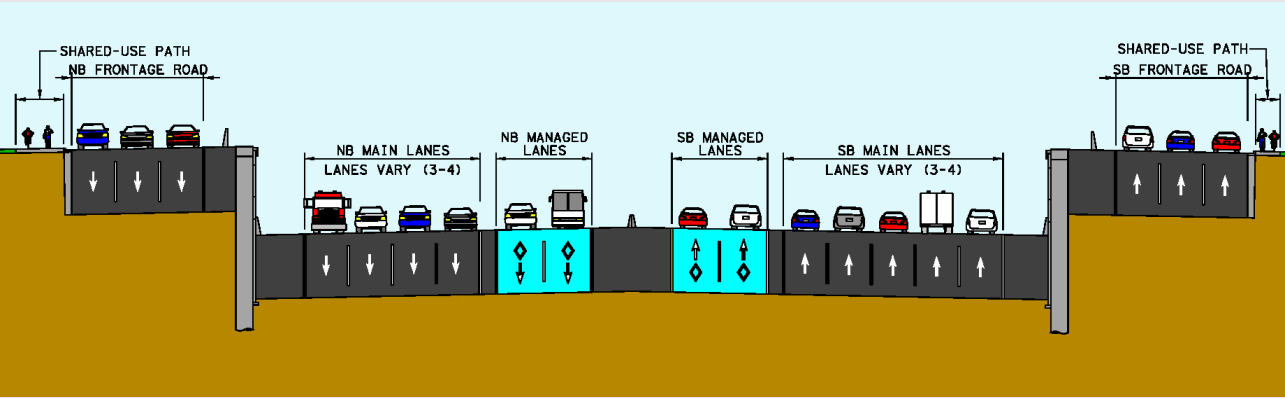
Martin Luther King Jr. Boulevard

Cesar Chavez Street

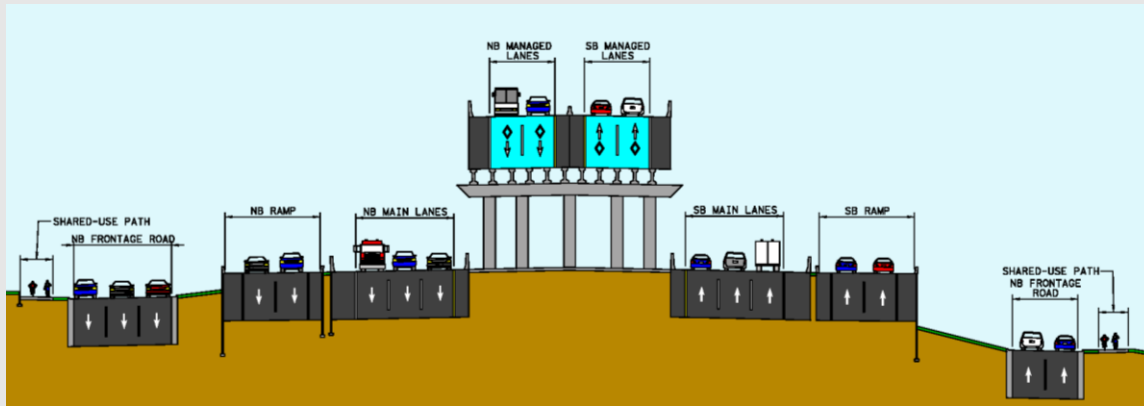
Riverside Drive

Oltorf Street

SH 71/Ben White Boulevard



South of Airport Boulevard to Lady Bird Lake



Managed lanes overpasses at Airport Boulevard and Woodland Avenue



- The independent, separately funded OurFuture35 initiative is being proposed by the Downtown Austin Alliance in coordination with the City of Austin.
- The Downtown Austin Alliance began coordinating with TxDOT in fall 2019, and coordination efforts between the Downtown Austin Alliance, the City of Austin and TxDOT are ongoing.
- A separate environmental study performed by others to accommodate local enhancements would be required by others and construction funding provided by others



ENVIRONMENTAL PROCESS





- Existing conditions noise analysis to start in 2021
 - TxDOT will contact owners closest to the highway and take sound readings from back/front yards, adjacent open gathering areas.
- TxDOT will analyze anticipated noise level of the proposed conditions
- When the draft Environmental Impact Statement is published, the results of the proposed analysis will be shared with the public.
- Following environmental decision, if the selected alternative is a build alternative and a barrier is determined to be needed, adjacent property owners would be invited to a noise wall workshop and allowed to vote “yes” or “no” on a wall.

THANK YOU