

I-35 CAPITAL EXPRESS NORTH

FACT SHEET



Why improvements are needed

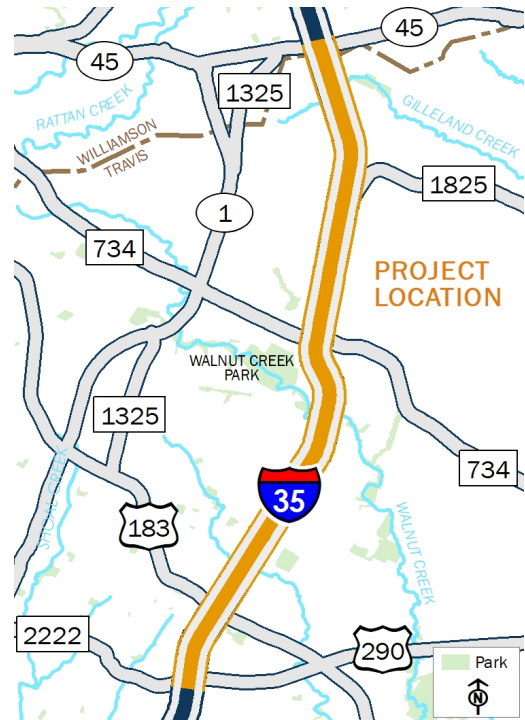
I-35 through Austin is one of the most [congested highways in Texas](#). It serves as the backbone of the local, regional, and national transportation network. Lack of mobility on I-35 threatens the economic livelihood of our city and our state. Improvements to this area are needed due to population and employment growth, which have caused increased congestion in the area.

Program overview

The I-35 Capital Express Program comprises three projects (North, Central and South). The Central project proposes to add two non-tolled managed lanes in each direction along I-35 from US 290 East to SH 71/Ben White Boulevard. The South project proposes to add two non-tolled managed lanes in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast.

About Capital Express North

The I-35 Capital Express North project proposes to add one non-tolled managed lane in each direction along I-35 from SH 45 North to US 290 East. Managed lanes are proposed in high-congestion areas where right of way is limited. These lanes are designed to provide a less congested route than adjacent general-purpose lanes during peak periods for qualifying vehicles. Managed lanes control access by placing restrictions on use. The project will also reconstruct six bridges, add a diverging diamond intersection at Wells Branch Parkway and make additional safety and mobility improvements within the project limits.



Community input and anticipated timeline*

The development process will incorporate public input from a series of public involvement opportunities, including open house meetings.

- Environmental study and schematic design: 2019 – 2021
- Open house: Fall 2019
- Final design: 2019 – 2022
- Construction: 2022

* *Timeline is subject to change.*

Estimated construction cost: \$400 million

Contact information

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