



# Virtual Public Scoping Meeting

I-35 Capital Express Central Project

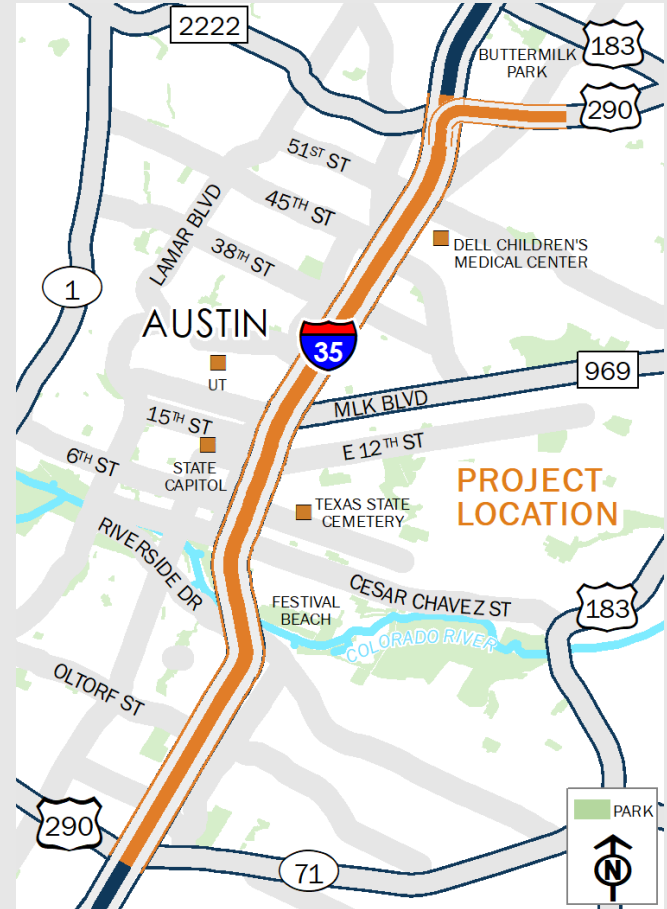
Thursday, Nov. 12 at 5 p.m. – Thursday, Dec. 31, 2020

CSJ 0015-13-388

The environmental review, consultation and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated Dec. 9, 2019, and executed by the Federal Highway Administration and TxDOT.



- 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 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.
- Additional improvements include:
  - Reconstructing ramps, bridges and intersections.
  - Improving frontage roads.
  - Enhancing bicycle and pedestrian paths.
  - Accommodating transit routes.





- Why is the project needed?
  - 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 federal and state 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.



- Purpose of the proposed project:
  - 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.



TxDOT has identified three preliminary build alternatives based on known corridor constraints. The environmental process also includes a “no-build” alternative.

Alternative	Description
No build	Standard, routine maintenance.
Build Alternative 1 Managed Lanes Tunnel Section	<p>Two tunneled managed lanes* and lowered mainlanes in each direction, with additional flyovers at I-35 and US 290 East.</p> <p>Tunnel = two levels below frontage roads and cross streets and one level below mainlanes.</p> <p>*only northbound managed lanes tunneled through downtown.</p>
Build Alternative 2 Managed Lanes Lowered Section	<p>Two lowered managed lanes and lowered mainlanes in each direction, with additional flyovers at I-35 and US 290 East.</p> <p>Lowered = one level below frontage roads and cross streets and same level as mainlanes.</p>
Build Alternative 3 Managed Lanes Lowered Section (Modified at Airport Boulevard and Woodland Avenue)	<p>Two lowered managed lanes and lowered mainlanes in each direction, with additional flyovers at I-35 and US 290 East.</p> <p>Managed lanes overpasses at Airport Boulevard and Woodland Avenue.</p>

Note: TxDOT is seeking feedback on these alternatives. Based on public and agency feedback, these alternatives will be refined and further analyzed as part of the environmental study.



- All build alternatives would include:
  - Removing the upper deck in each direction from Airport Boulevard to Martin Luther King Jr. Boulevard.
  - Reconstructing the bridge across Lady Bird Lake.
  - Improving bicycle and pedestrian accommodations.
  - Accommodating current and future CapMetro routes.
  - On-site and off-site drainage facilities.
  - Potentially accommodating a deck plaza in the downtown area funded by others.



- Information available for review by the public and agencies includes:
  - Coordination plan and schedule.
  - Project purpose and need.
  - Range of alternatives.
- These materials are available for review from Nov. 12 at 5 p.m. through Dec. 31 at [www.mobility35openhouse.com](http://www.mobility35openhouse.com).
- The public and agencies have 50 days to review information and provide comments. Comments must be provided by Thursday, Dec. 31, to be included in the official record.



## ENVIRONMENTAL PROCESS



**Scoping**  
Identify the problem we are trying to solve, and review proposed alternatives and method for analyzing the alternatives.

(Fall 2020-Spring 2021)

**WE ARE HERE**



**Environmental Analysis of Alternatives**  
Thoroughly analyze the build and no-build alternatives for potential impacts to the human and natural environment.

(Spring 2021-Fall 2022)



**Draft Environmental Impact Statement and Public Hearing**  
The draft Environmental Impact Statement is prepared and reviewed by the public and agencies. The draft Environmental Impact Statement identifies the preferred alternative.

(Fall 2022)



**Combined Final Environmental Impact Statement and Record of Decision**

The combined final Environmental Impact Statement and Record of Decision is completed and reviewed by the public and agencies. It identifies the selected alternative. This milestone signifies the completion of the environmental review process.

(Summer 2023)

STAKEHOLDER AND PUBLIC OUTREACH





All feedback must be provided by Thursday, Dec. 31, 2020 to be included in the official record.

- **Public:**

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- VERBAL COMMENT BY VOICEMAIL: (512) 651-2948
- MAIL: I-35 Capital Express Central Project Team, 1608 W. 6<sup>th</sup> Street, Austin, TX 78703
- ONLINE: [www.mobility35openhouse.com](http://www.mobility35openhouse.com)
  - Fill out an online comment form
  - Download a comment form and send by email or mail



- Questions about the project development process may be directed to the following project contact between the hours of 8 a.m. and 5 p.m., Monday through Friday:
  - Connie Klose, P.E., I-35 Capital Express Central GEC Project Coordinator, TxDOT Austin District, 7901 N I-35, Austin, TX 78753
  - Phone: (512) 832-7253
  - Email: [cklose-c@txdot.gov](mailto:cklose-c@txdot.gov)