



# WELCOME

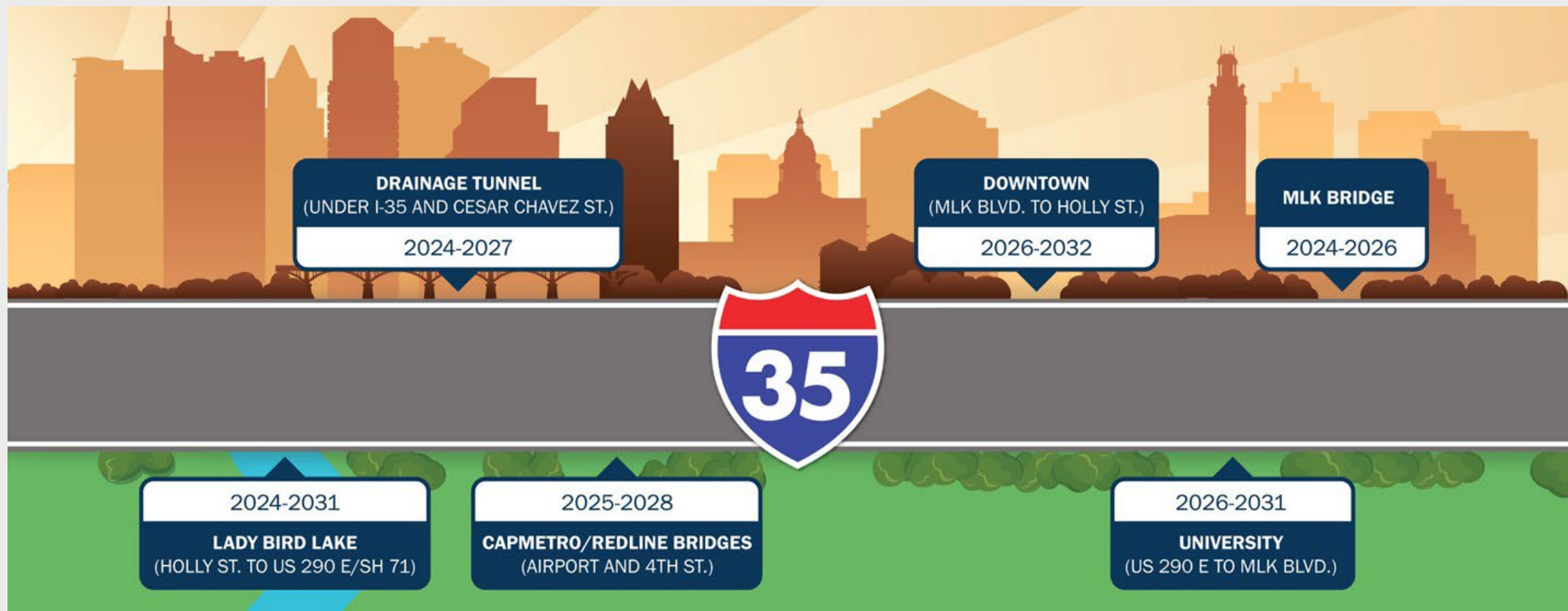
I-35 Capital Express Central Project

VOICE Meeting

Wednesday, July 31, 2024

Austin Energy Headquarters

# Project Timeline



## I-35 Capital Express Central

- **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



## University Project Overview

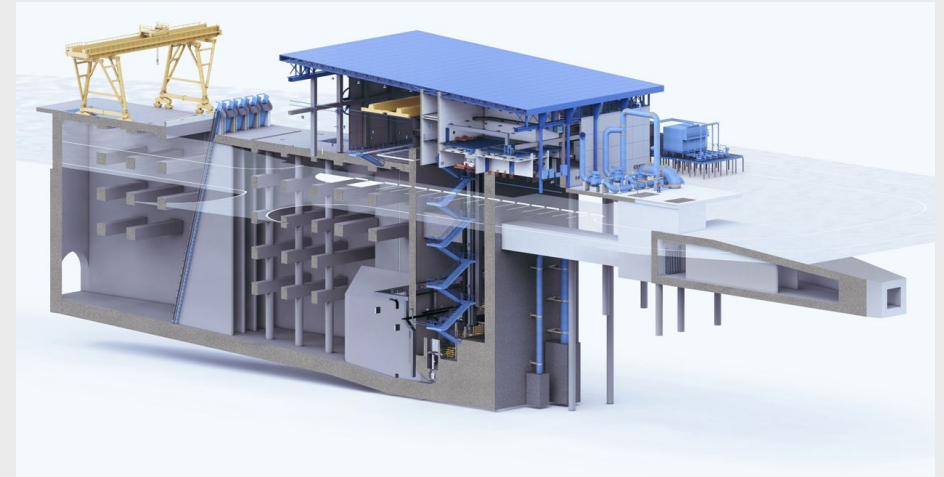
- **Limits:** US 290 East to Martin Luther King Jr. Boulevard
- **Estimated Construction Cost:** \$1.6 billion
- **Estimated Construction Start:** 2026
- **Project Details:**
  - Remove the upper decks.
  - Add two HOV managed lanes in both directions.
  - Widen east-west bridges at Wilshire Boulevard, 38 1/2 Street, 32nd Street, Dean Keeton Street, and Manor Road.
  - Reconstruct Airport Boulevard intersection.
  - Reconstruct Red Line crossing south of Airport Boulevard.





# Drainage Tunnel & Pump Station Project Overview

- **Anticipated Construction Start:** Mid-2025
- **Project Details:**
  - Constructing two drainage tunnels.
  - Construct pump station.
  - Install access shafts along I-35 corridor.



# Northbound I-35 under CapMetro Red Line



*Rendering to convey concept only; refer to construction plans for the final design.*



# Design Changes: FEIS to Present

In September 2023, TxDOT published the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD). The design of the Central project included a single-point urban interchange at Airport Boulevard.

After further evaluation, TxDOT is updating the design of the Airport Boulevard intersection at I-35 to a traditional intersection.



**September 2023 Design:**  
Single-Point Urban Interchange (SPUI)



**July 2024 Design:**  
Traditional intersection

## Advantages of a Traditional Intersection

- Improves pedestrian access.
- Allows southbound I-35 frontage road to meet design speed of 35 mph.
- Establishes direct connection from Airport Boulevard to potential cap.
- Provides 30-foot pedestrian crossing along the north side of the Red Line bridge.
- Does not require Airport Boulevard to be raised.
- Provides connection to Crestwood Road.



# Bicycle & Pedestrian Design Updates

Updating Airport Boulevard to a traditional intersection will also change access for bicyclists and pedestrians along the corridor. Below is a list of those changes:

- Provides at-grade crossings east and west of I-35.
- Removes tunnels and switch-backs.
- Accommodates east and west pedestrian bridges along the Red Line bridge.
- Offers direct access to potential cap from Airport Boulevard.
- Adds widened, signalized crossings on either side of Airport Boulevard.

# I-35 at Airport Boulevard Looking South





# I-35 at Airport Boulevard Looking North



# Stay Involved!



**VOICEMAIL**  
(512) 651-2948



**EMAIL**  
[CapExCentral@  
txdot.gov](mailto:CapExCentral@txdot.gov)



**MAIL**  
I-35 Capital  
Express Central  
Project Team  
1608 W 6th St.  
Austin, TX 78703



**ONLINE**  
[My35capex.com](http://My35capex.com)

