



NOVEMBER 2020 ■ E-NEWSLETTER

A monthly e-newsletter providing information about Mobility35, a regionwide effort to improve safety and mobility along I-35 in Williamson, Travis and Hays counties.

BE A PART OF THE RECONSTRUCTION OF I-35 THROUGH DOWNTOWN AUSTIN: WE WANT TO HEAR FROM YOU

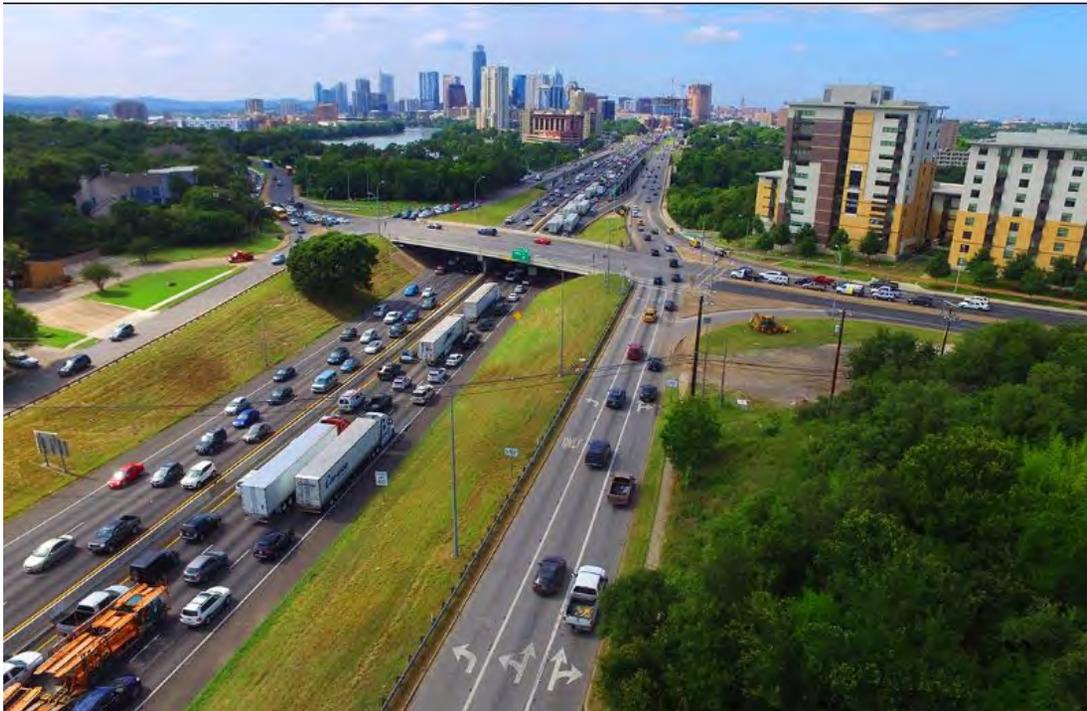
TxDOT is hosting a virtual public scoping meeting for the I-35 Capital Express Central project, which will transform the interstate through downtown Austin. The virtual meeting will be available Thursday, Nov. 12, 2020 through Saturday, Dec. 12, 2020. During that time, the community is invited to review the various design alternatives and provide feedback on the proposed project.

The \$4.9 billion improvement project proposes:

- Adding two non-tolled managed lanes in each direction along I-35 from US 290 East to SH 71/Ben White Boulevard
- Additional flyovers at I-35 and US 290 East
- Reconstructing ramps, bridges and intersections
- Improving frontage roads

- Enhancing bicycle and pedestrian paths
- Accommodating transit

The virtual public meeting will be available at mobility35openhouse.com starting at 5 p.m. on Thursday, Nov. 12. Input received will help to identify issues experienced by I-35 users, as well as assist the project team in evaluating and refining the project design.



About the I-35 Capital Express Program

I-35 through Austin is home to five of the 100 most congested roadway segments in Texas, according to the [Texas A&M Transportation Institute](https://www.tamutrans.org/). To address these challenges, TxDOT has developed the I-35 Capital Express Program, which consists of three stand-alone projects: [North](#), [Central](#) and [South](#).

For the most up-to-date information on the I-35 Capital Express projects or to sign up to receive project related notifications and alerts for the upcoming open house, visit My35CapEx.com.

NEW WEBSITE PROVIDES INFORMATION ON LARGEST PROPOSED RECONSTRUCTION OF I-35 THROUGH AUSTIN IN NEARLY 50 YEARS

TxDOT recently launched a new website – My35CapEx.com – to share up-to-date information on project development and provide opportunities for feedback on the I-35 Capital Express Program.

The I-35 Capital Express Program encompasses 28 miles of I-35 between SH 45 North and SH 45 Southeast, and is made up of three stand-alone projects.

Visitors to the new My35CapEx.com website will be able to review the latest information from TxDOT about the three I-35 Capital Express projects - North (SH 45 North to US 290), Central (US 290 East to SH 71) and South (SH 71 to SH 45 Southwest). The website will include details on planned improvements, maps, alternatives and ways to provide feedback. It will also house all materials from past I-35 Capital Express events and a brief history of I-35.

Visit My35CapEx.com today to learn more about the I-35 Capital Express Program and learn how you can get more involved!

I-35 Capital Express

Search

About Projects Resources News & Events Contact

Imagine an I-35 with Options
Improving 28 miles of I-35 through Austin. Explore the proposed improvements and provide your feedback.

[What Is Being Proposed](#)

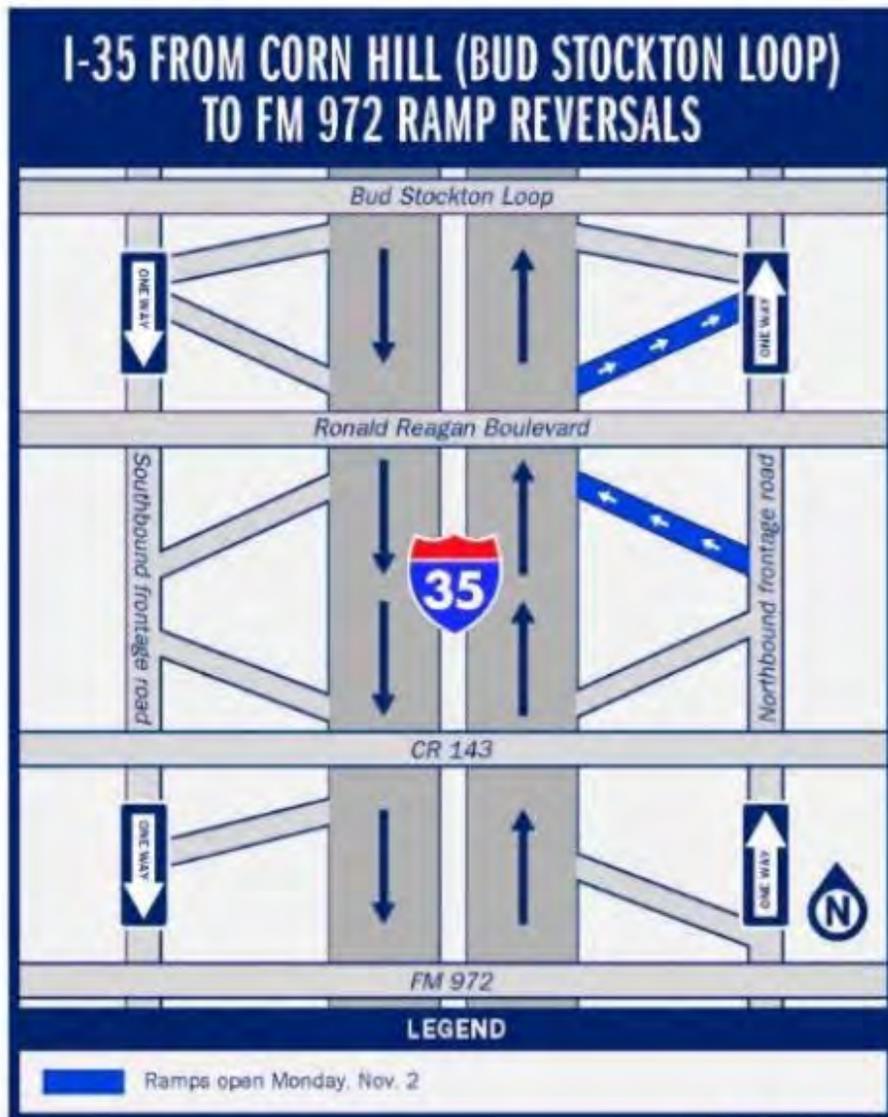
Projects

- I-35 Capital Express North**
The North project proposes improvements along I-35 from SH 45 North to US 290 East.
[More Details](#)
- I-35 Capital Express Central**
The Central project proposes improvements along I-35 from US 290 East to SH 71/Ben White Boulevard, with additional flyovers at I-35 and US 290 East.
[More Details](#)
- I-35 Capital Express South**
The South project proposes improvements along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast.
[More Details](#)

My35Capex.com homepage

GOOD NEWS FOR DRIVERS IN JARRELL

All of the entrance and exit ramps within the [I-35 from Corn Hill \(Bud Stockton Loop\) to FM 972](#) project are now open, which will improve traffic flow for this growing community. New southbound I-35 ramps opened in early October and the new northbound I-35 entrance ramp south of Ronald Reagan Boulevard as well as the Bud Stockton Loop exit (#274) opened in early November. This means the project is substantially complete. You'll notice variations in the color and texture of the roadway. That will change when final paving is completed in spring 2021, weather permitting.



NOT TO SCALE



MY35CONSTRUCTION.ORG / 512.366.3229 / @TXDOTAUSTIN

I-35 AT SH 29: THANKS FOR YOUR FEEDBACK

Thank you to everyone who participated in the virtual open house for the I-35 at SH 29 project, which took place Sept. 17 – Oct. 2, 2020. The project proposes a single-point urban interchange (SPUI), intersection bypass lanes, reconstruction of entrance/exit ramps including extended entrance/exit lanes and improvements to bicycle and pedestrian paths.

More than 2,100 visitors attended the open house, and comments were received via email, online and by phone. Stakeholder feedback included support for the reconstruction of the I-35 and SH 29 intersection, interest in the proposed bicycle and pedestrian accommodations and appreciation for a design that will handle the east and west traffic along SH 29. TxDOT will review the comments and consider them as the project design moves forward.

View the [I-35 at SH 29](#) project page to get the latest information and updates.

I-35 at SH 29 (looking south)

Existing



Proposed



Cross section of I-35 at SH 29

AN INSIDER'S PERSPECTIVE: DEVELOPING THE FUTURE OF I-35 IN DOWNTOWN AUSTIN

It takes a strong leader to work on the I-35 Capital Express Program that encompasses three separate projects. TxDOT's Adam Kaliszewski plays a key role in helping move this program forward. Adam provided us with an insider's perspective on what it's like to lead these projects in development.



Mobility35 Advanced Project Development Project Manager Adam Kaliszewski

- **How long have you worked for TxDOT?**
 - I have worked at the Texas Department of Transportation, Austin District for nearly three years.
- **What is your role?**
 - I lead the project design and environmental review and development of the I-35 Capital Express North, Central and South projects. I am also the district traffic engineer in our Operations Department.
- **How has your experience in TxDOT's Traffic Division helped to shape how you plan and design projects?**
 - Early in my career, when I was challenged with solving a citizen concern or the issue of a congested intersection, I was inspired to investigate the potential future issue at the onset of a project to prevent it from happening in the first place. My experience working for the Traffic Division provided me insight into the types of issues and challenges that need to be identified and addressed at the planning phase of projects. This helps to identify problems early, mitigate potential concerns and incorporate operational and safety ideas in order to provide the best benefits for the traveling public.
- **What is TxDOT's Advanced Project Development group? What type of projects do they work on?**
 - TxDOT's Advanced Project Development team is tasked with developing corridor solutions to address mobility, safety, economic development,

congestion relief and connectivity. The types of projects that we work on include addressing all safety needs, upgrading roadways to meet current design standards and adding capacity for all users. In doing so, TxDOT evaluates changes to constructed infrastructure to identify and address issues with community impacts, noise increases and/or air quality.

- **Which Mobility35 project are you most excited to work on and why?**
 - It is hard to list any other project than the I-35 Capital Express Central project, given the scale of the effort and amount of people who use the roadway daily. I am very passionate about transportation and roadway technology, and I think TxDOT has a lot to offer for the future of I-35.
- **What are the challenges associated with the design and plan for the I-35 Capital Express Central project?**
 - The key challenges with the I-35 Capital Express Central project include fitting a project design within a constrained corridor, accommodating the critical utility infrastructures, mitigating drainage impacts, as well as developing a construction sequencing plan that is safe and efficient. TxDOT has a strong leadership and project team, and a lot of intelligent minds who are hard at work to solve the many complexities of this project. I am confident that our project team will overcome the challenge to provide a design and plan that will address safety while offering improved mobility.
- **How do you spend your time when you are not working at TxDOT?**
 - I enjoy playing basketball, walking my dog (Banks) and hiking and biking around Central Texas.
- **What hobby/activity have you picked up during quarantine?**
 - Shamefully, I really picked up snacking. I would have a medal if it ever became an Olympic sport. Right now, I need to social distance from the pantry!

MY35 CONSTRUCTION UPDATES

[I-35 at Ronald Reagan Boulevard](#): Construction of the eastbound Ronald Reagan bridge is underway. Crews have started installing panels to create the bridge deck. This project is expected to complete in mid-2021.

[I-35 at Williams Drive](#): Crews are placing barriers and setting up the work zone. In the following weeks, the project team will begin work on the northbound and southbound I-35 frontage roads. This project is expected to complete in mid-2023.



I-35 at Williams Drive - October 2020

[I-35 from RM 1431 to FM 3406 \(northbound\)](#): The widening of the northbound I-35 frontage road from 2 to 3 lanes is in progress. Crews will continue installing curb and inlets along the frontage road. This project is expected to complete in early 2021.

[I-35 from Grand Avenue Parkway to SH 45 North](#): Crews are currently working on the construction of the new northbound I-35 entrance and exit ramps. Drainage installation is also taking place this month. This project is expected to complete in mid-2021.

[I-35 at Parmer Lane](#): The project team is working on the reconstruction of the southbound I-35 frontage road between Parmer Lane and Yager Lane to tie into the future southbound bypass lane, which is anticipated to open in late 2020. The frontage road will be reduced to one lane until late November as construction continues. Upcoming work includes the construction of the future Braker Lane exit and the construction of a shared-use path along eastbound Parmer Lane, west of the bridge. The project is expected to complete in mid-2021.

[I-35 from Rundberg Lane to US 290 East](#): In October, crews finished pouring the deck of the southbound I-35 to southbound US 183 flyover. This is the first of the three flyovers to be in its final configuration. The project team also poured a portion of the southbound I-35 to northbound US 183 bridge deck and continued work on the flyover columns along the US 183 frontage road. Workers also set 15 bridge beams on the northbound US 183 to northbound I-35 flyover in October.

The widening of the southbound I-35 frontage road between St. Johns Avenue and Huntland Drive is now underway. Crews will widen the road by 5 to 6 feet and will eventually tie it into the southbound bypass lane which is currently under construction.

Bridge columns are going up on the I-35 bridge at US 290 East, which is being widened over US 290 East. This project is expected to complete in mid-2021.



Southbound I-35 to northbound US 183 flyover progress – October 2020

[I-35 from Stassney Lane to William Cannon Drive](#): Final paving is now complete on the northbound I-35 mainlanes throughout the project area. This month, crews plan to continue paving within the project, weather permitting. Work continues on the installation of high-mast lighting, traffic signals and shared-use paths along the northbound and southbound frontage roads. This project is expected to complete in mid-2021.



I-35 at Stassney Lane bridge progress - October 2020

[I-35 from RM 150 to Kyle Crossing](#): Last month, traffic shifted onto temporary pavement so crews could begin reconstructing the east side of the frontage road. The project team has also started constructing the new extended entrance/exit lane between FM 1626 and Kyle Crossing. This project is expected to be complete in early 2022.



Laying temporary pavement on the northbound I-35 frontage road just north of RM 150

[I-35 at Posey Road](#): In mid-October, crews temporarily closed west Posey Road to install new pavement. Widening work on Posey Road will continue throughout November. Construction of the southbound portion of the I-35 overpass will continue through the remainder of the project. The project is expected to be complete in late 2021.



I-35 at Posey Road progress - October 2020



Texas Department of
Transportation, © 2019.
All rights reserved

7901 N I-35
Austin, TX 78753
Contact Us | (512) 366-3229

