

I-35 CAPITAL EXPRESS CENTRAL PROJECT CONSTRUCTION INFORMATION

Lady Bird Lake Segment Overview

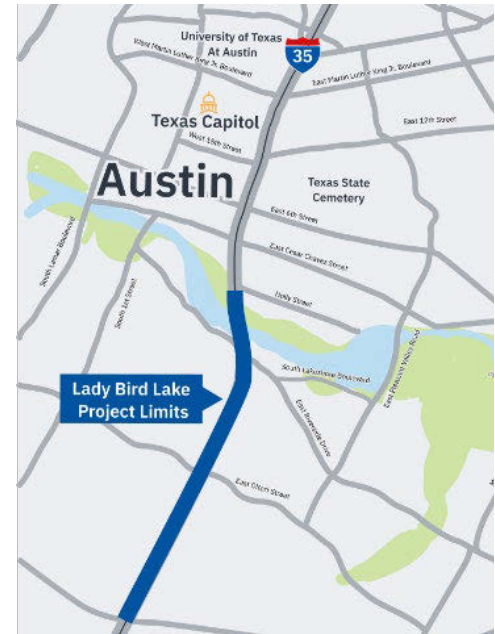
I-35 through Austin ranks as the third most congested highway segment in Texas (TTI, 2024 100 Most Congested Roadways List). It serves as the backbone of the local, regional and national transportation network. Lack of mobility on I-35 threatens the economic livelihood of our community and our state. Improvements to this area are needed due to population and employment growth, which have caused increased congestion in the area.

The project will add two high-occupancy-vehicle (HOV) managed lanes in both directions, reconstruct the Lady Bird Lake bridge and build a single-point urban interchange (SPUI) at Riverside Drive. It will enhance safety and connectivity with a pedestrian-only bridge at Woodland Avenue, bike and pedestrian paths along the corridor and will accommodate future Capital Metro routes.

Construction Milestones

Work on this project will take place in four phases:

- Phase I: Reconstruct and widen I-35 shoulders; construct Lady Bird Lake east pedestrian bridge; build northbound I-35 frontage road; close southbound I-35 Woodland Avenue exit (232); excavate southbound I-35 frontage road at Riverside Drive; reconstruct Riverside Drive intersection; add a shared-use path from Woodward Street to SH 71/Ben White Boulevard.
- Phase II: Reconstruct northbound I-35 frontage road bridge at Lady Bird Lake; reconstruct southbound I-35 south of Oltorf Street; demolish I-35 bridge at Woodland Avenue; construct southbound I-35 braided ramp south of Oltorf Street.



- Phase III: Reconstruct northbound and southbound I-35 at Lady Bird Lake; reconstruct southbound I-35 and entrance ramp at Lady Bird Lake; build Woodland Avenue pedestrian bridge.
- Phase IV: Reconstruct southbound I-35 frontage road bridge at Lady Bird Lake; construct Lady Bird Lake west pedestrian bridge; build southbound I-35 frontage road.

Details

Construction is funded by TxDOT and the Capital Area Metropolitan Planning Organization (CAMPO). Construction start is early 2025.

The contractor for this segment is Balfour Beatty.

Contact Information

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Technical Terminology



Figure 1- Planned SPUI at Riverside Drive bridge

Single-point urban interchange

(SPUI): Allows a large volume of vehicles to travel through the intersection safely and efficiently by reducing conflict points and the number of traffic signal phases. Opposing left turns can be made at the same time; with only one set of traffic signals, allowing more vehicles to clear the intersection in one traffic signal cycle



Figure 2- Braided ramp on Mobility35 project

Braided Ramp: Braided ramps physically separate the paths of traffic entering and exiting the highway. One ramp passes over the other, preventing the need for drivers to merge across lanes. This design reduces traffic conflicts and can ease congestion.



Figure 3- Planned east pedestrian bridge over Lady Bird Lake at I-35

Shared-use path: A multi-use path physically separated from vehicular traffic, designed for pedestrians, bicyclists, and other non-motorized users. These paths range between 8 – 10 feet in width.



Figure 4- Planned northbound I-35 Airport Boulevard bypass lane

Intersection bypass lane: Allows through-traffic to bypass an intersection. These lanes are designed to reduce delays and improve safety by separating through and turning movements.