

# I-35 EXPANSION

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I-35's Austin-area section handles nearly 200,000 daily vehicle trips, with 85% of them originating from within the region. Originally built in the 1950s, the highway has evolved into a crucial transportation link connecting Austin, Central Texas, and beyond. The reconstruction of the I-35 expressway in Austin and Central Texas aims to tackle safety concerns, enhance mobility, and improve east-west connectivity. This decade long project, spearheaded by the Texas Department of Transportation, the project focuses on enhancing I-35 between SH 45 North and SH 45 Southeast in Travis County. The project is being split into three sectors, North, Central, and South.

## **I-35 CAPITAL EXPRESS NORTH**

The proposed I-35 Capital Express North project aims to introduce one non-tolled high-occupancy vehicle managed lane in each direction along I-35 from SH 45 North to US 290 East. These lanes will not require tolls. Additionally, the project involves bridge reconstruction, the installation of a diverging diamond interchange at Wells Branch Parkway, the inclusion of pedestrian and bicycle paths, and the implementation of various safety and mobility enhancements within the designated project area.

## **I-35 CAPITAL EXPRESS SOUTH**

The I-35 Capital Express South project proposes to add two non-tolled high-occupancy vehicle managed lanes, in each direction along I-35 from SH 71/Ben White Boulevard to SH 45 Southeast. The project will also reconstruct bridges, add pedestrian and bicycle paths, and make additional safety and mobility improvements within the project limits.



**Scan here to learn more  
about the I-35 projects and  
timelines and the City of  
Austin's involvement.**

## **I-35 CAPITAL EXPRESS CENTRAL**

The I-35 Capital Express Central project is situated within the central area of the Austin metropolitan region, spanning roughly 8 miles along I-35 between US 290 East and SH 71/Ben White Boulevard. The planned enhancements entail the removal of the existing I-35 decks, lowering of the roadway, and incorporation of two non-tolled high-occupancy vehicle managed lanes in each direction along I-35 from US 290 East to SH 71/Ben White Boulevard. Furthermore, the project includes the reconstruction of east-west cross-street bridges, the addition of pedestrian and bicycle paths, and the implementation of supplementary safety and mobility improvements within the defined project boundaries.

## **CAP AND STITCH PROGRAM**

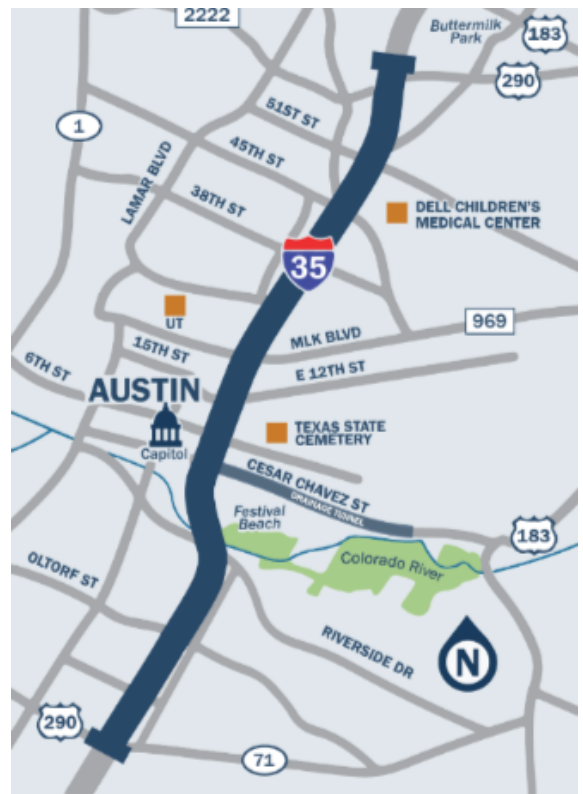
As part of the reconstruction project, the City of Austin in collaboration with the Austin Downtown Alliance is working to modify the landscape of Central Austin by creating "caps" and "stitches" that aim to effectively tackle various issues caused by urban growth, such as traffic congestion, public safety concerns and mobility efficiency. This unique and transformative project sets the stage for a new future by offering community advantages that unite and celebrate all residents of Austin.

### **WHAT IS A CAP?**

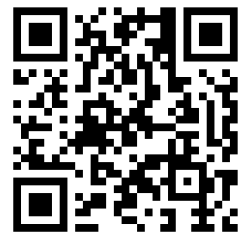
Caps are also referred to as decks, land bridges, or lids, are placed over a lowered highway. See the example a potential 6th Street Cap.

### **WHAT IS A STITCH?**

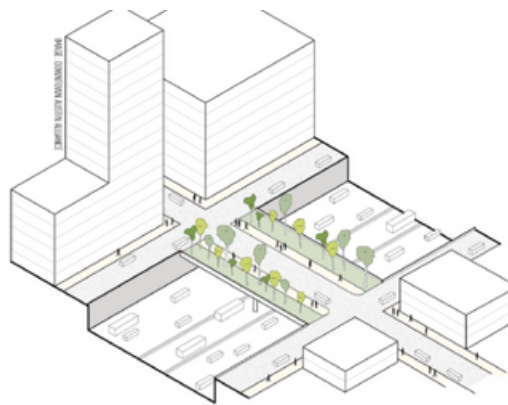
A stitch is a widened bridge over a highway, connecting local mobility networks. Amenities include landscaping, shade, and multi-modal enhancements.



**Potential 6th Street Cap**



**Scan Here for  
More Cap &  
Stitch Info**



**Example of a Stitch**



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