



I-35 Northeast Expansion Central CONSTRUCTION NEWS



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The I-35 Northeast Expansion (NEX) Central project consists of construction of approximately 9.5 miles of elevated, non-tolled lanes from I-410 North to FM 3009. The elevated lanes will provide one high occupancy vehicle (HOV) lane and two general purpose lanes in each direction. There will be direct connections to I-410 N and Loop 1604 W. Expected completion date is December 2027.

Safety Minute: Safety in the Friday Night Spotlight



High school football games can draw thousands of fans. At North East ISD's Heroes Stadium on Thousand Oaks near the I-35 NEX Central project, the capacity is over 10,000. That means a large volume of traffic on game nights travels through the construction zone to get to the stadium. That is why there are no construction lane closures on Friday from 4 p.m. to 11 p.m. on the southbound and northbound frontage road of I-35 at Thousand Oaks during the high school football season.

By avoiding construction lane closures, fans will enjoy a faster drive to the stadium, but also a safer one. And construction crews will also be kept out of harm's way. In 2022, more than 25,000 traffic crashes occurred in [work zones](#) in Texas, resulting in 205 deaths and another 788 serious injuries.

Prioritizing the safety of students, spectators and construction crews is of paramount importance. Taking proactive measures to avoid road construction lane closures near Heroes Stadium on Friday nights during football season is the winning play.

Construction Update



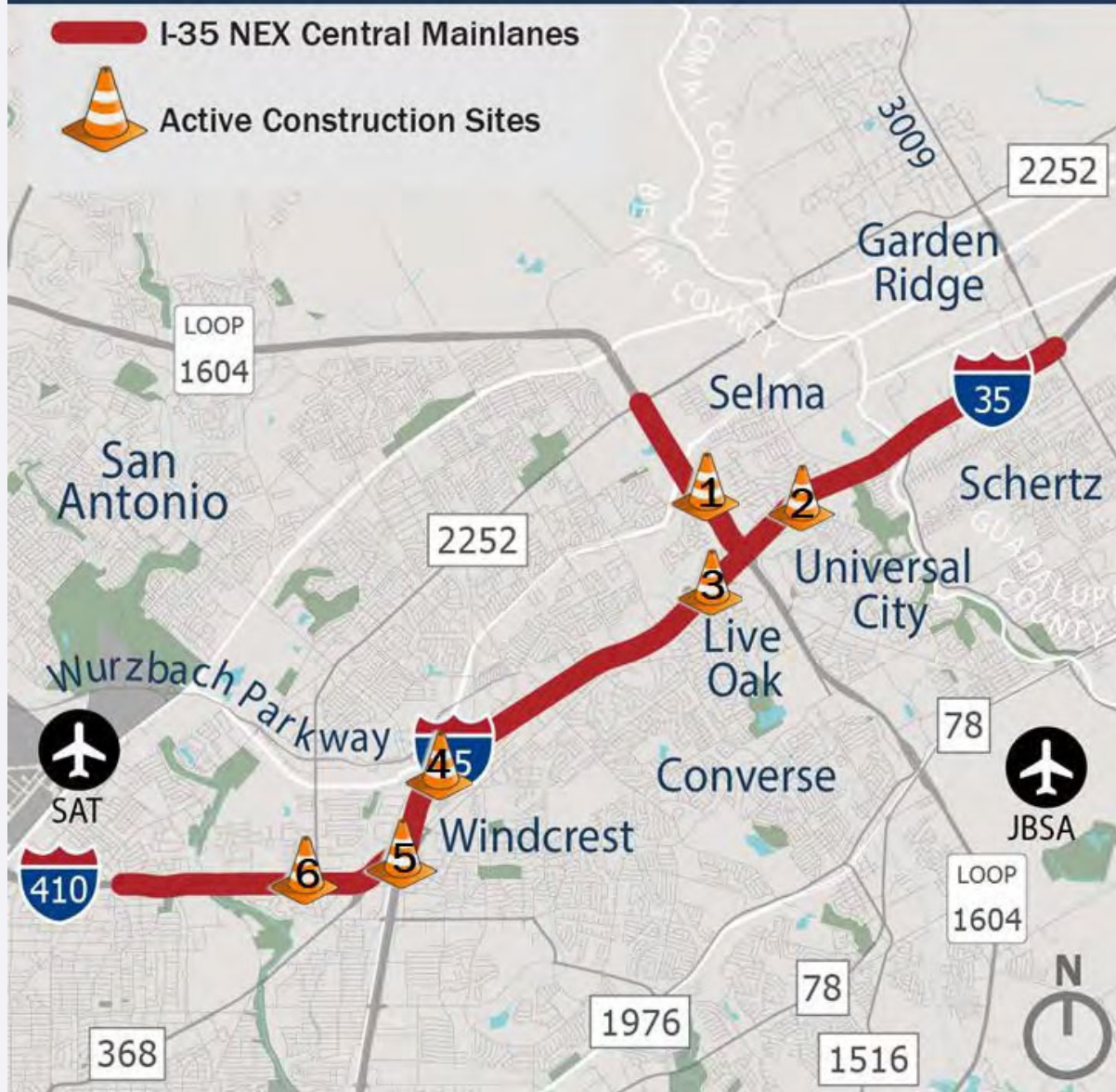
This video highlights the beam setting over Pat Booker Road on the I-35 NEX Central project.

We are excited to share with you the progress being made on the I-35 NEX Central Project at I-35 and Pat Booker Road. Concrete beams stretching over 150 feet in length were driven, hoisted and placed over a closed Pat Booker Road. Watch our crews in action as they lift each 177,000-pound beam into place.

Active Construction Sites

The map below highlights where active construction is currently taking place on I-35 NEX Central, indicated by the traffic cones. The active construction sites shown on the map below are intended to indicate major construction operations. You can view project information and lane closures at www.i35nex.com. Please note construction preparation work, including placement of barriers, is also ongoing within the limits of the project.

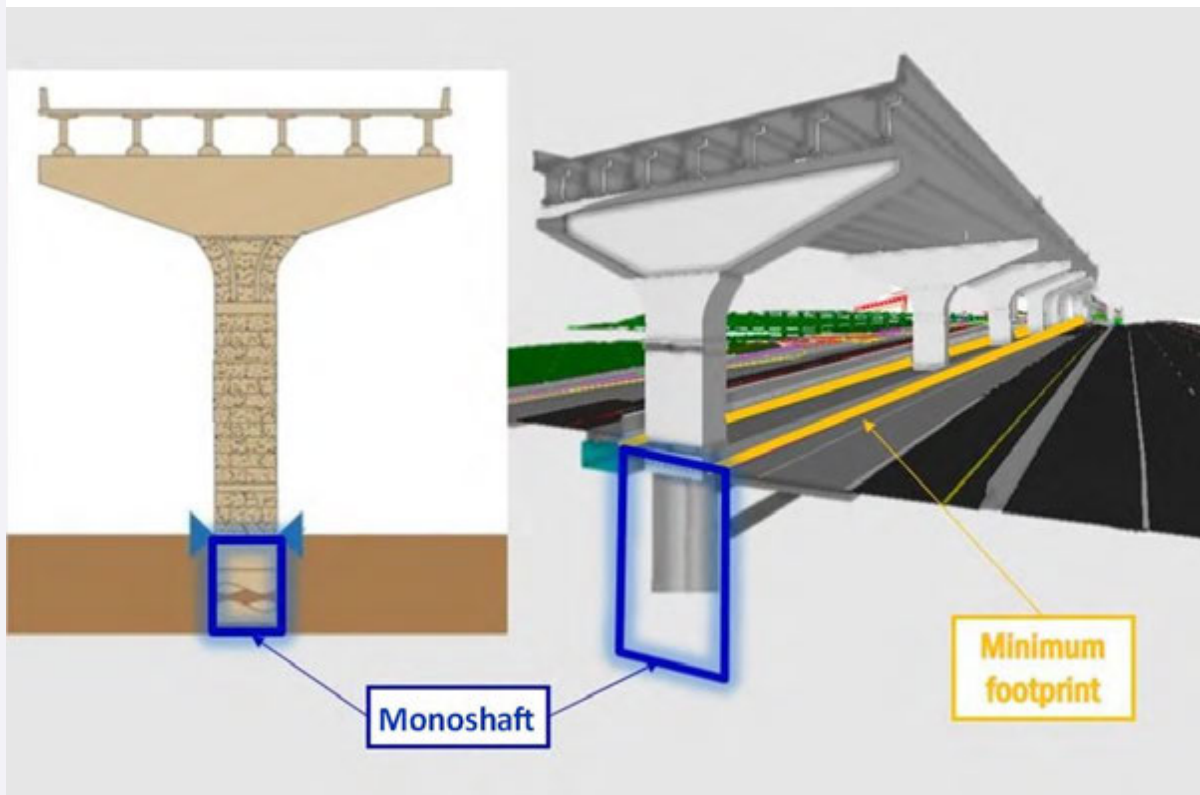
Active Construction Sites Now Through October 2023



1. Excavation of new lanes of Loop 1604. Drilled shafts and column foundations work continues in the area of the I-35 and Loop 1604 interchange. Retaining wall construction is also taking place in that area. Overnight westbound frontage road closure of Loop 1604 from Gateway Boulevard to Gateway Place for setting caps.
2. Long-term left lane closure on the southbound I-35 frontage road between Arcadia Drive and Olympia Parkway for drilled shaft work.
3. Concrete beam installations continue on southbound I-35 in the Pat Booker Road area. Long-term left lane closure of the southbound I-35 frontage road from McMorris Boulevard to IKEA-RBFCU Parkway for construction. Bridge foundations, column work, soil nail walls, and temporary road widening continue from I-35 Access Road near Shin Oak Drive to Judson Road. Column and drilled shaft work on the northbound frontage road of I-35 near Toepperwein Road.

4. Long-term alternating lane closure on the southbound frontage road of I-35 between Thousand Oaks Drive and Whirlwind Drive for roadway reconstruction, paving, and drilled shaft work.
5. Column construction continues at the I-35 and I-410 interchange. Drilled shaft work north of Walzem Road on the northbound and southbound side of I-35. Long-term closure on Fratt Road from I-35 to Austin Highway.
6. Drilled shaft work continues in the area of I-410 from Perrin Creek to Perrin Beitel.

Mon shafts Minimize Footprint



This figure illustrates a monoshaft foundation that is continuous with the column.

San Antonio's I-35 corridor is one of the most congested corridors in Texas, currently used by more than 140,000 vehicles per day. The I-35 NEX Central project aims to reduce congestion and increase connectivity and safety. However, because of commercial development along the corridor, widening of I-35 wasn't a possibility. Instead, the I-35 NEX Central project took to the sky for the space needed for the six elevated lanes that will be built over and between existing main lanes and frontage roads.

With the project's right-of-way limitations, a creative solution was needed to build the more than 800 bridge spans consisting of 4,500 concrete beams and the more than 900 columns. One innovative solution is the use of mon shafts.

A mon shaft is a single drilled shaft supporting an individual column. One advantage of this design is in its small footprint where it can be squeezed into limited areas. Such as the

space between the existing mainlanes and frontage roads of I-35. Another benefit is that mon shafts are often more economical in comparison to foundations with multiple columns.

Contact Us

Questions or Comments

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E-alert

Sign up for weekly lane closure notices and newsletters by emailing us at i35nexcentral@txdot.gov.

Project Information

www.i35nex.com

Scan here to access our website.



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