



I-35 CAPITAL EXPRESS CENTRAL CONSTRUCTION MITIGATION



Overview

The I-35 Capital Express Central project is a \$4.5 billion reconstruction of I-35 through downtown Austin. This historic project will add two non-tolled high-occupancy vehicle managed lanes in each direction along I-35 from US 290 East to SH 71/Ben White Boulevard, as well as remove the existing I-35 decks, lower the roadway, reconstruct east-west cross-street bridges, add pedestrian and bicycle paths, and make additional safety and mobility improvements within the project limits.

Ahead of construction, TxDOT establishes mitigation and traffic control plans that help avoid impacts to both the human and natural environments. Below, we have outlined the various impact areas and TxDOT's mitigation strategies for managing during construction

Air Quality/Dust Control

- TxDOT will use a process known as "sprinkling" to manage dust during construction activities. This process involves a street sweeper with a water tank, dust control spray, broom and debris hopper to remove cuttings and debris from the project site.
- TxDOT encourages contractors to use the Texas Emissions Reduction Plan (TERP), a statewide grant program aimed at reducing emissions from construction equipment and vehicles.



Noise

- TxDOT will implement "best management practices" where possible to minimize noise during construction.
- This includes abatement measures (temporary noise barriers), community notifications, work-hour controls and proper maintenance of muffler systems.

Water Quality

- TxDOT will comply with all local, state and federal mandates under the Clean Water Act.
- As part of the water quality management plan, the following systems will be in place:
 - A system that will separate pollutants from other drainage runoff.
 - A drainage tunnel will be constructed that will allow particles to settle prior to discharging to local waterways.
 - The tunnel will be pumped after each event to maintain oxygenation levels prior to discharge.

Contact Information

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