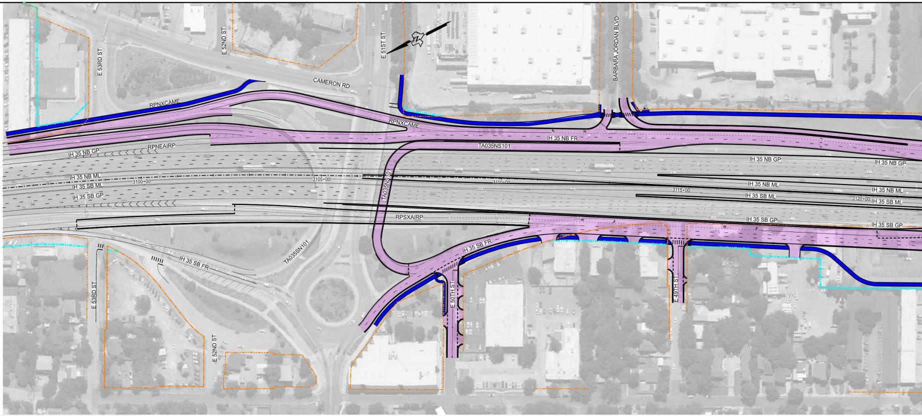
Pen Table:
Design Filename: $FILEL$ $PENTBL$

mobility 35 CAPITAL AREA

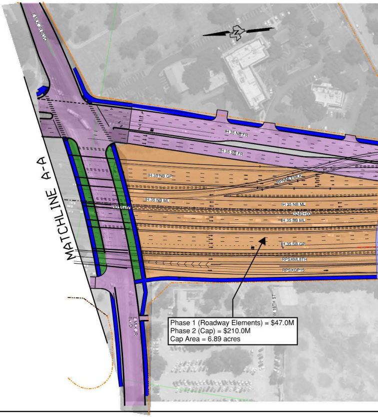
SUBJECT TO CHANGE
PRELIMINARY

SHEET 1 OF 1


E 53RD ST
E 52ND ST
E 51ST ST
BARBARA JORDAN BLVD
CAMERON RD
RPNXCAME
RPNXCAME
IH 35 NB FR
TA035NS101
IH 35 NB GP
RPNEAIRP
IH 35 NB GP
IH 35 NB GP
IH 35 NB ML
IH 35 SB ML
IH 35 SB GP
3100+00
3105+00
3110+00
3115+00
3120+00
IH 35 NB ML
IH 35 SB ML
IH 35 NB ML
IH 35 SB ML
IH 35 SB GP
IH 35 SB GP
TA035NS101
RPSXAIRP
IH 35 SB FR
IH 35 SB FR
TA035SN101
E 53RD ST
E 52ND ST
E 50TH ST
E 49TH ST

LEGEND

-·-·-·	PROPOSED BASELINE
-··-··-	PROPOSED ROW
-··-··-	EXISTING ROW
🟪	PROPOSED FRONTAGE ROADS, CROSS/SIDE STREETS, AND DRIVEWAYS
🟦	PROPOSED SHARED-USE PATH
🟩	PROPOSED BRIDGE BUFFER
🟩	COA CAP / DECK (LOCATION OF POTENTIAL FUTURE ACCOMMODATION)
🟧	UT CAP / DECK (LOCATION OF POTENTIAL FUTURE ACCOMMODATION)
🟦	UT FUNDED BRIDGE (LOCATION OF POTENTIAL FUTURE ACCOMMODATION)


E MLK JR BLVD
MATCHLINE A-A
IH 35 NB FR
IH 35 SB FR
IH 35 NB GP
RPNMLEMLK
IH 35 NB ML
3235+00
IH 35 NB ML
3240+00
IH 35 SB ML
IH 35 SB GP
RPSXML8TH
RPSXGP15
W 18TH ST
E MLK JR BLVD

Phase 1 (Roadway Elements) = $47.0M
Phase 2 (Cap) = $210.0M
Cap Area = 6.89 acres

0 50 100 150 200
SCALE IN FEET

Texas Department of Transportation

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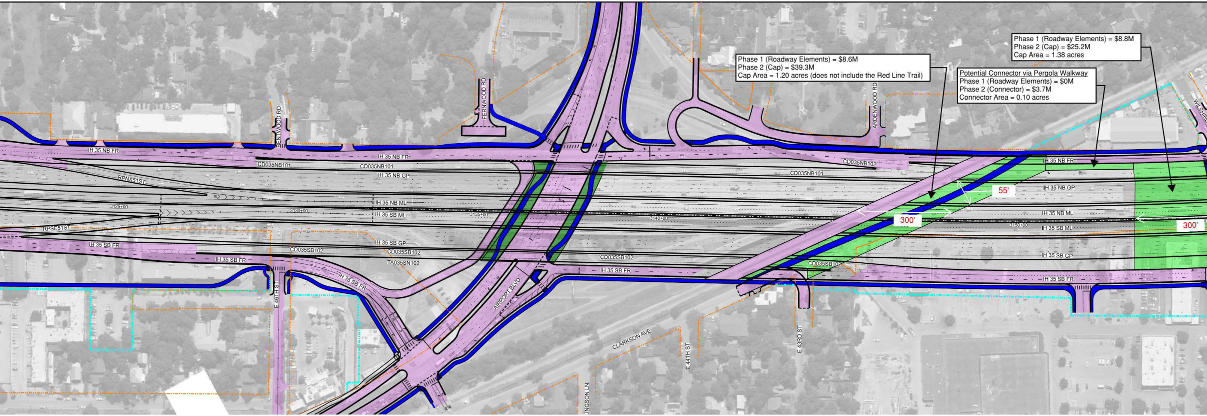
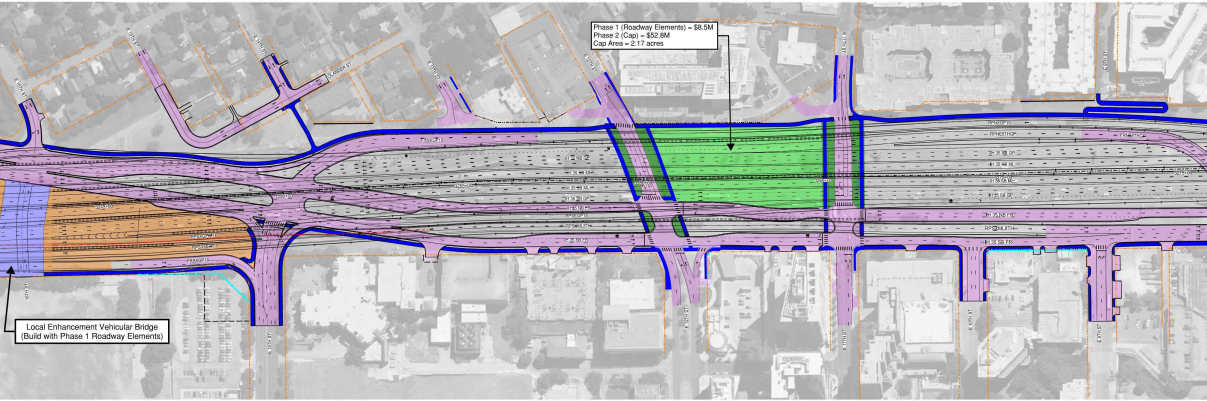
Plotted on: $DATE$
Scale: $SCALESHORT$


IH 35 NB FR
BENTWOOD RD
FERNWOOD RD
ARDENWOOD RD
WILSHIRE
CD035NB101
IH 35 NB GP
CD035NB102
RPNX51ST
3125+00
3130+00
3135+00
3140+00
3150+00
IH 35 NB ML
IH 35 SB ML
RPSE51ST
IH 35 SB FR
CD035SB102
IH 35 SB GP
TA035SN102
E 46TH ST
AIRPORT BLVD
CLARKSON AVE
E 44TH ST
E 43RD ST
INGSON LN
55'
300'
300'

Phase 1 (Roadway Elements) = $8.6M
Phase 2 (Cap) = $39.3M
Cap Area = 1.20 acres (does not include the Red Line Trail)

Phase 1 (Roadway Elements) = $8.8M
Phase 2 (Cap) = $25.2M
Cap Area = 1.38 acres

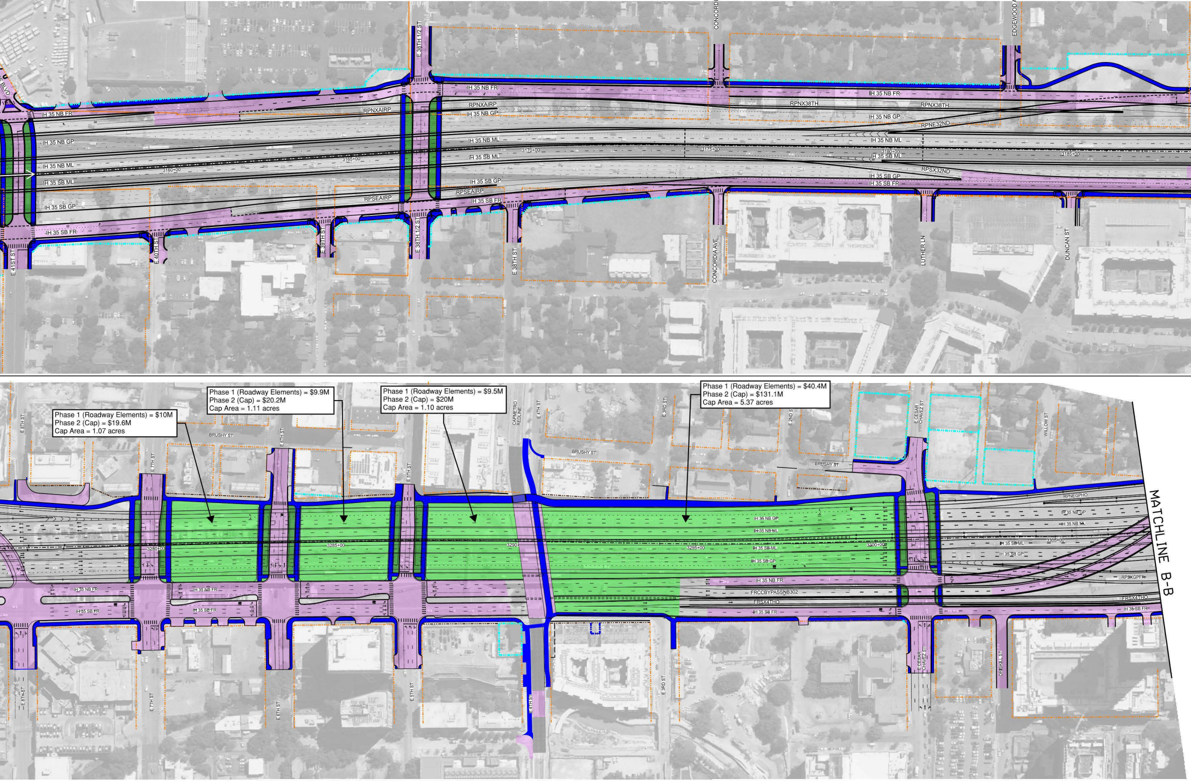
Potential Connector via Pergola Walkway
Phase 1 (Roadway Elements) = $0M
Phase 2 (Connector) = $3.7M
Connector Area = 0.10 acres


E 16TH ST
E 15TH ST
E 14TH ST
OLANDER ST
E 13TH ST
E 12TH ST
E 11TH ST
E 10TH ST
E 9TH ST
16TH ST
FRNXGP15
RPNXGP15
RPNE8THOP
FRNE8THOP
IH 35 NB GP
IH 35 NB ML
IH 35 SB ML
IH 35 SB GP
IH 35 NB FR
RPSEGP15
RPSXML8TH
IH 35 SB FR
RPSXGP15
FRSXGP15
3245+00
3250+00
3255+00
3260+00
3265+00
3270+00
3275+00

Phase 1 (Roadway Elements) = $8.5M
Phase 2 (Cap) = $52.8M
Cap Area = 2.17 acres

Local Enhancement Vehicular Bridge
(Build with Phase 1 Roadway Elements)

POTENTIAL DECK PLAZA/WIDER BRIDGE LOCATIO



Phase 1 (Roadway Elements) = $10M
Phase 2 (Cap) = $19.6M
Cap Area = 1.07 acres

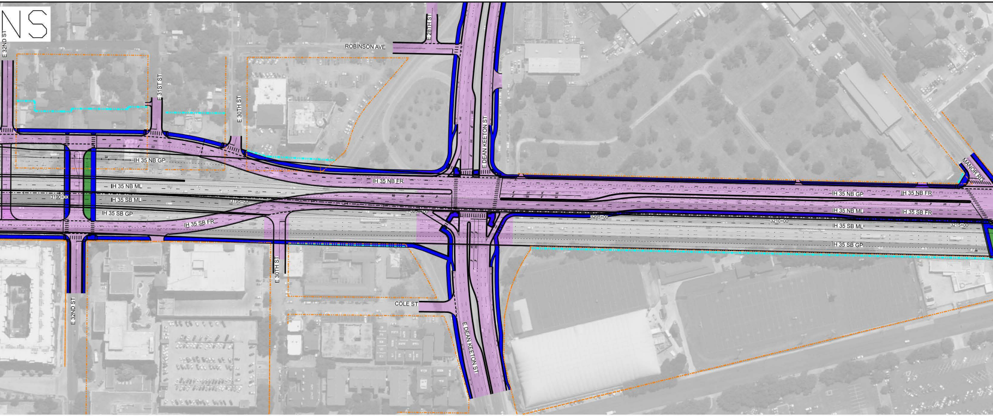
Phase 1 (Roadway Elements) = $9.9M
Phase 2 (Cap) = $20.2M
Cap Area = 1.11 acres

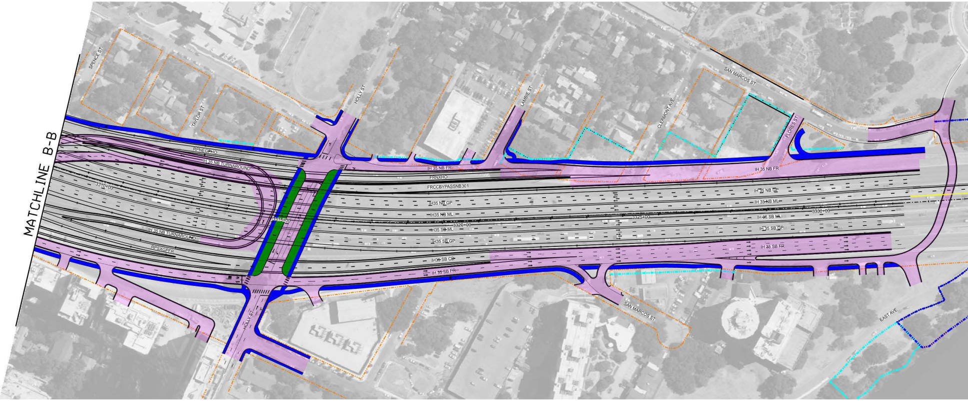
Phase 1 (Roadway Elements) = $9.5M
Phase 2 (Cap) = $20M
Cap Area = 1.10 acres

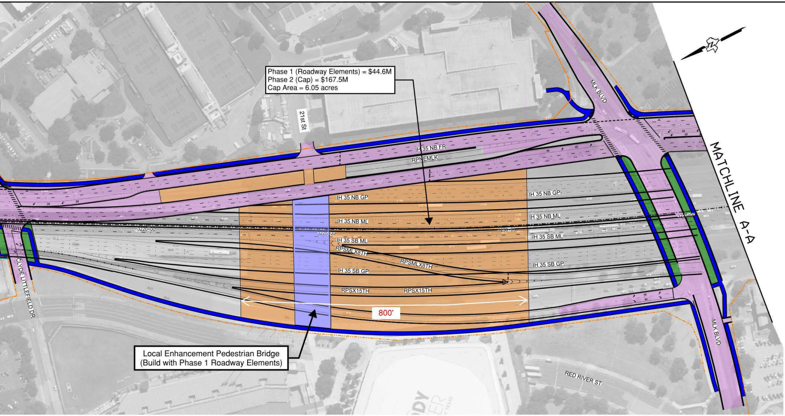
Phase 1 (Roadway Elements) = $40.4M
Phase 2 (Cap) = $131.1M
Cap Area = 5.37 acres

E 41ST ST
E 40TH ST
E 39TH ST
E 38TH 1/2 ST
E 38TH ST
CONCORDIA AVE
EDGEWOOD AVE
LUTHER LN
DUNCAN ST
IH 35 NB FR
IH 35 NB GP
IH 35 NB ML
IH 35 SB ML
IH 35 SB GP
IH 35 SB FR
RPNXAIRP
RPSEAIRP
RPNX38TH
RPNE32ND
RPSX32ND
3160+00
3165+00
3170+00
3175+00
3180+00
3185+00
E 8TH ST
E 7TH ST
E 6TH ST
E 5TH ST
E 4TH ST
E 3RD ST
E 2ND ST
E CESAR CHAVEZ ST
WILLOW ST
DRISKILL ST
BRUSHY ST
CAPMETRO REDLINE
RPNEGPHO
RPSXGPFR
FRCCBYPASSNB302
FRSX4THO
3280+00
3285+00
3290
3295+00
3300+00
3305+00
MATCHLINE B-B

NS

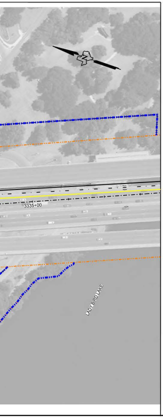

E 32ND ST
E 28TH ST
ROBINSON AVE
E 31ST ST
E 30TH ST
E DEAN KEETON ST
MANOR RD
IH 35 NB GP
IH 35 NB ML
3190+00
IH 35 SB ML
3195+00
IH 35 SB GP
IH 35 SB FR
IH 35 NB FR
3200+00
3205+00
3210+00
3215+00
IH 35 NB GP
IH 35 NB FR
IH 35 NB ML
IH 35 SB FR
IH 35 SB ML
IH 35 SB GP
E 32ND ST
E 30TH ST
COLE ST
E DEAN KEETON ST


MATCHLINE B-B
SPENCE ST
TAYLOR ST
HOLLY ST
LAMBIE ST
CLERMONT AVE
SAN MARCOS ST
FLORES ST
RPNEGPHO
IH 35 NB TURNAROUND
IH 35 NB FR
FRNXHO
FRCCBYPASSNB301
3310+00
IH35 NB GP
IH35 NB ML
3315+00
IH35 SB ML
3320+00
IH35 SB GP
IH 35 NB TURNAROUND
RPSXGPFR
IH35 SB CD
IH 35 SB FR
3325+00
3330+00
IH 35 NB FR
IH 35 NB GP
IH 35 NB ML
IH 35 SB ML
IH 35 SB GP
IH 35 SB FR
HOLLY ST
SAN MARCOS ST
EAST AVE


Phase 1 (Roadway Elements) = $44.6M
Phase 2 (Cap) = $167.5M
Cap Area = 6.05 acres

Local Enhancement Pedestrian Bridge
(Build with Phase 1 Roadway Elements)

21st St
MLK BLVD
IH 35 NB FR
RPNEMLK
IH 35 NB GP
IH 35 NB ML
IH 35 SB ML
RPSMLX8TH
IH 35 SB GP
RPSX15TH
800'
3220+00
3225+00
3230+00
MATCHLINE A-A
CLYDE LITTLEFIELD DR
RED RIVER ST
MLK BLVD
N



N
3335+00
LADY BIRD LAKE

NOTES:

1. DECK PLAZA AND WIDER BRIDGE LOCATIONS COULD CHANGE BASED ON FUNDING AVAILABILITY AND DESIGN REFINEMENTS.
2. FOUNDATIONAL ELEMENTS TO SUPPORT DECK PLAZAS AND ALL SURFACE AMENITIES TO BE FUNDED BY OTHERS.

LEGEND

-·-·-	PROPOSED BASELINE
······	PROPOSED ROW
-··-··-	EXISTING ROW
🟪	PROPOSED FRONTAGE ROADS, CROSS/SIDE STREETS, AND DRIVEWAYS
🟦	PROPOSED SHARED-USE PATH
🟩	PROPOSED BRIDGE BUFFER
🟩	COA CAP / DECK (LOCATION OF POTENTIAL FUTURE ACCOMMODATION)
🟧	UT CAP / DECK (LOCATION OF POTENTIAL FUTURE ACCOMMODATION)
🟪	UT FUNDED BRIDGE (LOCATION OF POTENTIAL FUTURE ACCOMMODATION)

0 50 100 150 200
SCALE IN FEET

mobility 35 CAPITAL AREA

PRELIMINARY
SUBJECT TO CHANGE

SHEET 1 OF 1

Texas Department of Transportation

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