



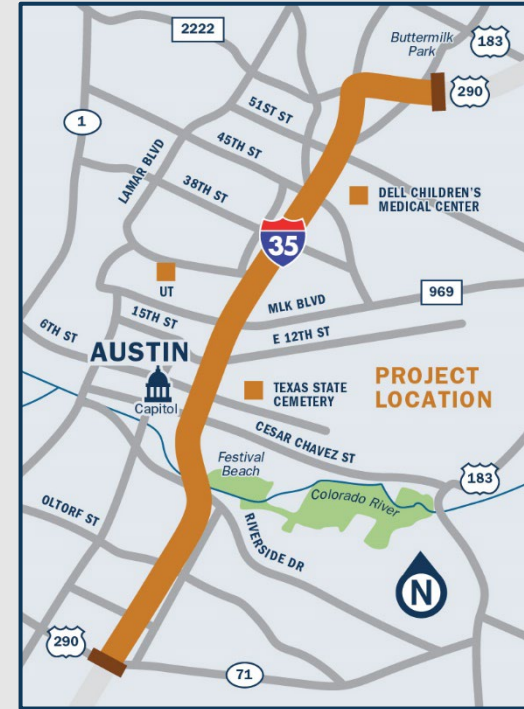
I-35 Capital Express Central Waller Creek LGC

Eric Bennett, P.E. and Joseph Goessling, P.E., CFM

I-35 Capital Express Central Project - Overview



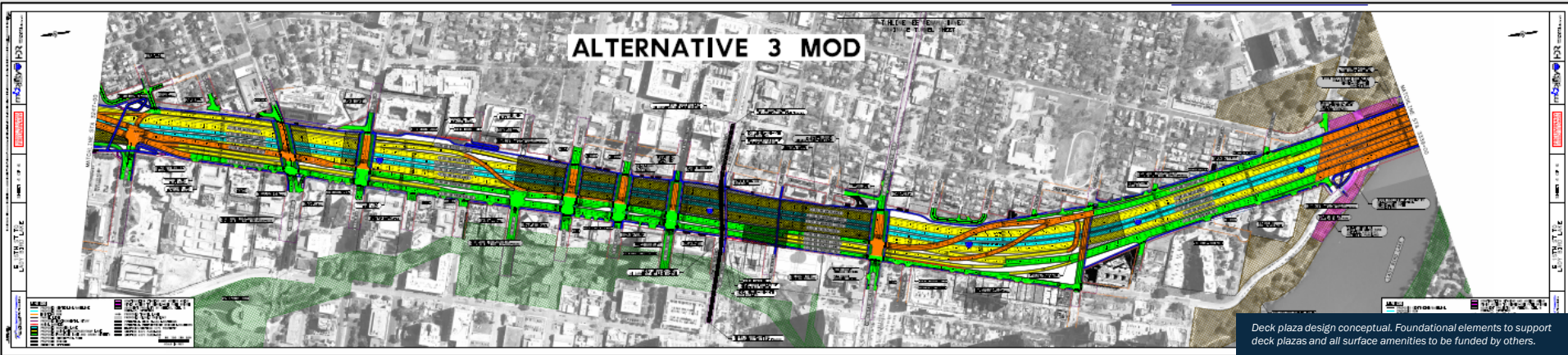
- **Limits:** US 290 East to SH 71/Ben White Boulevard
- **Length:** 8 miles
- **Project Details:**
 - Construct two managed lanes in each direction.
 - Reconstruct ramps, bridges and intersections.
 - Improve frontage roads.
 - Enhance bicycle and pedestrian paths.
 - Accommodate transit routes.
- **Estimated construction cost:** \$4.5 billion
- **Anticipated construction start:** Mid-2024





- Utility relocations.
- Construction phasing.
- Restrictive right of way.
- Traveling impacts during construction.
 - Work zone management strategies.
 - Traffic incident management (inside work areas – emergency response).
 - Public information efforts.
- Special events.
- Downtime of travel lanes during construction.
- Business impacts during construction.

Modified Alternative 3 – Preferred Alternative



Deck plaza design conceptual. Foundational elements to support deck plazas and all surface amenities to be funded by others.

LEGEND:

- PROPOSED CENTERLINE/BASELINE
- PROPOSED ROW
- EXISTING ROW
- PARCEL LINE
- PROPOSED ENVIRONMENTAL STUDY
- NOISE BARRIER
- PROPOSED MANAGED LANE
- PROPOSED MAINLANES/BYPASS/RAMP LANE
- PROPOSED FRONTAGE LANE AND CROSS STREETS
- PROPOSED SHARED-USE PATH
- PROPOSED BRIDGE
- BIKE/PED STITCHES

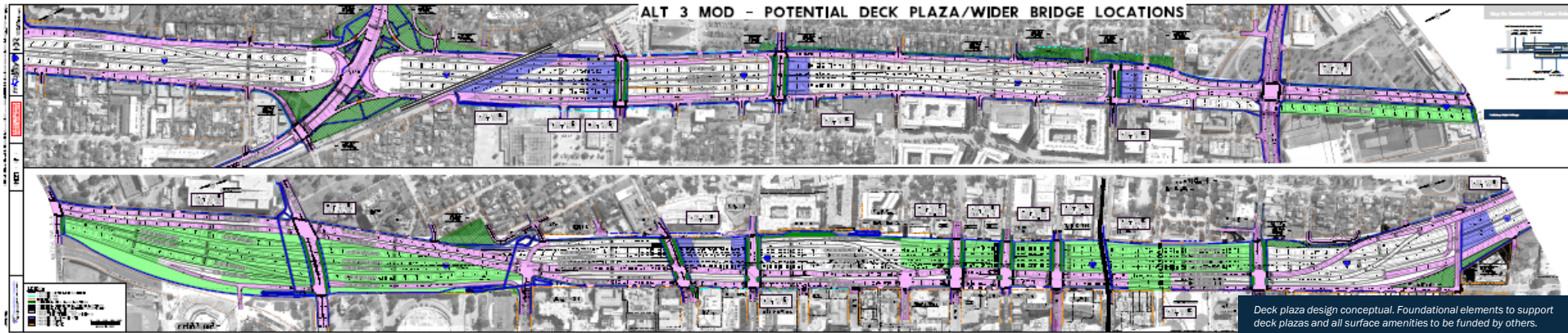
- CONSTRUCTION STAGING AND ACCESS AREAS
- STAIR ACCESS TO SHARED-USE PATH BRIDGE
- ADJACENT PROJECTS BY OTHERS, MILL & OVERLAY, STRIPING
- PROPOSED TRAVEL LANE
- PROPOSED CLOSED DRIVEWAY
- POTENTIAL DECK PLAZA LOCATIONS
- POTENTIAL STITCH/WIDER BRIDGE LOCATIONS
- HISTORIC/SECTION 4(f) PROPERTY
- SECTION 6(f) PARKLAND
- SECTION 4(f) PARKLAND

0 50 100 150 200
SCALE IN FEET

Modified Alternative 3 – Potential Cap and Stitch Locations



■ Airport Boulevard to Holly Street



Modified Alternative 3:

Total acreage: 38.17 acres

Estimated construction cost: \$778 million

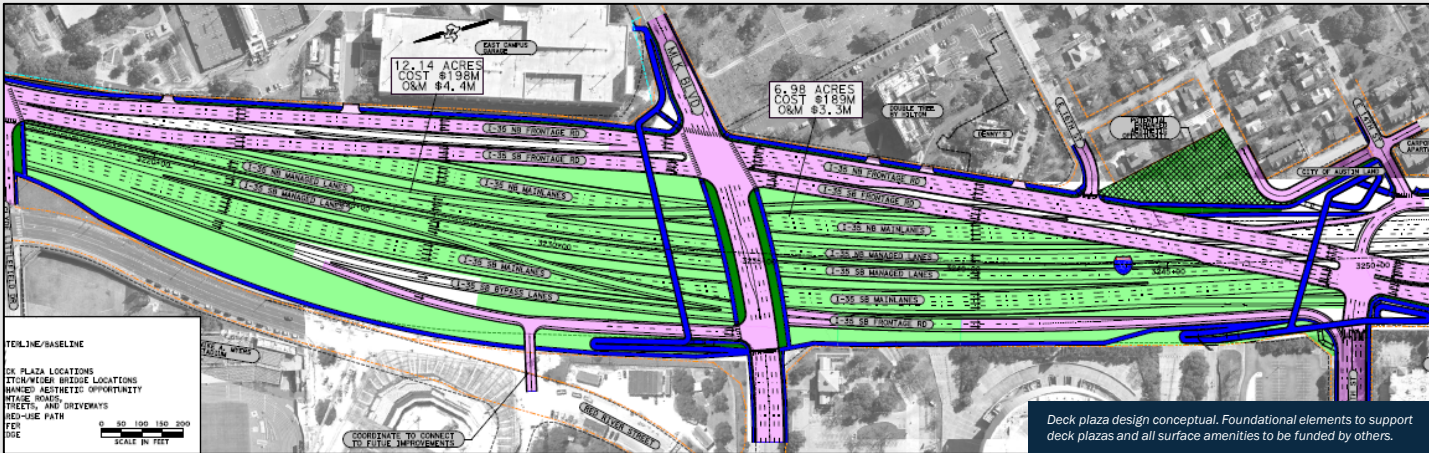
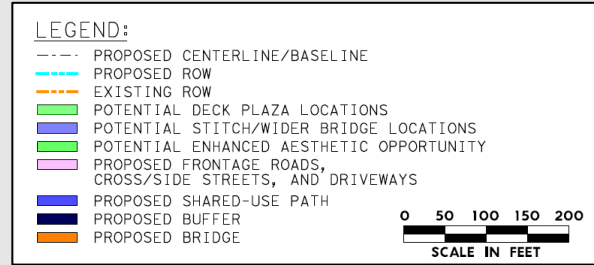
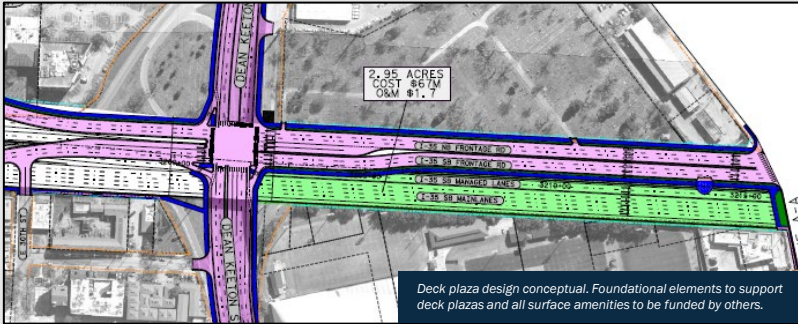
Estimated annual operations and maintenance cost: \$15 million

LEGEND:

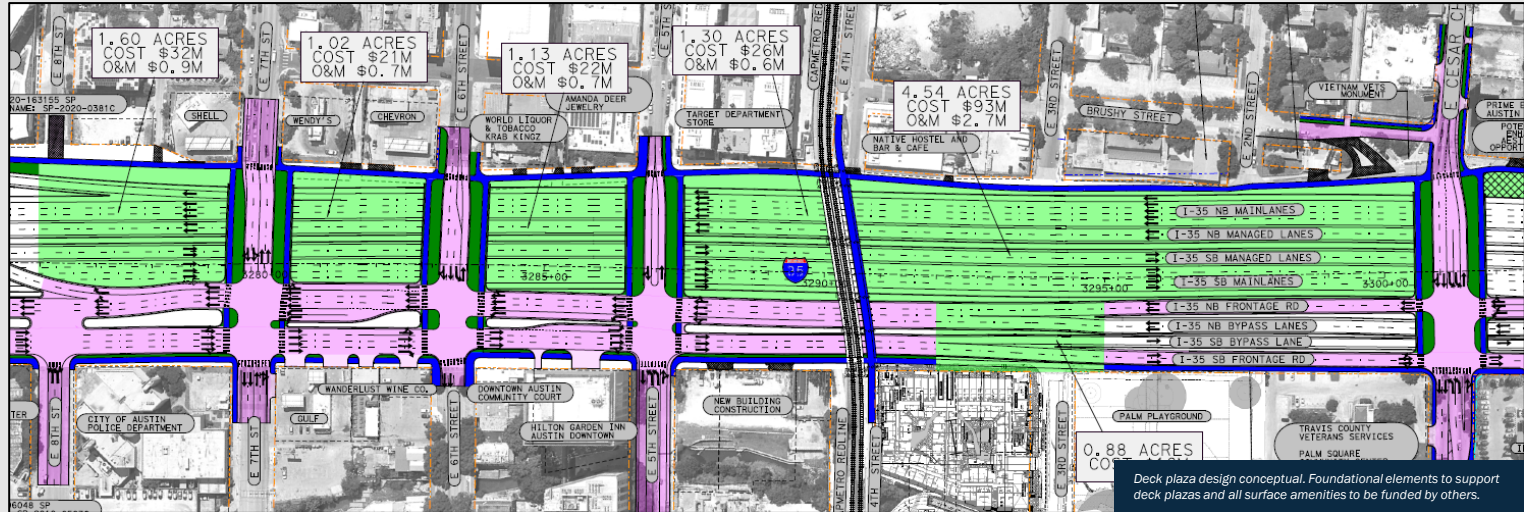
- PROPOSED CENTERLINE/BASELINE
- PROPOSED ROW
- EXISTING ROW
- POTENTIAL DECK PLAZA LOCATIONS
- POTENTIAL STITCH/WIDER BRIDGE LOCATIONS
- POTENTIAL ENHANCED AESTHETIC OPPORTUNITY
- PROPOSED FRONTAGE ROADS, CROSS/SIDE STREETS, AND DRIVEWAYS
- PROPOSED SHARED-USE PATH
- PROPOSED BUFFER
- PROPOSED BRIDGE



Modified Alternative 3: Proposed UT Cap Locations



Modified Alternative 3: Proposed Downtown Cap Locations



Proposed Deck Plazas



Preferred Alternative at 6th Street



Preferred Alternative at 6th Street



Project timeline



- **DEIS released:** Jan. 5, 2023
- **Public Hearing (in-person and virtual options):** Feb. 9, 2023
- **60-day comment period:** January 5 through March 7, 2023
- **Anticipated combined final EIS and ROD:** August 2023

WE ARE HERE



Input received from 2,285 individuals.
50-day comment period (extended due to holidays)



Input received from 1,427 individuals.
30-day comment period

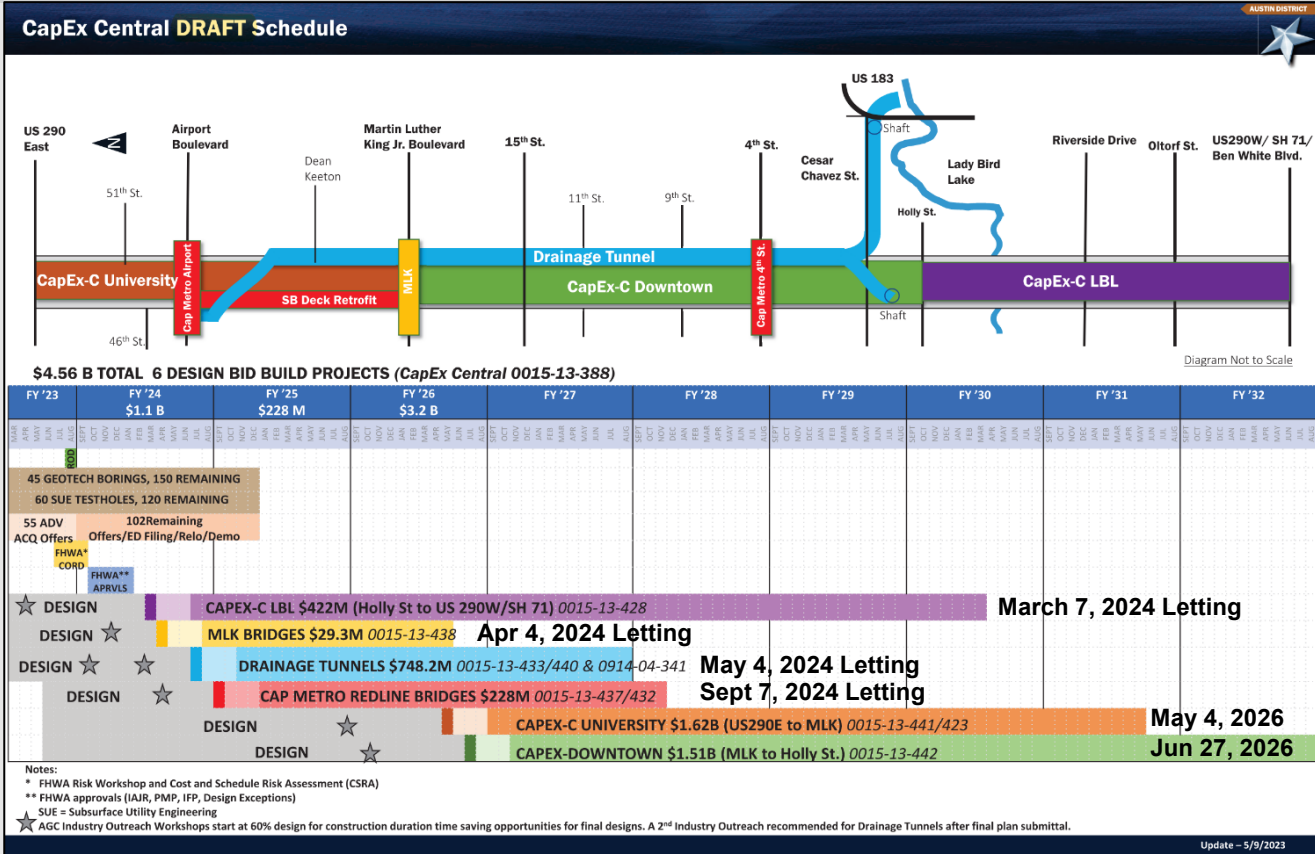


Input received from 4,426 individuals.
45-day comment period



Your input is needed.
60-day comment period through March 7, 2023







- **Dec. 17, 2020** – Discussed potential changes to Waller Creek given sensitivity during peak flows and locations.
- **July 1, 2021** – Discussed 11th Street crossing and SBFR from Concordia to Waller Creek.
- **April 1, 2022** – Proposed outfalls to existing systems at 3rd Street, 9th Street and 15th Street.
- **March 21, 2023** – Discussed all portions of Waller Creek east of I-35 will not connect to Waller Creek and drainage for deck caps still undetermined but assumption that it would flow to large tunnel.
- **April 20, 2023** – Discussed proposed deep bored tunnels and large pump station.
- **May 26, 2023** – Discussed general system updates, water quality treatment and base flows
- **June to Present** – Active discussions about COA participation in water quality treatment

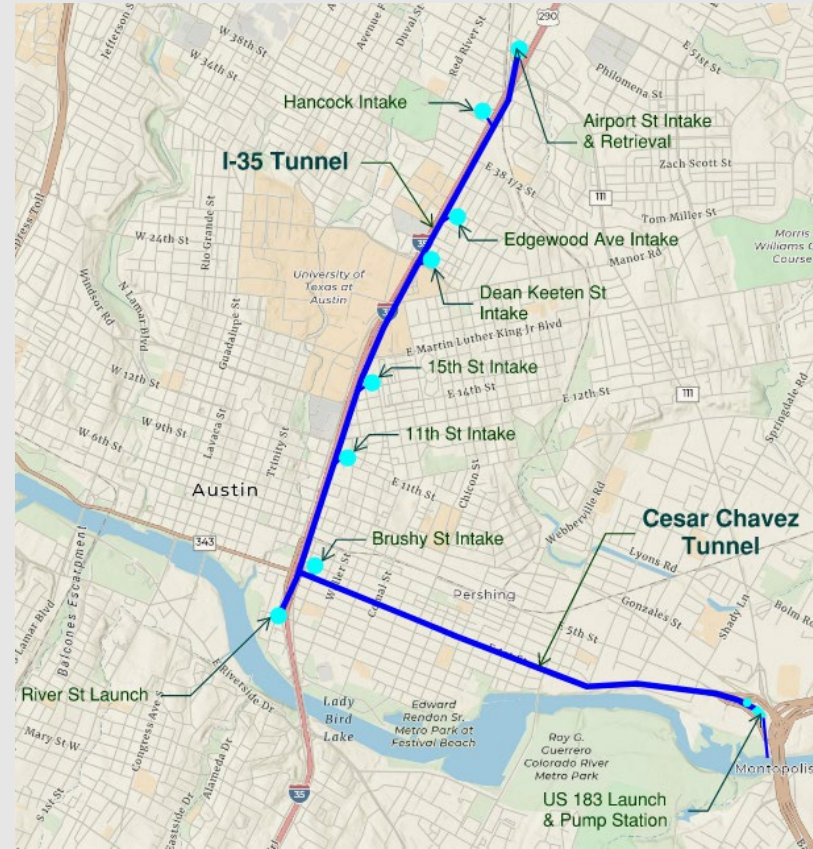
- ## ACCESS SHAFTS

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- The map illustrates the proposed I-35 Tunnel project in Austin, Texas. The tunnel route is highlighted in blue, starting from the River St Launch point near the Colorado River and ending at the US 183 Launch & Pump Station near Montopolis. Key features include:
- Hancock Intake:** Located near the top of the tunnel route.
 - Airport St Intake & Retrieval:** Located near the top right of the tunnel route.
 - I-35 Tunnel:** The main tunnel route running north-south.
 - Edgewood Ave Intake:** Located near the center of the tunnel route.
 - Dean Keeten St Intake:** Located near the center of the tunnel route.
 - 15th St Intake:** Located near the center of the tunnel route.
 - 11th St Intake:** Located near the center of the tunnel route.
 - Brushy St Intake:** Located near the center of the tunnel route.
 - Cesar Chavez Tunnel:** A tunnel located to the east of the main I-35 Tunnel.
 - River St Launch:** The starting point of the tunnel near the Colorado River.
 - US 183 Launch & Pump Station:** The ending point of the tunnel near Montopolis.
- The map also shows major streets such as W 38th St, W 34th St, W 24th St, W 12th St, W 9th St, W 6th St, E 38th St, E 34th St, E 30th St, E 26th St, E 22nd St, E 18th St, E 14th St, E 10th St, E 6th St, E 2nd St, E 1st St, E 3rd St, E 4th St, E 5th St, E 6th St, E 7th St, E 8th St, E 9th St, E 10th St, E 11th St, E 12th St, E 13th St, E 14th St, E 15th St, E 16th St, E 17th St, E 18th St, E 19th St, E 20th St, E 21st St, E 22nd St, E 23rd St, E 24th St, E 25th St, E 26th St, E 27th St, E 28th St, E 29th St, E 30th St, E 31st St, E 32nd St, E 33rd St, E 34th St, E 35th St, E 36th St, E 37th St, E 38th St, E 39th St, E 40th St, E 41st St, E 42nd St, E 43rd St, E 44th St, E 45th St, E 46th St, E 47th St, E 48th St, E 49th St, E 50th St, E 51st St, E 52nd St, E 53rd St, E 54th St, E 55th St, E 56th St, E 57th St, E 58th St, E 59th St, E 60th St, E 61st St, E 62nd St, E 63rd St, E 64th St, E 65th St, E 66th St, E 67th St, E 68th St, E 69th St, E 70th St, E 71st St, E 72nd St, E 73rd St, E 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Drainage Tunnels Project



- Tunneling Methods
 - Deep in Austin Chalk Limestone not surface disturbance anticipated.
 - Shaft construction.
- Water Quality Treatment
 - The new tunnel will also improve water quality issues in the Waller Creek Tunnel downstream of 12th Street by removing some of the more urbanized and closed system runoff.
 - Pump station site will have large mechanical cleaned trash screen.
 - TxDOT is proposing to construct stormwater treatment ponds located at the US 183 interchange to remove approximately 60,000 lbs TSS/yr.
 - Continued discussions with WPD on additional treatment.

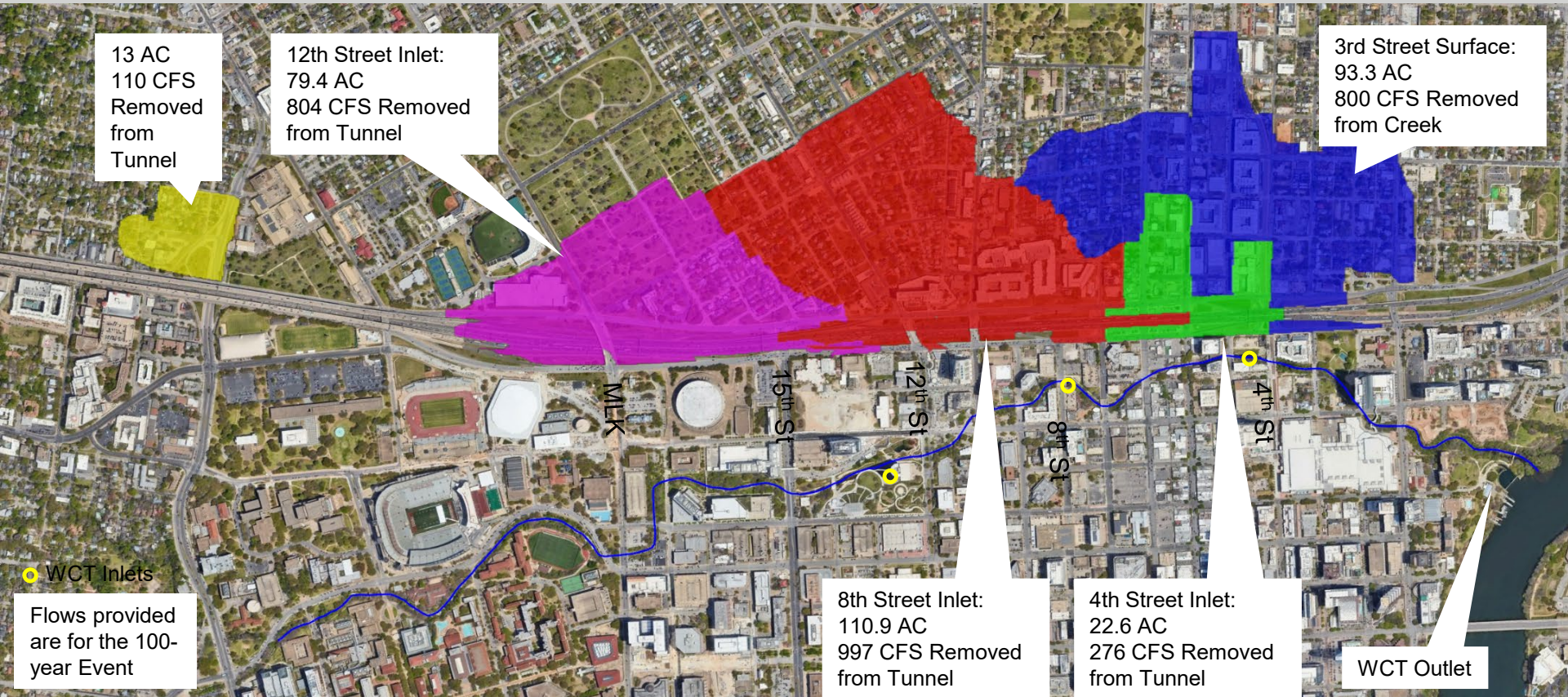


- Proactive coordination and communications with the City of Austin.
 - The tunnel allows for no new outfalls to Waller Creek and reduced flows to both Waller Creek and the Waller Creek Tunnel (WCT).
 - Less debris removal at WCT inlet structures can be anticipated.
 - *The I-35 Capital Express Central project will provide considerable relief to the existing Waller Creek drainage system through significant flow reductions and maintenance cost-savings and water quality improvements.*
 - May be some partnering possibilities for the “The Refuge” projects by consolidating storm drain outfalls leaving TxDOT ROW.

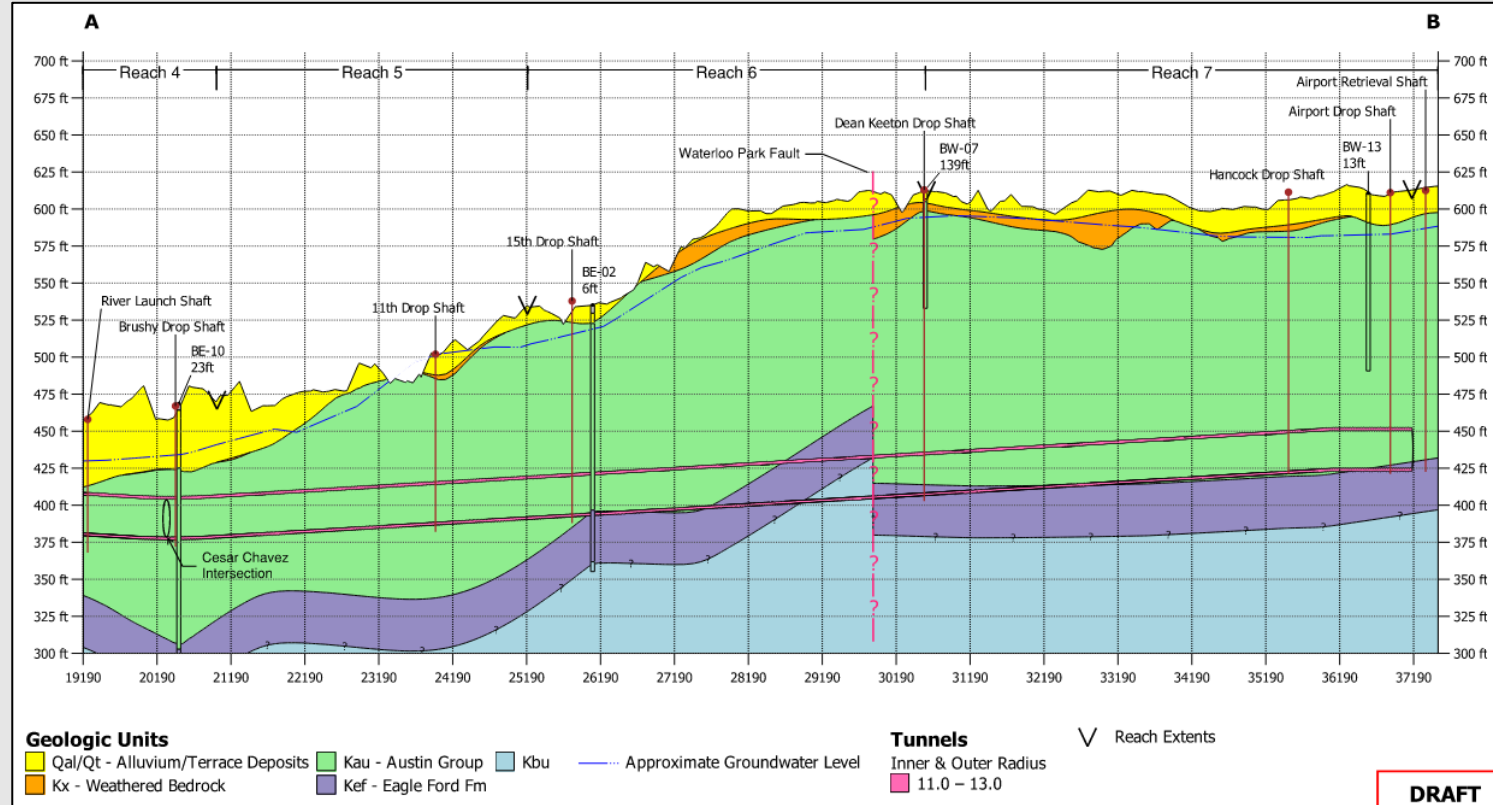


Image of debris removal from WCT.

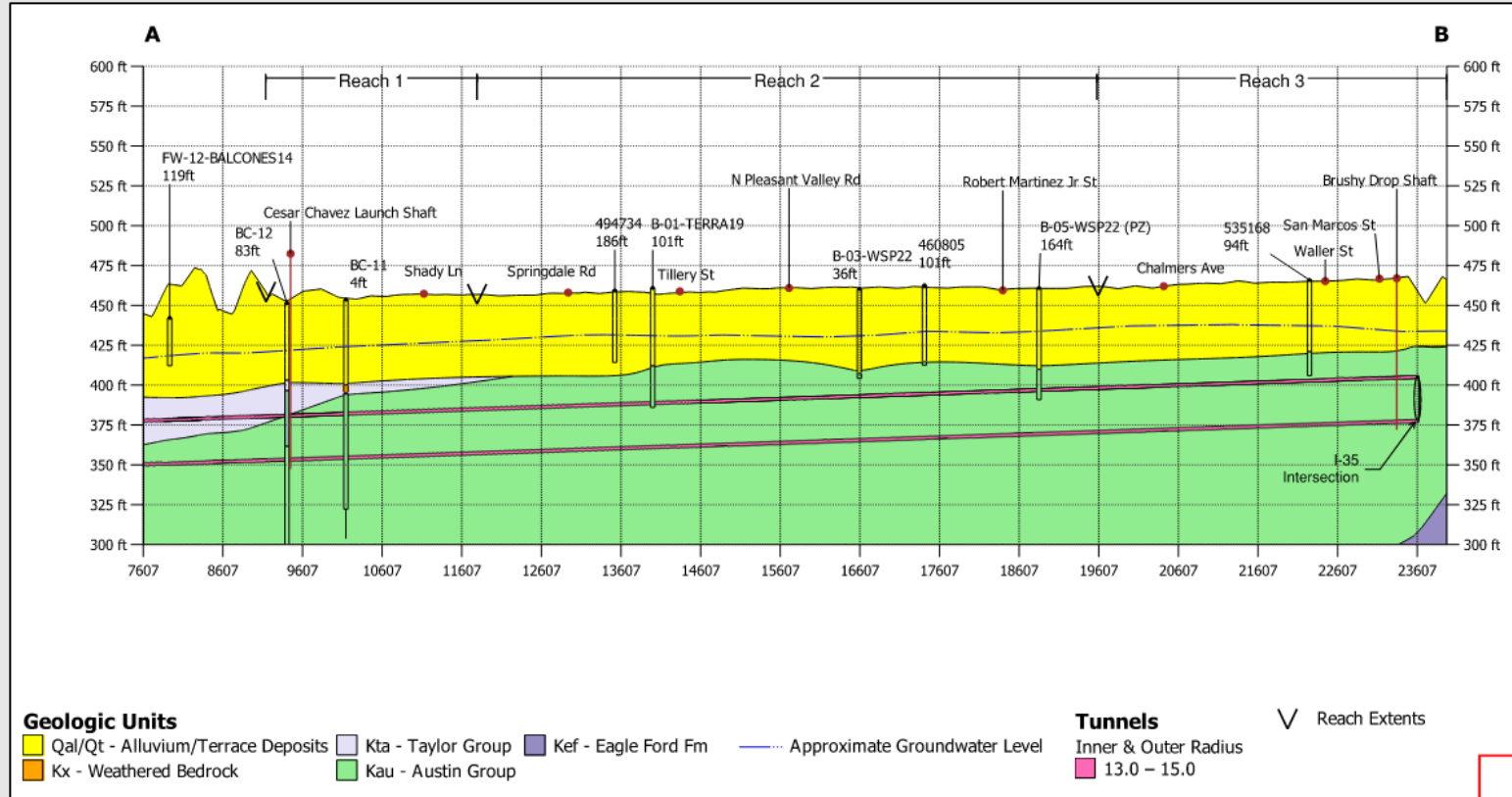
Waller Creek Flood Reduction



I-35 Tunnel Profile



Cesar Chavez Tunnel Profile





THANK YOU