

Williamson Creek Wastewater Interceptor Project

Kane Wei, P.E.
Austin Water Supervising Engineer



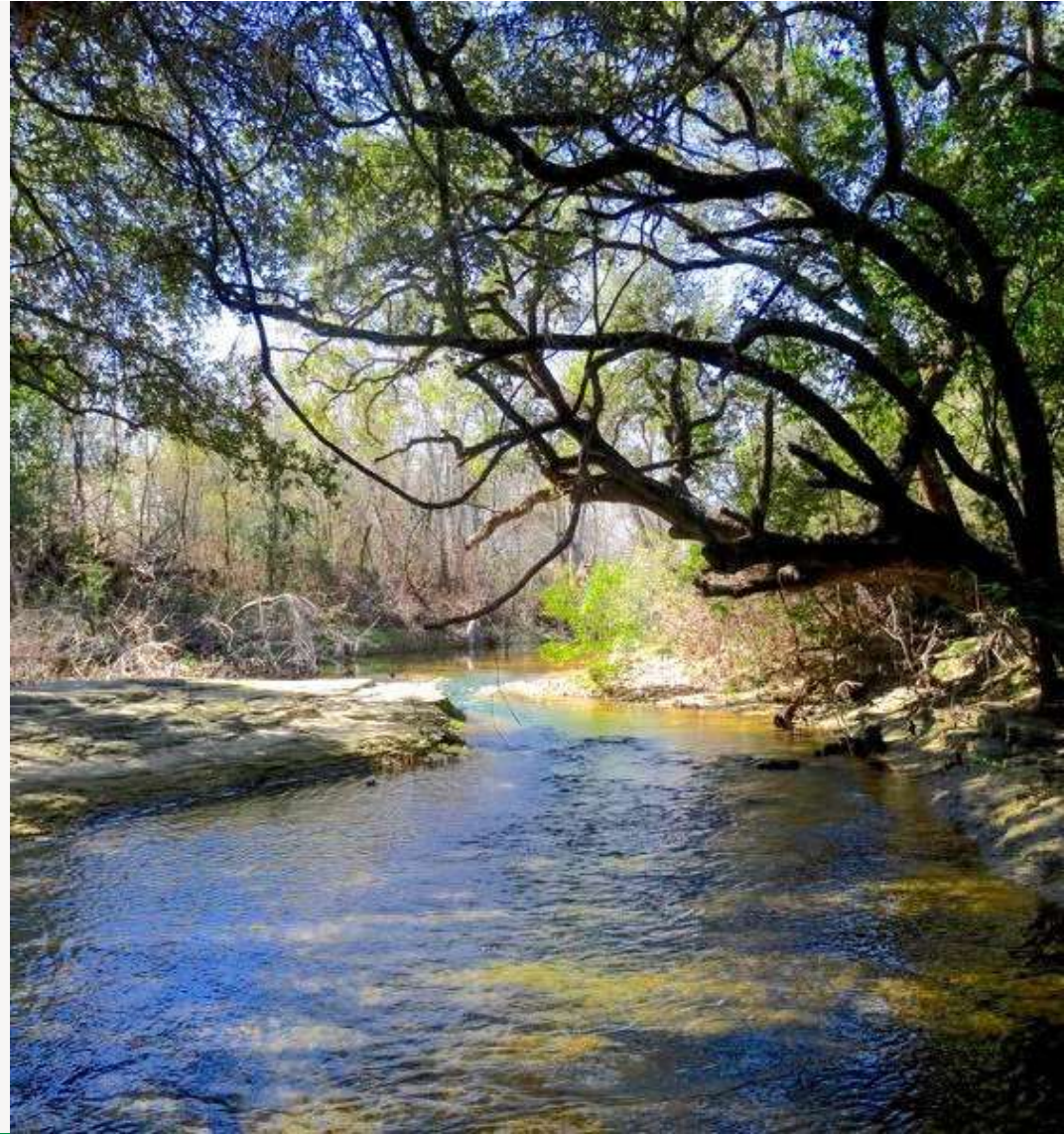
Austin

Water & Wastewater Commission

January 14, 2026

Agenda

- Project Overview
- Routing Requirements
- Neighborhood Partnership
- Parks and Recreation Partnership
- Watershed Protection Partnership
- Summary



Project Overview

18,800+ linear feet of 72-inch diameter gravity wastewater interceptor installed using a two-pass tunneling method

Project drivers:

- increase capacity
- replace aging infrastructure
- reduce the potential for future sanitary sewer overflows to protect the environment

LEGEND

- Existing Wastewater Interceptor
- Existing 72" Interceptor (will be rehabilitated through Cured In-Place-Pipe)
- New Wastewater Tunnel Alignment (about 40-60 feet underground)
- Construction Access Areas
- Construction Workspace Areas
- Construction Workspace: Cured In-Place-Pipe
- Shaft for Cutover Connections
- Shaft for Connecting Existing Collection System to Tunnel



Existing Interceptor Requires Replacement

- Built in the early 1960's – size, age, location, and condition of the existing pipelines make it susceptible to infiltration during rain events, which may result in overflows
- No existing odor control along interceptor



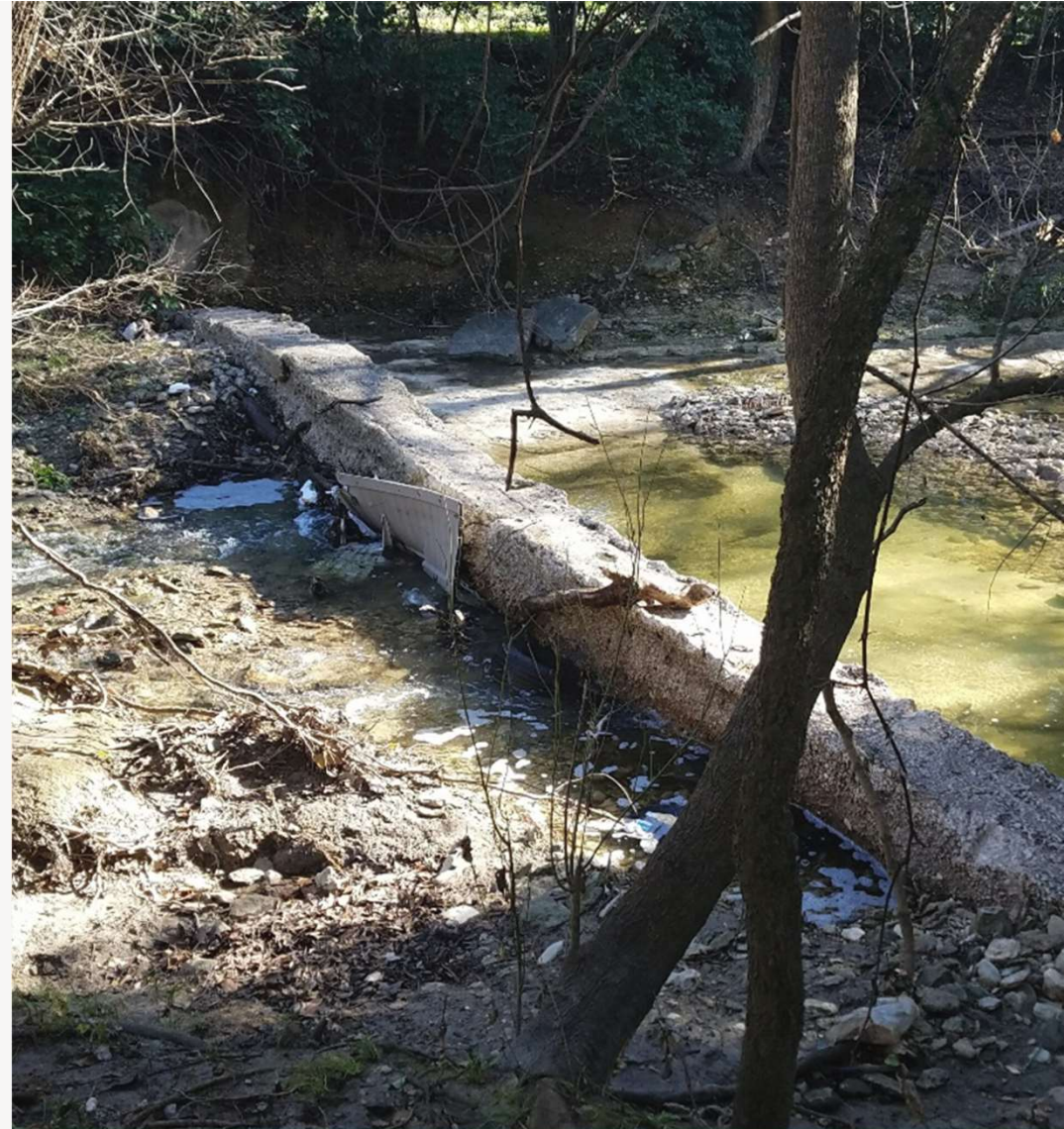
Major Project Components

- Excavation of 18,800 LF of tunnel, ranging from 20 to 90 ft below grade, entirely outside of the Erosion Hazard Zone.
- Installation of 18,600 LF of 72-inch and 200 LF of 84-inch corrosion resistant fiberglass pipe with grouted annulus.
- 6 Operations and Maintenance (O&M) Shafts.
- 11 connection shafts for connections with the new tunnel
- All shafts are made of corrosion resistant fiberglass or polymer concrete materials



Project Benefits

- Installation of 22 local pipeline reconnections via open cut (5,400 LF of 8” to 48”) and jack and bore (2,500 LF of 12” to 54”) construction methods
- Removal and abandonment of existing wastewater pipelines and manholes in the creek.
- New biological odor control facility and associated rain gardens designed for potential future trailhead parking lot.
- Cured-in-Place (CIPP) pipeline rehabilitation of 2,700 LF of existing 36” diameter concrete pipe.
- Extensive environmental site restoration (native seeding, tree plantings, etc).



Why was this route selected?



- 18 different alignments evaluated via scoring matrix
- 22 environmental constraints considered

TABLE 8.2.4-1: SCORING SUMMARY - FULL ALIGNMENT OPTIONS
ROUTE ALIGNMENT SCORING: ORIGINAL RAMBLE ATTRIBUTES, REVISED MATH, AND ORIGINAL WEIGHTS (all Criteria Weighted at 25%)











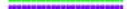




Full Alignment Option No.	Decision Score				Full Alignment Option Score	Full Alignment Length (LF)	Maximum O&M Shaft Spacing (LF)	Estimated Cost												% Lower than Highest Score	% Higher than Lowest Base Tunnel Cost	% Lower than Lowest Base Tunnel w/Dry Connection Cost	% Higher than Lowest Base Tunnel w/Phased Connection Cost
	Upper Reach	Middle Reach	Lower Reach	Estimated Cost				Base Tunnel			Base Tunnel w/Dry Connections			Base Tunnel w/Phased Connections									
								Contingency at 30%	Estimated Total Cost (Inc. Tunnel Easements)*	Estimated Cost	Contingency at 30%	Estimated Total Cost (Inc. Tunnel Easements)*	Increase over Base Tunnel Cost	Estimated Cost	Contingency at 30%	Estimated Total Cost (Inc. Tunnel Easements)*	Increase over Base Tunnel Cost	Increase over Base Tunnel w/Dry Conn Cost					
5	0.658	0.637	0.725	2.020	18,045	4,900	\$959,999	\$35,961,750	\$10,794,525	\$47,736,274	\$40,744,799	\$12,223,440	\$53,928,238	\$6,191,964	\$42,180,376	\$12,654,113	\$55,794,488	\$8,058,214	\$1,435,577	0.0%	8.5%	8.6%	9.5%
1	0.658	0.566	0.725	1.948	16,715	4,900	\$1,457,070	\$33,570,750	\$10,071,225	\$45,099,045	\$38,304,110	\$11,491,233	\$51,252,413	\$6,153,368	\$39,926,225	\$11,977,868	\$51,904,093	\$6,805,048	\$1,622,115	3.5%	2.8%	3.5%	2.2%
10	0.658	0.637	0.625	1.920	18,308	4,500	\$944,904	\$36,494,600	\$10,948,380	\$48,387,884	\$41,667,265	\$12,500,179	\$55,112,348	\$6,724,484	\$43,286,995	\$12,989,699	\$56,288,694	\$7,900,810	\$1,631,731	5.0%	10.0%	10.8%	10.4%
8	0.658	0.511	0.725	1.894	17,907	4,900	\$1,109,051	\$35,747,150	\$10,724,145	\$47,580,346	\$40,806,353	\$12,241,906	\$54,157,310	\$6,576,964	\$43,013,468	\$12,904,041	\$55,917,509	\$8,337,163	\$2,207,115	6.2%	8.2%	9.0%	9.7%
7	0.527	0.637	0.725	1.889	17,535	5,400	\$651,613	\$35,239,750	\$10,571,925	\$46,463,288	\$39,587,258	\$11,876,177	\$52,115,048	\$5,651,760	\$41,282,450	\$12,384,735	\$53,667,185	\$7,203,897	\$1,695,192	6.5%	5.8%	5.1%	5.5%
15	0.521	0.637	0.725	1.884	18,565	5,400	\$645,105	\$36,655,750	\$10,996,725	\$48,297,580	\$41,092,104	\$12,327,631	\$54,064,840	\$5,767,260	\$42,956,527	\$12,886,958	\$55,843,485	\$7,545,905	\$1,864,423	6.8%	9.8%	8.8%	9.6%
3	0.658	0.566	0.825	1.848	16,978	4,500	\$1,441,976	\$34,083,600	\$10,225,080	\$45,750,656	\$39,226,575	\$11,767,973	\$52,436,524	\$6,685,868	\$41,044,845	\$12,313,453	\$53,358,298	\$7,607,642	\$1,818,269	8.5%	4.2%	5.7%	4.9%
2	0.527	0.566	0.725	1.818	16,205	4,900	\$1,148,684	\$32,828,750	\$9,848,625	\$43,826,059	\$37,146,568	\$11,143,971	\$49,439,223	\$5,613,164	\$39,028,299	\$11,708,490	\$50,736,789	\$6,910,730	\$1,881,731	10.0%	0.0%	0.0%	0.0%
6	0.521	0.566	0.725	1.812	17,235	4,900	\$1,142,177	\$34,244,750	\$10,273,425	\$45,660,352	\$38,651,415	\$11,595,424	\$51,389,016	\$5,728,664	\$40,702,376	\$12,210,713	\$52,913,089	\$7,252,737	\$2,050,982	10.3%	4.0%	3.7%	4.1%
13	0.658	0.511	0.625	1.794	18,170	4,500	\$1,093,956	\$36,260,000	\$10,878,000	\$48,231,956	\$41,728,818	\$12,518,646	\$55,241,420	\$7,109,484	\$44,132,088	\$13,239,626	\$57,371,714	\$9,139,758	\$2,403,269	11.2%	9.6%	11.3%	12.4%
12	0.527	0.637	0.625	1.789	17,798	5,400	\$636,519	\$35,752,600	\$10,725,780	\$47,114,889	\$40,509,723	\$12,152,917	\$53,299,159	\$6,184,260	\$42,401,069	\$12,720,321	\$55,121,390	\$8,006,491	\$1,891,346	11.4%	7.2%	7.4%	8.2%
16	0.521	0.637	0.625	1.783	18,828	5,400	\$630,011	\$37,168,600	\$11,150,580	\$48,949,191	\$42,014,569	\$12,604,371	\$55,248,951	\$6,299,780	\$44,075,148	\$13,222,544	\$57,297,690	\$8,348,499	\$2,060,577	11.7%	11.2%	11.1%	12.3%
9	0.527	0.511	0.725	1.763	17,397	5,150	\$800,885	\$35,005,150	\$10,501,545	\$46,307,360	\$39,648,812	\$11,894,643	\$52,344,120	\$6,036,760	\$42,115,542	\$12,634,863	\$54,750,205	\$8,442,845	\$2,466,731	12.7%	5.4%	5.5%	7.5%
18	0.521	0.611	0.725	1.758	18,427	5,150	\$794,157	\$36,421,150	\$10,926,345	\$48,141,652	\$41,153,658	\$12,346,097	\$54,293,912	\$6,152,260	\$45,825,081	\$13,747,524	\$59,572,605	\$11,430,953	\$4,671,423	13.0%	9.4%	9.3%	16.6%
4	0.527	0.566	0.625	1.717	16,468	4,500	\$1,133,590	\$33,341,600	\$10,002,480	\$44,477,670	\$38,069,034	\$11,420,710	\$50,623,334	\$6,145,664	\$40,146,918	\$12,044,076	\$52,190,994	\$7,713,324	\$2,077,885	15.0%	1.4%	2.3%	2.7%
11	0.521	0.566	0.625	1.712	17,498	4,500	\$1,127,082	\$34,757,600	\$10,427,280	\$46,311,962	\$39,573,860	\$11,872,164	\$52,573,126	\$6,261,164	\$41,820,995	\$12,546,299	\$54,367,294	\$8,055,332	\$2,247,115	15.3%	5.4%	6.0%	6.8%
14	0.527	0.511	0.625	1.663	17,660	5,150	\$785,570	\$35,518,000	\$10,655,400	\$46,958,970	\$40,571,277	\$12,171,383	\$53,528,230	\$6,569,260	\$43,234,162	\$12,970,248	\$56,204,410	\$9,245,440	\$2,662,885	17.7%	6.8%	7.8%	10.2%
17	0.521	0.511	0.625	1.657	18,690	5,150	\$779,083	\$36,934,000	\$11,080,200	\$48,793,263	\$42,076,123	\$12,622,837	\$55,478,023	\$6,684,760	\$44,908,238	\$13,472,472	\$58,380,710	\$9,587,447	\$2,832,115	18.0%	10.9%	11.5%	14.3%

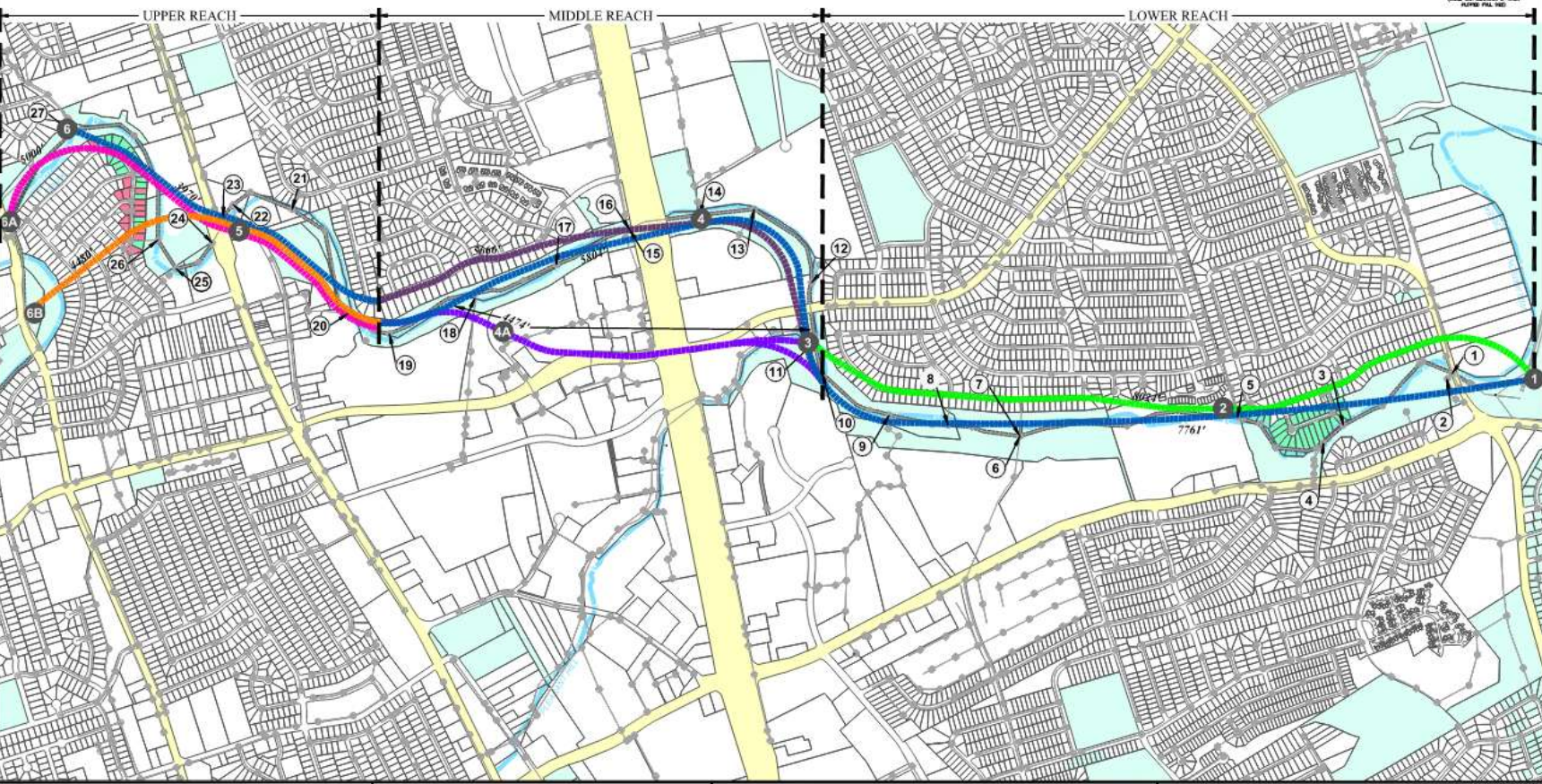
Ramble Segment (Upper Reach)
South 1st Street Extension Segment (Upper Reach)
Creek Segment (All Reaches)
Loves Bypass Segment (Middle Reach)
Battle Bend (Middle Reach)
Wagon/Creek Bend Segment (Lower Reach)

Full Alignment Option with Highest Score
Full Alignment Option with Lowest Base Tunnel or Base Tunnel w/Cutovers Estimated Cost

7, 1.92, etc. Bold Text Indicates Alignment Option for Further Post-Screening/Scoring Discussion

* Note: Only Base Tunnel project assessment requirements researched/calculated for the PER. No Cutover Main connections included.

CITY OF AUSTIN PROPERTIES  PROPERTIES ELIGIBLE FOR FLOOD PROGRAM BY 2017  PROPERTIES ACQUIRED THROUGH FLOOD PROGRAM  CITY OF AUSTIN PRE-EXISTING PROPERTIES		SHAFT  #  # EXISTING UTILITY MAINS	CONCEPTUAL ALIGNMENT SEGMENTS WILLIAMSON CREEK TUNNEL  EXISTING INTERCEPTOR  RANBLE SEGMENT  CREEK SEGMENTS  HAGON/CREEK BEND SEGMENT  LOW U'S BYPASS SEGMENT  S. HYDATION SEGMENT  RATTLE BEND SEGMENT  CREEK CENTERLINE	  SCALE IN FEET (BASED ON HORIZONTAL PLAN) (SEE PLAN TAIL SHEET)
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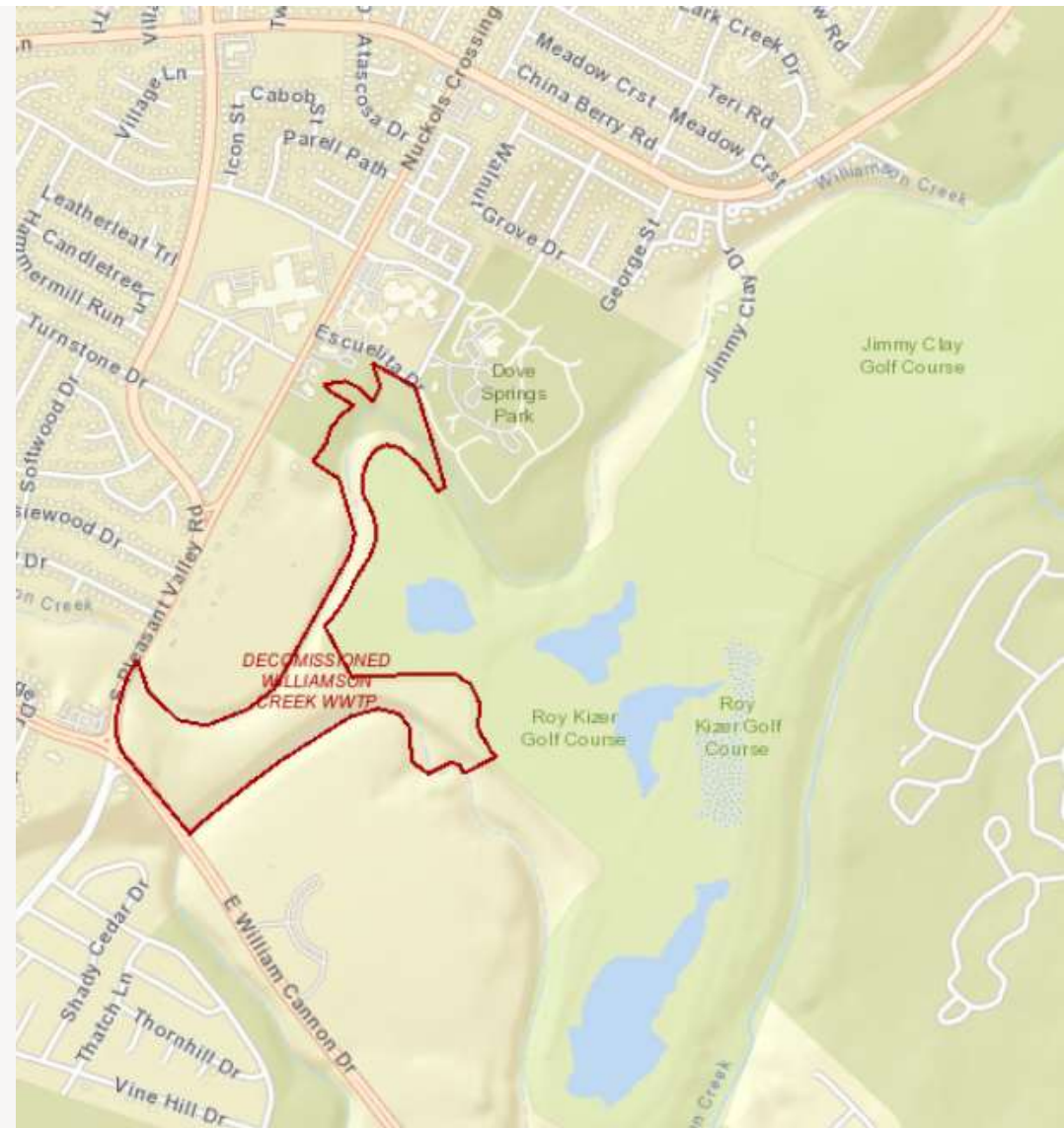
Neighborhood Partnership: Community Benefits

- In 2017 and 2024 - Community Open Houses in Districts 2 and 3
- Increasing parkland and future trails
- Coordinated with nearby public projects (storm improvements, trails, etc).
- Additional public meetings in 2026+



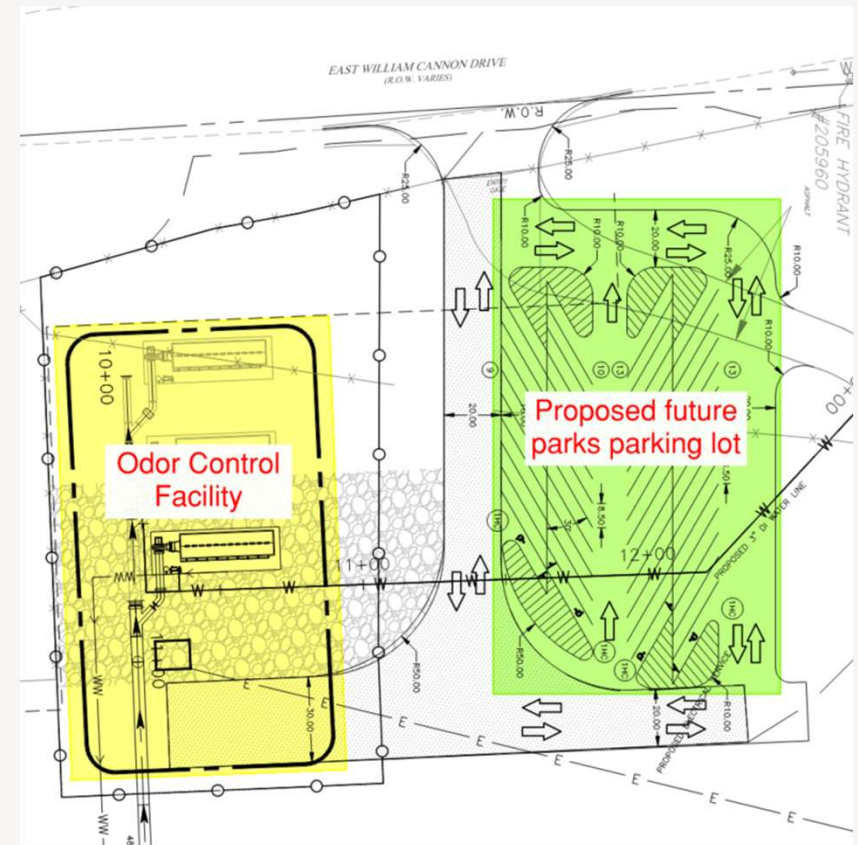
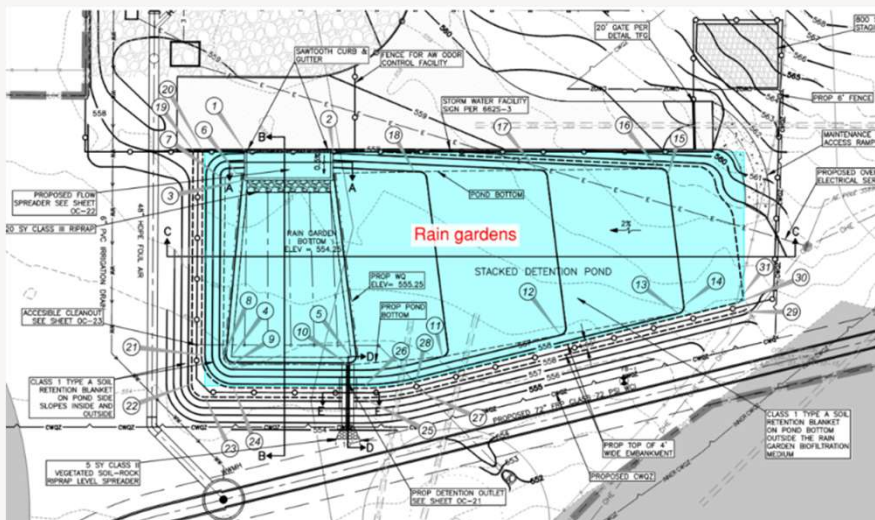
Parks and Recreation Partnership: Expanding Greenbelt and Trails Access

- **1 acre** of acquired sidewalk, trail, and recreation easements
- **3 acres** of acquired properties necessary for temporary workspace areas, to be transferred after construction is completed
- Transfer of up to **59.6 acres** for future trailhead access near Jimmy Clay Golf Course
- Total: over **63 acres** of additional parkland, approved through Parks Board



Parks and Recreation Partnership: Odor Control and Trailhead Access

- Odor control facility to reduce odors
- Rain gardens were oversized to accommodate future potential trail head parking and access
- Concrete paved access instead of gravel



Watershed Protection Partnership: Creek Restoration

- Proper abandonment and removal of pipe and manholes in the creek
- Each location individually evaluated with Watershed Protection for the least environmental impact and most creek stabilization



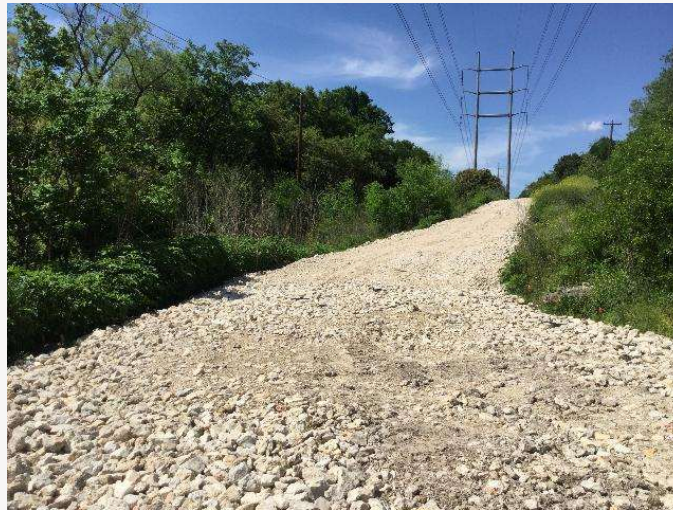
Watershed Protection Partnership: Flood Reduction

- Removal of abandoned structure and “hill” to lower the bed of the creek to match its surrounds
- Increases conveyance ability and reduces flood risk of Williamson Creek
- Approved through both Planning Commission and Environmental Commission



Watershed Protection Partnership: Environmental Mats for Temporary Access

- Laid down with minimal disturbance to the underlying soil, then picked up with less mitigation required. Used where feasible.
- Incorporated via feedback from community



Where are we now?

- **2016 to 2019 – Preliminary Engineering Phase**
- **2019 to 2023 – Detailed Design Phase**
- **2023 to 2025 – Permitting and Easement Acquisition**
 - September 18, 2024 – Environmental Commission
 - November 25, 2024 – Parks and Recreation Board
 - May 13, 2025 – Planning Commission
- **2025 – Advertisement**
 - **January 14, 2026 – Water and Wastewater Commission**
 - January 22, 2026 – Council Meeting
- **2026 to 2031 – Construction Phase**



Project Website

- www.austintexas.gov/wci
- Project details, maps, exhibits
- Past presentations
- Sign up for email updates



Williamson Creek Wastewater Interceptor

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Austin Water is strengthening wastewater infrastructure and protecting Williamson Creek. Austin Water is currently in the final design and permitting phases for the **Williamson Creek Wastewater Interceptor** project. Construction is projected to begin in 2025 and anticipated to be fully constructed by 2030. Staff from the City of Austin's Capital Delivery Services Department and Austin Water are continuing to meet with neighbors in the project vicinity to discuss the project purpose and scope, as well as potential local impacts.

Project Scope

- Installation of approximately 19,000 feet of a 72-inch diameter gravity interceptor pipeline along Williamson Creek from South First St. to Pleasant Valley Rd via tunneling construction method.
- Replacement of multiple existing 8-inch to 36-inch local wastewater pipelines to divert and reconnect the wastewater flows to the new 72-inch diameter interceptor pipeline.
- The new interceptor will remove as much of the existing 36-inch and 48-inch line from service as possible and also increase capacity in the sewer system to convey wastewater flows safely to the South Austin Regional Wastewater Treatment Plant.

Project Benefits

- **Greenbelt Expansion:** Four acres of land will be conveyed to Parks & Recreation (PARC) stewardship, and an additional acre of trail easements will be purchased for PARC.
- **New Odor Control Facility:** The facility will improve air quality and protect the interceptor from corrosion. It will be located along Onion Creek east of the intersection of S. Pleasant Valley Rd. and William Cannon Drive.
- **Expanded Community Access:** Austin Water will build water quality ponds to service a trail parking lot that PARC plans to build in the future.

Project Area

The project area is located in south and southeast Austin near Onion Creek and William Cannon Drive and continues northwest along Williamson Creek to the existing interceptor at South First Street.

**Building Austin's water
future, together.**



Austin

Water & Wastewater Commission

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