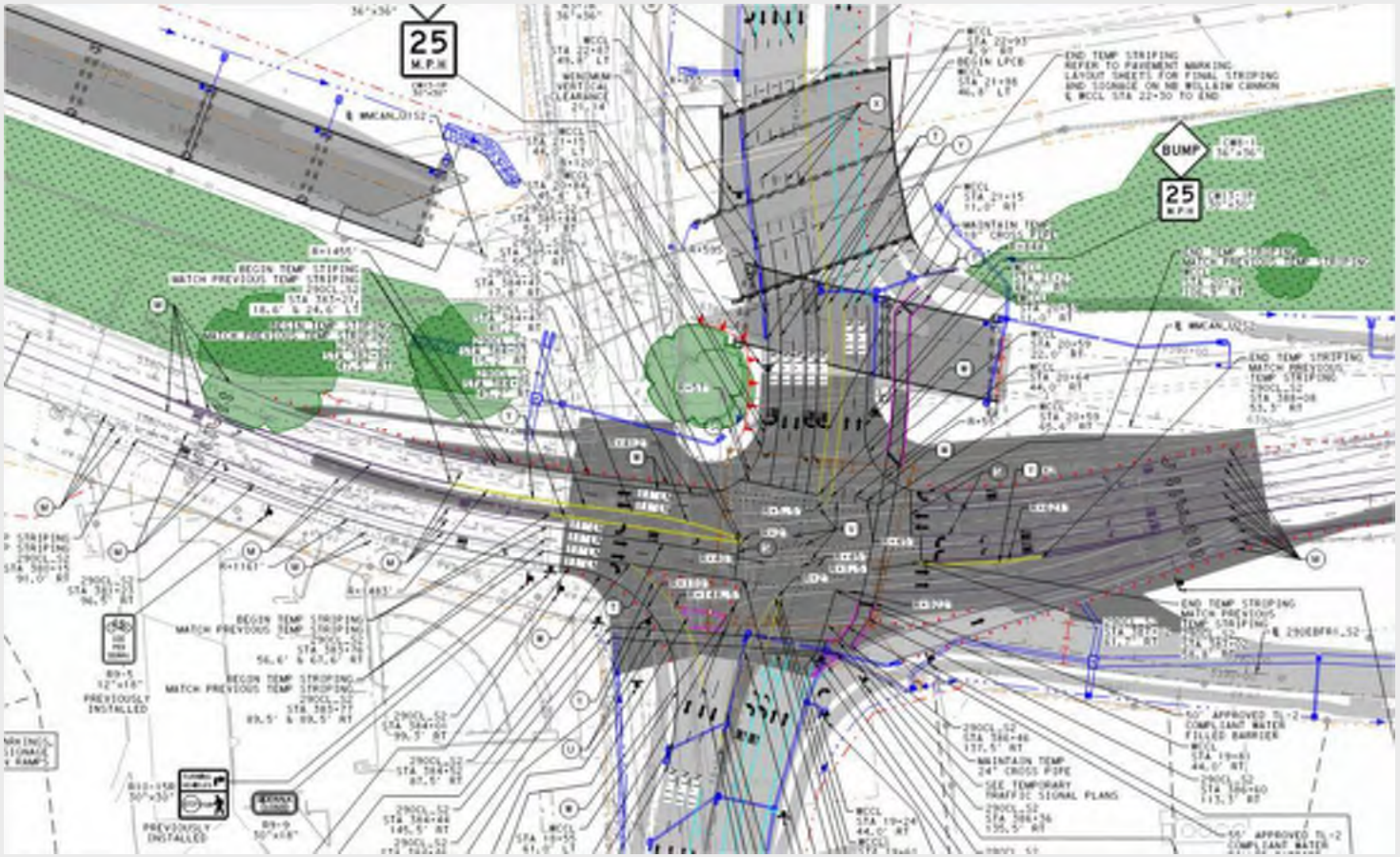
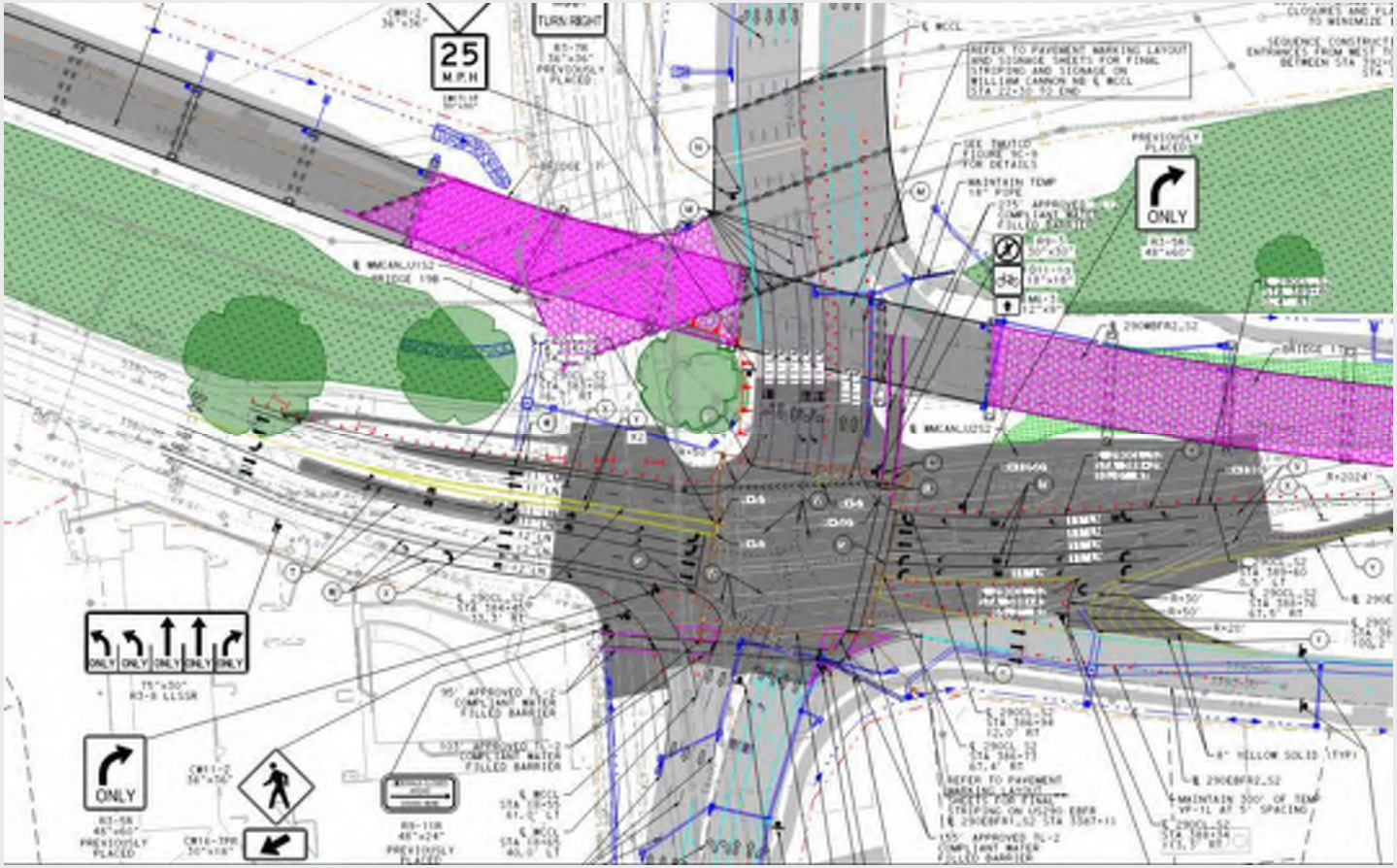
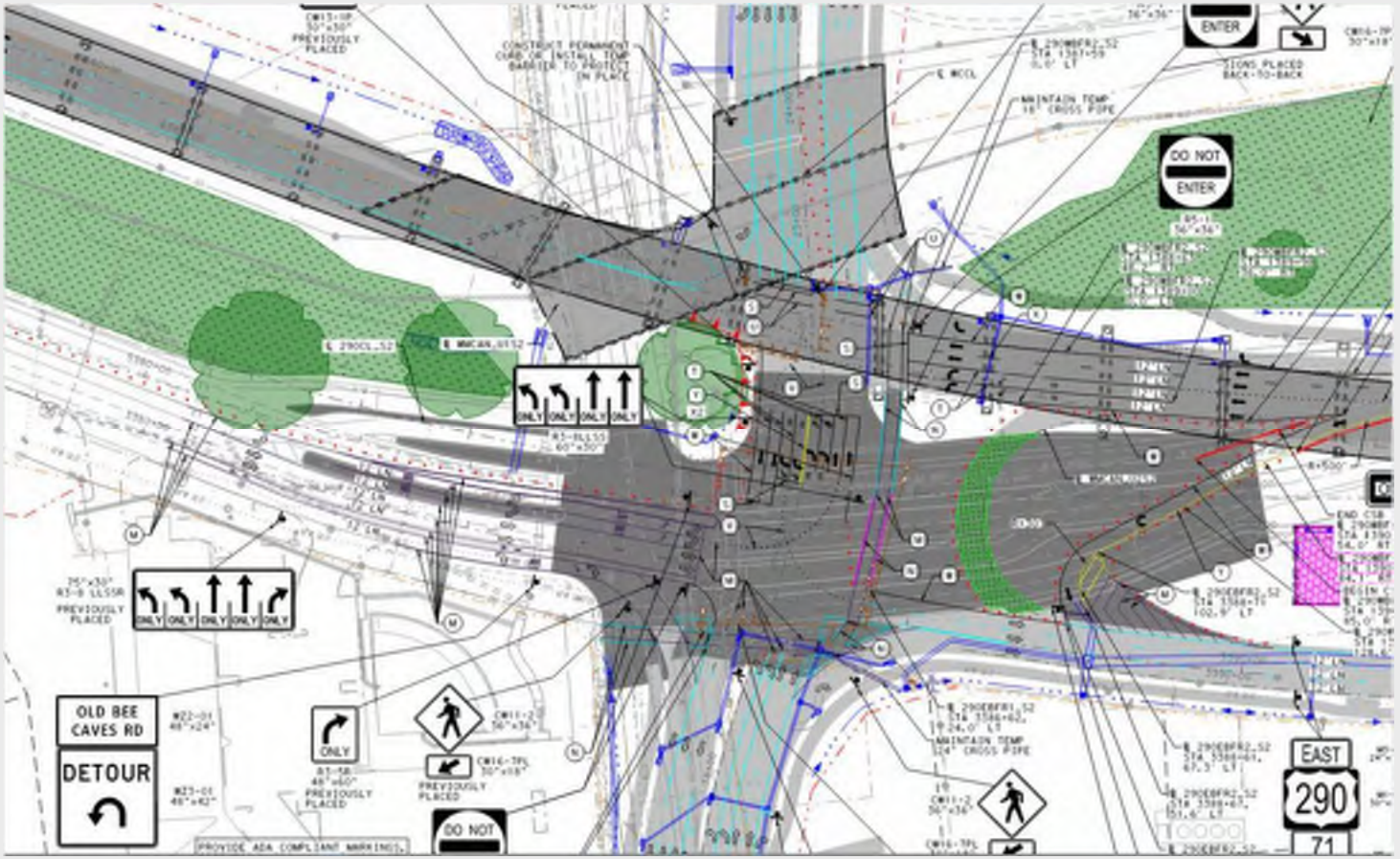
TCP


25
M.P.H.
BUMP
25
M.P.H.
BEGIN TEMP STRIPING
MATCH PREVIOUS TEMP STRIPING
END TEMP STRIPING
MATCH PREVIOUS TEMP STRIPING
PREVIOUSLY INSTALLED

TCP



TCP


DO NOT ENTER
ENTER
OLD BEE CAVES RD
DETOUR
ONLY
DO NOT
EAST
290
71
N

William Cannon Drive Bridge Phasing

December 2022

June 2023

August 2023

August 2024

Bridges

26 bridges will be built along the project corridor including:

Existing bridge widenings to increase lane capacity and relieve congestion

Cross-street bridges over lowered mainlanes

Bridges

26 bridges will be built along the project corridor including:

New US 290 mainlane bridge over the frontage road bridge over Williamson Creek

Three-crane lift of US 290 mainlane bent cap

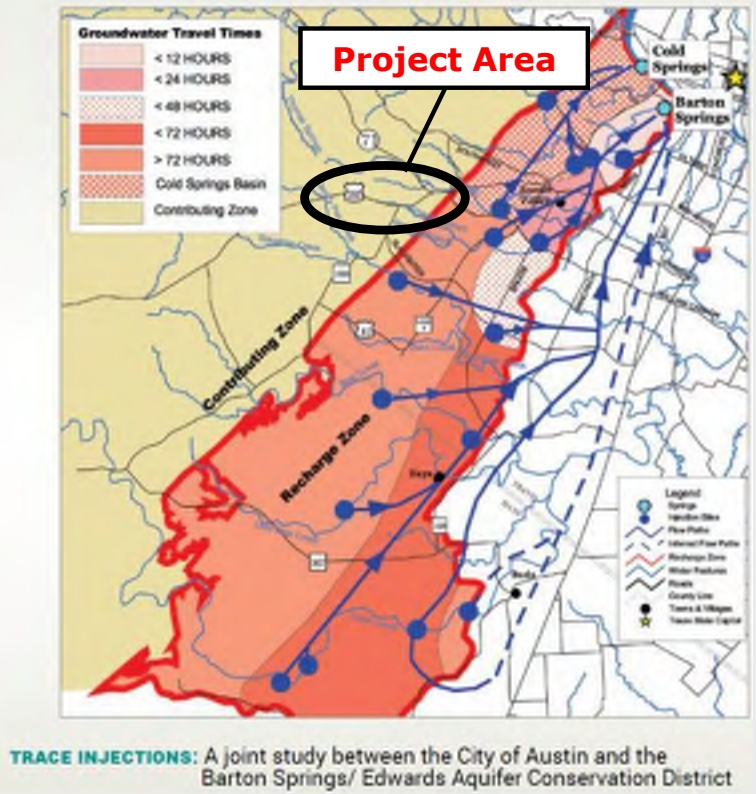
Excavation

2 million cubic yards of material will be excavated along the project corridor.

Rock Milling is used to level the ground for future frontage roads and mainlanes

Crews continue building a long retaining wall to support the lowered eastbound US 290 mainlanes

Balcones Fault



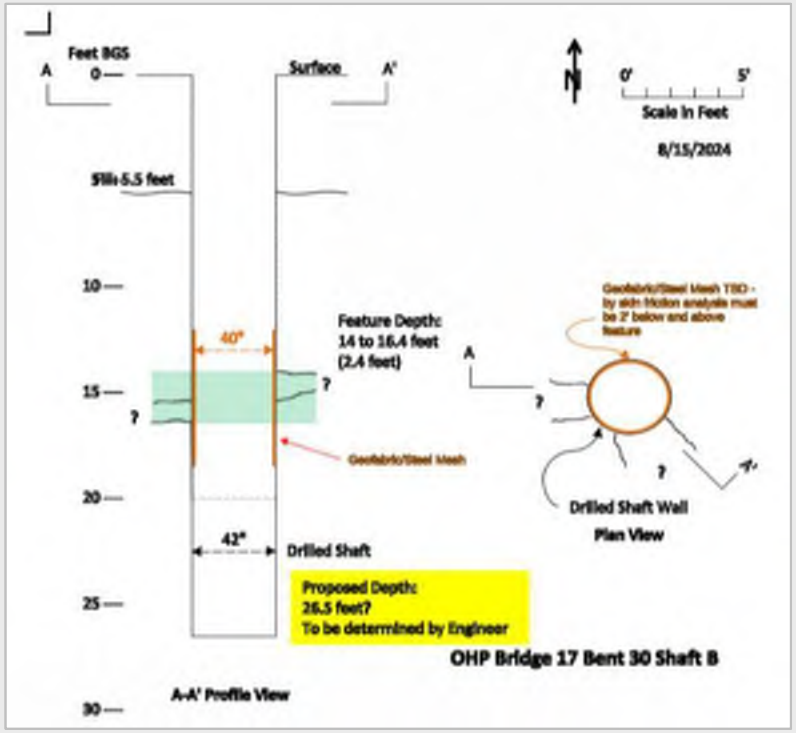
TRACE INJECTIONS: A joint study between the City of Austin and the Barton Springs/ Edwards Aquifer Conservation District

Karst During Construction

Crews are trained to stop work when karst features are identified.

Any evidence of karst is immediately reported to the project geologist.

Karst During Construction



Mitigation plan designed for each situation

Mitigation plan implemented in the field

Williamson Creek

Oak Hill Parkway crosses Williamson Creek at **four locations**

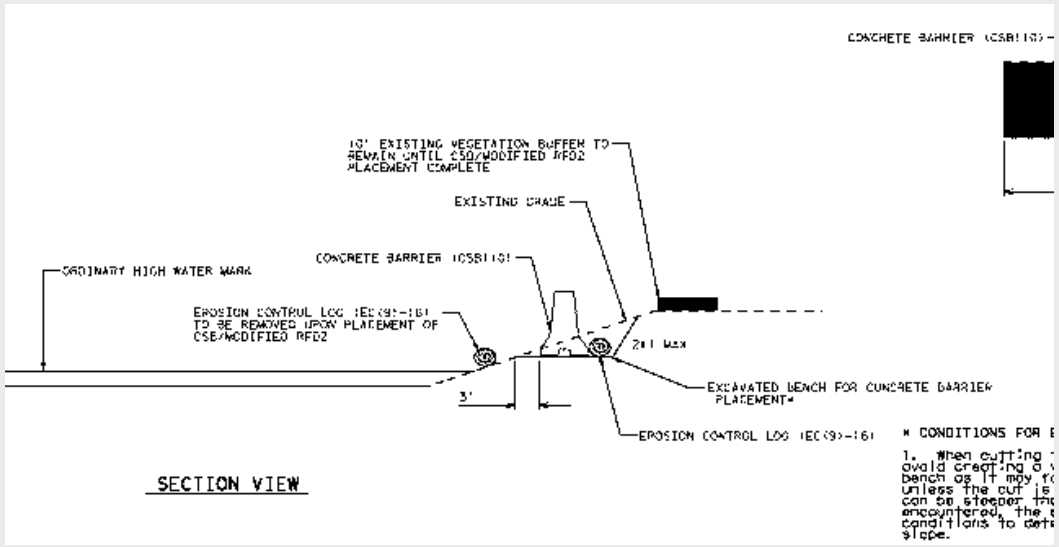
Williamson Creek is one of six local streams that recharges the Edwards Aquifer

SWPPP BMPs protect the creek during construction

8 Water Quality Ponds collecting roadway drainage will protect it after construction

Linear Creek Protection

- Silt mitigation while forming a channelized path for the creek
- Easy to install, inspect and maintain



Atlas 14 Redesign, Williamson Creek

Atlas 14

- Prompted a re-study prior to the design phase
- Raised designed roadway levels in the corridor
- Reduced acquisition by opting for one planned dam instead of two

Dam

- First planned dam on TxDOT facilities
- Partnership with COA

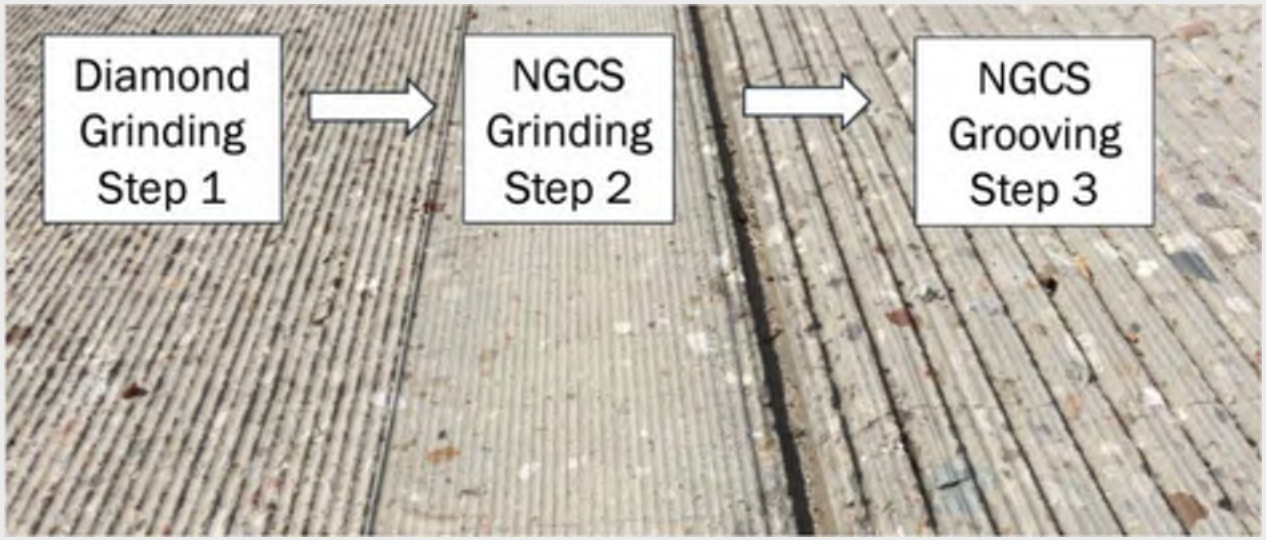
Addressing Pollution: Noise and Air

Project includes 3 sound wall structures to mitigate noise

Water trucks mitigate dust

Next Generation Concrete Surface (NGCS)

- A longitudinal noise-attenuating texture treatment
  - The surface is the **quietest and smoothest concrete pavement surface** measured to date while providing desirable friction characteristics



Roadway Recycling

Benefits of on-site pugmill and concrete batch plant:

- Diverts waste from landfills
- Conserves virgin materials
- Conserves energy
- Reduces emissions
- Increases roadway safety from fewer truck trips
- Increases control of production