



CENTRAL TEXAS REGIONAL  
**MOBILITY AUTHORITY**



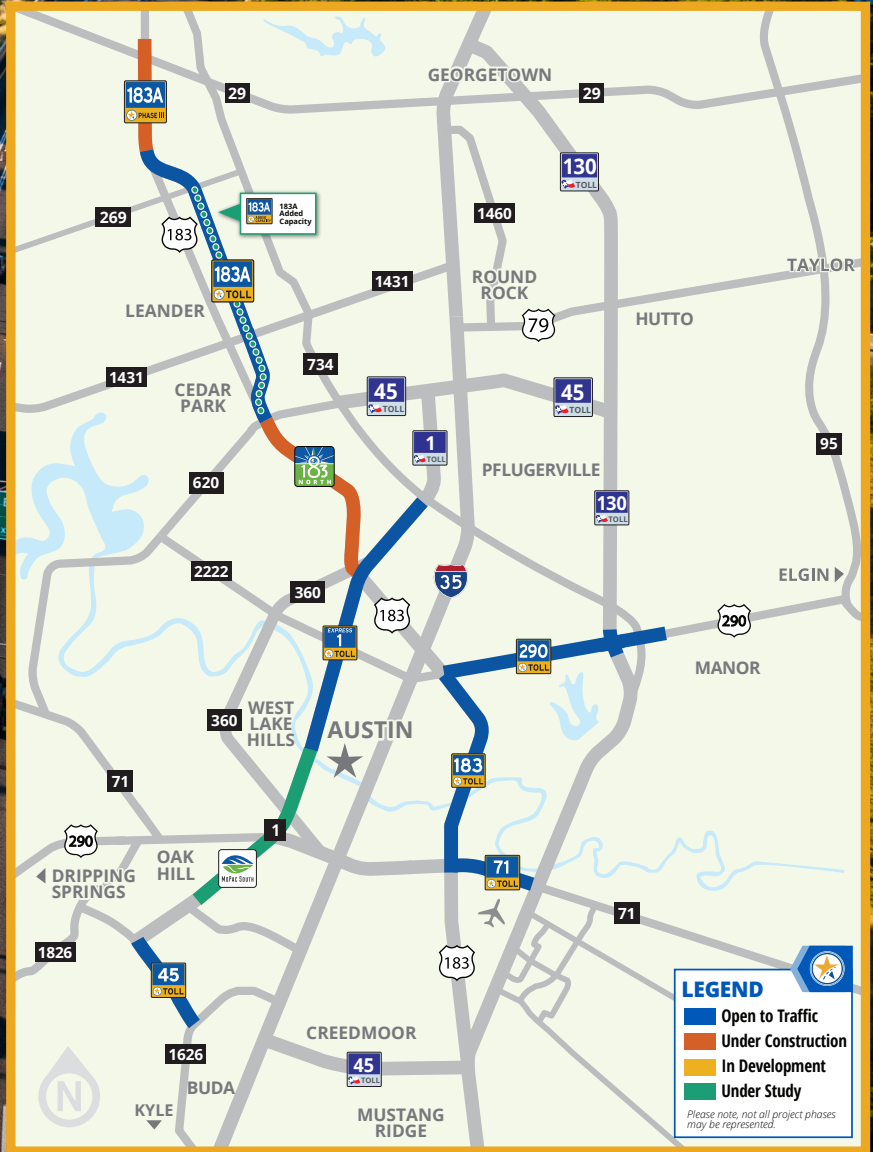
TEXAS TRANSPORTATION COMMISSION  
**PROJECT REPORT**

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*Per Texas Administrative Code (TAC) Rule § 26.65(b), this report describes the progress made during 2024 on each Mobility Authority transportation project or system of projects, including the initial project undertaken by the Mobility Authority.*

# REGIONAL MAP



# ABOUT THE CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

The Central Texas Regional Mobility Authority (Mobility Authority) is a political subdivision of the State of Texas, created in 2002 to improve the transportation system in Williamson and Travis counties. Our mission is to develop, deliver, operate and maintain high-quality roadways and related transportation solutions.

The Mobility Authority was created by and operates under the Texas Transportation Code, Chapter 370, and is authorized under state law to implement a wide range of transportation systems, including roadways, airports, seaports, and transit services.

The Mobility Authority operates the 183A Toll Road in Williamson County, the 290 Toll Road, the 71 Toll Lane, and the 183 Toll Road in East Austin, the MoPac Express Lane in Central Austin, and the 45SW Toll Road in southern Travis and northern Hays counties. The agency is also constructing the 183A Phase III Project, 183 North Mobility Project, and completed the non-tolled Barton Skyway Ramp Relief Project in 2024.

The agency has the MoPac South Environmental Study and 183A Added Capacity Project under study.

Since the Mobility Authority's inception, the agency has transformed a regional investment of \$670 million into nearly \$2.98 billion in added-capacity infrastructure improvements. About one-half of that investment includes non-tolled improvements such as new and enhanced general-purpose lanes, bicycle and pedestrian improvements, and aesthetic upgrades. Moving forward, we anticipate leveraging an investment by the region to develop \$3.8 billion in infrastructure improvements.

*For more information, visit [www.MobilityAuthority.com](http://www.MobilityAuthority.com).*



# MOBILITY AUTHORITY BOARD OF DIRECTORS

The Mobility Authority Board of Directors is comprised of seven local community volunteers who are responsible for setting policies, identifying priority projects, and ensuring the agency is operated in an efficient, effective, and transparent manner. The Governor appoints the Chairman, and the Commissioners Courts for both Travis and Williamson counties each appoint three members to serve on the board.



**BOBBY JENKINS**  
Chairman  
Governatorial Appointee  
Sworn in 2019



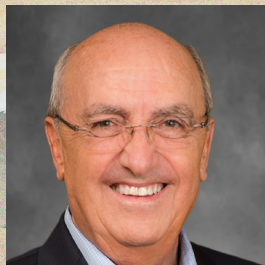
**NIKELLE S. MEADE**  
Vice Chairman  
Travis County Appointee  
Sworn in 2012



**DAVID SINGLETON**  
Treasurer  
Williamson County Appointee  
Sworn in 2003



**MIKE DOSS**  
Secretary  
Williamson County Appointee  
Sworn in 2019



**DAVID B. ARMBRUST**  
Board Member  
Travis County Appointee  
Sworn in 2012



**HEATHER GABDES**  
Board Member  
Williamson County Appointee  
Sworn in 2021



**BEN THOMPSON**  
Board Member  
Travis County Appointee  
Sworn in 2023





**OPEN TO  
TRAFFIC**



**OPEN TO  
TRAFFIC**

**183A**



**183A TOLL**

**PHASES I & II**

## PROJECT DESCRIPTION

The 183A Toll Road, the initial project undertaken by the Mobility Authority, is an 11.6-mile toll road extending northward from RM 620 through Cedar Park and Leander in northwest Williamson County. This greenfield project consists of tolled mainlanes with non-tolled general-purpose lanes at the north end. It also includes a parallel 10-foot-wide, 7-mile-long, Shared Use Path for pedestrians and bicyclists with a trailhead at Brushy Creek.

**The project was developed and constructed in two phases:**

- **Phase I (2007):** A tolled roadway between RM 620 and RM 1431 with non-tolled general-purpose lanes from RM 1431 northward to the South Fork San Gabriel River.
- **Phase II (2012):** 5-mile extension of the tolled mainlanes from RM 1431 to Hero Way.

## 2024 PROGRESS

- During 2024, weekday transactions (through November) on 183A Toll averaged 211,118.
- A safety improvement maintenance project to upgrade the existing metal beam guard fence along 183A Phases I & II was completed in May 2024.

## SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2025

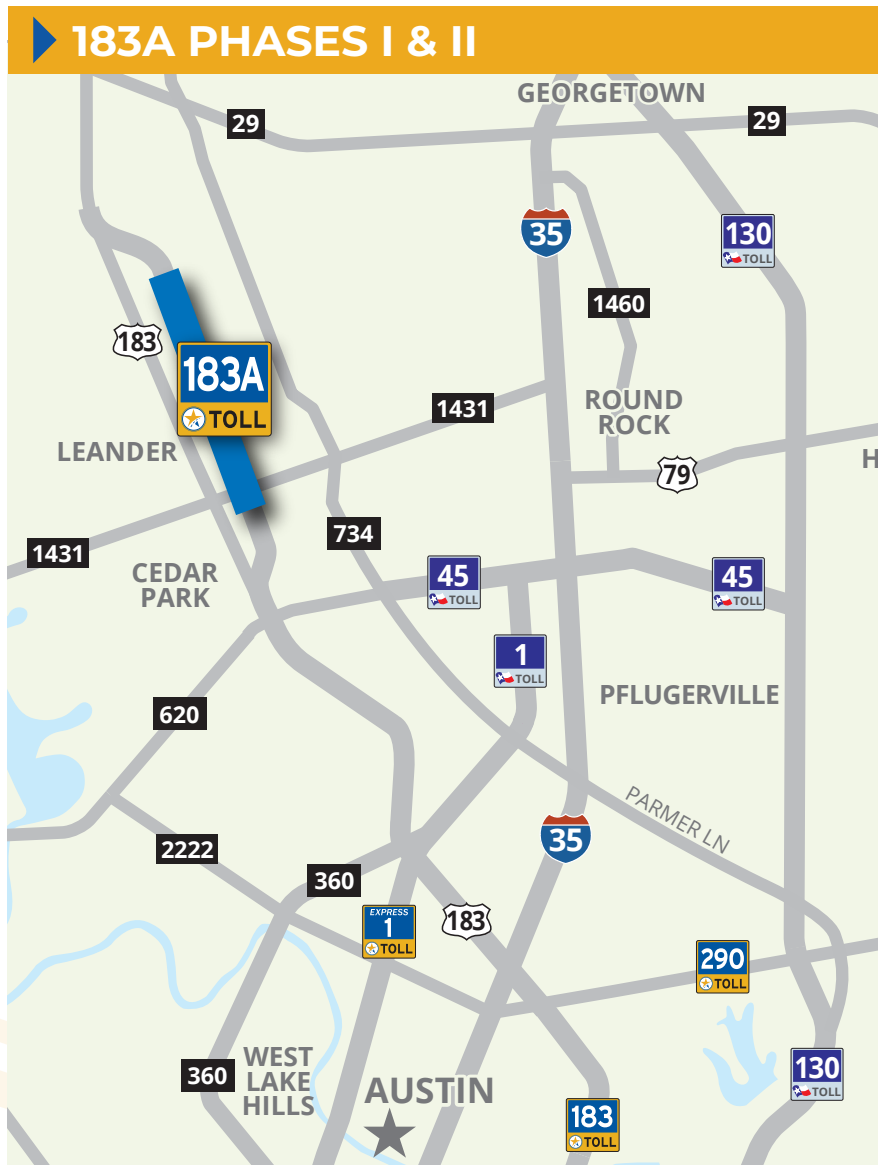
- No major activities planned at this time.



# FINANCIALS

## FUNDING SOURCES & AMOUNTS

TxDOT/CAMPO: .....	\$65,000,000
TIFIA Loan: .....	\$66,000,000
Toll Revenue Bonds: .....	\$200,000,000
Williamson County: .....	\$18,000,000
<b>Total Project Cost: .....</b>	<b>\$349,000,000</b>



OPEN TO  
TRAFFIC

EAST  
290  
HOUSTON

LEFT LANE  
MUST  
ENTER RAMP

290 EAST  
HOUSTON

Johnny Morris Rd  
Giles Ln

EAST  
290  
TOLL

EAST  
290

# 290 TOLL

## PHASES I, II & III

### PROJECT DESCRIPTION

The 290 Toll Road is a 6.2-mile toll road along US 290 from US 183 to SH 130, stretching from Austin into the City of Manor in northeast Travis County. This project upgraded the existing US 290 to a new facility with three tolled mainlanes and three non-tolled general-purpose lanes in each direction, tripling the previous capacity of the roadway. It also includes three direct connect flyovers at the 290 Toll/SH 130 intersection. A parallel, 10-foot-wide, 6-mile-long Shared Use Path spans the corridor for pedestrian and bicycle travel.

#### The project was developed and constructed in three phases:

- **Phase I (2012):** Four tolled direct connectors at the US 183/290 Toll interchange.
- **Phase II (2014):** Three tolled mainlanes and three non-tolled general-purpose lanes in each direction from US 183 to SH 130.
- **Phase III (2020-2021):** Two tolled, and one non-tolled\* direct connectors at the 290 Toll/SH 130 interchange.

\* Funded and operated by TxDOT

### 2024 PROGRESS

- During 2024, weekday transactions on 290 Toll (through November) averaged 143,325.
- Miscellaneous punch list work.
- Tolling equipment was replaced for use with a new vendor.
- The design of an expansion of the 290 Toll Maintenance Yard began in September. The expansion will provide additional storage areas and include equipment for producing snow and ice treatment material.
- The design of safety improvement maintenance project to upgrade the existing metal beam guard fence along 290 Toll began in September.

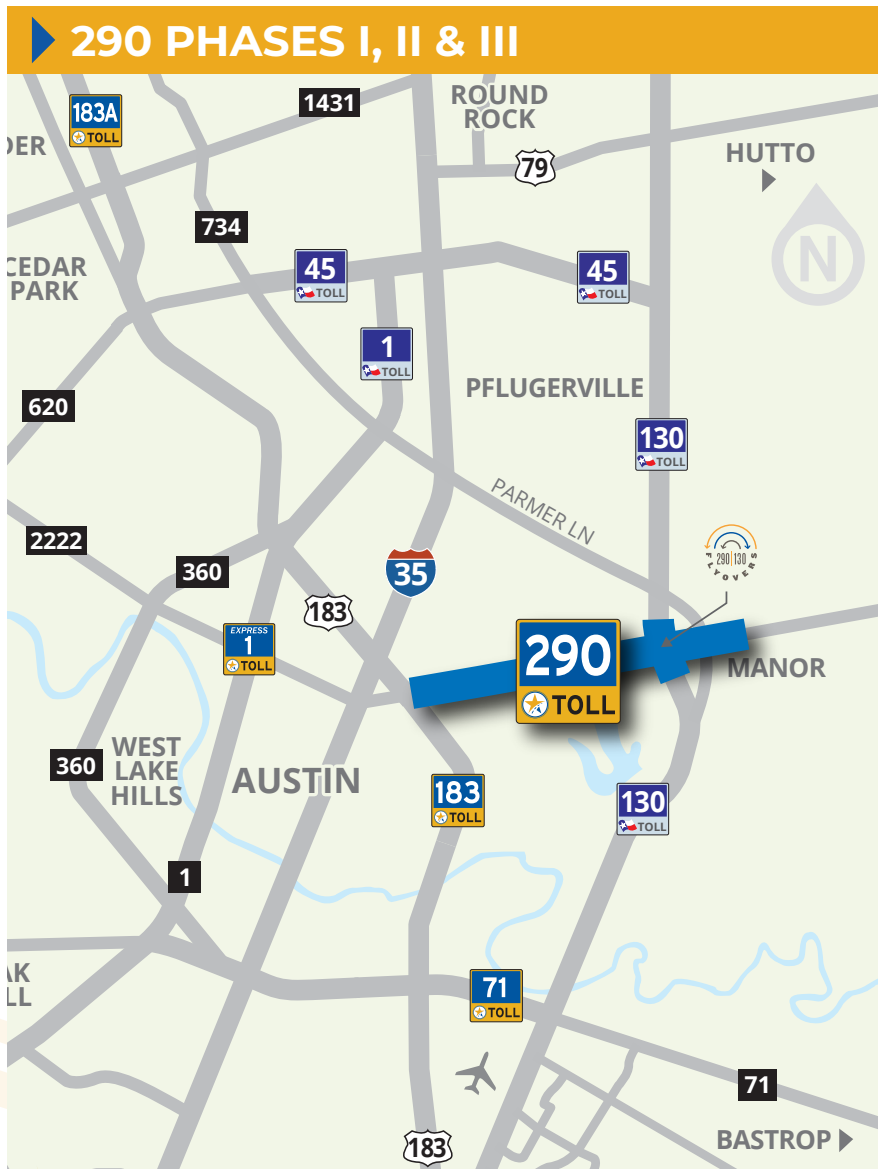
### SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2025

- No major activities are planned at this time.

# FINANCIALS

## FUNDING SOURCES & AMOUNTS

ARRA Funds: .....	\$59,500,000
TxDOT/CAMPO (Category 2): .....	\$126,700,000
TxDOT/CAMPO (Category 3): .....	\$41,100,000
Toll Revenue Bonds: .....	\$194,100,000
Local Agencies: .....	\$62,900,000
TIFIA Loan: .....	\$44,900,000
<b>Total Project Cost: .....</b>	<b>\$529,200,000</b>





**OPEN TO  
TRAFFIC**

**EXPRESS**

**1**



**TOLL**

**MOPAC**

**EXPRESS LANE**

## PROJECT DESCRIPTION

The MoPac Express Lane Project added one variably-priced express lane in each direction along an 11-mile stretch of MoPac from Cesar Chavez Street in downtown Austin to north of Parmer Lane, all within the existing right-of-way (ROW). The project was fully opened to traffic in 2017.

The project also included 7 miles of sound walls; a collector-distributor road under Steck Avenue; aesthetic enhancements; significant landscaping; bicycle and pedestrian improvements; Permeable Friction Course pavement; and enhanced incident management through the Traffic & Incident Management (TIM) Center.

## 2024 PROGRESS

- During 2024, the daily transactions on MoPac (through November) averaged 28,780.

## SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2025

- Tolling equipment will be replaced for use with a new vendor.

# FINANCIALS

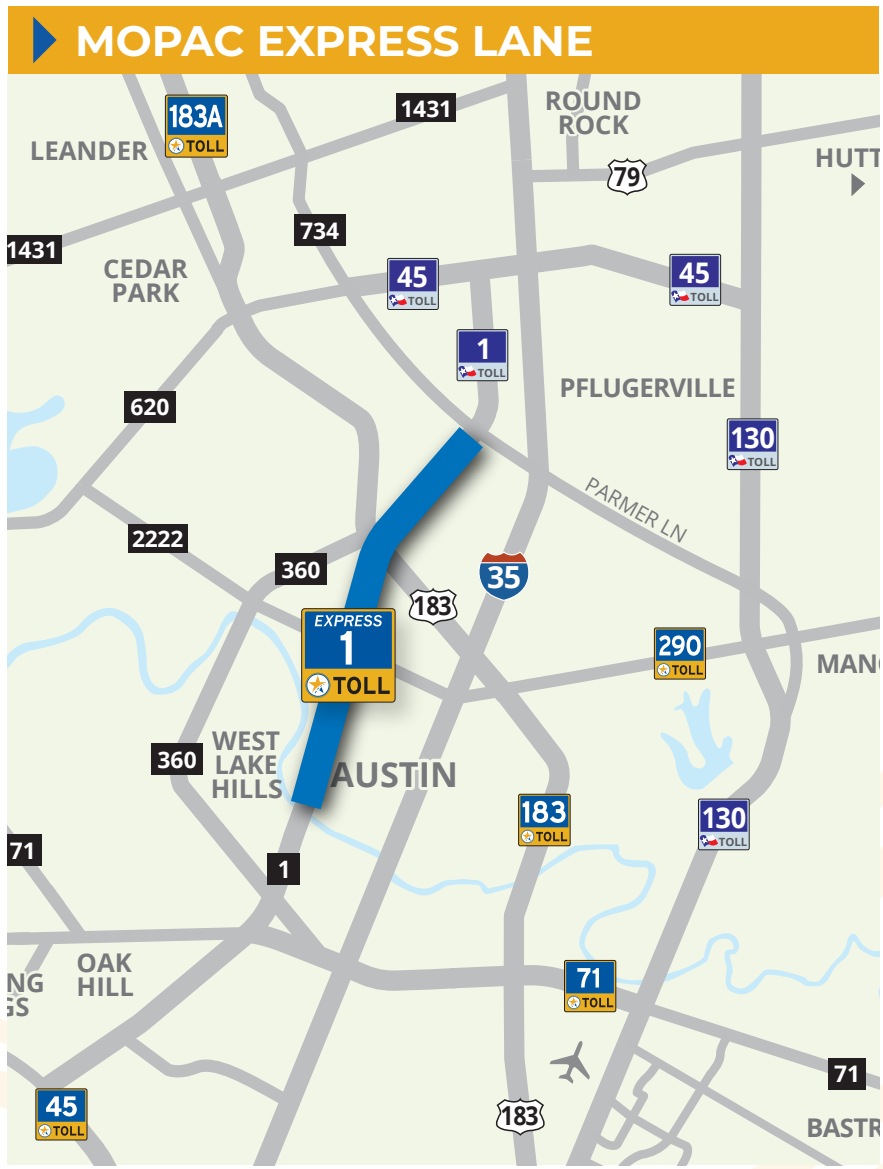
## FUNDING SOURCES & AMOUNTS

Local Agencies: .....\$ 5,500,000

Federal/State: .....\$199,500,000

Regions Bank Loan: .....\$25,000,000

**Total Project Cost: ..... \$230,000,000**



**OPEN TO  
TRAFFIC**



**71 TOLL  
LANE**

## PROJECT DESCRIPTION

The 71 Toll Lane Project added one tolled lane in each direction along a 3.9-mile stretch of SH 71 near Austin-Bergstrom International Airport (AUS) as a bypass route for commuters. The project opened to traffic in February 2017. TxDOT constructed the facility with support from the Mobility Authority. The project has improved traffic flow, mobility, and safety along the SH 71 corridor.

The project included new bridges over FM 973 and SH 130, ramps between the tolled lanes and the mainlanes of SH 71 and SH 130, widening of Presidential Boulevard and FM 973, and bicycle and pedestrian facility connections along the south side of SH 71. The project is one of several improvements planned to complete a highway upgrade to SH 71 between I-35 and SH 130.

Drivers along the SH 71 corridor are experiencing the time-saving benefits of reliable travel through a congested corridor. The availability of this bypass lane for through-traffic heading to Bastrop and points beyond increases capacity on the non-tolled lanes for drivers traveling to AUS.

## 2024 PROGRESS

- During 2024, weekday transactions on 71 Toll Lane (through November) averaged 38,275.
- Tolling equipment was replaced for use with a new vendor.

## SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2025

- No major activities are planned at this time.





**OPEN TO  
TRAFFIC**

**45**

**45SW**



**TOLL**

**TOLL**

## PROJECT DESCRIPTION

45SW Toll is a 3.6-mile toll road that opened in 2019 with two tolled lanes in each direction connecting MoPac eastward to FM 1626 in Hays County. The roadway is a new alignment that includes an at-grade intersection at FM 1626, an overpass at Bliss Spillar Road, and an interchange at MoPac. It was built within existing TxDOT ROW with support from TxDOT, as well as Travis and Hays counties.

The roadway improves mobility in the rapidly growing area of northern Hays and southern Travis counties. It includes a continuous Shared Use Path along the entire length of the corridor, which complements the regional Violet Crown Trail. The Shared Use Path features a shaded “Hill Country Classroom,” where cyclists and pedestrians can rest while viewing maps as well as wayfinding and interpretive signage.

It is through the Mobility Authority's efforts to balance the need for infrastructure improvements and congestion management with its commitment to environmental stewardship that this project became an industry-leading model for environmental compliance.

Construction and permanent Best Management Practices (BMPs), observation, on-site compliance monitoring, and other project elements ensured protection of the sensitive Edwards Aquifer Recharge

Zone through 98% removal of the increase in total suspended solids, going above and beyond the 80% requirement by the Texas Commission on Environmental Quality (TCEQ).

## 2024 PROGRESS

- During 2024, weekday transactions on 45SW Toll (through November) averaged 24,400.
- A maintenance project to resurface the intersection of 45SW and FM 1626 and install delineation and signage to improve safety was completed in August.

## SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2025

- No major activities are planned at this time.



# FINANCIALS

## FUNDING SOURCES & AMOUNTS

TxDOT/CAMPO: .....	\$28,920,000
Hays County: .....	\$5,000,000
Travis County: .....	\$15,000,000
SHF Loan: .....	\$60,000,000
<b>Total Project Cost: .....</b>	<b>\$108,920,000</b>





**OPEN TO  
TRAFFIC**

**183 183**

 **TOLL** TOLL

## PROJECT DESCRIPTION

The 183 South Project transformed an 8-mile section of US 183 between US 290 and SH 71 into a new facility built for tolled and non-tolled travel. The project tripled the corridor's previous capacity, adding three tolled lanes and up to three non-tolled general-purpose lanes in each direction. Phase I of the project opened in 2019, and Phase II fully opened to traffic in early 2021, offering greater mobility for all users of the corridor.

Aesthetic enhancements were a major project component and are visible in the unique design of the bridges, walls, and other features. The project also includes amenities for active transportation users, such as continuous bicycle lanes, a Shared Use Path, sidewalks, four pedestrian bridges, and two major trailheads.

The sustainability of the project design has been certified from a reputable third-party entity — the Greenroads Foundation. In addition, the project team partnered with the nonprofit group TreeFolks to hold community tree-planting and educational tree identification events in support of their mission to expand the tree canopy in Central Texas.

## 2024 PROGRESS

- During 2024, weekday transactions on 183 Toll (through November) averaged 193,117.
- Lead paint abatement repair on the Montopolis Truss Bridge began in September 2024.
- Design for signing and striping revisions on southbound 183 approaching SH 71 and the airport has begun.

## SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2025

- No major activities are planned at this time.

# FINANCIALS

## FUNDING SOURCES & AMOUNTS

TxDOT/CAMPO (Category 2): ..... \$102,000,000

TxDOT/CAMPO (Category 7): ..... \$18,300,000

TxDOT/CAMPO (Category 12): ..... \$26,100,000

SIB/SHF Loan: ..... \$60,000,000

TIFIA Loan: ..... \$282,200,000

Toll Revenue Bonds: ..... \$254,300,000

**Total Project Cost: ..... \$742,900,000**







**UNDER  
CONSTRUCTION**

**UNDER  
CONSTRUCTION**

**183A 183A**

**PHASE III**

**PHASE III PROJECT**

## PROJECT DESCRIPTION

With unprecedented growth in Cedar Park, Leander, and Liberty Hill, traffic volumes along US 183 north of Hero Way are projected to increase by 183% by 2042. The Mobility Authority is extending the existing 183A Toll Road 5.3 miles northward from Hero Way to north of SH 29 in Liberty Hill. With the associated access ramps, frontage road improvements and transitions, the overall project length will be approximately 6.6 miles. Constructing this third phase of 183A Toll will satisfy the demand for additional capacity while improving safety and mobility for residents and commuters.

The new capacity is being constructed primarily within the median of the existing US 183/183A corridor, with two tolled lanes in each direction and plans to add a third in the future. A parallel Shared Use Path will be constructed from Hero Way to Seward Junction Loop.

## 2024 PROGRESS

- All beams have been set and deck placements continued to advance.
- Coordination with Williamson County and TxDOT for traffic signals at Seward Junction Loop.
- Roadway excavation is nearly complete project-wide, and embankment efforts remain only at the far northern and southern project limits.
- Paving for most of the new mainlanes is nearly complete with the far northern and southern project limits left to pave.
- Paving of the new frontage roads near the

northern project limit is largely complete with both the northbound and southbound directions carrying traffic.

- ITS ductwork continues throughout the project limits. The only work remaining will take place at the southern project limit.
- Retaining wall construction has continued.
- Neighborhood wall construction was completed.
- Tolling equipment installation is underway for all toll zones north of the San Gabriel River.
- Two new ramps are complete and open to traffic near Hero Way.
- The Shared Use Path pedestrian bridge was placed; Shared Use Path paving is underway.
- Excavation, embankment, and roadway paving work is anticipated to be completed in December 2024.
- Drainage systems, water quality ponds, and installation of sign structures are anticipated to be complete December 2024.

## SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2025

- Project completion is anticipated in 2025.
- Efforts will continue for all elements of construction project-wide including:
  - Completion of bridge work at SH 29.
  - Completion of Shared Use Path.
  - Completion of landscaping and hardscaping installation activities.
  - Final aesthetic treatments on neighborhood walls.
  - Surface overlay for the existing frontage roads.

# FINANCIALS

## FUNDING SOURCES & AMOUNTS

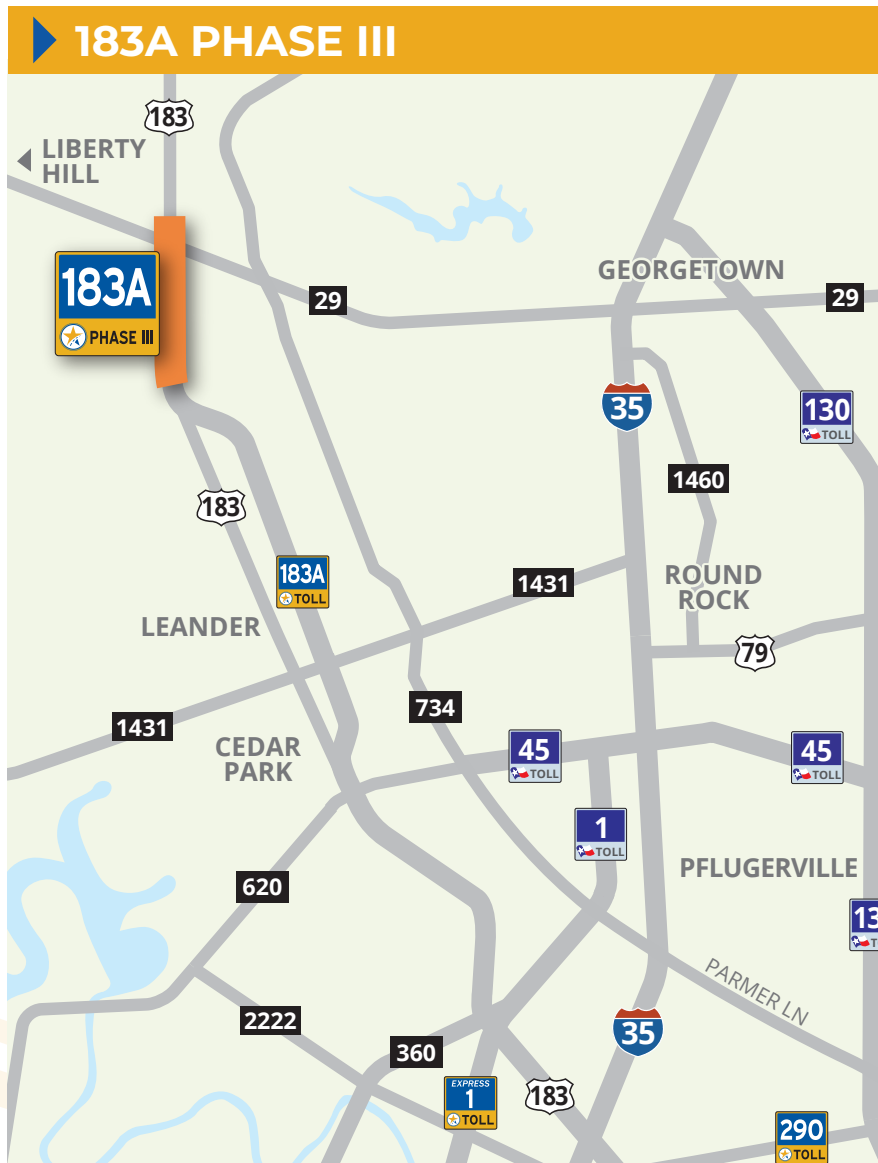
TIFIA: .....\$106,710,000 \*

Senior Lien Bonds: .....\$148,120,000

Subordinate Lien Bond  
 Anticipation Notes (BANS): .....\$110,880,000

**Total Project Cost: ..... \$259,000,000**

\* It is anticipated that the TIFIA loan would refund all or a portion of the Subordinate Lien BANS.



**UNDER  
CONSTRUCTION**



# 183 NORTH

## MOBILITY PROJECT

### PROJECT DESCRIPTION

The 183 North Mobility Project will add two variably-priced tolled express lanes in each direction along a 9-mile stretch of US 183 between MoPac and SH 45/RM 620 in northwest Austin. The project will also widen the highway to bring the total number of general-purpose lanes to four in each direction where only three currently exist along northbound and southbound US 183.

In addition, the project will construct an express lane direct connector between the future US 183 express lanes and the existing MoPac Express Lane. Other improvements include two new Shared Use Path segments near Pond Springs Drive, new sidewalks, and new cross-street connections for bicyclists and pedestrians, along with other operational improvements. Additionally, the project will include a collector-distributor road extending from the express lane direct connector along the southbound MoPac general-purpose lanes and frontage road to just south of Far West Boulevard.

### 2024 PROGRESS

- Interior bridge widening on US 183 was completed.
- The future managed lane pavement on the inside of US 183 opened to traffic.
- Bridge substructure work (drilled shafts,

columns, and caps) have progressed on the director connector structure between 183N and the existing MoPac Express Lane.

- Utility adjustments continue throughout the project.
- Driveway and sidewalk construction continues.
- Installation of storm drain structures continues.
- The interim milestone of opening four general-purpose lanes on US 183 between MoPac and SH 45 was reached in August 2024.

### SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2025

- The following construction activities are expected:
  - Retaining wall construction on MoPac to support the direct connector and collector distributor.
  - Bridge column, cap, beams and bridge deck construction on the direct connector.
  - Frontage road reconstruction activities on US 183 and MoPac.
  - Utility adjustments.
  - Retaining wall work and roadway construction on MoPac.
  - Work on surface ponds and existing vaults.
  - Tolling equipment installation for the variably-priced system.

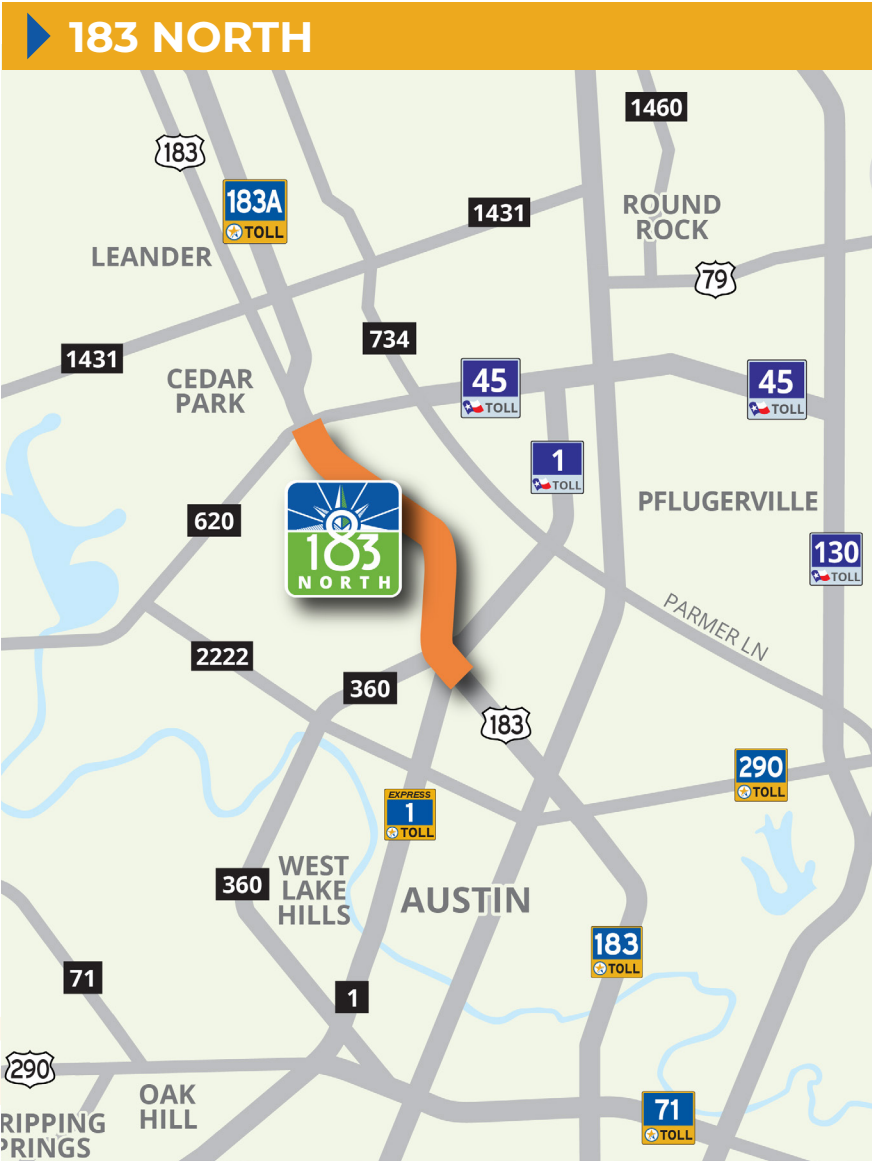


# FINANCIALS

## FUNDING SOURCES & AMOUNTS

TxDOT/CAMPO (Category 7): .....	\$7,200,000
TxDOT Administered FHWA Funding: .....	\$120,000,000
Toll Revenue Bonds: .....	\$234,510,000
Subordinate Lien Bond Anticipation Notes (BANS): .....	\$244,185,000
TIFIA: .....	\$250,290,000 *
<b>Total Project Cost: .....</b>	<b>\$612,000,000</b>

*\*It is anticipated that the TIFIA loan would refund all or a portion of the Subordinate Lien BANS.*





**UNDER  
CONSTRUCTION**



# BARTON SKYWAY

## RAMP RELIEF PROJECT

### PROJECT DESCRIPTION

The southbound MoPac corridor near Barton Skyway in Austin had been plagued by bottlenecks with drivers merging and crossing lanes to exit. The Barton Skyway Ramp Relief Project added pavement and reconfigured the ramps in the area to allow drivers more time and space to merge and travel to their destinations. The entrance ramps from Bee Cave Road and Barton Skyway now feed into a new through lane, and drivers entering from Barton Skyway now have more space to accelerate before merging onto MoPac. Additionally, the left lane has become an Exit Only lane to southbound Loop 360/Capital of Texas Highway with a separate third through lane continuing on southbound MoPac.

### 2024 PROGRESS

- The final full width asphalt overlay was placed.
- Final pavement markings and signage were installed.
- The Project reached substantial completion in June 2024.

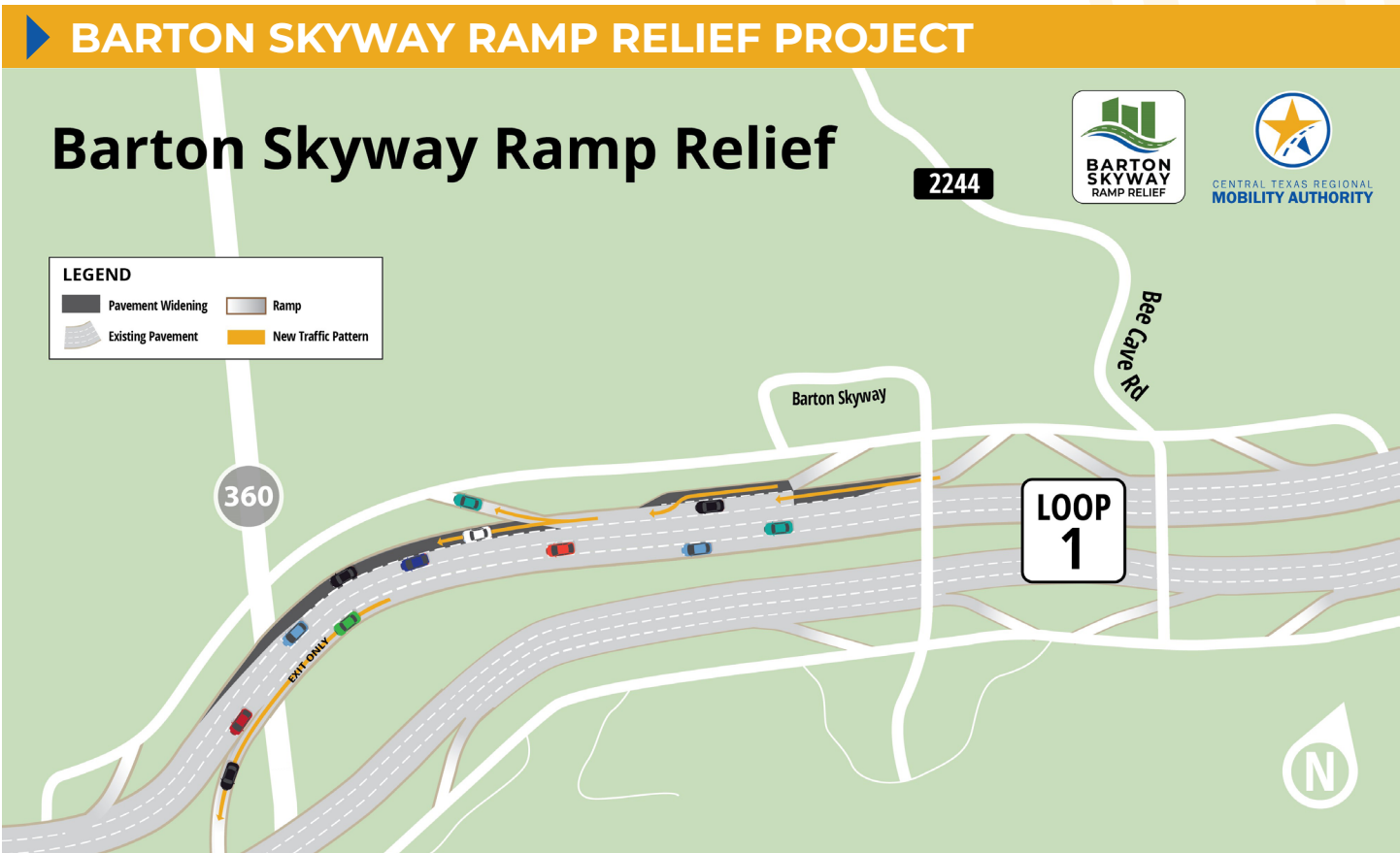
### SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2025

- No major activities are planned at this time.

# FINANCIALS

## FUNDING SOURCES & AMOUNTS

Central Texas Regional Mobility Authority: .....\$10,000,000  
**Total Project Cost: ..... \$10,000,000**





An aerial photograph of a city, likely Austin, Texas, showing a mix of green spaces, residential areas, and commercial buildings. A large, semi-transparent yellow speech bubble is overlaid on the center of the image. Inside the speech bubble, the words "UNDER" and "STUDY" are written in a bold, sans-serif font. "UNDER" is in blue, and "STUDY" is in yellow. The background of the entire page is the aerial photograph, with several faint, concentric grey circles overlaid on it.

**UNDER  
STUDY**

**UNDER  
STUDY**



# MOPAC SOUTH PROJECT

## PROJECT DESCRIPTION

The MoPac Expressway (Loop 1) south of Cesar Chavez Street is a vital artery providing a critical link to downtown Austin and other major highways such as Loop 360, US 290, and 45SW Toll. Consistently ranked as one of the most congested roadways in Texas (Texas A&M Transportation Institute), MoPac attracts up to 200,000 cars and trucks per day.

The Environmental Assessment is being prepared by the Mobility Authority with oversight by TxDOT. The Express Lane(s) Alternative, which proposes to add one or two variably-priced express lanes in both directions along approximately 8 miles from Cesar Chavez Street to Slaughter Lane, was selected as the Reasonable Build Alternative after Open House No. 2 in 2014. Open Houses No. 3, 4, and 5 introduce Operational Configuration Options of the Reasonable Build Alternative, and the 2C Alternative, two Express Lanes in each direction with elevated ramps near Barton Skyway was presented as the Recommended Build Alternative in 2024.

## 2024 PROGRESS

- The project team shared the results of the updated traffic forecast modeling using the CAMPO 2045 Regional Transportation Plan as the base model.
- The project team hosted Technical Working Groups with local technical experts.
- The project team hosted Open House #6 in November and presented the Recommended Build Alternative of Express Lane(s) based on the CAMPO 2045 Regional Transportation Plan model.

## SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2025

- The project team will continue work on the Draft Environmental Assessments and related technical reports.
- The project team will submit the Draft Environmental Assessment to TxDOT for review.
- The project team will host a Public Hearing.

# FINANCIALS

## FUNDING SOURCES & AMOUNTS

TxDOT/CAMPO (Category 3): .....	\$16,500,000
To Be Determined: .....	\$808,500,000 *
<b>Total Project Cost: .....</b>	<b>\$825,000,000 *</b>

*\*Based on 2019 cost estimate; estimate to be updated*



**UNDER  
STUDY**

**183A 183A**

**ADDED  
CAPACITY**

**ADDED CAPACITY**

## PROJECT DESCRIPTION

In response to increasing traffic numbers and growth in Cedar Park and Leander, the Mobility Authority will study the addition of a fourth lane to the 183A Toll between FM 620 and Hero Way.

A Categorical Exclusion (CE) will be prepared with oversight by TxDOT for a potential fourth lane to be constructed in the median of the existing roadway at a later date.

## 2024 PROGRESS

- The project team prepared several environmental study technical reports including historic resources, water resources, and hazardous materials.
- The project team developed the schematic and drainage & water quality report.
- The project team hosted a Virtual Open House.

## SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2025

- The project team will complete the noise, air and biological resources environmental studies.
- Environmental clearance is anticipated in 2025.



# FINANCIALS

## FUNDING SOURCES & AMOUNTS


**Total Project Cost:** ..... **\$250,000,000 \***

*\* Preliminary cost estimate upon beginning study; estimate to be refined as study progresses.*

### ▶ 183A ADDED CAPACITY



**UNDER  
STUDY**

TOLL ROAD		
		PAY BY Mail
2 AXLE VEHICLES	\$0.71	\$1.07
EACH ADDITIONAL AXLE	\$0.71	\$1.07

**290 290**

 **PHASE IV**

**PHASE IV**

## PROJECT DESCRIPTION

The 290 Phase IV Project will study a potential extension of 290 Toll from its current terminus at Parmer Lane eastwards towards Elgin, TX.

## 2024 PROGRESS

- The project was submitted for inclusion in CAMPO's 2050 Regional Transportation Plan and the 2025-2028 Transportation Improvement Plan.
- The project team anticipates procuring a consultant for the Schematic & Environmental Study in December 2024.

## SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2025

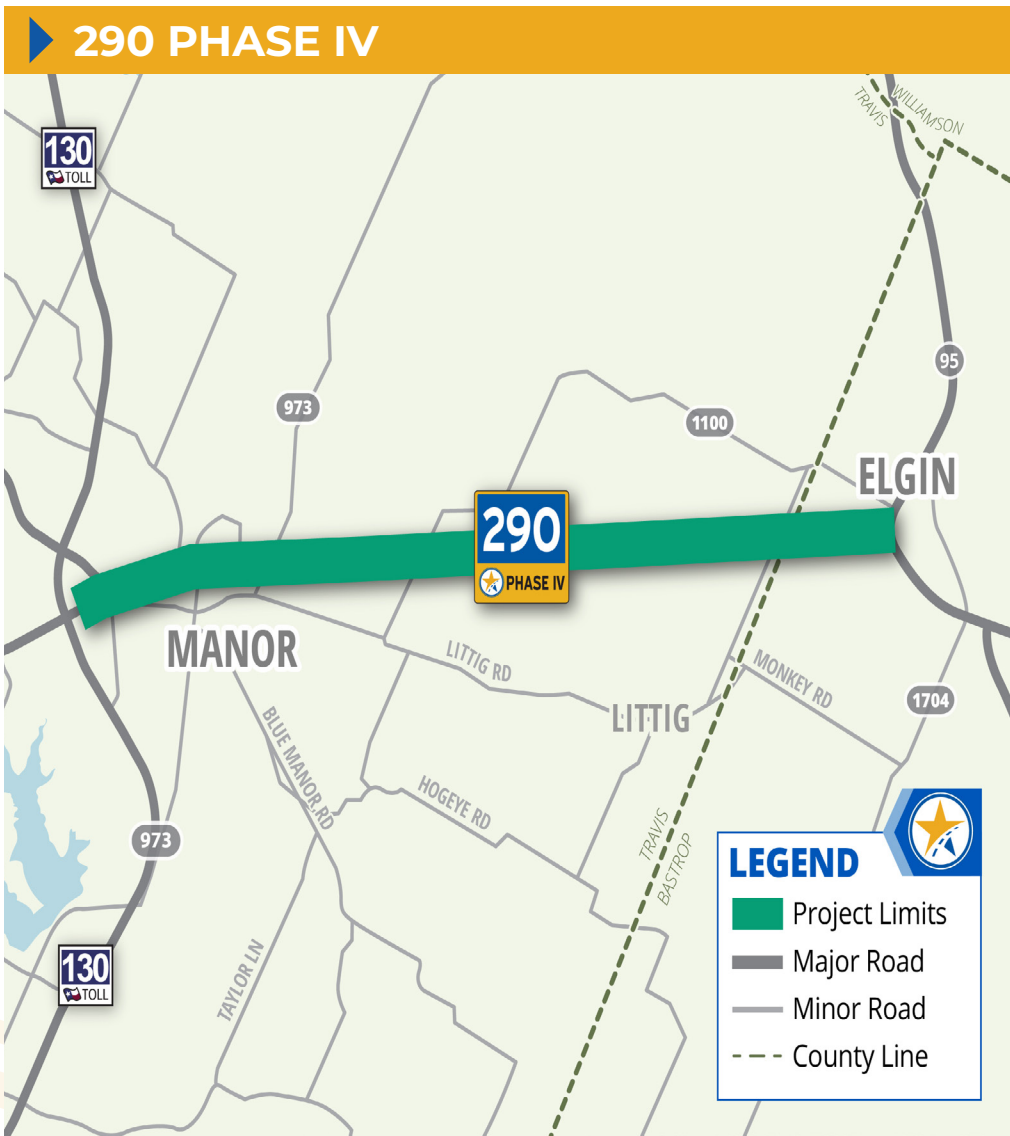
- The project team will commence the Environmental Study.

# FINANCIALS

## FUNDING SOURCES & AMOUNTS

**Total Project Cost: ..... \$1,500,000,000 \***

*\* Preliminary cost estimate upon beginning study; estimate to be refined as study progresses.*





# TRAVIS COUNTY

## PROGRAM

### PROJECT DESCRIPTION

The Mobility Authority is expediting delivery of several projects in Travis County's Capital Improvement Program. This innovative partnership leverages the Mobility Authority's unique organizational structure to develop and construct the projects on an accelerated timeline, with the County providing the funding, operation, and maintenance of the non-tolled facilities. These projects will address drainage and roadway safety concerns while facilitating bicycle and pedestrian movement. In addition to these bond projects below, Travis County and the Mobility Authority have agreed to expand their partnership with the Mobility Authority developing and constructing an additional six projects from their recently passed 2023 Bond program.

Project	Phase	Description	2024 Progress	2025 Activities
<b>County Line Road</b>	Development	The culvert on County Line Road at Elm Creek will be replaced. This reconstruction will address stream crossing drainage concerns by replacing the current undersized culvert and adjacent structures.	<ul style="list-style-type: none"> <li>Construction completed</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
<b>Pearce Lane</b>	Development	A 3.25-mile section of Pearce Lane from west of Kellam Road to east of Wolf Lane will be reconstructed from the existing two-lane road to a four-lane divided road with bike lanes and sidewalks.	<ul style="list-style-type: none"> <li>Pursued City of Austin Permit; secured funding from CAMPO</li> </ul>	<ul style="list-style-type: none"> <li>Extend design into Bastrop County</li> <li>Coordinate with City of Austin permitting</li> </ul>

Project	Phase	Description	2024 Progress	2025 Activities
<b>Elroy Road</b>	Open to Traffic	A 1.12-mile section of Elroy Road from McAngus Road to Kellam Road was reconstructed from a two-lane road to a five-lane road with a continuous center turn lane, bike lanes, and sidewalks.	N/A	N/A
<b>Ross Road</b>	Development	A 0.8-mile section of Ross Road from Pearce Lane to Heine Farm Road is currently serving as a two-lane road for commuter and school traffic. The project will widen the existing road to a three-lane road with bicycle and pedestrian facilities.	<ul style="list-style-type: none"> <li>• Pursued City of Austin permit</li> </ul>	<ul style="list-style-type: none"> <li>• Revise design to address City of Austin comments and secure permit</li> </ul>
<b>Thaxton Road</b>	Development	A 0.71-mile section of Thaxton Road from McKinney Falls Parkway to Sassman Road will be reconstructed from the existing two-lane road to a four-lane divided road with a continuous center turn lane, bike lanes and sidewalks.	<ul style="list-style-type: none"> <li>• Pursued City of Austin permit</li> </ul>	<ul style="list-style-type: none"> <li>• Revise design to address City of Austin comments and secure permit</li> </ul>
<b>Old Lockhart Road</b>	Development	A 1.7-mile section of Old Lockhart Road from Capitol View Drive to Thaxton Road will have shoulders added in both directions.	<ul style="list-style-type: none"> <li>• Pursued City of Austin permit</li> </ul>	<ul style="list-style-type: none"> <li>• Revise design to address City of Austin comments and secure permit</li> </ul>
<b>South Pleasant Valley Road</b>	Development	A 2.5-mile section of Bradshaw Road and Turnersville Road will be reconstructed as South Pleasant Valley Road from River Plantation Drive to SH 45 from existing two-lane roads to a four-lane divided road with bike lanes and sidewalks.	<ul style="list-style-type: none"> <li>• Began pursuing City of Austin Permit</li> </ul>	<ul style="list-style-type: none"> <li>• Continue City of Austin Permitting process</li> <li>• Revise design to City of Austin requirements</li> </ul>
<b>Old San Antonio Road</b>	Development	A 2.1-mile section of Old San Antonio Road from FM 1626 to Puryear Road will have shoulders added in both directions.	<ul style="list-style-type: none"> <li>• Pursued City of Austin permit</li> </ul>	<ul style="list-style-type: none"> <li>• Revise design to address City of Austin comments and secure permit</li> </ul>



# TRAVIS COUNTY PROGRAM

## FINANCIALS

County Line Road: .....	\$7,100,000
Pearce Lane: .....	\$75,000,000 *
Elroy Road: .....	\$25,900,000
Ross Road: .....	\$6,200,000
Thaxton Road: .....	\$7,930,000
Old Lockhart Road: .....	\$6,200,000
South Pleasant Valley Road: .....	\$12,600,000
Old San Antonio Road: .....	\$7,500,000
<b>Total Project Cost: .....</b>	<b>\$148,430,000</b>

\* (CAMPO funding available in 2028)

