

2021

TEXAS TRANSPORTATION COMMISSION
PROJECT REPORT



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

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Per Texas Administrative Code (TAC) Rule § 26.65(b), this report describes the progress made during 2021 on each Mobility Authority transportation project or system of projects, including the initial project undertaken by the Mobility Authority.

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 implement innovative, multimodal transportation solutions that enhance quality of life and economic vitality.

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 and the 71 Toll Lane in east Austin, the MoPac Express Lane in central Austin, the 45SW Toll Road in southern Travis and northern Hays counties, and the 183 Toll Road in east Austin. The agency is also constructing the 183A Phase III and 183 North Mobility Projects.

Projects in development include the MoPac South Environmental Study and the Barton Skyway Ramp Relief Project.

Since the Mobility Authority's inception, the agency has transformed a regional investment of \$670 million into nearly \$2.99 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.

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
Gubernatorial Appointee
Sworn in - 2019

DAVID B. ARMBRUST

Travis County Appointee
Sworn in - 2012

NIKELLE S. MEADE

Vice Chairman
Travis County Appointee
Sworn in - 2012

JOHN LANGMORE

Travis County Appointee
Sworn in - 2018

DAVID SINGLETON

Treasurer
Williamson County Appointee
Sworn in - 2003

HEATHER GADDES

Williamson County Appointee
Sworn in - 2021

MIKE DOSS

Secretary
Williamson County Appointee
Sworn in - 2019



REGIONAL MAP



OPEN TO TRAFFIC



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.

2021 PROGRESS

- During 2021, weekday transactions (through November) on 183A Toll averaged 185,859.
- A maintenance project to replace all large ground mount and overhead signage within the Phase II limits was completed in summer 2021.

- An ITS retrofit maintenance project for Phases I & II was let in summer 2021. The project includes the addition of PTZ surveillance cameras, ITS devices, and digital message signs. The project is expected to be complete in fall of 2021.
- A maintenance project was let in summer of 2021 for resurfacing the existing asphalt frontage roads as part of renewal and replacement activities scheduled for the corridor. The frontage road resurfacing is expected to be completed in fall 2021.

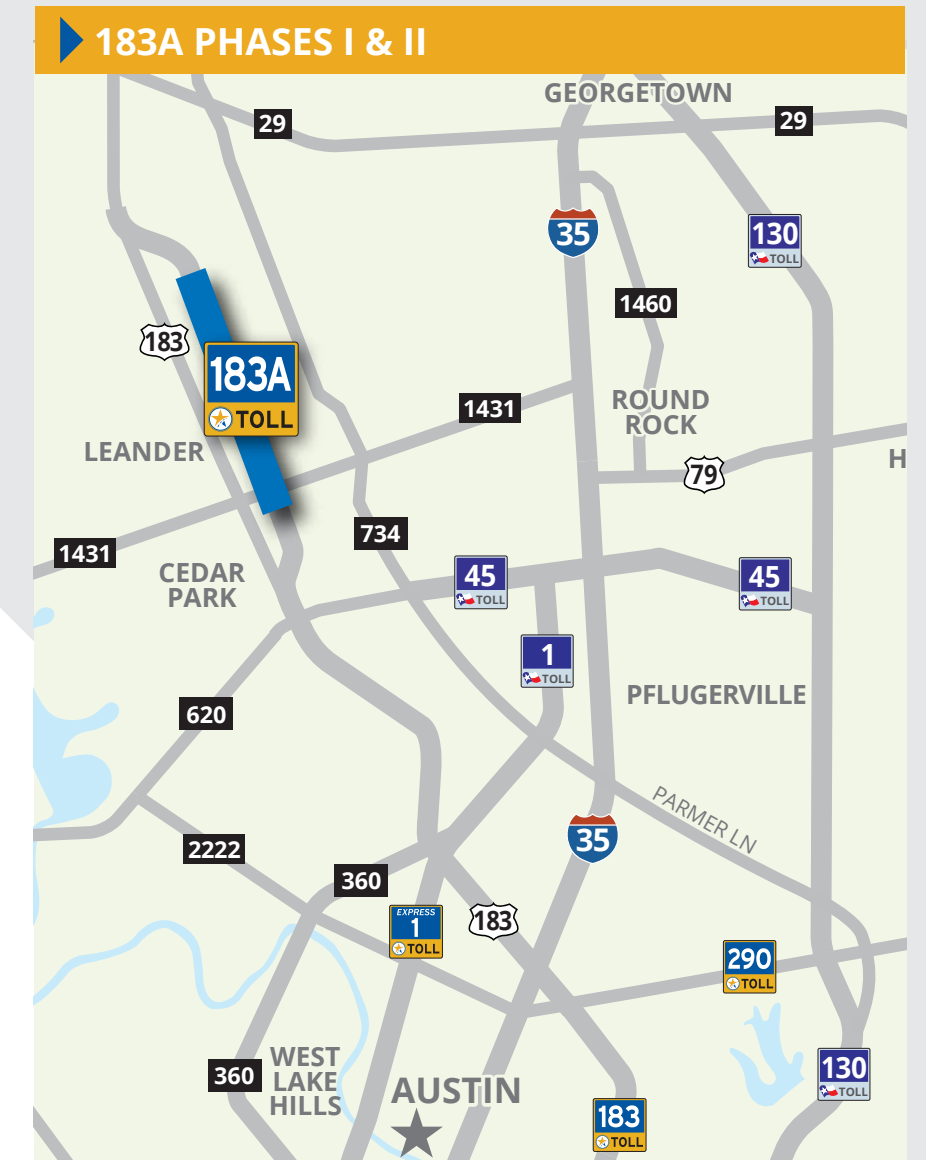
SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2022

- A maintenance project to replace all large ground mount and overhead signage within the Phase II limits is expected to be complete in spring 2022.
- A safety improvement maintenance project is planned along 183A Phases I & II. The design phase of the maintenance project is anticipated to be complete in early 2022. The project scope includes the installation of cable median barrier and upgrades to existing metal beam guard fence. This project is expected to be complete in summer 2022.

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
Total Project Cost:	\$349,000,000



OPEN TO TRAFFIC



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.

2021 PROGRESS

- The third and final flyover of the 290 Phase III (290/130 Flyovers Project), opened to traffic in early 2021.
- During 2021, weekday transactions on 290 Toll (through November) averaged 109,915.

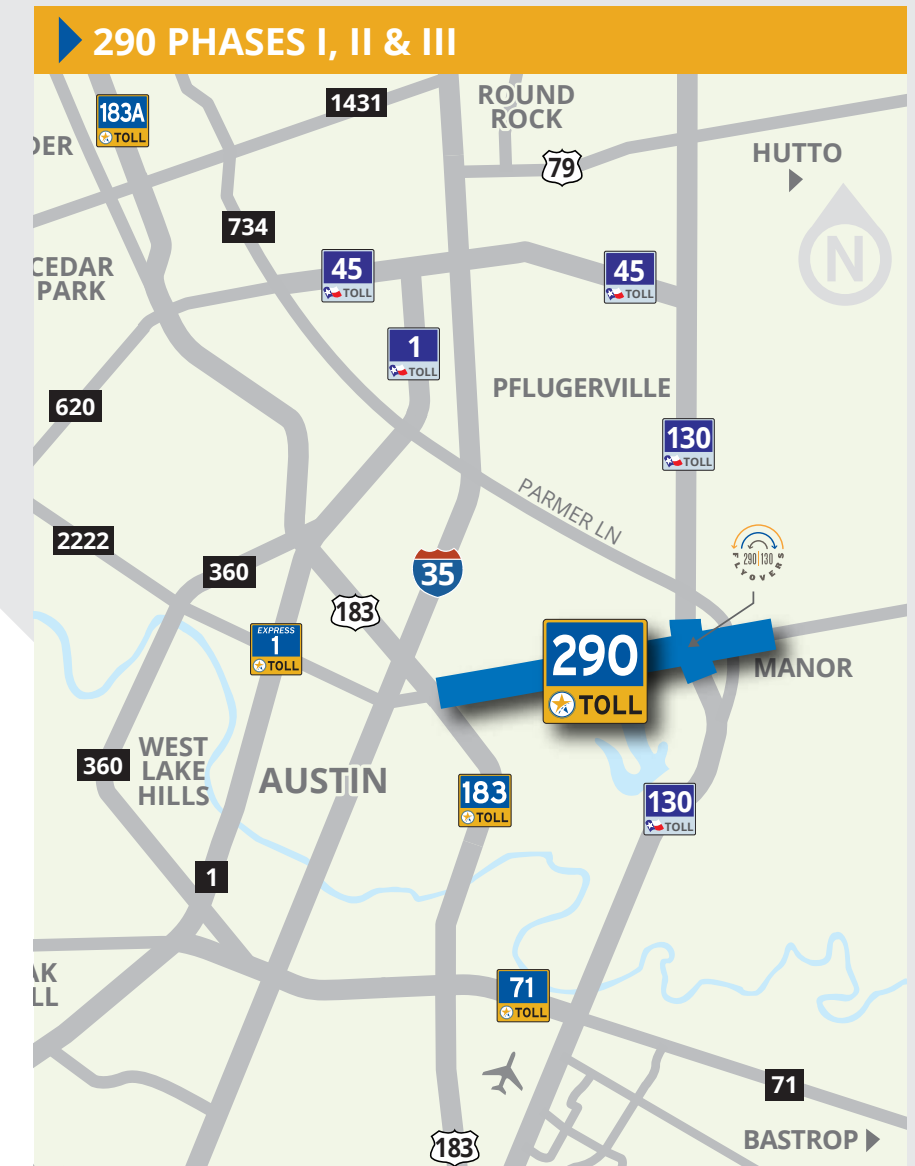
SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2022

- No major activities are planned for 2022.

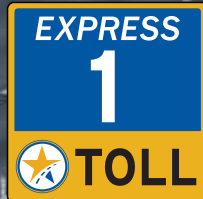
FINANCIALS

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
Total Project Cost:.....	\$529,200,000



OPEN TO TRAFFIC



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. 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.

2021 PROGRESS

- During 2021, the average daily transactions on MoPac (through November) averaged 25,594.
- The following modifications to improve safety and operations along the corridor were completed in spring 2021:
 - Implementation of enhanced signage.
 - Modifications to the northbound express lane exit near Parmer Lane.
 - Modifications to the southbound express lane entrance near RM 2222.

- Modifications to pavement markings in certain locations.
- Placement of new express lane delineators at certain areas along the corridor to discourage drivers from entering or exiting the express lanes outside of designated areas.

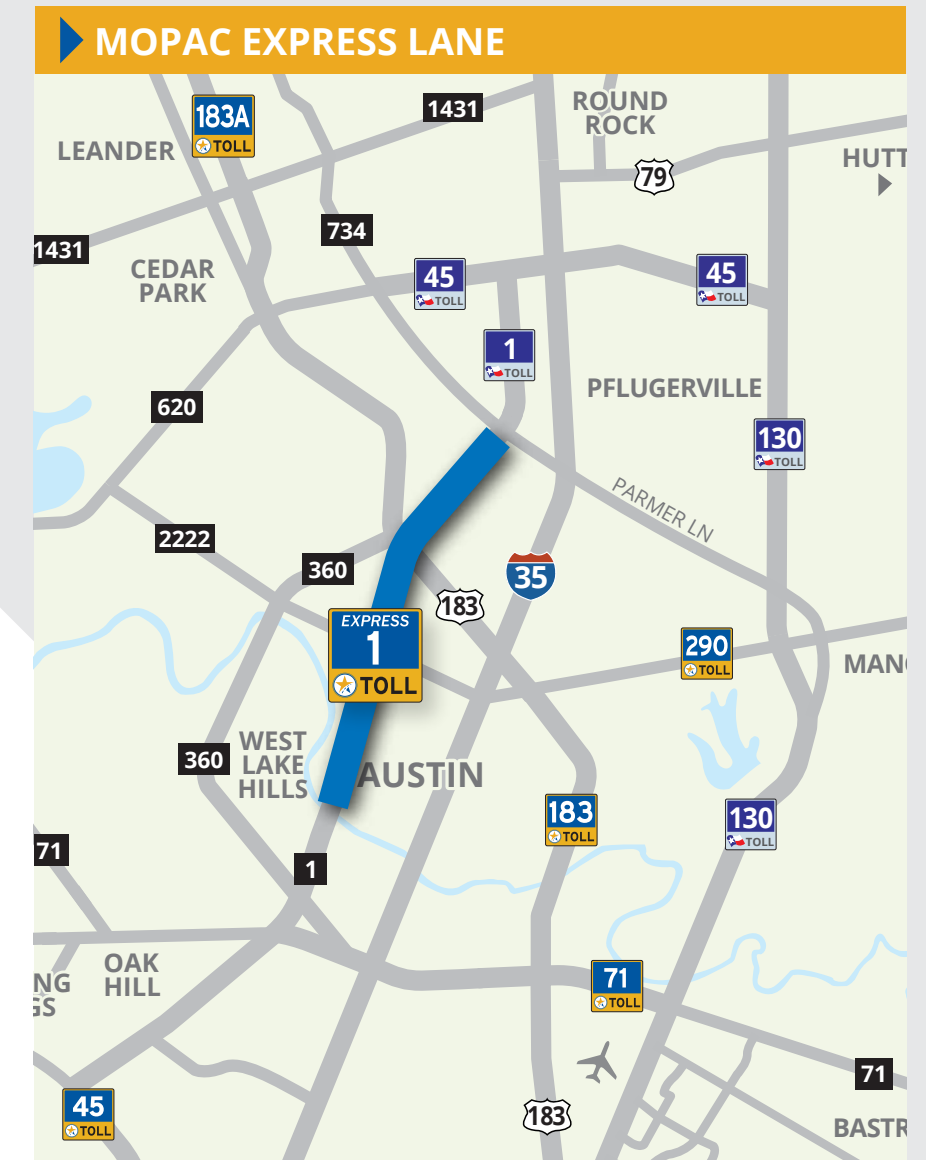
SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2022

- No major activities are planned for 2022.

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 (ABIA) as a bypass route for commuters. The project opened to traffic in February 2017. The Texas Department of Transportation (TxDOT) constructed the facility with support from the Mobility Authority. The project has improved traffic flow, mobility, and safety within 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 ABIA.

2021 PROGRESS

- During 2021, weekday transactions on 71 Toll Lane (through November) averaged 32,087.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2022

- A signing and marking improvement maintenance project is anticipated to be let in summer 2022. Project scope includes large sign replacements and pavement marking improvements. This project is expected to be completed in spring 2023.

FINANCIALS

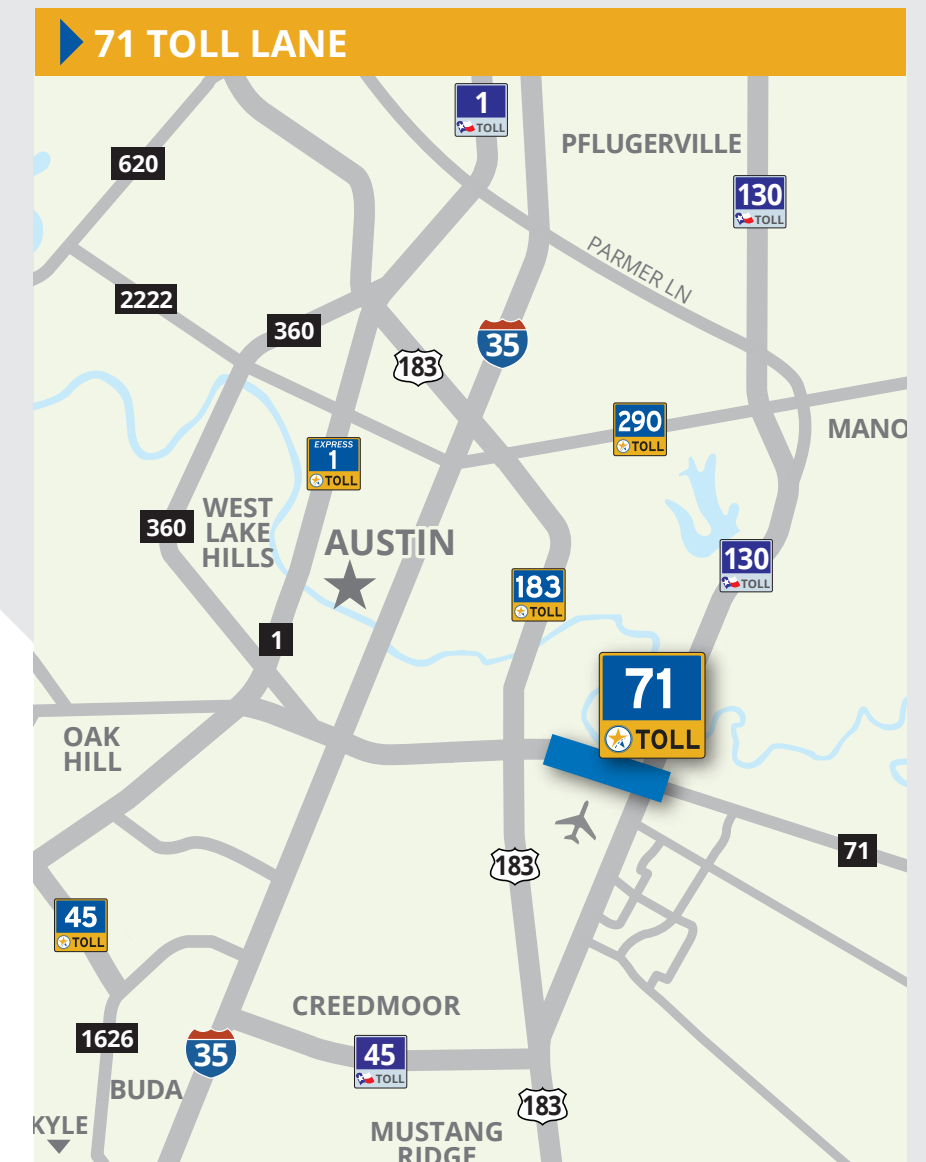
FUNDING SOURCES & AMOUNTS

TxDOT/CAMPO (Category 12):.....\$80,000,000

TxDOT/CAMPO (Category 3):.....\$60,000,000

Total Project Cost:..... \$140,000,000

**Approximately \$60 million of TxDOT funding will be repaid by the Mobility Authority.*



OPEN TO TRAFFIC



45SW

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 right-of-way 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 will complement 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.

Through the Mobility Authority's efforts to balance environmental sensitivity with new infrastructure to manage congestion, an industry-leading model for environmental compliance has been developed.

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 percent removal of the increase in

total suspended solids, going above and beyond the 80 percent requirement by the Texas Commission on Environmental Quality.

2021 PROGRESS

- During 2021, weekday transactions on 45SW Toll (through November) averaged 17,042.
- The Mobility Authority implemented enhanced signage and striping near the intersection of 45SW and MoPac.
- The Mobility Authority Board of Directors voted to dedicate the 4.5-mile shared use path along the 45SW Toll Road in honor of former executive director, Mike Heiligenstein, for his years of service to Central Texas. A plaque will be installed at the trailhead.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2022

- Installation of automatic license plate reader (ALPR) technology for detection of toll Habitual Violators is planned.

AN AWARD-WINNING CORRIDOR

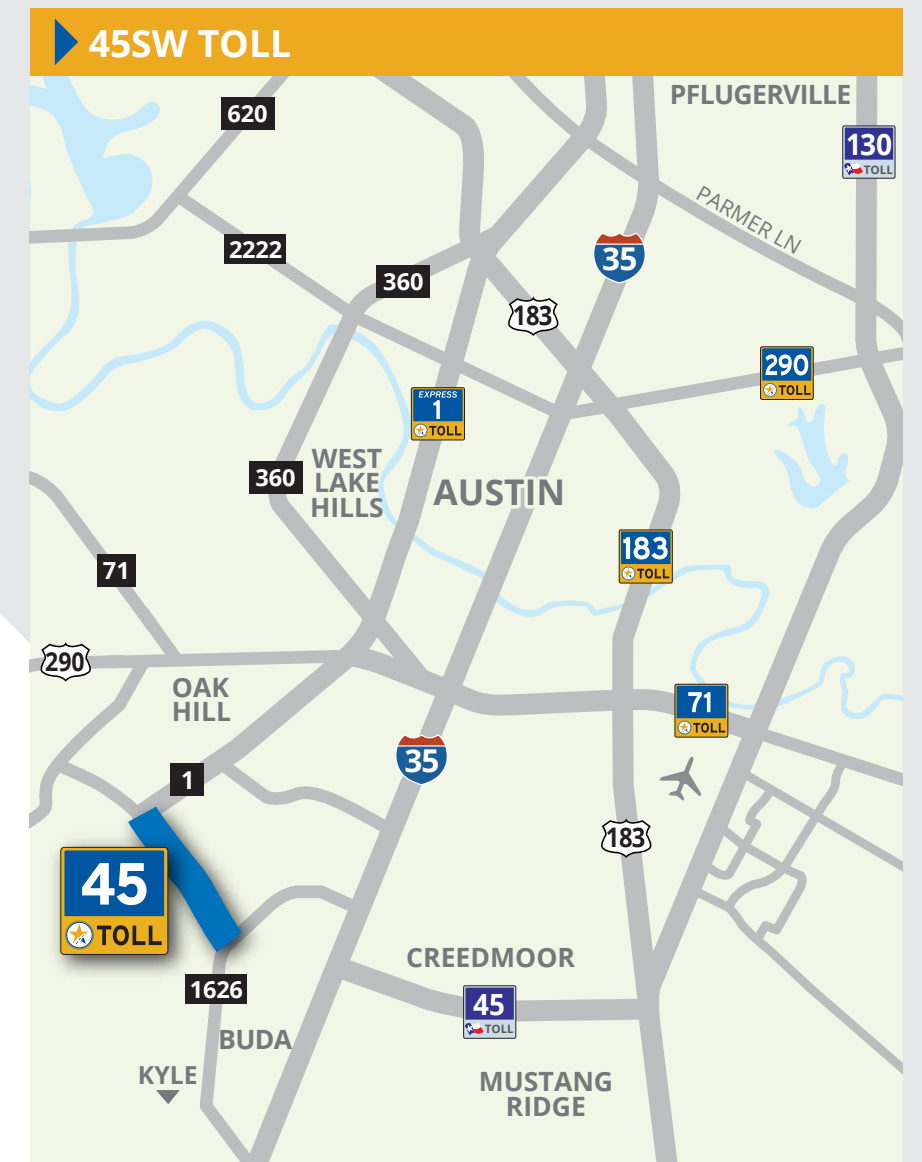
45SW has been recognized with 11 industry awards honoring the project's innovations in environmental protections, safety and quality in construction. Some of the organizations that have honored the project are shown below.



FINANCIALS

FUNDING SOURCES & AMOUNTS

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



OPEN TO TRAFFIC

183
TOLL

183
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 included amenities for active transportation users, including continuous bicycle lanes, a shared use path, sidewalks, four pedestrian bridges, and two major trailheads.

The project team is currently pursuing certification on the sustainability of the project design from a reputable third-party entity — the Greenroads Foundation. In addition, the project team partnered with the non-profit 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.

2021 PROGRESS

- Phase II of the 183 South Project opened to traffic in March 2021.

- During 2021, weekday transactions on 183 Toll (March through November) averaged 124,096.
- Significant progress on both earthwork and concrete paving of mainlanes and general-purpose lanes project-wide, with remaining work limited to pavement repairs and final striping in limited areas.
- Punch list inspections and corrective work continues to progress project-wide.
- Roadway lighting, traffic barriers, overhead sign structures, shared use path and sidewalks, and retaining walls have all progressed project-wide.
- Bridge structures were advanced from Boggy Creek through SH 71 and the remaining work includes final lighting installations for the pedestrian bridge at Bolm Road and pedestrian railing installation for the Montopolis Truss Bridge, and punch list corrective work throughout.
- Final landscaping installations are near completion and the new trailhead at the Colorado River opened.

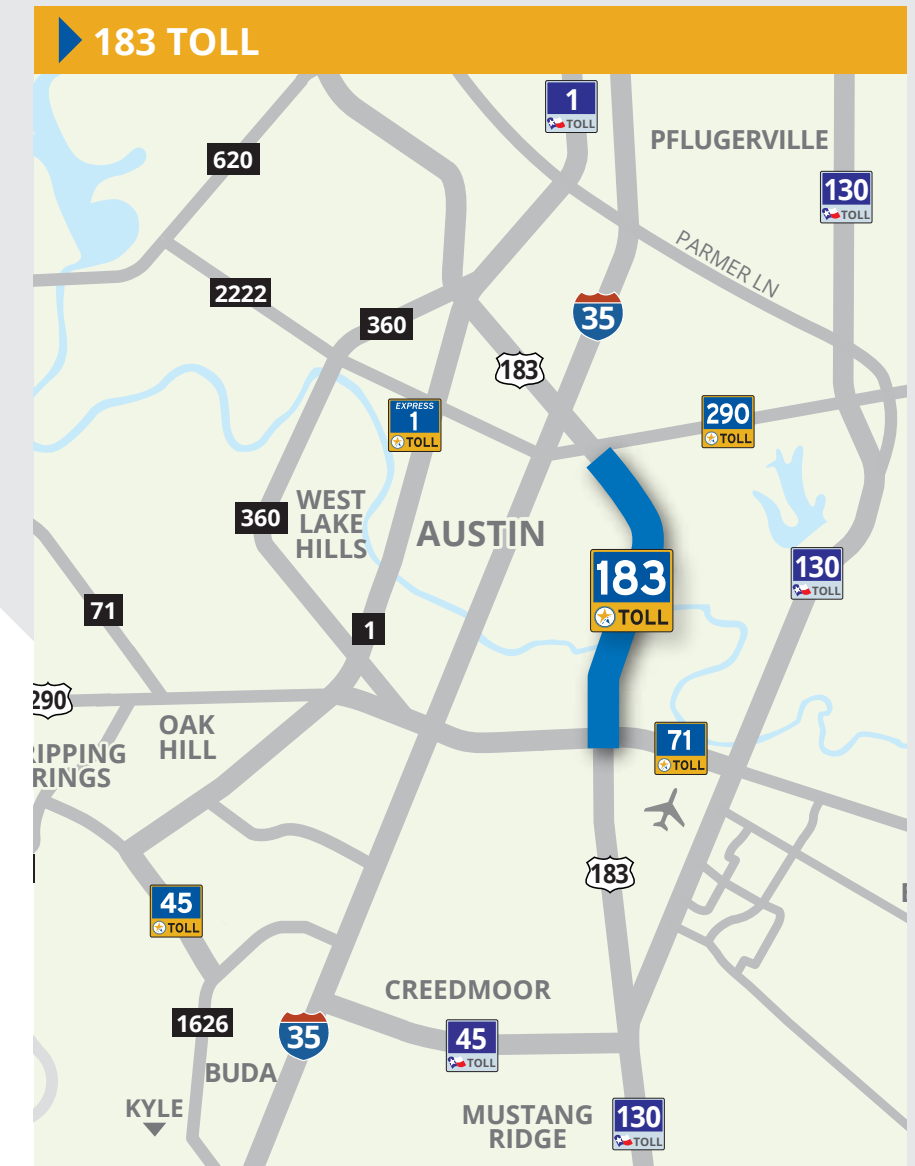
SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2022

- The completion of miscellaneous items including final landscaping, pedestrian wayfinding and interpretive signage, aesthetic painting, crossing street rehabilitations, and punch list corrective work.

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





183A TOLL

PHASE III

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 percent by 2042. The Mobility Authority is extending the existing 183A Toll Road 6.6 miles northward from Hero Way to north of SH 29 in Liberty Hill. 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.

2021 PROGRESS

- Contractor Notice to Proceed was issued by the Mobility Authority in March.
- Contract time began with the start of construction in April.
- Significant construction work is underway and progressing rapidly, including:
 - Bridges: Drilled shaft foundations, concrete columns, and caps are advancing for multiple bridge locations project-wide.

- Earthwork: Roadway excavation is underway project-wide, as well as embankment efforts for the new mainlanes at multiple cross streets.
- Utilities: Waterline work has progressed with both trench laid pipe and jack and bored pipe installations having occurred in the northern half of the project. Drainage systems are progressing at multiple locations throughout the project limits.
- Neighborhood Walls: Construction of the neighborhood wall foundations are underway along the western project limit south of the San Gabriel River.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2022

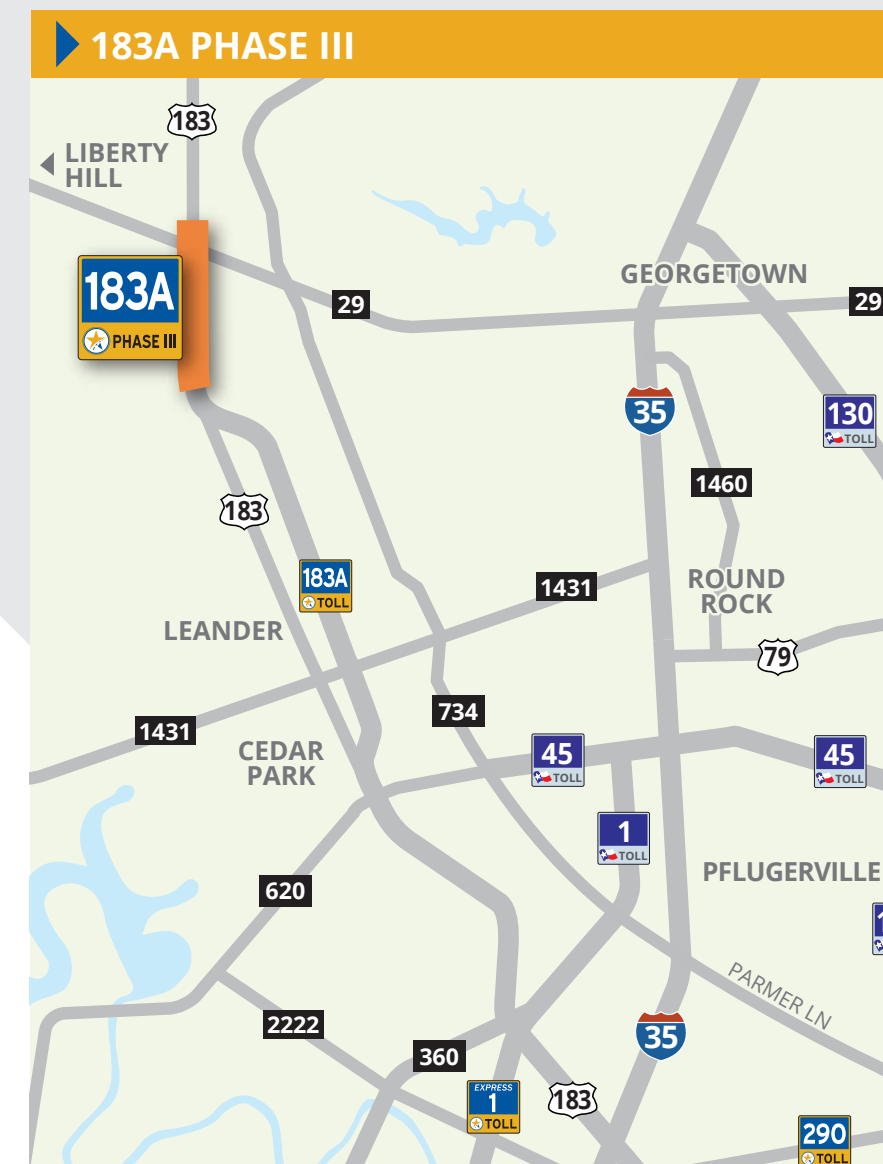
- The contractor anticipates continuing progression of bridge structural elements, drainage systems, water quality ponds, and completion of waterline installations.
- Construction of retaining walls and roadway concrete paving is expected to commence.
- Efforts will continue for all elements of construction project-wide as the contractor expects to maintain significant production rates.

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 will partially refund the Subordinate Lien BANS



UNDER
CONSTRUCTION



183 NORTH

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, and 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.

2021 PROGRESS

- The Mobility Authority executed a Design-Build Agreement with Great Hills Constructors.
- The Mobility Authority issued Notice to Proceed.

- The Mobility Authority and Great Hills Constructors hosted a virtual “Meet the Project Team” event.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2022

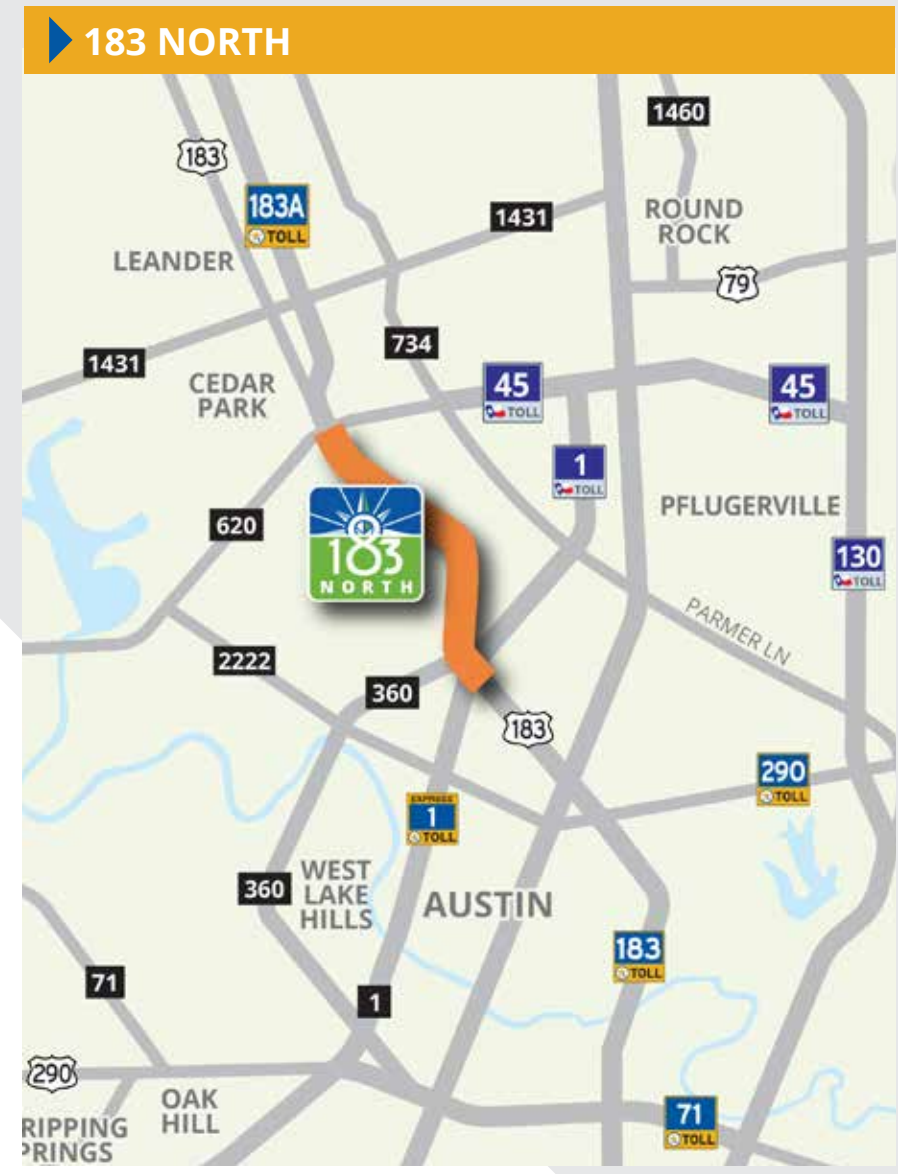
- The Mobility Authority anticipates holding a groundbreaking event for the 183 North Mobility Project involving the planting of trees to honor pillars of the community such as teachers and first responders.
- The following construction activities are expected to commence:
 - Installation of high mast lighting.
 - Pavement grinding on existing general-purpose lanes.
 - Pavement widening activities for express lanes in median of US 183.

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):	\$250,290,000
TIFIA:	TBD*
Total Project Cost:	\$612,000,000

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





IN
DEVELOPMENT



IN DEVELOPMENT



MOPAC SOUTH

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 179,000 cars and trucks per day. If we do nothing to address congestion, drivers could spend an additional 35 minutes traveling the corridor by 2035 (CAMPO 2035 model).

The environmental study 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 Recommended Build Alternative after Open House No. 2 in 2014.

2021 PROGRESS

- The project team resumed efforts and held a virtual open house to re-engage the public on the on the express lane(s) operational configuration options currently under review and to solicit public input on the environmental study.

- The project team continued seasonal environmental studies and began updating the traffic modeling to the CAMPO 2045 model.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2022

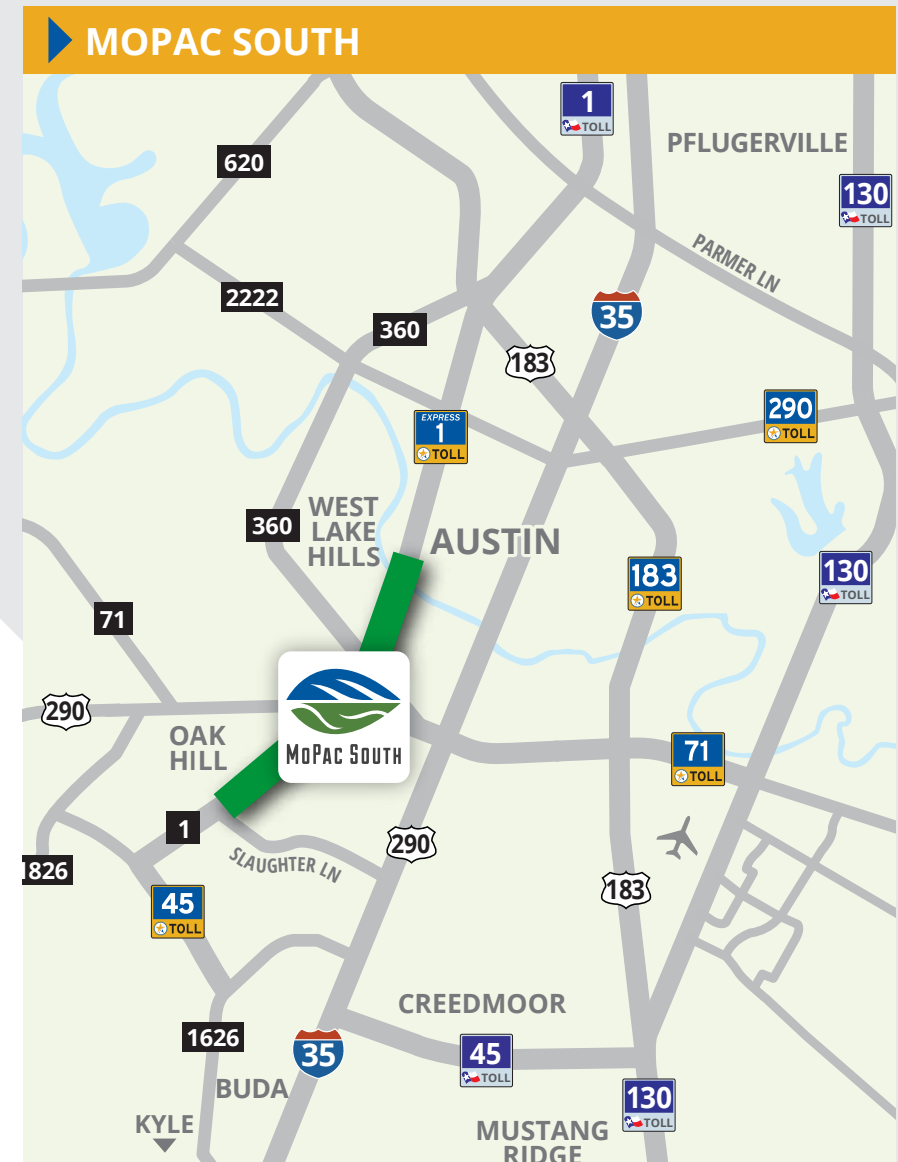
- The project team will complete the updated traffic forecast modeling to the CAMPO 2045 Regional Transportation Plan model.
- The project team will continue work on the Draft Environmental Assessments and related technical reports.

FINANCIALS

FUNDING SOURCES & AMOUNTS

TxDOT/CAMPO (Category 3):	\$16,500,000
Construction Cost:	\$646,000,000*
Total Project Cost:.....	\$825,000,000*

*Currently being updated





BARTON SKYWAY

RAMP RELIEF PROJECT

PROJECT DESCRIPTION

The southbound MoPac corridor near Barton Skyway in Austin is plagued by significant congestion issues. Improvements are needed to help alleviate the consistent bottleneck from traffic merging onto southbound MoPac at the Barton Skyway and Bee Caves Road entrance ramps. Current conditions cause backups to the Winsted Lane and Enfield Road entrance ramps and beyond. Proposed non-tolled improvements include adding pavement for auxiliary and merge lanes on southbound MoPac at the Bee Caves Road and Barton Skyway entrance ramps. This will alleviate congestion at Winsted Lane, Enfield Road, Bee Caves Road, and Barton Skyway, and improve travel time throughout the corridor.

2021 PROGRESS

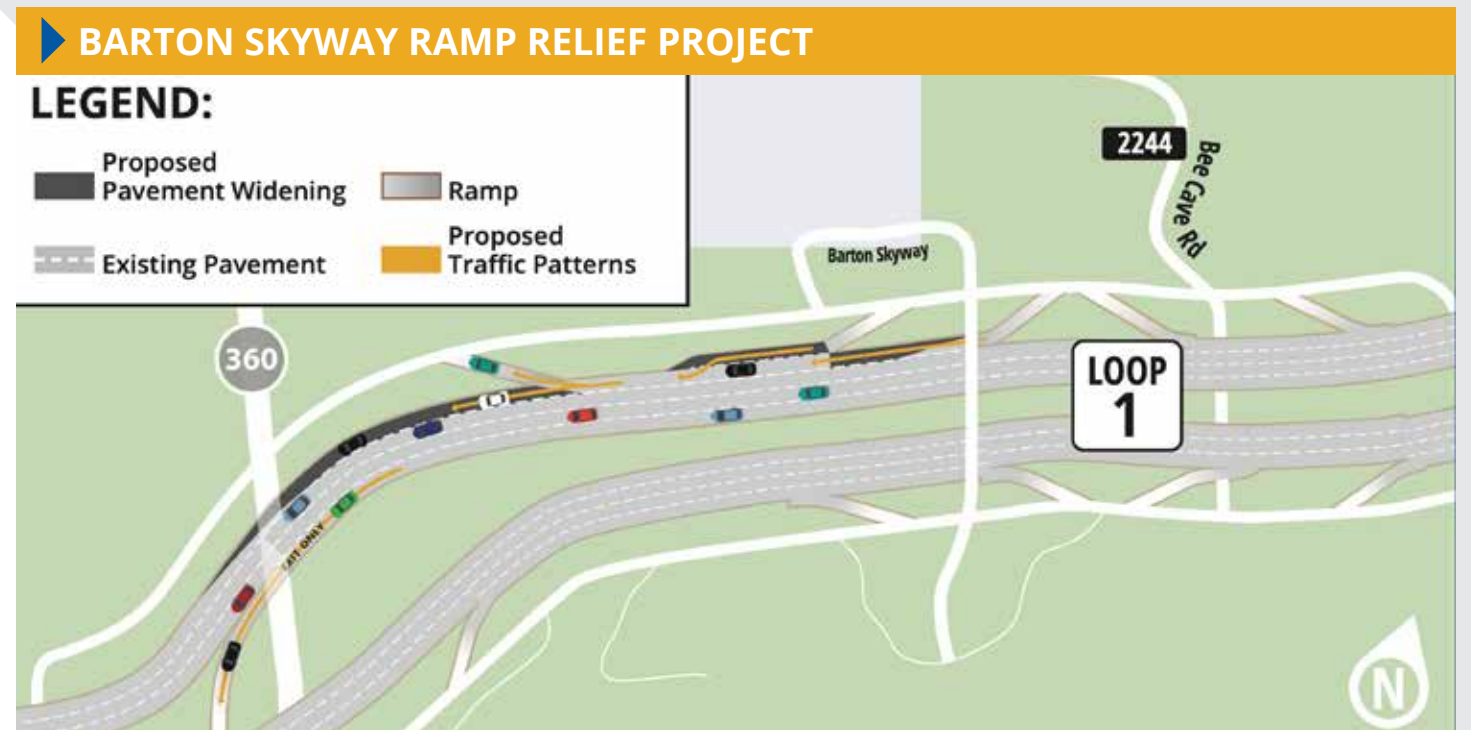
- The Mobility Authority initiated the environmental study of the corridor in coordination with TxDOT.
- The Mobility Authority contracted with CP&Y to provide design development services.
- The Mobility Authority initiated the development of final design plans and specifications for construction of the project.

SCHEDULE OF ACTIVITIES ANTICIPATED FOR 2022

- The Mobility Authority will finalize plans and specifications for Design-Bid-Build project delivery.

FINANCIALS

Total Project Cost:..... \$10,000,000





TRAVIS COUNTY PROGRAM

PROJECT DESCRIPTION

The Mobility Authority is expediting delivery of several projects in Travis County's Capital Improvement Program. This unique 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.

Project	Phase	Description	2021 Progress	2022 Activities
County Line Road	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"> 100% design plans submitted ROW and utility relocations 	<ul style="list-style-type: none"> Bid documents and project letting
Pearce Lane	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"> 90% design plans submitted ROW and utility relocations 	<ul style="list-style-type: none"> Bid documents and project letting

Project	Phase	Description	2021 Progress	2022 Activities
Elroy Road	Construction	A 1.12-mile section of Elroy Road from McAngus Road to Kellam Road is being reconstructed from a two-lane road to a five-lane road with a continuous center turn lane, bike lanes, and sidewalks.	<ul style="list-style-type: none"> Road and bridge construction advanced Project opened to traffic 	N/A
Ross Road	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"> 100% design plans submitted ROW acquisitions and revisions Utility relocations 	<ul style="list-style-type: none"> Bid documents and project letting
Thaxton Road	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"> 100% design plans submitted ROW and utility work Coordination with County Floodplain administrator 	<ul style="list-style-type: none"> Bid documents and project letting
Old Lockhart Road	Development	A 2.2-mile section of Old Lockhart Road from Slaughter Lane to Bradshaw Road and Capitol View Drive to Thaxton Road will have shoulders added in both directions.	<ul style="list-style-type: none"> 100% design plans submitted ROW and utility relocations Coordination with City of Austin on drainage considerations 	<ul style="list-style-type: none"> Bid documents and project letting
South Pleasant Valley Road	Development	A 2.5-mile section of South Pleasant Valley Road from SH 45 to Bradshaw Road 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"> 30% design plans submitted Revised environmental document to a full NEPA Categorical Exclusion 	<ul style="list-style-type: none"> Continue advancing environmental process ROW and utility relocations
Old San Antonio Road	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"> 100% design plans submitted ROW acquisitions and utility work 	<ul style="list-style-type: none"> Bid documents and project letting



TRAVIS

COUNTY PROGRAM

FINANCIALS

County Line Road.....	\$7,100,000
Pearce Lane:	\$27,000,000
Elroy Road:.....	\$25,900,000
Ross Road:	\$5,400,000
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
Total Project Cost:.....	\$99,630,000

▶ TRAVIS COUNTY

