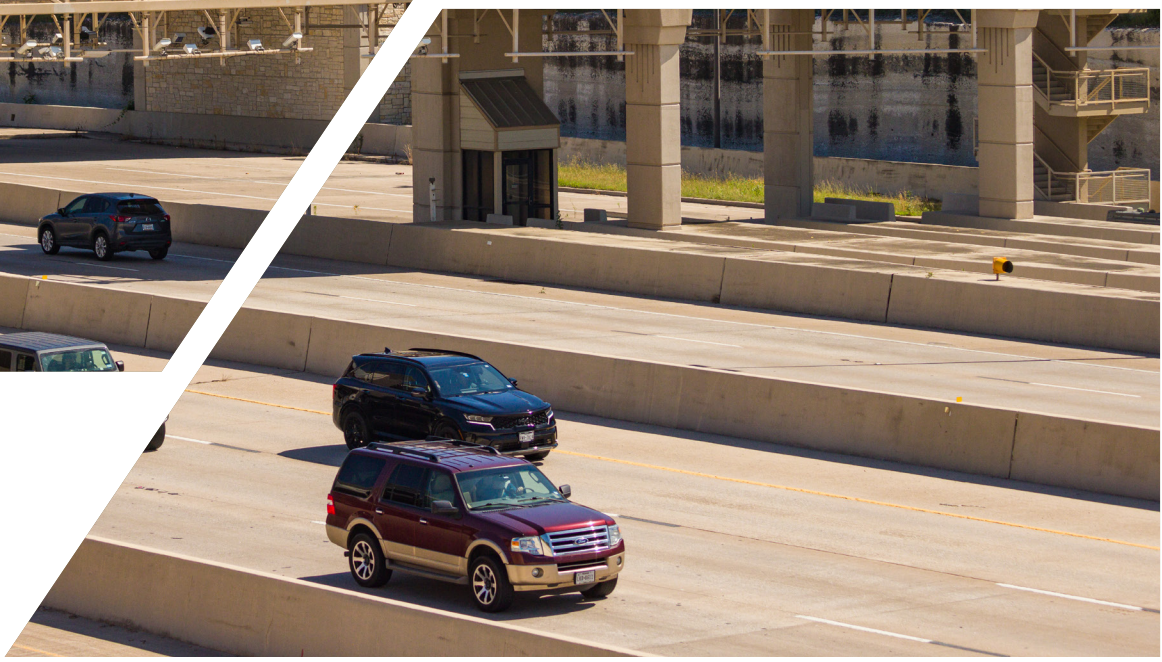
CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

2026
ANNUAL REPORT OF CONDITIONS



Prepared by:
AtkinsRéalis
General Engineering Consultant

183A TOLL | 290 TOLL | 71 TOLL | 45 TOLL | 183 TOLL | 183A PHASE III | 183 NORTH

CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY SYSTEM

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March 24, 2026

Mr. James Bass, Executive Director
Central Texas Regional Mobility Authority
3300 N. Interstate 35, Suite 300
Austin, Texas 78705

Subject: **2026 Annual Report of Conditions - 183A Turnpike, 290E, SH 71 Express, SH 45 Southwest, 183 South, 183A Phase III Project, 183 North Mobility Project**

Mr. Bass:

As General Engineering Consultant to the Central Texas Regional Mobility Authority (Mobility Authority) and in accordance with Section 712 of the Master Trust Indenture, AtkinsRéalis is pleased to submit the 2026 Annual Report of Conditions for the 183A Turnpike, 290E, SH 71 Express, SH 45 Southwest, 183 South, 183A Phase III, and 183 North Mobility Projects, otherwise known as the System. This report sets forth our findings as to the condition of the System, as well as our recommendation of proper operations and maintenance of the System and associated budget during fiscal year (FY) 2027.

AtkinsRéalis conducted a visual inspection of all portions of the System in fall 2025. Bridges are inspected as part of TxDOT's Bridge Inventory, Inspection and Appraisal Program (BRINSAP) every two years per applicable federal requirements in accordance with the National Bridge Inspection Standards. The findings of the most recent BRINSAP inspections, conducted in 2025, were provided to the Mobility Authority and are reflected in this year's report. In addition, visual observations of bridges are performed during alternate years, under the Maintenance Bridge Inspection Tracking System (MBITS) program.

There were two projects in the System that were not fully operational at the time of inspection. The first project, 183A Phase III Project, commenced construction activities in Spring 2021 and will extend the 183A Turnpike north from Hero Way to north of SH 29, with approximately 6.6 total miles of road improvements and transitions. The second project, 183 North Mobility Project, commenced construction activities in early 2022 and will include two express lanes in each direction along 9.0 miles of US 183 between State Highway (SH) 45 North/Ranch-to-Market (RM) 620 and State Loop 1 (MoPac), the addition of a fourth general-purpose lane in each direction, and two express lane direct connectors to and from MoPac. In anticipation of these projects being fully open to traffic, expenses for capital and operational expenditures are included in the applicable recommended budget for FY 2027.

We appreciate the opportunity to provide the services required of the General Engineering Consultant, and we wish to acknowledge the excellent cooperation of the Mobility Authority staff in the performance of these services.

Sincerely,

Gregory S. Blake, P.E.
Sr. Division Manager, AtkinsRéalis USA, Inc.

Cc: Tracie Brown, Director of Operations, Central Texas Regional Mobility Authority
Jose Hernandez, Chief Financial Officer, Central Texas Regional Mobility Authority
Jori Liu, Director of Communications, Central Texas Regional Mobility Authority
Greg Mack, Director of IT & Toll Systems, Central Texas Regional Mobility Authority
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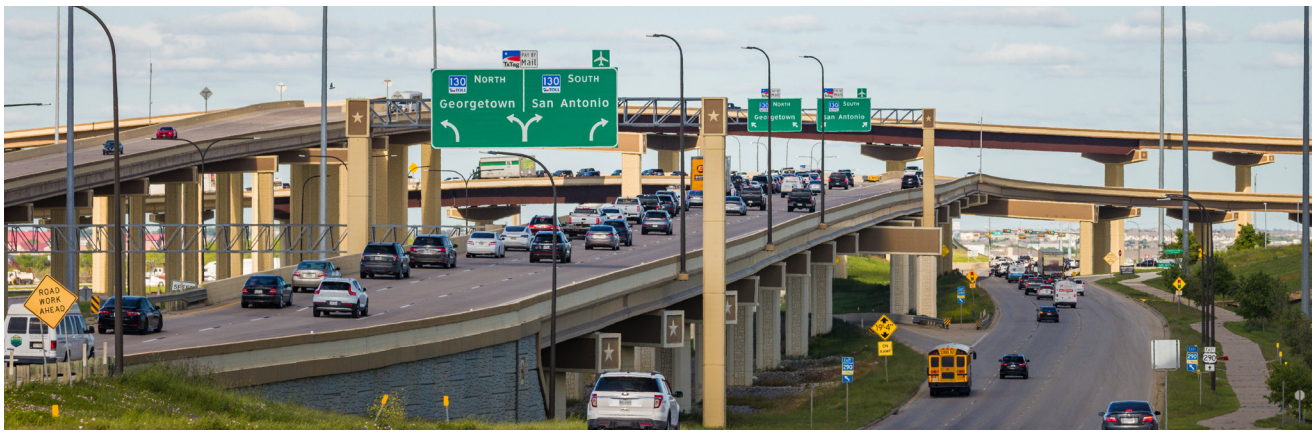
Table of Contents



Acronyms and Abbreviations

BRINSAP	Bridge Inventory, Inspection and Appraisal Program
BMP	Best Management Practice
CAMPO	Capital Area Metropolitan Planning Organization
CCTV	Closed Circuit Television
CIP	Cast in Place
CMMS	Computerized Maintenance Management System
CR	County Road
CRCP	Continuously Reinforced Concrete Pavement
DC	Direct Connector
EB	Eastbound
ETC	Electronic Toll Collection
ETCS	Electronic Toll Collection System
FUA	Follow Up Action
FY	Fiscal Year
GEC	General Engineering Consultant
GFCI	Ground-fault Circuit Interrupter
GIS	Geographic Information System
IH	Interstate Highway
ILP	In-Lane Processing
IRI	International Roughness Index
MBGF	Metal Beam Guard Fence
MBITS	Maintenance Bridge Inspection Tracking System
MSE	Mechanically Stabilized Earth
MTRS	Minimum Technical Required Standards
NB	Northbound
NBIS	National Bridge Inspection Standard
PFC	Permeable Friction Course
PBMC	Performance Based Maintenance Contractor
R&R	Renewal and Replacement
RM	Ranch to Market Road
ROW	Right-of-Way
SAMP	Strategic Asset Management Plan
SB	Southbound
SDMS	Single-line Dynamic Message Signs
SH	State Highway
SUP	Shared Use Path
TCS	Toll Collection System
TIM	Traffic and Incident Management
TxDOT	Texas Department of Transportation
US	United States Highway
WAN	Wide Area Network
WB	Westbound

System Map


GEORGETOWN
29
183A
PHASE III
183A
TOLL
183
LEANDER
1431
ROUND ROCK
1460
130
TOLL
TAYLOR
79
HUTTO
734
CEDAR PARK
45
TOLL
1
TOLL
PFLUGERVILLE
95
620
183
NORTH
130
TOLL
2222
360
35
ELGIN
EXPRESS
1
TOLL
290
TOLL
MANOR
WEST LAKE HILLS
AUSTIN
183
TOLL
71
1
290
OAK HILL
DRIPPING SPRINGS
71
TOLL
71
1826
45
TOLL
CREEDMOOR
1626
BUDA
KYLE
MUSTANG RIDGE
LEGEND
Open to Traffic
Under Construction

Executive Summary

As per Section 712 of the Master Trust Indenture, the Central Texas Regional Mobility Authority (Mobility Authority) requires the General Engineering Consultant (GEC) to conduct an inspection of the System at least once in the fiscal year following substantial completion of the initial project funded with bond obligations, and in each fiscal year thereafter. The System is currently comprised of the 183A Turnpike, 290E, SH 71 Express, SH 45 Southwest, 183 South, 183A Phase III and the 183 North Mobility Projects.

Following each inspection and on or before the 90th day prior to the end of each fiscal year, the GEC should submit to the Mobility Authority a report setting forth:

- Its findings as to whether the System has been maintained in good repair, working order and condition;
- Its advice and recommendations as to the proper maintenance, repair and operation of the System during the ensuing fiscal year; and
- An estimate of the amount of money necessary for such purposes, including its recommendations as to the total amounts and classifications of items and amounts that should be provided for in the annual operating budget, the annual maintenance budget and annual capital budget for the next ensuing fiscal year.

Copies of such reports are to be provided to the Trustee by the Mobility Authority. AtkinsRéalis completed the inspections in fall 2025 and is pleased to report that the System has been maintained in good repair, working order and condition. This observation was based on a general visual inspection of the roadways, buildings, overhead sign bridges, retaining walls and toll gantries.

AtkinsRéalis recommends that the Mobility Authority continue to implement the routine maintenance as budgeted and scoped and implement the Renewal and Replacement (R&R) projects planned for the ensuing fiscal year. Through coordination with Mobility Authority staff, and in review of the R&R projects anticipated through FY 2031, the following budgets are recommended:

RECOMMENDED BUDGETS	
Operating Expenses FY 2027	$62,000,000
Maintenance Expenses FY 2027	$13,400,000
R&R Fund FY 2027	$59,700,000
R&R Fund FY 2028	$35,500,000
R&R Fund FY 2029	$15,300,000
R&R Fund FY 2030	$2,400,000
R&R Fund FY 2031	$13,200,000

The overall condition of the System and funding levels for the System operating budgets exemplify the Mobility Authority's commitment to maintain and operate a safe and reliable toll road system for the Central Texas region.

1.0 Introduction

1.1 BACKGROUND

In compliance with the requirements of the Master Trust Indenture, AtkinsRéalis conducted a visual inspection of the System roadways open to traffic in fall 2025. The inspection was conducted to assess the general condition of roadways, buildings, overhead sign bridges, retaining walls and toll gantries along the facilities and to identify any deficient elements to be restored to good working condition. This report includes conclusions and recommendations concerning the condition, maintenance, repair and operation; the amount of money necessary for the proper maintenance, repair and operation of the toll roads during Fiscal Year (FY) 2027, and the amount of funds forecasted for R&R Projects.

1.2 INSPECTION PROCESS

The inspection covered all portions of the facilities including pavement, traffic and illumination elements, roadside elements, retaining and noise walls, drainage structures, sign bridges, pedestrian bridges, and associated buildings and equipment.

All bridges constructed on the Mobility Authority System, with the exception of the pedestrian bridges that are not located over travel lanes, undergo a routine safety inspection as part of the Texas Department of Transportation's (TxDOT) Bridge Inventory, Inspection and Appraisal Program (BRINSAP) to implement national bridge inspection standards as established by the Federal Highway Administration (FHWA). These standards are issued by the FHWA and discussed in detail in the Code of Federal Regulations, 23 CFR 650C. These standards require all bridges on the Texas Transportation Commission designated State Highway System to be inventoried, inspected and appraised every two years in accordance with The Manual for Bridge Evaluation published by the American Association of State Highway and Transportation Officials. In 2022, FHWA began implementation of a new set of reporting requirements, known as Specification for the National Bridge Inventory (SNBI). TXDOT began implementation of these new requirements in September 2025. As a result of the timing of TxDOT's implementation of the new requirements, any BRINSAP inspections on Mobility Authority bridges prior to September 2025 were completed under the previous requirements (known as National Bridge Inspection Standards, or NBI), while those performed in September 2025 or later were completed under the new SNBI requirements. As a result of this change, some elements have switched between inspection categories, and some inspection scoring coding is revised, but the same elements continue to be inspected. In addition, "off-year" bridge maintenance inspections are conducted where visual observations are performed by maintenance personnel through the Mobility Authority System-wide Performance Based Maintenance Contract (PBMC) under the Maintenance Bridge Inspection Tracking System (MBITS) program. The term "off-year" is used because these inspections are scheduled to generally occur in the alternating years that the BRINSAP routine safety inspections do not occur.

The Mobility Authority performs biennial structural inspections for lighting structures, cantilever and overhead sign bridges, signal poles and pedestrian bridges not over travel lanes. These structural inspections are conducted by trained engineers in accordance with TxDOT structural inspection protocols. The Mobility Authority has implemented a systemwide retaining wall monitoring program using InSAR (Interferometric Synthetic Aperture Radar) based on satellite imagery data. InSAR is a technique for mapping ground deformation using radar images of the Earth's surface that are collected from orbiting satellites. This data is used to identify retaining walls that may be experiencing movement caused by foundation settlement or other structural defects that are considered outside established acceptable thresholds. Analysis of the InSAR data allows an objective evaluation of associated geotechnical risk for each retaining wall. Thereafter, the walls are grouped into various risk categories, with moderate, high, or very high overall displacement ratings. Those identified as having potential issues are flagged for additional on-the-ground investigation. Based on the findings of this investigation, the wall may continue to be monitored if it is determined to be stable, or a work plan will be devised to address the issue(s) causing the movement. This proactive monitoring allows the Mobility Authority to monitor newly constructed walls for warranty claims, identify and repair issues on established walls before they become significant and more costly, or to mitigate potential sudden wall failures resulting from structural distress that happen without physical warning signs.

1.0 Introduction *continued*

For the purpose of this report, the existing roadway conditions were rated and grouped into three major categories: (1) Pavement; (2) Roadside and (3) Miscellaneous. Each category consisted of specific features that were inspected, as shown in Table 1, below.

Table 1: Roadway Inspection Elements

CATEGORY	ITEM	DESCRIPTION OF INSPECTION
Pavement	Pavement and shoulders	General condition of pavement and shoulders
	Curb/Gutter	Identification of deficiencies such as settlement, cracking, and displacement
	Joints	Identification of deficiencies including joint cracking, faulting, and surface deterioration, etc.
Roadside	Culverts	Identification of inadequate drainage at culverts, flumes, and weep holes and condition of safety treatments
	Ditches	Presence of erosion, silting, presence of debris, lack of vegetation, etc.
	Grates/Inlets/Piping	Identification of inadequate drainage at pipes, grates, and inlets
	Ponds	Identification of inadequate drainage, evidence of erosion, and malfunctioning components
Misc.	Signs	Conditions associated with mainlane and ramp signing to include damage and day and night visibility
	Pavement Graphics	Condition of pavement graphics to include day and night visibility and section loss
	Pavement Markings	Presence of wear and tear of striping and markings to include day and night visibility and section loss
	Raised Pavement Markers	Condition of raised pavement markers to include missing markers and proper day and night visibility
	Delineators	Condition of delineation to include missing delineators and proper day and night visibility
	Metal Beam Guard Fence (MBGF)	Condition of MBGF and its components, terminal anchors, single guardrail terminals (SGT), etc.
	Attenuators	Condition of various crash attenuation systems
	Barriers	Condition of concrete barriers and bridge rail
	Coatings	Conditions such as peeling, absent or damaged coatings on concrete traffic barrier, concrete traffic rail, or other coated surfaces
	Fence	Condition of chain-link, barbed wire, and ornamental fencing at the right-of-way (ROW), or within maintenance limits
	Lighting	Conditions associated with lighting structures and their components, bridge underdeck lights, and nighttime inspections for proper operation
	Traffic Signals	Conditions associated with signals and their components, and nighttime inspections for proper operation
	Shared Use Path (SUP)	General condition of concrete path, joints and potential obstructions

Bridge inspections were conducted in 2025 by TxDOT as part of BRINSAP. The findings of the most recent bridge inspections were provided to the Mobility Authority and serve as the basis for the comments and recommendations in the bridge portion of this report. In 2024, visual observations of bridges were performed under the MBITS program. Pedestrian bridge inspections were conducted in 2024 by the GEC as part of the Mobility Authority's structural inspection program.

The existing bridge conditions are rated and grouped by the following categories: (1) Deck; (2) Substructure; (3) Superstructure; (4) Channel; (5) Culverts; and (6) Approaches. Each category consists of specific features that were inspected, as shown in Table 2, below.

Table 2: Bridge (Traffic and Pedestrian) Inspection Elements

CATEGORY	DESCRIPTION OF INSPECTION
Deck	Condition of the deck surface, its associated joints, rail, sidewalks/medians, striping, and drainage on top of the bridge structure
Superstructure	Condition of concrete beams, beam connections and bearings
Substructure	Condition of columns, bents, abutments, foundations, and riprap
Channel	Condition of the stream or creek being crossed by the bridge
Culverts	Condition of the headwalls, wingwalls, slab footing, safety devices and other associated items
Approaches	Condition of the approach slabs, rail leading up to the bridge, guard fence, and retaining walls at the bridge abutments

Retaining and noise walls, and associated components were rated and grouped in categories (1) Wall or (2) Earth, as described in Table 3.

Table 3: Wall Inspection Components

CATEGORY	DESCRIPTION OF INSPECTION
Wall	Condition of wall face, coping, foundations, joints, panel finishes, and Cast in Place (CIP) sections
Earth	Conditions of the top slope, toe slope, backfill, CIP, and Mechanically Stabilized Earth (MSE) wall

Building conditions were rated and grouped by the following categories: (1) Architectural; (2) Structural; (3) Mechanical and (4) Electrical. Each category consisted of specific features that were inspected, as shown in Table 4.

Table 4: Building Inspection Elements

CATEGORY	ITEM	DESCRIPTION OF INSPECTION
Architectural	Building Exterior	Condition of walls, glazing, decks, stairs, handrails, sealants, soffits, doors, paint, and signage
	Building Interior	Conditions of the lobby, finishes, stairs, doors, restrooms, security system, and ceiling tile
	Roof	Condition of the surface condition, seams, expansion joints, and access
	Drainage	Condition of the roof drains, secondary drainage, gutters, downspouts, and edge flashing
	Site	Condition of the ramps, rails, lighting, retaining walls, screen walls, landscaping, irrigation, and parking
Structural	Structural	Condition of the foundation, ground floor slab, grade beams, walls, elevated floor slabs, roof, columns, and joints
Mechanical	Mechanical	Condition of cooling and heating systems, air handlers, exhaust fans, ductwork, piping, and insulation
	Plumbing	Condition of the piping, water flow and pressure, hot water source, water pumps, natural gas plumbing, sanitary sewer plumbing, fixtures, and water softening system
	Fire Protection Systems	Condition of fire protection systems and backflow preventers
Electrical	Electrical	Condition of the primary transformer, step-down transformer, electrical room, wiring, conduits, emergency power, and communication systems

The structural components of the overhead sign bridges, lighting and signals located on each roadway were inspected as shown in Table 5.

Table 5: Overhead Sign Bridge, Lighting and Signal Elements

CATEGORY	DESCRIPTION OF INSPECTION
Structural	Condition of the foundation
	Condition of the concrete columns
	Condition of the truss connection to the column, including the bolts
	Condition of the arm chords on the truss

The toll system infrastructure required to accommodate the Toll Collection System (TCS) consists of various components at each tolling location including, but not limited to those described in Table 6.

Table 6: TCS Inspection Elements

CATEGORY	DESCRIPTION OF INSPECTION
TCS	Retaining walls and copings
	Drainage features
	Civil site work, including grading, access driveways and fencing
	Toll gantries, including foundations and gantry structures
	In-Lane Processing (ILP) Equipment Enclosures, environmental protection and climate controls for housing the electronic equipment. ILP Equipment Enclosures consist of either cabinets or communications hub buildings
	Conduit and ground boxes providing connections between the ILPs and the Electronic Toll Collection (ETC) Lane equipment installations
	Power and Wide Area Network (WAN) communication services up to the location of the ILP enclosures
	Emergency generators and associated fuel tanks
	Signing, pavement markings, traffic barriers and other roadway appurtenances required at each remote tolling location

It should be noted that the assessments, not included in bridge or structural biennial inspections, are based on visual observations made in the field without conducting any testing. Inspection data from these visual inspections is collected and organized in real-time by means of handheld devices pre-loaded with a Geographic Information System (GIS) based collection application for visualization and analysis. The GIS based maps and output data are checked to verify accuracy and consistency. The observations reflect the condition of the feature(s) on the day the inspection was performed. As such, the opinions, statements and recommendations in this report are based solely on conditions observed during the inspection. As part of this inspection, a list of roadside deficiencies is being provided to the Mobility Authority to forward to either the maintenance or the construction contractor to be addressed as part of their contractual obligations.

An inspection rating scale of 1 to 5 is used to determine the severity of the asset defect, shown in Table 7. No representation or warranty is made that all defects have been discovered or that additional defects will not appear in the future.

Table 7: Condition Assessment Rating Scale

GRADE	RATING	DESCRIPTION
5	Excellent	• Feature is in like-new condition. No deficiencies noted. • A rating of 5 indicates the asset is adequately performing and does not require maintenance action.
4	Good	• Feature appearance and functionality/operability are good. • A rating of 4 indicates some level of degradation of the asset but has not affected performance and does not require maintenance.
3	Degraded	• Feature appearance and functionality/operability are below average. Maintenance is required but does not require emergency repair to protect the System. • A rating of 3 indicates some level of degradation of the asset performance and requires maintenance action but does not warrant expedited maintenance.
2	Unsatisfactory	• Feature appearance and functionality/operability are substandard. Maintenance is required, as soon as practical (1), but does not require emergency repair to protect the System. • A rating of 2 indicates the defect identified is showing signs of the asset degrading to the point that it is no longer functional and requires expedited maintenance to protect the public or the System.
1	Failing	• Feature appearance and functionality/operability are unacceptable. Feature has failed and may require emergency repair to protect the public or System.(2) • A rating of 1 indicates that the asset is out of service and is in need of replacement or reconstruction.

NOTES:

(1) Timeframe for which, under normal circumstances, repair work would be prioritized and scheduled.

(2) The need for emergency repair should be determined based on response times set forth in maintenance protocols set forth by the Mobility Authority as appropriate for a specific deficiency.

For bridges, a 10-point numerical rating scale is used to determine the severity of the asset defect, where a "9" indicates that an element is in "Excellent" condition and a "0" indicates that an element has failed, as shown in Table 8.

Table 8: Bridge Condition Assessment Rating Scale

GRADE	RATING	DESCRIPTION
9	Excellent	All elements are in excellent condition.
8	Very Good	No problems noted.
7	Good	Element has some minor problems. Minor maintenance may be needed.
6	Satisfactory	Minor deterioration of structural elements (limited). Maintenance may be needed.
5	Fair	Minor deterioration of structural elements (extensive). Minor rehabilitation may be needed.
4	Poor	Deterioration significantly affects structural capacity. Major rehabilitation may be needed.
3	Serious	Deterioration seriously affects structural capacity. Repair / rehabilitation is required immediately.
2	Critical	Element shows advanced deterioration. It may be necessary to close the bridge until repaired.
1	Failing	Bridge is closed to traffic, but repairable.
0	Failed	Bridge is closed, and beyond repair.

The Mobility Authority has implemented a pavement management program. As part of this program, pavement distress and ride quality (IRI) data are collected, resulting in a Pavement Condition Score (PCS). The frequency of this data collection varies by corridor and is determined by several factors such as age, evidence of distress and timing of preventative maintenance treatments. PCS describes a pavement's overall condition in terms of distress and ride quality. PCS values range from 1 (worst condition) to 100 (best condition). Table 9 lists the five classes of PCS.

Table 9: Pavement Condition Score Classes

CONDITION SCORE	CLASS	DESCRIPTION
90-100	A	Very Good
80-89	B	Good
70-79	C	Fair
60-69	D	Poor
1-59	F	Very Poor

1.3 DESCRIPTION OF SYSTEM

1.3.1. 183A TURNPIKE

The Mobility Authority constructed, operates and maintains the 183A Turnpike, a tolled facility stretching 11.6 miles from RM 620 to Hero Way in Williamson County. The corridor is a critical link in the highway network serving an area experiencing tremendous development and economic growth. The Project included phased construction with Phase I opening in 2007, Phase II opening in 2012, and intersection improvements opening in 2015 effectively reducing congestion, enhancing mobility, and providing safer travel and better access to developments along the corridor. Additionally, the project includes 6.9 miles of shared use path and connections to regional trails.

1.3.2. 183A PH III PROJECT

Construction for the third phase of the 183A Turnpike began in 2021. The project includes a 5.3-mile extension of the existing 183A Toll Road northward from Hero Way to north of SH 29. Together with the associated access ramps, frontage road improvements and transitions the overall project length is approximately 6.6 miles. The roadway provides two tolled lanes in each direction, within the median of the existing US 183 corridor. The project opened to traffic in 2025 but construction will not be fully complete until early 2026.

1.3.3. 290E

The Mobility Authority constructed, operates, and maintains the 290E, a toll road along US 290 from US 183 to just east of Parmer Lane with 7.3 miles of improvements. It includes three tolled mainlanes and three non-tolled general-purpose lanes in each direction, direct connectors (DCs) to US 183 and SH 130, and a 6.3-mile shared use path along the entire corridor. The corridor is a significant link to important roadways in the region including US 183, IH-35 and SH 130, effectively reduced congestion on US 290, and provides reliable travel times for tolled and non-tolled travel.

1.3.4. SH 71 EXPRESS

The Mobility Authority operates and maintains SH 71 Express, a 4-mile toll lane in each direction along SH 71 between Presidential Boulevard and east of SH 130 in Travis County. In addition to the tolled lane opened in 2017, the project added 5.6 miles of shared use path connections on both sides of the roadway, improved existing non-tolled lanes, constructed bridges over FM 973 and SH 130 to facilitate through-traffic movement, and ramps connecting SH 71 to SH 130 offering greater connectivity options to drivers. The facility enhances traffic flow, mobility, and driver and pedestrian safety along SH 71, a key east-west corridor connecting to the Austin-Bergstrom International Airport, the city of Bastrop, and points beyond.

1.3.5. SH 45 SOUTHWEST

The Mobility Authority constructed, operates and maintains SH 45 Southwest, a tolled facility stretching from State Loop 1 (MoPac) to FM 1626 in southern Travis and northern Hays counties with 5.2 miles of improvements. The corridor, which opened to traffic in 2019, includes two tolled lanes in each direction and a 4.9-mile shared use path. The facility was built without frontage roads to limit impacts to the surrounding environment. The road offers drivers an alternative to congested neighborhood streets like Menchaca Road, Slaughter Lane and Brodie Lane.

1.3.6. 183 SOUTH

The Mobility Authority constructed, operates, and maintains 183 South, an 8.3-mile-long toll road along US 183, spanning from US 290 to SH 71. The facility upgraded the previous four-lane US 183 to include three tolled mainlanes and three non-tolled general-purpose lanes in each direction – tripling the roadway's previous capacity and constructed multimodal connections along the entire corridor offering greater mobility for all users of the corridor. Aesthetic enhancements are a major facility component and are visible in the unique design of the bridges, walls, and other features. The roadway makes it possible for drivers to travel from Austin-Bergstrom International Airport through Leander without stopping and provides a north-south alternative to I-35.

1.3.7. 183 NORTH MOBILITY PROJECT

The 183 North Mobility Project is currently constructing 12 miles of improvement on US 183 between SH 45 North/RM 620 and MoPac. Improvements include two express lanes in each direction, the addition of a fourth general-purpose lane in each direction, and express lane DCs to and from southbound MoPac. The project also includes operational improvements for the transition to MoPac, new shared use path connections, new sidewalks, and cross-street connections for bicycles/pedestrians. Construction began in early 2022 and the project is expected to partially open to traffic in the first quarter of 2026.

1.3.8. FACILITIES/BUILDINGS

Mobility Authority facilities provide support for the safe and reliable operation of the System. These facilities include the Traffic Incident & Management (TIM) Center adjacent to the 183A Turnpike in Cedar Park, the 183A Turnpike maintenance storage yard at the Brushy Creek Road interchange, the 290E maintenance storage yard on Old Manor Road and various roadway ILP structures along the Mobility Authority roadways.

1.4 MAINTENANCE PROGRAM OVERVIEW

The Mobility Authority utilizes a System-wide PBMC to maintain its infrastructure. The intent of the PBMC is for the contractor to manage and plan maintenance activities to meet the performance requirements as set forth in the contract. The general maintenance obligations of the PBMC are as follows:

(1) Maintain the project and related transportation facilities in a proactive and timely manner appropriate for a facility of the character of the project.

(2) Minimize delay and inconvenience to users and, to the extent the Contractor is able to control, users of adjacent facilities.

(3) Identify, manage, and correct all defects and damages from incidents to include cleanup of spilled cargo, removal and disposal of damaged and unsalvageable materials, obtaining required permits, etc.

(4) Monitor and observe weather and weather forecasts to proactively deploy resources to minimize delays and safety hazards due to heavy rains, snow, ice or other severe weather events.

(5) Remove debris, including litter, graffiti, animals, and abandoned vehicles or equipment from the ROW.

(6) Minimize the risk of damage, disturbance or destruction of third-party property during the performance of maintenance activities.

(7) Coordinate with the Mobility Authority and perform duties and functions on their behalf.

(8) Perform systematic inspections and maintenance in accordance with the provisions of Maintenance Management Plan to include contractor's Safety and Health Plan and in accordance with the contract.

The Mobility Authority executed a performance-based maintenance contract that commenced on July 1, 2023. This contract encompasses an initial 5-year term with two optional 5-year terms.

1.4.1. CONDITION ASSESSMENT

The PBMC is administered by the Mobility Authority. The System and its performance are monitored on a daily basis. Monthly audits are performed through condition assessments conducted on 20% of the roadways on randomly selected sections. This ensures the contractor is maintaining the facilities within the tolerances established by the contract performance measures. 100% environmental assets are assessed each month for contract compliance.

2.0 Annual Report of Conditions

2.1 OVERVIEW

Visual daytime and nighttime condition assessments were conducted in the fall of 2025. Most ratings are based on the 5-point rating scale described in Table 7, while bridges are assessed on 10-point rating scale described in Table 8. The results of this year's annual inspection indicate the System is performing as expected and is being maintained in accordance with the Mobility Authority's asset management program and is in good repair. Corrective measures are being taken to address deficiencies through the Mobility Authority System-wide PBMC and stand-alone maintenance projects.

2.2 183A TURNPIKE

2.2.1. 183A TURNPIKE ROADWAY

ASPHALT PAVEMENT

Visual inspections resulted in identification of minor issues such as transverse and longitudinal cracking; however, the inspection did not identify a significant number of deficiencies in the asphalt pavement that would affect the safety and operations of 183A Turnpike.

The asphalt lanes were not inspected as part of the 2025 pavement condition report. The 2024 report indicated the asphalt frontage roads range from Very Good to Good condition with isolated areas of Fair, to Poor, to Very Poor conditions likely due to isolated rutting and cracking. In review of the distresses identified for the asphalt section, it appeared to exhibit weathering, some raveling, isolated rutting, isolated alligator cracking, isolated block cracking, and longitudinal and transverse cracking. The IRI values indicate Very Good to Good ride quality. Based upon these conditions it is recommended the Mobility Authority consider crack sealing, and a surface seal for the weathering and raveling with the frontage roads and off-ramps be performed. The north end of the corridor will be overlayed as part of the ongoing 183A Phase III Project that is anticipated to be fully open in 2026.

CONCRETE PAVEMENT

Visual inspections indicate the concrete pavement along the corridor was in good repair, with some degradation present. Deficiencies noted included failures occurring along joints, and transverse cracking across lanes, which is typical and an expected cracking pattern for continuously reinforced concrete pavement (CRCP). The PBMC should seal cracks and repair spalls and joints as needed as part of regularly scheduled maintenance activities. Ride quality is diminished due to failures and temporary patching. This issue will be monitored and addressed with a future slab stabilization project.

The 2025 pavement condition report indicates the concrete section of the 183A corridor is in very good condition overall, with IRI being the primary factor contributing to the slight condition rating reduction. The observed distresses included cracking and failures along joints that are in need of patching. There is a diminished ride quality, however structural improvements are not recommended at this time. It is recommended that typical maintenance of joint sealing and repair of damaged joint sealant be conducted and remain part of regularly scheduled maintenance activities.

ROADSIDE

The roadside visual inspection did not identify any deficiencies outside of the PBMC scope. The most common deficiencies noted consisted of siltation at drainage inlets and pipes with more than 20% capacity blockage, some areas reported as high as 40% blocked, thus reducing the drainage to less than the factor of safety. Other deficiencies observed included untreated vegetation growth with ROW encroachments, non-standard mailbox installations, and illegally placed advertisements and memorials. Also noted were several areas of significant (18"-24") erosion in the ditch line, broken curb with loose concrete at several ramp gores, edge drop-offs exceeding 2", and tree trimming needed along the corridor, including the removal of dead shrubs and trees. Litter was also present along the roadway as well as debris on pavement and in joints throughout the corridor. There was also vegetation present in some cracks and joints as well as erosion identified at toe walls. Deficiencies should be addressed as part of regularly scheduled maintenance activities.

183A Turnpike has numerous detention and water quality ponds along the length of the facility. These ponds serve to provide water quality treatment of the runoff from the roadway and detain the storm water where necessary. Visual inspections did not identify deficiencies outside of the PBMC scope. The most common deficiencies observed were erosion in isolated areas, vegetation growth, and several areas of basin/sand filtration that need sediment removal.

MISCELLANEOUS

Signs: Signs were assessed by a day and a nighttime visual inspection during the fall 2025 inspections. Peeling and fading of sign panels, evidence of impact damage, as well as missing small signs were noted along the frontage roads. There were isolated reports of impact damage to large signs. These issues fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

Pavement Graphics, Pavement Markings, and Raised Pavement Markers: Deficiencies identified during day and nighttime visual inspections indicate that there were several locations where the pavement graphics exhibited section loss and lack of reflectivity, pavement markings either exhibited section loss or were missing, primarily on frontage roads. Multiple areas of raised pavement markers were also missing or non-reflective. As part of the PBMC responsibilities, an independent inspection and work plan was developed to address the deficient graphics, markings and markers, and work was performed to correct pavement markings on tolled lanes in late 2025.

Delineators: Delineators were assessed by a day and a nighttime visual inspection during the fall 2025 inspections. The most common deficiency noted was missing and leaning delineation along concrete traffic barriers at multiple locations. The deficiencies found do not fall outside of the PBMC scope and many were replaced in late 2025 as part of regularly scheduled maintenance activities.

MBGF, Attenuators, Barriers and Coatings: Safety barriers and guardrail end treatment were inspected for damage and proper functioning. The most common deficiency observed was impact damage on MBGF, and there were several instances of loose end treatments. Deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities

Fence: No fencing deficiencies were identified.

Lighting: Lighting along the 183A Turnpike corridor was inspected for damage and proper functioning at night. No deficiencies were noted outside of the PBMC scope. For safety lighting, there were significant areas of lighting not functioning, missing access panels, and anchor bolts not meeting torque requirements. The PBMC has repaired many instances of nonfunctioning lights since the inspections occurred. Vandalism and theft appeared to be the cause of some lighting deficiencies noted, and strategies are being formulated to deter these events. As part of the PBMC responsibilities, an independent inspection and work plan should be developed to address lighting deficiencies.

Traffic Signals: 183A Turnpike has 22 traffic signals and 20 pedestrian signals on the frontage road that are the Mobility Authority's responsibility located at the following intersections: Crystal Falls Parkway, Hero Way, RM 2243, Scottsdale Drive and San Gabriel Parkway. No deficiencies were noted outside of the PBMC scope. Deficiencies noted included loose anchor bolts and minor impact damage to column supports which does not affect its structural integrity. Paint flaking was also noted as well as unsecured exposed electrical wires.

Shared Use Path: A 6.9-mile paved shared use path runs along the 183A corridor from south of Brushy Creek Road to Hero Way. Inspection of the shared use path indicates it is in good repair and deficiencies fall within the PBMC scope. Minor deficiencies noted include vegetation growth at joints, rust on railings, spalling and cracking on sidewalk paving, vegetation encroachment, tree trimming needed in isolated areas, and isolated areas of soil missing causing a drop off on edge of path. There were no significant sign issues noted on the SUP.

2.2.2. 183A TURNPIKE BRIDGES

The 183A Turnpike bridges were inspected and evaluated in 2025, as part of TxDOT's BRINSAP Program, which is a federally mandated routine bridge safety inspection that occurs on each bridge every other year. The findings of the 2025 bridge inspections serve as the basis for the comments and recommendations in the bridge portion of this report. Additionally, "off-year" maintenance inspections will be conducted in 2026 as part of the MBITS Program, which documents visual observations performed by the Mobility Authority through the PBMC.

BRINSAP

During the 2025 BRINSAP inspection, all Mobility Authority-owned bridges on the 183A Turnpike corridor were found to be in good repair. Of the 170 total components rated for the 38 Mobility Authority-owned bridges on 183A Turnpike, 95% of the components are rated at a 7 or above while 5% of the components within the deck, superstructure, substructure, channel, culvert, or approaches categories received a 6-rating. No components received a rating lower than 6.

The most common deficiencies noted in the BRINSAP reports were spalling along construction joints, cracks in bent caps, cracks and spalls in wingwalls and backwalls, erosion along riprap, and relief joint failures, all defects falling within the scope of the PBMC.

Following BRINSAP inspections, specific areas of concern may show up in Follow-Up Action (FUA) reports that are created by the bridge inspector to recommend action be taken on noted bridge deficiencies. Priority levels are assigned by inspectors based on their judgement on the urgency of a needed maintenance repair. FUA priority levels are as follows:

- Priority Level 1 – Action required within 30 days
- Priority Level 2 – Action required within 6 months
- Priority Level 3 – Action required within 24 months
- Priority Level 4 – There is no timeframe required since this level consist of minor issues that do not affect structural performance of a bridge.

As of the 2025 inspection, 13 FUAs were assigned, with nine identified as Priority Level 3 and four identified as Priority Level 4. There were no Level 1 or Level 2 FUAs assigned to Mobility Authority bridges.

Due to a recent TxDOT initiative to improve workflow between agencies to address bridge deficiencies in a timely manner, overdue FUAs are being tracked and prioritized. It should be noted that of the 13 FUAs, five are now overdue for repairs . Issues for these bridges include minor wearing and spalling of deck surfaces and backwall, channel erosion, and approach rail spalling, all deficiencies that fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities. The Mobility Authority is working with the PBMC to address remaining overdue FUAs in FY 2027.

MBITS

"Off-year" bridge maintenance inspections were conducted in 2024 through the MBITS Program, which consists of visual observations performed by maintenance personnel through the Mobility Authority PBMC. As previously noted, the term "off-year" is used because these inspections are scheduled to occur in the alternating years that the BRINSAP routine safety inspections do not occur. These inspections are in addition to and are not meant to be replaced by the federal routine bridge safety inspection.

Bridge deficiencies noted in MBITS report findings from the 2024 inspection included multiple locations where expansion joints needed cleaning, deck relief joints needing repair, and one bridge rail location with multiple areas of cracking and spalling. The deficiencies found fell within the PBMC scope and several locations were cleaned; remaining cleaning and repairs should be addressed as part of regularly scheduled maintenance activities.

PEDESTRIAN BRIDGES

The pedestrian bridges are not over live traffic and thus were not inspected by TxDOT but were included in the GEC's annual inspection. There are five pedestrian bridges along the shared use path adjacent to the 183A Turnpike. The bridges were in generally good repair, with the bridge over Spanish Oak Creek showing abutment cracking, missing joint cover bolts, and rust on handrails, and the bridge over Block House Creek showing rust on handrails. Deficiencies noted consisted of vegetative overgrowth under and through trusses, channel erosion, rust along handrails, weathering of decks, loose joint armor plates, and cracking in abutment walls and caps. Scour was noted at the drilled shaft foundation of one column. The deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

2.2.3. 183A TURNPIKE RETAINING WALLS

The retaining walls on the 183A Turnpike corridor consist primarily of MSE walls. There are also concrete noise walls adjacent to neighborhoods in the Phase I segment of 183A Turnpike, a concrete block subdivision wall at the Block House Creek neighborhood, and soil nail and drilled shaft wall systems at the Scottsdale Drive underpass.

183A Turnpike retaining walls were in good repair with only minor defects. The defects noted were primarily vegetation growth at multiple locations, including at flumes and inlets on top of walls, and coping cracking and water staining. Sound walls were in good repair. Isolated areas of minor cracking of panels were noted. Deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities. The second quarterly update to Mobility Authority InSAR monitoring in January 2026 compared to the first quarterly update done in September 2025, identified potential recent movements at few locations such as RW 11 and RW 33. Should planned site inspections corroborate any apparent abnormal movement, further investigation will be conducted at these locations including review of as-built design criteria and stability evaluation. If warranted, instrumented monitoring and geotechnical testing could also be performed to evaluate risk, and formulate a repair strategy, if necessary.

2.2.4. 183A TURNPIKE BUILDINGS FACILITIES

The Mobility Authority's TIM Center is in good repair. The following is a general summary of condition assessment for each building category. These assets are maintained as part of the PBMC scope.

BUILDING EXTERIOR

Building exterior components, including wall systems, sealants, paint, and doors are in generally good repair. Minor rust on the exterior stairwell tread was found and will be monitored; surface rust was identified on the door which should be repainted, there is a loose door handle, and the dumpster structure wood is damaged and in need of repair.

ROOFING

The surface, seams, expansion joints and roofing were observed to be in good repair. No roofing deficiencies were noted at the TIM Center.

BUILDING INTERIOR

Building interior components, including the TIM Center lobby area, corridor finishes, windows, restrooms, security, and paint were in good repair. Minor deficiencies noted at the TIM Center were the exterior door closure needs adjustment and a leaking faucet which has since been replaced. There were also signs of minor mildew on interior walls.

SITE IMPROVEMENTS

Site improvement components were observed to be in good repair. Monitoring should continue as part of regularly scheduled maintenance activities.

- **STRUCTURE**
  Structural components were observed to be in good repair. The only deficiency noted was sealant needed for porch columns on concrete foundation. Deficiencies should be addressed as part of regularly scheduled maintenance activities.

- **ELECTRICAL SYSTEMS**
  Electrical components, including panels, wiring, emergency power, transformers, and lighting were in good repair, although there were some isolated electrical issues found. There are two locations where it appears that toll equipment was removed from the bridge above the decommissioned cash lanes at the Park Street Plaza where power wires were exposed and capped but not placed in a covered junction box. Deficiencies should be addressed as part of the System Integrator's regularly scheduled maintenance activities.

- **MECHANICAL SYSTEMS**
  Mechanical components, including cooling, heating, air handlers, exhaust fans, and alarm systems were in good repair. It should be noted that due to the toll plaza cash lanes no longer active, AC units in the telecommunications room and the elevator room are not required and are permanently unplugged. Consequently, those mechanical systems were not inspected. Otherwise, no mechanical systems deficiencies were noted.

- **FIRE PROTECTION**
  Fire protection equipment include alarm systems, smoke detectors, heat detectors, fire extinguishers, and fire suppression system in the server room. Inspection of fire protection equipment are typically performed by the PBMC in January of each year. No deficiencies were observed with the fire protection system.

- **PLUMBING**
  Plumbing components, including water piping, insulation, and fixtures were in good repair. No plumbing deficiencies were noted at the TIM Center.

2.2.5. 183A TURNPIKE MAINTENANCE STORAGE YARD

The Maintenance Storage Yard at the Brushy Creek Road intersection provides a secure storage area for various materials, including signs, lighting poles and fixtures, and other miscellaneous materials. The facility also stores a fully operational anti-icing storage tank and space for solid de-icing agents. This facility, together with the TIM Center, meets the immediate needs for storage of equipment and materials for the northern portion of the System.

The 183A maintenance yard inspection indicated that the yard and the surrounding areas remain in good repair. Deficiencies noted were sealed and unsealed cracks in the asphalt parking area, storage tank with corrosion, and scattered litter and debris. Deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

2.2.6. 183A TURNPIKE OVERHEAD SIGN BRIDGES

A structural inspection of the overhead sign bridges, which include toll gantries and sign structures, was conducted in 2024 to identify deficiencies associated with their foundations, anchor bolts, base plates, column supports, and arm chord connections and members. These deficiencies were reviewed for status as part of the 2025 inspection.

The inspection did not identify any deficiencies outside of the PBMC scope. Deficiencies noted include missing utility cover panels, column web cracking with spalling, and minor impact damage.

2.2.7. 183A TURNPIKE TOLL INFRASTRUCTURE

Toll system infrastructure was inspected. Tolling equipment itself is inspected by a separate party. The 183A Turnpike toll infrastructure includes nine ILP enclosures located at the northbound exit and southbound entrance ramps for Brushy Creek Road, the northbound entrance and southbound exit ramps for Crystal Falls Parkway, Crystal Fall Parkway mainlane, northbound and southbound Lakeline mainlane, northbound Scottsdale Drive exit ramp, and the northbound Park Street mainlane, located at the TIM Center. Emergency generator sites serve the toll locations.

Overall, the ILP enclosures on 183A Turnpike are in good repair. The following is a summary of condition assessment results for ILP enclosures for each hub building category.

- **HUB BUILDING EXTERIOR AND ROOFING**
  Building exterior components, including wall systems, sealants, paint, and doors are in good repair. No deficiencies were noted for roofing components, including roof surfaces, seams, and expansion joints. There were instances of degraded findings at the southbound Lakeline mainlane location, specifically a loose handle and surface rust on an exterior door. At the northbound Lakeline mainlane location, sealant was observed to be failing on the exterior of the ILP enclosure. The deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

- **HUB BUILDING INTERIOR**
  Building interior components, including finishes, doors, and paint were in good repair. At the southbound Lakeline mainlane location, the interior walls were observed to have signs of mildew. The deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

- **SITE IMPROVEMENTS**
  Site improvement components were observed to be in good repair. There were some degraded elements at the northbound and southbound Brushy Creek locations consisting of faded parking lot striping. It was noted there is a need for fill dirt around ground boxes at the northbound Crystal Falls ramp. The deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

- **STRUCTURE**
  No deficiencies were noted for structural components, including foundations, floor slabs, expansion joints, and walls. Structural components were observed to be in good repair. The only deficiency noted was floor slab concrete damage at the northbound Crystal Falls Ramp location. Deficiencies should be addressed as part of regularly scheduled PBMC maintenance activities.

- **ELECTRICAL SYSTEMS**
  Electrical components, including panels, wiring, emergency power, and lighting were in good repair. However, there were instances of degraded findings at the northbound and southbound Brushy Creek locations consisting of GFCI devices not operational, as well as conduit duct seal missing. Likewise, GFCI devices were not operational at the northbound Lakeline mainlane location, as well as conduit duct seal missing. The deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

- **MECHANICAL SYSTEMS**
  No deficiencies were observed for mechanical components, including cooling, heating, air handlers, exhaust fans, and alarm systems.

- **FIRE PROTECTION**
  No deficiencies were observed for alarm systems and smoke detectors.

2.3 290E

2.3.1. 290E ROADWAY

ASPHALT PAVEMENT

Although the tolled mainlanes consist primarily of concrete pavement, there is a section of pavement where asphalt transitions to concrete on the east end of the corridor (1.6 lane miles). Visual inspections indicated that the asphalt mainlane pavement was in good repair, with some degradation present. In addition, two locations with failures along the pavement joint were noted. The deficiencies identified fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

The 2025 pavement condition data report indicates the relatively short section (1.6 lane miles) of asphalt pavement in the eastern portion of this corridor has a distress condition of Very Good with only weathering, some minor rutting, minor alligator cracking, and longitudinal cracking observed. The measured IRI values indicate the ride quality is Good. It is recommended the Mobility Authority consider performing crack sealing operations with the consideration of milling and overlay to improve the ride quality if deemed significant, in year 2028.

CONCRETE PAVEMENT

Through the Mobility Authority's asset management program, ride quality on concrete pavement mainlanes, including bridge approach and departure transitions, are being actively monitored. As issues are discovered through this monitoring, routine maintenance repairs are performed to stabilize the pavement.

The visual inspections conducted during fall of 2025 indicated that the concrete pavement along the 290E mainlanes was in good repair, with some minor deficiencies present. Transverse cracking was noted along the mainlanes, which is typical, expected behavior for CRCP. These areas will be addressed through a slab stabilization project in FY 2026 . The deficiencies identified fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

The 2025 pavement condition data report indicates the distress rating is Very Good with only longitudinal cracking, weathering, some minor rutting, and minor alligator cracking noted. The IRI values indicate a Fair to Good ride quality. No structural improvements are currently recommended for 290E, however, it is recommended grinding be considered to smooth the "Fair" ride quality pavement. It is recommended typical maintenance of joint sealants be continued throughout the corridor and is part of regularly scheduled maintenance activities.

ROADSIDE

The roadside visual inspection did not identify any deficiencies outside of the PBMC scope. The most common deficiencies noted included debris and silt buildup causing more than 20-40% capacity blockage at drainage inlets and pipes at several locations, areas of edge repair needed (3-6" drop-offs), untreated and undesired vegetation growth along the corridor, litter and debris was documented on much of the corridor, slope erosion in isolated locations, minor riprap repairs are needed, and tree growth is encroaching the view of roadway signs and pavement at bridges in isolated areas.

Minimal deficiencies were observed on 290E detention ponds. A few elements were identified as minor problems, with the most common deficiencies consisting of vegetation and silt, buildup at pond drainage structures. Pond deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

MISCELLANEOUS

Signs: Signs were also assessed by a day and a nighttime visual inspection. The most common deficiencies noted for small signs were cracked sheeting, fading, leaning, and turned signs. Large sign deficiencies observed included sheet peeling at several locations, mostly on Exit Only signs along the frontage lanes. The deficient signs are in need of replacement. A contract has been issued for large and small sign replacement, and is anticipated to be complete in FY 2026.

Pavement Graphics, Pavement Markings, and Raised Pavement Markers: Day and nighttime visual inspections were conducted for pavement graphics, markings, and markers. The most common deficiencies included graphics that were faded, consisted of section loss, or were cracked, as well as several locations of pavement striping that exhibited section loss or were missing. 10-20% of raised pavement markers were also missing. A pavement marking project was completed in late 2025 that addressed these identified striping and graphics deficiencies. The other identified deficiencies fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

Delineators: Deficiencies were observed for delineators and object markers, including delineators or object markers that were missing, incorrectly spaced, leaning, or dirty. The deficiencies identified fall within the PBMC scope.

MBGF, Attenuators, Barriers, and Coatings: Safety barriers and guardrail end treatment were inspected for damage and proper functioning. The deficiencies identified fall within the PBMC scope. The most common deficiencies noted were areas of impact damage on MBGF and spalling at concrete traffic barrier bases, some guardrail end treatments show diminished night reflectivity, and peeling object markers. A project to upgrade MBGF was implemented and will complete in FY 2026.

Fence: No fencing deficiencies were identified.

Lighting: Lighting was inspected for damage and proper function at night. In general, illumination features are in good repair. The most common deficiencies noted for safety and continuous lighting were missing electrical access panels, lighting outages, and anchor bolt nuts that do not meet torque requirements. For high mast lights, deficiencies found included lighting outages, column rust, and several locations where ground wires were either cut or missing. Since the inspections, illumination has been restored in areas where electrical wiring had been vandalized or stolen. Nonfunctioning lights due to electrical wire vandalism and theft have been repaired since inspections, and the Mobility Authority continues to actively address the issue. To reduce theft and vandalism which impacts illumination assets, the Mobility Authority has implemented aluminum wiring as opposed to copper, and has installed locking lids on electrical access points in high-theft areas. The deficiencies identified fall within the PBMC scope.

Traffic Signals: There are no Mobility Authority-owned signals on the 290E corridor. All signals on this corridor are owned and maintained by other entities.

Shared Use Path: A paved shared use path runs along the 290E corridor from US 183 to east of SH 130. Visual inspection of the shared use path indicates that it is in good repair. Deficiencies noted include vegetation growth and separation with vertical displacement at joints, rust and failed galvanization on railings, minor spalling on sidewalk paving at several locations, isolated locations where vertical displacement with adjacent curb and inlets is occurring, spalling at locations where rebar is near the surface, missing turf on the sides of the path causing edge drop-offs, tree trimming needed, and SUP sign face peeling and damage. The deficiencies identified fall within the PBMC scope..

2.3.2. 290E BRIDGES

The 290E bridges were inspected and evaluated in 2025, as part of TxDOT's BRINSAP Program, which is a federally mandated routine bridge safety inspection that occurs on each bridge every other year. The findings of the 2025 bridge inspections serve as the basis for the comments and recommendations in the bridge portion of this report. Additionally, "off-year" maintenance inspections will be conducted in 2026 as part of the MBITS program, which document visual observations performed by the Mobility Authority through the PBMC.

As part of an ongoing plan to address ride quality caused by uneven transitions from the roadway section to the bridge section, the ride quality is assessed and repairs are made as needed using foam injection to realign approach and departure slabs with the adjacent pavement, ultimately improving the ride quality for the driver. Several locations along 290E are being repaired via this method in FY 2026. Moderate ride quality issues were noted during this inspection throughout the corridor.

BRINSAP

Based on a review of the most recent inspection reports and visual observations, 290E bridges are in good repair. Of the 125 total components rated for the 29 Mobility Authority-owned bridges on 290E, 96% are rated 7 or higher with 3% receiving a 6-rating. No components received a rating lower than 6. The most common deficiencies noted in BRINSAP reports include horizontal cracks on backwalls, joint seal failure, and channel erosion issues.

Following BRINSAP inspections, specific areas of concern may show up in FUA reports that are created by the bridge inspector to recommend action be taken on noted bridge deficiencies. Priority levels are assigned by inspectors based on their judgement on the urgency of a needed maintenance repair. As of the 2025 inspection, nine FUAs were assigned, with six identified as Priority Level 3, and three Priority Level 4. No bridges were assigned Level 1 or Level 2 FUAs.

Due to a TxDOT initiative to improve workflow between agencies to address bridge deficiencies in a timely manner, overdue FUAs are being tracked and prioritized. It should be noted that of the nine bridges that required follow up action, two bridges are now overdue for repairs . Both bridges show scouring and erosion issues. The Mobility Authority is working with the PBMC to address remaining overdue FUAs in FY 2027 and is in early discussions with TxDOT to address some erosion issues under a TxDOT bridge repair contract.

MBITS

"Off-year" bridge maintenance inspections were conducted in 2024 through the MBITS program, which consists of visual observations performed by maintenance personnel through the Mobility Authority PBMC. As previously noted, the term "off-year" is used because these inspections are scheduled to occur in the alternating years that BRINSAP routine safety inspections do not occur. These inspections are in addition to and are not meant to be replaced by the federal routine bridge safety inspection.

Bridge deficiencies were noted in MBITS report findings from the 2024 inspection and include multiple locations with expansion joints that needed cleaning, as well as multiple locations with relief joints that need repair. The deficiencies found fell within the PBMC scope and several locations were cleaned; remaining cleaning and repairs should be addressed as part of regularly scheduled maintenance activities

PEDESTRIAN BRIDGES

The pedestrian bridges were not inspected by TxDOT and were thus included in the GEC's annual inspection. There is one stand-alone pedestrian bridge along the shared use path adjacent to 290E. None of the components were rated less than a 6. The bridge was in good repair with no significant repair needs. Issues noted include vegetation in channel and under bridge, scour around drilled shaft foundations, and movement of backwall and retaining wall.

2.3.3. 290E RETAINING WALLS

The retaining walls on the 290E corridor consist primarily of MSE walls. Wall deficiencies noted included vegetation present, erosion under mow strips, and flume settlement. Deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

Two wall locations, one at Parmer Lane and the second at Harris Branch Parkway, have been monitored for movement. A testing and monitoring plan was put in place to establish the source of movement in FY 2023. Repairs at the Harris Branch location were completed in 2023, and repairs at the Parmer Lane location were completed in late 2025. The Mobility Authority has identified retaining walls along this corridor that require further investigation based on apparent movement from site inspection findings and InSAR systemwide wall monitoring. The Mobility Authority is continuing to monitor these walls, progressing detailed studies of construction records and designs, including physical instrumentation, and geotechnical evaluations as warranted at each location based upon magnitudes and modes of movement. An advanced monitoring and repair program for each location is being developed.

2.3.4. 290E MAINTENANCE STORAGE YARDS

The Maintenance Storage Yard on Manor Road near 290E provides a secured area for storage of various materials, including signs, lighting poles and fixtures, and other miscellaneous materials. The facility also stores a fully operational anti-icing storage tank and space for solid de-icing agents. The facility remains in good repair. The inspection observed sealed and unsealed cracking in the parking area, interior lights not functioning, tree encroachment along fencing, corrosion on the bottom of structure sheet metal, and open holes on a couple of the exterior walls. Deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities..

2.3.5. 290E OVERHEAD SIGN BRIDGES

A structural inspection of the overhead sign bridges, which include toll gantries, sign structures and monotube sign structures was conducted to identify deficiencies associated with their foundations, anchor bolts, base plates, column supports, and arm chord connections and members.

Inspectors observed areas where there was foundation undermining caused by erosion, as well as brackets and truss repair needed, mow strip riprap cracking and settling, as well as some areas of rust. Deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

2.3.6. 290E TOLL INFRASTRUCTURE

Toll system infrastructure was inspected. Tolling equipment itself is inspected by a separate party.

The 290E toll infrastructure includes 12 ILP enclosures, consisting of three hub buildings and nine cabinets that house various ETC equipment, and are located at the westbound and eastbound tolling locations at the 183 South DCs; the Parmer mainlane tolling location; eastbound and westbound Giles mainlane; eastbound and westbound Giles ramp locations; eastbound and westbound Harris Branch locations; the eastbound and westbound Springdale ramp locations, and the westbound DCs at SH 130. Emergency generators serve all tolling locations.

Overall, the ILP enclosures on 290E are in good repair. In general, deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities. The following is a summary of condition assessment for each category.

- **HUB BUILDING EXTERIOR AND ROOFING**
  Building exterior components for the ILP enclosures, including wall systems, sealants, paint, and doors were observed to be in good repair. Surface rust was noted at the base of the building at the Parmer mainlane and missing grout was noted at the base of several ILP buildings.
- **HUB BUILDING INTERIOR**
  Building interior components, including the finishes, doors, and paint were in good repair. No deficiencies were observed.
- **SITE IMPROVEMENTS**
  Site improvement components, including lighting and fences, were observed to be in good repair. No deficiencies were observed.
- **STRUCTURE**
  Structural components were observed to be in good repair. No deficiencies were noted for structural components, including foundations and floor slabs on the ILP enclosures. A slab crack at a column on the eastbound Harris Branch on-Ramp continues to be monitored; however, maintenance is not required at this time.

ELECTRICAL SYSTEMS
Electrical components, including panels, wiring, emergency power, and lighting were in good repair. However, there were instances of degraded findings at the eastbound DC on-ramp at US 183 and westbound DC on-ramp to US 183 consisting of GFCI devices not operational. In addition, the westbound DC from SH 130 was missing an electrical panel label. Deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

MECHANICAL SYSTEMS
Mechanical systems components, including cooling, exhaust fans, and alarm systems, were observed to be in good repair.

FIRE PROTECTION
Inspection of fire protection equipment are typically performed by the PBMC in January of each year. Alarm systems and smoke detectors appeared to be in good repair.

2.4 SH 71 EXPRESS

2.4.1. SH 71 EXPRESS ROADWAY

ASPHALT PAVEMENT
Most of the deficiencies noted occurred within the asphalt transition area from concrete to existing flexible pavement. The most common deficiencies observed were transverse and longitudinal cracking. Additionally, failure was observed at several areas along joints, and ride quality issues at on and off ramps. All of the observed deficiencies fall within the PBMC's scope and should be addressed as part of regularly scheduled maintenance activities.

The 2025 pavement condition data report indicates the western asphalt section of SH 71 Express has a distress rating of Very Good to Good. The observed distress included shallow rutting, weathering, longitudinal and transverse cracking. The IRI values indicate the ride quality is Very Good to Good. It is recommended that the Mobility Authority consider routine crack sealing throughout the section in conjunction with a surface seal to prevent further weathering.

CONCRETE PAVEMENT
The concrete pavement sections along the corridor are in good repair. Indications of transverse cracking were observed. This is a typical, expected cracking pattern for CRCP. In addition, areas of longitudinal cracking were noted. PBMC will monitor to seal cracks and repair spalls as needed.

The 2025 pavement condition data report indicates the concrete section of the SH 71 Express corridor at the eastern end of the corridor is distress-rated as Very Good. Some spalling has started to emerge on this evaluation cycle in the CRCP lanes. The IRI values indicate the ride quality is Very Good to Fair. Routine maintenance of joint sealants is recommended as part of regularly scheduled maintenance activities.

ROADSIDE
Roadside elements on SH 71 Express are in good repair. Deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities. The most common deficiencies noted were siltation blocking >20% capacity at drainage inlets, thus drainage reducing factor of safety, isolated areas of edge drop-offs, litter and debris build-up in isolated areas, and untreated and undesired vegetation growth. There was also established brush reported in the ROW which needs routine maintenance.

MISCELLANEOUS
Signs: No deficiencies were noted for large signs on the toll lanes. For small signs, minor deficiencies noted were isolated signs leaning and having face damage. This falls within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

Pavement Graphics, Pavement Markings, and Raised Pavement Markers: Overall, pavement striping, symbols and reflective pavement markers are in good repair. Striping deficiencies observed in the toll lanes included section loss and loss of reflectivity. In addition, several locations of raised pavement markers exhibited 20% reflectivity loss. Deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

Delineators: Findings indicate missing delineation along portions of guardrail and safety barriers, as well as nonreflective delineation. Deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

MBGF, Attenuators, Barriers, and Coatings: Typical deficiencies noted included areas of impact damage on MBGF and attenuators, along with debris build up in isolated locations. Spalling at concrete traffic barrier bases, object marker peeling, minor cracking of safety barriers, and presence of vegetation was also noted. Deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

Fence: No fencing deficiencies were noted.

Lighting: No deficiencies were noted on the toll lanes for continuous lighting. Deficiencies noted for safety lighting include lights not functioning and missing access panels. High mast light deficiencies found include missing access panel bolts, light bulbs burned out, and rust. Since the inspections, illumination has been restored in areas where electrical wiring had been vandalized or stolen. Nonfunctioning lights due to electrical wire vandalism and theft have been repaired since inspections, and the Mobility Authority continues to actively address the issue. To reduce theft and vandalism which impacts illumination assets, the Mobility Authority has implemented aluminum wiring as opposed to copper, and has installed locking lids on electrical access points in high-theft areas. Observed deficiencies fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

Shared Use Path: A paved shared use path runs along both sides of the SH 71 Express corridor from US 183 to SH 130. Visual inspection of the shared use path indicates that it is in good repair. Deficiencies noted include several locations with vegetation in joints, rail damage and missing due to impact and theft, as well as some rust on the railings. The missing railing has been ordered and will be replaced in FY 2026. It was noted that dirt is covering a large portion of the pathway at one location along with cracking, necessitating concrete repairs. There are missing lights at multiple locations along the SUP, locations with bent or damaged signs, three locations with encroaching brush, and multiple locations noted for area of soil missing next to the SUP causing drop-offs. Deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

2.4.2. SH 71 EXPRESS BRIDGES

The SH 71 Express bridges were inspected and evaluated in 2025 as part of TxDOT's BRINSAP Program, which is a federally mandated routine bridge safety inspection that occurs on each bridge every other year. The findings of the 2025 bridge inspections serve as the basis for the comments and recommendations in the bridge portion of this report. Additionally, "off-year" maintenance inspections will be conducted in 2026 as part of the MBITS program, which document visual observations performed by the Mobility Authority through the PBMC.

BRINSAP

Based on a review of the most recent inspection reports and visual observations, SH 71 Express bridges are in good repair. All of the eight total components rated for the two bridges on SH 71 Express received a 7 or higher rating. Noted deficiencies include deck drains clogged at several locations.

Following BRINSAP inspections, specific areas of concern may show up in FUA reports that are created by the bridge inspector to recommend action be taken on noted bridge deficiencies. Priority levels are assigned by inspectors based on their judgement on the urgency of a needed maintenance repair. As of the 2025 inspection, there were no FUAs assigned to SH 71 Express bridges.

MBITS

"Off-year" bridge maintenance inspections were conducted in 2024 under the MBITS program, which consists of visual observations performed by maintenance personnel through the Mobility Authority PBMC. As previously noted, the term "off-year" is used because these inspections are scheduled to occur in the alternating years that the BRINSAP routine safety inspections do not occur. These inspections are in addition to and are not meant to be replaced by the federal routine bridge safety inspection.

Bridge deficiencies noted in MBITS report findings from the 2024 inspection include clogged deck drains. These issues were addressed by the PBMC in late 2024.

2.4.3. SH 71 EXPRESS RETAINING WALLS

The retaining walls on the SH 71 Express corridor consist primarily of MSE walls. Based on visual observations, retaining walls on SH 71 Express are in good repair. A few elements were identified as minor problems, with the most common deficiency being isolated reports of silt build-up in flumes, as well as erosion at the base of a flume. There were also several locations noted for cracked coping. Deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

2.4.4. SH 71 EXPRESS OVERHEAD SIGN BRIDGES

A structural inspection of the overhead sign bridges, which include toll gantries and sign structures was conducted to identify deficiencies associated with their foundations, anchor bolts, base plates, column supports, and arm chord connections and members. Inspectors observed one location with a loose and out of position upper cross bar. Other deficiencies include two locations with loose leveling nuts, as well as surface areas with minor rust. Deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

2.4.5. SH 71 EXPRESS TOLL INFRASTRUCTURE

Toll system infrastructure was inspected. Tolling equipment itself is inspected by a separate party.

The SH 71 Express toll infrastructure includes two ILP enclosures, which are communication cabinets that house various ETC equipment and are located on the north and south sides of the toll gantry, east of FM 973.

An emergency generator site that serves the tolling location is located next to the ILP south of the toll gantry. The exterior, interior, structural, electrical, and mechanical cooling components of the ILP enclosures are in good repair. However, it was observed that the generator, which is located on the south side of the toll gantry in the eastbound direction, does not appear to be grounded. Deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

2.5 SH 45 SOUTHWEST

2.5.1. SH 45 SOUTHWEST ROADWAY

ASPHALT PAVEMENT

The pavement sections along the corridor are in good repair. Visual inspections did not identify any deficiencies outside of the PBMC scope. The most common deficiencies noted were asphalt pavement cracking and potholes at isolated locations. In addition, minor asphalt failures were noted at two toll gantries. The propagation of longitudinal cracking shows an increase compared to the 2024 survey. Deficiencies should be addressed as part of regularly scheduled maintenance activities.

The 2025 pavement condition data report indicates the SH 45 Southwest corridor has a distress rating of Very Good, with isolated areas of Fair and Very Poor. The distresses measured in the corridor included weathering, isolated shallow rutting, and isolated longitudinal and transverse cracking, along with some failures. The presence of longitudinal cracking increased from 2024 to 2025, reflecting ongoing signs of deterioration. The measured IRI values indicate the ride quality is Very Good to Good, with isolated areas of Fair, and Very Poor ratings. It is recommended that the Mobility

Authority consider routine crack sealing throughout the section as part of regularly scheduled routine maintenance activities. In addition, it is recommended that shallow milling be considered to smooth out the Very Poor ride quality area and a surface seal to prevent further weathering. A Permeable Friction Course (PFC) is recommended to be applied by the year 2029.

ROADSIDE

The roadside elements along the SH 45 Southwest corridor are in good repair. Visual Inspection did not identify any deficiencies outside of the PBMC scope. A few deficiencies were noted, such as multiple locations of siltation at drainage inlets blocking more than 20% capacity, untreated and undesired vegetation growth, established brush in the ROW, isolated locations with litter, and isolated areas of erosion and edge drop-offs. Deficiencies should be addressed as part of regularly scheduled maintenance activities.

Minimal deficiencies were observed on SH 45 Southwest detention ponds. Deficiencies noted include sedimentation debris, and vegetation being present inlet/outlet drainage structures pond erosion , sedimentation, and vegetation were also noted for the pond itself and banks. Deficiencies should be addressed as part of the PBMC's regularly scheduled maintenance activities.

MISCELLANEOUS

Signs: Signs were also assessed by a day and a nighttime visual inspection and were in good repair. A few deficiencies for small signs were noted, including signs that were leaning, missing, cracked, or faded. Two deficiencies were noted for damaged large signs that do not impact the sign's utility. It is recommended that annual reflectivity inspections be continued to ensure compliance with requirements.

Pavement Graphics, Pavement Markings, and Raised Pavement Markers: Overall, pavement striping, symbols and reflective pavement markers are in good repair. A few deficiencies were noted, including several locations where graphics are showing section loss, cracking, and loss of reflectivity, as well as several locations where striping is exhibiting section loss due to damage, mainly on cross streets. Pavement graphics deficiencies noted have been replaced and addressed since the inspections. There were also several locations of missing or broken raised pavement markers. Deficiencies should be addressed as part of the PBMC's regularly scheduled maintenance activities.

Delineators: There were several locations with missing delineators or leaning object markers. Deficiencies should be addressed as part of the PBMC's regularly scheduled maintenance activities.

MBGF Fence, Attenuators, Barriers, and Coatings: Safety barriers and guardrail end treatment were inspected for damage and proper functioning. Impact damage of safety barriers was identified at once location and no attenuator deficiencies were noted. Deficiencies should be addressed as part of the PBMC's regularly scheduled maintenance activities.

Fence: No fencing deficiencies were noted.

Lighting: Lighting along the SH 45 Southwest corridor was inspected for damage and proper functioning at night. In general, illumination features are in good repair. Visual inspection did not identify any deficiencies outside of the PBMC scope. Deficiencies noted include a missing access panel, areas of safety lighting that were not functioning and anchor bolts not meeting torque requirements.

Traffic Signals: SH 45 Southwest has two traffic signals and two beacon assemblies that are the Mobility Authority's responsibility, located at FM 1626. The signals were in good repair. At the time of inspections, there were three locations with impact damage. Several signs noted as misaligned have since been corrected. Deficiencies should be addressed as part of the PBMC's regularly scheduled maintenance activities.

Shared Use Paths: A paved shared use path runs along the SH 45 Southwest corridor from MoPac and Escarpment Boulevard to FM 1626. Minor deficiencies noted includes edge drop offs where erosion is occurring along sidewalk paving, several SUP locations with faded and/or rusty signs, cracking and spalling on the sidewalk paving, minor paint deficiency along railings, bolts missing on railings at one

location, joint separation and vertical displacement along with vegetation in joints, and several locations with tree growth over the SUP. There were no SUP lighting deficiencies noted. Deficiencies should be addressed as part of the PBMC's regularly scheduled maintenance activities.

2.5.2. SH 45 SOUTHWEST BRIDGES

The SH 45 Southwest bridges were inspected and evaluated in 2025, as part of TxDOT's BRINSAP Program, which is a federally mandated routine bridge safety inspection that occurs on each bridge every other year. The findings of the 2025 bridge inspections serve as the basis for the comments and recommendations in the bridge portion of this report. Additionally, "off-year" maintenance inspections will be conducted in 2026 as part of the MBITS program, which document visual observations performed by the Mobility Authority through the PBMC.

- **BRINSAP**

  Based on a review of the most recent inspection reports and visual observations, SH 45 Southwest bridges are in good repair. Of the 37 total components rated for the eight bridges on SH 45, 100% of the components are rated at 7 or above. Deficiencies noted include damaged guard fence attenuator reflectors, a disconnected drainpipe near abutment backwall, and isolated peeling and spalling of asphaltic overlay. These deficiencies fall within the scope of the PBMC and should be addressed as part of its regularly scheduled maintenance activities.

  Following BRINSAP inspections, specific areas of concern may show up in FUA reports that are created by the bridge inspector to recommend action be taken on noted bridge deficiencies. Priority levels are assigned by inspectors based on their judgement on the urgency of a needed maintenance repair. As of the 2025 inspection, three FUAs were assigned, all of which were assigned Priority Level 4. No bridges were given a Level 1,Level 2, or Level 3, and there are currently no overdue FUAs.

- **MBITS**

  "Off-year" bridge maintenance inspections were conducted in 2024 under the MBITS program, which consists of visual observations performed by maintenance personnel through the Mobility Authority PBMC. As previously noted, the term "off-year" is used because these inspections are scheduled to occur in the alternating years that BRINSAP routine safety inspections do not occur. These inspections are in addition to and are not meant to be replaced by the federal routine bridge safety inspection.

  Bridge deficiencies were noted in MBITS report findings from the 2024 inspection and included multiple locations where expansion joints need cleaning, as well as multiple locations where relief joints need repair. The deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

2.5.3. SH 45 SOUTHWEST RETAINING WALLS

The retaining walls on the SH 45 Southwest corridor consist primarily of MSE walls. Based on visual observations, retaining walls on SH 45 Southwest are in general good repair, with minor deficiencies noted, including vegetation growth in mow strips at several locations. Several panels showing potential movement due to joint spacing being non-uniform. Coping over one of these panels is kicked out at bottom. Deficiencies should be monitored and addressed as part of the PBMC's regularly scheduled maintenance activities.

2.5.4. SH 45 SOUTHWEST OVERHEAD SIGN BRIDGES

A structural inspection of the overhead sign bridges, which include toll gantries and sign structures was conducted to identify deficiencies associated with their foundations, anchor bolts, base plates, column supports, and arm chord connections and members. Inspected elements appear to be in good repair with only minor, isolated, impact damage noted.

2.5.5. SH 45 SOUTHWEST TOLL INFRASTRUCTURE

Toll system infrastructure was inspected. Tolling equipment itself is inspected by a separate party. SH 45 Southwest toll infrastructure includes one ILP enclosure, which is a cabinet that houses various ETC equipment, and is located on the west side of the mainlane tolling location, approximately 2.3 miles southeast of Loop 1. An emergency generator site that serves the tolling location is located next to the ILP. The visual inspection of the toll system infrastructure indicates that the primary components are in good repair, with no deficiencies noted. Efforts should be made to continue to keep all components clean, well maintained and secure.

2.6 183 SOUTH

The 183 South project was implemented in two phases: the Interim Build/Segment 1 which spans from approximately US 290E south to Boggy Creek, and the Final Build/Segment 2 which runs from approximately Boggy Creek south to the interchange with US 71. Only Segment 2 remains under warranty; the remaining provisions in place for various items are as summarized in Table 10, below.

Table 10: 183 South Summary of Project Warranties

GENERAL SUBJECT	WARRANTY PERIOD AFTER FA
Flexible Pavement: Failure in Surface/Base	5 Years
Concrete (Rigid) Pavement: Cracking, Joint Deficiencies, and Surface Defects	5 Years
Concrete (Rigid) Pavement: Settlement	5 Years
Structural Concrete	5 Years
Steel Paint Systems	5 Years
Concrete Sealer Systems	5 Years
Differential Settlement of New Roadway Grade	5 Years
Settlement and Deflection: Sound, Retaining, Neighborhood Walls and Barriers	5 Years

2.6.1. 183 SOUTH ROADWAY

ASPHALT PAVEMENT

Although the tolled mainlanes consist primarily of concrete pavement, there is a section of pavement where asphalt transitions to concrete on the south end of the corridor. Visual inspections indicated that the asphalt pavement was in good repair, with some minor deficiencies present. Asphalt failure was reported at one location. The deficiency found falls within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

The 2025 pavement condition data report reflects the relatively short section (2 lane miles) of asphalt pavement in the northern portion of this corridor is in Very Good to Good condition. In review of the distresses identified for the asphalt section, it appears to exhibit mainly of longitudinal and transverse cracking with very isolated alligator fatigue cracking. There are no structural improvements recommended at this time.

CONCRETE PAVEMENT

Visual inspections indicated that the concrete pavement along the 183 South mainlanes was in good repair, with some minor deficiencies present. Transverse, diagonal, and longitudinal cracking was noted, along with failures along joints with diminished ride quality. To address joint separation and cracking issues previously noted along ramps near FM 969, the Mobility Authority has undertaken retaining wall repairs that will be complete in FY 2026. As part of regularly scheduled maintenance activities, the PBMC contractor will continue to monitor to patch, seal cracks and repair spalls as needed.

The 2025 pavement condition data report reflects the concrete section of the 183 South corridor is rated as Very Good condition. However, a few sections in the southbound lanes have been classified as Very Poor in terms of ride quality and condition score. These sections generally exhibit minor visible distresses in the form of spalling and small patches. Joint grinding, sealing and repair of damaged joint sealant is recommended.

ROADSIDE

The roadside elements along the 183 South corridor are in good repair. Deficiencies reported include isolated areas where siltation removal is needed at drainage inlets, isolated areas of edge buildup and drop-offs needing maintenance, untreated and undesired vegetation growth, litter and debris, isolated areas of erosion, concrete cracking was noted on a bridge bent and headwall, and dead trees and undesirable tree growth noted throughout the corridor. These deficiencies should be addressed as part of regularly scheduled maintenance activities.

One pond deficiency of vegetation being over 18” in a pond basin was noted along the 183 South corridor. The deficiency found falls within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

MISCELLANEOUS

Signs: Signs were also assessed by a day and a nighttime visual inspection. Other than one downed sign which has since been returned to service, and one sign missing a minor section, no significant deficiencies were noted for large signs. For small signs, there were several locations where signs were damaged, out of plumb, dirty, missing, or misaligned. These deficiencies should be addressed as part of regularly scheduled maintenance activities.

Pavement Graphics, Pavement Markings, and Raised Pavement Markers: Day and nighttime visual inspections were conducted for pavement graphics, markings, and markers. Section loss and need for routine maintenance was noted for graphics, and. striping shows signs of wear with 5-10% section loss noted. In addition, there were multiple areas of with over 30% of raised pavement markers missing or damaged. The Mobility Authority undertook a maintenance project to correct many of these deficiencies in late 2025. Remaining deficiencies should be addressed as part of regularly scheduled maintenance activities.

Delineators: Delineation on CTBs were missing at multiple locations. Additionally, it was observed that delineation and spacing do not align with current standards at multiple locations and were also dirty and sometimes leaning. Deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

MBGF, Attenuators, Barriers, and Coatings: Safety barriers and guardrail end treatment were inspected for damage and proper functioning. Deficiencies noted included impact damage and paint peeling in several areas. Attenuators had isolated debris buildup and a faded reflective decal. Deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

Fence: No fencing deficiencies were noted.

Lighting: Lighting was inspected for damage and proper function at night. Lighting outages were observed at high mast light poles along with rust on baseplates, access panel bolts missing, and missing ground wires. Additionally, it was noted that areas of safety lighting were not functioning and access panels were missing. Nonfunctioning lights due to electrical wire vandalism and theft have been repaired since inspections, and the Mobility Authority continues to actively address the issue. To reduce theft and vandalism which impacts illumination assets, the Mobility Authority has implemented aluminum wiring as opposed to copper, and has installed locking lids on electrical access points in high-theft areas. Anchor bolt nuts are not meeting torque requirements at both safety and continuous light pole locations. Deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

Traffic Signals: There are no traffic signals that are owned or maintained by the Mobility Authority on the 183 South corridor.

Shared Use Path: Visual inspection of the adjacent shared use path indicates that it is in good repair. Deficiencies noted include vegetation growth, separation, and chipping at joints, spalling, cracking, broken panels, and vertical displacement on sidewalk paving at several locations, graffiti, missing signs, and tree trimming is needed. There are areas lacking vegetation establishment, allowing erosion to occur. There are several non-functioning safety light poles and missing access panels. Deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

2.6.2. 183 SOUTH BRIDGES

The 183 South bridges were inspected and evaluated in 2025, as part of TxDOT's BRINSAP Program, which is a federally mandated routine bridge safety inspection that occurs on each bridge every other year. The findings of the 2025 bridge inspections serve as the basis for the comments and recommendations in the bridge portion of this report. Additionally, "off-year" maintenance inspections will be conducted in 2026 as part of the MBITS program, which document visual observations performed by TxDOT maintenance personnel and the Mobility Authority the PBMC.

As part of an ongoing plan to address ride quality caused by uneven transitions from the roadway section to the bridge section, the ride quality is assessed and repairs are made through slab stabilization with foam injection to realign approach and departure slabs with the adjacent pavement, ultimately improving the ride quality for the driver. Several locations were identified as possible candidates for slab stabilization, including the Manor Road bridge, and the Colorado River bridge.

BRINSAP

Based on a review of the most recent inspection reports and visual observations, 183 South bridges are in good repair. Of the 63 total components rated for the 14 bridges on 183 South, 92% were rated 7 or higher, and 8% were rated 6. No components received a rating lower than 6. Deficiencies noted in the BRINSAP report include attenuator impact damage and erosion. Deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities. Following BRINSAP inspections, specific areas of concern may show up in FUA reports that are created by the bridge inspector to recommend action be taken on noted bridge deficiencies. Priority levels are assigned by inspectors based on their judgement on the urgency of a needed maintenance repair.

As of the 2025 inspection, two FUAs were assigned, with both identified as Priority Level 4.

Due to a recent TxDOT initiative to improve workflow between agencies to address bridge deficiencies in a timely manner, overdue FUAs are being tracked and prioritized. Neither of the two FUAs are overdue for repairs.

- **MBITS**
  "Off-year" bridge maintenance inspections were conducted in 2024 under the MBITS program, which consists of visual observations performed by maintenance personnel through the Mobility Authority PBMC. As previously noted, the term "off-year" is used because these inspections are scheduled to occur in the alternating years that routine safety inspections do not occur. These inspections are in addition to and are not meant to be replaced by the federal routine bridge safety inspection.

  Bridge deficiencies were noted in MBITS report findings from the 2024 inspection and included multiple locations where expansion joints need cleaning, as well as multiple locations where relief joints need repair. These deficiencies have been addressed by the PBMC.

- **PEDESTRIAN BRIDGES**
  The pedestrian bridges were not inspected by TxDOT and were thus included in the GEC's annual inspection. There are four standalone pedestrian bridges along the shared use path adjacent to 183 South, three of which cross over traffic. None of the components were rated less than a 6. The bridge was in good repair with no significant repair needs. Deficiencies noted consisted of handrail damage due to vandalism. Deficiencies should be addressed as part of the PBMC's regularly scheduled maintenance activities.

2.6.3. 183 SOUTH RETAINING WALLS

The retaining walls on 183 South consist primarily of MSE and soil nail walls. Deficiencies identified included wall graffiti and undesirable vegetative growth along wall panels, as well as vegetation blocking flumes, inlets, and outlets at several locations. Deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

The Mobility Authority has identified retaining walls along this corridor that require further investigation based on apparent movement from site inspection findings and InSAR systemwide wall monitoring. The Mobility Authority is continuing to investigate and, where warranted, monitor these walls to understand cause of excessive movements. The assessment includes detailed studies of construction records and designs, physical instrumentation, and geotechnical evaluations as warranted at each location based upon magnitudes and modes of movement. An advanced monitoring and repair program for each location is being developed. In FY 2026, the Mobility Authority completed repair work to stabilize the most critical wall on this corridor, MSE wall supporting the northbound on-ramp from FM 969, using cap beam, prestressed ground anchors and drilled shafts to correct identified issues.

The sound walls on 183S had minimal deficiencies identified. There were a few locations with vegetation in the mow strip which needed maintenance and one location with graffiti.

2.6.4. 183 SOUTH OVERHEAD SIGN BRIDGES

A structural inspection of the overhead sign bridges, which include toll gantries and sign structures was conducted to identify deficiencies associated with their foundations, anchor bolts, base plates, column supports, and arm chord connections and members. Due to movement relative to its original position over the bearing pads, the OSB column at the northbound on-ramp from FM 969 has been removed, as part of the wall repair completed in FY 2026. This area is part of an ongoing investigation which includes the previously noted retaining wall . The most common deficiencies found at other locations include horizontal and vertical cracking and popouts with rust staining, loose anchor bolts, and the need to tighten loose leveling nuts to base plates. Deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

2.6.5. 183 SOUTH TOLL INFRASTRUCTURE

Toll system infrastructure was inspected. Tolling equipment itself is inspected by a separate party.

The 183 South corridor included inspection of 11 ILP enclosures located at the following points: 51st Street northbound entrance ramp, 51st Street northbound mainlane, MLK Jr. Blvd northbound exit ramp, 51st Street southbound exit ramp, Marton Luther King Jr. Boulevard southbound mainlane, Smith Road northbound exit ramp, Smith Road southbound entrance ramp, Thompson northbound mainlane plaza, Thompson southbound mainlane plaza, the DC from SH 71 eastbound to 183 South toll lanes northbound, and the DC from 183 South toll lanes southbound to SH 71 westbound. Emergency generator sites serving the tolling locations are located next to the ILPs.

The visual inspection of the toll system infrastructure indicates that the primary components are in good repair. Deficiencies noted include generator housing damage at the MLK Jr. Blvd northbound exit ramp and a cover missing on a GFCI junction box at the MLK Jr. Blvd southbound mainlane location. Efforts should be made to continue to keep all components clean, well maintained and secure as part of the PBMC's regularly scheduled maintenance activities.

3.0 Ongoing Initiatives

3.1 ASSET MANAGEMENT

The Mobility Authority has completed a risk assessment as part of the Strategic Asset Management Plan (SAMP) through facilitated workshops.

The Mobility Authority continues to use a production version of software, that is web-enabled integrated GIS based, to serve as their Computerized Maintenance Management System (CMMS). Using this CMMS, the Mobility Authority records maintenance activity accomplishment associated with the GIS based asset inventory.

The Mobility Authority has implemented a pavement management program for scheduling pavement condition data collection. This inventory and maintenance history will be utilized to support the Mobility Authority in decision-making, providing a strategy to proactively manage its pavement program.

In addition, the Mobility Authority utilizes dashboards to include crash data, bridge inspection data, annual inspection deficiency data and financial data for tracking and planning.

This revised review of crash data better serves the quarterly evaluation of the performance of its corridors. Evaluation results are analyzed and used to aid the Mobility Authority in planning and implementing operational improvements as part of the safety management process. If an operational improvement is supported, it should be programmed and considered for funding. In some cases, further investigation is needed to facilitate an informed decision.

3.2 TECHNOLOGY INITIATIVES

The Mobility Authority is leveraging industry best practices in technology to enhance safety and operations on its roadway System.

3.2.1. DATA PLATFORM SOLUTION

The Mobility Authority has implemented a toll transaction solution that provides flexibility and more control of data, providing better and more informed decision-making. The Data Platform Solution (DPS) transitioned all toll transaction data processing and data management capabilities after the point of transaction creation to a Mobility Authority-managed solution. Third-party vendors will continue to collect and create the toll transaction at the roadside, then pass the fully formed toll transaction to the DPS. Business logic and rules consume the transaction and route the payment request to either the Central United States Interoperability Hub or the Pay by Mail vendor. The solution began processing transactions in August 2023.
The Mobility Authority-managed DPS can support additional business capabilities such as external reporting and internal data analytics. The Mobility Authority continuously evaluates and develops enhancements to the DPS to optimize transaction processing efficiency and analysis. Future development could include adding promotions, discount program logic, and integration with other partners.

3.2.2. INTELLIGENT TRAFFIC SYSTEMS MASTER PLAN

The Mobility Authority has continued to update and maintain the existing Intelligent Traffic Systems (ITS) Master Plan to improve and expand ITS capabilities along existing corridors and those under construction. ITS technologies, such as closed-circuit television (CCTV) cameras, microwave and Bluetooth detectors, connected vehicle roadside units, wrong-way driving detection systems, and dynamic message signs among other technologies improve the Mobility Authority's ability to monitor the performance of roadways, detect and respond to incidents, and deliver important messaging to drivers. In a continued effort to standardize the approach to ITS, the Mobility Authority is in the process of developing Minimum Technical Requirements and Standards (MTRS). The MTRS will include technical specifications, standard drawings, procedure, and equipment types to ensure all new ITS and ITS-related construction meets the needs of the Mobility Authority ITS Master Plan.

3.2.3. ITS RETROFITS AND EXPANSIONS

Continuing the effort to leverage new technology to maximize safety along its roadways, the Mobility Authority has initiated multiple projects to retrofit existing ITS equipment and install new ITS systems along its managed corridors. These projects are the 183A Turnpike Shared Use Path Pedestrian Safety Project, the system-wide weather sensor deployment, the 290E ITS Modernization and Standardization Project, the MoPac SDMS Project, and an ITS cabinet security project.

The 183A Turnpike Shared Use Path Pedestrian Safety Project, completed in FY 2026, includes the installation of a video-based detection system on the 183A Turnpike shared use path at a high-volume commercial driveway crossing on the 183A service road just north of RM 1431 (Whitestone Blvd) at the entrance to Costco. The purpose of the system is to warn motorists of pedestrians/cyclists approaching the driveway crossing through a series of LED flashing signs.

The System-Wide Weather Sensor Deployment brings 10 Road Weather Information System (RWIS) devices to existing ITS sites to the 183A Turnpike, 290E, SH 45 Southwest, and 183 South corridors. These devices provide the Mobility Authority with the ability to monitor roadway weather conditions in real-time, including ambient temperature, pavement temperature, precipitation, visibility, wind speed, and more. This system allows the Operations team to monitor weather conditions at targeted locations, reducing reliance on third party weather reports allowing for quicker notifications to motorists (through DMS messaging, X, etc.), Law enforcement and emergency services, as well as partnering mobility agencies. The first phase of the project was completed in FY 2025. Additional development is in place to gather data from the weather systems into the Mobility Authority's Google Cloud platform for additional alerts and analysis.

The 290E ITS Modernization Project seeks to upgrade all legacy ITS cabinets along the 290E tolling corridor to the new Mobility Authority ITS standards. The new Mobility Authority ITS standard cabinet will provide a more robust enclosure, adding additional capacity for future expansion and increased security for in-cabinet equipment. This project will also involve the relocation of existing ITS enclosures to more accessible locations to reduce maintenance burden and unnecessary maintenance-related lane closures. Design was completed in FY 2025, and construction is in progress and scheduled to complete in FY 2026.

Cabinet Security improvements are in progress to install access control keyed locks on roadside cabinets. This initiative provides secure access to ITS and Roadside cabinets that are controlled by separate vendors. It also will assist with the prevention of vandalism and theft. Cabinet Security improvements are in progress and expected to complete in FY 2026.

3.2.4. REGIONAL COLLABORATION

The Mobility Authority remains a proactive contributor to the exploration and execution of cutting-edge solutions. They are presently engaged in numerous regional initiatives.

Central Texas Traffic Management System, a partnership involving the Mobility Authority, Capital Area Metropolitan Planning Organization (CAMPO), TxDOT, CapMetro, and the cities of Austin, San Marcos, Kyle, Round Rock, Georgetown, Pflugerville, Cedar Park and Leander, aims to formulate a region-wide strategy for traffic management. The partnership leverages shared information and collective problem-solving tactics throughout all stages of project development and delivery. Their integrated system will utilize a unified data environment that links with individual agency traffic management systems.

Central Texas Construction Partnership Program (CPP) represents a collaboration with the Mobility Authority, TxDOT, City of Austin, CapMetro, CAMPO, and the Austin Transit Partnership (ATP), with the central goal of actively informing both the public and relevant agencies about ongoing construction work zones and related traffic impacts. The aim is to foresee and manage traffic flow to sustain existing service standards. A collaborative methodology has been forged with partner organizations to facilitate the creation of the

Construction Data Platform to ensure standardized, real-time data shared across agencies and a Work Zone Management Tool, which will allow agencies to collaboratively plan, visualize, and avoid conflicts in scheduled closures. A Mobility App is also planned which will be the public-facing digital platform to provide the public with integrated, region-wide construction and travel information, and a Performance Dashboard to support continuous monitoring, trending, and early intervention. This resource aims to keep the public, state and local officials, and contractors updated, aid in decision-making processes and enhance safety across the transportation network.

Texas SMARTTrack (TST) showcases collaboration at its finest, involving the Mobility Authority, the University of Texas - Austin, CAMPO, TxDOT, and the City of Austin. Texas SMARTTrack, an acronym for Safety, Mobility, and Autonomy Research and Testing, serves as a world-class testing ground for shared insights from transportation agencies, academia, and the private sector in order to promote improved traffic safety, operations and management, via smart transport infrastructure and automated vehicles. TST is designed to be used by governmental bodies for technology evaluations, academic researchers for technology development, and private sector Original Equipment Manufacturers for testing both new vehicles and state-of-the-art tech innovations.

3.3 OPERATIONS INITIATIVES

3.3.1. ELECTRONIC TOLL COLLECTION SYSTEM REPLACEMENT

The Mobility Authority is replacing and upgrading its electronic toll collection system (ETCS). Systems have been transitioned to the new ETCS on 290E, SH 71 Express, 183A Phase III and installed new on 183 North Mobility Project. Future replacements are being planned for the remaining roadways, including 183A Turnpike, SH 45 Southwest, and 183 South through FY 2028.

3.3.2. HABITUAL VIOLATOR REMEDIES

The Mobility Authority has implemented additional remedies allowable under current legislation. Law enforcement officers are available to identify and stop habitual violators when they are seen on Mobility Authority roadways. In addition to citations, vehicle impoundment is an additional remedy available to officers.

3.3.3. PAY BY MAIL IMPLEMENTATION

The Mobility Authority has selected a vendor for Pay By Mail services as the current vendor contract will expire in March 2027. Procurement activities completed in FY 2026. The Mobility Authority is in the process of design and implementation in FY 2026 continuing with testing and parallel operations in FY 2027.

3.4 COMMUNICATIONS INITIATIVES

3.4.1. TRAIL EXPLORER BY CTRMA

The Mobility Authority has implemented the Trail Explorer by CTRMA mobile app to enhance the experience for those traveling along the 45 SW, 183, and 183A SUPs. The app allows trail users to view augmented reality animations and includes GPS guidance for easier navigation along the trails. Monitoring and maintenance of the mobile app and its corresponding augmented reality experiences are performed monthly under the agency's Communications department.

4.0 Annual Budgets

4.1 ANNUAL OPERATING BUDGET

Annual budgets are currently being prepared by the Mobility Authority for the proper maintenance, repair, and operation of the System for FY 2027. These budgets, which are based on estimated cost projections, together with the factors that may influence costs during this period, should be reviewed by the GECs as they are made available from the Mobility Authority. These budgets should consider the recommended maintenance and repairs noted in the System roadways included in the Annual Report of Conditions; and they should be based on current operating practices and agency organization, anticipated changes in methods of operations, and changes in Mobility Authority staff and organization projected through FY 2027. The budgets shown below do not include non-system costs.

The operations costs consist of administration costs, including accounting, financial and legal expenses, toll collection and toll system maintenance, customer service, violation processing, banking services, policing, and other costs associated with the operations of the System roadways. The estimated costs for the proper operation of these facilities for the coming fiscal year is based on a review of existing conditions, together with a variety of factors that may influence costs during this period. The GECs estimate the FY 2027 System Operating Expenses to be $62M. The factors that determine this estimate include the utilization of consultants/ vendors and the assignment of Mobility Authority personnel. The Annual Operating Budget should be finalized by the Mobility Authority on or before June 30, 2026.

It is the opinion of the GEC that the costs projected for the operation of the System are reasonable estimations of anticipated costs for the FY 2027 Annual Operating Budget.

4.2 ANNUAL MAINTENANCE BUDGET

The maintenance costs include administration costs, roadway contract maintenance activities, and other costs associated with the maintenance of the System roadways. The estimated costs for the proper maintenance and repair of these facilities for the coming year is based on a review of existing conditions, together with the factors that may influence costs during this period. The GEC estimates the FY 2027 Maintenance Expenses to be $13.4M.

This budget includes the cost of the PBMC contract and asset management support. The actual Annual Maintenance Budget should be finalized by the Mobility Authority on or before June 30, 2026. It is the opinion of the GEC that the costs projected for the maintenance of the System are reasonable estimations of anticipated costs for the FY 2027 Annual Maintenance Budget.

4.3 ANNUAL CAPITAL BUDGET

The Annual Capital Budget details the Mobility Authority's planned capital expenditures during the ensuing fiscal year. Planned capital expenditures for FY 2027 are summarized below.

4.3.1. PROJECT FUNDS

The following expenditures will be funded through specific project funds as indicated.

The Mobility Authority's 183A Phase III Project began construction in the spring of 2021 and was substantially completed in April 2025. Minor construction activities are expected to continue into FY 2027 with Capital expenditures estimated at $215k for FY 2027 and are funded by the Project Fund.

The Mobility Authority's 183 North Mobility Project began construction in 2022 with completion anticipated in 2026. Capital expenditures and Mobility Authority costs are estimated to be $15M for FY 2027, funded by the Project Fund.

The Mobility Authority's 183A Added Capacity Project began final design in March 2026. Capital expenditures are estimated at $6.6M for FY 2027, funded by the Project Fund.

4.3.2. GENERAL FUND

The following expenditures will be funded through the Mobility Authority's General Fund.

The Mobility Authority has two environmental studies underway for the MoPac South and 290 Extension projects. These studies are anticipated to continue through FY 2027. Capital expenditures are estimated to be $1.5M for Mopac South and $7M for 290 Extension for FY 2027, funded by the General Fund.

As the Mobility Authority's system expands, additional equipment, covered storage, and laydown areas are needed serving as maintenance yards along the Mobility Authority corridors. The Mobility Authority is actively looking to acquire additional maintenance yards, carry out investigations as needed, and build out the required facilities. The acquisition, development, and construction of additional maintenance yards is tentatively scheduled in FY 2027 and FY 2028, at estimated costs of $20.1M and $5M, respectively.

The Mobility Authority's ITS devices enable monitoring of the Mobility Authority's facilities at the TIM Center. The Mobility Authority purchase a new headquarters building in FY 2025 and the TIM Center will be relocating to this building in FY 2027. An estimated $2.9M is recommended to build out the new TIM Center at the Headquarters building, not including additional costs for furniture, generator, hardware, and equipment. The existing TIM Center is to be renovated to function as the Field Operations Building for the maintenance staff. Renovation of the existing TIM Center building is estimated to cost $2.2M and is recommended for FY 2027.

It is recommended that the Mobility Authority implement additional projects that focus on safety, revenue collection, toll violation mitigation, and technology programs to make efficient use of the organization's financial and human resources. Projects to be implemented in FY 2027 include toll equipment cabinet standardization, enhancements to the RekorOne traffic monitoring and notification systems, and fixed-camera array upgrades. The capital expenditures for these projects are estimated to be $4.2M in FY 2027.

5.0 Renewal and Replacement Funding

5.1 R&R OVERVIEW

Under the terms of the Master Trust Indenture, R&R Funding should be established for the purpose of paying the cost of:

- Unusual or extraordinary maintenance or repairs not occurring annually, and renewals and replacements, including major items of equipment;
- Repairs or replacements resulting from an emergency caused by some extraordinary occurrence, so characterized by a certificate signed by an authorized representative, approved by the Consulting Engineer and filed with the Trustee stating that the moneys in the Reserve Fund and insurance proceeds, if any, available therefore are insufficient to meet such emergency; and,
- Paying all or any part of the cost of any capital improvements to the System.

5.2 ROADWAY AND MAINTENANCE

5.2.1. 183A TURNPIKE

Lighting: A lighting upgrade project is recommended in FY 2028 to replace outdated high pressure sodium lights with LED luminaires. The estimated cost is $975,000.

5.2.2. 183S

Retaining Wall Repair and Stabilization: Based on the results of the systemwide wall monitoring and further study, it is recommended the Mobility Authority develop and implement a program to stabilize eight existing retaining walls on this corridor from FY 2027 to FY 2028. Wall design and construction is planned for five walls in FY 2027 and for three walls in FY 2028; with the expected cost of $31.32M in FY 2027 and $11.96M in FY 2028.

Small and Large Sign Replacement: A small and large sign replacement was recommended for the 183S corridor in FY 2031. This project is expected to cost $3.62M.

5.2.3. 290E

290E MBGF Upgrades (Ph II): It is recommended to continue the MBGF end treatment replacement work started in FY 2026 along the tolled mainlanes and expand the work to existing MBGFs along ramps owned by the Mobility Authority. The project aims to bring the existing MBGF end treatments to current MASH-compliant standard at an estimated cost of $1.25M in FY 2027.

Retaining Wall Repair and Stabilization: Based on the results of the systemwide wall monitoring and further study, it is recommended for the Authority to develop and implement a program to stabilize at least six existing retaining walls on this corridor from FY 2027 to FY 2028. Wall design and construction is planned for three walls in FY 2027 and for three walls in FY 2028 ; with the expected cost of $15.13M in FY 2027 and $10.16M in FY 2028.

Mill, Seal, and Overlay: A mill, seal and overlay on 290E is recommended for FY 2029. This will replace the asphalt surface, ensuring the life of the pavement is met and is estimated to cost $1.5M.

5.2.4. SH 71 EXPRESS

Mill, Seal, and Overlay: A mill, seal, and Type C overlay on SH 71 Express is tentatively scheduled for FY 2031 as a preventative measure to replace the asphalt surface, ensuring the useful life of pavement is met and is estimated to cost $4.7M.

Small Sign Replacement: A small sign replacement project is tentatively scheduled for FY 2031 to maintain the retroreflectivity and legibility of the signs along the corridor. The project is estimated to cost $1.6M.

5.2.5. SH 45 SOUTHWEST

PFC Pavement Replacement: SH 45 Southwest pavement surface consists of a PFC which serves as a best management practice (BMP) to satisfy stormwater runoff commitments. This surface is anticipated to need replacement and is estimated to cost $12.5M between FY 2028 and FY 2029.

Fog Seal: In order to rejuvenate and treat the existing PFC pavement for the short-term, it is recommended to Fog Seal the pavement in FY 2027 at a cost of $1.8M.

Small and Large Sign Replacement: A small and large sign replacement is tentatively scheduled for FY 2031. This project is expected to cost $1.8M.

5.2.6. SYSTEMWIDE

Retaining Wall Monitoring Program: Based on the results of the wall monitoring and investigation services, it is recommended for the Mobility Authority to continue satellite monitoring of its assets using InSAR data and continue undertaking follow-up investigations where the need arises. This activity is tentatively scheduled annually from FY 2027 to FY 2031, at a cost of $1.01M in FY 2027 and $868K per year from FY 2028 through FY 2031.

Systemwide Safety Improvements: To enhance the safety standards of all corridors, systemwide safety improvements are recommended to be implemented with an annual cost of $1.5 million from FY 2027 through FY 2031.

Slab Stabilization: As part of an ongoing plan to address ride quality throughout the system, the ride quality is assessed annually and repairs are made through slab stabilization with foam injection. This activity is tentatively scheduled annually, at a cost of $400K in FY 2027, $250K in FY 2028, $250K FY 2029, and $400K in FY 2030.

5.3 OPERATIONS

Electronic Toll Collection System Replacement: The Mobility Authority is replacing and upgrading its electronic toll collection system on system corridors through FY 2027. It is expected that replacements and the associated costs will occur in the future as shown in Table 11, below.

Table 11: Summary of Electronic Toll Collection System Replacement

PROJECT	FY 2027	FY 2028
SH 45 Southwest Toll Collection System Replacement	$1,435,000	
183 South Toll Collection System Replacement		$10,000,000
183A Turnpike Toll Collection System Replacement	$6,105,000	

Roadside Hardening Initiative: Roadside Hardening is the initiative to improve ITS and Toll infrastructure impacted by theft and vandalism across the roadway system. Mitigation measures recommended and in progress include access control keyed locks on roadside cabinets, fortification of exposed junction boxes, network redundancy, exposed conduit security barrier, CCTV surveillance, and more visible signage. The estimated cost for the initiative is $737K in FY 2027.

6.0 Recommendations

6.1 OVERVIEW

The Mobility Authority is mandated by State law, as well as by the terms of the Master Trust Indenture, to maintain a safe highway facility in sound condition and good working order. An effective maintenance policy contributes significantly to ensuring a safe highway for System users, as well as preserving the investment.

Based on the findings of the annual visual inspections as well as the inventory and condition assessment, the current maintenance program that has been implemented should be continued to effectively secure and maintain the overall condition of each asset. The continued efforts by the Mobility Authority to maintain the roadways, bridges, roadside appurtenances, toll plazas and buildings have kept the overall condition of the Mobility Authority assets in good repair.

6.1.1. ROUTINE MAINTENANCE

AtkinsRéalis recommends that the Mobility Authority continue to implement the routine maintenance as budgeted and scoped through the PBMC. Deficiencies found were outlined in Section 2.2 of this report.

6.1.2. R&R PROJECTS

In order to continue proper maintenance, repair, and operation of the System, AtkinsRéalis recommends implementation of R&R projects outlined in Section 5.0 of this report.

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