



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

2026

ANNUAL REPORT OF CONDITIONS MOPAC EXPRESS LANE



Prepared by:

AtkinsRéalis
General Engineering Consultant



CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

June 3, 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 – MoPac Express Lane**

Mr. Bass:

As General Engineering Consultant to the Central Texas Regional Mobility Authority (Mobility Authority), AtkinsRéalis is pleased to submit the 2026 Annual Report of Conditions for the MoPac Express Lane. This report sets forth our findings as to the condition of this facility, as well as our recommendation of proper operations and maintenance of the facility during fiscal year (FY) 2027.

AtkinsRéalis conducted a visual inspection of the MoPac Express Lane, in fall 2025. The area from just north of US 183 to just north of RM 2222 was not inspected due to active construction on the Mobility Authority's 183 North Mobility Project. Inspection of this section will resume in FY 2027. Bridges are inspected as part of the Texas Department of Transportation (TxDOT) Bridge Inventory, Inspection and Appraisal Program (BRINSAP) every two years per applicable federal requirements in accordance with the National Bridge Inspection Standards (NBIS). 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.

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,

A handwritten signature in black ink, appearing to read "Gregory S. Blake".

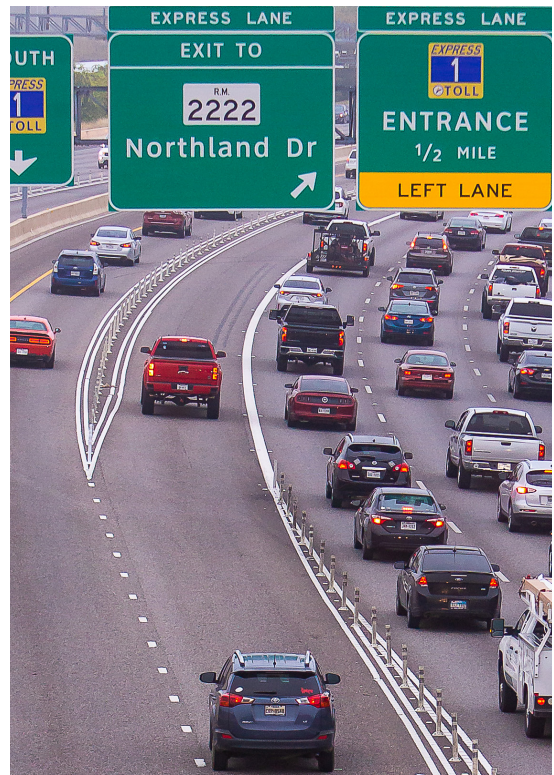
Gregory S. Blake, P.E.
VP, Sr. Division Manager, AtkinsRéalis

Enclosure

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Table of Contents

ACRONYMS AND ABBREVIATIONS.....	2
LOCATION MAP	3
EXECUTIVE SUMMARY.....	4
1.0 INTRODUCTION	5
1.1 BACKGROUND.....	5
1.2 INSPECTION PROCESS.....	5
1.3 DESCRIPTION OF CORRIDOR.....	10
1.4 MAINTENANCE PROGRAM OVERVIEW	11
1.5 CONDITION ASSESSMENT.....	11
2.0 ANNUAL REPORT OF CONDITIONS.....	12
2.1 OVERVIEW	12
2.2 MOPAC EXPRESS LANE INSPECTIONS	12
2.2.1 ROADWAY.....	12
2.2.2 BRIDGES.....	13
2.2.3 TUNNELS.....	14
2.2.4 RETAINING WALLS.....	15
2.2.5 OVERHEAD SIGN BRIDGES	15
2.2.6 TOLL COLLECTION SYSTEM.....	15
3.0 ONGOING INITIATIVES.....	17
3.1 ASSET MANAGEMENT.....	17
3.2 SYSTEMWIDE PROGRAMS.....	17
3.2.1 SYSTEMWIDE WALL MONITORING PROGRAM.....	17
3.2.2 SYSTEMWIDE SAFETY IMPROVEMENTS.....	17
3.2.3 SYSTEMWIDE TRAFFIC INCIDENT & MGMT CENTER.....	17
3.3 TECHNOLOGY INITIATIVES.....	18
3.3.1 DATA PLATFORM SOLUTION.....	18
3.3.2 INTELLIGENT TRAFFIC SYSTEMS MASTER PLAN.....	18
3.3.3 ITS RETROFITS AND EXPANSIONS.....	18
3.3.4 REGIONAL COLLABORATION	18
4.0 ANNUAL BUDGETS.....	19
4.1 ANNUAL OPERATING BUDGET	19
4.2 ANNUAL MAINTENANCE BUDGET	19
4.3 ANNUAL CAPITAL BUDGET	19
5.0 FUTURE PROJECTS.....	20
5.1 ROUTINE MAINTENANCE	20
5.2 RECOMMENDED RENEWAL & REPLACEMENT PROJECTS.....	20
5.3 OTHER RENEWAL & REPLACEMENT PROJECTS.....	20



Acronyms and Abbreviations

ACRONYMS AND ABBREVIATIONS

BRINSAP	Bridge Inventory, Inspection and Appraisal Program
CAMPO	Capital Area Metropolitan Planning Organization
CIP	Cast in Place
FHWA	Federal Highway Administration
FY	Fiscal Year
GEC	General Engineering Consultant
GIS	Geographic Information System
ILP	In-Lane Processing
MBITS	Maintenance Bridge Inspection Tracking System
NBIS	National Bridge Inspection Standards
PBMC	Performance Based Maintenance Contractor
PFC	Permeable Friction Course
R&R	Renewal and Replacement
TCS	Toll Collection System
TxDOT	Texas Department of Transportation

Location Map



Executive Summary

As General Engineering Consultant (GEC) to the Central Texas Regional Mobility Authority (Mobility Authority), AtkinsRéalis is pleased to submit the 2026 Annual Report of Conditions for the MoPac Express Lane. This report includes conclusions and recommendations concerning the condition, maintenance, repair, and operation of the Mopac Express Lane, the estimated cost for the proper maintenance, repair, and operation of the toll road during FY 2027, and the funds forecasted for Renewal and Replacement (R&R) projects for the next 5 years.

The inspections performed in fall 2025 show that the MoPac Express Lane corridor continues to be maintained in good repair, working order, and condition. This observation was based on a general visual inspection of the roadways, overhead sign bridges, retaining walls, tunnels, and toll infrastructure.

Because of the configuration of the express lanes within Texas Department of Transportation (TxDOT) right of way, bridge structures are shared with the adjacent TxDOT-owned facility. The findings of the most recent Bridge Inventory, Inspection and Appraisal Program (BRINSAP) inspections conducted in 2025 were provided to the Mobility Authority by TxDOT and are reflected in this report. This report reflects the Mobility Authority's level of responsibility, understanding further coordination will be needed for repairs that fall outside of routine maintenance.

Detailed inspection findings are transmitted separately to the Mobility Authority's Director of Engineering.

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 2031, the following budgets are recommended:

RECOMMENDED BUDGETS	
Operating Expenses FY 2027	\$3,700,000
Maintenance Expenses FY 2027	\$1,100,000
R&R FY 2027	\$3,600,000
R&R FY 2028	\$300,000
R&R FY 2029	\$15,400,000
R&R FY 2030	\$0
R&R FY 2031	\$0

The overall condition of the MoPac Express Lane, and funding levels for operations 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

AtkinsRéalis conducted a visual inspection of the MoPac Express Lane corridor 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 FY 2027, and the amount of funds forecasted for R&R Projects.

1.2 INSPECTION PROCESS

The inspection covered all portions of the facility including pavement, roadside elements, retaining and noise walls, underdeck lighting, drainage structures, signs and sign bridges, pedestrian bridges, pavement markings, and associated toll infrastructure.

All bridges on the MoPac Express Lane, 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 (P BMC) 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 also performs biennial structural inspections for lighting structures, cantilever and overhead sign bridges, and signal poles. In addition, pedestrian bridges not located over travel lanes are inspected. These structural inspections were conducted by trained engineers in accordance with TxDOT structural inspection protocols in fall of 2024.

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 consists of specific features inspected, as shown in Table 1, below.

1.0 Introduction *continued*

Table 1: Roadway Inspection Elements.

CATEGORY	ITEM	DESCRIPTION OF INSPECTION
Pavement	Pavement & 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, weep holes, and condition of safety treatments
	Ditches	Presence of erosion, silting, 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 including day and night visibility and section loss
	Pavement Markings	Presence of wear and tear of striping and markings including day and night visibility and section loss
	Raised Pavement Markers	Condition of raised pavement markers including missing markers and proper day and night visibility
	Delineators	Condition of delineation including missing delineators and proper day and night visibility
	Metal Beam Guard Fence	Condition of Metal Beam Guard Fence and its components, terminal anchors, single guardrail terminals, 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, 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	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

1.0 Introduction *continued*

For tunnels, procedures for the structural, civil, and functional systems were performed in accordance with the current versions of the following FHWA documents:

- Tunnel Operations, Maintenance, Inspection, and Evaluation Manual, FHWA-HIF-15-005
- Specifications for the National Tunnel Inventory, FHWA-HIF-15-006

The findings of the tunnel inspections performed in September 2025 were provided to the Mobility Authority by TxDOT and serve as the basis for the comments and recommendations in the tunnel portion of this report. National Tunnel Inventory elements are rated and grouped by the following categories: (1) Structural, (2) Civil, (3) Mechanical, (4) Electrical, (5) Fire/Life Safety/Security Systems, and (6) Signs. Each element consists of specific features that were inspected, as shown in Table 3, below.

Table 3: National Tunnel Inspection Elements Scale

NTI ELEMENTS		
<i>Element Section</i>	<i>Element Number</i>	<i>Element Name</i>
Structural	10001	Cast-in-Place Concrete (CIP) Tunnel Liner
	10012	Prestressed Concrete Tunnel Roof Girder
	10051	Concrete Portal
	10111	Concrete Slab-on-Grade
	10140	Gasket
Civil	10151	Concrete Wearing Surface
	10161	Concrete Traffic Barrier
Mechanical	10300	Drainage and Pumping System
Electrical	10500	Electrical Distribution System
	10600	Tunnel Lighting System
	10601	Tunnel Lighting Fixtures
Fire/Life Safety/Security Systems	10700	Fire Protection Systems
	10800	Tunnel Operations and Security System, which includes CCTV camera inspection
Signs	10850	Traffic Sign
	10910	Lane Signal
	10911	Lane Signal Fixture

Retaining and noise walls, and associated components, were rated and grouped by (1) wall or (2) earth categories. Each category consists of specific features that were inspected, as shown in Table 4.

Table 4: Wall Inspection Elements

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

1.0 Introduction *continued*

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

Table 5: Overhead Sign Bridge, Lighting and Signal Elements

CATEGORY	DESCRIPTION OF INSPECTION
Structural	Condition of 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 indicated in Table 6, below.

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 building.
	Conduit and ground boxes providing connections between the ILPs and the Electronic Toll Collection lane equipment installations
	Power and Wide Area Network 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.

1.0 Introduction *continued*

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, an inspection rating scale of 0-9 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.

1.0 Introduction *continued*

For tunnels, a condition rating scale is used to determine the severity of the asset defect, where “Condition State 1” indicates that an element is in “Good” condition and “Condition State 4” indicates that an element is in “Severe” condition, as shown in Table 9.

Table 9: Tunnel Inspection Rating System

CONDITION	DESCRIPTION
1	Good condition – no notable distress
2	Fair condition – isolated breakdowns or deterioration
3	Poor condition – widespread deterioration or breakdowns without reducing load capacity
4	Severe condition – The condition warrants a structural review to determine the effect on strength or serviceability of the element or tunnel, OR a structural review has been completed and the defects impact strength and serviceability of the element or tunnel.

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 10 lists the five classes of PCS.

Table 10: 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 CORRIDOR

Although not considered a System corridor, the Mobility Authority constructed, operates, and maintains the variably-priced MoPac Express Lane. The MoPac Express Lane consists of one express lane in each direction between Parmer Lane and Cesar Chavez Street along an 11-mile stretch of SL-1. The Express Lane is located in the center of the SL-1 corridor and is separated from the general-purpose lanes by a four- to five-foot-wide striped buffer zone with flexible delineators. Drivers are able to access the MoPac Express Lanes at the north and south begin points, or near the halfway points at Far West Boulevard and Anderson Lane, necessitating two tolling points.

MoPac Express Lane is being affected by construction of the 183 North Mobility Project due to improvements along the corridor from north of RM 2222 to just south of Loop 360. The Project consists of the construction of direct connectors to the MoPac Express Lane, as well as the construction of a new collector-distributor road from the direct connectors to the southbound MoPac frontage road through Far West Boulevard. As a result, the limits between Loop 360 and RM 2222 is currently maintained by contractors for the 183 North Mobility Project, and therefore was not inspected this year. The GEC will resume normal inspection responsibilities following final CTRMA acceptance of this project, currently projected for mid-2026.

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
6. ROW.
7. Minimize the risk of damage, disturbance, or destruction of third-party property during the performance of maintenance activities.
8. Coordinate with the Mobility Authority and perform duties and functions on their behalf.
9. Perform systematic inspections and maintenance in accordance with the provisions of the Maintenance Management Plan to include contractor's Safety and Health Plan 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. 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 documents.

1.5 CONDITION ASSESSMENT

The PBMC is administered by the Mobility Authority. MoPac Express Lane and its performance are monitored daily. 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.

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 the 10-point rating scale described in Table 8, and tunnels are assessed on the 4 condition states described in Table 9. The results of this year's annual inspection indicate that the MoPac Express Lane corridor is performing as expected, 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 MOPAC EXPRESS LANE INSPECTIONS

2.2.1. ROADWAY

ASPHALT PAVEMENT

Visual inspections conducted during the fall of 2025 noted multiple distresses, including weathering, shallow rutting, failures along longitudinal joints, isolated alligator cracking (mostly in the south bound direction), and longitudinal and transverse cracking. This corridor shows a 10% shift in condition distribution from good to fair, indicating a fast deterioration trend that's needs continuous monitoring and proactive maintenance planning. Pavement condition data and visual inspections noted longitudinal and transverse cracking with failures increasing, accompanied by uneven temporary patching.

The 2025 pavement condition assessment report supported the visual inspection conducted and identified distresses include weathering, shallow rutting, isolated alligator cracking (mostly in the southbound direction), and longitudinal and transverse cracking. The severity of these distresses resulted in condition scores ranging from very good to poor, indicating a need for localized repairs. The IRI values indicate the ride quality is good for majority of the corridor, however, there is diminished ride quality due to humps at the LP 360 Crossover resulting in an overall condition rating of very good to fair, considering the distresses combined with the IRI values. Crack mitigation throughout the section is recommended, with isolated patching at the alligator cracking locations and a surface seal to prevent further weathering. These activities fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

As part of the scheduled maintenance activities, an application of a thin spray of emulsified asphalt onto the existing pavement surface, or "fog seal" on the express lanes is planned for spring 2026 to rejuvenate the asphalt and slow deterioration thereby increasing pavement durability and performance. A Porous Friction Course (PFC) mill and inlay is recommended and is currently anticipated to be implemented by 2028, with isolated repairs to rutting, cracked, and raveled areas serving as a stop-gap measure until the new PFC is placed.

ROADSIDE

Culverts: No deficiencies were noted as a result of visual inspection.

Ditches: MoPac Express Lane contains no ditches.

Grates, Inlets, Piping: The most common deficiencies noted consisted of weep drains with >40% blockage, thus reducing the drainage capacity. Deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

Ponds: The MoPac Express Lane project contains no ponds.

In addition, inspectors observed litter and debris throughout the corridor, untreated and undesired vegetation growth, as well as minor turf loss along on-ramps. Undesirable trees were also noted in isolated areas. The deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

2.0 Annual Report of Conditions *continued*

MISCELLANEOUS

Signs: Both large and small signs were assessed through day and nighttime visual inspections. During the inspections, most signs on MoPac Express Lane were clearly visible and legible to the inspector. No deficiencies were observed for large signs on the toll lane. There were noted instances of MoPac Express Lane small signs that were faded, not plumb, lacking reflectivity, below the required 7' height, and some instances of missing signs. The deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

Pavement Graphics, Markings, and Raised Pavement Markers: Deficiencies noted during day and nighttime visual inspection included locations on the MoPac Express Lane corridor where there were isolated areas of missing raised pavement markers. Some isolated areas of graphics and pavement markings along the toll lanes were noted as nonfunctional. The deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

Delineators: Day and nighttime visual inspection indicate that there were several locations on the MoPac Express Lane corridor where the reflectivity of the delineation between the managed and general-purpose lanes is reduced due to dirt or other markings. Numerous locations of missing barrier delineator tabs were noted as well. The deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities. Addition of wrong-way delineators, in between existing delineators, along the express lane is in progress.

Metal Beam Guard Fence, Attenuators and Barriers: There were no instances of impact damage to metal beam guard fence or attenuators. Isolated areas of impact damage to concrete traffic barriers along the toll lane were noted.

Coatings: Day and nighttime visual inspection did not result in any noted deficiencies to coatings.

Fence: No fencing deficiencies were noted.

Lighting: Lighting along the MoPac Express Lane corridor was inspected for damage and proper functioning during nighttime. In general, illumination features are in good repair. For safety and continuous lighting, there were several areas of lighting not functioning, missing access panels, and anchor bolt nuts not meeting torque requirements. High mast lights were not inspected since they were within the limits of the previously defined 183 North construction zone. The deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

Traffic Signals: No traffic signals fall within the limits of the MoPac Express Lane.

Shared Use Path: There are no Shared Use Paths within the limits of the MoPac Express Lane.

2.2.2 BRIDGES

The MoPac Express Lane bridges were inspected and evaluated in 2025, as part of TxDOT's BRINSAP. 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.

All bridge structures associated with the tolled lanes are shared with the adjacent TxDOT-owned facility. Further coordination will be needed for repairs that fall outside of routine maintenance.

2.0 Annual Report of Conditions *continued*

BRINSAP

Based on a review of the 2025 inspection reports and visual observations, all 16 shared State Loop 1 and MoPac Express Lane corridor bridges are in good repair. Of the 68 total components rated, 24% received a rating of 6. The most common deficiencies noted were corrosion and rust, erosion issues, and abutment joint seal failure. Cracked and broken tack welds were also noted on one bridge. These deficiencies 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 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, 20 FUAs were assigned to the shared bridges, with one identified as a Level 2, 14 identified as Priority Level 3, and five Level 4. The Mobility Authority is coordinating with TxDOT to address the Level 2 and one other FUA due to issues with railroad ROW access. No bridges were assigned Level 1 FUAs.

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 20 FUAs, six are now overdue for repairs. Overdue repairs include concrete spalling, clogged drains, minor rust, paint failure, erosion and scour, and joint issues. These repairs all fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

MAINTENANCE BRIDGE INSPECTION TRACKING SYSTEM

"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 during 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 need cleaning, as well as multiple locations with relief joints that need repair. Deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities. The next round of MBITS inspections will occur in 2026.

2.2.3 TUNNELS

Both MoPac Express Lane tunnels were inspected and evaluated in 2025, as part of TxDOT's tunnel inspection program, which occurs every two years per FHWA requirements. The findings of these inspections serve as the basis for the comments and recommendations in the tunnel portion of this report.

Based on a review of the 2025 inspection reports and visual observations, the two tunnels are in good repair. Of the 32 total elements rated, 9% received a Condition State 3 (Poor) rating, with none receiving a rating indicating worse condition. Condition State 3 ratings were assigned due to concrete spalling and cracking, and lighting anchor bolts missing for the southbound tunnel, and concrete efflorescence for the northbound tunnel. In the southbound tunnel a failed light was identified, and fire standpipe testing was noted as needed in both tunnels. It was also noted that caps, hoses, and inspection tags are needed at standpipe connections in both

2.0 Annual Report of Conditions *continued*

tunnels, and vegetation should be cleared from around the fire hydrant along the top of the east wall at the northbound tunnel approach. Fire-safety-related repairs are ongoing as a result of subsequent fire protection inspections performed through the PBMC. Other deficiencies noted include cracking and efflorescence in prestressed concrete roof girders, spalling on girders with exposed reinforcement, height vertical differential between girders, gaps between bottom of girders and bearing pad, isolated loose conduit clamps, and light fixture lenses needing cleaned.

The cause of the efflorescence in the roof girders and height vertical differential between girders has been investigated and is not an immediate structural concern but likely requires a cosmetic fix to cover the exposed formwork to eliminate rusting and further pop-off. Deficiencies are within the scope of the PBMC and should be addressed as part of regularly scheduled maintenance activities.

2.2.4 RETAINING WALLS

The retaining walls on the MoPac Express Lane corridor consist primarily of Mechanically Stabilized Earth (MSE) walls. Based on visual observations, the Mopac Express Lane corridor retaining walls are in good repair. The most common deficiencies noted consisted of vegetation growth blocking flow in drainage flumes, debris in inlets, cracks in wall panels, and minor seepage. In one isolated location, namely the NB Enfield Road off-ramp wall, the top of the first panel appears to be leaning out approximately an inch. The Mobility Authority will monitor this location as part of the systemwide wall monitoring program which consists of utilization of a satellite-based measurement service (InSAR) to provide frequent measurement data to the Mobility Authority. This data helps the Mobility Authority determine if further investigation is warranted. The rest of the deficiencies observed are within the scope of the PBMC and should be addressed as part of regularly scheduled maintenance activities.

2.2.5 OVERHEAD SIGN BRIDGES

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

Deficiencies noted include minor rust and anchor bolts in need of tightening, isolated incidences of missing bolts on truss connections, and missing access cover plates. The most common deficiency is the lack of tack welding on nuts. The deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

2.2.6 TOLL COLLECTION SYSTEM

The Toll system infrastructure was inspected. Tolling equipment itself is not considered in this report as it is installed, operated, managed, and inspected under the responsibility of a separate Systems Integration contract.

The MoPac Express Lane corridor includes four ILP cabinets located at the southbound MoPac Express Lane near Parmer Lane (under the mainlane bridge over Park Bend Drive), northbound MoPac Express Lane at Far West Boulevard, northbound MoPac Express Lane at RM 2222, and northbound MoPac Express Lane north of Enfield Road. An emergency generator serves each tolling location. Visual inspections of the toll system infrastructure indicate that primary components are in good repair. Efforts should be made to continue to keep all TCS components clean, well-maintained, and secure.

Retaining Walls and Coping: The MoPac Express Lane TCS has no associated retaining walls or coping.

Drainage Features: The MoPac Express Lane TCS has no associated drainage features.

Civil Site Work: Visual inspection did not result in any noted grading or access driveway deficiencies; however, it was noted that debris was found in the site fencing. The deficiency falls within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities

2.0 Annual Report of Conditions *continued*

Toll Gantries: It was noted that the upstream gantry along the northbound (NB) lanes north of Enfield Road was missing an access plate (top of gantry) to toll equipment wiring at the time of inspection. The deficiency falls within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

ILP Enclosures: ILP enclosures were found to be structurally sound and provide the necessary protection for toll equipment housed within. However, it was observed that the exterior air conditioning filters were dirty at the 2222 NB location, as well as the presence of mildew around the exterior of the air conditioning unit at the Enfield on-ramp location. The deficiencies found fall within the PBMC scope and should be addressed as part of regularly scheduled maintenance activities.

Conduit and Ground Boxes: Visual inspection did not reveal any deficiencies.

Power and Wide Area Network: Power connection to the TCS was found to be in good repair. Emergency Generators: No deficiencies were noted.

Signing, Pavement Markings, and Barriers: Any such assets are not unique to the TCS and are covered under their respective areas in this report.

The deficiencies found fall within the PBMC scope and should be addressed as part of 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 format for reviewing data better serves the quarterly evaluation of the performance of the corridor. Evaluation results are analyzed and utilized to aid the Mobility Authority in planning and implementing operational improvements as part of its 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 SYSTEMWIDE PROGRAMS

3.2.1. SYSTEMWIDE WALL MONITORING PROGRAM

The Mobility Authority has instituted a systemwide wall monitoring program to measure any movement of its retaining walls. This consists of contracting with InSAR to provide frequent measurement data to the Mobility Authority. Measurements are taken on an x, y, z basis and analyzed with updates provided quarterly. Data provided during those updates may warrant further investigation to determine mitigation efforts for any particular wall. It is recommended the Mobility Authority continue satellite monitoring of its wall assets using InSAR data and continue undertaking follow-up investigations as the data analysis warrants.

3.2.2. SYSTEMWIDE SAFETY IMPROVEMENTS

The Mobility Authority continuously monitors for areas of concern regarding traveler and pedestrian safety. As issues are identified, the Mobility Authority develops projects to address them. To enhance the safety standards of all corridors, it is recommended for the Mobility Authority to continue identifying areas of need and implementing systemwide safety improvements.

3.2.3. SYSTEMWIDE TRAFFIC INCIDENT & MANAGEMENT CENTER

The Mobility Authority's ITS devices enable monitoring of the Mobility Authority's facilities at the Traffic Incident and Management (TIM) Center. The Mobility Authority purchased a new headquarters building in FY 2025 and the TIM Center will be relocating to this building in FY 2027. The new TIM Center will introduce expanded traffic and facility monitoring capabilities through upgraded technologies.

3.0 Ongoing Initiatives *continued*

3.3 TECHNOLOGY INITIATIVES

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

3.3.1. 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.

3.3.2. 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.

3.3.3. ITS RETROFITS AND EXPANSIONS

Continuing the effort to leverage new technology to maximize safety along its roadways, the Mobility Authority has initiated projects to install new ITS systems along its managed corridors.

Dynamic Message Signs (DMS) are currently being installed at various locations along the MoPac Expressway corridor. Operators at the Traffic and Incident Management Center will be able to update the signs to notify drivers of congestion or accidents in the express lane as well as provide information about the status of the lanes. The Mobility Authority is installing single-line DMS which can provide simple express lane status messages, and full matrix DMS which can provide more information due to larger screen area.

3.3.4. 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.



3.0 Ongoing Initiatives *continued*

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.

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 MoPac Express Lane for FY 2027. These budgets, which are based on estimated cost projections, combined with the factors that may influence costs during this period, should be reviewed by the GEC as they are made available by the Mobility Authority. These budgets should take into account the recommended maintenance and repairs 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 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 MoPac Express Lane corridor. The estimated costs for the proper operation of these facilities for the coming fiscal year are based on a review of existing conditions, together with a variety of factors that may influence costs during this period. The GEC estimates the FY 2027 Operating Expenses to be \$3.7 million.

The actual 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 MoPac Express Lane 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 Mopac Express Lane. The estimated costs for the proper maintenance and repair of this facility for the coming year are 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 \$1.1 million.

This budget includes the cost of the PBMC contract, asset management support, and remediation costs. 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 MoPac Express Lane 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. There are no planned capital expenditures for FY 2027 at this time.

5.0 Future Projects

5.1 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 2.0 of this report.

5.2 RECOMMENDED RENEWAL & REPLACEMENT PROJECTS

The purpose of R&R funding is to pay 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; and
- Paying all or any part of the cost of any capital improvements.

The following summarize the recommended R&R projects and their anticipated costs:

MoPac Express Lane PFC Surface Treatment and Repair:

The Mobility Authority is scheduled to perform preventative maintenance of the MoPac Express Lane pavement. A maintenance project to treat the Express Lanes with fog seal has been developed to be performed late FY 2026 at a cost of \$700,000.

MoPac Express Lane Overlay and Delineator Replacement Project:

As a part of the 183 North Mobility Project, three miles of the PFC asphalt surface of the express lanes will be repaved from north of RM 2222 to US 183. The Mobility Authority expects to perform preventative maintenance on the remainder of the MoPac Express Lane corridor pavement. A mill and overlay as part of normal R&R cycles is anticipated for FY 2029. This will require the removal of existing traffic delineators and replacement with new traffic delineators once the new pavement is constructed. The estimated expenditure for this project is \$300,000 in FY 2028 and \$14.1 million in FY 2029.

MoPac Large and Small Sign Replacement:

A large and small signs replacement project is anticipated in FY 2029 at a cost of \$1.3 million.

5.3 OTHER RENEWAL & REPLACEMENT PROJECTS

The following summarize the Mobility Authority planned R&R projects and their anticipated costs:

Single-Line Dynamic Message Signs:

Installation of Single-Line Dynamic Message Signs is planned on Mopac at the entrance to the express lane, and at the existing ½-mile and 1-mile signs before the entrance. Operators at the Traffic and Incident Management Center will be able to update the signs in real-time to notify drivers of congestion or accidents in the express lane and share express lane status updates. Design was complete and installation began in FY 2025; installation will complete in FY 2027. The estimated expenditures for this project are \$600,000 in FY 2026 and \$1.5 million in FY 2027.

Full Matrix Dynamic Messaging Signs:

Installation of full matrix Dynamic Messaging Signs are planned along MoPac Expressway corridor to enable the Mobility Authority to disseminate real-time information related to the status of the express lane. Operators at the Traffic and Incident Management Center will be able to update the signs in real-time to notify drivers of congestion or accidents in the express lane as well as information about the status of the lanes. The estimated expenditure for this project is \$2.2 million in FY 2027.



2026



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