

# central texas

## turnpike system



### PROJECT FACT SHEET

**T**he Central Texas Turnpike System (CTTS) is a new transportation system that will improve overall traffic mobility, reroute hazardous materials away from urban areas, and increase travel safety for Central Texas residents, workers, and visitors. The system will initially consist of the 2002 Project, which includes three elements: SH 130, which begins north of Georgetown, Texas and runs to US 183 in southeast Travis County (extending to I-10 when funding becomes available); SH 45N, from Ridgeline Blvd. west of US 183 to SH 130; and the Loop 1 Extension, which runs from FM 734 (Parmer Lane) to SH 45N. The system will also include any future projects added to the system under the Texas Turnpike Act, as well as other roads, bridges, or other toll facilities for which the Texas Transportation Commission has responsibility and is collecting tolls.\* The project will be financed in part with the proceeds of the bond obligations. Additional funding will be provided through state, local, federal, and private sources from investment earnings.

#### CENTRAL TEXAS TURNPIKE SYSTEM, 2002 PROJECT (PHASE 1): SH 130, SH 45N, AND THE LOOP 1 EXTENSION

SH 130 is the largest element of the CTTS 2002 Project, spanning 49 miles, at an estimated cost of \$1.5 billion (including right of way acquisition costs). Its purpose is to improve mobility, safety, and



accessibility to regional facilities, as well as to relieve congestion on I-35 along the Austin-San Antonio Corridor.

#### PROJECT LOCATION/LENGTH

The first phase (Segments 1 through 4) of the project will be a 49-mile tollway extending from I-35 north of Georgetown to US 183 near Mustang Ridge in southeast Travis County. As additional funding becomes available the roadway will be extended to I-10 near Seguin, for a total of 90 miles.

#### CHARACTERISTICS

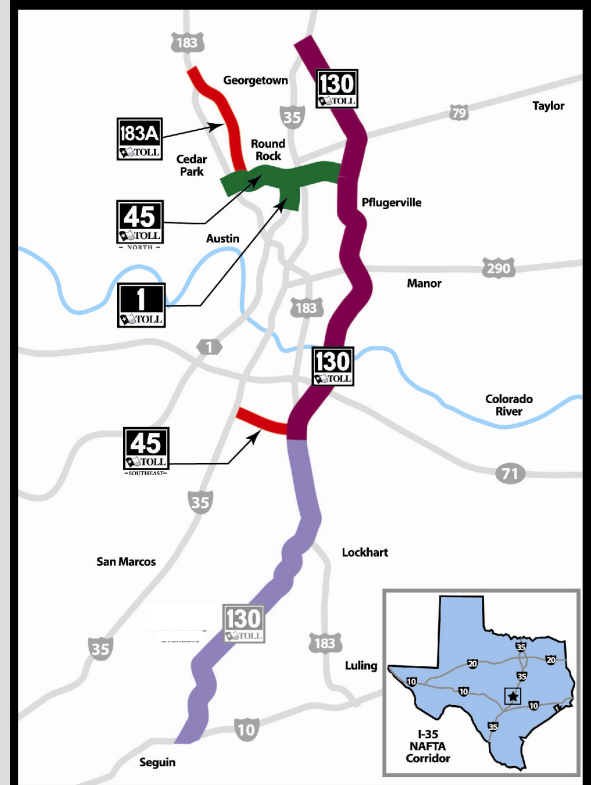
SH 130 will be a four-lane toll road with limited frontage roads and major interchanges at I-35, US 79, SH 45N, US 290, and SH 71, with an average interchange height ranging from 60 to 80 feet. The roadway will include 124 bridges, four mainline toll plazas, and 30 exit/entrance ramp toll plazas. As traffic warrants, SH 130 will ultimately be a 6-lane toll road.

#### EXPECTED COMPLETION DATES

SH 130 Segment 2 (from US 79 near Hutto to US 290 near Manor) opened to traffic on October 31, 2006. SH 130 Segment 1 (from I-35 near Georgetown, Texas to US 79) opened to traffic on December 13, 2006. Segment 3 (US 290 to SH 71) opened to traffic on September 6, 2007. The schedule for completion of Segment 4 (SH 71 to US 183 near Mustang Ridge, Texas) is being developed; opening Segment 4 is expected by Spring 2008 or earlier. The SH 130

construction project utilizes an Exclusive Development Agreement (EDA), which allows design and construction services to be performed simultaneously by one entity or consortium. Lone Star Infrastructure (LSI) was selected by TxDOT through a competitive selection process as the consortium to design, construct, maintain, and partially finance the toll road. For information on construction of SH 130 south from US 183 to I-10 near Seguin, contact the TxDOT San Antonio District Office at 1-210-403-4300.

### Central Texas Turnpike System\*



\*183A, SH 45SE, and SH 130 south of SH 45SE are not part of the Central Texas Turnpike System 2002 Project

*\*The system will include any of these future projects and/or components unless the Commission declares in writing, delivered to the trustee, that such roads, bridges, tunnels, or other toll facilities are not part of the system for the purposes of the indenture.*

## PROJECT FACT SHEET



SH 45N and Loop 1 together will connect the cities of Austin, Pflugerville, Round Rock and neighboring communities, improving mobility and providing a more efficient route between northern Travis and southern Williamson Counties. These two projects are estimated to cost \$1.2 billion.

**PROJECT LOCATION/LENGTH**

SH 45N will be approximately 13 miles long and will extend from Ridgeline Boulevard west of US 183 to SH 130. The Loop 1 extension, which will be approximately three miles long, will begin at Parmer Lane and terminate at SH 45N.

**SH 45N/LOOP 1****EXTENSION CHARACTERISTICS**

These two elements will be six-lane divided tollways, except in the eastern section of SH 45N between County Road 172 and SH 130, which will be four lanes divided. Major interchanges will occur at US 183, Loop 1, I-35, and SH 130. Together, the roads will include three mainlane toll plazas, 13 entrance/exit ramp toll plazas, and 66 bridges.

**EXPECTED COMPLETION DATES**

Unlike SH 130, SH 45N and Loop 1 are being constructed as traditional design-bid-build projects. The Loop 1 Extension, the eastern portion of SH 45N (Loop 1 interchange east to SH 130), and the western portion of SH 45N from Loop 1 to RM 620 opened in the Fall of 2006. The remaining portion of SH 45N from RM 620 to US 183 opened in late April 2007.


**OTHER TURNPIKE PROJECTS IN  
CENTRAL TEXAS:  
SH 45SE AND 183A**

SH 45SE will link I-35 at FM 1327 (just north of Buda, Texas) to the junction of SH 130 and US 183 in the Mustang Ridge area. The 7.4-mile facility will be, under the initial Developer contract, a four-lane, controlled access roadway



with directions of travel separated by a wide center median to accommodate future transportation needs. As traffic warrants and funding is available, the facility could ultimately be expanded to six lanes. TxDOT received a Record of Decision (ROD) on the alignment of SH 45SE from the Federal Highway Administration (FHWA) in February 2004. Additional environmental studies were performed to address design changes, and FHWA approval was issued in June 2006. Visit the SH 45SE website at [www.sh45se.org](http://www.sh45se.org) for additional information.

183A is intended to relieve congestion in the areas of Cedar Park and Leander by providing an alternate route between southern Williamson and northern Travis Counties. 183A is unique in that its development will be overseen by the Central Texas Regional Mobility Authority (CTRMA), a newly-created local authority that can build, operate, and maintain toll roads. The project is approximately 12



miles long, intersecting US 183 at RM 620 and extending north parallel and east of existing US 183. 183A reconnects with US 183 north of the City of Leander, just south of the San Gabriel River. The CTRMA entered into a Comprehensive Development Agreement with Hill Country Constructors in September 2004. Design and construction began in January 2005. The 183A toll road between FM 1431 and the US 183/SH 45N interchange opened to traffic in March 2007. The CTRMA can be contacted at 512-996-9778. For more information, visit the CTRMA website at [www.ctrma.org](http://www.ctrma.org).

**TEXAS DEPARTMENT OF  
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