



OVERVIEW:

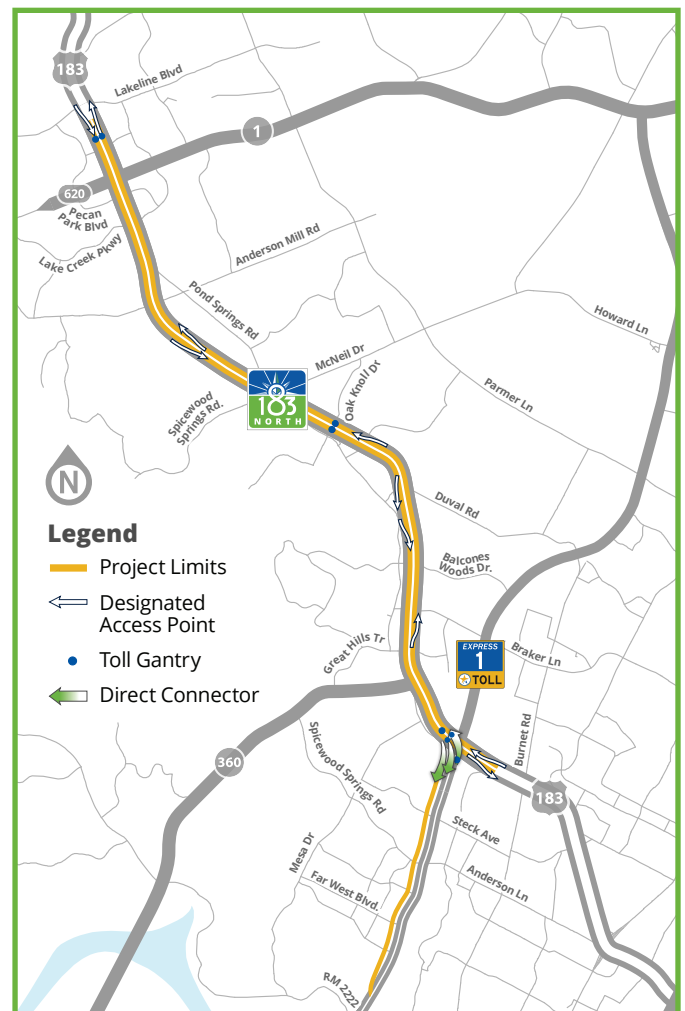
US 183 between SH 45 North and Loop 1 (MoPac) is the 69th most congested roadway in the State of Texas, and peak rush hour traffic speeds will be reduced to 10 mph by 2035 if we do nothing.

The 183 North Mobility Project, led by the Central Texas Regional Mobility Authority, in cooperation with the Texas Department of Transportation, will manage congestion and improve transit reliability and emergency response times along the corridor.

PROJECT DESCRIPTION

The project includes the construction of two express lanes in each direction and the addition of a general-purpose lane to bring the number of non-tolled lanes to four in each direction. Express lane direct connectors will be constructed with MoPac to the south and operational improvements will be added to southbound MoPac. When completed, those looking to bypass traffic congestion will have a choice to use the 183 North Express Lanes. Drivers who prefer not to pay a toll will still have the option to use the expanded non-tolled general-purpose lanes. Construction is set to begin in spring 2022 with targeted completion in 2026.

- ▶ **Project Cost:** \$612 Million
- ▶ **Project Length:** Approx. 9 miles along US 183
- ▶ **Toll Rate:** Variable





183 NORTH FACT SHEET



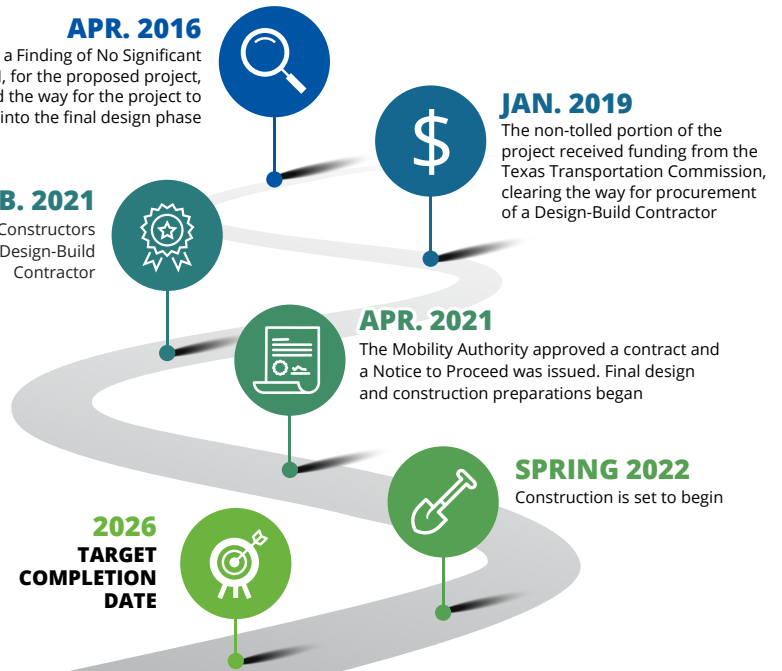
CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

HOW WE SERVE PEDESTRIANS & CYCLISTS

The Mobility Authority is committed to implementing multimodal, pedestrian and cyclist-friendly facilities as part of every project whenever feasible. The 183 North Mobility Project will close existing gaps and provide a network of continuous bike lanes between SH 45 North and MoPac. Other improvements to provide safe connectivity for bicyclists and pedestrians throughout the corridor include:

- ▶ Multiple 8-foot-wide shared use paths connecting specific bike lanes
- ▶ Sidewalk construction
- ▶ Cross street connections

PROJECT MILESTONES



WHAT ARE EXPRESS LANES?

Express lanes are special lanes that are separated from the general-purpose lanes and designed to reduce congestion. They utilize variable toll pricing to manage the amount of traffic in the lanes. This is accomplished by increasing the toll when traffic in the express lanes is heavy and lowering it when traffic is light, thus keeping traffic in the express lanes moving at least 45 MPH. Public transit buses, emergency responders, Capital Metro registered carpools and vanpools, MetroAccess vehicles, and state and federal military vehicles can use the 183 Express Lanes without paying a toll. Drivers who prefer not to pay a toll can use the expanded general-purpose lanes.



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