



183 NORTH MOBILITY PROJECT

ANNUAL UPDATE MEETING FEBRUARY 2023

Q&A SUMMARY

This is a summary of the most-asked questions from the 183 North Mobility Project Annual Update virtual meeting held on February 23, 2023. The questions and answers below have been modified for clarity.

For a recording of the meeting, please go here:

<https://www.youtube.com/watch?v=AFPztg23c48&si=EnSikaIECMiOmarE>

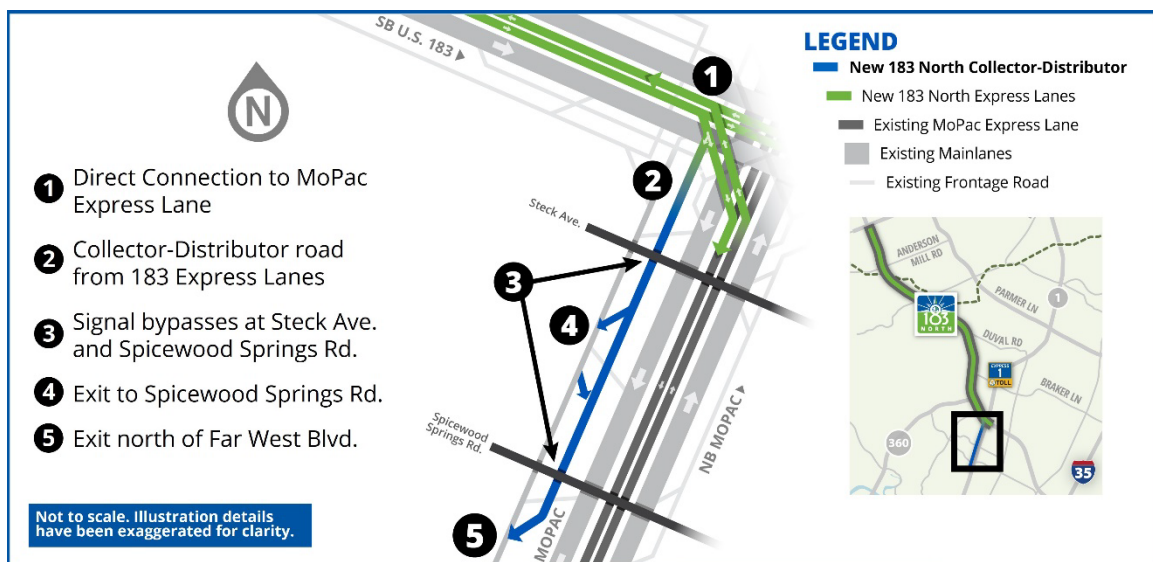
Project Design Questions

1. What will the speed limits be on the US 183 Express Lanes?

The exact speed for the 183 North Express Lanes has yet to be determined. Speed limits are determined in coordination with, and guidance from, the Texas Department of Transportation (TXDOT). Traffic studies may also be conducted once the final 183 North Express Lanes are built to inform that decision. Ultimately, the speed limit must be approved by the Central Texas Regional Mobility Board of Directors, which will happen at a later date, once the express lanes are open to traffic.

2. Can you explain what a collector distributor is and why it's important?

Collector-distributor (C-D) roads are extra lanes between the mainlanes and the frontage roads. Their primary purpose is to move vehicles in a more efficient way. Lane changes occur on the C-D roads as vehicles move from the mainlanes to the frontage road or other connecting roadways (and vice versa) (Source: Texas A&M Transportation Institute). In the case of the 183 North Mobility Project, the collector distributor road will allow 183 North Express Lanes traffic heading southbound onto the MoPac frontage road to bypass traffic lights at Steck Ave. and Spicewood Springs Rd. This is similar to the Steck Bypass along northbound MoPac.





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3. Where will the tolled express lanes begin and end/ on and off ramps exist?

Express lanes for the 183 North Mobility Project will begin and end at RM 620 and MoPac respectively, with options to continue onto other tolled or non-tolled facilities. For exact entrances and exit locations, you can refer to the access map found [HERE](#).

4. How will traffic be able to move from US 183 southbound onto MoPac?

Drivers will be able to utilize the existing non-tolled mainlanes from US 183 to MoPac as they do today. Additionally, with the improvements coming as a part of the 183 North Mobility Project, drivers will have the option to travel seamlessly between the MoPac Express Lane and the 183 North Express Lanes utilizing a direct connector structure we are building. Travelers heading southbound on US 183 will have a third option, a collector-distributor road (see Q. 2) from the direct connectors to the southbound MoPac frontage road until Far West Blvd. A detailed graphic can be found on page 19 of the Annual Update Event presentation [HERE](#).

5. How will this project impact Cedar Park?

The connection provided by the 183 North Mobility Project to other Mobility Authority roads and projects in development will allow for complete connectivity from Cedar Park (and areas farther north) to downtown Austin. This bridge between a fast-growing, suburb to the live music capital of the world illustrates the Mobility Authority's commitment to connectivity and mobility in Central Texas. Adding a fourth general purpose lane will alleviate congestion for non-tolled drivers on US 183 and the 183 North Express Lanes provide a reliable option for travel when drivers need it most. For more information on what we're building go [HERE](#).

6. Are any businesses or homes being displaced by this project?

No. The 183 North Mobility Project primarily involves expansion of the freeway within the existing right-of-way, with some minor impacts to the frontage roads and the adjacent businesses. No right-of-way (ROW) acquisition will be necessary; however, easements for construction and utility relocation will be needed.

7. Where is the land coming from for sidewalk construction?

Sidewalk construction occurs only in existing TxDOT ROW.

8. Will this project be constructing US 183 access ramps at 620?

No. Adding new direct connectors between US 183 and SH 45/RM 620 is not part of the final scope for the 183 North Mobility Project. RM 620 currently has no reserve capacity to handle traffic from direct connectors and building them would only worsen the existing bottlenecks on 620. That said, the [CAMPO 2045 Long Range Transportation Plan](#) (see page 85) includes several projects for RM 620 which would make constructing the direct connectors viable at a later time. These projects are currently scheduled to be completed by 2033 and will be developed by TxDOT, Travis County and Williamson County according to the current regional transportation plan. We will continue to stay in touch with our regional partners and do our part to improve mobility in this area if/when it is feasible to do so.

9. How will the Duval entrance ramps be improved?

We will be adding an auxiliary lane at Duval to improve merging conditions and relieve congestion in this area, in addition to adding a fourth non-tolled general purpose lane where only three exist today, that will help congestion in this area, as well as throughout the entire corridor.



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10. Does this project design plan for future self-driving cars?

The Central Texas Regional Mobility Authority designs all its roads with the future in mind. We do plan to install Roadside Units (RSU) along the 183 North Mobility Project corridor. Roadside units help communicate safety messages to connected vehicles. The 183 North Mobility Project is building the infrastructure to support these units along with other roadside cameras, dynamic message signs and radar traffic sensors. Exact installation date is TBD, but the goal is to have these installed prior to opening the 183 North Express Lanes. [Here](#) is a recent article for more general information on roadside units.

11. What are the safety features of the express lanes?

The 183 North Mobility Project will install a high-tech traffic monitoring system for improved traffic management and safety and emergency response that will benefit the express lanes and the general purpose/mainlanes providing timely, needed information to emergency responders. Additionally, emergency responders will be able to utilize the express lanes to get to you more reliably, no matter if there's congestion on the general purpose/mainlanes of US 183.

12. Will adding capacity with lane additions mean more traffic?

Express lanes allow drivers an option for more reliable travel when they need it most. While adding capacity can sometimes lead to increased traffic, the goal of the 183 North Mobility Project is to improve safety, optimize system connectivity and enhance local mobility along the US 183 corridor. We will do that with the addition of a fourth general purpose lane in areas where only three exist today, as well as two express lanes in each direction (where congestion is managed with variable toll pricing - see Q. 16-), and improved merging conditions with improved auxiliary lanes along US 183. These improvements are also in combination with operational improvements to travel between US 183 and MoPac. Ultimately, the project aims to improve mobility, especially for transit and emergency responders who will be able to travel in the express lanes for free and get to you when you need them with more reliability.

13. What is the plan for the Lakeline exit and this project?

The 183 North Mobility Project was deemed a Central Texas Regional Mobility Authority (Mobility Authority) project by [CAMPO](#), and the scope of the project does not include the alteration of the location for the last free exit on US 183 heading toward the 183A Toll Road, which is Lakeline Mall Dr. The two tolled northbound express lanes being built as a part of 183 North Mobility Project terminate at rm 620/ SH 45, beyond the Lakeline Mall Drive exit. The express lanes will not allow access to the Lakeline Mall Drive to prevent operational and safety issues in the area. The closest northbound express lane exit that would serve the last free exit is just south of Anderson Mill Rd. a little more than two miles away.

14. Will the express lanes be a set cost or a fluctuating cost for tolls?

The 183 North Mobility Project will manage the number of cars in the express lanes at any given time using variable toll pricing. When traffic is heavy in the express lanes, demand is high and toll rates increase. When demand is low, toll rates decrease. Higher rates control congestion by discouraging drivers from entering the express lanes and ensures a reliable trip for transit, emergency services vehicles and drivers, when they really need it. Changeable electronic signs display the current rates in real-time, so you'll know the price before you decide whether to enter the lanes. Once you are in the lanes, the price you saw is the price you'll pay.



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15. Where will the bike lanes be? How will cyclists be able to travel?

The corridor is heavily populated with businesses, retail and neighborhoods, and the right-of-way available for bicycle and pedestrian improvements is highly constrained by existing utilities, walls, driveways, steep slopes and drainage features.

Despite these obstacles, the Mobility Authority will provide safe connectivity for bicyclists and pedestrians throughout the corridor, closing existing gaps to provide a network of continuous bike lanes available to cyclists traveling between SH 45 North and MoPac. These improvements include:

- An 8-foot wide Shared Use Path to connect the Jollyville Road bike lanes to the bike lanes on Pond Springs, a distance of approximately 1,600 feet.
- An 8-foot wide Shared Use Path from bike lanes on Pond Springs to the bike lanes on Lake Creek Parkway adjacent to the US 183 northbound frontage road, a distance of approximately 2,600 feet.
- Sidewalks along the US 183 northbound and southbound frontage roads from RM 620/SH 45 North to Loop 360 in locations where sidewalks do not currently exist.
- Cross street connections for bicyclists consisting of bike lanes in each direction, created by re-striping the existing cross street pavement.

The Mobility Authority's total investment in bicycle and pedestrian accommodations in the region total \$47 million to-date, including their projects that are open to traffic and under construction.

16. How are other bike lane improvements implemented beyond the above improvements?

Since TxDOT owns the ROW where bike/ped facilities would be implemented, an agency, such as the City of Austin, would work in partnership, and with the approval of, TxDOT to implement changes to bike/ped facilities in the city. The 183 North Mobility Project bike/ped connections will work hand-in-hand with existing Mobility Authority and COA facilities to ensure multimodal opportunities continue to thrive in Austin. Learn more by exploring our interactive map found [HERE](#).

Outreach Efforts Questions

17. How do I stay alerted to outreach activities?

We send out e-newsletters and other announcements to keep neighbors, stakeholders and other interested parties up to date on important activities and events surrounding the 183 North Mobility Project. Sign up at our website [HERE](#). Additionally, we post information on our Twitter account @183North and you can see where we will be in the community on our events page [HERE](#).

18. What communication mediums, such as radio, are being used?

The 183 North Mobility Project promoted the start of construction with a paid media campaign utilizing newspaper ads, billboards, and radio spots, as well as organic outreach on our website and social media. We've continued proactive outreach on our project's Twitter and Mobility Authority social platforms including Nextdoor and the agency's Instagram account, and Facebook account. We regularly send out e-newsletters and other email blasts, as well as utilize printed flyers and in-person communication along the corridor in combination with digital and print advertisements in local newspapers.



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19. How do I schedule you to come speak at my HOA meeting?

If you are interested in having us speak to your homeowners association or neighborhood association, or if you have questions about the 183 North Mobility Project, you can reach our team [HERE](#) and a member of the project team will be in touch shortly.

Construction Activities Questions

20. Why are driveways and sidewalks being worked on?

In order to maximize pedestrian mobility and safety in the corridor along US 183 frontage roads. All existing sidewalks along the frontage roads will be updated to be ADA compliant, and crews will be adding sidewalks where none exist between SH 45/RM 620 and Loop 360. As part of this, we are also ensuring that the driveway crossings are ADA compliant as well. As a part of the driveway reconstruction, construction will occur at each business during the week and potentially over the weekends and will last for approximately 3 weeks in each case. The majority of the work will happen during the day, with night work occurring only when a lane closure is necessitated. GHC will maintain existing sidewalks and business access throughout the corridor. Once mobilized to a location, GHC will focus on driveways first and then add, or rehabilitate, sidewalks before moving to the next driveway location.

21. How long does it take to build each section of the sidewalk?

It depends where exactly along the corridor the sidewalk is being worked on. In some areas there are existing utility lines that require removal which will take a longer process. In areas with less utility work, sidewalk reconstruction can be completed quicker. *(See Q. 20 for more details).*

22. When will high mast lighting be turned on and how will the shields function?

We are nearing the end of installation of high mast lighting, an improvement coming as a part of the 183 North Mobility Project that will greatly increase visibility and safety in the corridor. Over the next couple of months (spring 2023) we will be installing high mast lighting on the southbound US 183 mainlanes and will be completing the final conduit installation and conductor wire installation to get lighting turned in the spring/early summer of 2023. Our lighting design plan includes lighting shields, and these are installed on the lighting fixtures to really limit the effect of spillover light for any adjacent neighborhoods. Shields will be put in place as we complete installing these fixtures.

23. How are we planning to mitigate construction noise or noise after the project is built?

In order to minimize noise from construction activities, the project team will follow a set of guidelines designed to preserve quality of life for adjacent neighborhoods. The contractor has a dedicated manager in charge of all noise mitigation efforts who will oversee the operation of a 24-hour, bilingual hotline (which is (866) 223-8044) to monitor and address all public inquiries. Public concerns will be addressed in a timely manner by reviewing work procedures and shifting work schedules where appropriate to lessen the duration of intrusive noise. To ensure that noise levels are not overly disruptive to the community, environmental inspectors will monitor the project and enforce reasonable noise levels. Additionally, our contractor has installed features on their equipment to minimize noise, while maintaining site safety. Related to noise mitigation after the project is complete, there are no active mitigation activities planned at this time. The majority of the 183 North Mobility Project corridor is commercial rather than residential. To learn why sound walls were not approved as a part of this project you can view a detailed infographic [HERE](#).

24. How is the project handling the unhoused community in construction zones?

The 183 North Mobility Project works very closely with the Austin Police Department (APD). APD provides assistance relocating the unhoused community where needed in order to maintain a safe work environment.



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25. How long will the U-Turn lanes be closed?

The RM 620 U-turn closure is used to facilitate getting construction materials in and out of the center median through newly constructed access ramps along the corridor. That closure began in October 2022 and will last approximately one year (*subject to change*). Those median access ramps increase safety and reduce traffic delays by allowing construction vehicles and crews access to the median in order to minimize interference with traffic on the mainlanes. At Oak Knoll and Great Hills there are signalized U-Turns so that construction traffic can merge with the traveling public via traffic signals. These U-turns are not closed, they stay open and that will stay in place until we get that center median portion of the project built. Drivers will want to watch out for those signals and stop in the U-turn as needed to help the crews complete their entrances and exits.

Meeting Follow Up Questions

26. Can we see a copy of the maps and other information from this meeting?

Yes, you can find a copy of the maps and schematics [HERE](#). The 183 North Annual Update Event video recording [HERE](#) and the presentation PDF can be found [HERE](#).