



OVERVIEW:

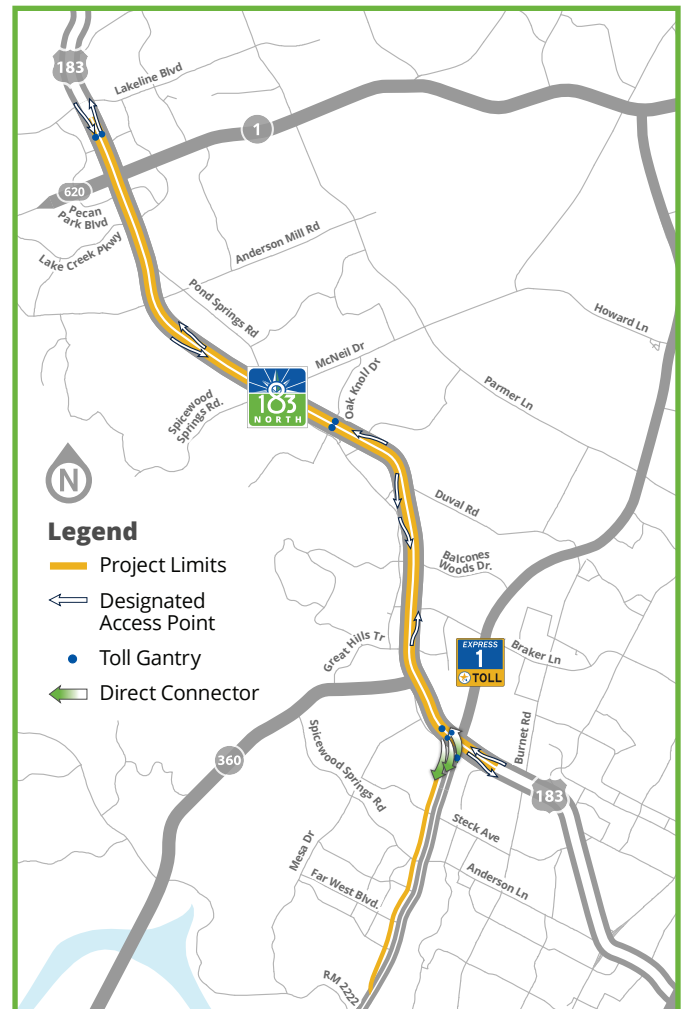
US 183 between SH 45 North and Loop 1 (MoPac) is one of the most congested roadways in the State of Texas, and peak rush hour traffic speeds were predicted to be reduced to 10 mph by 2035 if we did nothing.

The 183 North Mobility Project, led by the Central Texas Regional Mobility Authority, in cooperation with the Texas Department of Transportation, aims to improve mobility, reduce congestion and provide more reliable travel times for transit and emergency responders.

PROJECT DESCRIPTION

The project is in the process of constructing 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 are being 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 began 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 MOBILITY PROJECT FACT SHEET

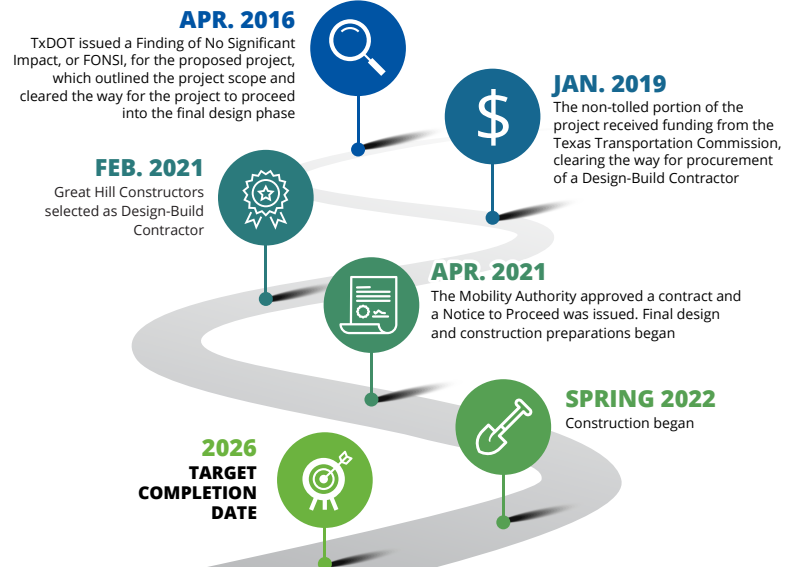


HOW WE SERVE PEDESTRIANS & CYCLISTS

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 HISTORY



WHY TOLLING?

Central Texas does not receive enough funding from federal and state taxes to pay for all of the transportation improvements that are needed, and unlike paying taxes, drivers have the option to take a toll road or avoid tolls by taking alternate routes. Express lanes, which is the type of toll road being built as a part of our project, utilize variable toll pricing to manage the amount of traffic in the lanes. Public transit and emergency response vehicles will use the 183 Express Lanes without paying a toll. Other drivers who prefer not to pay a toll can use the expanded general-purpose lanes.

CAREFULLY CONSTRUCTED

Our crew is working hard 24/7. We hope to minimize negative impacts of construction wherever feasible, which is why we target most traffic-impacting activities to occur at night. We aim for swift, and safe, completion of each task, but many logistical factors can impact our schedule, such as weather, utility and business coordination, supply availability and more. No matter what, we are committed to being a good neighbor to you throughout construction.



STAY INFORMED

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