CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

October 28, 2026
AGENDA ITEM #5

Approve new maximum and minimum speed limits for the 183 North Express Lanes and related amendments to the Mobility Authority Policy Code Sections 301.014 & 301.015.

Strategic Plan Relevance:	Regional Mobility
Department:	Engineering
Contact:	Mike Sexton, P.E., Director of Engineering
Associated Costs:	Estimated at $70,000
Funding Source:	183 North Project Funds
Action Requested:	Consider and act on draft resolution

Summary: The 183 North Express Lanes provide drivers with the option to bypass congestion on US 183 between SH 45N and MoPac and provide a direct connection to the MoPac Express Lanes and the southbound MoPac frontage road. Express lanes are special buffer-separated lanes that use variable tolls to keep traffic moving even when the adjacent lanes are congested. The express lanes are located in the middle of the US 183 corridor, separated from the general-purpose lanes by flexible delineators. Drivers can access the 183 North Express Lanes northbound near the MoPac interchange, from near Duval Road, or from the northbound MoPac Express Lane. Southbound drivers may access the 183 North Express Lanes from 183A Toll north of SH 45N, near Anderson Mill Road, or, near Duval Road.

The Texas Administrative Code (TAC) sets forth a procedure for establishing the maximum and minimum speed limits, which requires an engineering and traffic investigation (a "speed zone study") by a licensed transportation engineer that meets Texas Department of Transportation (TxDOT) criteria, in Subchapter B (Procedures for Establishing Speed Zones), 43 TAC § 25.21 et seq.

This resolution approves new maximum and minimum speed limits for the 183 North Express Lanes and proposes amendments to Mobility Authority Policy Code § 301.014

and 301.015 as shown on the attachment included in the backup materials. The proposed Policy Code revisions would remove the table of roadway speed limits from the Policy Code and, instead, require the roadway-specific maximum and minimum speed limits to be published to the Authority website."

History: The 183 North Express Lanes were opened to traffic in phases starting in early 2026. Phase one included opening of the northbound 183 Express Lanes from SH 45N to the MoPac interchange. The second phase opened the northbound MoPac/183 North Express Lanes direct connector and the corresponding northbound MoPac improvements. In February, the remaining southbound express lanes, direct connector and collector-distributer were opened to traffic.

An interim speed study was conducted for both directions of travel on the 183 North Express Lanes. The results from the study recommended that the interim speed limit for the express lanes match that of the general-purpose lanes, which is 65 miles per hour. Once traffic patterns stabilize, typically no sooner than sixty days after opening, an 85th percentile speed study is conducted to determine the appropriate speed limit.

The results of the study support a maximum speed limit of 75 miles per hour and a minimum speed limit of 60 miles per hour for the entirety of the 183 North Express Lanes. Minimum speeds are justified when a study shows that slow moving vehicles impede the normal and reasonable flow of traffic, and they are regulated in the same manner as maximum speeds. The minimum speed will help ensure the Express Lanes operate as intended by discouraging unnecessarily slow-moving vehicles that impede the free flow of traffic. During congested conditions, drivers will not be in violation of the minimum speed requirement when traffic conditions do not permit travel at 60 miles per hour.

The required speed zone study for the 183 North Express Lanes is attached.

The requested funds will cover the purchase and installation of new speed signs along the corridor.

Financing: 183 North Project Funds

Action requested/Staff Recommendation: Staff recommends approval of this item to adopt a maximum speed limit of 75 miles per hour and a minimum speed limit of 60 miles per hour for the 183 North Express Lanes and related amendments to Mobility

Authority Policy Code Sections 301.014 & 301.015. The new maximum and minimum speed limits will become effective upon installation of the new speed signs.

Backup provided: Draft Resolution
Draft Mobility Authority Policy Code revisions sections § 301.014 and 301.015
183 North Express Lanes Speed Study

GENERAL MEETING OF THE BOARD OF DIRECTORS
OF THE
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

RESOLUTION NO. 26-0XX

APPROVING MAXIMUM AND MINIMUM SPEED LIMITS FOR THE 183 NORTH EXPRESS LANES AND RELATED AMENDMENTS TO MOBILITY AUTHORITY POLICY CODE SECTIONS 301.014 AND 301.015

WHEREAS, Chapter 370 of the Transportation Code and other applicable law authorizes the Board to establish speed limits on Mobility Authority roadways; and

WHEREAS, by Resolution No. 12-016 dated February 29, 2012, the Central Texas Regional Mobility Authority ("Mobility Authority") Board of Directors ("Board") adopted the Mobility Authority Policy Code ("Policy Code"); and

WHEREAS, Section 301.014 of the Policy Code provides guidelines for establishing speed limits on Mobility Authority roadways; and

WHEREAS, the Board has reviewed and considered the "183 North Toll Speed Limit Study" dated October 19, 2026, prepared by AtkinsRealis USA, Inc. and on file in the Mobility Authority office; and

WHEREAS, based on the 183 North Express Lane Speed Study, the Board finds that a maximum speed limit of 75 miles per hour and minimum speed limit of 60 miles per hour are safe and reasonable speeds for those who travel on 183 North Toll; and

WHEREAS, the Board has amended the Policy Code from time to time in order to modify existing policies and incorporate new policies beneficial to the operation of the Mobility Authority; and

WHEREAS, Mobility Authority staff have proposed amendments to Sections 301.014 and 301.015 of the Policy Code to remove the table of roadway speed limits from the Policy Code and, instead, require the roadway-specific maximum and minimum speed limits to be published on the Authority website where they are more readily accessible to the public; and

WHEREAS, the Executive Director recommends that the Board approve the amendments to Sections 301.014 and 301.015 of the Policy Code set forth in Exhibit A to relocate the table of speed limits to the Authority website.

NOW THEREFORE, BE IT RESOLVED, that the Board accepts the 183 North Express Lane Speed Study and hereby approves the recommended maximum speed limit of 75 miles per hour and minimum speed limit of 60 miles per hour on 183 North Toll, as set forth in the 183 North Express Lane Speed Study; and

BE IT FURTHER RESOLVED, that the Board hereby amends Sections 301.014 and 301.015 of the Mobility Authority Policy Code to relocate the table of speed limits to the Authority website as set forth in Exhibit A.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 28th day of October 2026

Submitted and reviewed by:

James M. Bass
Executive Director

Approved:

Robert W. Jenkins, Jr.
Chairman, Board of Directors

Exhibit A

(1) Median: the area between traffic lanes for the purpose of separating traffic

(2) Toll Plaza: The area where tolls are collected

(3) Toll Gantry: A structural frame installed over tolled roadways and/or ramps supporting electronic toll collection systems.

301.014 Speed Limits

(a) Subchapter H, Chapter 545, Transportation Code, "Speed Restrictions," governs speeds on highways in the State of Texas. The authority has the authority to alter prima facie speed limits on its toll roads, provided the Procedures for Establishing Speed Zones are followed.

(b) Guidelines established by Texas Department of Transportation Procedures for Establishing Speed Zones, current edition, will be used in conducting Speed Zone Studies and establishing Speed Limits on authority operated toll roads. The data collected during the Speed Zone Studies are analyzed to determine the 85th Percentile Speed. The 85th Percentile Speed is the speed at which 85% of the traffic at a specific test site is traveling at or slower. The 85th Percentile Speed will be the basis for how the posted speed limit is determined.

~~(b)~~(c) The standard maximum and minimum speed limits for motor vehicles for each authority roadway shall be published on the authority website.

~~(c)~~(d) Maximum speeds within construction, transitional or reduced speed zones or during any period of adverse atmospheric or weather conditions shall be in accordance with signs displayed for

such zones. All regulatory and zoning signs displayed on authority operated toll roads shall be obeyed.

~~(d)~~(e) Regulatory signs for toll plaza speed zones shall be placed in advance of, at the beginning, and at the end of the defined speed zone. All regulatory signs displayed at the toll plaza shall be obeyed.

~~(e)~~(f) Motor vehicles shall not be driven in excess of the mechanical limits of vehicles or tires. If traffic, weather, pavement or other conditions render the maximum allowable speed hazardous, the speed of motor vehicles shall be reduced consistent with such conditions.

~~301.015 Speed Limits for Specific Roadways~~

~~The maximum and minimum, as applicable, speed limits for motor vehicles is specified in the table below. The limits shown are applicable except within construction, transitional, or reduced speed zones, or during any period of adverse atmospheric or weather conditions.~~

~~Roadway~~	~~Maximum Speed Limit~~	~~Minimum Speed Limit~~
~~183A Toll~~	~~75mph~~	~~n/a~~
~~183A Frontage Road~~	~~60mph~~	~~n/a~~
~~290 Toll~~	~~75mph~~	~~n/a~~
~~Mopac Express Lane~~	~~70mph~~	~~55mph~~
~~45SW Toll~~	~~70mph~~	~~n/a~~
~~183 Toll~~	~~75mph~~	~~n/a~~
~~SH 71 Toll Lane~~	~~65mph~~	~~n/a~~

~~301.016~~301.015 Parking

(a) Parking or stopping of vehicles on any traffic lane, deceleration lane, acceleration lane, or on any bridge is prohibited. Parking or stopping of vehicles is permitted only on the shoulders to the

(1) Median: the area between traffic lanes for the purpose of separating traffic

(2) Toll Plaza: The area where tolls are collected

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(c) The standard maximum and minimum speed limits for motor vehicles for each authority roadway shall be published on the authority website.

(d) Maximum speeds within construction, transitional or reduced speed zones or during any period of adverse atmospheric or weather conditions shall be in accordance with signs displayed for such zones. All regulatory and zoning signs displayed on authority operated toll roads shall be obeyed.

(e) Regulatory signs for toll plaza speed zones shall be placed in advance of, at the beginning, and at the end of the defined speed zone. All regulatory signs displayed at the toll plaza shall be obeyed.

(f) Motor vehicles shall not be driven in excess of the mechanical limits of vehicles or tires. If traffic, weather, pavement or other conditions render the maximum allowable speed hazardous, the speed of motor vehicles shall be reduced consistent with such conditions.

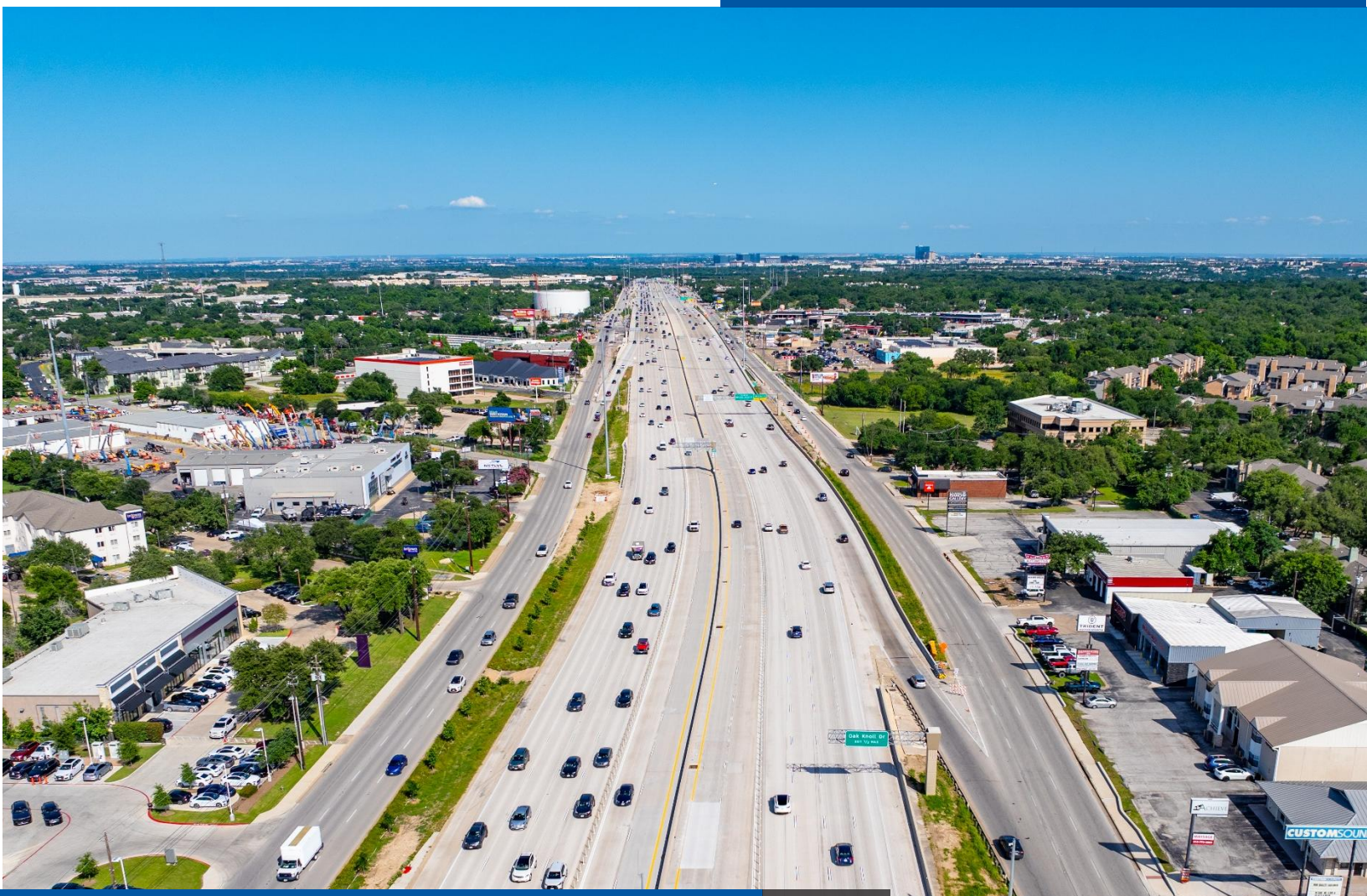
301.015 Parking

(a) Parking or stopping of vehicles on any traffic lane, deceleration lane, acceleration lane, or on any bridge is prohibited. Parking or stopping of vehicles is permitted only on the shoulders to the right of the traffic lane. All wheels and projecting parts of the vehicle or load shall be completely clear of the traffic lane.

(b) During the period beginning 30 minutes after sunset and ending 30 minutes before sunrise or at any other time when insufficient light or unfavorable atmospheric or weather conditions require,

CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

I83 EXPRESS LANES



EXPRESS 183 TOLL

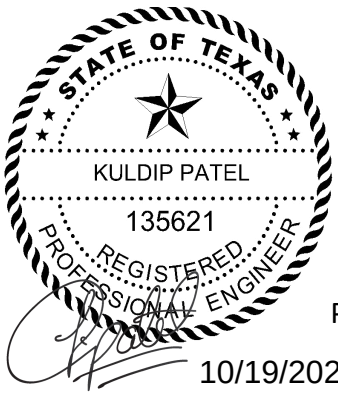
SPEED ZONE STUDY

2026

CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

183 Express Lanes Speed Zone Study

Central Texas Regional Mobility Authority



October 19, 2026

Prepared by: Kuldip Patel, P.E.

EXECUTIVE SUMMARY

The Central Texas Regional Mobility Authority (CTRMA) operates the 183 Express Lanes, a 9-mile tolled managed-lane facility along the US 183 corridor between SH 45 North and MoPac Expressway. The facility consists of two express lanes in each direction and provides motorists with a reliable alternative to the adjacent general-purpose lanes.

The existing posted speed limit on US 183 and 183 Express Lanes is 65 MPH. This speed study is being conducted following the recent opening of the 183 Express Lanes within the US 183 corridor. To establish regulatory speed zones, CTRMA follows the 85th percentile method described in TxDOT's Procedures for Establishing Speed Zones Manual (2015). The 85th percentile speed represents the speed at or below 85 percent of vehicles travel. The need for a minimum speed limit was also evaluated using the 15th percentile speed, which represents the speed at or below 15 percent of vehicles travel. TxDOT guidance indicates that a posted maximum speed limit should be within 5 MPH of the 85th percentile speed and that a posted minimum speed limit should be within 5 MPH of the 15th percentile speed.

The following table summarizes the 85th and 15th percentile speeds for the 183 Express Lanes.

85th and 15th Percentile Speed – 183 Express Lanes

NB Direction			SB Direction		
Location	**85th Percentile Speed (MPH)**	**15th Percentile Speed (MPH)**	**Location**	**85th Percentile Speed (MPH)**	**15th Percentile Speed (MPH)**
0.44 miles South of 360	74	60	0.16 miles North of Lake Creek Pkwy	76	54
0.29 miles South of McNeil Dr	70	57	0.29 miles South of McNeil Dr	69	56
0.16 miles North of Lake Creek Pkwy	75	59	0.44 miles South of 360	75	55
Average	**73**	**59**	**Average**	**73**	**55**

Crash data from 2021 through 2025 were also analyzed to evaluate crash patterns in relation to operating speeds. Because the 183 Express Lanes were not operating during the study period, the crash analysis was based on crashes occurring on the US 183 general-purpose lanes. Corridor crash rates were calculated and compared with the statewide average for U.S. highways. The overall corridor crash rate was below the statewide average, indicating that operating speeds do not appear to present a corridor-wide safety concern.

Recommended speed limits for the 183 Express Lanes:

- Regulatory maximum speed limit: 75 MPH
- Regulatory minimum speed limit: 60 MPH

The general-purpose lane analysis indicates that operating speeds are consistent with the existing posted speed limit of 65 MPH. The average 85th percentile speed was 68 MPH northbound and 70 MPH southbound, supporting retention of the existing speed limit.

Recommended speed limit for the general-purpose lanes:

- Maintain the existing 65 MPH regulatory speed limit.

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1 Introduction

1.1 Report Purpose & Overview

The Central Texas Regional Mobility Authority (CTRMA) operates the 183 Express Lanes. CTRMA may establish speed limits determined from the results of engineering and traffic investigation that are safe and reasonable up to 75 MPH under Section 545.354 of the Texas Transportation Code. The purpose of this report is to present the results of the 2026 speed zone study for the 183 Express Lanes.

1.2 Route Description

The corridor is a 9-mile highway located in northwest Austin between SH 45 North and MoPac Expressway. The corridor consists of four non-tolled general-purpose lanes and two express lanes in each direction. The express lanes provide a managed lane option with limited access points and direct connections to the MoPac Express Lanes. The 183 Express Lanes opened to traffic in phases, starting in January 2026, as part of the 183 North Mobility Project. The corridor also includes grade-separated interchanges, frontage roads, and access points serving adjacent land uses. Figure 1 illustrates the location of the corridor.

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Figure 1. 183 Location Map



2 Existing Conditions

2.1 Typical Sections

The typical cross section of the corridor consists of four non-tolled general-purpose lanes and two express lanes in each direction. The project also includes direct connections between the 183 Express Lanes and the MoPac Express Lanes, allowing continuous express lane connections.

The express lanes are separated from the general-purpose lanes by traffic delineators. Access to and from the express lanes is provided only at designated entry and exit locations.

2.2 Existing Speed Limits

The existing posted speed limits along the corridor are summarized in Table 1.

Table 1. Existing Speed Limits

Highway	Regulatory Speed Limit
183 Express Lane	65 MPH
US 183 General-Purpose Lane	65 MPH

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3 Speed Zone Study Process

This study was conducted to evaluate the appropriateness of the existing speed regulations on the US 183 general-purpose and 183 express lanes and to assess the potential establishment of a minimum speed limit for the express lanes. The data collection, analysis, and documentation procedures generally follow the recommendations presented in TxDOT's Procedure for Establishing Speed Zones[1].

Section 545.354[2] of the Texas Transportation Code grants Regional Mobility Authorities the authority to establish speed limits on toll facilities under their jurisdiction based on the results of an engineering and traffic investigation. The statute states:

"If an authority determines from the results of an engineering and traffic investigation that a prima facie speed limit described in this subchapter is unreasonable or unsafe on a part of a turnpike constructed and maintained by the authority, the authority by order recorded in its minutes shall determine and declare a reasonable and safe prima facie speed limit for vehicles or classes of vehicles on the turnpike."

In addition, Section 545.363[3] of the Texas Transportation Code authorizes the establishment of minimum speed limits when slow-moving vehicles adversely affect traffic operations. The statute states:

"When the Texas Transportation Commission, the Texas Turnpike Authority, the commissioners court of a county, or the governing body of a municipality, within the jurisdiction of each, as applicable, as specified in Sections 545.353 to 545.357, determines from the results of an engineering and traffic investigation that slow speeds on a part of a highway consistently impede the normal and reasonable movement of traffic, the commission, authority, county commissioners court, or governing body may determine and declare a minimum speed limit on the highway."

Consistent with these statutory provisions, this study evaluated operating speed characteristics and traffic conditions on the 183 Express Lanes to determine the appropriateness of the posted maximum speed limit and to assess whether a minimum speed limit should be established to support safe and efficient movement of traffic.

[1] Procedures for Establishing Speed Zones, TxDOT, 2015.
[2] Texas Transportation Code, Section 545.354, 89th 2nd Called Legislative Session, 2025.
[3] Texas Transportation Code, Section 545.363, 89th 2nd Called Legislative Session, 2025.

3.1 Traffic Data Collection

Speed data were collected in accordance with the procedures outlined in TxDOT's Procedure for Establishing Speed Zones[1]. The recommended practice for conducting a spot speed study involves collecting speed observations during typical weekday off-peak conditions to capture representative operating speeds. Radar-based speed measurement technology was used to record individual vehicle speeds. According to Speed Zone manual, radar speed measurements are generally accurate within approximately ±2 MPH of actual vehicle speeds.

The analysis focused on free-flow vehicles, defined as vehicles whose speeds are not influenced by adjacent traffic or by a preceding vehicle. By evaluating free-flow conditions, the collected data more accurately reflect driver-selected operating speeds and prevailing traffic conditions.

3.2 Statistical Analysis

The speed data analysis included the development of speed frequency distributions and the calculation of statistical measures commonly used in speed limit evaluations. These measures include the 85th percentile speed, 15th percentile speed, and 10-mile-per-hour pace.

The 85th percentile speed represents the speed at or below which 85 percent of observed vehicles travel and is commonly used in the evaluation of maximum speed limits. The 15th percentile speed represents the speed at or below which 15 percent of observed vehicles travel and is commonly considered when evaluating minimum speed limits. The 10-mile-per-hour pace identifies the 10-mile-per-hour speed range containing the greatest percentage of observed vehicles and provides an indication of the uniformity of traffic operations.

3.3 Crash Analysis

Crash history was evaluated as part of the speed limit evaluation process. Crash data was analyzed to assess safety performance and identify locations experiencing elevated crashes. The analysis included the development of crash rates and comparisons with applicable statewide averages to provide context for evaluating corridor safety performance.

Crash history was evaluated in combination with operating speed characteristics and roadway conditions to support the development of speed limit recommendations.

3.4 Speed Limit Evaluation Strip Map

A speed limit evaluation strip map was developed to summarize roadway characteristics and analysis results relevant to the speed limit review. The strip map combines graphical and tabular

[1] Procedures for Establishing Speed Zones, TxDOT, 2015.

information to facilitate the evaluation of operating speeds, roadway features, speed limit continuity, and safety performance.

The strip map summarizes key factors that influence speed selection, including roadway geometry, interchange spacing, operating speed characteristics, speed limit transitions, and crash history. The strip map also provides a corridor-wide perspective for evaluating consistency in speed limit recommendations.

3.5 Speed Limit Evaluation Process and Speed Recommendation

The speed limit evaluation process incorporated the results of the speed study, statistical analysis, crash analysis, and corridor review. The evaluation considered operating speed characteristics, roadway geometry, traffic operations, safety performance, and applicable guidance contained in TxDOT's Procedure for Establishing Speed Zones.

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4 Speed Zone Study Results

4.1 Data Collection

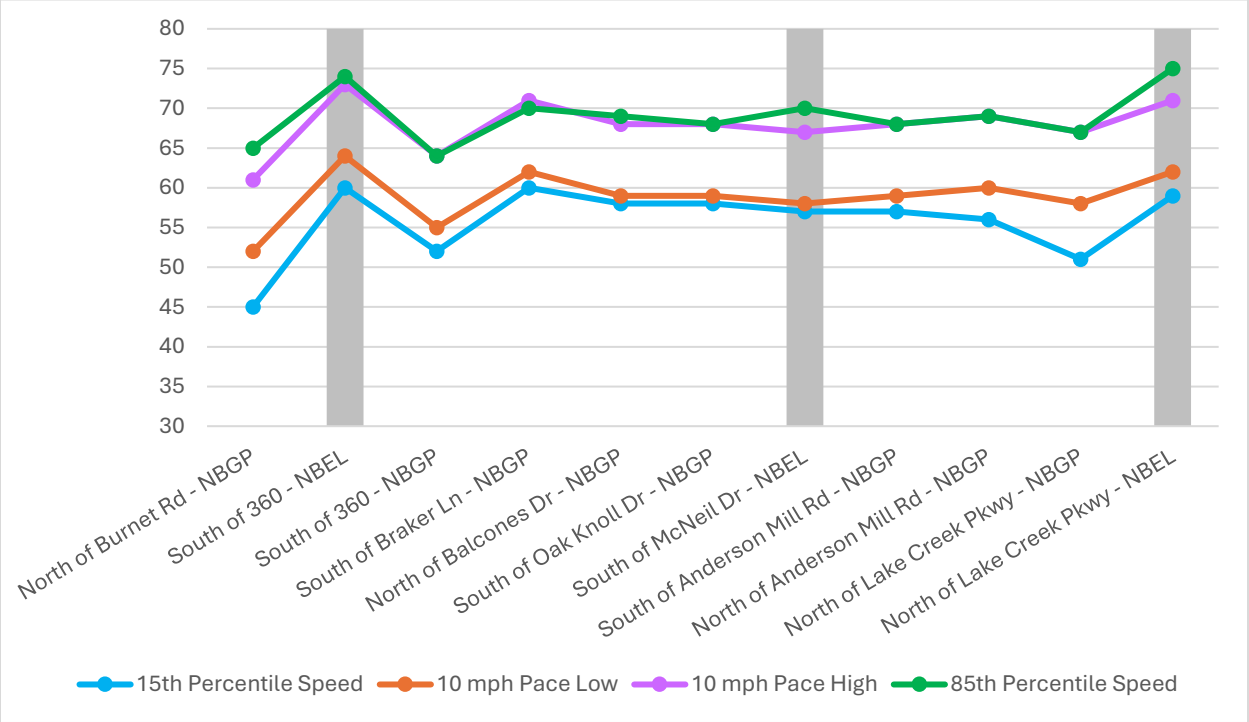
Speed studies were conducted at 22 directional locations, including 16 locations on the general-purpose lanes and six locations on the express lanes. Express lane speed measurements were collected in both directions at locations south of Loop 360, south of McNeil Drive, and north of Lake Creek Parkway. General-purpose lane speed measurements were collected at representative locations throughout the corridor, including segments near Burnet Road, Loop 360, Braker Lane, Balcones Drive, Oak Knoll Drive, Anderson Mill Road, and Lake Creek Parkway. APPENDIX A shows the location of the speed measurement points along the corridor.

At each location, 125 free-flow passenger cars speed observations were collected to develop speed statistics. Data collection was conducted on Wednesday, September 9, 2026, between approximately 2:00 PM and 4:00 PM during the afternoon off-peak period. Weather conditions were clear, and the pavement surface was dry throughout the data collection period. Vehicle speeds were measured using Houston Radar's Armadillo Tracker device on the general-purpose lanes and Miovision's Scout Plus device on the express lanes. A total of 2,750 vehicle speed observations were obtained across all study locations for use in evaluating operating speeds along the corridor. The field-measured vehicle speed observations collected at each study location are provided in APPENDIX B.

4.2 Operating Speed Analysis

Figure 2 summarizes the 85th percentile speed, 15th percentile speed, and 10-MPH pace for the northbound general-purpose and express lane study locations. Figure 3 presents the corresponding speed statistics for the southbound study locations. In both figures, gray shading identifies segments representing express lane, while the unshaded background identifies general-purpose lane.

Figure 2. Northbound Corridor Speed Statistics by Location

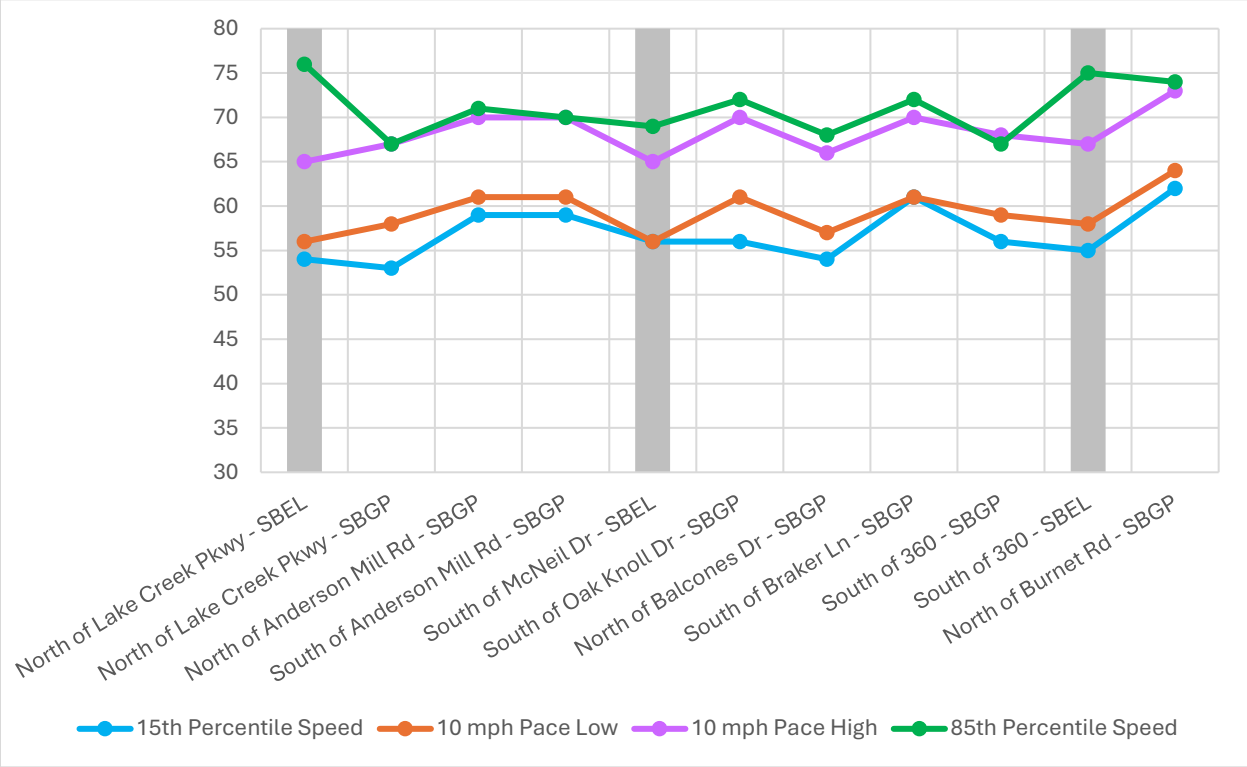


Analysis of the northbound speed statistics presented in Figure 2 indicates the following trends:

- Express lane speed statistics are generally higher than those observed on adjacent general-purpose lane segments. The 85th percentile speed ranges from approximately 70 to 75 MPH, while the 15th percentile speed ranges from approximately 57 to 60 MPH. The highest operating speeds are observed at the express lane segment north of Lake Creek Parkway, where the 85th percentile speed reaches approximately 75 MPH.
- General-purpose lane speed statistics are relatively consistent throughout the corridor. The 85th percentile speed ranges from approximately 64 to 70 MPH, while the 15th percentile speed ranges from approximately 45 to 60 MPH. The lowest speeds occur at the segment north of Burnet Road, where the 85th percentile speed is approximately 65 MPH, and the 15th percentile speed is approximately 45 MPH.
- The difference between the 85th and 15th percentile speeds is generally smaller on the express lane segments than on the general-purpose lane segments, indicating more uniform operating speeds among express lane users.
- The upper limit of the 10-MPH pace generally tracks closely with the 85th percentile speed throughout the corridor. The lower limit of the 10-MPH pace is consistently higher than the 15th percentile speed, indicating that the largest proportion of drivers travel

within a relatively narrow speed range while a smaller portion of drivers operate at lower speeds.

Figure 3. Southbound Corridor Speed Statistics by Location



Analysis of the southbound speed statistics presented in Figure 3 indicates the following trends:

- Express lane speed statistics are generally comparable to or slightly higher than those observed on adjacent general-purpose lane segments. The 85th percentile speed ranges from approximately 69 to 76 MPH, while the 15th percentile speed ranges from approximately 54 to 56 MPH. The highest operating speeds occur at the express lane segments north of Lake Creek Parkway and south of RM 360.
- Southbound general-purpose lane speed statistics are relatively consistent throughout the corridor. The 85th percentile speed generally ranges from approximately 67 to 74 MPH, while the 15th percentile speed ranges from approximately 53 to 62 MPH. The highest general-purpose lane speeds are observed near Burnet Road and along the Anderson Mill Road segments.
- Speed variation is generally lower on the express lane segments than on nearby general-purpose lane segments, suggesting more uniform traffic operations and fewer interactions with merging and diverging traffic.

- The upper limit of the 10-MPH pace closely follows the 85th percentile speed throughout the corridor. The lower limit of the 10-MPH pace is generally greater than the 15th percentile speed, indicating that most drivers travel within a relatively narrow speed range while a smaller portion of drivers operate at lower speeds.

Speed violation rates were evaluated for each study location based on the proportion of vehicles exceeding selected speed thresholds. The analysis summarizes both the number and percentage of vehicles traveling faster than 60, 65, 70, 75, and 80 MPH. Table 2 presents the results for northbound express and general-purpose lane locations, and Table 3 presents the corresponding southbound results. Embedded bar charts are provided to aid in visualizing and comparing speed violation rates across the corridor.

Table 2. Northbound Express and General-Purpose Lane Free-Flow Speed Characteristics

Express Lanes										
Measure Location	Count					% Out of Total (Total = 125)				
	>=60	>=65	>=70	>=75	>=80	>=60	>=65	>=70	>=75	>=80
South of 360 - NBEL	109	88	43	17	2	87.2%	70.4%	34.4%	13.6%	1.6%
South of McNeil Dr - NBEL	86	51	20	3	0	68.8%	40.8%	16.0%	2.4%	0.0%
North of Lake Creek Pkwy - NBEL	105	74	53	19	4	84.0%	59.2%	42.4%	15.2%	3.2%
General-Purpose Lanes										
Measure Location	Count					% Out of Total (Total = 125)				
	>=60	>=65	>=70	>=75	>=80	>=60	>=65	>=70	>=75	>=80
North of Burnet Rd - NBGP	38	22	5	0	0	30.4%	17.6%	4.0%	0.0%	0.0%
South of 360 - NBGP	52	12	4	1	0	41.6%	9.6%	3.2%	0.8%	0.0%
South of Braker Ln - NBGP	107	71	20	2	0	85.6%	56.8%	16.0%	1.6%	0.0%
North of Balcones Dr - NBGP	98	56	16	3	0	78.4%	44.8%	12.8%	2.4%	0.0%
South of Oak Knoll Dr - NBGP	101	51	14	1	0	80.8%	40.8%	11.2%	0.8%	0.0%
South of Anderson Mill Rd - NBGP	91	44	10	0	0	72.8%	35.2%	8.0%	0.0%	0.0%
North of Anderson Mill Rd - NBGP	88	46	15	0	0	70.4%	36.8%	12.0%	0.0%	0.0%
North of Lake Creek Pkwy - NBGP	65	35	10	2	0	52.0%	28.0%	8.0%	1.6%	0.0%

Analysis of the northbound speed threshold statistics presented in Table 2 indicates the following trends:

- Express lane locations exhibit the highest proportion of vehicles exceeding the evaluated speed thresholds. The percentage of vehicles traveling at or above 70 MPH ranges from 16.0 to 42.4 percent across the northbound express lane locations. The highest proportion occurs at the location north of Lake Creek Parkway, where 42.4 percent of vehicles exceed 70 MPH. The percentage of vehicles exceeding 75 MPH ranges from 2.4 to 15.2 percent, while vehicles exceeding 80 MPH are observed only at the locations

south of RM 360 and north of Lake Creek Parkway, accounting for 1.6 and 3.2 percent of recorded vehicles, respectively.

- General-purpose lane locations generally exhibit lower speed threshold exceedance rates than the express lane locations. The percentage of vehicles traveling at or above 70 MPH ranges from 3.2 to 16.0 percent, with the highest percentage occurring south of Braker Lane. Vehicles traveling at or above 75 MPH account for no more than 2.4 percent of observed traffic, and no vehicles exceeding 80 MPH were recorded at any northbound general-purpose lane location.

Table 3. Southbound Express and General-Purpose Lane Free-Flow Speed Characteristics

Express Lanes										
Measure Location	Count					% Out of Total (Total = 125)				
	>=60	>=65	>=70	>=75	>=80	>=60	>=65	>=70	>=75	>=80
North of Lake Creek Pkwy - SBEL	74	57	43	24	9	59.2%	45.6%	34.4%	19.2%	7.2%
South of McNeil Dr - SBEL	85	44	13	4	0	68.0%	35.2%	10.4%	3.2%	0.0%
South of 360 - SBEL	82	62	37	20	7	65.6%	49.6%	29.6%	16.0%	5.6%
General-Purpose Lanes										
Measure Location	Count					% Out of Total (Total = 125)				
	>=60	>=65	>=70	>=75	>=80	>=60	>=65	>=70	>=75	>=80
North of Lake Creek Pkwy - SBGP	75	31	6	1	0	60.0%	24.8%	4.8%	0.8%	0.0%
North of Anderson Mill Rd - SBGP	100	69	27	5	0	80.0%	55.2%	21.6%	4.0%	0.0%
South of Anderson Mill Rd - SBGP	101	72	19	2	0	80.8%	57.6%	15.2%	1.6%	0.0%
South of Oak Knoll Dr - SBGP	96	69	32	7	0	76.8%	55.2%	25.6%	5.6%	0.0%
North of Balcones Dr - SBGP	75	36	8	0	0	60.0%	28.8%	6.4%	0.0%	0.0%
South of Braker Ln - SBGP	112	76	32	3	0	89.6%	60.8%	25.6%	2.4%	0.0%
South of 360 - SBGP	89	37	10	2	0	71.2%	29.6%	8.0%	1.6%	0.0%
North of Burnet Rd - SBGP	112	88	49	17	2	89.6%	70.4%	39.2%	13.6%	1.6%

Analysis of the southbound speed threshold statistics presented in Table 3 indicates the following trends:

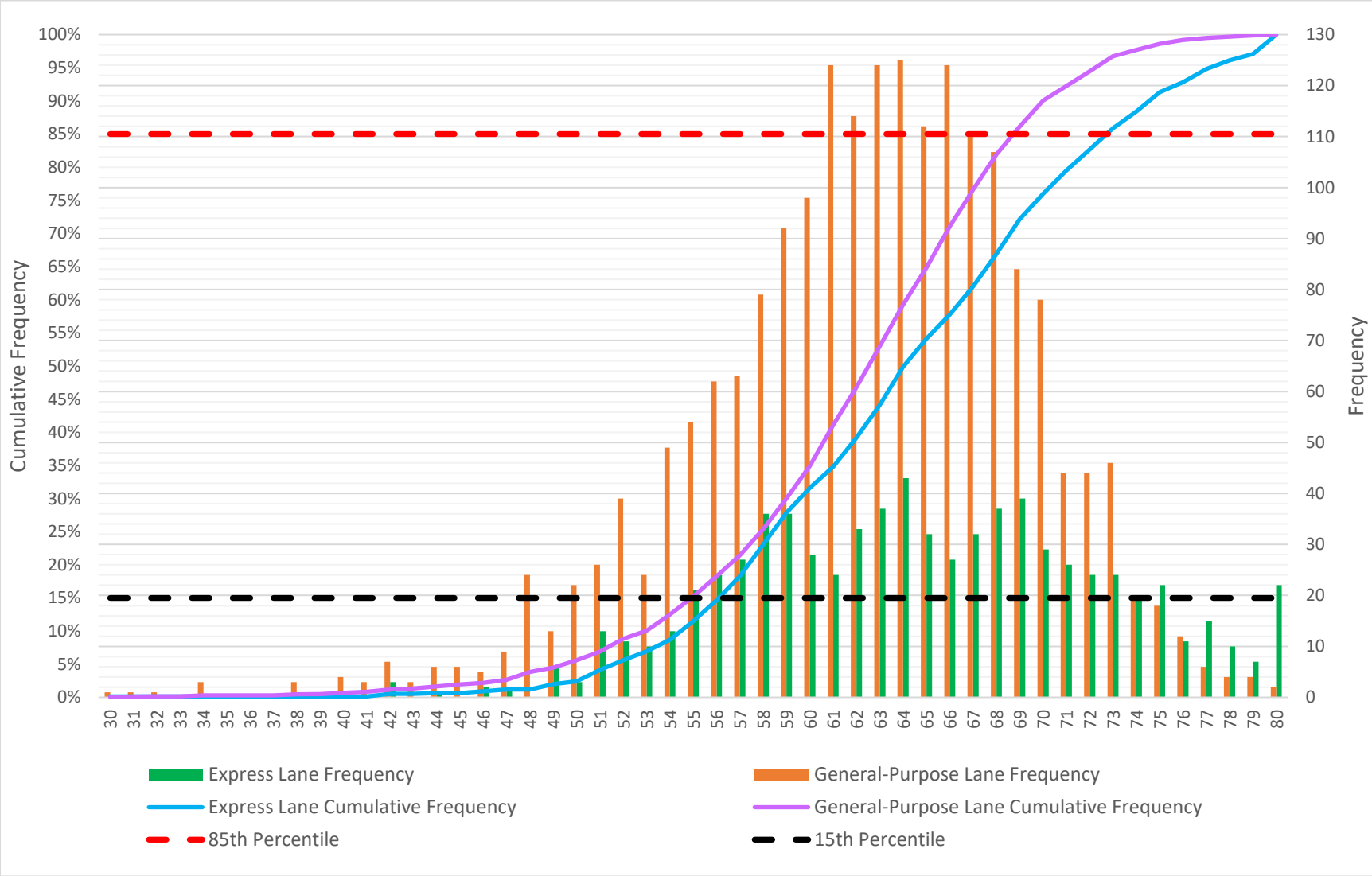
- Express lane locations exhibit the highest speed threshold exceedance rates along the corridor. The percentage of vehicles traveling at or above 70 MPH ranges from 10.4 to 34.4 percent across the southbound express lane locations. The highest proportion occurs at the location north of Lake Creek Parkway, where 34.4 percent of vehicles exceed 70 MPH. The percentage of vehicles traveling at or above 75 MPH ranges from 3.2 to 19.2 percent. In addition, vehicles exceeding 80 MPH were observed at the locations north of Lake Creek Parkway and south of RM 360, accounting for 7.2 and 5.6 percent of recorded vehicles, respectively.
- General-purpose lane locations generally exhibit lower speed threshold exceedance rates than the express lane locations. The percentage of vehicles traveling at or above 70

MPH ranges from 4.8 to 39.2 percent, with the highest percentage occurring north of Burnet Road. Vehicles traveling at or above 75 MPH account for up to 13.6 percent of observed traffic, and only the location north of Burnet Rd recorded vehicles exceeding 80 MPH, representing 1.6 percent of the sampled traffic.

Figure 4 shows the overall speed frequency distributions for the express lanes and general-purpose lanes based on the speed data collected along the corridor. The figure combines data from 6 express lane locations and 16 general-purpose lane locations and presents both the frequency and cumulative frequency distributions.

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Figure 4. Corridor Express and General-purpose Lane Speed Frequency Distribution



The express lane speed frequency distribution indicates that most vehicles travel between approximately 60 MPH and 75 MPH, with the highest concentrations occurring in the mid-60 MPH range. The cumulative frequency distribution indicates a 15th percentile speed of approximately 56 MPH and an 85th percentile speed of approximately 73 MPH. The distribution also shows a notable number of vehicles traveling at speeds greater than 70 MPH, reflecting the higher operating speeds observed throughout the express lane study locations. The general-purpose lane speed frequency distribution is centered in the low- to mid-60 MPH range, with the highest frequencies occurring between approximately 60 and 68 MPH. Based on the cumulative frequency distribution, the 15th percentile speed is approximately 55 MPH and the 85th percentile speed is approximately 68 MPH.

4.3 Evaluation of Express Lane Speed Data

TxDOT's Procedures for Establishing Speed Zones[1] indicate that a posted speed limit is generally considered reasonable when it falls within 5 MPH of the 85th percentile speed, unless roadway characteristics, crash history, or other engineering considerations support a different value. In addition, when evaluating operating speeds along a corridor, locations with 85th percentile speeds that differ by more than ±7 MPH from the corridor average may be considered potential outliers and warrant further evaluation. However, none of the study locations exceeded the ±7 MPH threshold.

Figure 5 presents the northbound express lane speed limit evaluation results. The average 85th percentile speed across the three northbound express lane locations is approximately 73 MPH. All northbound locations fall within the ±7 MPH evaluation range, indicating that no outlier locations were identified. Based on the average adjusted 85th percentile speed, the data support consideration of a posted speed limit of 75 MPH.

[1] Procedures for Establishing Speed Zones, TxDOT, 2015.

Figure 5. Northbound 183 Express Lane Speed Limit Statistics by Location

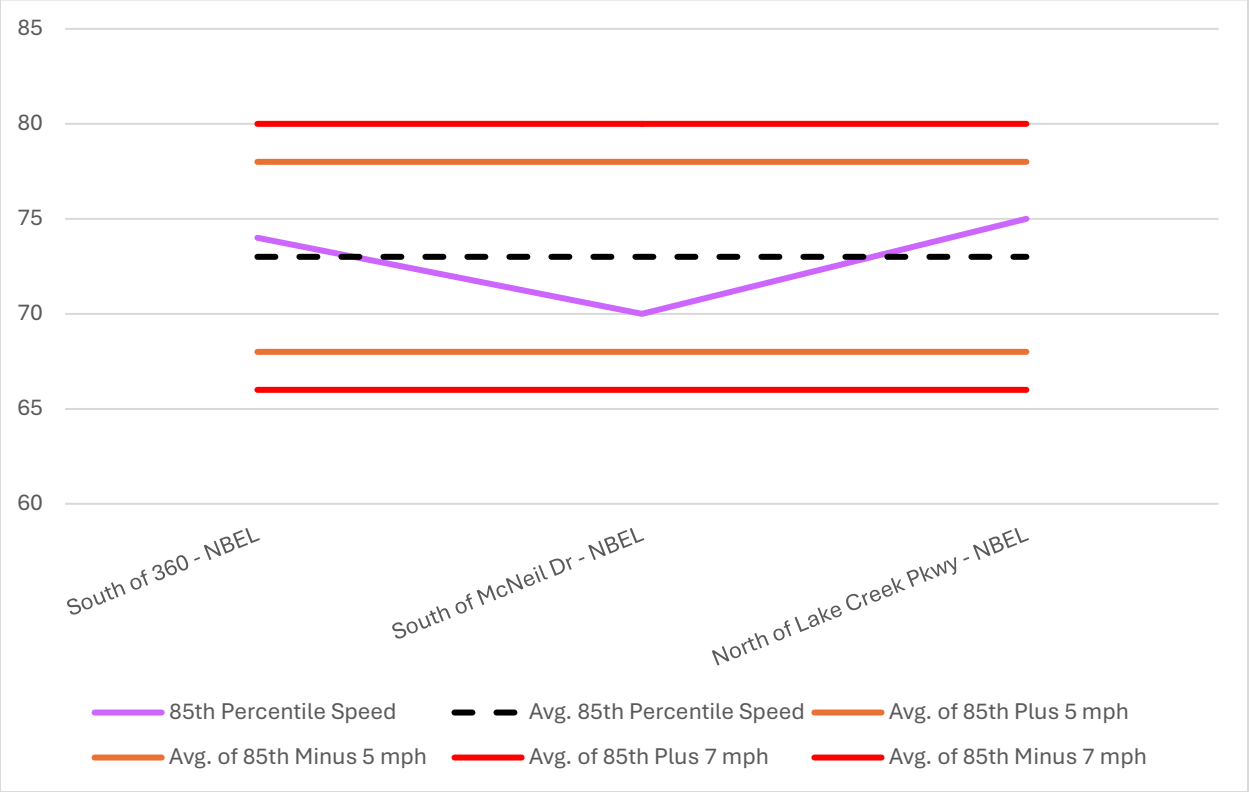
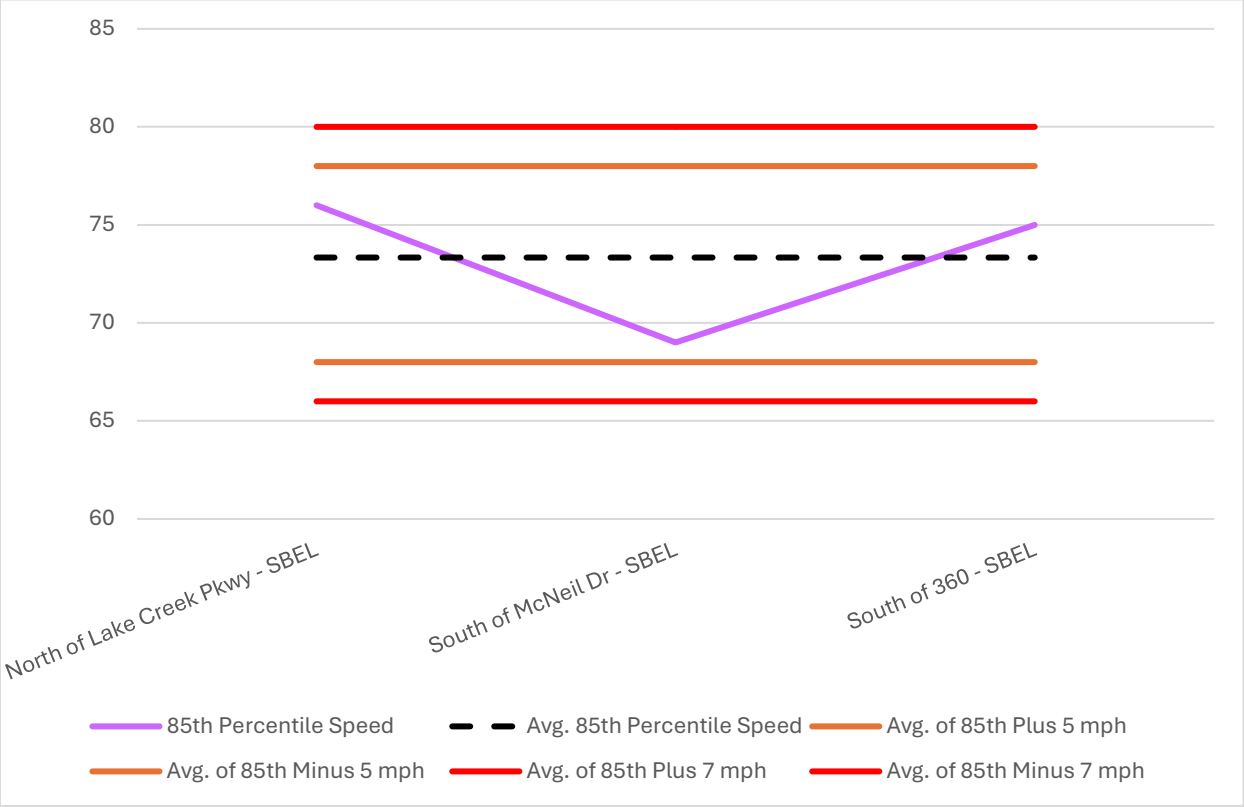


Figure 6 presents the southbound express lane speed limit evaluation results. The average 85th percentile speed across the three southbound express lane study locations is approximately 73 MPH. All southbound study locations fall within the ±7 MPH evaluation range, indicating that no outlier locations were identified. Based on the average adjusted 85th percentile speed, the data support consideration of a posted speed limit of 75 MPH.

Figure 6. Southbound 183 Express Lane Speed Limit Statistics by Location



The guidelines presented in TxDOT's Procedures for Establishing Speed Zones[1] indicate that the need for a minimum speed limit should be determined through engineering and traffic investigation. The guidelines further recommend that a posted minimum speed limit be within 5 MPH of the 15th percentile speed. Figure 2 shows that northbound express lane 15th percentile speeds range from approximately 57 to 60 MPH, with an average value of approximately 59 MPH. Similarly, Figure 3 shows that southbound express lane 15th percentile speeds range from approximately 54 to 56 MPH, with an average value of approximately 55 MPH. The observed 15th percentile speeds are relatively consistent among the express lane study locations in both directions, indicating uniform operating conditions along the corridor. Based on the observed 15th percentile speeds and the TxDOT guidance that a minimum speed limit should be within 5 MPH of the 15th percentile speed, the speed data support consideration of a minimum speed limit of 60 MPH for the 183 Express Lanes.

[1] Procedures for Establishing Speed Zones, TxDOT, 2015.

4.4 Crash Data Analysis

Roadways with an average crash rate (crashes per 100 million vehicle miles traveled) higher than the statewide average for the same facility type may affect whether the posted speed limit should be based on the measured 85th percentile speed. Crash data for US 183 were obtained from the TxDOT Crash Records Information System (CRIS) from 2021 through 2025. Because the 183 Express Lanes opened to traffic in January 2026, express-lane crash history was not available for the 2021–2025 analysis period. Therefore, crashes occurring within the corridor and associated entrance and exit ramps were evaluated to provide historical safety context for the corridor. Construction activities associated with the 183 Express Lanes Project were ongoing during portions of the analysis period, and some crashes may have been associated with construction-related conditions. These data were considered as part of the overall engineering evaluation but were not used as a direct measure of safety performance on the express lanes.

The crashes were filtered to only include crashes that occurred on mainlanes and entrance/exit ramps. Speed-related crashes were defined as crashes with a contributing factor of "Failed to Control Speed," "Unsafe Speed," or "Speeding." Table 4 presents the annual frequency of speed-related crashes from 2021 through 2025.

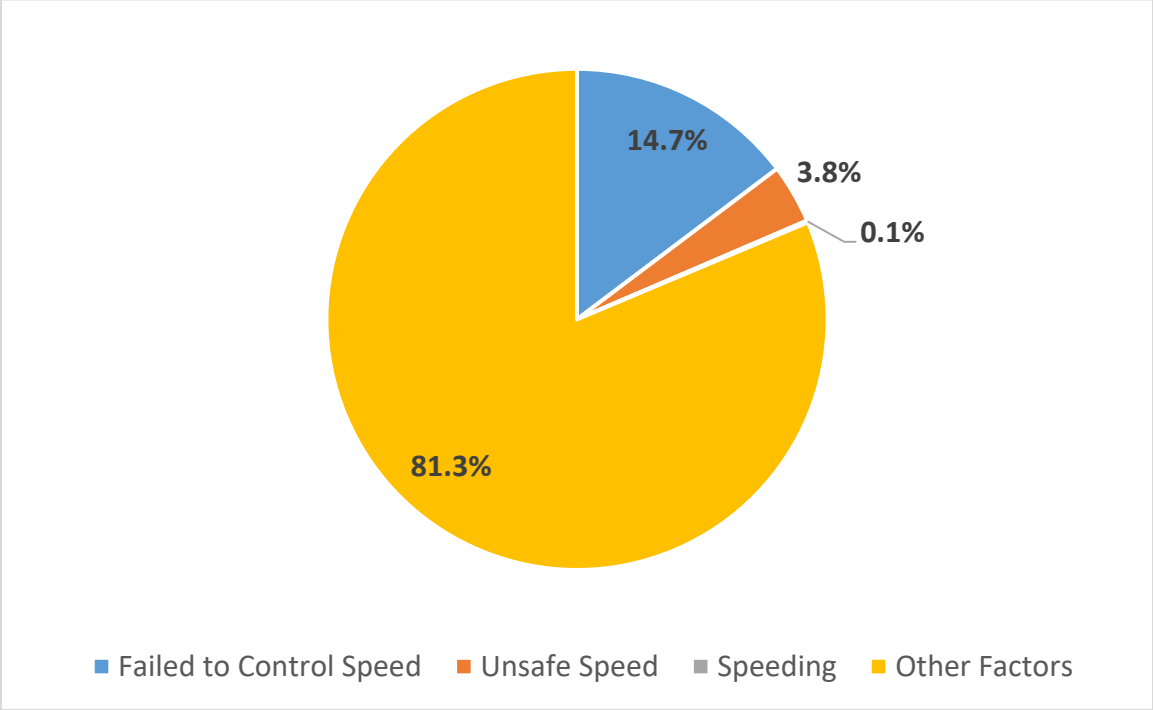
Table 4. Total Annual Speed-Related Crashes

Year	Speed-Related Crashes
2021	51
2022	68
2023	66
2024	58
2025	65
Total	**308**

Source: TxDOT CRIS

Figure 7 summarizes crashes on the corridor by speed-related contributing factors and other contributing factors during the 2021 to 2025 study period.

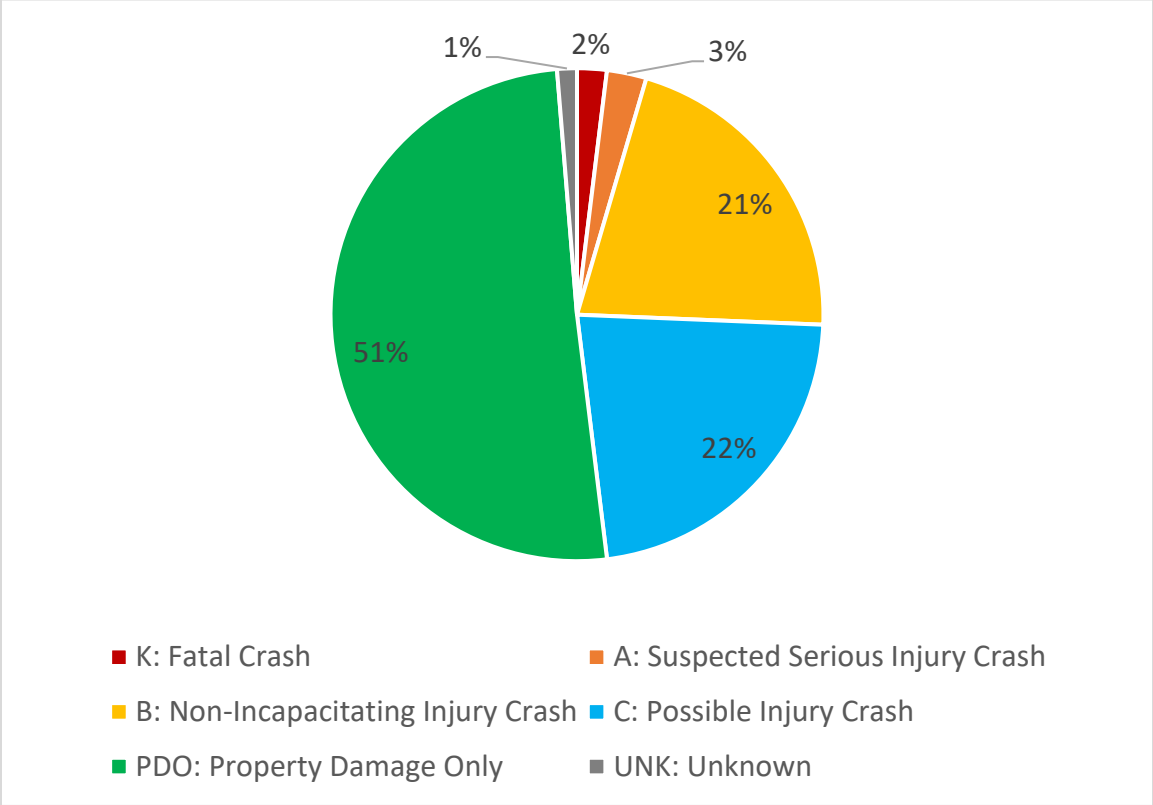
Figure 7. Crashes due to Speed-Related vs Other Factors



It is evident from Figure 7 that the majority of reported crashes were not speed-related crashes, with crashes attributed to other contributing factors accounting for 81.3 percent of the total crashes. Among the speed-related crashes, the largest proportion involved "Failed to Control Speed" as a contributing factor (14.7 percent), followed by "Unsafe Speed" (3.8 percent). Crashes involving "Speeding" as a contributing factor represented only 0.1 percent of the total crashes. Collectively, these three contributing factors accounted for approximately 18.7 percent of the reported crashes. Overall, speed-related crashes accounted for a relatively small share of crashes along the corridor during the study period.

Figure 8 summarizes the distribution of speed-related crashes on the corridor by crash severity during the 2021 to 2025 study period.

Figure 8. Crash Severity Distribution of Speed-Related Crashes



The results show that 51% of crashes involved property damage only (PDO). Suspected serious injury crashes accounted for 3%, and 21% resulted in non-incapacitating injuries. Fatal crashes represented 2% of the total. Additionally, 22% of crashes involved possible injuries, and 1% had unknown injury severity.

To evaluate safety performance along the corridor, segment crash rates were developed and compared with the 2025 statewide crash rate for U.S. highways obtained from TxDOT. Crash rates are reported as crashes per 100 million vehicle miles traveled (100 MVMT) and were calculated using the following equation:

$$\text{Crash Rate (per 100 million vehicle miles)} = \frac{\text{Number of crashes per year} \times 100{,}000{,}000}{\text{AADT} \times 365 \times \text{L}}$$

Where:
AADT = Annual average daily traffic
L = Length of the highway segment in miles

Table 5 summarizes the calculated crash rates and compares them with the 2025 statewide average crash rate for U.S. highways of 174.6 crashes per 100 MVMT.

Table 5. Crash Rate (Crashes per 100 Million Vehicle Miles Traveled)

Segments	Corridor Crash Rate	Statewide Crash Rate (U.S. Highways)	Ratio
Lakeline Mall Dr to SH 45	203.16	174.60	1.16
SH 45 to Pecan Park Blvd	132.22	174.60	0.76
Pecan Park Blvd to Lake Creek Pkwy	197.01	174.60	1.13
Lake Creek Pkwy to Anderson Mill Rd	75.88	174.60	0.43
Anderson Mill Rd to McNeil Dr	43.17	174.60	0.25
McNeil Dr to Oak Knoll Dr	81.01	174.60	0.46
Oak Knoll Dr to Duval Rd	69.82	174.60	0.40
Duval Rd to Balcones Woods Dr	47.24	174.60	0.27
Balcones Woods Dr to W Braker Ln	82.93	174.60	0.47
W Braker Ln to Great Hills Trl	96.95	174.60	0.56
Great Hills Trl to Loop 360	92.38	174.60	0.53
Loop 360 to MoPac Expy	107.53	174.60	0.62
MoPac Expy to Burnet Rd	99.19	174.60	0.57
Overall	**82.34**	**174.60**	**0.47**

Source: TxDOT CRIS, TxDOT Traffic Safety Division

The ratio shown in Table 5 was calculated by dividing the corridor crash rate by the statewide crash rate. Ratios greater than 1.0 indicate crash rates above the statewide average, whereas ratios less than 1.0 indicate crash rates below the statewide average. Segment crash rates along the corridor range from 43.17 to 203.16 crashes per 100 MVMT. The overall corridor crash rate is 82.34 crashes per 100 MVMT, which is substantially lower than the statewide average and corresponds to a ratio of 0.47. The results indicate that crash rates along most segments of the corridor are below the statewide average for U.S. highways. Only two segments exceed the statewide average, while the remaining segments exhibit comparatively lower crash rates, suggesting favorable safety performance along most of the corridor.

The highest crash rate was observed on the Lakeline Mall Drive to SH 45 segment (203.16 crashes per 100 MVMT), followed by the Pecan Park Boulevard to Lake Creek Parkway segment (197.01 crashes per 100 MVMT). These are the only two segments with crash rates exceeding the statewide average, with corresponding ratios of 1.16 and 1.13, respectively. The elevated

crash rates on these segments may be related to the presence of closely spaced interchanges, increased merging and diverging activity, and weaving movements associated with entrance and exit ramps. All remaining segments have crash rates below the statewide average, with ratios ranging from 0.25 to 0.76. The lowest crash rates were observed on the Anderson Mill Road to McNeil Drive segment (43.17 crashes per 100 MVMT) and the Duval Road to Balcones Woods Drive segment (47.24 crashes per 100 MVMT), corresponding to ratios of 0.25 and 0.27, respectively.

4.5 Strip Map

A speed limit evaluation strip map was developed to facilitate the review of operating speed characteristics in relation to roadway features throughout the 183 Express Lanes. The strip map provides a graphical representation of the corridor and serves as a tool for evaluating whether geometric and operational factors may influence driver speed selection.

The strip map incorporates key roadway characteristics, operating speed data, 85th and 15th percentile speeds, crash rates, lane configurations, access locations, ramps, bridge structures, and other roadway features that may affect operating speeds. These elements support the speed limit evaluation process by providing a comprehensive view of roadway conditions and operating characteristics along the corridor. The speed limit evaluation strip maps are included in APPENDIX C.

5 Recommended Speed Zone

Free-flow vehicle speeds were collected at 22 locations throughout the corridor, and the 85th and 15th percentile speeds were determined for both the express lanes and general-purpose lanes. A speed limit evaluation strip map was developed in accordance with TxDOT's Procedures for Establishing Speed Zones, to evaluate operating speeds in conjunction with roadway characteristics, crash history, and other factors that may influence driver speed selection. Consistent with the guidance provided in TxDOT's Procedures for Establishing Speed Zones, a posted regulatory speed limit should be within 5 MPH of the 85th percentile speed. In addition, the need for a minimum speed limit should be determined through engineering and traffic investigation, and any established minimum speed limit should be within 5 MPH of the 15th percentile speed.

The average 85th percentile speed on the express lanes was 73 MPH in both directions. The average 15th percentile speed on the express lanes was 59 MPH in the northbound direction and 55 MPH in the southbound direction, with a corridor-wide average of 57 MPH.

Recommended speed limits for the 183 Express Lanes:

- Regulatory maximum speed limit: 75 MPH
- Regulatory minimum speed limit: 60 MPH

The average 85th percentile speed on the general-purpose lanes was 68 MPH in the northbound direction and 70 MPH in the southbound direction. Based on the observed operating speeds and TxDOT guidance, the speed study data support maintaining the existing regulatory speed limit of 65 MPH.

Recommended speed limit for the general-purpose lanes:

- Maintain the existing 65 MPH regulatory speed limit.

Crash history was also reviewed as part of the speed zone evaluation. The overall corridor crash rate of 82.34 crashes per 100 MVMT is substantially below the statewide average of 174.60 crashes per 100 MVMT for U.S. highways. Accordingly, the crash analysis did not identify a safety concern that would warrant speed limits different from the recommended values, which are supported by the observed 85th and 15th percentile operating speeds and the engineering evaluation of the corridor.

6 APPENDICES

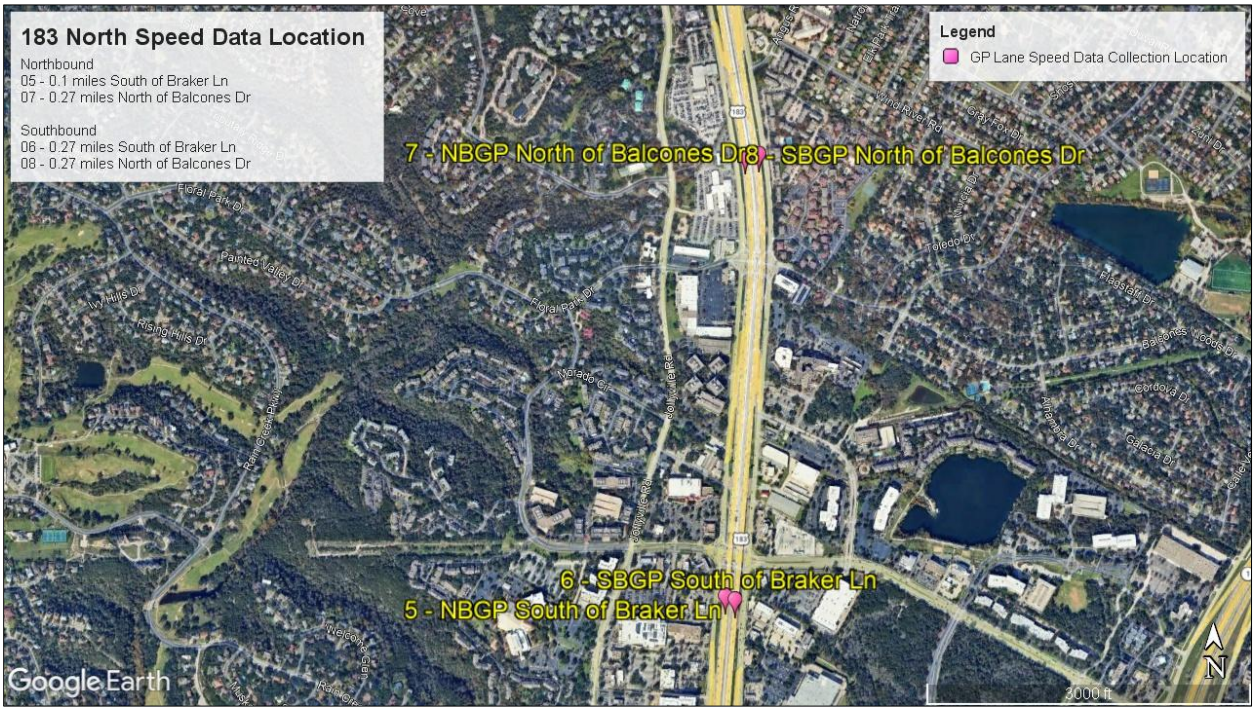
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6.1 APPENDIX A – Speed Data Measurement Locations

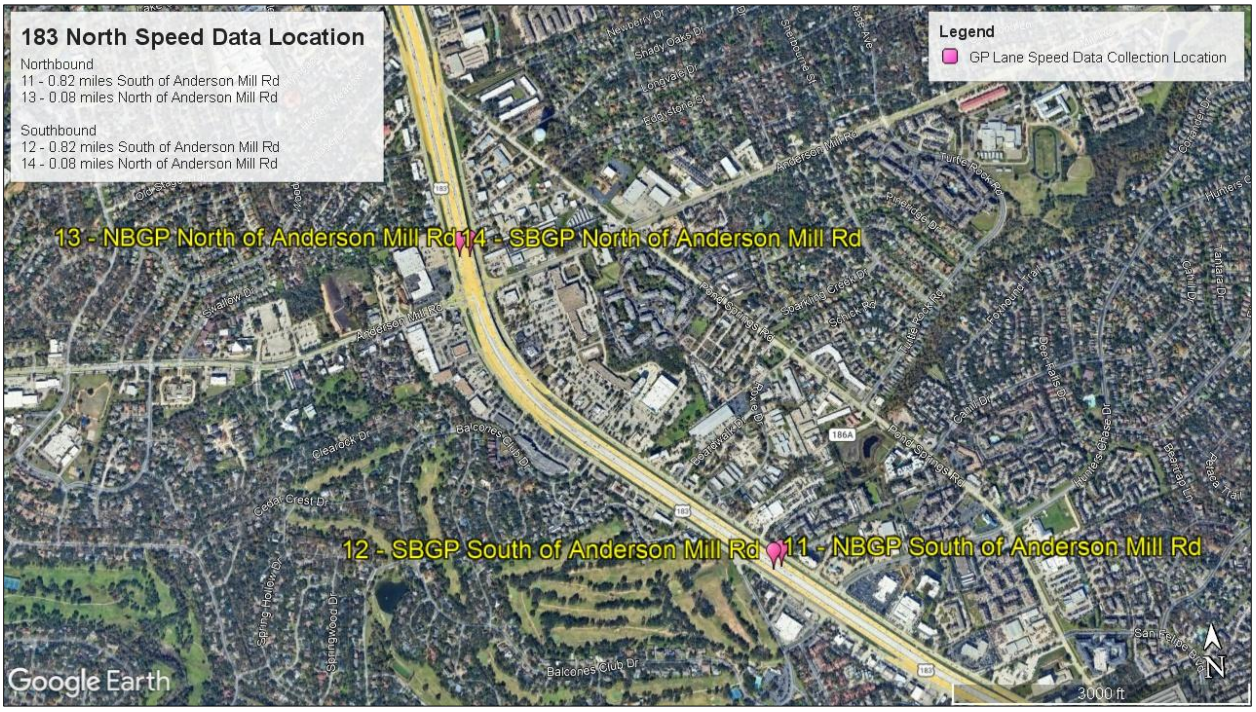
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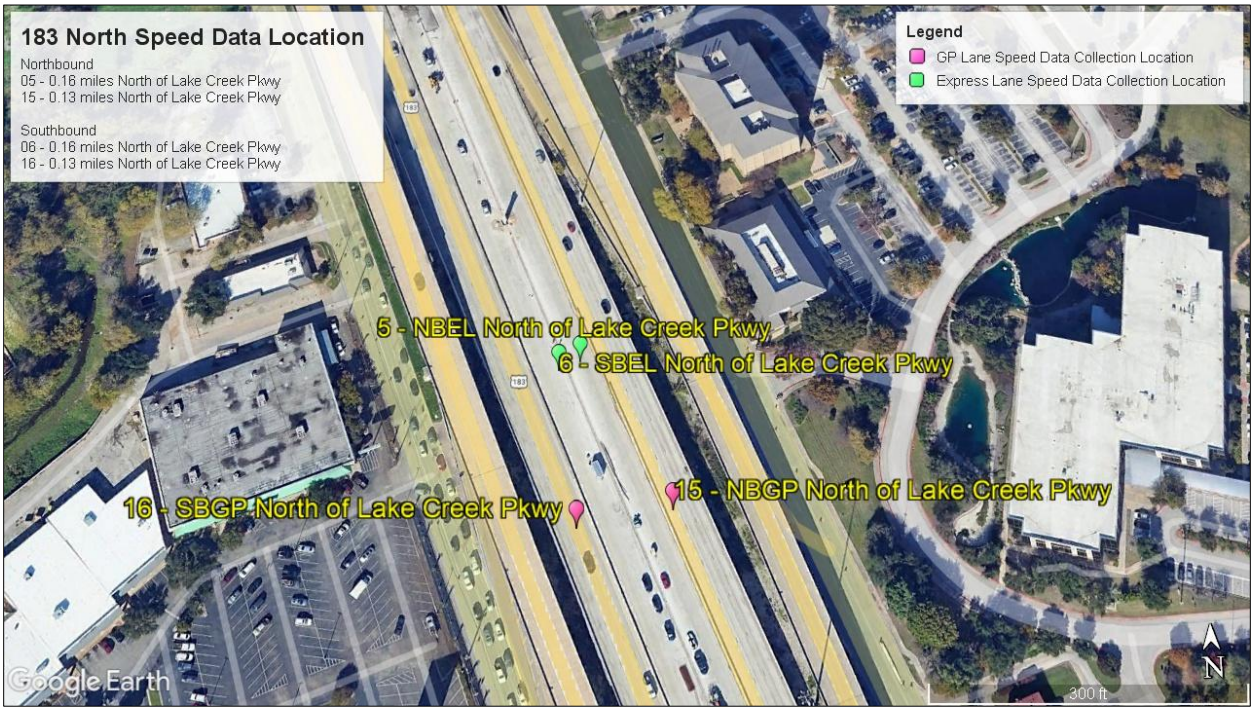

183 North Speed Data Location
Northbound
01 - 0.27 miles North of Burnet Dr
Southbound
02 - 0.27 miles North of Burnet Dr
Legend
GP Lane Speed Data Collection Location
1 - NBGP North of Burnet Dr
2 - SBGP North of Burnet Dr
Shoal Creek Blvd
Waterford Centre Blvd
Google Earth
1000 ft
N


183 North Speed Data Location
Northbound
01 - 0.44 miles South of 360
03 - 0.22 miles South of 360
Southbound
02 - 0.44 miles South of 360
04 - 0.22 miles South of 360
Legend
Express Lane Speed Data Collection Location
GP Lane Speed Data Collection Location
4 - SBGP South of 360
3 - NBGP South of 360
2 - SBEL South of 360
1 - NBEL South of 360
Research Blvd
Stenciake Blvd
Jollyville Rd
Dominion Cove
Google Earth
900 ft
N


183 North Speed Data Location
Northbound
05 - 0.1 miles South of Braker Ln
07 - 0.27 miles North of Balcones Dr
Southbound
06 - 0.27 miles South of Braker Ln
08 - 0.27 miles North of Balcones Dr
Legend
GP Lane Speed Data Collection Location
7 - NBGP North of Balcones Dr
8 - SBGP North of Balcones Dr
6 - SBGP South of Braker Ln
5 - NBGP South of Braker Ln
Google Earth
3000 ft
N


183 North Speed Data Location
Northbound
03 - 0.29 miles South of McNeil Dr
09 - 0.42 miles South of Oak Knoll Dr
Southbound
04 - 0.29 miles South of McNeil Dr
10 - 0.42 miles South of Oak Knoll Dr
Legend
Express Lane Speed Data Collection Location
GP Lane Speed Data Collection Location
4 - SBEL South of McNeil Dr
3 - NBEL South of McNeil Dr
10 - SBGP South of Oak Knoll Dr
9 - NBGP South of Oak Knoll Dr
Google Earth
1000 ft
N


183 North Speed Data Location
Northbound
11 - 0.82 miles South of Anderson Mill Rd
13 - 0.08 miles North of Anderson Mill Rd
Southbound
12 - 0.82 miles South of Anderson Mill Rd
14 - 0.08 miles North of Anderson Mill Rd
Legend
GP Lane Speed Data Collection Location
13 - NBGP North of Anderson Mill Rd
14 - SBGP North of Anderson Mill Rd
12 - SBGP South of Anderson Mill Rd
11 - NBGP South of Anderson Mill Rd
Google Earth
3000 ft
N


183 North Speed Data Location
Northbound
05 - 0.16 miles North of Lake Creek Pkwy
15 - 0.13 miles North of Lake Creek Pkwy
Southbound
06 - 0.16 miles North of Lake Creek Pkwy
16 - 0.13 miles North of Lake Creek Pkwy
Legend
GP Lane Speed Data Collection Location
Express Lane Speed Data Collection Location
5 - NBEL North of Lake Creek Pkwy
6 - SBEL North of Lake Creek Pkwy
15 - NBGP North of Lake Creek Pkwy
16 - SBGP North of Lake Creek Pkwy
Google Earth
300 ft
N

6.2 APPENDIX B – Field Measured Speed Data

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Texas Department of Transportation

RADAR MOTOR VEHICLE SPEED
Field Tally Sheet

Form 1882 (Rev. 3/19) Page 1 of 2

Date: 09/09/2026 County: Travis Hwy: 183N Location: Express Lns south of 360

Time (from): 02:00 pm (to): 04:00 pm Weather: Clear

Surface type: Concrete Surface condition: ☐ Wet or ☑ Dry / ☑ Smooth or ☐ Rough

M.P.H.	AUTOMOBILES Direction: Northbound	Cumulative Total	AUTOMOBILES Direction:	Cumulative Total	TRUCKS & BUSES Direction:	TRUCKS & BUSES Direction:	M.P.H.
>80	II	125					>80
79	II	123					79
78	III	121					78
77	III	118					77
76	IIII	115					76
75	III	111					75
74	III	108					74
73	IIIII	105					73
72	IIIII	100					72
71	IIII	95					71
70	IIIIIIII	91					70
69	IIIIIIIII	82					69
68	IIIIIIIII	71					68
67	IIIIIII	60					67
66	IIIIIII	52					66
65	IIIIII	44					65
64	IIII	37					64
63	IIII	33					63
62	IIII	29					62
61	II	25					61
60	IIIIII	23					60
59							59
58	IIII	16					58
57	IIII	12					57
56	I	8					56
55	I	7					55
54							54
53	II	6					53
52	I	4					52
51	II	3					51
50							50
49	I	1					49
48							48
47							47
46							46
45							45
44							44
43							43
42							42
41							41
40							40
39							39
38							38
37							37
36							36
35							35
34							34
33							33
32							32
31							31
<30							<30
	Total Automobiles	125	Total Automobiles				
		x 0.85		x 0.85			
	85th Percentile Automobile:	106	85th Percentile Automobile:				
	85th Percentile Speed (m.p.h.):	74	85th Percentile Speed (m.p.h.):				

Recorder: Robby Nichol

Texas Department of Transportation

RADAR MOTOR VEHICLE SPEED
Field Tally Sheet

Form 1882 (Rev. 3/19) Page 1 of 2

Date: 09/09/26 County: Travis Hwy: 183N Location: NB Express Lane south of McNeil Dr

Time (from): 02:00 pm (to): 04:00 pm Weather: Clear

Surface type: Concrete Surface condition: ☐ Wet or ☑ Dry / ☑ Smooth or ☐ Rough

M.P.H.	AUTOMOBILES Direction: Northbound	Cumulative Total	AUTOMOBILES Direction:	Cumulative Total	TRUCKS & BUSES Direction:	TRUCKS & BUSES Direction:	M.P.H.
>80							>80
79							79
78							78
77							77
76							76
75	III	125					75
74	I	122					74
73	III	121					73
72	IIIII	118					72
71	IIII	113					71
70	IIII	109					70
69	IIIII	105					69
68	IIIIIIII	100					68
67	IIIIIIIII	92					67
66	II	83					66
65	IIIIIII	81					65
64	IIIIIIII	74					64
63	IIIIIIIII	66					63
62	IIIIIIIIII	57					62
61	IIIII	47					61
60	III	42					60
59	IIIIIIIIII	39					59
58	IIIIIIIII	29					58
57	IIIII	19					57
56	III	14					56
55	II	11					55
54	IIII	9					54
53							53
52	III	5					52
51	II	2					51
50							50
49							49
48							48
47							47
46							46
45							45
44							44
43							43
42							42
41							41
40							40
39							39
38							38
37							37
36							36
35							35
34							34
33							33
32							32
31							31
<30							<30
	Total Automobiles	125	Total Automobiles				
		x 0.85		x 0.85			
	85th Percentile Automobile:	106	85th Percentile Automobile:				
	85th Percentile Speed (m.p.h.):	70	85th Percentile Speed (m.p.h.):				

Recorder: Robby Nichol

Texas Department of Transportation

RADAR MOTOR VEHICLE SPEED
Field Tally Sheet

Form 1882 (Rev. 3/19) Page 1 of 2

Date: 9/9/26 County: Travis Hwy: 183N Location: NB Express Lns north of Lake Creek Pkwy

Time (from): 2:00 pm (to): 4:00 pm Weather: Clear

Surface type: Concrete Surface condition: ☐ Wet or ☑ Dry / ☑ Smooth or ☐ Rough

M.P.H.	AUTOMOBILES Direction: Northbound	Cumulative Total	AUTOMOBILES Direction:	Cumulative Total	TRUCKS & BUSES Direction:	TRUCKS & BUSES Direction:	M.P.H.
>80	IIII	125					>80
79							79
78	II	121					78
77	IIIIII	119					77
76	III	112					76
75	III	109					75
74	IIIII	106					74
73	IIII	101					73
72	IIIIII	97					72
71	IIIIIIII	90					71
70	IIIIIIII	81					70
69	IIII	72					69
68	IIIII	68					68
67	III	62					67
66	IIIII	59					66
65	III	54					65
64	IIIIIIII	51					64
63	IIIIIIII	42					63
62	IIIIIII	33					62
61	II	25					61
60	III	23					60
59	IIIII	20					59
58	III	14					58
57	IIII	11					57
56	I	7					56
55	II	6					55
54							54
53	II	4					53
52	I	2					52
51	I	1					51
50							50
49							49
48							48
47							47
46							46
45							45
44							44
43							43
42							42
41							41
40							40
39							39
38							38
37							37
36							36
35							35
34							34
33							33
32							32
31							31
<30							<30
	Total Automobiles	125	Total Automobiles				
		x 0.85		x 0.85			
	85th Percentile Automobile:	106	85th Percentile Automobile:				
	85th Percentile Speed (m.p.h.):	74	85th Percentile Speed (m.p.h.):				

Recorder: Robby Nichol

Texas Department of Transportation

RADAR MOTOR VEHICLE SPEED
Field Tally Sheet

Form 1882 (Rev. 3/19) Page 1 of 2

Date: 09/09/26 County: Travis Hwy: 183N Location: NBGP 183N north of Burnet Dr

Time (from): 02:00 pm (to): 04:00 pm Weather: Clear

Surface type: Concrete Surface condition: ☐ Wet or ☑ Dry / ☑ Smooth or ☐ Rough

M.P.H.	AUTOMOBILES Direction: Northbound	Cumulative Total	AUTOMOBILES Direction:	Cumulative Total	TRUCKS & BUSES Direction:	TRUCKS & BUSES Direction:	M.P.H.
>80							>80
79							79
78							78
77							77
76							76
75							75
74							74
73	I	125					73
72							72
71	II	124					71
70	II	122					70
69	IIIII	120					69
68	I	114					68
67	III	113					67
66	III	110					66
65	IIII	107					65
64	IIII	103					64
63	III	99					63
62	II	96					62
61	IIII	94					61
60	III	90					60
59	IIIIIII	87					59
58	IIIII	79					58
57	IIIII	73					57
56	IIIIIIII	68					56
55	IIIIII	58					55
54	III	51					54
53	III	48					53
52	IIIIIII	45					52
51	III	37					51
50	IIII	34					50
49	IIII	30					49
48	IIII	26					48
47	III	22					47
46							46
45	IIII	19					45
44	I	15					44
43	II	14					43
42	III	12					42
41	I	9					41
40	I	8					40
39	I	7					39
38	II	6					38
37							37
36							36
35							35
34	I	4					34
33							33
32	I	3					32
31	I	2					31
<30	I	1					<30
	Total Automobiles	125	Total Automobiles				
		x 0.85		x 0.85			
	85th Percentile Automobile:	106	85th Percentile Automobile:				
	85th Percentile Speed (m.p.h.):	65	85th Percentile Speed (m.p.h.):				

Recorder: Robby Nichol

Texas Department of Transportation

RADAR MOTOR VEHICLE SPEED
Field Tally Sheet

Form 1882 (Rev. 3/19) Page 1 of 2

Date: 09/09/2026 County: Travis Hwy: 183N Location: NBGP south of 360

Time (from): 02:00 pm (to): 4:00 pm Weather: Clear

Surface type: Concrete Surface condition: ☐ Wet or ☑ Dry / ☑ Smooth or ☐ Rough

M.P.H.	AUTOMOBILES Direction: Northbound	Cumulative Total	AUTOMOBILES Direction:	Cumulative Total	TRUCKS & BUSES Direction:	TRUCKS & BUSES Direction:	M.P.H.
>80							>80
79							79
78							78
77							77
76							76
75	I	125					75
74							74
73	I	124					73
72							72
71	I	123					71
70	I	122					70
69							69
68							68
67	IIII	121					67
66	IIII	117					66
65							65
64	IIIIIII	113					64
63	IIIIIIIII	105					63
62	IIIIII	95					62
61	IIII	88					61
60	IIIIIIII	83					60
59	IIIIIIIII	73					59
58	IIII	62					58
57	IIIIIIIII	57					57
56	IIIIIII	46					56
55	IIIIIII	38					55
54	IIIII	30					54
53	IIIII	24					53
52	IIII	19					52
51	IIII	14					51
50	IIII	10					50
49							49
48	IIII	6					48
47							47
46							46
45	I	2					45
44							44
43							43
42	I	1					42
41							41
40							40
39							39
38							38
37							37
36							36
35							35
34							34
33							33
32							32
31							31
<30							<30
	Total Automobiles	125	Total Automobiles				
		x 0.85		x 0.85			
	85th Percentile Automobile:	106	85th Percentile Automobile:				
	85th Percentile Speed (m.p.h.):	64	85th Percentile Speed (m.p.h.):				

Recorder: Robby Nichol

Texas Department of Transportation

RADAR MOTOR VEHICLE SPEED
Field Tally Sheet

Form 1882 (Rev. 3/19) Page 1 of 2

Date: 9/9/26 County: Travis Hwy: 183N Location: NBGP South of Braker Ln

Time (from): 2:00 pm (to): 4:00 pm Weather: Clear

Surface type: Concrete Surface condition: ☐ Wet or ☑ Dry / ☑ Smooth or ☐ Rough

M.P.H.	AUTOMOBILES Direction: Northbound	Cumulative Total	AUTOMOBILES Direction:	Cumulative Total	TRUCKS & BUSES Direction:	TRUCKS & BUSES Direction:	M.P.H.
>80							>80
79							79
78	I	125					78
77							77
76							76
75	I	124					75
74	I	123					74
73	IIII	122					73
72	IIII	118					72
71	IIII	114					71
70	IIIII	110					70
69	IIIIIIIII	105					69
68	IIIIIIII	94					68
67	IIIIII	84					67
66	IIIIIIIII	77					66
65	IIIIIIIIII	66					65
64	IIIIIII	54					64
63	IIIIIIIIIII	45					63
62	IIIIIIII	32					62
61	I	23					61
60	IIII	22					60
59	II	18					59
58	IIII	16					58
57	I	12					57
56	III	11					56
55	III	8					55
54	II	5					54
53							53
52	I	3					52
51							51
50	I	2					50
49							49
48	I	1					48
47							47
46							46
45							45
44							44
43							43
42							42
41							41
40							40
39							39
38							38
37							37
36							36
35							35
34							34
33							33
32							32
31							31
<30							<30
	Total Automobiles	125	Total Automobiles				
		x 0.85		x 0.85			
	85th Percentile Automobile:	106	85th Percentile Automobile:				
	85th Percentile Speed (m.p.h.):	70	85th Percentile Speed (m.p.h.):				

Recorder: Robby Nichol

Texas Department of Transportation

RADAR MOTOR VEHICLE SPEED
Field Tally Sheet

Form 1882 (Rev. 3/19) Page 1 of 2

Date: 9/9/26 County: Travis Hwy: 183N Location: NBGP north of Balcones Dr

Time (from): 2:00 pm (to): 4:00 pm Weather: Clear

Surface type: Concrete Surface condition: ☐ Wet or ☑ Dry / ☑ Smooth or ☐ Rough

M.P.H.	AUTOMOBILES Direction: Northbound	Cumulative Total	AUTOMOBILES Direction:	Cumulative Total	TRUCKS & BUSES Direction:	TRUCKS & BUSES Direction:	M.P.H.
>80							>80
79	I	125					79
78	I	124					78
77							77
76							76
75	I	123					75
74	I	122					74
73	III	121					73
72	III	119					72
71	II	115					71
70	IIII	113					70
69	IIIII	109					69
68	IIIIIII	104					68
67	IIIIIIIII	96					67
66	IIIIIIIII	85					66
65	IIIII	75					65
64	IIIIIIII	69					64
63	IIIIIIIII	60					63
62	IIIIII	49					62
61	IIIIIIIII	42					61
60	III	31					60
59	IIIII	27					59
58	IIIIII	21					58
57	IIII	14					57
56	III	10					56
55	II	6					55
54	I	4					54
53							53
52	I	3					52
51							51
50	I	2					50
49	I	1					49
48							48
47							47
46							46
45							45
44							44
43							43
42							42
41							41
40							40
39							39
38							38
37							37
36							36
35							35
34							34
33							33
32							32
31							31
<30							<30
	Total Automobiles	125	Total Automobiles				
		x 0.85		x 0.85			
	85th Percentile Automobile:	106	85th Percentile Automobile:				
	85th Percentile Speed (m.p.h.):	69	85th Percentile Speed (m.p.h.):				

Recorder: Robby Nichol

Texas Department of Transportation

RADAR MOTOR VEHICLE SPEED
Field Tally Sheet

Form 1882 (Rev. 3/19) Page 1 of 2

Date: 9/9/26 County: Travis Hwy: 183N Location: NBGP south of Oak Knoll Dr

Time (from): 2:00 pm (to): 4:00 pm Weather: Clear

Surface type: Concrete Surface condition: ☐ Wet or ☑ Dry / ☑ Smooth or ☐ Rough

M.P.H.	AUTOMOBILES Direction: Northbound	Cumulative Total	AUTOMOBILES Direction:	Cumulative Total	TRUCKS & BUSES Direction:	TRUCKS & BUSES Direction:	M.P.H.
>80							>80
79							79
78							78
77							77
76	I	125					76
75							75
74							74
73	II	124					73
72	IIIII	122					72
71	III	117					71
70	III	114					70
69	I	111					69
68	IIIIIIIII	110					68
67	IIIII	100					67
66	IIIIIIII	94					66
65	IIIIIIIII	85					65
64	IIIII	74					64
63	IIIIIIII	68					63
62	IIIIIIIII	58					62
61	IIIIIIII	48					61
60	IIIIIIIIIII	38					60
59	III	24					59
58	IIIIII	21					58
57	II	14					57
56	III	12					56
55	IIII	9					55
54	II	5					54
53							53
52	I	3					52
51	I	2					51
50							50
49							49
48							48
47							47
46							46
45							45
44							44
43	I	1					43
42							42
41							41
40							40
39							39
38							38
37							37
36							36
35							35
34							34
33							33
32							32
31							31
<30							<30

Total Automobiles	125	Total Automobiles	
	x 0.85		x 0.85
85th Percentile Automobile:	106	85th Percentile Automobile:	
85th Percentile Speed (m.p.h.):	68	85th Percentile Speed (m.p.h.):	

Recorder: Robby Nichol

Texas Department of Transportation

RADAR MOTOR VEHICLE SPEED
Field Tally Sheet

Form 1882 (Rev. 3/19) Page 1 of 2

Date: 9/9/26 County: Travis Hwy: 183N Location: NBGP south of Anderson Mill Rd

Time (from): 2:00 pm (to): 4:00 pm Weather: Clear

Surface type: Concrete Surface condition: ☐ Wet or ☑ Dry / ☑ Smooth or ☐ Rough

M.P.H.	AUTOMOBILES Direction: Northbound	Cumulative Total	AUTOMOBILES Direction:	Cumulative Total	TRUCKS & BUSES Direction:	TRUCKS & BUSES Direction:	M.P.H.
>80							>80
79							79
78							78
77							77
76							76
75							75
74							74
73	I	125					73
72	I	124					72
71	I	123					71
70	IIIIII	122					70
69	IIIII	115					69
68	IIIII	110					68
67	IIIII	105					67
66	IIIIIIII	100					66
65	IIIIIIIII	91					65
64	IIIIIIIIII	81					64
63	IIIII	69					63
62	IIIIIIIII	63					62
61	IIIIIIIIII	53					61
60	IIIIIII	42					60
59	IIIIIIII	34					59
58	IIII	24					58
57	II	20					57
56	I	18					56
55	III	17					55
54	III	14					54
53	II	11					53
52	II	9					52
51	II	7					51
50	III	5					50
49	I	2					49
48							48
47							47
46							46
45							45
44	I	1					44
43							43
42							42
41							41
40							40
39							39
38							38
37							37
36							36
35							35
34							34
33							33
32							32
31							31
<30							<30

Total Automobiles	125	Total Automobiles	
	x 0.85		x 0.85
85th Percentile Automobile:	106	85th Percentile Automobile:	
85th Percentile Speed (m.p.h.):	68	85th Percentile Speed (m.p.h.):	

Recorder: Robby Nichol

Texas Department of Transportation

RADAR MOTOR VEHICLE SPEED
Field Tally Sheet

Form 1882 (Rev. 3/19) Page 1 of 2

Date: 9/9/26 County: Travis Hwy: 183N Location: NBGP north of Anderson Mill Rd

Time (from): 2:00 pm (to): 4:00 pm Weather: Clear

Surface type: Concrete Surface condition: ☐ Wet or ☑ Dry / ☑ Smooth or ☐ Rough

M.P.H.	AUTOMOBILES Direction: Northbound	Cumulative Total	AUTOMOBILES Direction:	Cumulative Total	TRUCKS & BUSES Direction:	TRUCKS & BUSES Direction:	M.P.H.
>80							>80
79							79
78							78
77							77
76							76
75							75
74	II	125					74
73	II	123					73
72							72
71	IIIIII	121					71
70	IIIII	115					70
69	IIIIIII	110					69
68	IIIII	103					68
67	IIIII	98					67
66	IIIIIIII	93					66
65	IIIII	84					65
64	IIIIIIII	79					64
63	IIIIIII	70					63
62	IIIIII	62					62
61	IIIIIIII	55					61
60	IIIIIIII	46					60
59	IIII	37					59
58	IIIIIII	33					58
57	IIIII	25					57
56	IIII	20					56
55	II	16					55
54	II	14					54
53	II	12					53
52	IIII	10					52
51							51
50	I	6					50
49							49
48	II	5					48
47							47
46	I	3					46
45	I	2					45
44	I	1					44
43							43
42							42
41							41
40							40
39							39
38							38
37							37
36							36
35							35
34							34
33							33
32							32
31							31
<30							<30
	Total Automobiles	125	Total Automobiles				
		x 0.85		x 0.85			
	85th Percentile Automobile:	106	85th Percentile Automobile:				
	85th Percentile Speed (m.p.h.):	69	85th Percentile Speed (m.p.h.):				

Recorder: Robby Nichol

Texas Department of Transportation

RADAR MOTOR VEHICLE SPEED
Field Tally Sheet

Form 1882 (Rev. 3/19) Page 1 of 2

Date: 9/9/26 County: Travis Hwy: 183N Location: NBGP north of Lake Creek Pkwy

Time (from): 2:00 pm (to): 4:00 pm Weather: Clear

Surface type: Concrete Surface condition: ☐ Wet or ☑ Dry / ☑ Smooth or ☐ Rough

M.P.H.	AUTOMOBILES Direction: Northbound	Cumulative Total	AUTOMOBILES Direction:	Cumulative Total	TRUCKS & BUSES Direction:	TRUCKS & BUSES Direction:	M.P.H.
>80							>80
79							79
78							78
77							77
76	I	125					76
75	I	124					75
74							74
73	II	123					73
72	II	121					72
71	III	119					71
70	I	116					70
69	III	115					69
68	IIII	112					68
67	II	107					67
66	IIIIII	105					66
65	IIIIIII	98					65
64	III	90					64
63	IIIIIII	87					63
62	IIIIII	79					62
61	IIIIIII	72					61
60	IIII	64					60
59	IIIIIIII	60					59
58	IIIIIIII	51					58
57	II	42					57
56	IIII	40					56
55	II	35					55
54	IIIIIII	33					54
53	I	25					53
52	I	24					52
51	IIII	23					51
50	I	18					50
49	II	17					49
48	II	15					48
47	III	13					47
46	I	10					46
45							45
44	II	9					44
43							43
42	II	7					42
41	I	5					41
40	I	4					40
39							39
38	I	3					38
37							37
36							36
35							35
34	II	2					34
33							33
32							32
31							31
<30							<30
	Total Automobiles	125	Total Automobiles				
		x 0.85		x 0.85			
	85th Percentile Automobile:	106	85th Percentile Automobile:				
	85th Percentile Speed (m.p.h.):	67	85th Percentile Speed (m.p.h.):				

Recorder: Robby Nichol

Texas Department of Transportation

RADAR MOTOR VEHICLE SPEED
Field Tally Sheet

Form 1882 (Rev. 3/19) Page 1 of 2

Date: 09/09/2026 County: Travis Hwy: 183N Location: Express Lns south of 360

Time (from): 02:00 pm (to): 04:00 pm Weather: Clear

Surface type: Concrete Surface condition: ☐ Wet or ☑ Dry / ☑ Smooth or ☐ Rough

M.P.H.	AUTOMOBILES Direction: Southbound	Cumulative Total	AUTOMOBILES Direction:	Cumulative Total	TRUCKS & BUSES Direction:	TRUCKS & BUSES Direction:	M.P.H.
>80	IIIIII	125					>80
79	II	118					79
78	II	116					78
77	III	114					77
76	II	111					76
75	IIII	109					75
74	IIIII	105					74
73	II	99					73
72	IIII	97					72
71	I	93					71
70	IIII	92					70
69	IIIII	88					69
68	IIII	82					68
67	IIIIIII	78					67
66	IIIII	70					66
65	II	65					65
64	IIIIIII	63					64
63	IIIII	55					63
62	II	50					62
61	III	48					61
60	II	45					60
59	IIIIII	43					59
58	IIIIIII	36					58
57	II	28					57
56	IIII	26					56
55	IIIII	22					55
54	II	15					54
53	II	13					53
52	I	11					52
51	I	10					51
50	I	9					50
49	III	8					49
48							48
47	II	5					47
46	I	3					46
45							45
44							44
43							43
42	II	2					42
41							41
40							40
39							39
38							38
37							37
36							36
35							35
34							34
33							33
32							32
31							31
<30							<30
	Total Automobiles	125	Total Automobiles				
		x 0.85		x 0.85			
	85th Percentile Automobile:	106	85th Percentile Automobile:				
	85th Percentile Speed (m.p.h.):	75	85th Percentile Speed (m.p.h.):				

Recorder: Robby Nichol

Texas Department of Transportation

RADAR MOTOR VEHICLE SPEED
Field Tally Sheet

Form 1882 (Rev. 3/19) Page 1 of 2

Date: 09/09/26 County: Travis Hwy: 183N Location: SB Express Lane south of McNeil Dr

Time (from): 02:00 pm (to): 04:00 pm Weather: Clear

Surface type: Concrete Surface condition: ☐ Wet or ☑ Dry / ☑ Smooth or ☐ Rough

M.P.H.	AUTOMOBILES Direction: Southbound	Cumulative Total	AUTOMOBILES Direction:	Cumulative Total	TRUCKS & BUSES Direction:	TRUCKS & BUSES Direction:	M.P.H.
>80							>80
79							79
78							78
77							77
76							76
75	IIII	125					75
74							74
73	IIII	121					73
72							72
71	IIII	117					71
70	I	113					70
69	IIIIIIIII	112					69
68	II	102					68
67	IIII	100					67
66	IIIII	96					66
65	IIIIIIIII	91					65
64	IIIIIIIII	81					64
63	IIIII	71					63
62	IIIIIII	66					62
61	IIIIIII	58					61
60	IIIIIIIII	50					60
59	IIIIII	40					59
58	IIIII	34					58
57	IIIII	29					57
56	IIIIII	24					56
55	IIIIIII	18					55
54	IIII	10					54
53							53
52	III	6					52
51	III	3					51
50							50
49							49
48							48
47							47
46							46
45							45
44							44
43							43
42							42
41							41
40							40
39							39
38							38
37							37
36							36
35							35
34							34
33							33
32							32
31							31
<30							<30

Total Automobiles	125	Total Automobiles	
	x 0.85		x 0.85
85th Percentile Automobile:	106	85th Percentile Automobile:	
85th Percentile Speed (m.p.h.):	69	85th Percentile Speed (m.p.h.):	

Recorder: Robby Nichol

Texas Department of Transportation

RADAR MOTOR VEHICLE SPEED
Field Tally Sheet

Form 1882 (Rev. 3/19) Page 1 of 2

Date: 9/9/26 County: Travis Hwy: 183N Location: SB Express Lns north of Lake Creek Pkwy

Time (from): 2:00 pm (to): 4:00 pm Weather: Clear

Surface type: Concrete Surface condition: ☐ Wet or ☑ Dry / ☑ Smooth or ☐ Rough

M.P.H.	AUTOMOBILES Direction: Southbound	Cumulative Total	AUTOMOBILES Direction:	Cumulative Total	TRUCKS & BUSES Direction:	TRUCKS & BUSES Direction:	M.P.H.
>80	IIIIIIII	125					>80
79	III	116					79
78	III	113					78
77	II	110					77
76	II	108					76
75	IIIII	106					75
74	IIII	101					74
73	IIIIII	97					73
72	III	91					72
71	IIII	88					71
70	II	84					70
69	III	82					69
68	IIIIII	79					68
67							67
66	II	73					66
65	III	71					65
64	IIII	68					64
63	IIIII	64					63
62	I	59					62
61	IIII	58					61
60	III	54					60
59	IIIIII	51					59
58	IIIII	44					58
57	IIIIII	38					57
56	IIIIIIII	31					56
55	II	22					55
54	III	20					54
53	IIII	17					53
52	II	13					52
51	IIII	11					51
50	II	7					50
49	II	5					49
48							48
47							47
46	I	3					46
45							45
44	I	2					44
43							43
42	I	1					42
41							41
40							40
39							39
38							38
37							37
36							36
35							35
34							34
33							33
32							32
31							31
<30							<30

Total Automobiles	125	Total Automobiles	
	x 0.85		x 0.85
85th Percentile Automobile:	106	85th Percentile Automobile:	
85th Percentile Speed (m.p.h.):	75	85th Percentile Speed (m.p.h.):	

Recorder: Robby Nichol

Texas Department of Transportation

RADAR MOTOR VEHICLE SPEED
Field Tally Sheet

Form 1882 (Rev. 3/19) Page 1 of 2

Date: 09/09/2026 County: Travis Hwy: 183N Location: SBGP north of Burnet Dr

Time (from): 02:00 pm (to): 04:00 pm Weather: Clear

Surface type: Concrete Surface condition: ☐ Wet or ☑ Dry / ☑ Smooth or ☐ Rough

M.P.H.	AUTOMOBILES Direction: Southbound	Cumulative Total	AUTOMOBILES Direction:	Cumulative Total	TRUCKS & BUSES Direction:	TRUCKS & BUSES Direction:	M.P.H.
>80	II	125					>80
79	II	123					79
78	I	121					78
77	IIII	120					77
76	II	116					76
75	IIIIII	114					75
74	IIII	108					74
73	IIIIIIII	104					73
72	IIIII	95					72
71	IIII	90					71
70	IIIIIIIII	86					70
69	IIIII	76					69
68	IIIIII	70					68
67	IIIIIIIIIII	63					67
66	IIIIII	49					66
65	IIIII	42					65
64	IIIIIII	37					64
63	III	29					63
62	IIIIIII	26					62
61	IIII	18					61
60	I	14					60
59	II	13					59
58	III	11					58
57	III	8					57
56	II	5					56
55	I	3					55
54							54
53							53
52	I	2					52
51							51
50							50
49							49
48	I	1					48
47							47
46							46
45							45
44							44
43							43
42							42
41							41
40							40
39							39
38							38
37							37
36							36
35							35
34							34
33							33
32							32
31							31
<30							<30
	Total Automobiles	125	Total Automobiles				
		x 0.85		x 0.85			
	85th Percentile Automobile:	106	85th Percentile Automobile:				
	85th Percentile Speed (m.p.h.):	74	85th Percentile Speed (m.p.h.):				

Recorder: Robby Nichol

Texas Department of Transportation

RADAR MOTOR VEHICLE SPEED
Field Tally Sheet

Form 1882 (Rev. 3/19) Page 1 of 2

Date: 09/09/2026 County: Travis Hwy: 183N Location: SBGP south of 360

Time (from): 2:00 pm (to): 4:00 pm Weather: Clear

Surface type: Concrete Surface condition: ☐ Wet or ☑ Dry / ☑ Smooth or ☐ Rough

M.P.H.	AUTOMOBILES Direction: Southbound	Cumulative Total	AUTOMOBILES Direction:	Cumulative Total	TRUCKS & BUSES Direction:	TRUCKS & BUSES Direction:	M.P.H.
>80							>80
79							79
78	I	125					78
77							77
76							76
75	I	124					75
74							74
73							73
72	II	123					72
71	II	121					71
70	IIII	119					70
69	III	115					69
68	IIII	112					68
67	IIIIIIII	108					67
66	IIII	99					66
65	IIIIII	95					65
64	IIIII	88					64
63	IIIIIIIIII	82					63
62	IIIII	70					62
61	IIIIIIIIIIIIIII	65					61
60	IIIIIIIII	47					60
59	IIIII	36					59
58	III	30					58
57	IIIIII	26					57
56	III	19					56
55	IIII	16					55
54	II	11					54
53	II	9					53
52	II	7					52
51	I	5					51
50							50
49							49
48	IIII	4					48
47							47
46							46
45							45
44							44
43							43
42							42
41							41
40							40
39							39
38							38
37							37
36							36
35							35
34							34
33							33
32							32
31							31
<30							<30

Total Automobiles	125	Total Automobiles	
	x 0.85		x 0.85
85th Percentile Automobile:	106	85th Percentile Automobile:	
85th Percentile Speed (m.p.h.):	67	85th Percentile Speed (m.p.h.):	

Recorder: Robby Nichol

Texas Department of Transportation

RADAR MOTOR VEHICLE SPEED
Field Tally Sheet

Form 1882 (Rev. 3/19) Page 1 of 2

Date: 9/9/26 County: Travis Hwy: 183N Location: SBGP south of Braker Ln

Time (from): 2:00 pm (to): 4:00 pm Weather: Clear

Surface type: Concrete Surface condition: ☐ Wet or ☑ Dry / ☑ Smooth or ☐ Rough

M.P.H.	AUTOMOBILES Direction: Southbound	Cumulative Total	AUTOMOBILES Direction:	Cumulative Total	TRUCKS & BUSES Direction:	TRUCKS & BUSES Direction:	M.P.H.
>80							>80
79							79
78							78
77							77
76	I	125					76
75	II	124					75
74	IIII	122					74
73	IIIIII	117					73
72	IIIII	110					72
71	IIIII	104					71
70	IIII	98					70
69	IIIIII	93					69
68	IIIIII	86					68
67	IIIIIIII	79					67
66	IIIIIII	69					66
65	IIIIIIIIII	61					65
64	IIIIIIII	48					64
63	IIII	39					63
62	IIIIII	34					62
61	IIIIIII	27					61
60	IIII	18					60
59	I	13					59
58	II	12					58
57	II	10					57
56	I	8					56
55	II	7					55
54	I	5					54
53	I	4					53
52	I	3					52
51							51
50							50
49	I	2					49
48							48
47							47
46	I	1					46
45							45
44							44
43							43
42							42
41							41
40							40
39							39
38							38
37							37
36							36
35							35
34							34
33							33
32							32
31							31
<30							<30

Total Automobiles	125	Total Automobiles	
	x 0.85		x 0.85
85th Percentile Automobile:	106	85th Percentile Automobile:	
85th Percentile Speed (m.p.h.):	72	85th Percentile Speed (m.p.h.):	

Recorder: Robby Nichol

Texas Department of Transportation

RADAR MOTOR VEHICLE SPEED
Field Tally Sheet

Form 1882 (Rev. 3/19) Page 1 of 2

Date: 9/9/26 County: Travis Hwy: 183N Location: SBGP north of Balcones Dr

Time (from): 2:00 pm (to): 4:00 pm Weather: Clear

Surface type: Concrete Surface condition: ☐ Wet or ☑ Dry / ☑ Smooth or ☐ Rough

M.P.H.	AUTOMOBILES Direction: Southbound	Cumulative Total	AUTOMOBILES Direction:	Cumulative Total	TRUCKS & BUSES Direction:	TRUCKS & BUSES Direction:	M.P.H.
>80							>80
79							79
78							78
77							77
76							76
75							75
74							74
73	II	125					73
72	II	123					72
71							71
70	IIII	121					70
69	III	117					69
68	IIIIII	113					68
67	IIIII	106					67
66	IIIII	100					66
65	IIII	94					65
64	IIIIIIII	89					64
63	IIIIII	80					63
62	IIIII	73					62
61	IIIIIII	67					61
60	IIIIIII	59					60
59	IIII	50					59
58	IIIIII	45					58
57	IIIIIIII	38					57
56	IIIII	29					56
55	III	23					55
54	IIIIIII	20					54
53	II	12					53
52	II	10					52
51	III	8					51
50	I	5					50
49	I	4					49
48	I	3					48
47	I	2					47
46							46
45							45
44	I	1					44
43							43
42							42
41							41
40							40
39							39
38							38
37							37
36							36
35							35
34							34
33							33
32							32
31							31
<30							<30

Total Automobiles	125	Total Automobiles	
	x 0.85		x 0.85
85th Percentile Automobile:	106	85th Percentile Automobile:	
85th Percentile Speed (m.p.h.):	67	85th Percentile Speed (m.p.h.):	

Recorder: Robby Nichol

Texas Department of Transportation

RADAR MOTOR VEHICLE SPEED
Field Tally Sheet

Form 1882 (Rev. 3/19) Page 1 of 2

Date: 9/9/26 County: Travis Hwy: 183N Location: SBGP south of Oak Knoll Dr

Time (from): 2:00 pm (to): 4:00 pm Weather: Clear

Surface type: Concrete Surface condition: ☐ Wet or ☑ Dry / ☑ Smooth or ☐ Rough

M.P.H.	AUTOMOBILES Direction: Southbound	Cumulative Total	AUTOMOBILES Direction:	Cumulative Total	TRUCKS & BUSES Direction:	TRUCKS & BUSES Direction:	M.P.H.
>80							>80
79							79
78							78
77	I	125					77
76	IIII	124					76
75	II	120					75
74	II	118					74
73	IIII	116					73
72	IIII	111					72
71	III	106					71
70	IIIIIIIII	103					70
69	IIII	93					69
68	IIIIIIIIIII	88					68
67	IIIII	75					67
66	IIIIIIII	69					66
65	IIII	60					65
64	IIII	56					64
63	IIIIIII	52					63
62	IIIIII	44					62
61	IIIII	37					61
60	III	32					60
59	IIIII	29					59
58	I	23					58
57	II	22					57
56	IIII	20					56
55	I	16					55
54	III	15					54
53	I	12					53
52	II	11					52
51	II	9					51
50	II	7					50
49							49
48	I	5					48
47	I	4					47
46							46
45							45
44							44
43							43
42	I	3					42
41							41
40	II	2					40
39							39
38							38
37							37
36							36
35							35
34							34
33							33
32							32
31							31
<30							<30

	Total Automobiles	125	Total Automobiles	
		x 0.85		x 0.85
	85th Percentile Automobile:	106	85th Percentile Automobile:	
	85th Percentile Speed (m.p.h.):	71	85th Percentile Speed (m.p.h.):	

Recorder: Robby Nichol

Texas Department of Transportation

RADAR MOTOR VEHICLE SPEED
Field Tally Sheet

Form 1882 (Rev. 3/19) Page 1 of 2

Date: 9/9/26 County: Travis Hwy: 183N Location: SBGP south of Anderson Mill Rd

Time (from): 2:00 pm (to): 4:00 pm Weather: Clear

Surface type: Concrete Surface condition: ☐ Wet or ☑ Dry / ☑ Smooth or ☐ Rough

M.P.H.	AUTOMOBILES Direction: Southbound	Cumulative Total	AUTOMOBILES Direction:	Cumulative Total	TRUCKS & BUSES Direction:	TRUCKS & BUSES Direction:	M.P.H.
>80							>80
79							79
78							78
77							77
76	I	125					76
75	I	124					75
74	I	123					74
73	I	122					73
72	IIII	121					72
71	IIII	117					71
70	IIIIII	113					70
69	IIIIIIIII	106					69
68	IIIIIIIIIII	96					68
67	IIIIIIII	83					67
66	IIIIIIIIII	74					66
65	IIIIIII	62					65
64	IIIII	53					64
63	IIIIIII	47					63
62	IIII	38					62
61	IIIIII	33					61
60	II	26					60
59	IIIII	24					59
58	II	18					58
57							57
56	I	16					56
55	IIII	15					55
54	II	10					54
53	II	8					53
52	I	6					52
51	III	5					51
50	I	2					50
49							49
48	I	1					48
47							47
46							46
45							45
44							44
43							43
42							42
41							41
40							40
39							39
38							38
37							37
36							36
35							35
34							34
33							33
32							32
31							31
<30							<30

Total Automobiles	125	Total Automobiles	
	x 0.85		x 0.85
85th Percentile Automobile:	106	85th Percentile Automobile:	
85th Percentile Speed (m.p.h.):	69	85th Percentile Speed (m.p.h.):	

Recorder: Robby Nichol

Texas Department of Transportation

RADAR MOTOR VEHICLE SPEED
Field Tally Sheet

Form 1882 (Rev. 3/19) Page 1 of 2

Date: 9/9/26 County: Travis Hwy: 183N Location: SBGP north of Anderson Mill Rd

Time (from): 2:00 pm (to): 4:00 pm Weather: Clear

Surface type: Concrete Surface condition: ☐ Wet or ☑ Dry / ☑ Smooth or ☐ Rough

M.P.H.	AUTOMOBILES Direction: Southbound	Cumulative Total	AUTOMOBILES Direction:	Cumulative Total	TRUCKS & BUSES Direction:	TRUCKS & BUSES Direction:	M.P.H.
>80							>80
79	I	125					79
78							78
77							77
76	II	124					76
75	II	122					75
74	III	120					74
73	IIII	117					73
72	III	112					72
71	III	109					71
70	IIIIIII	106					70
69	IIIIII	98					69
68	IIIIIIII	91					68
67	IIIIIII	82					67
66	IIIIIIII	74					66
65	IIIIIIII	65					65
64	IIIIIIIII	56					64
63	IIII	45					63
62	IIIIII	41					62
61	IIIIII	34					61
60	II	27					60
59	IIIIIIIII	25					59
58	II	14					58
57	IIIII	12					57
56	II	7					56
55							55
54							54
53							53
52	I	5					52
51	I	4					51
50	I	3					50
49							49
48							48
47							47
46	I	2					46
45							45
44							44
43							43
42							42
41	I	1					41
40							40
39							39
38							38
37							37
36							36
35							35
34							34
33							33
32							32
31							31
<30							<30

Total Automobiles	125	Total Automobiles	
	x 0.85		x 0.85
85th Percentile Automobile:	106	85th Percentile Automobile:	
85th Percentile Speed (m.p.h.):	70	85th Percentile Speed (m.p.h.):	

Recorder: Robby Nichol

Texas Department of Transportation

RADAR MOTOR VEHICLE SPEED
Field Tally Sheet

Form 1882 (Rev. 3/19) Page 1 of 2

Date: 9/9/26 County: Travis Hwy: 183N Location: SBGP north of Lake Creek Pkwy

Time (from): 2:00 pm (to): 4:00 pm Weather: Clear

Surface type: Concrete Surface condition: ☐ Wet or ☑ Dry / ☑ Smooth or ☐ Rough

M.P.H.	AUTOMOBILES Direction: Southbound	Cumulative Total	AUTOMOBILES Direction:	Cumulative Total	TRUCKS & BUSES Direction:	TRUCKS & BUSES Direction:	M.P.H.
>80							>80
79							79
78							78
77	I	125					77
76							76
75							75
74							74
73	I	124					73
72	II	123					72
71							71
70	II	121					70
69	IIII	119					69
68	III	115					68
67	IIIII	112					67
66	IIIIII	106					66
65	IIII	99					65
64	IIIIIIIII	94					64
63	IIIIII	83					63
62	IIIIIIIII	76					62
61	IIIIII	66					61
60	IIIIIII	59					60
59	II	50					59
58	IIIIIII	48					58
57	III	40					57
56	IIII	37					56
55	IIIII	32					55
54	IIIII	26					54
53	III	20					53
52	IIIII	17					52
51	I	11					51
50	II	10					50
49	III	8					49
48	III	5					48
47	I	2					47
46	I	1					46
45							45
44							44
43							43
42							42
41							41
40							40
39							39
38							38
37							37
36							36
35							35
34							34
33							33
32							32
31							31
<30							<30

Total Automobiles	125	Total Automobiles	
	x 0.85		x 0.85
85th Percentile Automobile:	106	85th Percentile Automobile:	
85th Percentile Speed (m.p.h.):	66	85th Percentile Speed (m.p.h.):	

Recorder: Robby Nichol

6.3 APPENDIX C – Study Area Strip Maps

This area intentionally left blank.

EAST

LEGEND
- 183 North Express Lanes
- Express Lane Entrance/Exit
- Cross Streets
- 183 North General-Purpose Lanes
- Direct Connector

Approximate Distance (feet)

0 500 1000 1500 2000 2500 3000 3500 4000 4500 5000 5500 6000 6500 7000 7500 8000 8500 9000 9500 10000 10500 11000 11500 12000 12500 13000 13500 14000 14500 15000 15500 16000 16500 17000 17500 18000 18500 19000 19500 20000 20500 21000 21500 22000 22500 23000 23500 24000 24500 25000 25500 26000

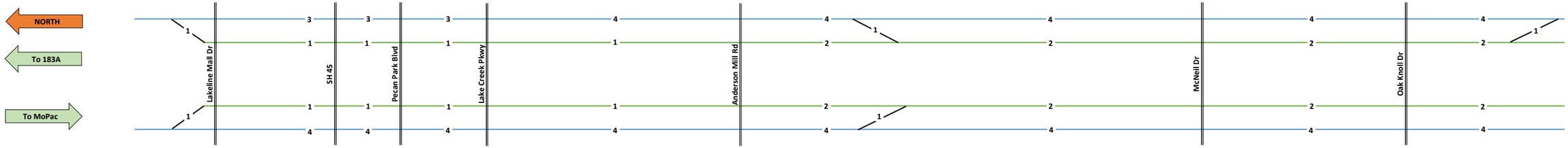
Northbound 183 Express Lanes	**Crash Rate Per 100 MVMT**	203.16	132.22	197.01	75.88	43.17	81.01	69.82	
	85th Percentile Speed (MPH)	75 MPH					70 MPH		
	15th Percentile Speed (MPH)	59 MPH					57 MPH		
	Bridges	Lakeline Mall Dr	SH 45	Pecan Park Blvd	Lake Creek Pkwy	Anderson Mill Rd	McNeil Dr	Oak Knoll Dr	
	Surface Width and Type	12' Toll Lane, 10' Outer Shoulder, Delineators Along Inside Edgeline, Asphalt							
	Zone Length	9 Miles							
	Recommended Posted Speed Limit	Maximum Speed Limit 75 MPH, Minimum Speed Limit 60 MPH							
	Existing Posted Speed Limit	65 MPH			65 MPH		65 MPH		

Texas Department of Transportation

STATEWIDE TRAFFIC CRASH RATES

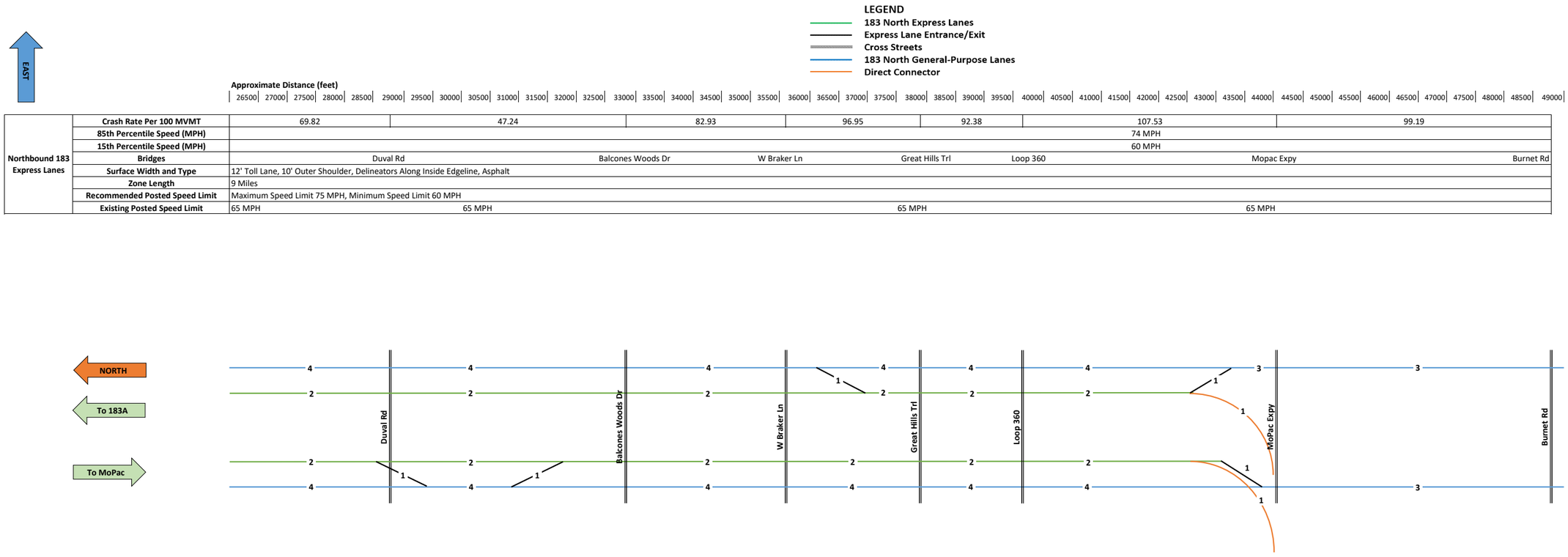
2025

TxDOT 2025 STATEWIDE TRAFFIC CRASH RATES					
Traffic Crashes Per 100 million vehicle miles			Traffic Crashes Per 100 million vehicle miles		
Highway System	Rural	Urban	Road Type	Rural	Urban
Interstate	47.26	143.95	2 lane, 2 way	96.32	224.15
US Highway	68.63	174.6	4 or more lanes, divided	54.76	154.5
State Highway	89.89	205.64	4 or more lanes, undivided	101.02	302.64
Farm-to-Market	115	245.79			



Southbound 183 Express Lanes	**Existing Posted Speed Limit**	65 MPH			65 MPH		65MPH		
	Recommended Posted Speed Limit	Maximum Speed Limit 75 MPH, Minimum Speed Limit 60 MPH							
	Zone Length	9 Miles							
	Surface Width and Type	12' Toll Lane, 10' Outer Shoulder, Delineators Along Inside Edgeline, Asphalt							
	Bridges	Lakeline Mall Dr	SH 45	Pecan Park Blvd	Lake Creek Pkwy	Anderson Mill Rd	McNeil Dr	Oak Knoll Dr	
	15th Percentile Speed (MPH)	54 MPH					56 MPH		
	85th Percentile Speed (MPH)	76 MPH					69 MPH		
	Crash Rate Per 100 MVMT	203.16	132.22	197.01	75.88	43.17	81.01	69.82	

LEGEND
- 183 North Express Lanes
- Express Lane Entrance/Exit
- Cross Streets
- 183 North General-Purpose Lanes
- Direct Connector



Northbound 183 Express Lanes	**Crash Rate Per 100 MVMT**	69.82	47.24	82.93	96.95	92.38	107.53	99.19
	85th Percentile Speed (MPH)	74 MPH						
	15th Percentile Speed (MPH)	60 MPH						
	Bridges	Duval Rd		Balcones Woods Dr	W Braker Ln	Great Hills Trl	Loop 360	Mopac Expy	Burnet Rd
	Surface Width and Type	12' Toll Lane, 10' Outer Shoulder, Delineators Along Inside Edgeline, Asphalt						
	Zone Length	9 Miles						
	Recommended Posted Speed Limit	Maximum Speed Limit 75 MPH, Minimum Speed Limit 60 MPH						
	Existing Posted Speed Limit	65 MPH	65 MPH		65 MPH		65 MPH	

Southbound 183 Express Lanes	**Existing Posted Speed Limit**	65 MPH	65 MPH	65 MPH	65 MPH		65 MPH	
	Recommended Posted Speed Limit	Maximum Speed Limit 75 MPH, Minimum Speed Limit 60 MPH						
	Zone Length	9 Miles						
	Surface width and type	12' Toll Lane, 10' Outer Shoulder, Delineators Along Inside Edgeline, Asphalt						
	Bridges	Duval Rd		Balcones Woods Dr	W Braker Ln	Great Hills Trl	Loop 360	Mopac Expy	Burnet Rd
	15th Percentile Speed (MPH)	55 MPH						
	85th Percentile Speed (MPH)	75 MPH						
	Crash Rate Per 100 MVMT	69.82	47.24	82.93	96.95	92.38	107.53	99.19

LEGEND
183 North Express Lanes
Express Lane Entrance/Exit
Cross Streets
183 North General-Purpose Lanes
Direct Connector