

STATE HIGHWAY 183

PROJECT TRACKER

TEXAS DEPARTMENT OF TRANSPORTATION

Work with others to provide safe and reliable transportation solutions for Texas.

OVERVIEW

State Highway (SH) 183 has served North Texas' growing transportation needs since the 1940s. The current roadway dates to 1959, and has remained relatively unchanged since 1973 when an additional main lane in each direction was added. Today, the highway serves as a primary artery for Irving, Dallas and Fort Worth, but it can no longer adequately meet the demand of 150,000 to 170,000 vehicles a day. Congestion is expected to double in coming decades. Plans call for the more than doubling the highway's capacity with the addition of one to two general purpose lanes and two to three managed lanes in each direction. The managed lanes will feature dynamic tolling designed to keep traffic moving at 50 mph. A substantial portion of the land needed to rebuild SH 183 has been acquired. Various options exist for designing and building the project, and funding sources are being identified for improving one of the region's most congested highways.



State Highway 183 Corridor

TxDOT photo archive

NOTE: Information Based on 2012 Public Private Partnership Procurement and Scope.

PROJECT HISTORY/TIMELINE

- SH 183 constructed : 1959 (current facility)
- Last major expansion: 1973 (one additional main lane each direction)
- Major Investment Study for future expansion: 1998-2000
- Environmental Assessment process: 2001-2004
- Unsolicited proposal received for 183 corridor redevelopment between Interstate 35W (I-35W) and I-35E: 2002
- Original Finding of No Significant Impact (FONSI) by Federal Highway Administration (FHWA): 2004
- Resolution passed by the Dallas City Council supporting advancement of the SH 183 project via innovative financing tools: January 2011
- SB 1420 Committee met and determined the project will be procured as a toll concession: June 2012
- A request for qualifications was issued in summer 2012.
- Procurement for the original SH 183 Public Private Partnership was canceled in January 2013

ENVIRONMENTAL REVIEW STATUS

- Schematic for 2+2 managed lanes was approved: In 2006
- Finding of No Significant Impact (FONSI) re-evaluation by FHWA: April 2012
- Categorical Exclusion for SH 183 Diamond and SH 114 (1+1) managed lanes: In Progress

PROJECT PROGRESS

- The SB 1420 Committee reconvened in November 2012 to explore options for SH 183 including proceeding with a new delivery method and/or larger project scope. The Committee continues to review options and will make a determination at a future meeting.

EARLY PROJECTS

- Eastbound frontage road, Irving Blvd. connection to William Brewster Dr. and sound walls: \$8.5 million, complete
- SH 114/LP 12 interchange (interim): \$240 M, substantially complete

SH 183 PROPOSED PROJECT PHASES

PHASE ONE — Estimated operation 2017 (Analysis includes TIFIA funding)

- Obtain right-of-way
- Complete frontage roads (2-3 lanes)
- Reconstruct all westbound general purpose lanes and a portion of eastbound general purpose lanes
- Create one managed toll lane in each direction

PHASE TWO — TBD based upon traffic and available funds (Construction to begin as early as possible)

- Additional managed toll-lane in each direction (total of two each direction)
- Reconstruct eastbound general purpose lanes

PHASE THREE — TBD based upon traffic and available funds (Construction to begin as early as possible)

- Additional general purpose lane in each direction
- Diamond Interchange (ultimate design)

PROJECT FACTS

LENGTH

- SH 161 to SH 114: 6.6 miles
- SH 114 to Interstate 35E (I-35E)/future Trinity Parkway: 2.6 miles

COST

- Construction (2010 estimate): \$1.6 billion*
 - Right-of-way (2010 estimate): \$330 million
- *Does not include cost for interchanges at SH 183/I-35E/Trinity Parkway or Loop 12/114 Phase 2 (\$403 million)

RIGHT-OF-WAY

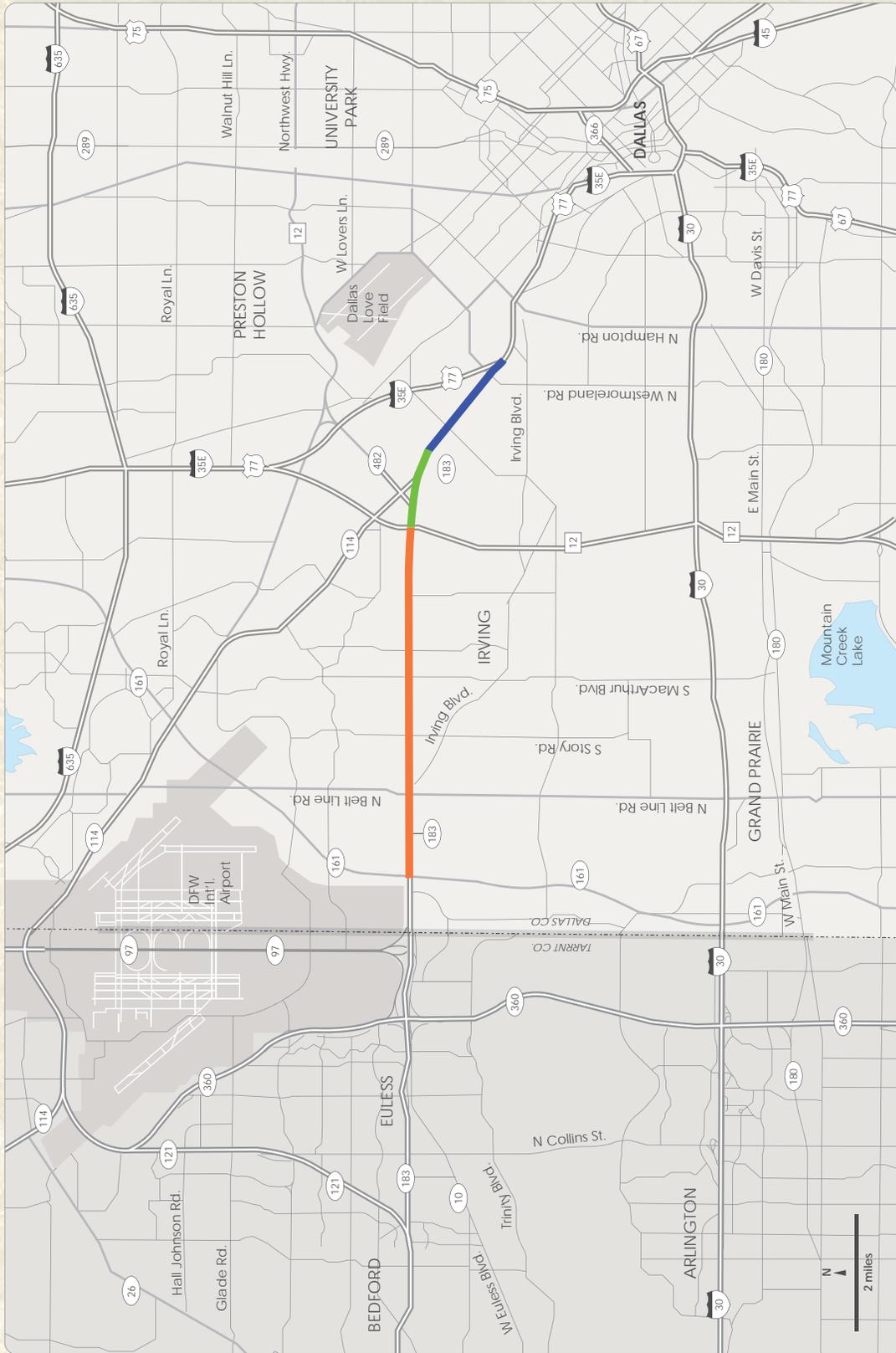
- Estimated cost: \$330 million
- Approximately 2/3 already acquired

CORRIDOR FUNDING (as of 10/18/12)

- Funds expended
 - ROW: \$211 million
 - Design & Construction: \$268 million (estimated)
- New Funds: \$190 million
- TOTAL = \$680 million

PROPOSED SCHEDULE

- Procurement Process: 2013
- Phase One Tentative Start Date: Early 2014



NOTE: Highlighted areas are not to scale.

ULTIMATE CONFIGURATION

Roadway and Limits	Existing frontage road lanes (Each dir.)	Existing main lanes (Each dir.)	Proposed frontage road lanes (Each dir.)	Proposed general purpose lanes (Each dir.)	Proposed managed lanes(Each dir.)
Middle: SH 161 to Loop 12	3	3	3	4	2
Diamond: Loop 12 to Grauwlyer Rd.	0 - 2*	3	2 - 3	4	2
East: Grauwlyer Rd. to I-35E/Trinity	2 - 3*	2 - 3	2 - 3	4 - 5	2 - 3

* Discontinuous.
TXDOT graphic

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