

# STATE HIGHWAY 183

## PROJECT TRACKER



DFW STRATEGIC PROJECTS OFFICE

TEXAS DEPARTMENT OF TRANSPORTATION

\* \* \*

Providing safe, effective, and efficient movement of people and goods

### 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, and the \$1.8 to \$2.2 billion project is currently one of the top unfunded projects in North Texas. Various options exist for designing and building the project, but funding sources have not been identified for improving one of the region's most congested highways.



3 lanes                      4 lanes                      2 managed lanes

Conceptual rendering of SH 183 in Irving, with number of lanes planned (each direction).

### 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
- Finding of No Significant Impact by Federal Highway Administration (FHWA): 2004
- Unsolicited proposal received for 183 corridor redevelopment between Interstate 35W (I-35W) and I-35E: 2002
- Original unsolicited proposal revised due to funding constraints, Dallas County portion eliminated from consideration: 2005

### ENVIRONMENTAL REVIEW STATUS

- Revised schematic approved by FHWA (concurrent managed lanes): 2006
- Finding of No Significant Impact by FHWA: April 2012

### PROJECT PROGRESS

- TxDOT and regional partners recently dedicated \$206 million to project. Total funding committed by TxDOT and regional partners or spent on interim projects to date: \$648 million
- A Senate Bill 1420 Committee hearing was held on June 21, 2012. The committee determined that the project should be delivered as a concession and that development risk should be allocated to the private sector.
- A request for qualifications should be issued in summer 2012. A draft request for proposals should be issued in fall 2012, and final proposals due in spring 2013.
- A conditional project award is tentatively expected in spring 2013
- A final project award is tentatively expected in summer 2013
- A request for information was published in November 2011. Thirteen responses were received on Feb. 29, 2012.
- Legislative authority granted through August 2015.
- The Dallas City Council passed a resolution in January 2011 supporting advancement of the SH 183 project via innovative financing tools approved by the Legislature.

### EARLY PROJECTS

- Westbound frontage road, Belt Line Road to Carl Road: \$23.4 million (unfunded)
- Eastbound frontage road, Story Road to William Brewster Drive: \$5 million, complete 2013
- Eastbound frontage road, William Brewster to Wingren Road: \$16.3 million (unfunded)
- Noise barriers (westbound, O'Connor Road to Wingren; eastbound, Harvard Street to east of William Brewster [three locations]): \$2.2 million, complete early 2013
- SH 114/Loop 12 interchange (interim): \$224 million, complete 2013
- SH 114/Loop 12 interchange (ultimate): \$403 million (unfunded)

### PROJECT FACTS

#### LENGTH

- West portion (Tarrant County line to SH 161, part of North Tarrant Express 2E project): 1.5 miles
- SH 161 to SH 114: 6.6 miles
- SH 114 to Interstate 35E (I-35E)/future Trinity Parkway: 2.6 miles

#### CONSTRUCTION COST (2011 estimate)

- Ultimate project: \$2.2 billion (includes \$442 million already spent for ROW, noise barriers and interim SH 183/Lp 12 interchange)
- Total cost to build remainder: \$1.8 billion
- Phase 1 and remaining ROW cost: \$611 million
- Phase 2: \$226 million
- Phase 3: \$941 million

#### RIGHT OF WAY

- Total Parcels: 383
- Estimated cost: \$343 million (\$211 million already funded)
- Right of way acquisition complete: 2012

#### CONSTRUCTION START DATES

- Phase 1 tentative start date: Late 2013
- Other phases to be determined (may require phased construction)



NOTE: Highlighted areas are not to scale.

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.)
<b>West:</b> County Line to Sh 161	3	3	3	4	3
<b>Middle:</b> SH 161 to Loop 12	3	3	3	4	2
<b>East:</b> Loop 12 to I-35E/Trinity	2 - 3*	2 - 3	2 - 3	4 - 5	2 - 3

\* Discontinuous.

TxDOT graphic

## STATE HIGHWAY 183 CONTACTS



Texas Department of Transportation  
 P.O. Box 133067  
 Dallas, TX 75313  
 214-320-6100

Project website:  
[www.KeepItMovingDallas.com](http://www.KeepItMovingDallas.com)  
 "SH 183" link

Matt MacGregor, P.E.  
 Project Manager  
 Texas Dept. of Transportation  
 P.O. Box 133067  
 Dallas, TX 75313  
 214-319-6571