



SH 183 Expansion Project PROJECT STATUS SUMMARY

January 22, 2024

Overall Project Description:

- The Texas Department of Transportation (TxDOT) is currently undertaking an environmental analysis with the development of an Environmental Assessment Reevaluation for the SH 183 Expansion project. The Reevaluation is anticipated before issuance of the final Request for Proposals (RFP).
- The proposed improvements for the SH 183 Expansion Project (Project) include adding one tolled express lane in each direction along SH 183 from SH 121 to SH 161/President George Bush Turnpike (PGBT). The proposed Project includes reconstructed ramps, bridges, and intersections, and improved frontage roads.
- TxDOT anticipates the SH 183 Expansion Project will be fully funded in the 2025 Unified Transportation Program based on TxDOT's cost estimates (approximately \$700 million in construction costs).

SH 183 Expansion Project Description:

- TxDOT is considering using a design-build (DB) contract as the delivery method for the SH 183 Expansion Project. This alternative delivery method shares risks associated with the design, construction, and maintenance with the DB Contractor.
- Draft Schematics [.PDFs, .DGNs, .KMZs] for the SH 183 Expansion Project are included in the RIDs.
- TxDOT does not anticipate needing any approved Design Exceptions or Design Waivers for this project.
- TxDOT recently completed an O&M workshop and anticipates that the Project will include up to a 15-year Capital Maintenance Contract (CMC) consisting of three five-year terms as solicited on recent TxDOT DB projects.
 - The first five-year term will begin at Final Acceptance.
 - The limits of the CMC will be well defined to exclude transition zones between applicable scope components.

Environmental Approvals:

- The Reevaluation will begin final preparation this Spring 2024.
- TxDOT is working with North Central Texas Council of Governments (NCTCOG) to perform an off-cycle update to the Mobility 2045 plan

Status of ongoing work on Right of Way:

- TxDOT anticipates beginning right of way (ROW) acquisition after the Reevaluation in late Fall 2024 and anticipates completing all ROW acquisition within the schematic ROW.
- TxDOT anticipates one parcel acquisition in the northwest quadrant of the SH 183/SH 360 interchange.

- DB Contractor will be responsible for acquiring parcels outside the schematic ROW, any necessary drainage or temporary construction easements and needs for utility relocation.

Status of Reference Information Documents (RIDs):

- Preliminary Drainage Studies
 - A Preliminary Drainage Report is underway and will be provided as a RID at the time it is completed. This is scheduled for Spring 2024.
- Subsurface Utility Engineering (SUE) Investigations
 - TxDOT has begun SUE work this month. Utility investigation contract/scope-of-work has been executed by District.
 - TxDOT will supplement existing SUE for the SH 183 Expansion Project (Level D through Level A activities). The SUE information is anticipated to be made available in the RIDs prior to the RFP.
 - TxDOT anticipates preparing early relocation packages for certain long lead utilities (water, wastewater, telecom, etc.).
- Survey
 - Surface data from the 2014 Midtown Express Project is included in the RIDs.
 - Supplemental aerial flight survey and ground topographic survey data will be completed by Spring 2024.
- Geotechnical Investigations
 - Geotechnical work has been contracted by the District to supplement geotechnical work performed on the 2014 Midtown Express Project. TxDOT anticipates providing this geotechnical information in the RIDs prior to the Request for Qualifications (RFQ).
- Hazardous Materials (HazMat) Studies
 - The SH 183 Expansion Project is within previously disturbed ROW for construction of the previous SH 183 Midtown Express Project. TxDOT does not anticipate encountering hazardous materials within this previously disturbed area.
 - TxDOT does not anticipate hazardous materials on the one parcel identified for ROW acquisition.
 - DB Contractor will be responsible for hazardous materials mitigation on existing bridges within the Project limits.
- Disadvantaged Business Enterprise (DBE) requirements
 - It is anticipated that separate DBE goal percentages will be required for professional services and construction.