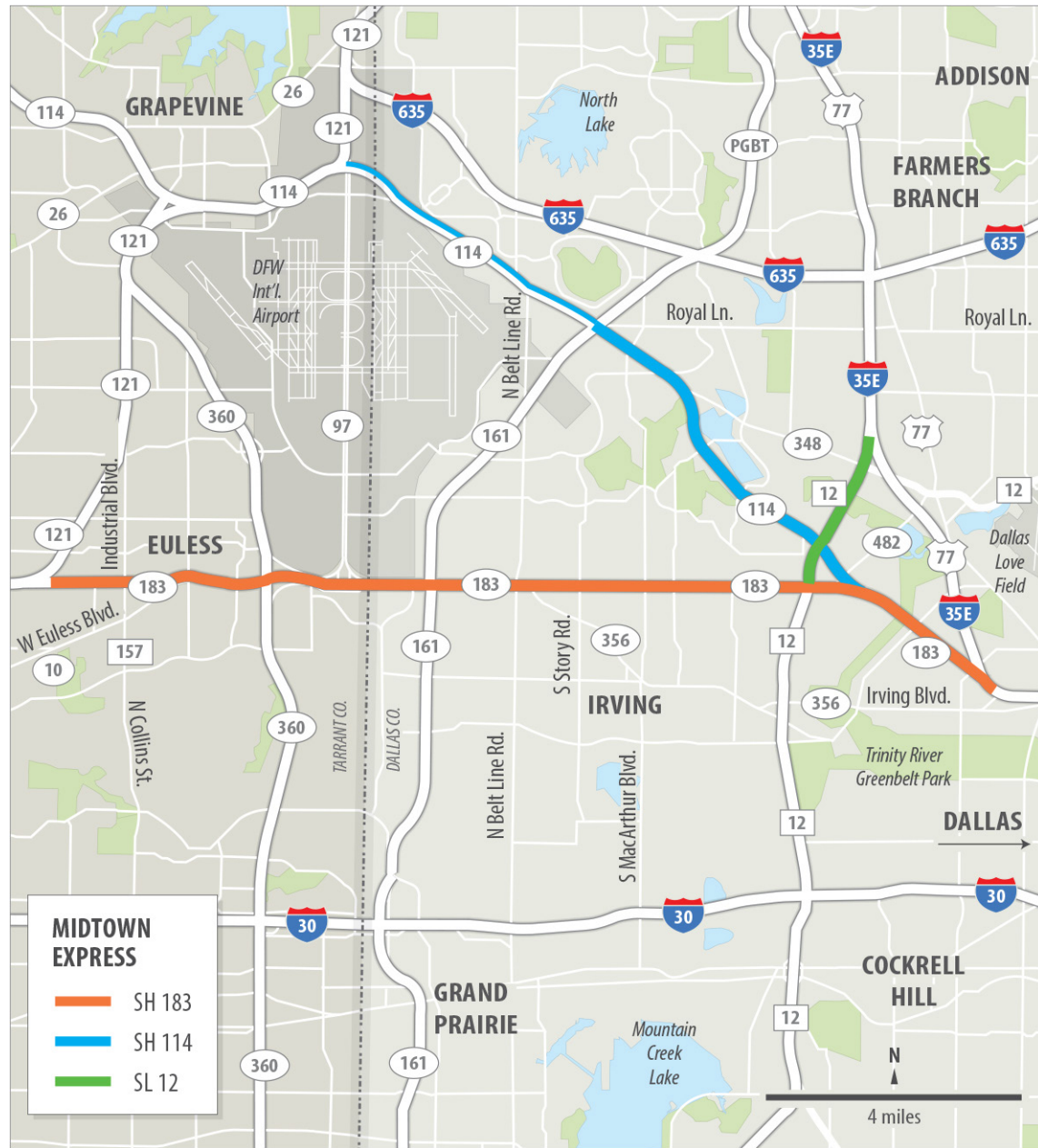


SH 183/SH 114/SL 12 (MIDTOWN EXPRESS)

"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."



NOTE: Highlighted areas are not drawn to scale.

TxDOT graphic

PROJECT DESCRIPTION

The project corridors will be reconstructed in two or more phases to provide the ultimate facilities. The interim and ultimate facilities are generally described below:

Interim Project

SH 183: SH 121 to Euless Main (1.5 mi.)

- Build EB/WB ML (1+1)
- Rebuild 3 EB/WB GPL and 2 FR

SH 183: Euless Main to Belt Line Rd. (5.2 mi.)

- Configure EB/WB ML (1+1)
- Rehab existing EB/WB GPL

SH 183: Beltline Rd. to I-35E (8.1 mi.)

- Build/Configure EB/WB ML (1+1)
- Rebuild 3 EB/WB GPL & 2 FR

SL 12: SH 183 to I-35E (2.5 mi.)

- Build/Configure NB/SB ML (1+1)
- Rehab 3 NB/SB GPL

SH 114: SH 183 to SH 161 (5.9 mi.)

- Build/Configure EB/WB ML (1+1)
- Rehab EB/WB GPL

SH 114: SH 161 to Int'l. Pkwy. (4.6 mi.)

- Build/Configure WB ML (0+1)
- Rehab WB GPL

Ultimate Project

Construct add'l. GP and ML to predominantly accommodate the following configurations:

- SH 183 from SH 121 to SH 161: 4-3-3-4; **Cost: \$400 M**
- SH 183 from SH 161 to I-35E: 4-2-2-4; **Cost: \$650 M**
- Diamond Interchange completion (SH 183/SH 114/LP 12); **Cost: \$250M**

Total Construction Cost | **\$1.3 B**

PROJECT STATUS

The Project was Conditionally Awarded to SouthGate Mobility Partners, a joint venture lead by Kiewit on May 29, 2014. The Project Contract was executed on Nov. 20, 2014. All portions of the Project have environmental clearance. The US Army Corps of Engineers has given concurrence on the Section 408 Permit for the SH 183 Trinity River Bridge. Construction began in April 2015.

GROUPS AND COMMITTEES

Maintenance of Traffic (MOT) – Participants are staff of local and state public sector entities associated with this project. Meetings are held to coordinate the implementation of MOT during construction.

Stakeholders – Participants include governmental agencies, local residents, business owners and elected officials who have an interest in the project, (for example, cities of Irving, Dallas, Fort Worth, Bedford and Euless; Irving and HEB school districts; Irving and HEB chambers; Las Colinas Association; Irving homeowners groups; Kiwanis clubs; churches; etc.). Meetings are held with stakeholders in order to provide updates on the project progress.

Business Owner Task Force – Participants include local business owners, government officials and chambers along the corridors. Monthly meetings are held in order to provide project schedules and construction updates.

SB 1420 Committee – On Oct. 1, 2013, the SH 183 SB 1420 Committee submitted its final report concerning the project. In accordance with its determination, TxDOT moved forward with a Design, Build, finance, Operate and Maintain (DBFOM) delivery method.

PROJECT COST AND FUNDING

Design and construction cost for the Interim project is \$858 million. Available funds for design and construction total \$692 million, which include CAT 2, 7, 10 & 12. TxDOT is pursuing a TIFIA loan to cover the remaining costs that is currently in the credit rating stage.

SH 183 BETWEEN SH 121 AND I-35E

	Managed Lanes (Toll) (Each Dir.)	General Purpose Lanes (Each Dir.)	Frontage Lanes (Each Dir.)
Existing	0	3	2-3
Midtown Express (Interim)	1	3	2-3
Ultimate Project Configuration	2-3	4	2-4

SOURCE: TxDOT

TxDOT graphic

PROGRAMMING STATUS

Interim Project

MTP (2040 Metropolitan Transportation Plan)	YES
UTP (2016 Unified Transportation Program)	YES
STIP (Statewide Transportation Implementation Program, 2017-2020)	YES

SOURCE: TxDOT

TxDOT graphic

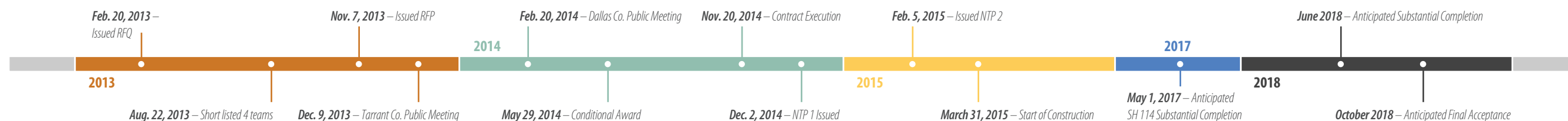
Ultimate Project

MTP (2040 Metropolitan Transportation Plan)	YES
UTP (2016 Unified Transportation Program)	NO
STIP (Statewide Transportation Implementation Program, 2017-2020)	NO

SOURCE: TxDOT

TxDOT graphic

PROJECT TIMELINE



SOURCE: Texas Department of Transportation.

TxDOT graphic

CONTACT INFORMATION

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