TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT
WILLIAM L. HALE, P.E., DISTRICT ENGINEER
SH 183 REEVALUATION DESIGN SCHEMATIC

SH 183 FROM WEST OF SH 161 TO IH 35E DALLAS COUNTY

CSJ: 0094-03-065 FROM 1.2 MILES EAST OF SH 360 TO 0.66 MILE WEST OF LOOP 12, PROJECT LENGTH 6.69 MILES

CSJ: 0094-07-015 FROM 1.0 MILES EAST OF LOOP 12 TO WEST END OF ELM FORK TRINITY BRIDGE, PROJECT LENGTH 0.3 MILE

CSJ: 0094-07-020 FROM WEST END OF ELM FORK TRINITY BRIDGE TO IH 35E, PROJECT LENGTH 1.1 MILES

DESIGN SPEED

FREEWAY = 70 mph
RAMPS = 50 mph
RAMP ERW168 = 40 MPH
DIRECT CONNECTORS = 50 mph
SH 161 DIRECT CONNECTORS (DCW139, DCW146, DCE149, DCE177, DCN733) = 35 MPH
FRONTAGE ROADS = 40 mph
CROSS STREETS = 40 mph
MANAGED LANES - HOV = 70 mph

AVERAGE DAILY TRAFFIC 2000 (2029)

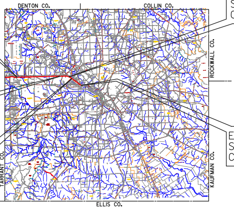
IH 35E TO LOOP 12 174,100 (278,600)
LOOP 12 TO SH 360 216,900 (347,300)

ROADWAY: URBAN FREEWAY

BEGIN PROJECT
SH 183 ℄ STA. 91+00
CSJ NO. 0094-03-065

END PROJECT
SH 183 ℄ STA. 443+33
CSJ NO. 0094-03-065

END PROJECT
CSJ NO. 0094-07-015
AND BEGIN PROJECT
CSJ NO. 0094-07-020
SH183 ℄ STA. 549+50



BEGIN PROJECT
SH 183 ℄ STA. 531+25
CSJ NO. 0094-07-015

END PROJECT
SH 183 ℄ STA. 607+03
CSJ NO. 0094-07-020

DRAFT SUBMITTAL

NOT INTENDED FOR
CONSTRUCTION, BIDDING,
OR PERMIT PURPOSES.

DATE APPROVED

HALFF ASSOCIATES, INC.
TBPE FIRM #F-312
These documents are not intended for Construction, Bidding, or Permit Purposes. They were prepared by, or under the supervision of:

Type or Print Name	PE#	Date
Matthew G. Craig	69910	03-13-12

DATE SUBMITTED

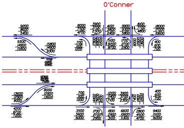
AUGUST 15, 2006

DATE REVISED

MARCH 13, 2012

50 0 100 200 300
HORIZONTAL
5 0 10 20 30
VERTICAL
SCALE IN FEET

ROLL 4 OF 5



LEGEND:

1000 - 2000 ADT
1000 - 2029 ADT
1000 - 2039 ADT

* VOLUMES ADJUSTED BY HALFF ASSOCIATES (JUNE 13,2006) FOR
VOLUMES ADJUSTED TO ACCOUNT FOR CONCURRENT MANAGED LA

ORIGINAL SOURCE: TxDOT TP&P APPROVED TRAFFIC (DECEMBER
2003 APPROVED VOLUMES BASED ON REVERSIBLE MANAGED LAN

LEGEND

—·—·—	EXISTING R.O.W.
—·—·—	APPROVED 2004 SCHEMATIC - PROPOSED R.O.W.
—·—·—	REEVALUATION PROPOSED R.O.W. (ADDITIONAL)
➡	DIRECTION OF TRAFFIC
——	EXISTING PROPERTY LINE
——	100 FLOODPLAIN LIMITS
- - -	EXISTING CONTOURS
═══	PROPOSED STORM SEWER
═══	EXISTING STORM SEWER
— —	EXISTING STORM SEWER CENTERLINE
— —	EXISTING SANITARY SEWER
— —	EXISTING WATER LINE
— GAS —	EXISTING PIPELINE
— CATV —	EXISTING FIBER OPTIC /CABLE TV
— TEL —	EXISTING FIBER OPTIC /TELEPHONE TRUNK
······	EXISTING FIBER OPTIC
— - -	EXISTING TU ELECTRIC TRANSMISSION
●	EXISTING POWER POLE
——	PAVEMENT EDGE
▨	PAVEMENT TO BE REMOVED
— - —	PROPOSED SH 183 CENTERLINE
→ · · ·	DRAINAGE DIRECTION
——	PROPOSED RETAINING WALL
— —	PROPOSED NOISE WALL
—⫲——⫲—	CONTROL OF ACCESS LINE
🟥	PROPOSED MANAGED LANES - HOV
🟫	PROPOSED BRIDGE
🟨	PROPOSED SH 183 MAINLANES
🟦	PROPOSED RAMP /DIRECT CONNECT
🟩	PROPOSED FRONTAGE /COLLECTOR ROAD
🟪	PROPOSED CROSS & LOCAL STREET
▭	EXISTING BRIDGE
▭	EXISTING SH 183 MAINLANES
▭	EXISTING RAMP /DIRECT CONNECT
▭	EXISTING FRONTAGE /COLLECTOR ROAD
▭	EXISTING CROSS & LOCAL STREET
🟧	APPROVED 2004 SCHEMATIC - POTENTIAL DISPLACEMENTS
🟦	REEVALUATION POTENTIAL DISPLACEMENTS (ADDITIONAL)

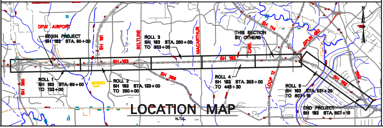
NOTES

1.) EXISTING FEATURES WERE NOT FIELD SURVEYED. SCHEMATIC LAYOUTS ARE BASED ON AERIAL SURVEY AND RECORD PLANS ONLY.

2.) THE FLOODPLAIN BOUNDARY LIMITS WERE OBTAINED FROM FIRM COMMUNITY-PANEL NUMBERS:
48113C0285 J
48113C0305 J
48113C0310 J
48113C0330 J
48113C0340 J
ALL MAPS REVISED AUGUST 23, 2001.

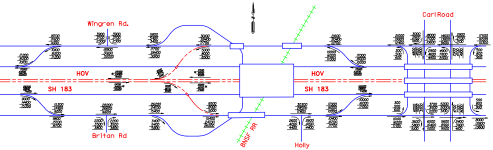
3.) DIMENSIONS ARE TO FACE OF CURB OR EDGE OF UNCURBED PAVEMENT UNLESS NOTED OTHER WISE.

4.) ALL MANAGED LANE SIGNS WILL BE UPDATED DURING THE DESIGN STAGE AS PER FUTURE MANAGED LANE SIGNAGE RECOMMENDATIONS.



LOCATION MAP
N.T.S.

ROLL 4 OF 5 STA. 353+00 TO STA. 443+00

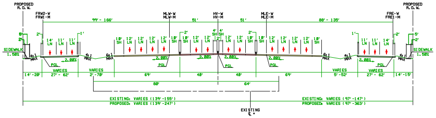


SH 183 REEVALUATION.
NES.

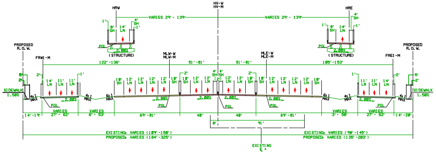
5, 2003).
ES.

TRAFFIC VOLUME DIAGRAM

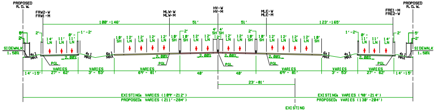
N.T.S.



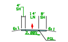
SH 183 8 GP LANES + AUX + 4 MHOV-C LANES
FROM STA 270+35 TO STA 353+67
* HV-W/HV-M CROSSES EXISTING ℄ AT HV-W/HV-M STA. 316+57.50



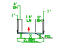
SH 183 8 GP LANES + AUX + 4 MHOV-C LANES
FROM STA 353+67 TO STA 387+15
* HV-W/HV-M CROSSES EXISTING ℄



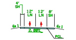
SH 183 8 GP LANES + AUX + 4 MHDV-C LANES
FROM STA 387+15 TO STA 443+33



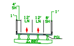
PROPOSED ONE LANE GP & HOV RAMP
AT GRADE



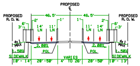
PROPOSED ONE LANE GP & HOV RAMP
ON STRUCTURE



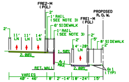
PROPOSED TWO LANE GP & HOV RAMP
AT GRADE



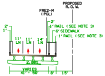
PROPOSED TWO LANE GP & HOV RAMP
ON STRUCTURE



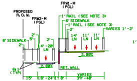
PROPOSED O'CONNOR / CARL AT GRADE
2 THRU LANES + 2 (11') LT LANES AT INTERSECTION



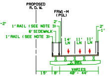
EB FRONTAGE RD AT-GRADE
FRE2-M STA. 395+81 TO 403+00
ONE-WAY ACCESS RD
FRE1-M STA. 395+81 TO 403+00



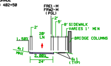
EB FRONTAGE RD BNSF RR OVERPASS
FRE2-M STA. 403+00 TO 407+50



ONE-WAY ACCESS RD
FRW2-M STA. 396+41 TO 405+83
WB FRONTAGE RD AT-GRADE
FRW1-M STA. 396+41 TO 402+50



WB FRONTAGE RD BNSF RR OVERPASS
FRW1-M STA. 402+50 TO 407+50

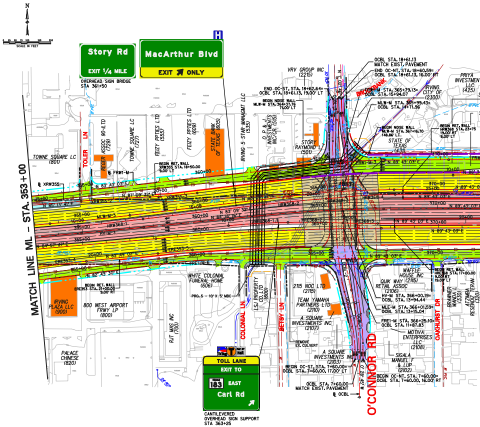


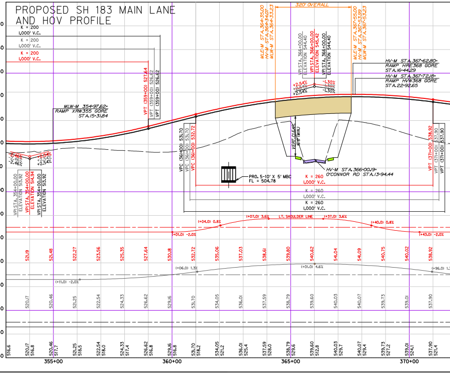
ONE-WAY ACCESS RD
FRE1-M STA. 403+00 TO 405+33
FRW2-M STA. 402+82 TO 405+83

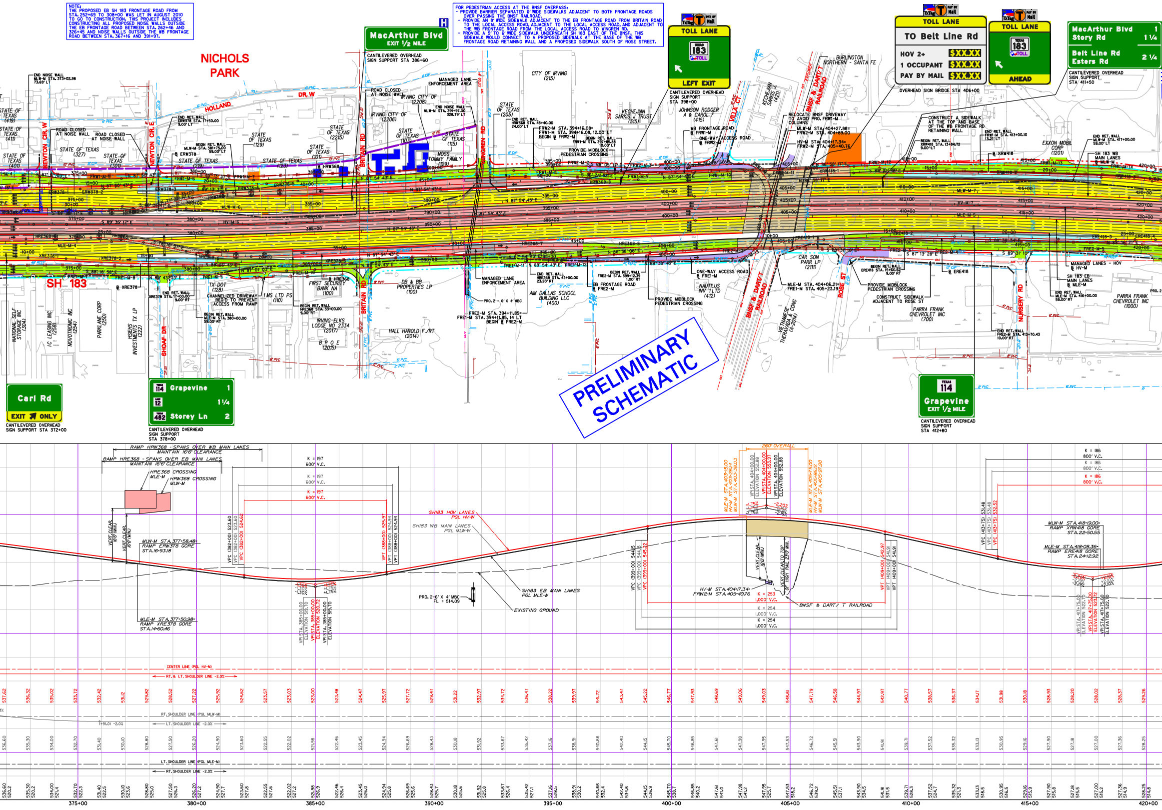
NOTES:
1) FRONTAGE ROADS AND CROSS STREETS UTILIZE 2% TYPICAL CROSS SLOPE. CROSS SLOPE TRANSITIONS FOR INTERSECTION GRADING ARE NOT SHOWN ON SCHEMATICS.
2) THE IMPLEMENTATION OF SHARED USE LANES AND CONTINUOUS SIDEWALKS MAY REQUIRE A SHORT WALL ADJACENT TO THE SIDEWALK IN VARIOUS LOCATIONS TO MAINTAIN GRADING WITHIN THE ROW BORDER WIDTH. THESE SHORT WALLS MAY BE MINIMIZED OR ELIMINATED DURING PS&E DEVELOPMENT.
3) PEDESTRIAN/COMBINATION RAILS TO MEET SAFETY AND ADA REQUIREMENTS WITH DETAILS TO BE DETERMINED DURING PS&E DEVELOPMENT.

TYPICAL SECTIONS

N.T.S.

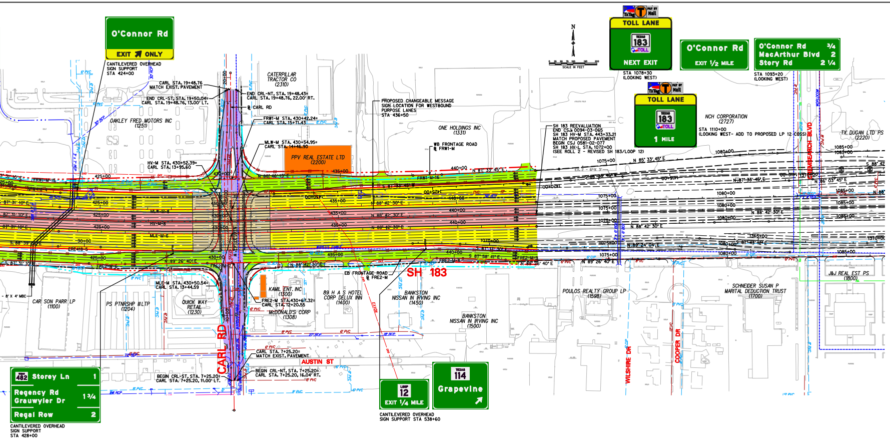


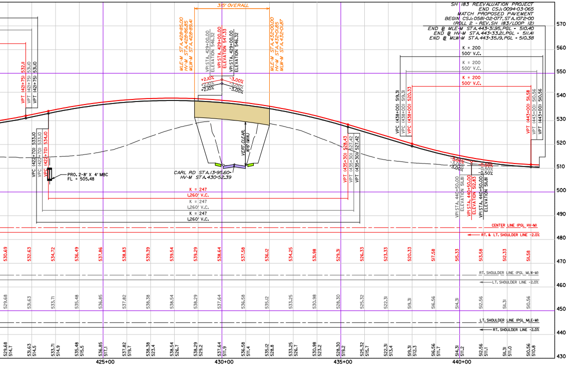




NOTE:
THE PROPOSED EB SH 183 FRONTAGE ROAD FROM STA. 252+69 TO 308+00 WAS LET IN AUGUST 2010 TO GO TO CONSTRUCTION. THIS PROJECT INCLUDES CONSTRUCTING ALL PROPOSED NOISE WALLS OUTSIDE THE EB FRONTAGE ROAD BETWEEN STA. 262+46 AND 326+45 AND NOISE WALLS OUTSIDE THE WB FRONTAGE ROAD BETWEEN STA. 367+16 AND 391+97.

FOR PEDESTRIAN ACCESS AT THE BNSF OVERPASS:
- PROVIDE BARRIER SEPARATED 6' WIDE SIDEWALKS ADJACENT TO BOTH FRONTAGE ROADS OVER PASSING THE BNSF RAILROAD.
- PROVIDE AN 8' WIDE SIDEWALK ADJACENT TO THE EB FRONTAGE ROAD FROM BRITAIN ROAD TO THE LOCAL ACCESS ROAD, ADJACENT TO THE LOCAL ACCESS ROAD, AND ADJACENT TO THE WB FRONTAGE ROAD FROM THE LOCAL ACCESS ROAD TO WINGREN RD.
- PROVIDE A 5' TO 6' WIDE SIDEWALK UNDERNEATH SH 183 EAST OF THE BNSF. THIS SIDEWALK WOULD CONNECT TO A PROPOSED SIDEWALK AT THE BASE OF THE WB FRONTAGE ROAD RETAINING WALL AND A PROPOSED SIDEWALK SOUTH OF ROSE STREET.





XRW418 - PROPOSED WB EXIT RAMP TO O'CONNOR RD AND HOV ENTRANCE RAMP (ERWHOV)									
CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
XRW418-1	10+87.08	3°28'54.65"	2865.00	87.08	174.11	N 88°42'44.51" E	174.08	10+00.00	11+74.11
XRW418-2	18+70.61	1°43'32.17"	23050.00	347.13	694.21	S 88°41'02.08" E	694.18	15+23.48	22+17.69
XRW418-3	23+25.29	4°18'05.61"	2865.00	107.60	215.09	S 85°40'13.19" E	215.04	22+17.69	24+32.78
XRW418-4	26+29.77	4°00'00.00"	2865.00	100.05	200.01	S 85°31'10.39" E	199.97	25+29.73	27+29.74

O'CONNOR RD (OCBL), TRANSITIONS (OC-NT, OC-ST), & U-TURNS (UE-OCBL, UW-OCBL)									
CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
OCBL-1	9+22.32	13°12'22.67"	1146.00	132.66	264.15	N 7°04'56.15" W	263.56	7+89.66	10+53.80
OCBL-2	11+63.43	10°55'45.36"	1146.00	109.63	218.60	N 8°13'14.81" W	218.27	10+53.80	12+72.40
OCBL-3	18+49.60	1°42'36.13"	2865.00	42.76	85.51	N 1°54'04.07" W	85.50	18+06.84	18+92.35
OC-NT-1	8+90.06	7°30'15.71"	950.00	62.30	124.42	N 4°13'52.67" W	124.34	8+27.75	9+52.18
OC-NT-2	12+20.74	5°13'38.39"	1115.50	50.92	101.77	N 5°22'11.33" W	101.74	11+69.81	12+71.59
OC-NT-3	16+15.87	6°10'41.95"	900.00	48.57	97.05	N 5°50'43.11" W	97.00	15+67.29	16+64.34
OC-NT-4	17+49.88	6°06'30.51"	1000.00	53.36	106.61	N 5°52'48.83" W	106.56	16+96.52	18+03.13
OC-NT-5	18+31.86	1°09'20.10"	2849.00	28.73	57.46	N 2°14'53.52" W	57.46	18+03.13	18+60.59
OC-ST-1	8+61.26	13°12'22.67"	700.00	81.03	161.35	N 7°04'56.15" W	160.99	7+80.23	9+41.57
OC-ST-2	11+61.31	10°55'45.36"	1176.50	112.55	224.42	N 8°13'14.81" W	224.07	10+48.76	12+73.18
OC-ST-3	16+47.48	4°28'38.69"	1000.00	39.09	78.15	N 0°31'02.79" W	78.13	16+08.39	16+86.54
OC-ST-4	17+92.48	4°04'43.54"	1000.00	35.61	71.19	N 0°19'05.21" W	71.17	17+56.87	18+28.06
OC-ST-5	18+45.35	0°41'13.52"	2884.00	17.29	34.58	N 2°00'50.23" W	34.58	18+28.06	18+62.64
UE-OCBL-1	12+56.67	41°47'11.47"	92.00	35.12	67.10	N 23°38'57.87" W	65.62	12+21.55	12+88.65
UE-OCBL-2	15+15.22	44°34'31.80"	92.00	37.71	71.58	N 19°31'53.77" E	69.78	14+77.51	15+49.09
UW-OCBL-1	12+78.37	46°44'01.22"	92.00	39.75	75.04	N 20°36'38.48" E	72.98	12+38.62	13+13.66
UW-OCBL-2	15+18.38	47°47'11.47"	92.00	40.76	76.73	N 26°38'57.87" W	74.53	14+77.63	15+54.36

CARL RD U-TURNS (UW-CARL & UE-CARL) & TRANSITIONS (CRL-NT, CRL-ST)									
CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
CRL-NT-1	7+75.20	1°54'35.49"	3000.00	50.00	100	N 2°28'17.64" E	100.00	7+25.20	8+25.20
CRL-NT-2	10+66.92	2°08'46.50"	3000.00	56.20	112.38	N 0°26'36.64" E	112.37	10+10.72	11+23.10
CRL-NT-3	16+05.36	3°46'17.68"	1000.00	32.93	65.83	N 2°30'55.45" W	65.81	15+72.43	16+38.26
CRL-NT-4	17+34.56	3°46'17.67"	1000.00	32.93	65.83	N 2°30'55.45" W	65.81	17+01.63	17+67.46
CRL-ST-1	8+17.87	4°30'18.60"	1000.00	39.34	78.63	N 2°52'55.91" W	78.61	7+78.53	8+57.16
CRL-ST-2	10+66.08	4°30'18.60"	1000.00	39.34	78.63	N 2°52'55.91" W	78.61	10+26.74	11+05.37
CRL-ST-3	16+16.18	4°38'57.38"	1000.00	40.59	81.15	N 1°41'42.08" E	81.12	15+75.59	16+56.73
CRL-ST-4	18+32.04	4°38'57.38"	1500.00	60.89	121.72	N 1°41'42.08" E	121.68	17+71.15	18+92.86
UE-CARL-1	12+95.65	45°45'41.86"	92.00	38.83	73.48	N 23°30'37.54" W	71.54	12+56.82	13+30.30
UE-CARL-2	14+90.64	44°29'58.10"	92.00	37.64	71.45	N 21°37'12.44" E	69.67	14+53.00	15+24.45
UW-CARL-1	13+05.37	44°18'10.97"	92.00	37.45	71.14	N 21°31'18.87" E	69.38	12+67.91	13+39.05
UW-CARL-2	15+00.83	44°51'36.35"	92.00	37.98	72.03	N 23°03'34.78" W	70.21	14+62.85	15+34.89

CURVE	P.I. STATION
HV-M-3	356+27.87
HV-M-4	365+22.13
HV-M-5	373+89.73
HV-M-6	381+33.07
HV-M-7	410+21.36
HV-M-8	427+02.09

CURVE	P.I. STATION
MLE-M-3	362+85.23
MLE-M-4	374+65.46
MLE-M-5	410+18.77
MLE-M-6	426+99.15

CURVE	P.I. STATION
MLW-M-3	355+32.33
MLW-M-4	366+01.39
MLW-M-5	374+92.45
MLW-M-6	383+41.52
MLW-M-7	410+24.66
MLW-M-8	427+05.74

CURVE	P.I. STATION
FRE1-M-6	360+04.34
FRE1-M-7	375+17.42
FRE1-M-8	377+18.00
FRE1-M-9	380+81.93
FRE1-M-10	384+57.89
FRE1-M-11	393+54.80
FRE1-M-12	396+19.08
FRE1-M-13	403+92.06
FRE2-M-1	395+31.81
FRE2-M-2	403+58.38
FRE2-M-3	409+87.33
FRE2-M-4	411+87.22
FRE2-M-5	417+91.37
FRE2-M-6	425+39.12
FRE2-M-7	430+12.50
FRE2-M-8	439+81.99
FRE2-M-9	442+81.18

CURVE	P.I. STATION
FRW1-M-3	366+68.31
FRW1-M-4	371+85.34
FRW1-M-5	375+57.42
FRW1-M-6	379+56.42
FRW1-M-7	381+79.53
FRW1-M-8	394+74.79
FRW1-M-9	398+58.94
FRW1-M-10	402+00.38
FRW1-M-11	404+38.33
FRW1-M-12	409+41.44
FRW1-M-13	414+63.19
FRW1-M-14	419+19.87
FRW1-M-15	422+48.75
FRW1-M-16	438+66.21
FRW2-M-1	394+55.90
FRW2-M-2	395+74.49
FRW2-M-3	399+39.25
FRW2-M-4	404+39.67

ERE418 -	
CURVE	P.I. STATION
ERE418-1	11+10.08
ERE418-2	14+95.65
ERE418-3	23+29.94
ERE418-4	25+74.55
ERE418-5	29+79.21

CURVE	P.I. STATION
ERW378-1	13+34.36
ERW378-2	15+00.63
ERW378-3	18+18.82
ERW378-4	21+42.91
ERW378-5	23+03.80

CURVE	P.I. STATION
HRE368-1	11+25.43
HRE368-2	13+66.54
HRE368-3	15+55.45
HRE368-4	23+05.66
HRE368-5	25+54.49
HRE368-6	29+87.12
HRE368-7	44+05.69
HRE368-8	47+38.98

CURVE	P.I. STATION
HRW368-1	11+37.43
HRW368-2	19+18.97
HRW368-3	20+93.07
HRW368-4	22+38.68
HRW368-5	27+45.63
HRW368-6	32+66.65
HRW368-7	36+02.56
HRW368-8	52+45.00

CURVE	P.I. STATION
XRE378-1	10+80.00
XRE378-2	13+91.05
XRE378-3	22+97.94
XRE378-4	22+41.42

CURVE	P.I. STATION
XRW355-1	12+23.29
XRW355-2	17+60.54
XRW355-3	20+54.46

PRELIMINARY SCHEMATIC

CURVE DATA

HV-M - PROPOSED HOV LANES

DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
0°39'30.82"	22918.00	131.71	263.42	N 84°38'01.83" E	263.42	354+96.15	357+59.57
5°24'46.32"	5300.00	250.54	500.70	N 87°00'39.58" E	500.52	362+71.59	367+72.29
0°41'40.39"	11459.00	69.46	138.91	S 89°56'07.07" E	138.91	373+20.27	374+59.18
2°30'00.00"	11459.00	250.04	499.99	N 89°09'43.13" E	499.95	378+83.03	383+83.02
4°34'06.48"	22918.00	914.17	1827.36	S 89°48'13.63" E	1826.88	401+07.20	419+34.56
3°46'19.98"	11459.00	377.35	754.43	S 89°24'20.38" E	754.30	423+24.73	430+79.17

MLE-M - PROPOSED EB SH 183 MAIN LANES

DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
4°45'15.50"	11459.00	475.70	950.85	N 87°20'24.99" E	950.58	358+09.53	367+60.38
1°48'19.61"	11459.00	180.56	361.08	N 88°48'52.94" E	361.07	372+84.90	376+45.98
4°34'06.48"	22867.00	912.13	1823.30	S 89°48'13.63" E	1822.81	401+06.64	419+29.94
3°46'19.98"	11510.00	379.03	757.79	S 89°24'20.38" E	757.65	423+20.11	430+77.91

MLW-M - PROPOSED WB SH 183 MAIN LANES

DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
1°48'15.56"	10750.00	169.28	338.53	N 84°03'39.46" E	338.52	353+63.05	357+01.58
6°33'31.06"	3820.00	218.88	437.27	N 86°26'17.21" E	437.04	363+82.51	368+19.78
2°11'40.39"	10660.00	204.18	408.30	S 89°11'07.07" E	408.28	372+88.27	376+96.57
4°00'00.00"	10750.00	375.40	750.49	N 89°54'43.13" E	750.34	379+66.12	387+16.62
4°34'06.48"	22969.00	916.20	1831.43	S 89°48'13.63" E	1830.94	401+08.46	419+39.89
3°46'19.98"	11408.00	375.67	751.08	S 89°24'20.38" E	750.94	423+30.06	430+81.14

FRE1-M & FRE2-M - PROPOSED EB SH 183 FRONTAGE RD

DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
6°59'32.72"	1910.00	116.69	233.10	N 86°13'16.38" E	232.95	358+87.65	361+20.75
1°59'59.47"	2865.00	50.01	100.00	S 89°16'57.52" E	99.99	374+67.41	375+67.41
1°59'59.47"	2865.00	50.01	100.00	S 89°16'57.52" E	99.99	376+67.99	377+67.99
2°41'59.28"	2865.00	67.51	135.00	N 88°22'03.10" E	134.99	380+14.41	381+49.41
0°53'39.67"	7639.00	59.62	119.24	N 87°27'53.30" E	119.24	383+98.27	385+17.51
2°00'00.00"	2865.00	50.01	100.01	N 88°54'43.13" E	100.00	393+04.79	394+04.80
1°15'00.00"	5730.00	62.51	125.01	N 89°17'13.13" E	125.01	395+56.58	396+81.59
79°00'04.32"	140.00	115.41	193.04	N 49°09'40.97" E	178.10	402+76.65	404+69.68
1°16'37.27"	5730.00	63.86	127.71	N 87°16'24.49" E	127.71	394+67.96	395+95.67
3°50'43.75"	5730.00	192.36	384.58	N 88°33'27.74" E	384.50	401+66.02	405+50.60
2°17'41.91"	2500.00	50.08	100.14	S 88°22'19.43" E	100.13	409+37.25	410+37.39
2°17'41.91"	2500.00	50.08	100.14	S 88°22'19.43" E	100.13	411+37.14	412+37.28
2°00'00.00"	2865.00	50.01	100.01	S 88°31'10.39" E	100.00	417+41.36	418+41.37
3°02'09.73"	2865.00	75.92	151.81	S 89°02'15.25" E	151.80	424+63.19	426+15.00
0°44'10.25"	8000.00	51.40	102.79	N 89°04'34.75" E	102.79	429+61.10	430+63.89
3°18'49.52"	1910.00	55.25	110.47	S 89°38'05.61" E	110.45	439+26.74	440+37.21
2°34'39.26"	2865.00	64.45	128.89	S 89°16'00.49" E	128.88	442+16.73	443+45.61

FRW1-M & FRW2-M - PROPOSED WB SH 183 FRONTAGE RD

DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
6°00'00.00"	1910.00	100.10	200.01	N 86°43'02.74" E	199.92	365+68.21	367+68.22
2°59'54.23"	5730.00	149.97	299.86	S 88°47'00.15" E	299.83	370+35.37	373+35.23
4°52'14.31"	2865.00	121.85	243.55	S 89°43'10.19" E	243.48	374+35.57	376+79.12
6°55'40.23"	1432.00	86.68	173.15	S 88°41'27.23" E	173.04	378+69.74	380+42.89
6°51'39.76"	955.00	57.25	114.36	S 88°39'26.99" E	114.29	381+22.28	382+36.63
5°40'24.91"	2865.00	141.97	283.70	S 89°15'04.42" E	283.58	393+32.83	396+16.53
5°40'24.91"	2000.00	99.10	198.05	S 89°15'04.42" E	197.96	397+59.84	399+57.88
0°32'24.51"	23067.00	108.73	217.46	N 88°10'55.39" E	217.46	400+91.65	403+09.11
1°28'50.46"	10000.00	129.22	258.43	N 87°42'42.41" E	258.42	403+09.11	405+67.54
3°28'54.65"	5730.00	174.16	348.21	N 88°42'44.51" E	348.16	407+67.28	411+15.49
1°43'32.17"	23088.00	347.70	695.35	S 88°41'02.08" E	695.33	411+15.49	418+10.84
4°18'05.61"	2903.00	109.02	217.95	S 85°40'13.19" E	217.90	418+10.84	420+28.79
7°42'36.22"	1432.00	96.49	192.70	S 87°22'28.50" E	192.55	421+52.25	423+44.95
1°12'28.51"	5730.00	60.40	120.80	N 88°09'59.14" E	120.80	438+05.81	439+26.61
2°23'19.25"	1910.00	39.82	79.63	N 88°22'57.84" E	79.62	394+16.08	394+95.71
4°43'24.91"	1910.00	78.78	157.46	N 89°33'00.67" E	157.42	394+95.71	396+53.18
5°25'52.81"	2844.00	134.90	269.60	N 89°11'46.72" E	269.50	398+04.35	400+73.95
103°10'48.55"	125.00	157.65	225.10	S 41°55'45.41" E	195.90	402+82.02	405+07.12

PROPOSED EB ENTRANCE RAMP FROM O'CONNOR RD AND HOV EXIT RAMP (HRE368)

DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
3°18'04.03"	3820.00	110.08	220.09	N 87°45'28.97" E	220.06	10+00.00	12+20.09
5°13'58.86"	6030.00	275.56	550.74	N 88°43'26.38" E	550.55	12+20.09	17+70.83
1°44'04.42"	8000.00	121.10	242.19	S 89°31'36.40" E	242.18	22+08.84	24+51.03
1°43'43.47"	2865.00	43.23	86.44	S 89°31'46.87" E	86.44	25+31.33	26+17.77
0°52'30.39"	11733.84	89.61	179.22	S 89°06'10.33" E	179.22	28+89.60	30+68.82

ERW378 - PROPOSED WB ENTRANCE RAMP FROM CARL RD

DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
1°14'13.68"	10853.22	117.18	234.34	N 89°11'24.83" E	234.34	12+17.19	14+51.53
1°57'49.02"	2865.00	49.10	98.19	N 88°49'37.16" E	98.18	14+51.53	15+49.72
2°55'40.23"	6030.00	154.10	308.14	N 89°18'32.77" E	308.10	16+64.72	19+72.85
9°28'54.86"	1146.00	95.04	189.65	N 86°01'55.46" E	189.44	20+47.86	22+37.52
6°37'15.10"	1146.00	66.29	132.43	N 84°36'05.58" E	132.35	22+37.52	23+69.94

HRE368 - PROPOSED EB HOV EXIT RAMP

DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
5°00'48.92"	2865.00	125.43	250.70	N 86°48'40.88" E	250.62	10+00.00	12+50.70
2°35'32.03"	5120.00	115.84	231.64	S 89°23'08.64" E	231.62	12+50.70	14+82.34
2°11'34.64"	3820.00	73.11	146.21	S 89°11'09.94" E	146.20	14+82.34	16+28.55
1°22'16.60"	11439.00	136.89	273.77	N 89°01'54.44" E	273.77	21+68.77	24+42.54
13°22'16.60"	955.00	111.94	222.87	S 84°58'05.56" E	222.37	24+42.54	26+65.41
13°48'19.61"	1146.00	138.74	276.13	S 85°11'07.06" E	275.46	28+48.38	31+24.51
3°52'56.41"	6030.00	204.37	408.59	N 88°51'11.33" E	408.51	42+01.31	46+09.90
5°09'33.68"	2865.00	129.08	257.99	N 89°12'52.70" E	257.90	46+09.90	48+67.89

HRW368 - PROPOSED WB HOV ENTRANCE RAMP

DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
0°41'15.24"	22904.15	137.43	274.86	N 83°30'09.30" E	274.86	10+00.00	12+74.86
2°49'56.85"	5351.31	132.30	264.55	N 84°34'30.10" E	264.52	17+86.67	20+51.21
1°40'26.92"	2865.00	41.86	83.71	N 85°09'15.07" E	83.71	20+51.21	21+34.92
5°24'01.13"	2200.00	103.76	207.36	N 87°01'02.17" E	207.28	21+34.92	23+42.28
0°41'40.39"	11459.00	69.46	138.91	S 89°56'07.07" E	138.91	26+76.18	28+15.08
12°57'31.64"	955.00	108.46	216.00	N 83°55'57.31" E	215.54	31+58.19	33+74.18
10°27'31.64"	955.00	87.41	174.33	N 82°40'57.31" E	174.08	35+15.16	36+89.48
2°51'12.02"	6044.00	150.53	300.99	N 89°20'19.14" E	300.96	50+94.48	53+95.47

XRE378 - PROPOSED EB EXIT RAMP TO CARL RD

DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
3°11'56.76"	2865.00	80.00	159.97	S 88°43'32.52" E	159.95	10+00.00	11+59.97
2°18'08.49"	11500.00	231.09	462.11	S 88°16'38.38" E	462.08	11+59.97	16+22.08
2°39'34.25"	2865.00	66.50	132.99	N 89°14'30.25" E	132.97	22+31.44	23+64.42
4°03'19.01"	1910.00	67.62	135.19	N 89°56'22.64" E	135.16	21+73.80	23+08.99

XRW355 - PROPOSED WESTBOUND EXIT RAMP TO MACARTHUR BLVD

DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
4°14'28.60"	6030.00	223.29	446.37	N 87°20'54.87" E	446.26	10+00.00	14+46.37
1°55'51.10"	5730.00	96.56	193.10	N 86°11'36.12" E	193.09	16+63.98	18+57.08
4°00'00.00"	2865.00	100.05	200.01	N 85°09'31.68" E	199.97	19+54.41	21+54.43

TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT
WILLIAM L. HALE, P.E., DISTRICT ENGINEER

SH 183 REEVALUATION DESIGN SCHEMATIC

SH 183 FROM WEST OF SH 161 TO IH 35E
DALLAS COUNTY

CSJ: 0094-03-065 FROM 1.2 MILES EAST OF SH 360 TO 0.66 MILE WEST OF LOOP 12, PROJECT LENGTH 6.69 MILES

CSJ: 0094-07-015 FROM 1.0 MILES EAST OF LOOP 12 TO WEST END OF ELM FORK TRINITY BRIDGE, PROJECT LENGTH 0.3 MILE

CSJ: 0094-07-020 FROM WEST END OF ELM FORK TRINITY BRIDGE TO IH 35E, PROJECT LENGTH 1.1 MILES

DESIGN SPEED

FREEWAY = 70 mph
RAMPS = 50 mph
RAMP ERW168 = 40 MPH
DIRECT CONNECTORS = 50 mph
SH 161 DIRECT CONNECTORS (DCW139, DCW146, DCE149, DCE177, DCN733) = 35 MPH
FRONTAGE ROADS = 40 mph
CROSS STREETS = 40 mph
MANAGED LANES - HOV = 70 mph

AVERAGE DAILY TRAFFIC 2000 (2029)

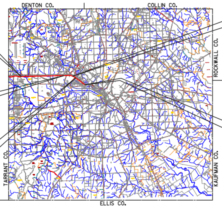
IH 35E TO LOOP 12	174,100	(278,600)
LOOP 12 TO SH 360	216,900	(347,300)

ROADWAY: URBAN FREEWAY

BEGIN PROJECT
SH 183 ℄ STA. 91+00
CSJ NO. 0094-03-065

END PROJECT
SH 183 ℄ STA. 443+33
CSJ NO. 0094-03-065

END PROJECT
CSJ NO. 0094-07-015
AND BEGIN PROJECT
CSJ NO. 0094-07-020
SH183 ℄ STA. 549+50



BEGIN PROJECT
SH 183 ℄ STA. 531+25
CSJ NO. 0094-07-015

END PROJECT
SH 183 ℄ STA. 607+03
CSJ NO. 0094-07-020

ROLL 4 OF 5 STA. 353+00 TO STA. 443+00

DRAFT SUBMITTAL

NOT INTENDED FOR
CONSTRUCTION, BIDDING,
OR PERMIT PURPOSES.

DATE APPROVED

DATE SUBMITTED

AUGUST 15, 2006

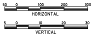
DATE REVISED

MARCH 13, 2012

HALFF ASSOCIATES, INC.
TBPE FIRM #F-312

These documents are not intended for Construction, Bidding, or Permit Purposes. They were prepared by, or under the supervision of:

Type or Print Name	PE#	Date
Matthew G. Craig	69910	03-13-12



SCALE IN FEET

ROLL 4 OF 5