ROLL 5 OF 5 STA. 531+25 TO STA. 607+15

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)

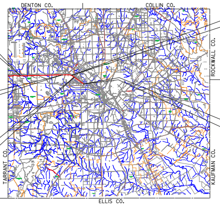
IH 35E TO LOOP 12	174,100 (278,600)
LOOP 12 TO SH 360	216,900 (347,300)

ROADWAY: URBAN FREEWAY

BEGIN PROJECT
SH 183 ℄ STA. 90+00
CSJ NO. 0094-03-065

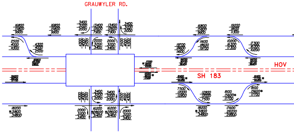
END PROJECT
SH 183 ℄ STA. 443+33
CSJ NO. 0094-03-065

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


DENTON CO.
COLLIN CO.
ROCKWALL CO.
KAUFMAN CO.
ELLIS CO.
TARRANT CO.

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

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


GRAUWYLER RD.
SH 183
HOV

LEGEND

▬	EXISTING R.O.W.
▬	APPROVED 2004 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 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 HOT SIGNS WILL BE UPDATED DURING THE DESIGN STAGE AS PER FUTURE MANAGED LANE SIGNAGE RECOMMENDATIONS AND STANDARDS TO BE DEVELOPED BY TxDOT TRAFFIC OPERATIONS DIVISION.

DRAFT SUBMITTAL

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.

DATE APPROVED

HALFF ASSOCIATES, INC.
ENGINEERS · SURVEYORS · SCIENTISTS
PRELIMINARY - FOR INTERIM REVIEW ONLY

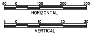
These documents are for Interim Review and not intended for Construction, Bidding, or Permit Purposes. They were prepared by, or under the supervision of:

Type or Print Name	PE#	Date
Matthew G. Craig	69910	08-15-06

DATE SUBMITTED

AUGUST 15, 2006

DATE REVISED


50
0
100
200
300
HORIZONTAL
5
0
10
20
30
VERTICAL

SCALE IN FEET

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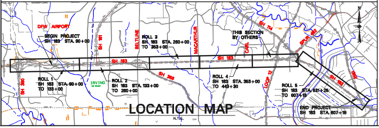
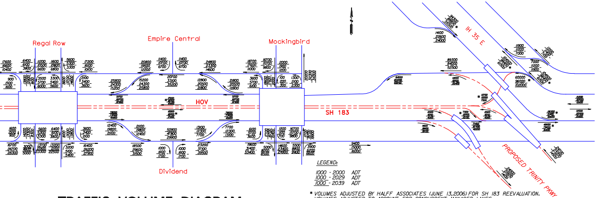
ROLL 5 OF 5


DFW AIRPORT
BEGIN PROJECT
SH 183 STA. 90+00
SH 161
BELTLINE
ROLL 3
SH 183 STA. 260+00
TO 353+00
MACARTHUR
THIS SECTION
BY OTHERS
SH 114
SPUR 482
CARL
SH 183
SH 360
ROLL 1
SH 183 STA. 90+00
TO 133+00
IRVING
ROLL 2
SH 183 STA. 133+00
TO 260+00
SH 356
ROLL 4
SH 183 STA. 353+00
TO 443+30
LOOP 12
ROLL 5
SH 183 STA. 531+25
TO 607+15
IH35E
END PROJECT
SH 183 STA. 607+16
N

LOCATION MAP
N.T.S.


Regal Row
Empire Central
Mockingbird
Dividend
HOV
SH 183
IH 35 E
PROPOSED TRINITY PKWY

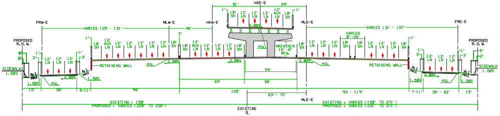
LEGEND:
1000 - 2000 ADT
1000 - 2029 ADT
1000 - 2039 ADT

* VOLUMES ADJUSTED BY HALFF ASSOCIATES (JUNE 13,2006) FOR SH 183 REEVALUATION. VOLUMES ADJUSTED TO ACCOUNT FOR CONCURRENT MANAGED LANES.

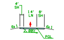
ORIGINAL SOURCE: TxDOT TP&P APPROVED TRAFFIC (DECEMBER 5, 2003). 2003 APPROVED VOLUMES BASED ON REVERSIBLE MANAGED LANES.

TRAFFIC VOLUME DIAGRAM

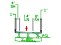
N.T.S.


HVE-E
FRW-E
MLW-E
HVW-E
MLE-E
FRE-E
PROPOSED R. O. W.
SIDEWALK
RETAINING WALL
PGL
MAINTAIN 16'-6" MIN.
EXISTING : 150'
PROPOSED : VARIES (220' TO 238')
EXISTING : VARIES (150' TO 271')
PROPOSED : VARIES (231' TO 271')
EXISTING ℄

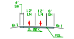
SH 183 12 GP LANES + 7 HOV LANES
FROM STA 531+25 TO STA 536+85


SH
LN
PGL
2.00%

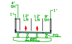
PROPOSED ONE LANE GP & HOV RAMP
AT GRADE



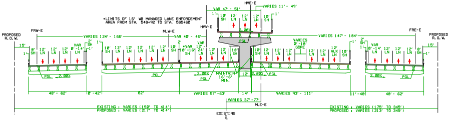
PROPOSED ONE LANE GP & HOV RAMP
ON STRUCTURE



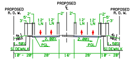
PROPOSED TWO LANE GP & HOV RAMP
AT GRADE



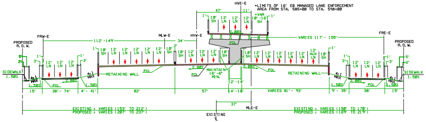
PROPOSED TWO LANE GP & HOV RAMP
ON STRUCTURE


*LIMITS OF 16' WB MANAGED LANE ENFORCEMENT AREA FROM STA. 548+92 TO STA. 585+60
HVE-E
HVW-E
FRW-E
MLW-E
MLE-E
FRE-E
PROPOSED R. O. W.
MAINTAIN 16'-6" MIN.
EXISTING : VARIES (150' TO 414')
PROPOSED : VARIES (217' TO 414')
EXISTING : VARIES (175' TO 345')
PROPOSED : VARIES (213' TO 345')
EXISTING ℄

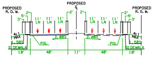
SH 183 11 GP LANES + 6 HOV LANES
FROM STA 536+85 TO STA 578+25
(ON STRUCTURE OVER ELM FORK OF THE TRINITY RIVER)


PROPOSED R. O. W.
PROPOSED ℄
SIDEWALK
PGL

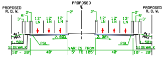
PROPOSED GRAUWYLER / REGENCY
AT GRADE


*LIMITS OF 16' EB MANAGED LANE ENFORCEMENT AREA FROM STA. 585+00 TO STA. 598+00
HVE-E
HVW-E
FRW-E
MLW-E
MLE-E
FRE-E
PROPOSED R. O. W.
SIDEWALK
RETAINING WALL
MAINTAIN 16'-6" MIN.
EXISTING : VARIES (153' TO 212')
PROPOSED : VARIES (207' TO 237')
EXISTING : VARIES (150' TO 170')
PROPOSED : VARIES (169' TO 219')
EXISTING ℄

SH 183 11 GP LANES + 6 HOV LANES
FROM STA 578+25 TO STA 607+11



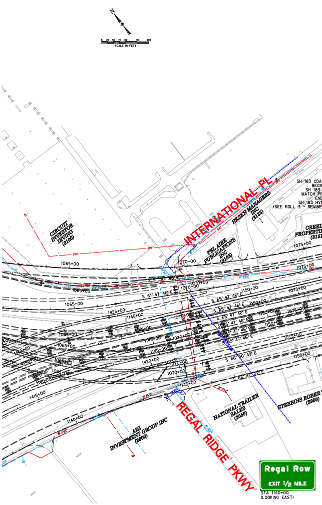
PROPOSED CENTURY CENTER
AT GRADE


VARIES FROM 5' TO 105'

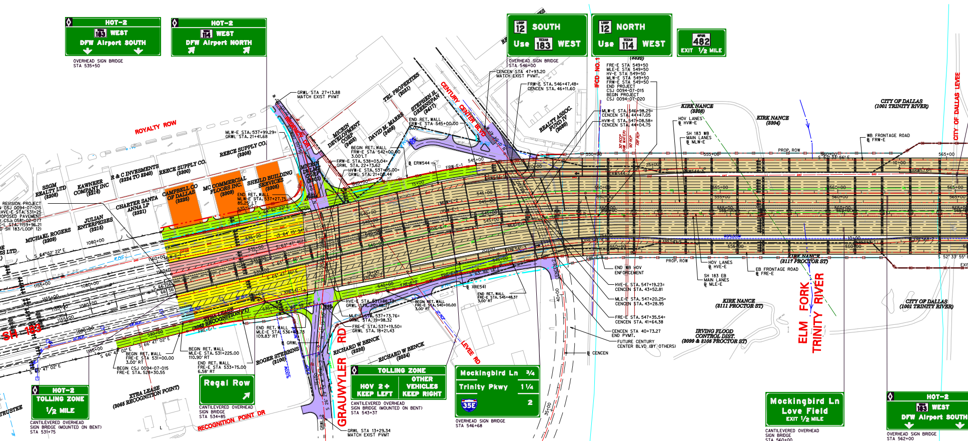
PROPOSED REGAL ROW
AT GRADE

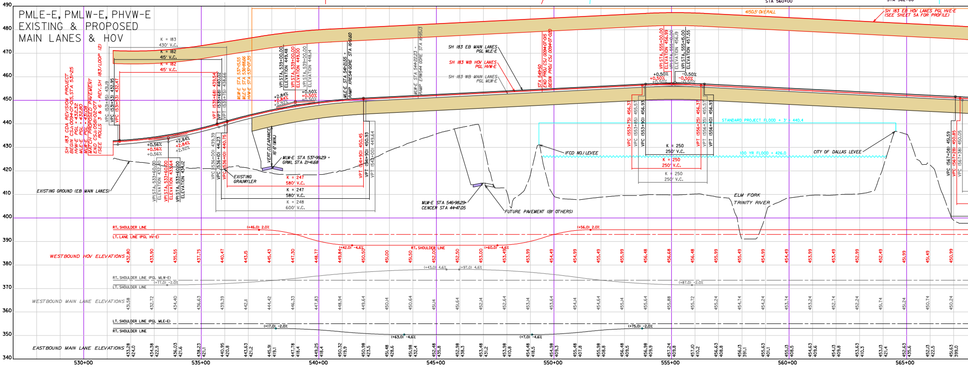
TYPICAL SECTIONS

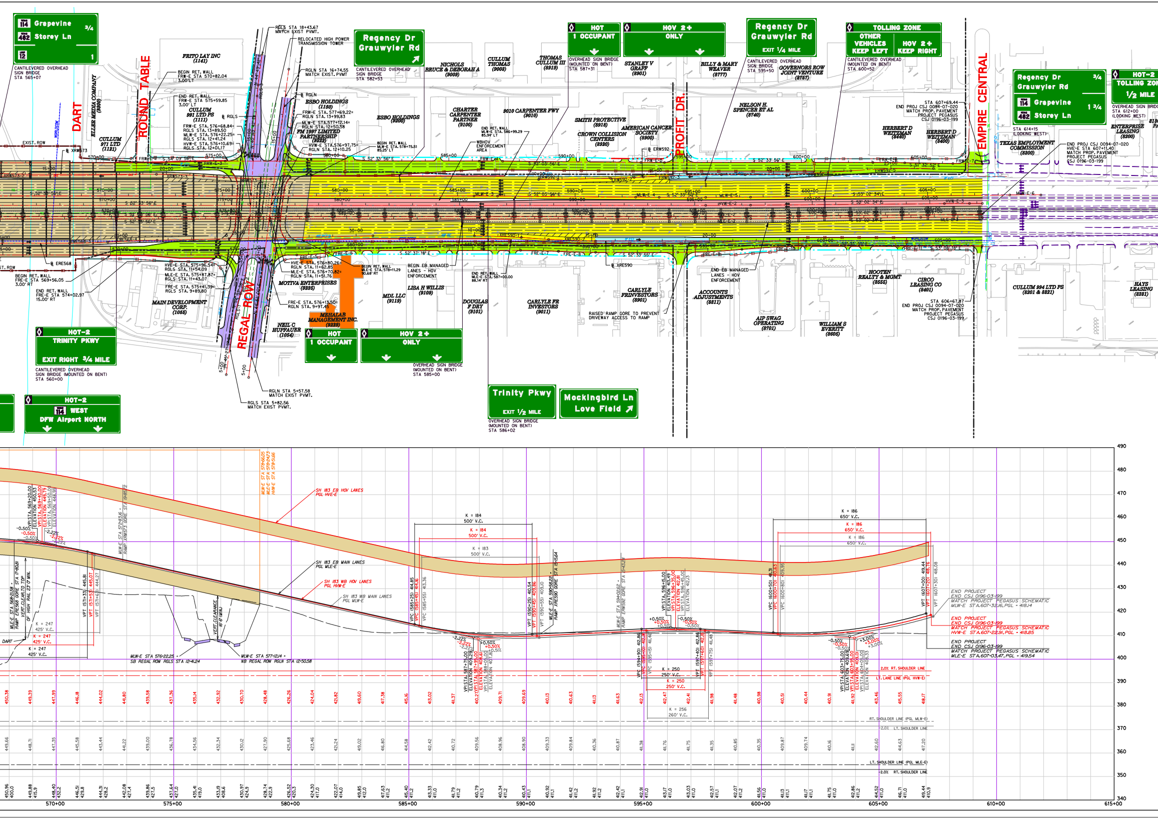
N.T.S.


SCALE IN FEET
INTERNATIONAL PL
REGAL RIDGE PKWY
CIRCUIT INVESTOR IRVING (3100)
TEL AIRE PUBLICATIONS INC (3105)
HESKIN MANAGERS INC (3135)
NATIONAL TRAILER SALES (3050)
AZ INVESTMENT GROUP INC (3000)
STEBBINS ROBER (2900)
(SEE ROLL 3 - REVISE
Regal Row
EXIT 1/2 MILE
STA 1140+00
(LOOKING EAST)

PRELIMINARY
SCHEMATIC


HOT-2
183 WEST
DFW Airport SOUTH
OVERHEAD SIGN BRIDGE
STA 535+50
HOT-2
114 WEST
DFW Airport NORTH
LOOP 12 SOUTH
Use 183 WEST
OVERHEAD SIGN BRIDGE
STA 546+00
LOOP 12 NORTH
Use 114 WEST
SPUR 482
EXIT 1/2 MILE
ROYALTY ROW
REECE SUPPLY CO. (3308)
REECE SUPPLY CO. (3300)
R & C INVESMENTS (3224 TO 3240)
KAWNEER COMPANY INC (3216)
SSGM REALTY LTD (3208)
CAMPBELL CO OF DALLAS (3225)
MC COMMERCIAL FLOORS INC. (3309)
SHEILD BUILDING SERVICES (3305)
CHARTER SANTA ANNA LP (3221)
JULIAN ENTERPRISES (3215)
MICHAEL ROGERS (3209)
MICBIN DEVELOPMENT CORP (3403)
DAVID M MARRS (3409)
TRL PROPERTIES (3021)
STEPHEN H. GREENSPAN (3417)
CENTURY CENTER BLVD
REALTY ASSOC. FUND IV (3030)
KIRK NANCE (3308)
KIRK NANCE (3304)
CITY OF DALLAS (1001 TRINITY RIVER)
CITY OF DALLAS LEVEE
IFCD NO. 1
GRWL STA 27+13.88 MATCH EXIST PVMT
CENCEN STA 47+93.20 MATCH EXIST PVMT.
FRW-E STA. 546+47.48= CENCEN STA. 46+11.60
MLW-E STA. 537+99.29= GRWL STA. 21+41.68
FRE-E STA 549+50
MLE-E STA 549+50
HV-E STA 549+50
MLW-E STA 549+50
FRW-E STA 549+50
END PROJECT CSJ 0094-07-015
BEGIN PROJECT CSJ 0094-07-020
MLW-E STA. 546+98.29= CENCEN STA. 44+47.05
HVW-E STA. 547+08.58= CENCEN STA. 44+04.75
HOV LANES Ⓑ HVW-E
SH 183 WB MAIN LANES Ⓑ MLW-E
WB FRONTAGE ROAD Ⓑ FRW-E
PROP. ROW
END RET. WALL FRW-E STA. 545+00.00 3.00' L
BEGIN RET. WALL FRW-E STA. 542+00.00 3.00' L
FRW-E STA. 538+03.04= GRWL STA. 22+73.62
HVW-E STA. 537+85.00= GRWL STA. 21+06.44
END RET. WALL MLW-E STA. 537+27.75 85.25' LT
REVISION PROJECT CSJ 0094-07-015
HVE-E STA. 531+25
PROPOSED PAVEMENT CSJ: 0581-02-077
STA. 1159+96.21
SH 183/LOOP 12
SH 183
GRAUWYLER RD
ELM FORK TRINITY RIVER
LEVEE RD
KIRK NANCE (3117 PROCTOR ST)
KIRK NANCE (3111 PROCTOR ST)
CITY OF DALLAS (1001 TRINITY RIVER)
IRVING FLOOD CONTROL DIST. (3099 & 3105 PROCTOR ST)
END WB HOV ENFORCEMENT
HOV LANES Ⓑ HVE-E
SH 183 EB MAIN LANES Ⓑ MLE-E
EB FRONTAGE ROAD Ⓑ FRE-E
HVE-E STA. 547+19.23= CENCEN STA. 43+52.81
MLE-E STA. 547+20.25= CENCEN STA. 43+28.95
FRE-E STA. 547+35.54= CENCEN STA. 41+64.38
CENCEN STA 40+73.27 END PVMT.
FUTURE CENTURY CENTER BLVD (BY OTHERS)
Ⓑ CENCEN
XRE541
END RET. WALL FRE-E STA. 544+48.37 3.00' RT
BEGIN RET. WALL FRE-E STA. 540+00.00 3.00' RT
HVE-E STA. 537+86.74= GRWL STA. 20+49.77
MLE-E STA. 537+73.76= GRWL STA. 19+98.32
FRE-E STA. 537+19.50= GRWL STA. 18+21.43
END RET. WALL MLE-E STA. 536+40.73 109.83' RT
BEGIN RET. WALL MLE-E STA. 531+225.00 110.90' RT
END RET. WALL FRE-E STA 533+75.00 6.58' RT
BEGIN RET. WALL FRE-E STA. 531+00.00 3.00' RT
BEGIN CSJ 0094-07-015 FRE-E STA. 528+30.55
RICHARD W BENCK (3230)
RICHARD W BENCK (3034)
ROGER STEBBINS (3100)
XTRA LEASE (3065 RECOGNITION POINT)
XTRA LEASE (3065 RECOGNITION PT)
RECOGNITION POINT DR
GRWL STA 13+29.34 MATCH EXIST PVMT
HOT-2
TOLLING ZONE
1/2 MILE
CANTILEVERED OVERHEAD SIGN BRIDGE (MOUNTED ON BENT)
STA 531+75
Regal Row
CANTILEVERED OVERHEAD SIGN BRIDGE
STA 534+85
TOLLING ZONE
HOV 2+ KEEP LEFT
OTHER VEHICLES KEEP RIGHT
CANTILEVERED OVERHEAD SIGN BRIDGE (MOUNTED ON BENT)
STA 543+37
Mockingbird Ln 3/4
Trinity Pkwy 1 1/4
35E 2
OVERHEAD SIGN BRIDGE
STA 546+68
Mockingbird Ln
Love Field
EXIT 1/2 MILE
CANTILEVERED OVERHEAD SIGN BRIDGE
STA 560+00
HOT-2
183 WEST
DFW Airport SOUTH
OVERHEAD SIGN BRIDGE
STA 562+00
530+00
535+00
540+00
545+00
550+00
555+00
560+00
565+00
1080+00
1155+00
1160+00


PMLE-E, PMLW-E, PHVW-E
EXISTING & PROPOSED
MAIN LANES & HOV
490
480
470
460
450
440
430
420
410
400
390
380
370
360
350
340
K = 183 430' V.C.
K = 182 415' V.C.
K = 182 415' V.C.
SH 183 CDA REVISION PROJECT BEGIN CSJ 0094-07-015 STA 531+25
REV. SH 183/LOOP 12 PROPOSED PAVEMENT END CSJ 0581-02-077
EXISTING GROUND (EB MAIN LANES)
EXISTING GRAUWYLER
VERT. CLEARANCE 16'6" (MIN)
MLW-E STA 537+99.29 = GRWL STA 21+41.68
K = 247 580' V.C.
K = 247 580' V.C.
K = 248 600' V.C.
SH 183 EB MAIN LANES PGL MLE-E
SH 183 WB HOV LANES PGL HVW-E
SH 183 WB MAIN LANES PGL MLW-E
MLW-E STA 546+98.29= CENCEN STA 44+47.05
FUTURE PAVEMENT (BY OTHERS)
STA 549+50 END PROJ CSJ 0094-07-015 BEGIN PROJ CSJ 0094-07-020
K = 250 250' V.C.
K = 250 250' V.C.
K = 250 250' V.C.
IFCD NO.1 LEVEE
STANDARD PROJECT FLOOD + 3' = 440.4
100 YR FLOOD = 426.0
CITY OF DALLAS LEVEE
ELM FORK TRINITY RIVER
4150.5' OVERALL
SH 183 EB HOV LANES PGL HVE-E (SEE SHEET 5A FOR PROFILE)
RT. SHOULDER LINE
LT. LANE LINE (PGL HV-E)
WESTBOUND HOV ELEVATIONS
RT. SHOULDER LINE (PGL MLW-E)
LT. SHOULDER LINE
WESTBOUND MAIN LANE ELEVATIONS
LT. SHOULDER LINE (PGL MLE-E)
RT. SHOULDER LINE
EASTBOUND MAIN LANE ELEVATIONS
530+00
535+00
540+00
545+00
550+00
555+00
560+00
565+00


Grapevine 3/4
Storey Ln
1
CANTILEVERED OVERHEAD SIGN BRIDGE STA 565+07
DART
ROUND TABLE
FRITO LAY INC (1141)
CULLUM 971 LTD (1121)
CULLUM 991 LTD PS (1111)
ELLER MEDIA COMPANY (9200)
RGLS STA 18+43.67 MATCH EXIST PVMT.
RELOCATED HIGH POWER TRANSMISSION TOWER
RGLN STA 16+74.55 MATCH EXIST. PVMT
BEGIN RET. WALL FRW-E STA 570+82.04 3.00' LT
END RET. WALL FRW-E STA 575+59.85 3.00' LT
ESBO HOLDINGS (1150)
ESBO HOLDINGS (9200)
FM 1997 LIMITED PARTNERSHIP (9225)
Regency Dr
Grauwyler Rd
CANTILEVERED OVERHEAD SIGN BRIDGE STA 582+53
NICHOLS BRUCE & DEBORAH A (9009)
CULLUM THOMAS (9003)
THOMAS CULLUM III (8919)
CHARTER CARPENTER PARTNER (9100)
9010 CARPENTER FWY (9010)
HOT 1 OCCUPANT
HOV 2+ ONLY
OVERHEAD SIGN BRIDGE (MOUNTED ON BENT) STA 587+31
STANLEY V GRAFF (8901)
BILLY & MARY WEAVER (8777)
SMITH PROTECTIVE (8918)
CROWN COLLISION CENTERS (8820)
AMERICAN CANCER SOCIETY (8900)
PROFIT DR.
Regency Dr
Grauwyler Rd
EXIT 1/4 MILE
CANTILEVERED OVERHEAD SIGN BRIDGE STA 595+50
GOVERNORS ROW JOINT VENTURE (8767)
NELSON H. SPENCER ET AL (8740)
TOLLING ZONE
OTHER VEHICLES KEEP LEFT
HOV 2+ KEEP RIGHT
CANTILEVERED OVERHEAD (MOUNTED ON BENT) STA 600+52
HERBERT D WEITZMAN (8440)
HERBERT D WEITZMAN (8400)
EMPIRE CENTRAL
Regency Dr 3/4
Grauwyler Rd
Grapevine 1 3/4
Storey Ln
HOT-2
TOLLING ZON
1/2 MILE
OVERHEAD SIGN BRIDG STA 612+00 (LOOKING WEST)
STA 614+15 (LOOKING WEST)
TEXAS EMPLOYMENT COMMISSION (8300)
ENTERPRISE LEASING (8200)
STA 607+69.44 END PROJ CSJ 0094-07-020 MATCH PROP. PAVEMENT PROJECT PEGASUS CSJ 0196-03-199
END PROJ CSJ 0094-07-020 HVE-E STA 607+11.40 MATCH PROP. PAVEMENT PROJECT PEGASUS CSJ 0196-03-199
REGAL ROW
MOTIVA ENTERPRISES (9235)
MAIN DEVELOPMENT CORP. (1055)
NEIL C HUFFAUER (1054)
MEHALAB MANAGEMENT INC. (9229)
MDL LLC (9119)
LISA H WILLIS (9109)
DOUGLAS F DRY (9101)
CARLYLE FR INVESTORS (9011)
CARLYLE FRINVESTORS (8901)
ACCOUNTS ADJUSTMENTS (8811)
AIP SWAG OPERATING (8701)
HOOTEN REALTY & MGMT (8555)
WILLIAM S EVERITT (8605)
CIRCO LEASING CO (8401)
CULLUM 994 LTD PS (8201 & 8221)
HAYS LEASING (8281)
BEGIN RET. WALL FRE-E STA 569+56.05 3.00' RT
END RET. WALL FRE-E STA 574+02.97 15.00' RT
BEGIN EB MANAGED LANES - HOV ENFORCEMENT
END EB MANAGED LANES - HOV ENFORCEMENT
RAISED RAMP GORE TO PREVENT DRIVEWAY ACCESS TO RAMP
WBHOV ENFORCEMENT AREA
STA 606+67.87 END PROJ CSJ 0094-07-020 MATCH PROP. PAVEMENT PROJECT PEGASUS CSJ 0196-03-199
HOT-2
TRINITY PKWY
EXIT RIGHT 3/4 MILE
CANTILEVERED OVERHEAD SIGN BRIDGE (MOUNTED ON BENT) STA 560+00
HOT 1 OCCUPANT
HOV 2+ ONLY
OVERHEAD SIGN BRIDGE (MOUNTED ON BENT) STA 585+00
Trinity Pkwy
EXIT 1/2 MILE
Mockingbird Ln
Love Field
OVERHEAD SIGN BRIDGE (MOUNTED ON BENT) STA 586+02
HOT-2
114 WEST
DFW Airport NORTH
RGLN STA 5+57.58 MATCH EXIST PVMT.
RGLS STA 5+82.56 MATCH EXIST PVMT.
SH 183 EB HOV LANES PGL HVE-E
SH 183 EB MAIN LANES PGL MLE-E
SH 183 WB HOV LANES PGL HVW-E
SH 183 WB MAIN LANES PGL MLW-E
K = 247 425' V.C.
K = 184 500' V.C.
K = 183 500' V.C.
K = 186 650' V.C.
K = 250 250' V.C.
K = 256 260' V.C.
MLW-E STA 576+22.25 SB REGAL ROW RGLS STA 12+41.24
MLW-E STA 577+12.14 NB REGAL ROW RGLN STA 12+50.58
VERT. CLEARANCE 16'6" (MIN.)
END PROJECT END CSJ 0196-03-199 MATCH PROJECT PEGASUS SCHEMATIC MLW-E STA 607+32.16, PGL = 418.14
END PROJECT END CSJ 0196-03-199 MATCH PROJECT PEGASUS SCHEMATIC HVW-E STA 607+22.91, PGL = 418.85
END PROJECT END CSJ 0196-03-199 MATCH PROJECT PEGASUS SCHEMATIC MLE-E STA 607+03.47, PGL = 419.54
2.0% RT. SHOULDER LINE
LT. LANE LINE (PGL HVW-E)
RT. SHOULDER LINE (PGL MLW-E)
LT. SHOULDER LINE
LT. SHOULDER LINE (PGL MLE-E)
RT. SHOULDER LINE
490
480
470
460
450
440
430
420
410
400
390
380
370
360
350
340
570+00
575+00
580+00
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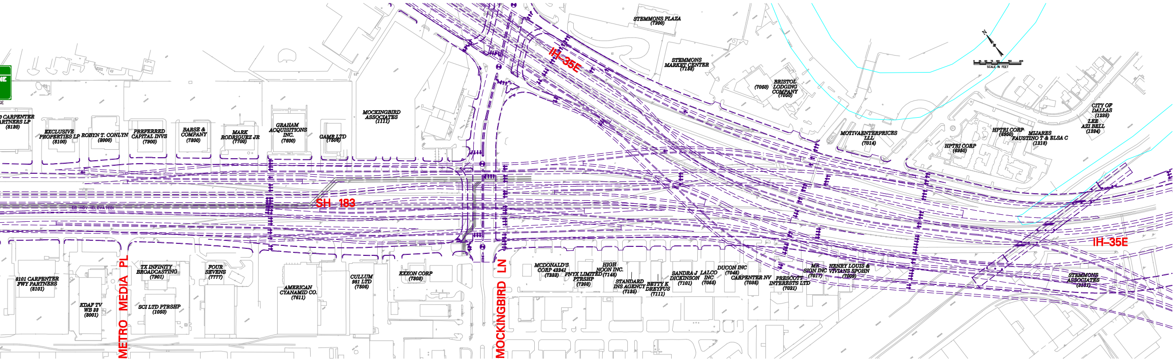
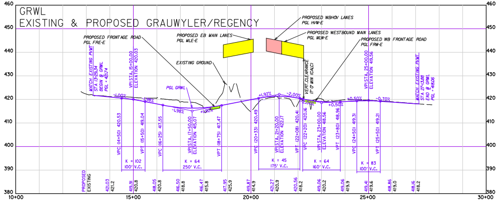
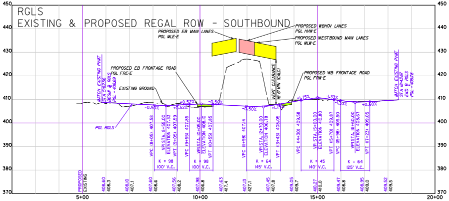
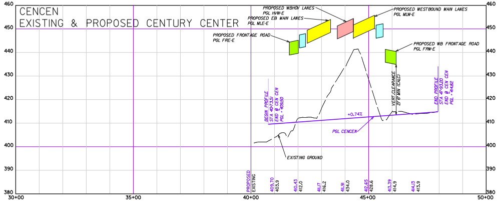
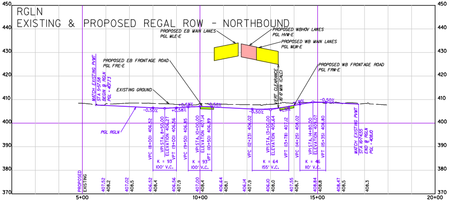
600+00
605+00
610+00
615+00


IH-35E
SH 183
IH-35E
METRO MEDIA PL
MOCKINGBIRD LN
EB HOV (ELEVATED)
STEMMONS PLAZA (7200)
STEMMONS MARKET CENTER (7188)
BRISTOL LODGING COMPANY (7050)
CITY OF DALLAS (1238)
LEE AZI BELL (1234)
MOTIVAENTERPRICES LLL (7014)
HPTRI CORP (6950)
MIJARES FAUSTINO T & ELSA C (1218)
MOCKINGBIRD ASSOCIATES (1111)
GRAHAM ACQUISITIONS INC. (7600)
GAME LTD (7508)
MARK RODRIGUEZ JR (7700)
BARSE & COMPANY (7800)
PREFERRED CAPITAL INVS (7900)
ROBYN T. CONLYN (8000)
EXCLUSIVE PROPERTIES LP (8100)
CARPENTER PARTNERS LP (8130)
8101 CARPENTER FWY PARTNERS (8101)
KDAF TV WB 33 (8001)
TX INFINITY BROADCASTING (7901)
SCI LTD PTRSHP (1050)
FOUR SEVENS (7777)
AMERICAN CYANAMID CO. (7611)
CULLUM 981 LTD (7505)
EXXON CORP (7303)
MCDONALD'S CORP 42341 (7232)
PNYX LIMITED PTRSHP (7203)
HIGH NOON INC. (7145)
STANDARD INS AGENCY (7135)
BETTY K DREYFUS (7111)
SANDRA J DICKINSON (7101)
LALCO INC (7055)
DUCON INC (7045)
CARPENTER NV (7035)
PRESCOTT INTERESTS LTD (7021)
MR SIGN INC (7017)
HENRY LOUIS & VIVIANS SPOHN (7009)
STEMMONS ASSOCIATES (3131)
SCALE IN FEET


GRWL
EXISTING & PROPOSED GRAUWYLER/REGENCY
PROPOSED WBHOV LANES PGL HVW-E
PROPOSED WESTBOUND MAIN LANES PGL MLW-E
PROPOSED FRONTAGE ROAD PGL FRE-E
PROPOSED EB MAIN LANES PGL MLE-E
PROPOSED WB FRONTAGE ROAD PGL FRW-E
EXISTING GROUND
PGL GRWL
VERT. CLEARANCE 17' 0" MIN (CALC)
MATCH EXISTING PVMT
MATCH EXISTING PVMT
PROPOSED
EXISTING
460
450
440
430
420
410
400
390
380
10+00
15+00
20+00
25+00
30+00


RGLS
EXISTING & PROPOSED REGAL ROW - SOUTHBOUND
PROPOSED EB MAIN LANES PGL MLE-E
PROPOSED WBHOV LANES PGL HVW-E
PROPOSED WESTBOUND MAIN LANES PGL MLW-E
PROPOSED EB FRONTAGE ROAD PGL FRE-E
PROPOSED WB FRONTAGE ROAD PGL FRW-E
EXISTING GROUND
PGL RGLS
VERT. CLEARANCE 16' 6" MIN (CALC)
MATCH EXISTING PVMT
PROPOSED
EXISTING
450
440
430
420
410
400
390
380
370
5+00
10+00
15+00
20+00


CENCEN
EXISTING & PROPOSED CENTURY CENTER
PROPOSED WBHOV LANES PGL HVW-E
PROPOSED EB MAIN LANES PGL MLE-E
PROPOSED WESTBOUND MAIN LANES PGL MLW-E
PROPOSED FRONTAGE ROAD PGL FRE-E
PROPOSED WB FRONTAGE ROAD PGL FRW-E
VERT. CLEARANCE 27' 6" MIN (CALC)
BEGIN PROFILE
END PROFILE
+0.74%
PGL CENCEN
EXISTING GROUND
PROPOSED
EXISTING
460
450
440
430
420
410
400
390
380
30+00
35+00
40+00
45+00
50+00


RGLN
EXISTING & PROPOSED REGAL ROW - NORTHBOUND
PROPOSED EB MAIN LANES PGL MLE-E
PROPOSED WBHOV LANES PGL HVW-E
PROPOSED WB MAIN LANES PGL MLW-E
PROPOSED EB FRONTAGE ROAD PGL FRE-E
PROPOSED WB FRONTAGE ROAD PGL FRW-E
EXISTING GROUND
PGL RGLN
VERT. CLEARANCE 16' 6" MIN (CALC)
MATCH EXISTING PVMT
MATCH EXISTING PVMT
PROPOSED
EXISTING
450
440
430
420
410
400
390
380
370
5+00
10+00
15+00
20+00

PRELIMINARY SCHEMATIC

CURVE DATA

HVE-E - PROPOSED EASTBOUND HOV LANES (ELEVATED)

CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
HVE-E-1	544+64.77	13°13'50.04"	3819.72	442.99	882.04	S 59°10'50.54" E	880.08	540+21.78	540+03.81
HVE-E-2	596+30.83	0°28'38.29"	22918.31	95.46	190.92	S 52°48'14.67" E	190.92	595+35.37	597+26.29

HVW-E - PROPOSED WESTBOUND HOV LANES

CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
HVW-E-1	544+53.21	13°13'50.04"	3819.72	442.99	882.04	S 59°10'50.54" E	880.08	540+10.22	548+92.26
HVW-E-2	596+42.00	0°28'38.29"	22871.31	95.27	190.53	S 52°48'14.67" E	190.53	595+46.74	597+37.27
HVW-E-3	606+15.15	0°32'01.28"	11459.16	53.37	106.74	S 52°46'33.18" E	106.74	605+61.78	606+68.52

MLE-E - PROPOSED EASTBOUND MAIN LANES

CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
MLE-E-1	546+24.06	13°13'50.04"	3819.72	442.99	882.04	S 59°10'50.54" E	880.08	541+81.07	550+63.11
MLE-E-2	596+22.86	0°28'38.29"	22929.31	95.51	191.01	S 52°48'14.67" E	191.01	595+27.35	597+18.37
MLE-E-3	605+72.32	1°18'24.86"	11459.16	130.70	261.38	S 52°23'21.39" E	261.38	604+41.63	607+03.01

MLW-E - PROPOSED WESTBOUND MAIN LANES

CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
MLW-E-1	531+48.55	0°14'07.73"	11459.16	23.55	996.96	S 64°22'37.62" E	47.10	531+25.00	531+72.10
MLW-E-2	545+38.51	11°41'38.23"	3819.72	391.16	779.60	S 58°24'44.64" E	778.24	541+47.35	549+26.95
MLW-E-3	586+20.39	0°30'00.00"	11549.16	50.00	100.00	S 52°18'55.52" E	100.00	585+70.39	586+70.39
MLW-E-4	593+07.95	0°30'00.00"	11459.16	50.00	100.00	S 52°18'55.52" E	100.00	592+57.95	593+57.95
MLW-E-5	596+51.07	0°28'38.29"	22837.31	95.12	190.25	S 52°48'14.67" E	190.25	595+55.95	597+46.19
MLW-E-6	609+15.38	0°39'40.69"	11459.16	66.13	132.26	S 52°42'43.47" E	132.26	608+49.25	609+81.51

FRE-E - PROPOSED EASTBOUND FRONTAGE ROAD

CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
FRE-E-1	510+30.69	23°45'35.22"	2864.79	602.66	1187.99	S 78°39'49.83" E	1179.50	504+28.03	516+16.02
FRE-E-2	532+08.63	2°58'48.03"	2858.79	74.36	148.69	S 65°17'38.20" E	148.67	531+34.27	532+82.96
FRE-E-3	540+98.63	3°42'31.34"	2864.79	92.75	185.44	S 65°39'29.86" E	185.40	540+05.88	541+91.31
FRE-E-4	542+84.08	3°42'31.34"	2864.79	92.75	185.44	S 65°39'29.86" E	185.40	541+91.33	543+76.77
FRE-E-5	547+77.43	11°14'18.96"	2864.79	281.87	561.93	S 58°11'04.71" E	561.03	544+95.56	550+57.49
FRE-E-6	578+17.89	8°05'35.92"	954.93	67.56	134.89	S 56°36'43.19" E	134.78	577+50.33	578+85.22
FRE-E-7	579+52.30	8°02'12.88"	954.93	67.08	133.95	S 56°38'24.71" E	133.84	578+85.22	580+19.17
FRE-E-8	587+83.74	3°12'48.97"	2864.79	80.36	160.68	S 51°00'53.78" E	160.66	587+03.38	588+64.06
FRE-E-9	595+08.68	5°27'37.52"	2864.79	136.61	273.02	S 55°17'43.99" E	272.92	593+72.07	596+45.09
FRE-E-10	597+81.70	5°27'37.52"	2864.78	136.61	273.02	S 55°17'43.99" E	272.92	596+45.09	599+18.11
FRE-E-11	603+68.35	0°34'22.79"	11459.16	57.30	114.60	S 52°51'06.63" E	114.60	603+11.05	604+25.65

FRW-E - PROPOSED WESTBOUND FRONTAGE ROAD

CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
FRW-E-1	545+65.69	12°18'26.28"	2864.79	308.87	615.37	S 58°43'08.78" E	614.18	542+56.81	548+72.18
FRW-E-2	572+34.00	1°36'00.00"	4583.66	64.00	128.00	S 53°21'55.65" E	128.00	571+70.00	572+98.00
FRW-E-3	574+84.70	1°36'00.00"	4583.66	64.00	128.00	S 53°21'55.65" E	128.00	574+20.69	575+48.69
FRW-E-4	586+79.69	0°30'00.00"	11459.16	50.00	100.00	S 52°18'55.64" E	100.00	586+29.69	587+29.69
FRW-E-5	593+67.23	0°30'00.00"	11459.16	50.00	100.00	S 52°18'55.64" E	100.00	593+17.23	594+17.23
FRW-E-6	603+71.77	0°30'00.00"	7639.44	67.85	135.69	S 52°03'23.87" E	135.69	603+03.92	604+39.61
FRW-E-7	607+06.94	0°56'15.00"	7639.44	62.50	125.00	S 52°00'59.60" E	125.00	606+44.44	607+69.44

ERE568 - PROPOSED EB ENTRANCE RAMP FROM GRAUWYLER RD

CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
ERE568-1	10+57.52	3°27'00.00"	1909.86	57.52	115.00	S 54°17'25.23" E	114.98	10+00.00	11+15.00
ERE568-2	13+06.75	3°27'00.00"	1909.86	57.52	115.00	S 54°17'25.23" E	114.98	12+49.23	13+64.23
ERE568-3	18+61.99	3°14'47.47"	2864.79	81.18	162.33	S 54°11'18.97" E	162.30	17+80.81	19+43.13
ERE568-4	20+48.18	2°06'02.43"	5729.58	105.05	210.07	S 54°45'41.49" E	210.06	19+43.13	21+53.20

ERW544 - PROPOSED WB ENTRANCE RAMP FROM REGAL ROW

CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
ERW544-1	18+26.91	12°50'22.98"	2400.00	270.05	537.83	S 58°59'07.01" E	536.70	15+56.87	20+94.70
ERW544-2	23+89.60	3°12'00.00"	2864.79	80.02	160.00	S 54°09'55.52" E	159.98	23+09.58	24+69.58
ERW544-3	26+40.37	3°11'59.88"	2864.79	80.02	160.00	S 54°09'55.58" E	159.98	25+60.35	27+20.34
ERW544-4	25+17.97	4°32'04.56"	2864.79	113.42	226.73	S 54°49'57.83" E	226.67	24+04.55	26+31.28

ERW592 - PROPOSED WB ENTRANCE RAMP FROM EMPIRE CENTRAL

CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
ERW592-1	10+41.15	1°38'44.75"	2864.79	41.15	82.29	S 52°53'17.90" E	82.29	10+00.00	10+82.29
ERW592-2	13+56.86	2°00'00.00"	2864.79	50.01	100.00	S 54°42'40.27" E	99.99	13+06.86	14+06.86
ERW592-3	16+11.97	3°08'44.75"	6050.00	166.13	332.17	S 54°08'17.90" E	332.13	14+45.85	17+78.02
ERW592-4	21+04.31	4°15'26.44"	6050.00	224.88	449.54	S 54°41'38.75" E	449.44	18+79.44	23+28.98
ERW592-5	25+04.94	5°16'29.87"	3819.72	175.96	351.66	S 54°11'07.03" E	351.54	23+28.98	26+80.65

XRE541 - PROPOSED EB EXIT RAMP TO REGAL ROW

CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
XRE541-1	11+00.04	3°59'59.93"	2864.79	100.04	200.00	S 64°30'49.11" E	199.96	10+00.00	12+00.00
XRE541-2	15+17.71	1°16'33.14"	11459.16	127.59	255.17	S 63°09'05.71" E	255.17	13+90.12	16+45.29
XRE541-3	22+19.96	7°07'54.91"	2913.79	181.58	362.70	S 60°13'24.82" E	362.46	20+38.38	24+01.08
XRE541-4	25+64.07	8°08'11.69"	2291.70	163.00	325.44	S 52°35'21.52" E	325.17	24+01.08	27+26.52
XRE541-5	28+07.45	4°02'39.56"	2292.09	80.93	161.79	S 50°32'35.45" E	161.76	27+26.52	28+88.31
XRE541-6	27+48.42	4°33'23.40"	1909.86	75.98	151.88	S 50°17'12.77" E	151.84	26+72.44	28+24.33

XRE590 - PROPOSED EB EXIT RAMP TO EMPIRE CENTRAL

CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
XRE590-1	11+00.04	4°00'00.00"	2864.79	100.04	200.00	S 50°33'55.52" E	199.96	10+00.00	12+00.00
XRE590-2	14+15.68	3°59'59.70"	2864.79	100.04	200.00	S 50°33'55.38" E	199.96	13+15.64	15+15.64

XRW573 - PROPOSED WB EXIT RAMP TO GRAUWYLER RD

CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
XRW573-1	10+62.51	2°30'00.00"	2864.79	62.51	125.00	S 51°18'55.52" E	124.99	10+00.00	11+25.00
XRW573-2	13+60.52	2°30'00.00"	2864.79	62.51	125.00	S 51°18'55.52" E	124.99	12+98.01	14+23.01
XRW573-3	20+58.11	4°00'00.03"	2864.79	100.04	200.00	S 50°33'55.51" E	199.96	19+58.07	21+58.07
XRW573-4	23+44.74	4°00'00.02"	2864.79	100.04	200.00	S 50°33'55.51" E	199.96	22+44.70	24+44.70

CENTURY CENTER BLVD (CENCEN)

CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
CENCEN-1	14+63.87	13°41'32.28"	1146.00	137.59	273.87	S 83°59'22.36" E	273.21	13+26.28	16+00.15
CENCEN-2	40+12.92	103°46'05.16"	1200.00	1529.54	2173.31	N 50°58'21.20" E	1888.23	24+83.38	46+56.70

GRAUWYLER ROAD/ REGENCY DRIVE (GRWL)

CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
GRWL-2	13+21.36	13°41'31.20"	1145.92	137.58	273.84	N 33°19'59.55" E	273.19	11+83.79	14+57.63
GRWL-3	15+49.00	15°46'36.12"	654.81	90.73	180.31	N 34°22'32.01" E	179.74	14+58.27	16+38.58
GRWL-4	20+84.02	19°10'57.00"	654.81	110.65	219.23	N 32°40'21.57" E	218.21	19+73.37	21+92.60
GRWL-5	25+54.89	23°12'42.84"	654.81	134.48	265.28	N 11°28'31.65" E	263.47	24+20.41	26+85.69

REGAL ROW (RGLS) & U-TURNS

CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
RGLS-1	7+43.12	9°26'26.88"	954.93	78.85	157.35	N 50°10'24.47" E	157.17	6+64.26	8+21.61
RGLS-2	9+03.65	14°03'55.44"	665.00	82.04	163.25	N 47°51'40.19" E	162.84	8+21.61	9+84.86
RGLS-3	16+90.81	4°00'00.00"	665.00	23.22	46.43	N 42°49'42.47" E	46.42	16+67.59	17+14.02
RGLS-4	16+46.08	31°16'09.48"	229.18	64.14	125.08	N 29°11'37.72" E	123.53	15+81.94	17+07.02
UE-RGLN-1	10+52.24	57°06'25.80"	96.00	52.24	95.68	N 16°17'46.80" E	91.77	10+00.00	10+95.68
UE-RGLN-2	12+60.14	35°55'19.18"	96.00	31.12	60.19	N 62°48'39.29" E	59.21	12+29.02	12+89.21
UE-RGLS-1	10+34.26	38°54'40.34"	97.00	34.26	65.88	N 60°17'02.30" E	64.62	10+00.00	10+65.88
UE-RGLS-2	12+45.00	45°41'55.73"	97.00	40.87	77.37	N 17°58'44.27" E	75.33	12+04.12	12+81.49
UW-RGLN-1	10+51.39	55°49'35.99"	97.00	51.39	94.51	N 16°56'11.71" E	90.82	10+00.00	10+94.51
UW-RGLN-2	12+42.20	34°53'27.62"	97.00	30.48	59.07	N 62°17'43.51" E	58.16	12+11.71	12+70.78
UW-RGLS-1	10+34.89	39°56'31.70"	96.00	34.89	66.92	N 60°47'57.98" E	65.58	10+00.00	10+66.92
UW-RGLS-2	12+60.67	46°43'47.09"	96.00	41.47	78.30	N 17°27'48.59" E	76.14	12+19.20	12+97.49

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

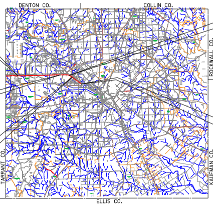
AVERAGE DAILY TRAFFIC 2000 (2029)

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. 90+00
CSJ NO. 0094-03-065

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


DENTON CO.
COLLIN CO.
ROCKWALL CO.
TARRANT CO.
KAUFMAN CO.
ELLIS CO.

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

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

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

DRAFT SUBMITTAL

NOT INTENDED FOR
CONSTRUCTION, BIDDING,
OR PERMIT PURPOSES.

DATE APPROVED

HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS · SCIENTISTS
PRELIMINARY – FOR INTERIM REVIEW ONLY

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Type or Print Name	PE#	Date
Matthew G. Craig	69910	08-15-06

DATE SUBMITTED

AUGUST 15, 2006

DATE REVISED

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

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ROLL 5 OF 5

ROLL 5 OF 5 STA. 531+25 TO STA. 607+15