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

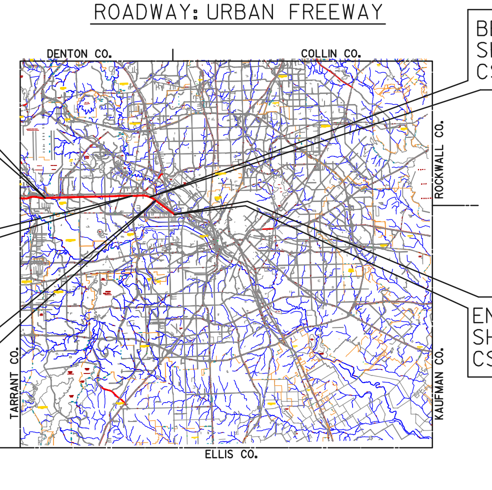
DESIGN SPEED

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



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

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 3 OF 5

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ROLL 3 OF 5 STA. 260+00 TO STA. 353+00

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)

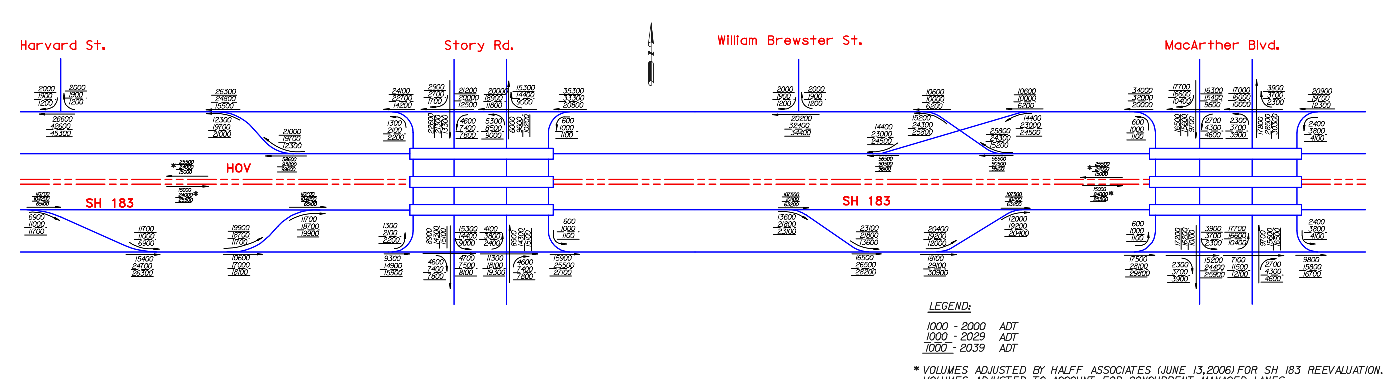
NOTES

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

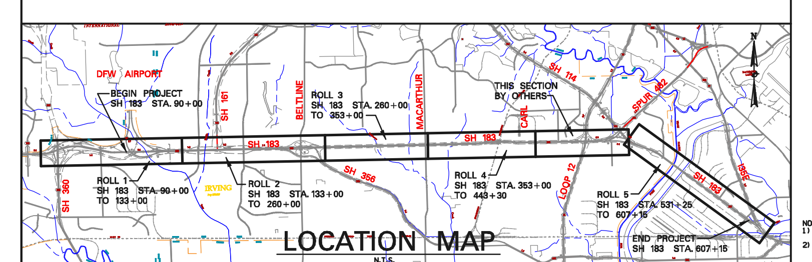
2.) THE FLOODPLAIN BOUNDARY LIMITS WERE OBTAINED FROM FIRM COMMUNITY–PANEL NUMBERS:
48113C0285 J
48113C0305 J
48113C0310 J
48113C0330 J
48113C0340 J
ALL MAPS REVISED AUGUST 23, 2001.

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

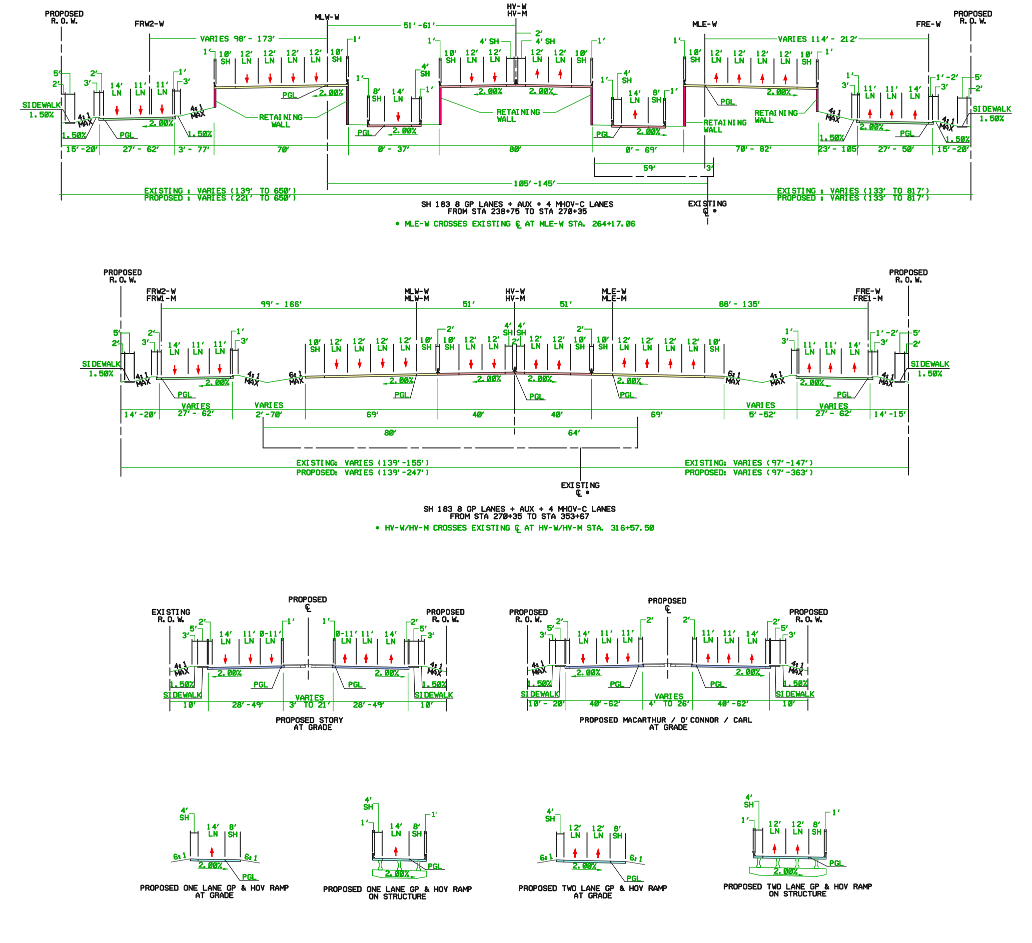
4.) ALL MANAGED LANE SIGNS WILL BE UPDATED DURING THE DESIGN STAGE AS PER FUTURE MANAGED LANE SIGNAGE RECOMMENDATIONS.



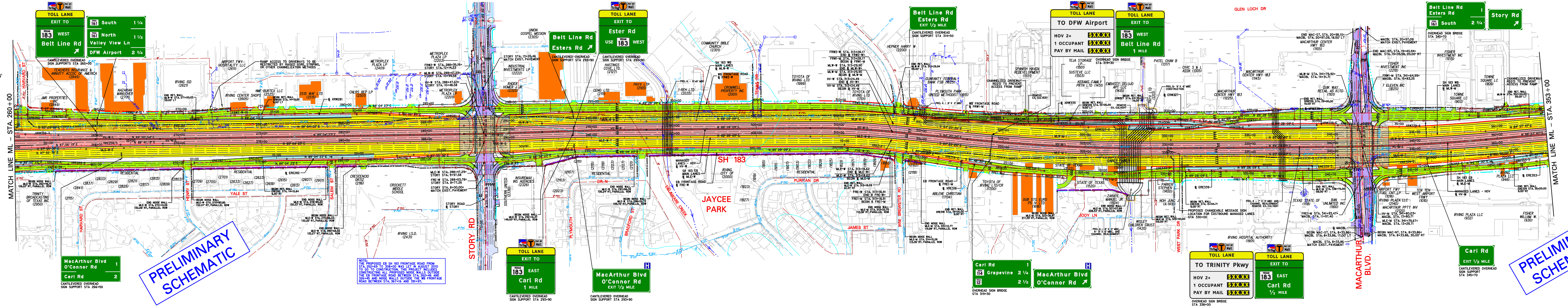
TRAFFIC VOLUME DIAGRAM

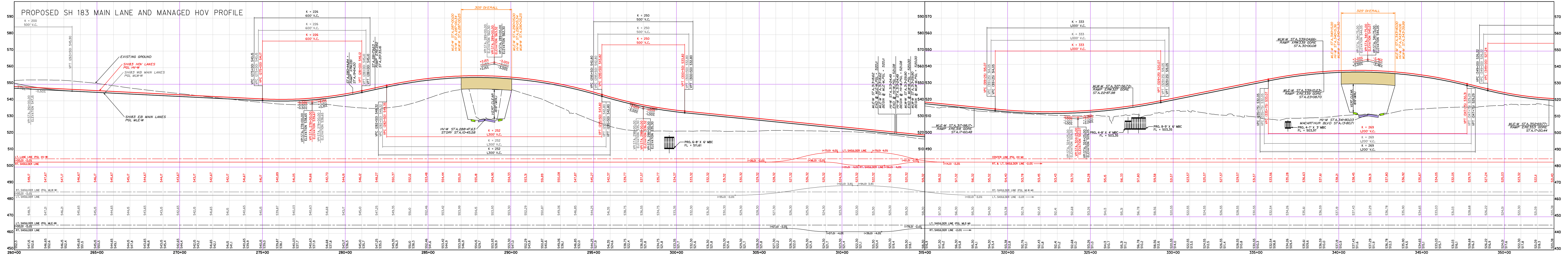


LOCATION MAP



TYPICAL SECTIONS





CURVE DATA

HV-M - PROPOSED HOV LANES

CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
HV-M-1	324+00.71	6°11'24.44"	11459.00	619.61	1238.01	S 87°26'08.60" E	1237.41	317+81.11	330+19.11
HV-M-2	344+82.61	4°30'21.94"	11459.00	450.84	901.21	N 87°12'58.21" E	900.97	340+31.78	349+32.98

HV-W - PROPOSED HOV LANES

CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
HV-W-1	265+67.66	0°45'00.04"	11459.00	75.00	150.00	N 89°27'34.02" E	150.00	264+92.66	266+42.66
HV-W-2	269+58.95	0°45'41.15"	11459.00	76.14	152.28	N 89°27'13.46" E	152.28	268+82.80	270+35.09
HV-W-3	289+64.25	1°11'06.73"	22918.00	237.05	474.07	N 88°28'49.52" E	474.07	287+27.20	292+01.28
HV-W-4	295+17.57	1°34'52.95"	22918.00	316.29	632.54	N 88°40'42.63" E	632.52	292+01.28	298+33.82
HV-W-5	310+76.24	6°11'24.91"	4600.00	248.73	496.99	S 87°26'08.44" E	496.74	308+27.51	313+24.49

MLE-M - PROPOSED EB SH 183 MAIN LANES

CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
MLE-M-1	323+97.60	6°11'24.44"	11510.00	622.36	1243.52	S 87°26'08.60" E	1242.91	317+75.24	330+18.75
MLE-M-2	344+84.26	4°30'21.94"	11510.00	452.84	905.22	N 87°12'58.21" E	904.98	340+31.42	349+36.63

MLE-W - PROPOSED EB MAIN LANES

CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
MLE-W-5	265+48.50	1°08'45.01"	11459.00	114.59	229.16	N 88°30'00.38" E	229.16	264+33.91	266+63.08
MLE-W-6	289+64.78	1°11'06.73"	22969.00	237.57	475.13	N 88°28'49.52" E	475.12	287+27.20	292+02.33
MLE-W-7	295+17.92	1°34'52.95"	22867.00	315.59	631.13	N 88°40'42.63" E	631.11	292+02.33	298+33.47
MLE-W-8	310+73.13	6°11'24.51"	4549.00	245.97	491.47	S 87°26'08.64" E	491.23	308+27.15	313+18.62

MLW-M - PROPOSED WB SH 183 MAIN LANES

CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
MLW-M-1	324+03.37	6°11'24.44"	11408.00	616.85	1232.50	S 87°26'08.60" E	1231.90	317+86.52	330+19.01
MLW-M-2	344+80.51	4°30'21.94"	11408.00	448.83	897.20	N 87°12'58.21" E	896.96	340+31.68	349+28.87

MLW-W - PROPOSED WB MAIN LANES

CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
MLW-W-6	268+57.78	1°46'36.33"	11408.00	176.90	353.77	N 89°57'41.05" E	353.75	266+80.88	270+34.65
MLW-W-7	289+63.28	1°11'06.73"	22867.00	236.52	473.02	N 88°28'49.52" E	473.01	287+26.76	291+99.78
MLW-W-8	295+16.77	1°34'52.95"	22969.00	316.99	633.95	N 88°40'42.63" E	633.93	291+99.78	298+33.73
MLW-W-9	310+78.90	6°11'24.51"	4651.00	251.49	502.49	S 87°26'08.64" E	502.24	308+27.42	313+29.90

FRE1-M - PROPOSED SH 183 EB FRONTAGE RD

CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
FRE1-M-1	318+51.13	6°00'43.18"	4600.00	241.56	482.67	S 83°31'07.99" E	482.45	316+09.57	320+92.24
FRE1-M-2	326+61.78	4°00'21.24"	2865.00	100.20	200.31	S 88°31'40.20" E	200.27	325+61.59	327+61.90
FRE1-M-3	334+52.40	2°00'00.00"	2865.00	50.01	100.01	S 89°31'50.82" E	100.00	334+02.39	335+02.40
FRE1-M-4	339+27.58	4°44'39.16"	2865.00	118.68	237.23	N 89°05'49.60" E	237.16	338+08.90	340+46.13
FRE1-M-5	351+49.65	4°00'00.00"	2865.00	100.05	200.01	N 84°43'30.02" E	199.97	350+49.60	352+49.62

FRE-W - PROPOSED EB FRONTAGE ROAD

CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
FRE-W-26	262+54.59	2°22'50.68"	2865.00	59.53	119.05	N 87°52'57.85" E	119.04	261+95.06	263+14.11
FRE-W-27	290+08.31	5°29'59.99"	1637.00	78.63	157.14	N 86°19'23.19" E	157.08	289+29.67	290+86.82
FRE-W-28	293+83.79	5°30'00.00"	1637.00	78.63	157.14	N 86°19'23.20" E	157.08	293+05.16	294+62.30
FRE-W-29	300+24.58	0°23'45.91"	11459.00	39.61	79.22	N 89°16'16.15" E	79.22	299+84.97	300+64.18
FRE-W-30	311+52.35	10°01'04.49"	1910.00	167.40	333.96	S 85°31'18.64" E	333.53	309+84.95	313+18.91

FRW1-M - PROPOSED SH 183 WB FRONTAGE RD

CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
FRW1-M-1	319+00.12	6°11'24.44"	7639.00	413.05	825.30	S 87°26'08.60" E	824.90	314+87.06	323+12.37
FRW1-M-2	349+48.99	5°45'06.44"	1910.00	95.95	191.74	N 86°35'35.96" E	191.66	348+53.04	350+44.78

FRW2-W - PROPOSED WB FRONTAGE ROAD

CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
FRW2-W-12	266+71.84	3°31'31.39"	7639.00	235.09	470.02	S 89°09'51.42" E	469.95	264+36.75	269+06.78
FRW2-W-13	270+98.18	3°24'07.83"	2865.00	85.09	170.12	N 87°22'18.97" E	170.10	270+13.09	271+83.21
FRW2-W-14	273+50.89	3°24'07.83"	2292.00	68.07	136.10	N 87°22'18.97" E	136.08	272+82.82	274+18.92
FRW2-W-15	288+45.77	0°23'46.23"	11459.00	39.62	79.23	N 89°16'16.00" E	79.23	288+06.15	288+85.39
FRW2-W-16	310+71.83	6°11'24.51"	4750.00	256.84	513.18	S 87°26'08.64" E	512.93	308+14.99	313+28.17

ERE282 - PROPOSED EB ENTRANCE FROM BELT LINE RD

CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
ERE282-1	11+08.91	3°15'58.17"	3820.00	108.91	217.76	N 87°26'24.08" E	217.73	10+00.00	12+17.76
ERE282-2	13+89.68	3°15'58.20"	6030.00	171.92	343.74	N 87°26'24.09" E	343.70	12+17.76	15+61.50
ERE282-3	20+64.07	3°09'56.67"	6030.00	166.63	333.17	N 87°29'24.86" E	333.13	18+97.44	22+30.62
ERE282-4	22+81.12	2°01'11.61"	2865.00	50.51	101.00	N 86°55'02.33" E	101.00	22+30.62	23+31.62
ERE282-5	28+77.60	1°11'05.34"	23051.44	238.35	476.68	N 87°20'05.47" E	476.67	26+39.25	31+15.93
ERE282-6	32+48.96	0°40'05.65"	22812.19	133.03	266.06	N 87°04'35.62" E	266.05	31+15.93	33+81.99

ERE339 - PROPOSED EB ENTRANCE RAMP FROM STORY RD

CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
ERE339-1	11+12.18	8°57'31.11"	1432.00	112.18	223.90	N 87°56'11.07" E	223.68	10+00.00	12+23.90
ERE339-2	13+74.36	6°00'43.66"	2865.00	150.45	300.63	N 86°27'47.35" E	300.49	12+23.90	15+24.53
ERE339-3	23+47.78	3°51'01.38"	2865.00	96.30	192.53	N 87°32'38.49" E	192.50	22+51.48	24+44.01
ERE339-4	24+96.85	2°06'47.41"	2865.00	52.84	105.67	N 86°40'31.51" E	105.66	24+44.01	25+49.68
ERE339-5	29+46.51	3°54'52.72"	11611.83	396.83	793.36	N 85°46'28.85" E	793.21	25+49.68	33+43.04

ERE353 - PROPOSED EB ENTRANCE RAMP FROM MACARTHUR BLVD

CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
ERE353-1	10+78.29	4°41'39.51"	1910.00	78.29	156.49	N 84°22'40.26" E	156.44	10+00.00	11+56.49
ERE353-2	11+93.07	2°11'39.52"	1910.00	36.58	73.15	N 83°07'40.26" E	73.14	11+56.49	12+29.64
ERE353-3	15+45.60	2°30'44.91"	6030.00	132.23	264.42	N 82°58'07.57" E	264.40	14+13.37	16+77.79
ERE353-4	18+55.42	2°06'17.38"	5730.00	105.26	210.50	N 82°45'53.81" E	210.49	17+50.16	19+60.65
ERE353-5	23+36.68	0°45'00.04"	11156.71	73.02	146.04	N 84°11'32.51" E	146.04	22+63.66	24+09.70

ERW327 - PROPOSED WB ENTRANCE RAMP FROM MACARTHUR BLVD

CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
ERW327-1	16+86.05	3°40'01.88"	11354.93	363.51	726.77	S 87°19'12.07" E	726.64	13+22.54	20+49.31
ERW327-2	21+28.83	3°10'48.20"	2865.00	79.53	159.01	N 89°15'22.89" E	158.99	20+49.31	22+08.32
ERW327-3	22+53.40	1°48'10.40"	2865.00	45.08	90.15	N 88°34'03.98" E	90.15	22+08.32	22+98.47
ERW327-4	26+75.48	7°00'00.00"	955.00	58.41	116.68	N 85°58'09.18" E	116.60	26+17.07	27+33.74
ERW327-5	30+73.30	7°00'00.00"	1910.00	116.82	233.35	N 85°58'09.18" E	233.21	29+56.48	31+89.83

XRW281 - PROPOSED WB EXIT TO BELT LINE RD

CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
XRW281-1	10+26.71	1°04'06.25"	2865.00	26.71	53.42	N 88°32'19.76" E	53.42	10+00.00	10+53.42
XRW281-2	20+97.05	4°00'00.00"	2865.00	100.05	200.01	S 88°55'37.12" E	199.97	19+97.00	21+97.01
XRW281-3	25+41.37	4°00'00.00"	2865.00	100.05	200.01	S 88°55'37.12" E	199.97	24+41.32	26+41.33

XRE318 - PROPOSED EB EXIT RAMP TO MACARTHUR BLVD

CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
XRE318-1	11+89.37	7°33'47.03"	2865.00	189.37	378.18	S 84°07'19.90" E	377.91	10+00.00	13+78.18
XRE318-2	16+47.92	1°26'03.20"	5730.00	71.72	143.43	S 81°03'27.98" E	143.43	15+76.20	17+19.64
XRE318-3	21+04.52	4°45'00.00"	2865.00	118.83	237.52	S 84°08'59.58" E	237.45	19+85.70	22+23.21

XRW339 - PROPOSED WB EXIT RAMP TO STORY RD

CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
XRW339-1	10+62.41	2°29'44.25"	2865.00	62.41	124.79	S 86°08'12.57" E	124.78	10+00.00	11+24.79
XRW339-2	12+15.87	3°38'30.37"	2865.00	91.08	182.10	S 86°42'35.63" E	182.07	11+24.79	13+06.89
XRW339-3	14+88.96	2°00'00.00"	5730.00	100.02	200.01	S 89°31'50.82" E	200.00	13+88.94	15+88.96
XRW339-4	21+98.35	5°45'35.64"	1146.00	57.65	115.21	S 87°39'03.00" E	115.16	21+40.70	22+55.90
XRW339-5	25+17.10	5°45'35.64"	1432.00	72.04	143.96	S 87°39'03.00" E	143.90	24+45.06	25+89.02
XRW339-6	30+64.15	2°33'44.01"	2865.00	64.07	128.12	S 89°14'58.82" E	128.11	30+00.08	31+28.20
XRW339-7	32+54.90	1°08'05.29"	12794.00	126.70	253.40	S 87°24'04.17" E	253.39	31+28.20	33+81.60
XRW339-8	35+48.24	6°39'27.98"	2865.00	166.64	332.91	N 89°50'14.49" E	332.73	33+81.60	37+14.51

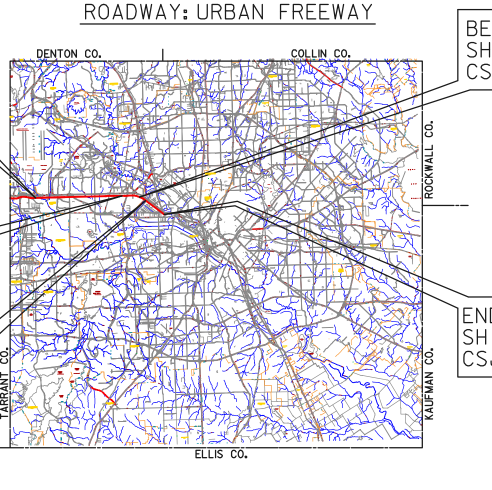
MACARTHUR BLVD (MAC-ST, MAC-NT, UW-MAC, UE-MAC)

CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
MAC-NT-1	8+88.44	5°12'31.41"	1200.00	54.58	109.09	N 1°54'36.49" E	109.05	8+33.86	9+42.95
MAC-NT-2	10+32.22	5°02'42.95"	1000.00	44.06	88.06	N 1°59'30.72" E	88.03	9+88.16	10+76.22
MAC-NT-3	16+50.35	6°05'48.96"	1000.00	53.26	106.41	N 3°34'45.23" W	106.36	15+97.09	17+03.50
MAC-NT-4	18+62.09	6°05'48.96"	800.00	42.60	85.13	N 3°34'45.23" W	85.09	18+19.48	19+04.61
MAC-ST-1	9+50.90	4°29'58.81"	2000.00	78.57	157.07	N 2°46'50.16" W	157.03	8+72.32	10+29.39
MAC-ST-2	11+35.64	4°29'58.81"	1000.00	39.29	78.53	N 2°46'50.16" W	78.51	10+96.35	11+74.89
MAC-ST-3	19+27.07	7°21'32.48"	800.00	51.45	102.75	N 3°08'55.49" E	102.68	18+75.62	19+78.37
MAC-ST-4	20+37.71	8°29'02.89"	800.00	59.34	118.46	N 2°35'10.29" E	118.35	19+78.37	20+96.83
UE-MAC-1	12+76.85	47°00'15.57"	92.00	40.01	75.47	N 24°01'58.54" W	73.38	12+36.84	13+12.31
UE-MAC-2	15+01.66	44°15'36.28"	92.00	37.41	71.07	N 21°35'57.39" E	69.31	14+64.25	15+35.32
UW-MAC-1	12+76.97	41°31'47.93"	92.00	34.88	66.68	N 20°14'03.21" E	65.23	12+42.09	13+08.77
UW-MAC-2	15+13.67	44°15'36.41"	92.00	37.41	71.07	N 22°39'38.96" W	69.31	14+76.26	15+47.33

STORY ROAD (STORY) & U-TURNS

CURVE	P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	CHORD LENGTH	P.C. STATION	P.T. STATION
STORY-1	1+48.23	1°50'45.79"	6300.00	101.5	202.98	N 0°04'39.99" W	202.98	0+46.73	2+49.71
STORY-2	3+51.22	1°50'45.79"	6300.00	101.5	202.98	N 0°04'39.99" W	202.98	2+49.71	4+52.70
STORY-3	12+56.22	2°19'21.73"	3170.00	64.26	128.51	N 1°42'03.95" W	128.5	11+91.95	13+20.46
STORY-4	15+37.47	2°22'05.36"	3100.00	64.07	128.13	N 1°40'42.14" W	128.12	14+73.39	16+01.52
UE-STY-1	9+46.06	58°19'12.62"	92.00	51.33	93.64	N 29°41'59.39" W	89.65	8+94.73	9+88.37
UE-STY-2	11+43.61	55°23'12.41"	92.00	48.29	88.93	N 27°09'13.12" E	85.51	10+95.32	11+84.25
UW-STY-1	9+49.81	43°52'22.62"	92.00	37.05	70.45	N 21°23'48.23" E	68.74	9+12.76	9+83.21
UW-STY-2	11+54.89	55°45'54.25"	92.00	48.68	89.54	N 28°25'20.21" W	86.05	11+06.21	11+95.75

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



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NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.
DATE APPROVED
DATE SUBMITTED
AUGUST 15, 2006
DATE REVISED
MARCH 13, 2012
ROLL 3 OF 5
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ROLL 3 OF 5 STA. 260+00 TO STA. 353+00