ROLL 1A OF 5 STA. 91+00 TO STA. 133+00

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)

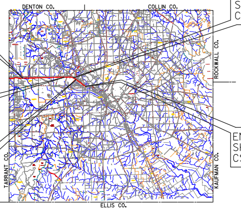
IH 35E TO LOOP 12	174,100 (278,600)
LOOP 12 TO SH 360	216,900 (347,300)

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


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

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

MAY 31, 2006

DATE REVISED

MARCH 13, 2012

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

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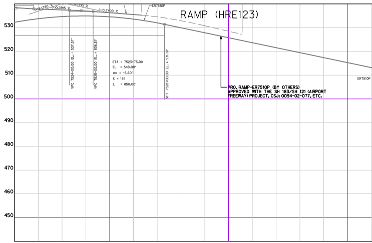
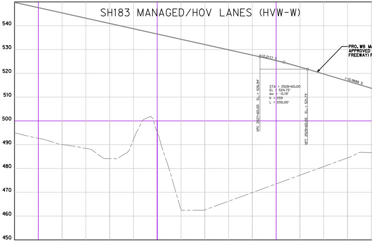
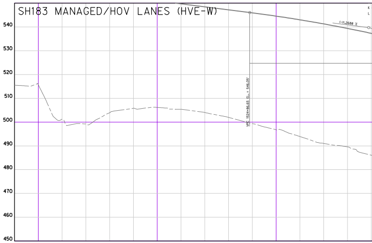
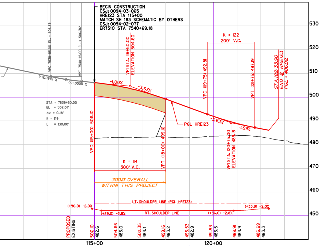
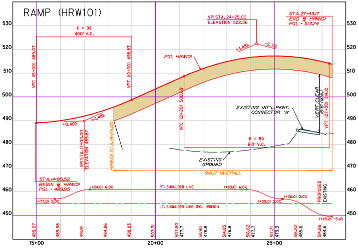
ROLL 1A OF 5

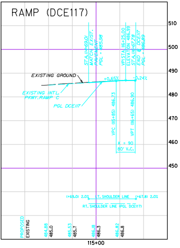

RAMP (HRE123)
530
520
510
500
490
480
470
460
450
(+)3.1780 %
(-)0.3915 %
(-)10.7400 %
ER7510P
VPC 7524+00.00 EL. = 537.07'
VPC 7525+00.00 EL. = 536.51'
STA = 7523+75.00
EL = 540.00'
ex = -5.60'
K = 161
L = 850.00'
VPT 7528+00.00 EL. = 531.10'
PRO. RAMP-ER7510P (BY OTHERS) APPROVED WITH THE SH 183/SH 121 (AIRPORT FREEWAY) PROJECT, CSJ: 0094-02-077, ETC.
ER7510P

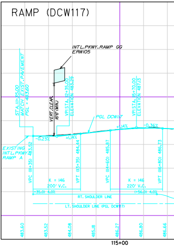

SH183 MANAGED/HOV LANES (HVW-W)
540
530
520
510
500
490
480
470
460
450
(-)2.2177 %
(-)2.9888 %
VPC 2527+60.00 EL. = 526.94'
STA = 2528+60.00
EL = 524.72'
ex = -0.19'
K = 259
L = 200.00'
VPT 2529+60.00 EL. = 521.73'
PRO. WB M
APPROVED
FREEWAY) P

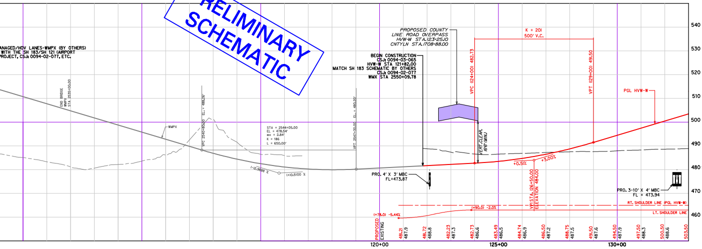

SH183 MANAGED/HOV LANES (HVE-W)
540
530
520
510
500
490
480
470
460
450
(-)1.2688 %
VPC 1524+86.65 EL. = 546.05'
K
L


BEGIN CONSTRUCTION
CSJ: 0094-03-065
HRE123 STA 115+00
MATCH SH 183 SCHEMATIC BY OTHERS
CSJ: 0094-02-077
ER7510 STA 7540+69.18
K = 122
200' V.C.
VPI STA. 116+50.00
ELEVATION 504.60
-1.00%
-3.63%
PGL HRE123
-3.63%
-1.99%
STA. 122+33.90
END @ HRE123
PGL = 486.02
K = 114
300' V.C.
300.0' OVERALL
WITHIN THIS PROJECT
STA = 7539+50.00
EL = 507.01'
ex = 0.18'
K = 119
L = 130.00'
LT. SHOULDER LINE (PGL HRE123)
RT. SHOULDER LINE
PROPOSED
EXISTING
115+00
120+00

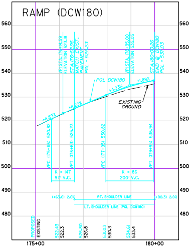

RAMP (HRW101)
K = 98
400' V.C.
VPI STA. 24+25.00
ELEVATION 522.36
STA. 27+43.17
END @ HRW101
PGL = 513.74
+4.48%
-2.71%
PGL HRW101
+0.40%
+4.48%
STA. 14+95.52
BEGIN @ HRW101
PGL = 489.05
HRW101 STA. 18+25.00
VPI STA. 17+00.00
ELEVATION 489.87
EXISTING INT'L. PKWY. CONNECTOR 'A'
VERT. CLEAR. 16'6" (MIN)
K = 85
610' V.C.
EXISTING GROUND
918.17' OVERALL
RT. SHOULDER LINE
LT. SHOULDER LINE (PGL HRW101)
PROPOSED
EXISTING
15+00
20+00
25+00

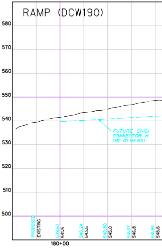

RAMP (DCE117)
EXISTING GROUND
EXISTING INT'L. PKWY. RAMP C
PGL DCE117
+0.65%
-0.24%
K = 90
80' V.C.
RT. SHOULDER LINE
RT. SHOULDER LINE (PGL DCE117)
PROPOSED
EXISTING
115+00

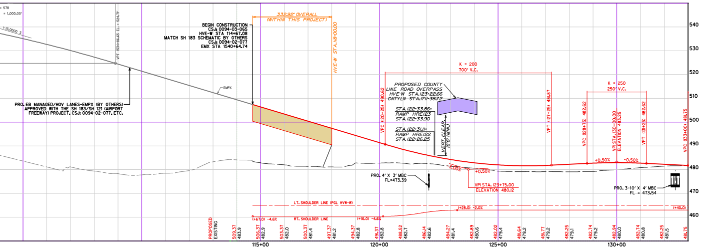

RAMP (DCW117)
INT'L. PKWY. RAMP GG
ERW105
VERT. CLEAR. 16'6" (MIN)
PGL DCW117
EXISTING INT'L. PKWY. RAMP A
-0.23%
+1.04%
+1.14%
-0.36%
K = 146
200' V.C.
K = 146
220' V.C.
RT. SHOULDER LINE
LT. SHOULDER LINE (PGL DCW117)
115+00

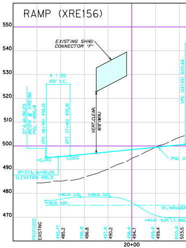

MANAGED/HOV LANES-WMPX (BY OTHERS)
WITH THE SH 183/SH 121 (AIRPORT
PROJECT, CSJ: 0094-02-077, ETC.
WMPX
STA = 2544+05.00
EL = 478.54'
ex = 2.84'
K = 186
L = 650.00'
PROPOSED COUNTY LINE ROAD OVERPASS
HVW-W STA. 123+25.10
CNTYLN STA. 1708+88.00
BEGIN CONSTRUCTION
CSJ: 0094-03-065
HVW-W STA 121+82.00
MATCH SH 183 SCHEMATIC BY OTHERS
CSJ: 0094-02-077
WMX STA 2550+09.78
K = 201
500' V.C.
PGL HVW-W
VERT. CLEAR. 16'6" (MIN)
+0.51%
+3.00%
VPI STA. 126+50.00
ELEVATION 484.00
PRO. 4' X 3' MBC
FL=473.87
PRO. 3-10' X 4' MBC
FL = 473.94
RT. SHOULDER LINE (PGL HVW-W)
LT. SHOULDER LINE
PROPOSED
EXISTING
120+00
125+00
130+00

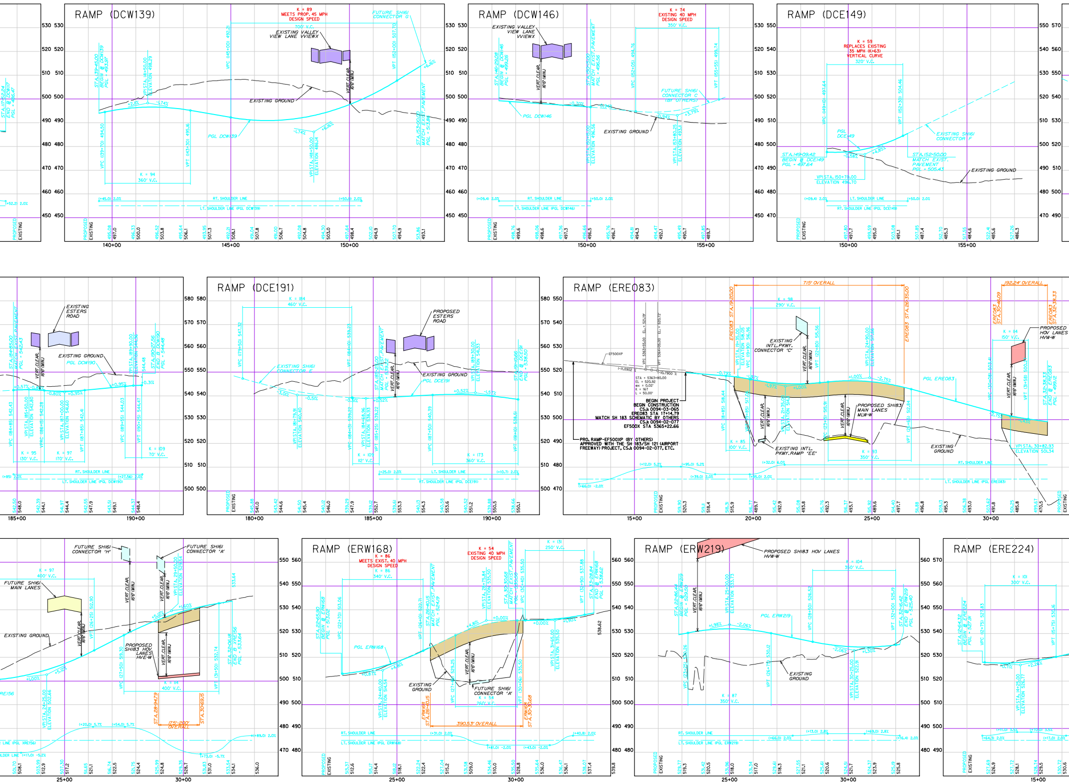
PRELIMINARY SCHEMATIC

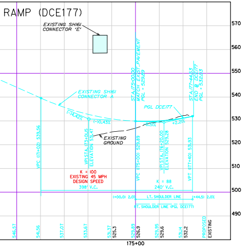

RAMP (DCW180)
PGL DCW180
+4.99%
+4.93%
+4.23%
+1.89%
EXISTING GROUND
K = 147
97' V.C.
K = 186
200' V.C.
RT. SHOULDER LINE
LT. SHOULDER LINE (PGL DCW180)
PROPOSED
EXISTING
175+00
180+00

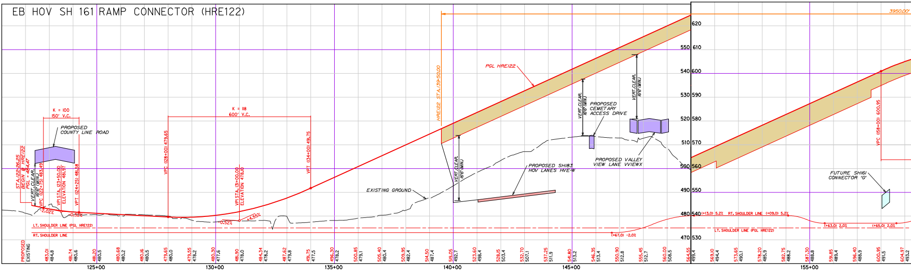

RAMP (DCW190)
FUTURE SH161 CONNECTOR H
(BY OTHERS)
PROPOSED
EXISTING
180+00

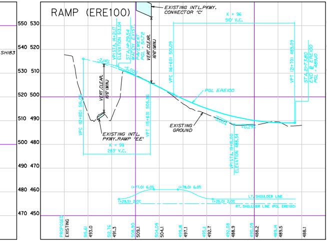

332.92' OVERALL
(WITHIN THIS PROJECT)
HVE-W STA. 118+00.00
BEGIN CONSTRUCTION
CSJ: 0094-03-065
HVE-W STA 114+67.08
MATCH SH 183 SCHEMATIC BY OTHERS
CSJ: 0094-02-077
EMX STA 1540+64.74
EMPX
PRO. EB MANAGED/HOV LANES-EMPX (BY OTHERS)
APPROVED WITH THE SH 183/SH 121 (AIRPORT
FREEWAY) PROJECT, CSJ: 0094-02-077, ETC.
K = 200
700' V.C.
PROPOSED COUNTY LINE ROAD OVERPASS
HVE-W STA. 123+22.66
CNTYLN STA. 1711+38.72
STA. 122+33.86=
RAMP HRE123
STA. 122+33.90
STA. 122+31.11=
RAMP HRE122
STA. 122+26.25
VERT. CLEAR. 16'6" (MIN)
K = 250
250' V.C.
+0.50%
-0.50%
-3.00%
+0.50%
VPI STA. 123+75.00
ELEVATION 480.12
VPI STA. 130+00.00
ELEVATION 483.25
PRO. 4' X 3' MBC
FL=473.39
PRO. 3-10' X 4' MBC
FL = 473.54
LT. SHOULDER LINE (PGL HVW-W)
RT. SHOULDER LINE
PROPOSED
EXISTING
115+00
120+00
125+00
130+00

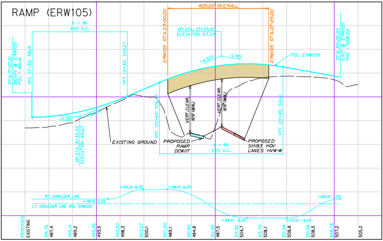

RAMP (XRE156)
EXISTING SH161 CONNECTOR 'F'
K = 132
100' V.C.
STA. 15+36.25
BEGIN @ XRE156
PGL = 496.18
VERT. CLEAR. 16'6" (MIN)
+0.24%
+1.00%
PGL X
VPI STA. 16+90.00
ELEVATION 495.31
RT. SHOULDER
LT. SHOU
PROPOSED
EXISTING
20+00

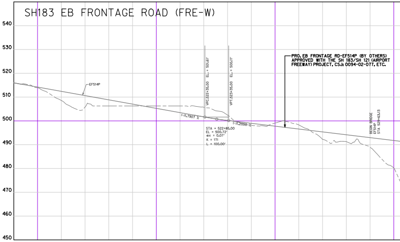

RAMP (DCW139)
K = 89
MEETS PROP. 45 MPH
DESIGN SPEED
700' V.C.
FUTURE SH161 CONNECTOR 'G'
EXISTING VALLEY VIEW LANE VVIEWX
EXISTING GROUND
PGL DCW139
K = 94
360' V.C.
RT. SHOULDER LINE
LT. SHOULDER LINE (PGL DCW139)
140+00
145+00
150+00
RAMP (DCW146)
K = 74
EXISTING 40 MPH
DESIGN SPEED
350' V.C.
EXISTING VALLEY VIEW LANE VVIEWX
FUTURE SH161 CONNECTOR 'C' (BY OTHERS)
PGL DCW146
EXISTING GROUND
LT. SHOULDER LINE (PGL DCW146)
155+00
RAMP (DCE149)
K = 59
REPLACES EXISTING
35 MPH (K=63)
VERTICAL CURVE
320' V.C.
PGL DCE149
EXISTING SH161 CONNECTOR 'F'
STA.149+09.42 BEGIN @ DCE149 PGL = 497.64
STA.152+50.00 MATCH EXIST. PAVEMENT PGL = 505.43
VPI STA. 150+78.00 ELEVATION 494.70
EXISTING GROUND
RT. SHOULDER LINE (PGL DCE149)
EXISTING ESTERS ROAD
EXISTING GROUND
PGL DCW190
K = 95 130' V.C.
K = 97 170' V.C.
K = 109 70' V.C.
LT. SHOULDER LINE (PGL DCW190)
185+00
190+00
RAMP (DCE191)
K = 184
460' V.C.
PROPOSED ESTERS ROAD
EXISTING SH161 CONNECTOR 'E'
EXISTING GROUND
PGL DCE191
K = 101 112' V.C.
K = 173 360' V.C.
RT. SHOULDER LINE (PGL DCE191)
180+00
RAMP (ERE083)
715' OVERALL
192.24' OVERALL
K = 98 290' V.C.
EXISTING INT'L PKWY. CONNECTOR 'C'
BEGIN PROJECT
BEGIN CONSTRUCTION
CSJ: 0094-03-065
ERE083 STA 17+14.79
MATCH SH 183 SCHEMATIC BY OTHERS
CSJ: 0094-02-077
EF500X STA 5365+22.66
PRO. RAMP-EF500XP (BY OTHERS)
APPROVED WITH THE SH 183/SH 121 (AIRPORT FREEWAY) PROJECT, CSJ: 0094-02-077, ETC.
PROPOSED SH183 MAIN LANES MLW-W
EXISTING INT'L. PKWY. RAMP 'EE'
K = 86 100' V.C.
K = 93 350' V.C.
PROPOSED HOV LANES HVW-W
K = 84 150' V.C.
PGL ERE083
VPI STA. 30+82.93 ELEVATION 501.34
EXISTING GROUND
RT. SHOULDER LINE
LT. SHOULDER LINE (PGL ERE083)
15+00
20+00
25+00
30+00
FUTURE SH161 CONNECTOR 'H'
FUTURE SH161 CONNECTOR 'A'
K = 97 400' V.C.
FUTURE SH161 MAIN LANES
EXISTING GROUND
PROPOSED SH183 HOV LANES HVE-W
K = 114 400' V.C.
175.200' OVERALL
RAMP (ERW168)
K = 86
MEETS EXIST. 40 MPH
DESIGN SPEED
K = 86 340' V.C.
K = 54
EXISTING 40 MPH
DESIGN SPEED
K = 131 250' V.C.
PGL ERW168
EXISTING GROUND
FUTURE SH161 CONNECTOR 'A'
K = 54 260' V.C.
390.53' OVERALL
RT. SHOULDER LINE
LT. SHOULDER LINE (PGL ERW168)
RAMP (ERW219)
PROPOSED SH183 HOV LANES HVW-W
K = 104 360' V.C.
PGL ERW219
EXISTING GROUND
K = 87 350' V.C.
RT. SHOULDER LINE
LT. SHOULDER LINE (PGL ERW219)
RAMP (ERE224)
K = 101 300' V.C.
PROPOSED
EXISTING
VERT. CLEAR. 16'6" (MIN)

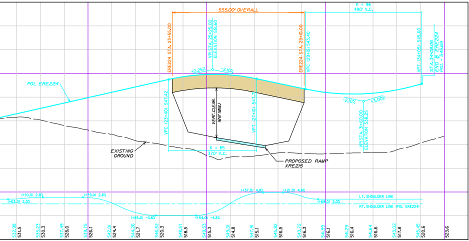

RAMP (DCE177)
EXISTING SH161 CONNECTOR 'E'
EXISTING SH161 CONNECTOR A
PGL DCE177
EXISTING GROUND
K = 100
EXISTING 45 MPH DESIGN SPEED
398' V.C.
K = 88
240' V.C.
LT. SHOULDER LINE
RT. SHOULDER LINE (PGL DCE177)
PROPOSED
EXISTING
175+00

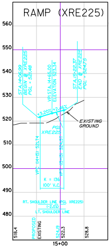

EB HOV SH 161 RAMP CONNECTOR (HRE122)
3950.00'
K = 100
150' V.C.
K = 118
600' V.C.
PROPOSED COUNTY LINE ROAD
PGL HRE122
HRE122 STA.139+50.00
VERT.CLEAR. 16'6" (MIN)
PROPOSED CEMETARY ACCESS DRIVE
PROPOSED VALLEY VIEW LANE VVIEWX
PROPOSED SH183 HOV LANES HVE-W
EXISTING GROUND
FUTURE SH161 CONNECTOR 'G'
LT. SHOULDER LINE (PGL HRE122)
RT. SHOULDER LINE
PROPOSED
EXISTING
125+00
130+00
135+00
140+00
145+00
155+00

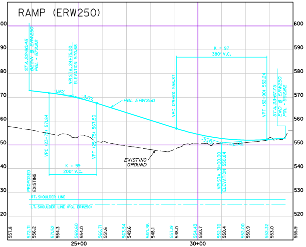

SH183
RAMP (ERE100)
EXISTING INTL.PKWY. CONNECTOR 'C'
K = 96
510' V.C.
VERT.CLEAR. 16'6" (MIN)
PGL ERE100
EXISTING GROUND
EXISTING INTL. PKWY.RAMP 'EE'
K = 99
283' V.C.
LT. SHOULDER LINE
RT. SHOULDER LINE (PGL ERE100)
PROPOSED
EXISTING
15+00
20+00

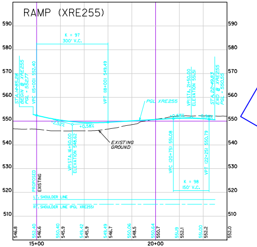

RAMP (ERW105)
425.00' OVERALL
ERW105 STA.23+00.00
ERW105 STA.27+25.00
K = 96
400' V.C.
VPI STA. 25+25.00
ELEVATION 517.24
PGL ERW105
VERT.CLEAR. 16'6" (MIN)
EXISTING GROUND
PROPOSED RAMP DCW117
PROPOSED SH183 HOV LANES HVW-W
K = 86
520' V.C.
RT. SHOULDER LINE
LT. SHOULDER LINE (PGL ERW105)
PROPOSED
EXISTING
20+00
25+00
30+00

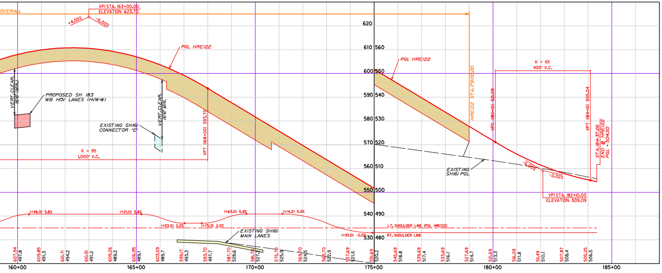

SH183 EB FRONTAGE ROAD (FRE-W)
PRO. EB FRONTAGE RD-EF514P (BY OTHERS) APPROVED WITH THE SH 183/SH 121 (AIRPORT FREEWAY) PROJECT, CSJ: 0094-02-077, ETC.
EF514P
STA = 522+85.00
EL = 500.72'
K = 171
L = 100.00'

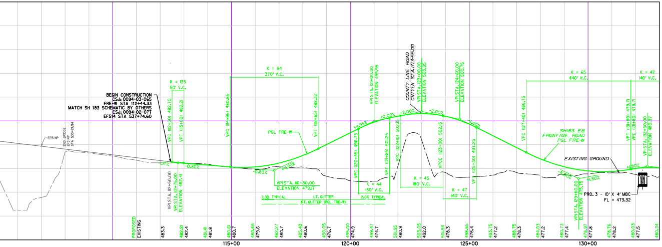

555.00' OVERALL
K = 96
490' V.C.
ERE224 STA. 23+55.00
ERE224 STA. 29+10.00
VPI STA. 25+25.00
ELEVATION 550.60
PGL ERE224
VERT.CLEAR. 16'6" (MIN)
K = 85
370' V.C.
EXISTING GROUND
PROPOSED RAMP XRE215
LT. SHOULDER LINE
RT. SHOULDER LINE (PGL ERE224)
20+00
25+00
30+00
35+00

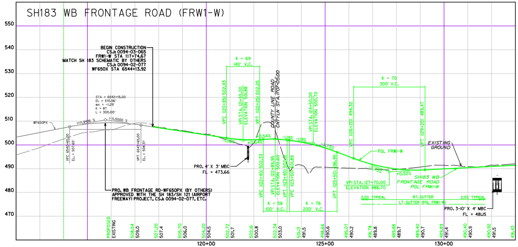

RAMP (XRE225)
EXISTING GROUND
PGL XRE225
K = 136
100' V.C.
RT. SHOULDER LINE (PGL XRE225)
LT. SHOULDER LINE
PROPOSED
EXISTING
15+00


RAMP (ERW250)
K = 97
380' V.C.
PGL ERW250
EXISTING GROUND
K = 99
200' V.C.
RT. SHOULDER LINE
LT. SHOULDER LINE (PGL ERW250)
PROPOSED
EXISTING
25+00
30+00


RAMP (XRE255)
K = 97
300' V.C.
PGL XRE255
EXISTING GROUND
K = 98
160' V.C.
LT. SHOULDER LINE
RT. SHOULDER LINE (PGL XRE255)
PROPOSED
EXISTING
15+00
20+00


VPI STA. 163+00.00
ELEVATION 623.70
OVERALL
+4.55%
-6.00%
PGL HRE122
VERT. CLEAR. 16'6" (MIN.)
PROPOSED SH 183 WB HOV LANES (HVW-W)
EXISTING SH161 CONNECTOR 'E'
VERT. CLEAR. 16'6" MIN.
K = 95
1,000' V.C.
VPT (168+00) 593.70
HRE122 STA. 179+00.00
VPC (180+00) 521.09
K = 101
400' V.C.
VPT (184+00) 505.04
STA 184+37.26
END ₡ HRE122
PGL = 504.50
EXISTING SH161 PGL
-6.00%
-2.02%
VPI STA. 182+00.00
ELEVATION 509.09
EXISTING SH161 MAIN LANES
LT. SHOULDER LINE (PGL HRE122)
RT. SHOULDER LINE
160+00
165+00
170+00
175+00
180+00
185+00


BEGIN CONSTRUCTION
CSJ: 0094-03-065
FRE-W STA 112+44.33
MATCH SH 183 SCHEMATIC BY OTHERS
CSJ: 0094-02-077
EF514 STA 537+74.60
K = 135
50' V.C.
K = 64
370' V.C.
COUNTY LINE ROAD
CNTYLN STA. 113+55.00
K = 65
440' V.C.
K = 47
140' V.C.
PGL FRE-W
+2.00%
-2.00%
SH183 EB FRONTAGE ROAD
PGL FRE-W
EXISTING GROUND
VPI STA. 116+80.00
ELEVATION 479.17
K = 44
130' V.C.
K = 45
180' V.C.
K = 47
140' V.C.
2.0% TYPICAL
LT. GUTTER
RT. GUTTER (PGL FRE-W)
PRO. 3 - 10' X 4' MBC
FL = 473.32
PROPOSED
EXISTING
115+00
120+00
125+00
130+00


SH183 WB FRONTAGE ROAD (FRW1-W)
BEGIN CONSTRUCTION
CSJ: 0094-03-065
FRW1-W STA 117+74.67
MATCH SH 183 SCHEMATIC BY OTHERS
CSJ: 0094-02-077
WF650X STA 6544+13.92
K = 69
140' V.C.
COUNTY LINE ROAD
CNTYLN STA. 117+05.00
K = 70
300' V.C.
PGL FRW1-W
EXISTING GROUND
PRO. 4' X 3' MBC
FL = 473.66
PRO. WB FRONTAGE RD-WF650PX (BY OTHERS) APPROVED WITH THE SH 183/SH 121 (AIRPORT FREEWAY) PROJECT, CSJ: 0094-02-077, ETC.
VPI STA. 127+70.00
ELEVATION 488.70
K = 58
100' V.C.
K = 78
200' V.C.
SH183 WB FRONTAGE ROAD
PGL FRW1-W
2.0% TYPICAL
LT. GUTTER (PGL FRW1-W)
RT. GUTTER
PRO. 3-10' X 4' MBC
FL = 481.15
PROPOSED
EXISTING
120+00
125+00
130+00

PRELIMINARY SCHEMATIC

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

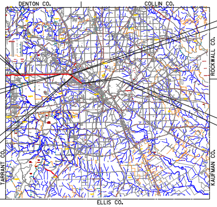
DESIGN SPEED

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


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

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

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

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.
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

MAY 31, 2006

DATE REVISED

MARCH 13, 2012

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

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ROLL 1A OF 5

ROLL 1A OF 5 STA. 91+00 TO STA. 133+00