ROLL 2A OF 5 STA. 133+00 TO STA. 260+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

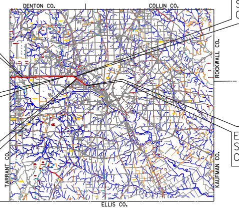
DESIGN SPEED

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


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

DATE SUBMITTED

MAY 31, 2006

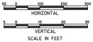
DATE REVISED

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


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

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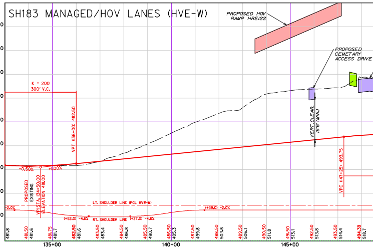
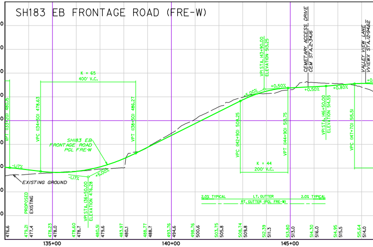
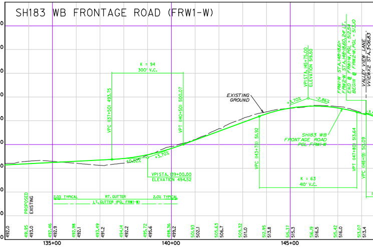
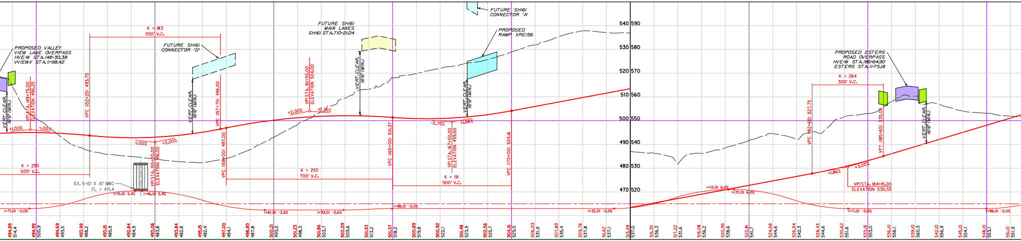
ROLL 2A OF 5

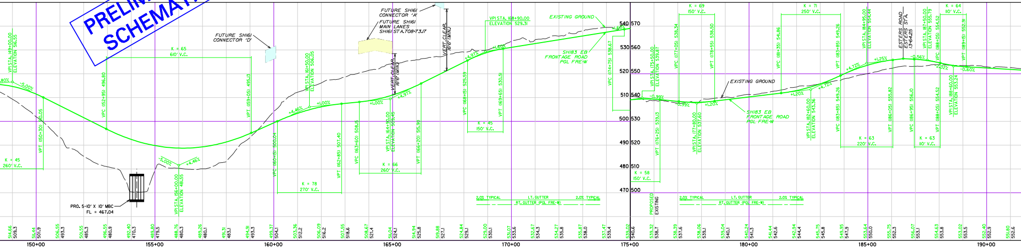

SH183 MANAGED/HOV LANES (HVE-W)
PROPOSED HOV RAMP HRE122
PROPOSED CEMETARY ACCESS DRIVE
K = 200
300' V.C.
VPT (136+00) 482.50
VERT. CLEAR. 16'6" (MIN)
VPC (147+25) 493.75
-0.50%
+1.00%
PROPOSED
EXISTING
VPI STA. 134+50.00
ELEVATION 481.00
LT. SHOULDER LINE (PGL HVW-W)
RT. SHOULDER LINE
-2.0%
540
530
520
510
500
490
480
470
460
135+00
140+00
145+00


SH183 EB FRONTAGE ROAD (FRE-W)
CEMETARY ACCESS DRIVE
VALLEY VIEW LANE
K = 65
400' V.C.
VPI STA. 143+90.00
K = 44
200' V.C.
SH183 EB FRONTAGE ROAD PGL FRE-W
EXISTING GROUND
-1.17%
+5.00%
+0.50%
+0.80%
PROPOSED
EXISTING
2.0% TYPICAL
LT. GUTTER
RT. GUTTER (PGL FRE-W)
540
530
520
510
500
490
480
470
460
135+00
140+00
145+00

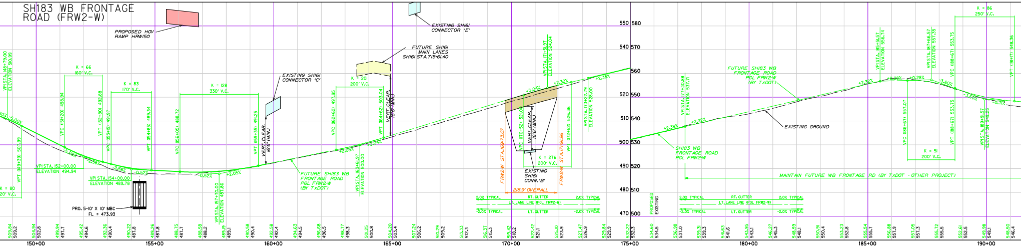

SH183 WB FRONTAGE ROAD (FRW1-W)
K = 94
300' V.C.
VPC (137+50) 493.75
VPT (140+50) 500.07
EXISTING GROUND
+3.70%
-2.86%
SH183 WB FRONTAGE ROAD PGL FRW1-W
VALLEY VIEW LANE
VPI STA. 139+00.00
ELEVATION 494.52
K = 63
410' V.C.
+0.52%
PROPOSED
EXISTING
2.0% TYPICAL
RT. GUTTER
LT. GUTTER (PGL FRW1-W)
550
540
530
520
510
500
490
480
470
460
135+00
140+00
145+00

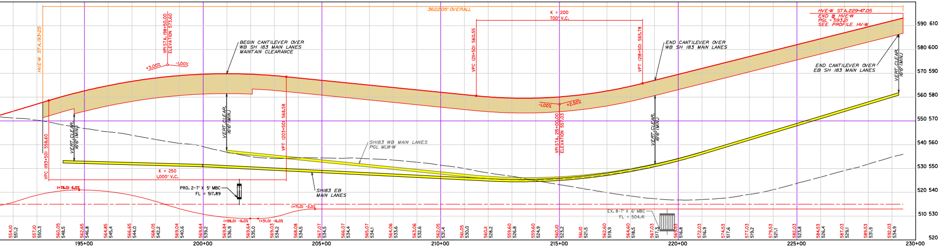
PRELIMINARY SCHEMATIC


PROPOSED VALLEY VIEW LANE OVERPASS HVE-W STA.148+30.38 VVIEWX STA.11+98.42
FUTURE SH161 CONNECTOR 'D'
FUTURE SH161 MAIN LANES SH161 STA.710+21.04
FUTURE SH161 CONNECTOR 'A'
PROPOSED RAMP XRE156
PROPOSED ESTERS ROAD OVERPASS HVE-W STA.186+64.90 ESTERS STA.11+75.18
VERT. CLEAR. 16'6" (MIN)
K = 183 550' V.C.
K = 250 500' V.C.
K = 255 700' V.C.
K = 191 500' V.C.
K = 264 300' V.C.
EX. 5-10' X 10' MBC FL = 471.4
VPI STA. 149+75.00 ELEVATION 496.25
VPC (152+25) 493.75
VPI STA. 155+00.00 ELEVATION 491.00
VPT (157+75) 496.50
VPC (158+00) 497.00
VPI STA. 161+50.00 ELEVATION 504.00
VPC (165+00) 501.37
VPI STA. 167+50.00 ELEVATION 499.50
VPC (170+00) 504.16
VPC (182+65) 527.75
VPI STA. 184+15.00 ELEVATION 530.55
VPT (185+65) 535.03
+1.00% -1.00% -1.00% +2.00% +2.00% -0.75% -0.75% +1.86% +1.86% +3.00%
150+00 155+00 160+00 165+00 170+00 175+00 180+00 185+00 190+00

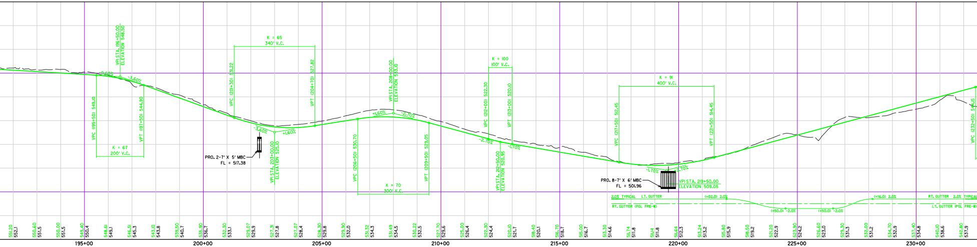

FUTURE SH161 CONNECTOR 'A'
FUTURE SH161 MAIN LANES SH161 STA.708+73.17
FUTURE SH161 CONNECTOR 'D'
EXISTING GROUND
SH183 EB FRONTAGE ROAD PGL FRE-W
VERT. CLEAR. 16'6" (MIN)
VPI STA. 149+00.00 ELEVATION 516.55
K = 45 260' V.C.
K = 65 610' V.C.
PRO. 5-10' X 10' MBC FL = 467.04
VPI STA. 156+00.00 ELEVATION 481.55
K = 78 270' V.C.
K = 66 260' V.C.
VPI STA. 161+50.00 ELEVATION 506.05
VPI STA. 164+90.00 ELEVATION 515.45
K = 45 150' V.C.
VPI STA. 168+90.00 ELEVATION 529.31
K = 58 150' V.C.
K = 69 150' V.C.
K = 71 250' V.C.
K = 63 220' V.C.
K = 63 110' V.C.
K = 64 110' V.C.
VPI STA. 184+95.00 ELEVATION 554.44
ESTERS ROAD ESTERS STA. 13+64.25
VPI STA. 187+50.00 ELEVATION 555.79
2.0% TYPICAL LT. GUTTER RT. GUTTER (PGL FRE-W)
PROPOSED EXISTING
150+00 155+00 160+00 165+00 170+00 175+00 180+00 185+00 190+00

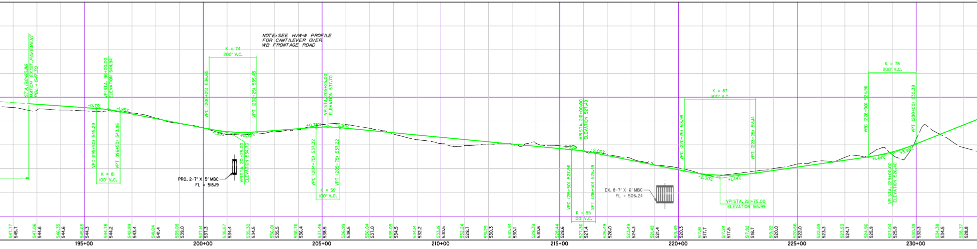
SH183 WB FRONTAGE ROAD (FRW2-W)


PROPOSED HOV RAMP HRW150
EXISTING SH161 CONNECTOR 'E'
FUTURE SH161 MAIN LANES SH161 STA.715+61.40
EXISTING SH161 CONNECTOR 'C'
FUTURE SH183 WB FRONTAGE ROAD PGL FRW2-W (BY TxDOT)
EXISTING SH161 CONN.'B'
FRW2-W STA.169+73.07
FRW2-W STA.171+91.96
218.9' OVERALL
VERT. CLEAR. 16'6" (MIN)
K = 66 160' V.C.
K = 83 170' V.C.
K = 128 330' V.C.
K = 201 200' V.C.
K = 276 200' V.C.
K = 60 120' V.C.
VPI STA. 148+79.00 ELEVATION 510.99
VPI STA. 152+00.00 ELEVATION 494.94
VPI STA. 154+00.00 ELEVATION 489.78
PRO. 5-10' X 10' MBC FL = 473.93
VPI STA. 157+70.00 ELEVATION 487.86
VPI STA. 163+61.97 ELEVATION 500.00
VPI STA. 171+51.97 ELEVATION 524.04
VPI STA. 173+22.79 ELEVATION 528.00
FUTURE SH183 WB FRONTAGE ROAD PGL FRW2-W (BY TxDOT)
SH183 WB FRONTAGE ROAD PGL FRW2-W
EXISTING GROUND
VPI STA. 185+51.57 ELEVATION 556.74
VPI STA. 187+66.57 ELEVATION 557.35
K = 51 200' V.C.
K = 86 250' V.C.
VPI STA. 189+91.57 ELEVATION 543.23
MAINTAIN FUTURE WB FRONTAGE RD (BY TxDOT - OTHER PROJECT)
2.0% TYPICAL RT. GUTTER LT. LANE LINE (PGL FRW2-W) LT. GUTTER
PROPOSED EXISTING
150+00 155+00 160+00 165+00 170+00 175+00 180+00 185+00 190+00

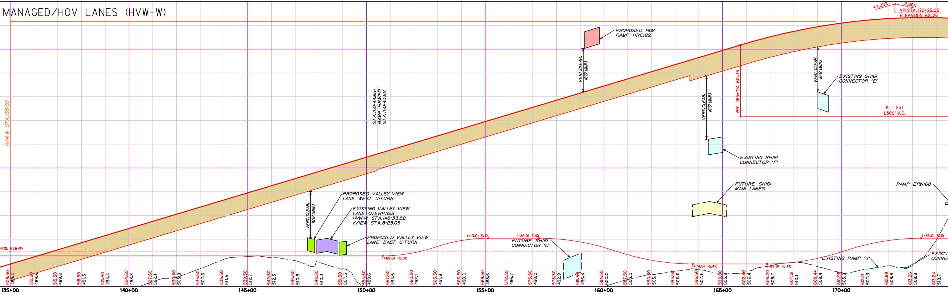

3622.05' OVERALL
HVE-W STA.193+25
VPI STA. 198+50.00
ELEVATION 573.60
+3.00%
-1.00%
BEGIN CANTILEVER OVER
WB SH 183 MAIN LANES
MAINTAIN CLEARANCE
VPC (193+50) 558.60
VERT. CLEAR.
16'6" (MIN.)
K = 250
1,000' V.C.
VPT (203+50) 568.58
SH183 WB MAIN LANES
PGL MLW-W
SH183 EB
MAIN LANES
PRO. 2-7' X 5' MBC
FL = 517.89
(+78.0) 6.0%
(+98.0) -6.0%
(+31.0) -6.0%
(+71.0) -2.0%
K = 200
700' V.C.
VPC (211+50) 560.55
VPT (218+50) 565.78
VPI STA. 215+00.00
ELEVATION 557.03
-1.00%
+2.50%
END CANTILEVER OVER
WB SH 183 MAIN LANES
END CANTILEVER OVER
EB SH 183 MAIN LANES
HVE-W STA.229+47.05
END @ HVE-W
PGL = 593.21
SEE PROFILE HV-W
EX. 8-7' X 6' MBC
FL = 504.41
590 610
580 600
570 590
560 580
550 570
540 560
530 550
520 540
510 530
520
510
554.10 551.2
557.10 550.3
560.05 548.5
562.65 546.8
564.85 545.4
566.65 544.0
568.05 542.2
569.04 540.6
569.64 539.2
569.84 536.9
569.64 535.0
569.03 534.2
568.08 534.5
567.07 534.5
566.07 534.4
565.07 534.1
564.06 533.6
563.06 532.6
562.05 531.4
561.05 530.0
560.11 528.2
559.60 526.8
559.60 524.9
560.10 523.2
561.10 521.5
562.60 519.9
564.60 518.5
567.03 517.3
569.53 516.8
572.03 516.9
574.53 517.6
577.03 519.2
579.53 521.1
582.03 523.8
584.53 526.4
587.03 529.1
589.53 531.9
592.03 534.9
195+00
200+00
205+00
210+00
215+00
220+00
225+00
230+00

SH183
PROPOSED
EXISTING
RT. SHOULDER LINE
LT. SHOULDER LINE
488.9
506.5
489.1

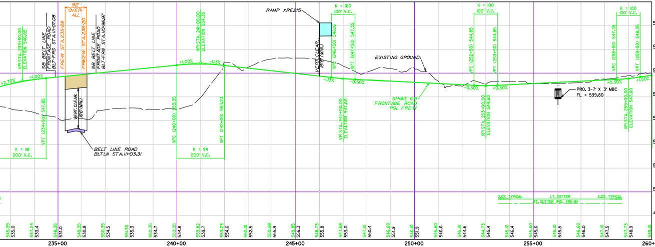

VPI STA. 196+50.00
ELEVATION 548.50
-0.60%
-3.60%
VPC (195+50) 549.10
VPT (197+50) 544.90
K = 67
200' V.C.
K = 65
340' V.C.
VPC (201+30) 531.22
VPT (204+70) 527.82
-3.60%
+1.60%
VPI STA. 203+00.00
ELEVATION 525.10
PRO. 2-7' X 5' MBC
FL = 517.38
VPI STA. 208+00.00
ELEVATION 533.10
+1.60%
-2.70%
VPC (206+50) 530.70
VPT (209+50) 529.05
K = 70
300' V.C.
K = 100
100' V.C.
VPC (212+00) 522.30
VPT (213+00) 520.10
-2.70%
-1.70%
VPI STA. 212+50.00
ELEVATION 520.95
K = 91
400' V.C.
VPC (217+50) 512.45
VPT (221+50) 514.45
-1.70%
+2.70%
PRO. 8-7' X 6' MBC
FL = 501.96
VPI STA. 219+50.00
ELEVATION 509.05
VPC (232+50) 544.15
2.0% TYPICAL LT. GUTTER
RT. GUTTER (PGL FRE-W)
(+02.0) 2.0%
(+50.0) -2.0%
(+50.0) -2.0%
(+16.0) 2.0%
RT. GUTTER 2.0% TYPICAL
LT. GUTTER (PGL FRE-W)
551.20 552.1
550.60 551.5
550.00 551.5
549.40 550.4
548.61 549.1
546.51 545.3
543.10 543.8
539.50 540.7
535.90 536.7
532.30 533.1
529.07 529.9
527.31 527.8
527.07 528.4
528.30 529.8
529.90 532.0
531.32 534.3
531.49 534.5
530.22 532.5
527.70 529.6
525.00 526.4
522.30 524.4
520.10 521.7
518.40 520.1
516.70 518.7
515.00 516.7
513.30 514.6
511.74 511.8
511.14 511.8
511.64 512.3
513.24 513.2
515.80 515.9
518.50 519.2
521.20 522.9
523.90 524.2
526.60 523.0
529.30 531.3
532.00 531.2
534.70 532.9
537.40 534.8
540.10 538.6
542.80 537.9
195+00
200+00
205+00
210+00
215+00
220+00
225+00
230+00

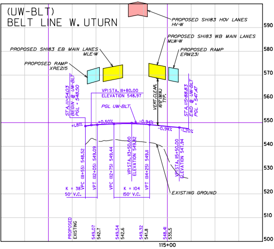

STA.192+65.86
MATCH EXIST. PAVEMENT
PGL = 547.30
VPI STA. 196+00.00
ELEVATION 544.94
-0.71%
-1.95%
VPC (195+50) 545.29
VPT (196+50) 543.96
K = 81
100' V.C.
NOTE: SEE HVW-W PROFILE
FOR CANTILEVER OVER
WB FRONTAGE ROAD
K = 74
200' V.C.
VPC (200+25) 536.65
VPT (202+25) 535.45
-1.95%
+0.75%
VPI STA. 201+25.00
ELEVATION 534.70
PRO. 2-7' X 5' MBC
FL = 518.19
VPI STA. 205+25.00
ELEVATION 537.70
+0.75%
-0.95%
VPC (204+75) 537.32
VPT (205+75) 537.22
K = 59
100' V.C.
VPI STA. 216+00.00
ELEVATION 527.49
-0.95%
-2.00%
VPC (215+50) 527.96
VPT (216+50) 526.49
K = 95
100' V.C.
EX. 8-7' X 6' MBC
FL = 506.24
K = 87
300' V.C.
VPC (220+25) 518.99
VPT (223+25) 518.14
-2.00%
+1.44%
VPI STA. 221+75.00
ELEVATION 515.99
K = 78
200' V.C.
VPC (228+00) 524.96
VPT (230+00) 530.39
+1.44%
+3.99%
VPI STA. 229+00.00
ELEVATION 526.40
547.77 545.7
547.06 544.6
546.35 544.6
545.65 544.3
544.78 544.2
542.99 543.4
541.04 541.4
539.09 539.0
537.14 537.3
535.57 534.4
535.30 534.5
536.01 535.5
536.76 536.4
537.46 538.5
536.99 538.5
536.04 537.0
535.09 534.5
534.14 532.2
533.19 530.5
532.24 529.7
531.29 530.3
530.34 530.1
529.39 530.6
528.44 529.6
527.36 527.4
525.49 526.0
523.49 524.3
521.49 521.4
519.49 520.3
517.81 517.7
517.24 517.5
517.82 518.7
519.22 520.0
520.66 522.0
522.09 523.3
523.53 524.7
524.96 525.9
527.04 525.9
530.39 532.3
534.38 534.5
538.37 528.8
195+00
200+00
205+00
210+00
215+00
220+00
225+00
230+00

MANAGED/HOV LANES (HVW-W)

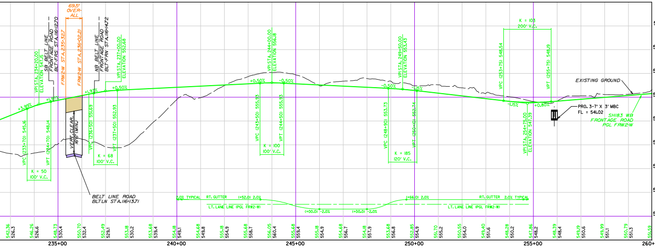

HVW-W STA.135+00
PROPOSED HOV RAMP HRE122
VERT.CLEAR. 16'6" (MIN)
STA.150+44.85= RAMP HRW150 STA.150+43.62
EXISTING SH161 CONNECTOR 'E'
EXISTING SH161 CONNECTOR 'F'
VPC (165+75) 601.75
K = 257 1,300' V.C.
+3.00% -2.06% VPI STA. 172+25.00 ELEVATION 621.25
PROPOSED VALLEY VIEW LANE WEST U-TURN
EXISTING VALLEY VIEW LANE OVERPASS HVW-W STA.148+33.82 VVIEW STA.8+23.05
PROPOSED VALLEY VIEW LANE EAST U-TURN
FUTURE SH161 MAIN LANES
FUTURE SH161 CONNECTOR 'C'
RAMP ERW168
EXISTING RAMP 'X'
PGL HVW-W
(+13.0) 5.4%
(+26.0) 5.4%
(+69.0) -2.0%
(+74.0) -5.4%
(+87.0) -5.4%
(+35.0) 5.4%
135+00
140+00
145+00
150+00
155+00
160+00
165+00
170+00

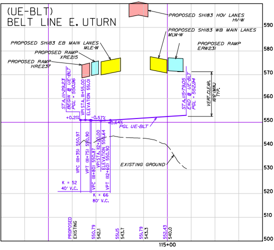
(UW-BLT)
BELT LINE W. UTURN

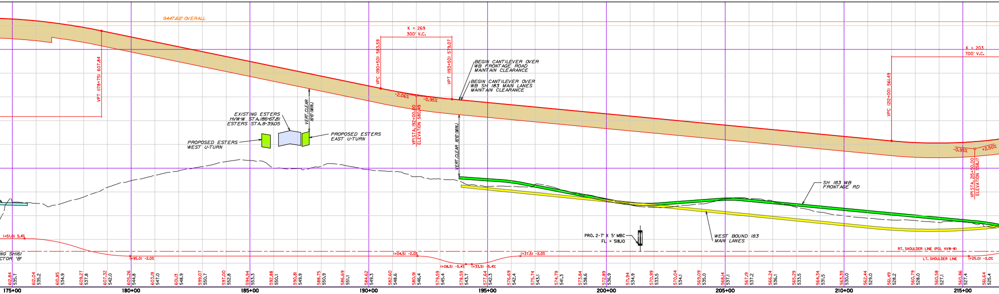

VPI STA. 233+50.00 ELEVATION 546.85
SB BELT LINE FRONTAGE ROAD BLT-FRS STA.111+07.08
92' OVER-ALL
FRE-W STA.236+28
FRW2-W STA.236+20
NB BELT LINE FRONTAGE ROAD BLT-FRN STA.110+96.97
+2.70%
+1.00%
VPT (234+50) 547.85
K = 118 200' V.C.
VERT.CLEAR. 16'6" (MIN)
BELT LINE ROAD BLTLN STA.111+03.31
VPI STA. 241+00.00 ELEVATION 554.35
+1.00% -1.13%
VPC (240+00) 553.35
VPT (242+00) 553.23
K = 94 200' V.C.
RAMP XRE215
K = 160 100' V.C.
VPC (246+50) 548.16
VPT (247+50) 547.55
VPI STA. 247+00.00 ELEVATION 547.60
-1.13% -0.50%
EXISTING GROUND
SH183 EB FRONTAGE ROAD PGL FRE-W
K = 100 100' V.C.
VPC (252+50) 544.85
VPT (253+50) 544.85
VPI STA. 253+00.00 ELEVATION 544.60
-0.50% +0.50%
PRO. 3-7' X 3' MBC FL = 539.80
K = 100 100' V.C.
VPC (258+50) 547.35
VPT (259+50) 548.35
VPI STA. 259+00.00 ELEVATION 547.60
+0.50% +1.50%
2.0% TYPICAL
LT. GUTTER
2.0% TYPICAL
RT. GUTTER (PGL FRE-W)
570 590
560 580
550 570
540 560
530 550
520 540
510 530
500 520
490 510
235+00
240+00
245+00
250+00
255+00
260+00


PROPOSED SH183 HOV LANES HV-W
PROPOSED SH183 WB MAIN LANES MLW-W
PROPOSED RAMP ERW231
PROPOSED SH183 EB MAIN LANES MLE-W
PROPOSED RAMP XRE215
STA.111+54.03 BEGIN @ UW-BLT PGL = 548.50
VPI STA. 111+80.00 ELEVATION 548.97
PGL UW-BLT
VERT.CLEAR. 16'6" (MIN) TYP.
STA.115+88.83 END @ UW-BLT PGL = 547.47
+1.81% +0.50% -0.94% -0.94% -1.20%
VPC (111+55) 548.52
VPT (112+05) 549.09
VPC (112+75) 549.44
VPI STA. 113+50.00 ELEVATION 549.82
VPT (114+25) 549.11
VPI STA. 115+50.00 ELEVATION 547.94
K = 38 50' V.C.
K = 104 150' V.C.
EXISTING GROUND
PROPOSED
EXISTING
115+00

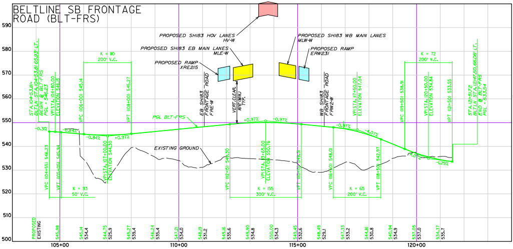
(UE-BLT)
BELT LINE E. UTURN


VPI STA. 234+20.00 ELEVATION 547.16
SB BELT LINE FRONTAGE ROAD BLT-FRS STA.116+12.70
69.5' OVER-ALL
FRW2W STA.235+32.7
FRW2-W STA.236+02.21
NB BELT LINE FRONTAGE ROAD BLT-FRN STA.116+14.72
VPI STA. 237+00.00 ELEVATION 552.68
+3.89%
+1.97%
+0.50%
VPC (233+70) 545.16
VPT (234+70) 548.14
K = 50 100' V.C.
VERT.CLEAR. 16'6" (MIN)
VPC (236+50) 551.69
VPT (237+50) 552.93
K = 68 100' V.C.
BELT LINE ROAD BLTLN STA.116+13.71
VPI STA. 244+00.00 ELEVATION 556.18
+0.50% -0.50%
VPC (243+50) 555.33
VPT (244+50) 555.33
K = 100 100' V.C.
VPI STA. 249+50.00 ELEVATION 553.43
-0.50% -1.16%
VPC (248+90) 553.73
VPT (250+10) 552.74
K = 185 120' V.C.
K = 108 200' V.C.
VPC (253+75) 548.54
VPT (255+75) 548.19
VPI STA. 254+75.00 ELEVATION 547.39
-1.16% +0.80%
EXISTING GROUND
PRO. 3-7' X 3' MBC FL = 541.02
SH183 WB FRONTAGE ROAD PGL FRW2-W
2.0% TYPICAL
RT. GUTTER
(+52.0) 2.0%
LT. LANE LINE (PGL FRW2-W)
(+00.0) -2.0%
(+00.0) -2.0%
(+66.0) 2.0%
RT. GUTTER
2.0% TYPICAL
LT. LANE LINE (PGL FRW2-W)
580 590
570 580
560 570
550 560
540 550
530 540
520 530
510 520
500 510
235+00
240+00
245+00
250+00
255+00
260+00

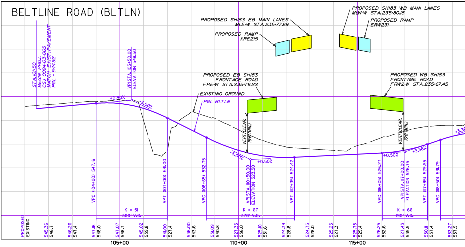

PROPOSED SH183 HOV LANES HV-W
PROPOSED SH183 WB MAIN LANES MLW-W
PROPOSED RAMP ERW231
PROPOSED SH183 EB MAIN LANES MLE-W
PROPOSED RAMP XRE215
PROPOSED RAMP HRE237
STA.111+29.23 BEGIN @ UE-BLT PGL = 550.96
VPI STA. 111+55.00 ELEVATION 551.01
STA.115+79.05 END @ UE-BLT PGL = 552.34
VERT.CLEAR. 16'6" (MIN) T.Y.P.
+0.20% -0.57% +0.64%
PGL UE-BLT
VPC (111+35) 550.97
VPT (111+75) 550.90
VPC (111+80) 550.87
VPI STA. 112+20.00 ELEVATION 550.64
VPT (112+60) 550.90
K = 52 40' V.C.
K = 66 80' V.C.
EXISTING GROUND
PROPOSED
EXISTING
115+00


9447.62' OVERALL
VPT (178+75) 607.84
K = 269
300' V.C.
VPC (190+50) 583.59
VPT (193+50) 579.07
-2.06%
-0.95%
VPI STA. 192+00.00
ELEVATION 580.49
BEGIN CANTILEVER OVER
WB FRONTAGE ROAD
MAINTAIN CLEARANCE
BEGIN CANTILEVER OVER
WB SH 183 MAIN LANES
MAINTAIN CLEARANCE
EXISTING ESTERS
HVW-W STA.186+67.81
ESTERS STA.8+39.05
VERT.CLEAR 16'6" (MIN)
PROPOSED ESTERS
EAST U-TURN
PROPOSED ESTERS
WEST U-TURN
VERT.CLEAR 16'6" (MIN)
K = 203
700' V.C.
VPC (212+00) 561.49
-0.95%
+2.50%
VPI STA. 215+50.00
ELEVATION 558.17
SH 183 WB
FRONTAGE RD
WEST BOUND 183
MAIN LANES
PRO. 2-7' X 5' MBC
FL = 518.10
(+51.0) 5.4%
NG SH161
CTOR 'B'
(+95.0) -2.0%
(+04.5) -2.0%
(+08.5) -5.4%
(+33.5) -5.4%
(+37.5) -2.0%
RT. SHOULDER LINE (PGL HVW-W)
LT. SHOULDER LINE
(+25.0) -2.0%
612.84 535.7
612.04 535.2
610.85 534.9
609.27 537.8
607.32 542.0
605.26 544.8
603.19 547.0
601.13 548.9
599.07 550.7
597.00 552.8
594.94 553.3
592.88 550.1
590.81 549.9
588.75 550.9
586.69 551.1
584.62 549.3
582.60 548.6
580.91 546.4
579.59 545.4
578.59 543.7
577.64 542.3
576.69 542.4
575.74 543.1
574.79 541.3
573.84 538.6
572.89 536.9
571.94 534.9
570.99 533.5
570.04 534.1
569.09 535.0
568.14 537.1
567.19 537.2
566.24 536.1
565.29 533.5
564.34 531.5
563.39 530.0
562.44 529.0
561.49 528.2
560.79 528.0
560.58 527.1
560.86 527.4
561.64 525.4
175+00
180+00
185+00
190+00
195+00
200+00
205+00
210+00
215+00

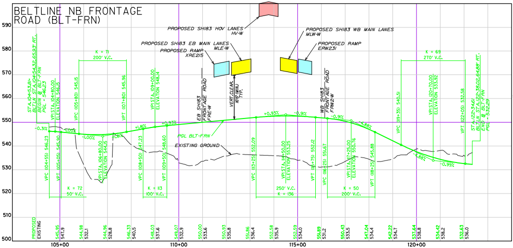
BELTLINE SB FRONTAGE ROAD (BLT-FRS)


PROPOSED SH183 HOV LANES
HV-W
PROPOSED SH183 EB MAIN LANES
MLE-W
PROPOSED RAMP
XRE215
PROPOSED SH183 WB MAIN LANES
MLW-W
PROPOSED RAMP
ERW231
STA.104+53.81=
BLTLN STA.104+53.81 65.93' LT.
BEGIN ℄ BLT-FRS
PGL = 546.23
VPI STA. 104+80.00
ELEVATION 546.15
K = 110
200' V.C.
VPC (106+00) 545.14
VPT (108+00) 545.27
EB SH183
FRONTAGE ROAD
FRE-W
VERT.CLEAR.
16'6" (MIN)
TYP.
WB SH183
FRONTAGE ROAD
FRW2-W
VPI STA. 117+50.00
ELEVATION 547.04
K = 72
200' V.C.
VPC (119+50) 538.91
VPI STA. 120+50.00
ELEVATION 534.84
VPT (121+50) 533.55
STA.121+51.72
BLTLN STA.121+47.50, 66.06' LT.
END ℄ BLT-FRS
PGL = 533.54
PGL BLT-FRS
-0.31%
-0.84%
-0.84%
+0.97%
+0.97%
-0.97%
-0.97%
-4.07%
-4.07%
-1.29%
EXISTING GROUND
VPC (104+55) 546.23
VPT (105+05) 545.94
K = 93
50' V.C.
VPI STA. 107+00.00
ELEVATION 544.30
VPC (112+15) 549.30
VPI STA. 113+65.00
ELEVATION 550.76
VPT (115+15) 549.31
K = 155
300' V.C.
VPC (116+50) 548.01
VPT (118+50) 542.97
K = 65
200' V.C.
590
580
570
560
550
540
530
520
510
500
PROPOSED
EXISTING
545.98
545.14 534.4
544.75 525.9
545.27 539.4
546.24 535.4
547.21 534.0
548.19 531.2
549.16 535.6
549.90 534.8
550.00 534.3
549.45 532.6
548.49 529.1
547.33 533.2
544.81 530.8
540.94 534.9
537.05 537.0
534.37 535.7
105+00
110+00
115+00
120+00

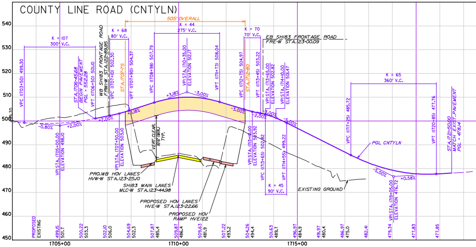
BELTLINE ROAD (BLTLN)

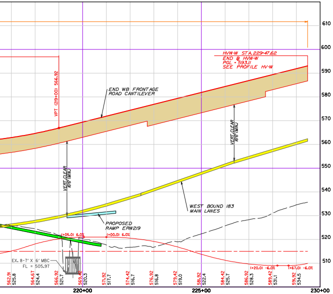

PROPOSED SH183 EB MAIN LANES
MLE-W STA.235+77.69
PROPOSED RAMP
XRE215
PROPOSED SH183 WB MAIN LANES
MLW-W STA.235+80.18
PROPOSED RAMP
ERW231
STA.101+50
BEGIN PROJ.
CSJ 0094-03-065
MATCH EXIST. PAVEMENT
PGL = 544.92
VPI STA. 105+50.00
ELEVATION 548.50
PROPOSED EB SH183
FRONTAGE ROAD
FRE-W STA.235+76.22
PROPOSED WB SH183
FRONTAGE ROAD
FRW2-W STA.235+67.45
EXISTING GROUND
PGL BLTLN
+0.90%
-5.00%
-5.00%
+0.50%
+0.50%
+3.36%
+3.36%
VERT.CLEAR.
16'6" (MIN)
VPC (104+00) 547.16
VPT (107+00) 541.00
VPC (108+65) 532.75
VPI STA. 110+50.00
ELEVATION 523.50
VPT (112+35) 524.42
VPC (116+05) 526.27
VPI STA. 117+00.00
ELEVATION 526.75
VPT (117+95) 529.95
VPC (118+50) 531.79
K = 51
300' V.C.
K = 67
370' V.C.
K = 66
190' V.C.
590 580
580 570
570 560
560 550
550 540
540 530
530 520
520 510
510 500
500 490
PROPOSED
EXISTING
545.36 546.7
546.26 547.4
547.16 548.0
547.07 548.7
545.02 539.8
541.00 527.4
536.00 543.6
531.09 540.8
527.35 536.0
525.10 531.6
524.34 528.8
524.75 528.0
525.25 527.3
525.75 529.4
526.25 532.6
527.43 535.5
530.11 537.4
533.27 537.9
105+00
110+00
115+00

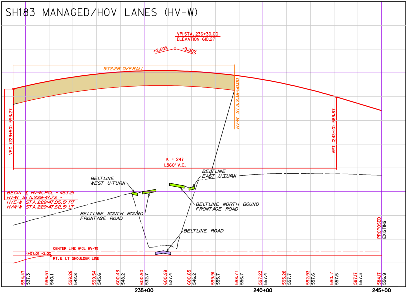
BELTLINE NB FRONTAGE ROAD (BLT-FRN)


PROPOSED SH183 HOV LANES
HV-W
PROPOSED SH183 EB MAIN LANES
MLE-W
PROPOSED RAMP
XRE215
PROPOSED SH183 WB MAIN LANES
MLW-W
PROPOSED RAMP
ERW231
STA.104+53.81=
BLTLN STA.104+54.32, 65.93' RT.
BEGIN ℄ BLT-FRN
PGL = 546.23
VPI STA. 104+80.00
ELEVATION 546.15
K = 71
200' V.C.
VPC (105+80) 545.15
VPT (107+80) 545.96
VPI STA. 109+00.00
ELEVATION 548.14
EB SH183
FRONTAGE ROAD
FRE-W
VERT.CLEAR.
16'6" (MIN)
TYP.
WB SH183
FRONTAGE ROAD
FRW2-W
K = 69
270' V.C.
VPC (119+35) 540.51
VPI STA. 120+70.00
ELEVATION 533.92
VPT (122+05) 532.58
STA.122+34.61
BLTLN STA.122+38.02, 64.88' RT.
END ℄ BLT-FRN
PGL = 532.29
-0.31%
-1.00%
-1.00%
+1.81%
+1.81%
+0.93%
+0.93%
-0.91%
-0.91%
-4.88%
-4.88%
-0.99%
PGL BLT-FRN
EXISTING GROUND
VPC (104+55) 546.23
VPT (105+05) 545.90
K = 72
50' V.C.
VPI STA. 106+80.00
ELEVATION 544.15
VPC (108+50) 547.23
VPT (109+50) 548.60
K = 113
100' V.C.
VPC (113+25) 552.09
VPI STA. 114+50.00
ELEVATION 553.25
VPT (115+75) 552.12
250' V.C.
K = 136
VPC (116+25) 551.67
VPI STA. 117+25.00
ELEVATION 550.76
VPT (118+25) 545.88
K = 50
200' V.C.
590
580
570
560
550
540
530
520
510
500
PROPOSED
EXISTING
545.95 547.9
544.98 532.1
544.96 528.8
546.33 540.5
548.03 537.6
549.07 532.9
550.00 533.6
550.93 535.8
551.86 536.4
552.58 535.9
552.59 534.0
551.89 531.2
550.43 533.5
547.04 534.4
542.22 534.7
537.64 538.8
534.42 538.2
532.63 536.0
105+00
110+00
115+00
120+00

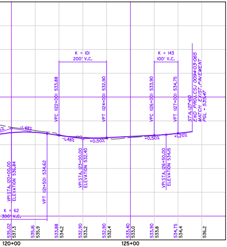
COUNTY LINE ROAD (CNTYLN)

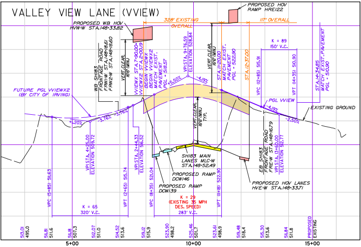

505' OVERALL
K = 44
275' V.C.
K = 107
300' V.C.
K = 68
80' V.C.
K = 70
70' V.C.
EB SH183 FRONTAGE ROAD
FRE-W STA.123+00.09
VPC (1703+50) 499.30
STA.1706+45.68
BEGIN PAVEMENT
PGL = 552.28
VPT (1706+50) 501.10
WB SH183 FRONTAGE ROAD
FRW-W STA.122+89.95
VPC (1707+10) 502.30
STA.1707+75
VPT (1707+90) 504.37
VPC (1708+98) 507.79
VPI STA. 1710+35.00
ELEVATION 512.17
VPT (1711+73) 508.04
VPC (1712+75) 504.97
STA.1712+80
VPT (1713+45) 503.22
VPI STA. 1713+65.00
ELEVATION 502.82
VPI STA. 1714+10.00
ELEVATION 501.47
K = 65
360' V.C.
VPC (1717+25) 485.72
VPT (1720+85) 477.76
STA.1721+50.00
MATCH EXIST. PAVEMENT
PGL = 478.14
PGL CNTYLN
-0.80%
+2.00%
+2.00%
+3.18%
+3.18%
-3.00%
-3.00%
-2.00%
-3.00%
-5.00%
-5.00%
+0.58%
VPI STA. 1705+00.00
ELEVATION 498.10
VPI STA. 1707+50.00
ELEVATION 503.10
VERT.CLEAR.
16'6" (MIN)
TYP.
VPI STA. 1713+10.00
ELEVATION 503.92
VPC (1713+65) 502.82
VPT (1714+55) 499.22
K = 45
90' V.C.
EXISTING GROUND
VPI STA. 1719+05.00
ELEVATION 476.72
PRO.WB HOV LANES
HVW-W STA.123+25.10
SH183 MAIN LANES
MLC-W STA.123+44.98
PROPOSED HOV LANES
HVE-W STA.123+22.66
PROPOSED HOV
RAMP HVE122
590 540
580 530
570 520
560 510
550 500
540 490
530 480
520 470
510 460
500 450
PROPOSED
EXISTING
499.15 501.7
500.22 503.3
502.10 506.0
504.69 502.3
507.87 485.4
509.87 486.4
509.63 481.9
507.22 493.2
504.26 494.4
501.63 489.7
496.97 484.9
491.97 480.4
486.97 475.0
482.41
479.34
477.83
477.85
1705+00
1710+00
1715+00

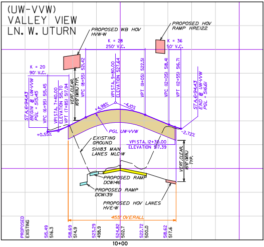

HVW-W STA. 229+47.62
END Ⓑ HVW-W
PGL = 593.11
SEE PROFILE HV-W
END WB FRONTAGE ROAD CANTILEVER
VPT (219+00) 566.92
VERT. CLEAR. 16'6" (MIN.)
WEST BOUND 183 MAIN LANES
PROPOSED RAMP ERW219
EX. 8-7' X 6' MBC
FL = 505.97
220+00
225+00
230+00

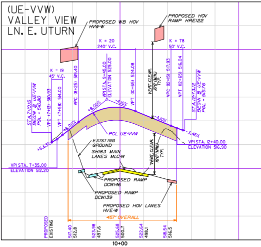

SH183 MANAGED/HOV LANES (HV-W)
VPI STA. 236+30.00
ELEVATION 610.27
+2.50%
-3.00%
932.28' OVERALL
VPC (229+50) 593.27
HV-W STA. 238+50.00
VPT (243+10) 589.87
K = 247
1,360' V.C.
BEGIN Ⓑ HV-W, PGL = 463.21
HV-W STA. 229+47.72
HVE-W STA. 229+47.05, 5' RT
HVW-W STA. 229+47.62, 5' LT
BELTLINE WEST U-TURN
BELTLINE EAST U-TURN
BELTLINE SOUTH BOUND FRONTAGE ROAD
BELTLINE NORTH BOUND FRONTAGE ROAD
BELTLINE ROAD
CENTER LINE (PGL HV-W)
RT. & LT. SHOULDER LINE
PROPOSED
EXISTING
235+00
240+00
245+00

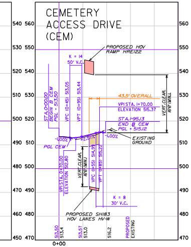
PRELIMINARY SCHEMATIC

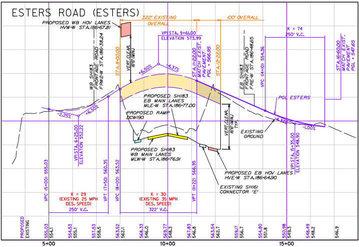

K = 101
200' V.C.
K = 143
100' V.C.
STA. 127+60
END PROJ. CSJ 0094-03-065
MATCH EXIST. PAVEMENT
PGL = 535.47
K = 62
300' V.C.
120+00
125+00

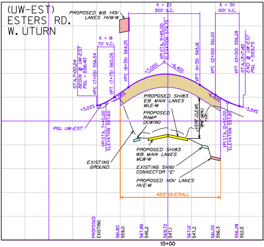

VALLEY VIEW LANE (VVIEW)
PROPOSED HOV RAMP HRE122
PROPOSED WB HOV HVW-W STA. 148+33.82
328' EXISTING OVERALL
117' OVERALL
FUTURE PGL VVIEWX2 (BY CITY OF IRVING)
WB SH183 FRONTAGE ROAD FRWI-W STA. 148+18.61 FRW2-W STA. 148+18.60
VERT. CLEAR. 16'6" (MIN.)
PGL VVIEW
EXISTING GROUND
SH183 MAIN LANES MLC-W STA. 148+52.49
PROPOSED RAMP DCW146
PROPOSED RAMP DCW139
EB SH183 FRONTAGE ROAD FRE-W STA. 148+16.79
PROPOSED HOV LANES HVE-W STA. 148+33.71
K = 65
320' V.C.
K = 29
(EXISTING 35 MPH DES. SPEED)
283' V.C.
K = 89
150' V.C.
5+00
10+00
15+00

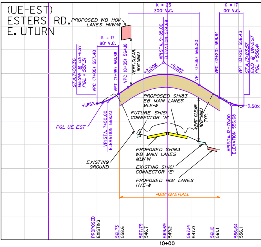

(UW-VVW) VALLEY VIEW LN. W. UTURN
PROPOSED WB HOV HVW-W
PROPOSED HOV RAMP HRE122
K = 28
250' V.C.
K = 36
50' V.C.
K = 20
90' V.C.
PGL UW-VVW
EXISTING GROUND
SH183 MAIN LANES MLC-W
VPI STA. 12+30.00
ELEVATION 517.39
PROPOSED RAMP DCW146
PROPOSED RAMP DCW139
PROPOSED HOV LANES HVE-W
455' OVERALL
10+00


(UE-VVW) VALLEY VIEW LN. E. UTURN
PROPOSED WB HOV HVW-W
PROPOSED HOV RAMP HRE122
K = 20
240' V.C.
K = 78
50' V.C.
K = 19
45' V.C.
PGL UE-VVW
EXISTING GROUND
SH183 MAIN LANES MLC-W
VPI STA. 7+35.00
ELEVATION 512.20
VPI STA. 12+40.00
ELEVATION 516.90
PROPOSED RAMP DCW146
PROPOSED RAMP DCW139
PROPOSED HOV LANES HVE-W
457' OVERALL
10+00


CEMETERY ACCESS DRIVE (CEM)
PROPOSED HOV RAMP HRE122
K = 14
50' V.C.
43.5' OVERALL
VPI STA. 1+70.00
ELEVATION 515.37
STA. 1+95.13
END Ⓑ CEM
PGL = 515.12
EXISTING GROUND
PGL CEM
VERT. CLEAR. 16'6" (MIN.)
PROPOSED SH183 HOV LANES HV-W
K = 8
30' V.C.
0+00


ESTERS ROAD (ESTERS)
PROPOSED WB HOV LANES HVW-W STA. 186+67.81
322' EXISTING OVERALL
100' OVERALL
VPI STA. 9+61.00
ELEVATION 573.99
WB SH183 FRONTAGE ROAD FRW2-W
EB SH183 FRONTAGE ROAD FRE-W STA. 186+48.65
PROPOSED SH183 EB MAIN LANES MLE-W STA. 186+77.00
PROPOSED RAMP DCW190
PROPOSED SH183 WB MAIN LANES MLW-W STA. 186+76.91
PROPOSED EB HOV LANES HVE-W STA. 186+64.90
EXISTING SH161 CONNECTOR 'E'
PGL ESTERS
EXISTING GROUND
K = 74
250' V.C.
K = 29
(EXISTING 25 MPH DES. SPEED)
250' V.C.
K = 30
(EXISTING 35 MPH DES. SPEED)
322' V.C.
5+00
10+00
15+00


(UW-EST) ESTERS RD. W. UTURN
PROPOSED WB HOV LANES HVW-W
K = 22
300' V.C.
K = 30
100' V.C.
K = 18
70' V.C.
PGL UW-EST
PROPOSED SH183 EB MAIN LANES MLE-W
PROPOSED RAMP DCW190
PROPOSED SH183 WB MAIN LANES MLW-W
EXISTING SH161 CONNECTOR 'E'
PROPOSED HOV LANES HVE-W
EXISTING GROUND
422' OVERALL
10+00


(UE-EST) ESTERS RD. E. UTURN
PROPOSED WB HOV LANES HVW-W
K = 23
300' V.C.
K = 17
100' V.C.
K = 17
90' V.C.
PGL UE-EST
PROPOSED SH183 EB MAIN LANES MLE-W
FUTURE SH161 CONNECTOR 'H'
PROPOSED SH183 WB MAIN LANES MLW-W
EXISTING SH161 CONNECTOR 'E'
PROPOSED HOV LANES HVE-W
EXISTING GROUND
422' OVERALL
10+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)

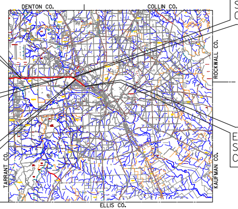
IH 35E TO LOOP 12 174,100 (278,600)
LOOP 12 TO SH 360 216,900 (347,300)

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

ROLL 2A OF 5 STA. 133+00 TO STA. 260+00

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:

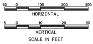
Matthew G. Craig	69910	03-13-12
Type or Print Name	PE#	Date

DATE SUBMITTED

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 2A OF 5