ROLL 3A OF 5 FRONTAGE ROAD AND RAMP PROFILES

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

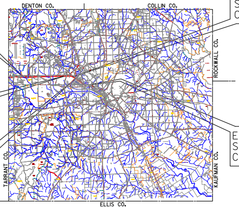
DESIGN SPEED

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.
ELLIS CO.
TARRANT CO.

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

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

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

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

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

DRAFT SUBMITTAL

NOT INTENDED FOR
CONSTRUCTION, BIDDING,
OR PERMIT PURPOSES.

DATE APPROVED

HALFF ASSOCIATES, INC.
TBPE FIRM #F-312
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:

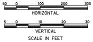
Type or Print Name	PE#	Date
Matthew G. Craig	69910	09-02-11

DATE SUBMITTED

MAY 31, 2006

DATE REVISED

SEPTEMBER 12, 2011



ROLL 3A OF 5
FRONTAGE ROAD
AND RAMP PROFILES

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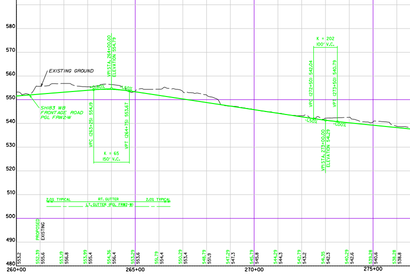
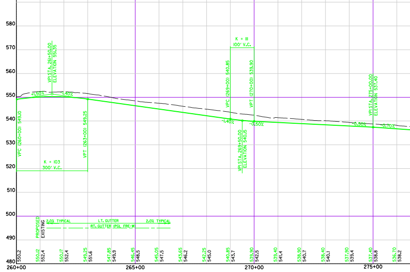
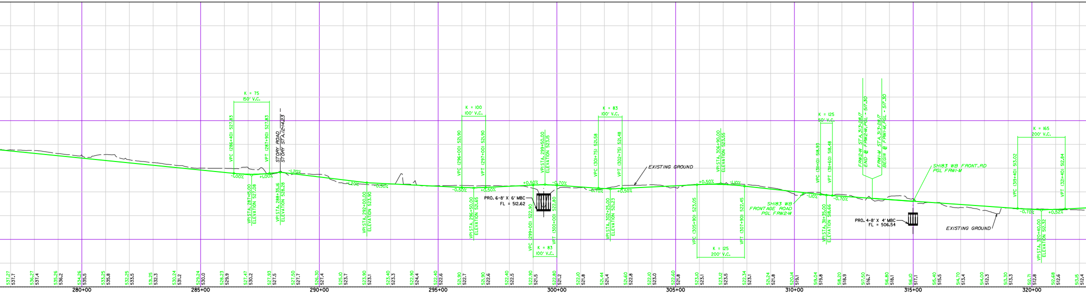
PROPOSED WESTBOUND SH 183 FRONTAGE ROAD

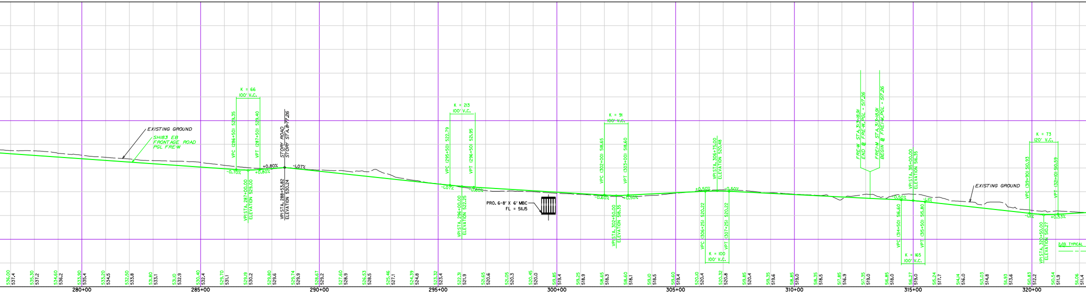

580
570
560
550
540
530
520
510
500
490
480
260+00
265+00
270+00
275+00
EXISTING GROUND
SH183 WB FRONTAGE ROAD PGL FRW2-W
VPI STA. 264+00.00 ELEVATION 554.79
+0.80%
-1.50%
VPC (263+25) 554.19
VPT (264+75) 553.67
K = 65
150' V.C.
K = 202
100' V.C.
VPC (272+50) 542.04
VPT (273+50) 540.79
-1.50%
-1.00%
VPI STA. 273+00.00 ELEVATION 541.29
2.0% TYPICAL
RT. GUTTER
2.0% TYPICAL
LT. GUTTER (PGL FRW2-W)
PROPOSED
EXISTING
553.2
552.39
555.6
553.19
556.8
553.99
555.4
554.36
556.4
553.29
553.6
551.79
554.4
550.29
553.4
548.79
551.9
547.29
547.3
545.79
545.8
544.29
544.3
542.79
543.2
541.35
542.3
540.29
542.6
539.28
540.6
538.28
538.8

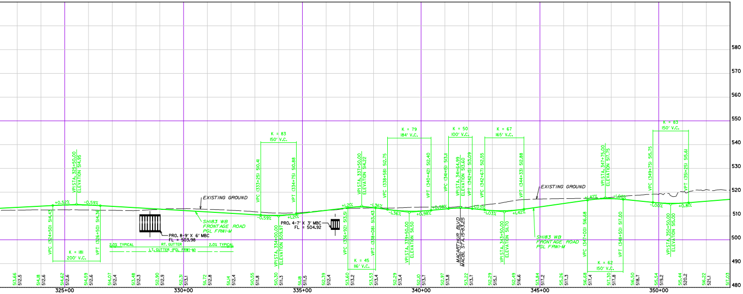
PRELIMINARY SCHEMATIC

PROPOSED EASTBOUND SH 183 FRONTAGE ROAD


580
570
560
550
540
530
520
510
500
490
480
260+00
265+00
270+00
275+00
VPI STA. 261+50.00 ELEVATION 551.35
+1.50%
-1.40%
VPC (260+00) 549.10
VPT (263+00) 549.25
K = 103
300' V.C.
K = 111
100' V.C.
VPC (269+00) 540.85
VPT (270+00) 539.90
-1.40%
-0.50%
VPI STA. 269+50.00 ELEVATION 540.15
VPI STA. 275+00.00 ELEVATION 537.40
-0.50%
-0.70%
2.0% TYPICAL
LT. GUTTER
2.0% TYPICAL
RT. GUTTER (PGL FRE-W)
PROPOSED
EXISTING
550.2
550.12
552.4
550.17
552.4
549.25
551.6
547.85
549.9
546.45
548.5
545.05
547.5
543.65
546.2
542.25
545.0
540.85
543.7
539.90
542.5
539.40
541.4
538.90
540.7
538.40
540.1
537.90
539.4
537.40
538.8
536.70
538.2


K = 75
150' V.C.
VPC (286+40) 527.83
VPT (287+90) 527.83
STORY ROAD
STORY STA.12+14.23
-1.00%
+1.00%
-1.20%
VPI STA. 287+15.00
ELEVATION 527.08
VPI STA. 288+35.16
ELEVATION 528.28
-1.20%
-0.50%
VPI STA. 292+00.00
ELEVATION 523.90
K = 100
100' V.C.
VPC (296+00) 521.90
VPT (297+00) 521.90
-0.50%
+0.50%
VPI STA. 296+50.00
ELEVATION 521.65
PRO. 6-8' X 6' MBC
FL = 512.62
+0.50%
-0.70%
VPI STA. 299+50.00
ELEVATION 523.15
VPC (299+00) 522.90
VPT (300+00) 522.80
K = 83
100' V.C.
K = 83
100' V.C.
VPC (301+75) 521.58
VPT (302+75) 521.48
-0.70%
+0.50%
VPI STA. 302+25.00
ELEVATION 521.23
EXISTING GROUND
VPI STA. 306+90.00
ELEVATION 523.55
+0.50%
-1.10%
VPC (305+90) 523.05
VPT (307+90) 522.45
K = 125
200' V.C.
SH183 WB
FRONTAGE ROAD
PGL FRW2-W
K = 125
50' V.C.
VPC (311+10) 518.93
VPT (311+60) 518.48
-1.10%
-0.70%
VPI STA. 311+35.00
ELEVATION 518.66
FRW2-W STA.313+28.17
END ℄ FRW2-W,PGL = 517.30
FRW1-M STA.313+28.17
BEGIN ℄ FRW1-M,PGL = 517.30
SH183 WB FRONT.RD
PGL FRW1-M
PRO. 4-8' X 4' MBC
FL = 506.54
EXISTING GROUND
K = 165
200' V.C.
VPC (319+40) 513.02
VPT (321+40) 512.84
-0.70%
+0.52%
VPI STA. 320+40.00
ELEVATION 512.32
537.27 537.7
536.27 537.4
535.26 536.2
534.26 535.5
533.25 535.8
532.25 533.5
531.25 532.3
530.24 531.2
529.24 530.0
528.23 529.9
527.47 530.2
527.93 527.5
527.50 527.7
526.30 527.4
525.10 523.7
523.90 523.1
523.40 523.3
522.90 524.4
522.40 522.6
521.90 522.7
521.90 522.6
522.40 522.5
522.90 521.5
522.80 521.2
522.10 521.8
521.44 521.4
521.60 522.8
522.10 523.0
522.60 521.8
523.10 523.1
523.12 523.5
522.34 523.1
521.24 521.8
520.14 519.1
519.04 519.8
518.20 518.9
517.50 516.7
516.80 518.1
516.10 517.1
515.40 515.5
514.70 513.4
514.00 512.3
513.30 513.3
512.71 512.8
512.68 512.6
513.15 512.4
280+00
285+00
290+00
295+00
300+00
305+00
310+00
315+00
320+00


EXISTING GROUND
SH183 EB
FRONTAGE ROAD
PGL FRE-W
K = 66
100' V.C.
VPC (286+50) 529.35
VPT (287+50) 529.40
-0.70%
+0.80%
+0.80%
VPI STA. 287+00.00
ELEVATION 529.00
STORY ROAD
STORY STA.8+77.26
-1.07%
VPI STA. 288+53.82
ELEVATION 530.24
K = 213
100' V.C.
VPC (295+50) 522.79
VPT (296+50) 521.95
-1.07%
-0.60%
VPI STA. 296+00.00
ELEVATION 522.25
PRO. 6-8' X 6' MBC
FL = 511.15
K = 91
100' V.C.
VPC (302+00) 518.65
VPT (303+00) 518.60
-0.60%
+0.50%
VPI STA. 302+50.00
ELEVATION 518.35
VPI STA. 306+75.00
ELEVATION 520.48
+0.50%
-0.50%
VPC (306+25) 520.22
VPT (307+25) 520.22
K = 100
100' V.C.
FRE-W STA.313+18.91
END ℄ FRE-W,PGL = 517.26
FRE1-M STA.313+18.91
BEGIN ℄ FRE1-M,PGL = 517.26
VPI STA. 315+00.00
ELEVATION 516.35
-0.50%
-1.11%
VPC (314+50) 516.60
VPT (315+50) 515.80
K = 165
100' V.C.
EXISTING GROUND
K = 73
120' V.C.
VPC (319+90) 510.93
VPT (321+10) 510.59
-1.11%
+0.53%
VPI STA. 320+50.00
ELEVATION 510.27
2.0% TYPICAL
536.00 537.4
535.30 537.2
534.60 536.2
533.90 535.4
533.20 534.5
532.50 533.8
531.80 533.1
531.10 532.9
530.40 532.4
529.70 531.1
529.19 530.2
529.80 529.6
529.74 529.9
528.67 529.2
527.60 528.9
526.53 528.5
525.46 527.1
524.39 524.8
523.32 523.4
522.31 521.9
521.65 520.6
521.05 520.3
520.45 520.0
519.85 519.4
519.25 518.9
518.65 518.3
518.60 518.1
519.10 518.5
519.60 519.4
520.10 520.4
520.32 520.8
519.85 520.4
519.35 519.6
518.85 519.0
518.35 518.5
517.85 516.9
517.35 519.0
516.85 518.0
516.27 519.0
515.24 517.7
514.14 516.0
513.03 514.8
511.93 513.6
510.83 512.2
510.54 511.9
511.06 511.4
280+00
285+00
290+00
295+00
300+00
305+00
310+00
315+00
320+00


580
570
560
550
540
530
520
510
500
490
480
VPI STA. 325+50.00 ELEVATION 514.95
+0.52%
-0.59%
VPC (324+50) 514.43
VPT (326+50) 514.36
K = 181
200' V.C.
EXISTING GROUND
PRO. 8-9' X 6' MBC
FL = 503.98
SH183 WB FRONTAGE ROAD PGL FRW1-M
2.0% TYPICAL
RT. GUTTER
2.0% TYPICAL
LT. GUTTER (PGL FRW1-M)
K = 83
150' V.C.
VPC (333+25) 510.41
VPT (334+75) 510.88
-0.59%
+1.21%
VPI STA. 334+00.00 ELEVATION 509.97
PRO. 4-7' X 3' MBC
FL = 504.92
VPC (336+92) 513.51
VPT (338+08) 513.43
K = 45
116' V.C.
+1.21%
-1.36%
VPI STA. 337+50.00 ELEVATION 514.22
K = 79
184' V.C.
VPC (338+58) 512.75
VPT (340+42) 512.40
-1.36%
+0.98%
VPI STA. 339+50.00 ELEVATION 511.50
K = 50
100' V.C.
VPC (341+15) 513.11
VPI STA. 341+64.99 ELEVATION 513.60
VPT (342+15) 513.09
+0.98%
-1.03%
MACARTHUR BLVD
MACBL STA.15+83.25
K = 67
165' V.C.
VPC (342+67) 512.55
VPT (344+33) 512.88
-1.03%
+1.42%
VPI STA. 343+50.00 ELEVATION 511.70
EXISTING GROUND
SH183 WB FRONTAGE ROAD PGL FRW1-M
+1.42%
-1.00%
VPI STA. 347+75.00 ELEVATION 517.75
VPC (347+00) 516.68
VPT (348+50) 517.00
K = 62
150' V.C.
K = 83
150' V.C.
VPC (349+75) 515.75
VPT (351+25) 515.61
-1.00%
+0.81%
VPI STA. 350+50.00 ELEVATION 515.00
513.66 512.5
514.18 512.6
514.62 512.6
514.59 512.6
514.07 512.4
513.48 512.3
512.90 512.9
512.31 513.1
511.72 512.8
511.14 512.4
510.55 511.8
510.30 511.3
511.18 511.5
512.39 512.4
513.60 513.2
513.53 513.4
512.29 513.4
512.10 513.7
512.97 513.8
513.22 513.7
512.29 515.1
512.49 516.6
513.84 517.2
515.26 517.3
516.68 517.4
517.30 517.8
516.50 518.7
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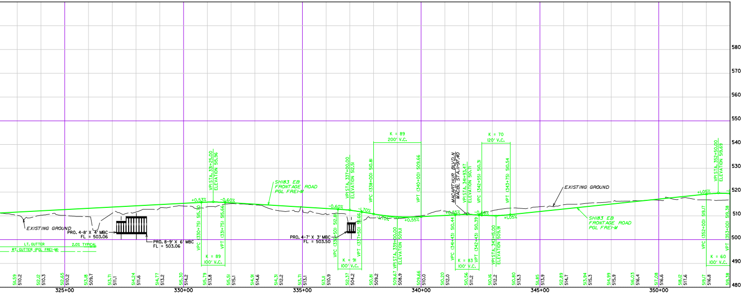
517.03
325+00
330+00
335+00
340+00
345+00
350+00


580
570
560
550
540
530
520
510
500
490
480
EXISTING GROUND
PRO. 4-8' X 4' MBC
FL = 503.06
PRO. 8-9' X 6' MBC
FL = 503.06
LT. GUTTER
2.0% TYPICAL
RT. GUTTER (PGL FREI-M)
VPI STA. 331+25.00 ELEVATION 515.96
+0.53%
-0.60%
VPC (330+75) 515.70
VPT (331+75) 515.66
K = 89
100' V.C.
SH183 EB FRONTAGE ROAD PGL FREI-M
PRO. 4-7' X 3' MBC
FL = 503.50
-0.60%
-1.70%
VPI STA. 337+00.00 ELEVATION 512.51
VPC (336+50) 512.81
VPT (337+50) 511.66
K = 91
100' V.C.
K = 89
200' V.C.
VPC (338+00) 510.81
VPT (340+00) 509.66
-1.70%
+0.55%
VPI STA. 339+00.00 ELEVATION 509.11
MACARTHUR BLVD.N
MACBL STA.11+97.40
+0.55%
-0.66%
VPI STA. 341+93.47 ELEVATION 510.71
VPC (341+43) 510.44
VPT (342+43) 510.39
K = 83
100' V.C.
K = 70
120' V.C.
VPC (342+55) 510.31
VPT (343+75) 510.54
+1.05%
VPI STA. 343+15.00 ELEVATION 509.91
EXISTING GROUND
SH183 EB FRONTAGE ROAD PGL FREI-M
+1.05%
VPI STA. 352+50.00 ELEVATION 519.69
VPC (352+00) 519.17
VPT (353+00) 519.38
K = 60
100' V.C.
511.59 510.2
512.12 510.3
512.65 510.2
513.18 509.7
513.71 511.1
514.24 511.6
514.77 513.2
515.30 514.2
515.79 513.8
515.51 515.1
514.91 514.6
514.31 512.2
513.71 513.1
513.11 510.9
512.37 504.2
510.81 509.2
509.67 508.9
509.66 510.0
510.20 512.0
510.56 511.2
510.16 512.2
510.80 513.3
511.85 513.9
512.89 514.7
513.94 515.3
514.99 515.9
516.03 516.4
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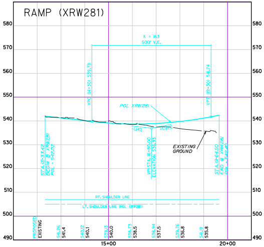
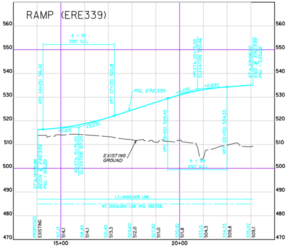
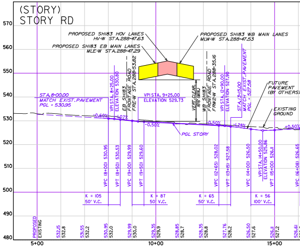
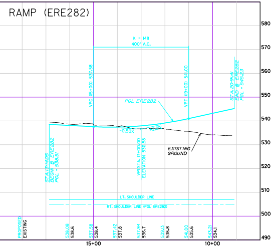
519.38
325+00
330+00
335+00
340+00
345+00
350+00

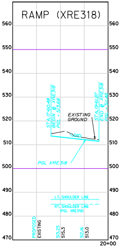

RAMP (XRW281)
580
570
560
550
540
530
520
510
500
490
K = 163
500' V.C.
VPC (14+30) 539.78
VPT (19+30) 541.74
PGL XRW281
-1.14%
+1.92%
VPI STA. 16+80.00 ELEVATION 536.93
STA.12+33.42 BEGIN ℄ XRW281 PGL = 542.02
STA.19+64.50 END ℄ XRW281 PGL = 542.40
EXISTING GROUND
RT. SHOULDER LINE
LT. SHOULDER LINE (PGL XRW281)
PROPOSED
EXISTING
541.26 541.4
540.12 540.1
539.13 540.0
538.73 538.5
538.94 537.5
539.76 536.8
541.19 535.8
15+00
20+00

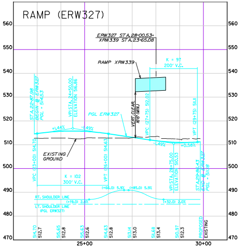

RAMP (ERE339)
560
550
540
530
520
510
500
490
480
470
K = 115
300' V.C.
VPC (14+25) 516.42
VPT (17+25) 522.18
PGL ERE339
+0.61%
+3.23%
VPI STA. 15+75.00 ELEVATION 517.34
STA.14+02.96 BEGIN ℄ ERE339 PGL = 516.29
EXISTING GROUND
VPC (19+50) 529.43
VPT (22+00) 534.33
K = 99
250' V.C.
+3.23%
+0.69%
VPI STA. 20+75.00 ELEVATION 533.46
STA.23+08.70 END ℄ ERE339 PGL = 535.08
LT. SHOULDER LINE
RT. SHOULDER LINE (PGL ERE339)
PROPOSED
EXISTING
517.13 514.1
518.83 514.1
521.40 513.3
524.60 512.0
527.82 511.0
530.92 511.8
533.13 504.3
534.33 509.8
535.02 509.1
15+00
20+00

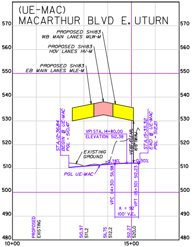

(STORY)
STORY RD
570
560
550
540
530
520
510
500
490
480
PROPOSED SH183 HOV LANES
HV-W STA.288+47.63
PROPOSED SH183 WB MAIN LANES
MLW-W STA.288+47.53
PROPOSED SH183 EB MAIN LANES
MLE-W STA.288+47.29
STA.8+00.00
MATCH EXIST.PAVEMENT
PGL = 530.95
VPI STA. 8+25.00 ELEVATION 530.80
EB SH183 FRONTAGE ROAD FRE-W STA.288+53.82
VPI STA. 9+25.00 ELEVATION 529.73
VERT.CLEAR. 16'6" (MIN)
WB SH183 FRONTAGE ROAD FRW2-W STA.288+35.16
VPI STA. 12+90.00 ELEVATION 527.90
STA.13+15.00 MATCH EXIST.PAVEMENT PGL = 527.58
FUTURE PAVEMENT (BY OTHERS)
EXISTING GROUND
-0.60%
-1.07%
-0.50%
+0.50%
-1.28%
+0.50%
PGL STORY
VPC (8+00) 530.95
VPT (8+50) 530.53
VPC (9+00) 529.99
VPT (9+50) 529.60
VPC (12+65) 528.02
VPT (13+15) 527.58
VPC (14+00) 526.50
VPI STA. 14+50.00 ELEVATION 525.86
VPT (15+00) 526.11
VPC (16+08) 526.65
K = 105
50' V.C.
K = 87
50' V.C.
K = 65
50' V.C.
K = 56
100' V.C.
PROPOSED
EXISTING
532.15 532.8
531.55 532.2
530.95 532.0
529.99 530.0
529.35 529.9
528.85 528.7
528.35 528.8
527.76 528.2
526.50 527.6
526.11 527.2
526.61
5+00
10+00
15+00

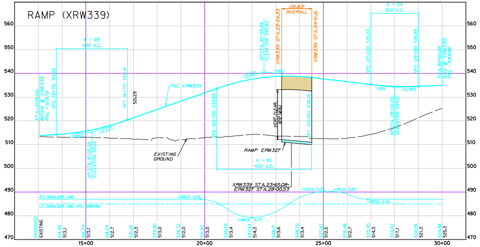
580
570
560
550
540
530
520
510
500
490

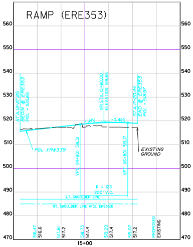

RAMP (ERE282)
K = 148
400' V.C.
PGL ERE282
EXISTING GROUND
-0.50%
LT. SHOULDER LINE
RT. SHOULDER LINE (PGL ERE282)
PROPOSED
EXISTING
15+00
10+00

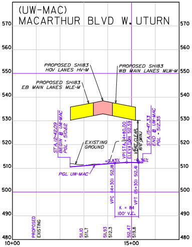

RAMP (XRE318)
EXISTING GROUND
PGL XRE318
LT. SHOULDER LINE
RT. SHOULDER LINE
PROPOSED
EXISTING
20+00

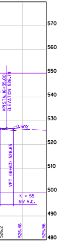

RAMP (ERW327)
ERW327 STA 28+00.53
XRW339 STA 23+65.08
RAMP XRW339
K = 97
200' V.C.
PGL ERW327
VERT. CLEAR. 16'6" (MIN)
EXISTING GROUND
K = 102
300' V.C.
+1.44%
-1.49%
+0.58%
RT. SHOULDER LINE
LT. SHOULDER LINE
PROPOSED
EXISTING
25+00
30+00

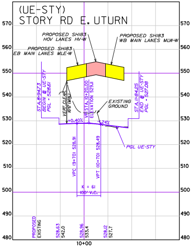

(UE-MAC)
MACARTHUR BLVD E. UTURN
PROPOSED SH183 WB MAIN LANES MLW-M
PROPOSED SH183 HOV LANES HV-M
PROPOSED SH183 EB MAIN LANES MLE-M
VPI STA. 14+80.00
ELEVATION 512.38
EXISTING GROUND
PGL UE-MAC
+0.78%
-0.30%
K = 92
100' V.C.
PROPOSED
EXISTING
10+00
15+00

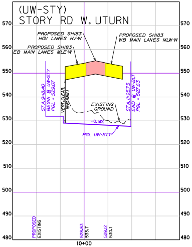

RAMP (XRW339)
K = 103
300' V.C.
126.83'
OVERALL
K = 124
200' V.C.
PGL XRW339
+3.52%
-1.18%
+0.43%
VERT. CLEAR. 16'6" (MIN)
EXISTING GROUND
RAMP ERW327
K = 85
400' V.C.
XRW339 STA 23+65.08
ERW327 STA 28+00.53
RT. SHOULDER LINE
LT. SHOULDER LINE (PGL XRW339)
PROPOSED
EXISTING
15+00
20+00
25+00
30+00

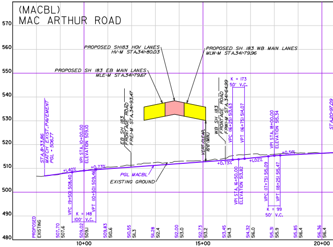

RAMP (ERE353)
PGL XRW339
EXISTING GROUND
-0.48%
K = 123
200' V.C.
LT. SHOULDER LINE
RT. SHOULDER LINE (PGL ERE353)
PROPOSED
EXISTING
15+00


(UW-MAC)
MACARTHUR BLVD W. UTURN
PROPOSED SH183 HOV LANES HV-M
PROPOSED SH183 WB MAIN LANES MLW-M
PROPOSED SH183 EB MAIN LANES MLE-M
EXISTING GROUND
PGL UW-MAC
K = 84
100' V.C.
PROPOSED
EXISTING
10+00
15+00


-0.50%
K = 55
55' V.C.


(UE-STY)
STORY RD E. UTURN
PROPOSED SH183 HOV LANES HV-W
PROPOSED SH183 WB MAIN LANES MLW-W
PROPOSED SH183 EB MAIN LANES MLE-W
VERT. CLEAR. 16'6" (MIN)
EXISTING GROUND
+0.40%
PGL UE-STY
K = 61
100' V.C.
PROPOSED
EXISTING
10+00


(UW-STY)
STORY RD W. UTURN
PROPOSED SH183 HOV LANES HV-W
PROPOSED SH183 WB MAIN LANES MLW-W
PROPOSED SH183 EB MAIN LANES MLE-W
VERT. CLEAR. 16'6" (MIN)
EXISTING GROUND
+0.51%
PGL UW-STY
PROPOSED
EXISTING
10+00


(MACBL)
MAC ARTHUR ROAD
PROPOSED SH183 HOV LANES HV-M STA 341+80.03
PROPOSED SH 183 WB MAIN LANES MLW-M STA 341+79.96
PROPOSED SH 183 EB MAIN LANES MLE-M STA 341+79.67
EB SH 183 FRONTAGE ROAD FRE-M STA 341+93.47
WB SH 183 FRONTAGE ROAD FRW-M STA 341+64.99
K = 173
50' V.C.
+1.40%
+0.73%
+1.02%
+0.54%
PGL MACBL
EXISTING GROUND
K = 148
100' V.C.
K = 99
50' V.C.
PROPOSED
EXISTING
10+00
15+00
20+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)

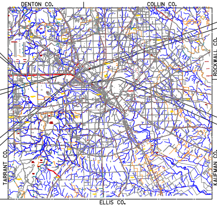
IH 35E TO LOOP 12	174,100 (278,600)
LOOP 12 TO SH 360	216,900 (347,300)

ROADWAY: URBAN FREEWAY

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.
KAUFMAN CO.
TARRANT 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
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	09-02-11

DATE SUBMITTED

MAY 31, 2006

DATE REVISED

SEPTEMBER 12, 2011

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

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ROLL 3A OF 5
FRONTAGE ROAD
AND RAMP PROFILES

ROLL 3A OF 5 FRONTAGE ROAD AND RAMP PROFILES