ROLL 4A 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)

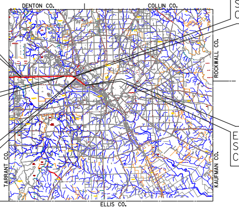
IH 35E TO LOOP 12	174,100 (278,600)
LOOP 12 TO SH 360	216,900 (347,300)

ROADWAY: URBAN FREEWAY

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.
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

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:

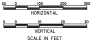
Type or Print Name	PE#	Date
Matthew G. Craig	69910	09-02-11

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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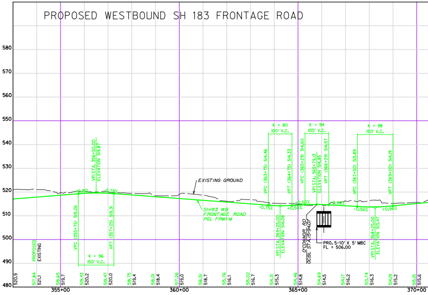
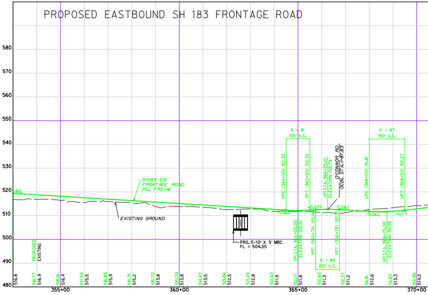
ROLL 4A OF 5 FRONTAGE ROAD AND RAMP PROFILES

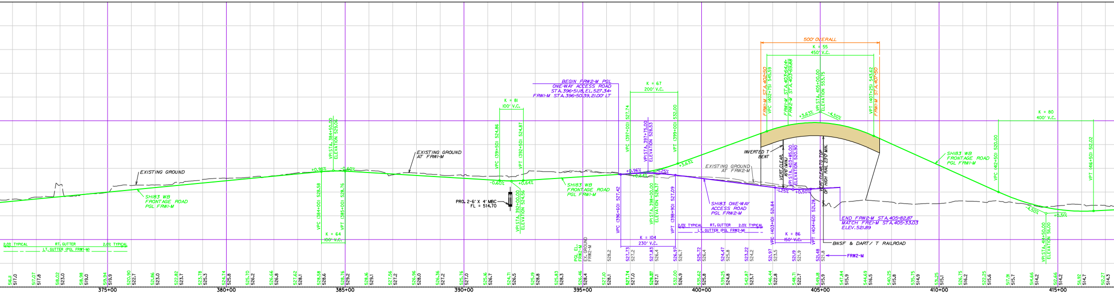
PROPOSED WESTBOUND SH 183 FRONTAGE ROAD

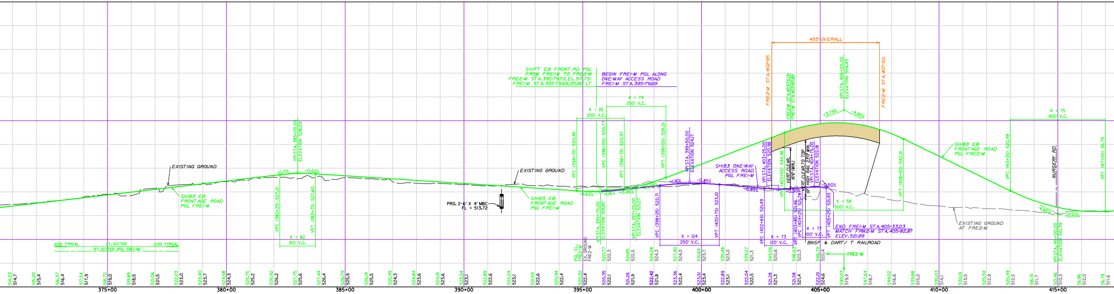

580
570
560
550
540
530
520
510
500
490
480
355+00
360+00
365+00
370+00
EXISTING GROUND
SH183 WB FRONTAGE ROAD PGL FRWI-M
PROPOSED
EXISTING
+0.81%
-0.75%
VPI STA. 356+50.00 ELEVATION 519.87
VPC (355+75) 519.26
VPT (357+25) 519.31
K = 96 150' V.C.
K = 80 100' V.C.
K = 94 100' V.C.
K = 98 150' V.C.
VPC (363+75) 514.46
VPT (364+75) 514.33
VPC (365+29) 514.60
VPI STA. 365+79.13 ELEVATION 514.85
VPT (366+29) 514.57
VPC (367+50) 513.89
VPT (369+00) 514.19
-0.75%
+0.50%
+0.50%
-0.56%
-0.56%
+0.96%
VPI STA. 364+25.00 ELEVATION 514.08
O'CONNOR RD
OCBL STA.15+94.07
PRO. 5-10' X 5' MBC
FL = 506.00
VPI STA. 368+25.00 ELEVATION 513.47
520.9
517.84
521.1
518.65
519.7
519.43
520.2
519.47
520.0
518.75
519.4
518.01
518.4
517.26
519.0
516.51
518.7
515.76
516.1
515.02
516.7
514.31
515.3
514.46
514.8
514.69
514.5
514.17
516.2
513.74
516.3
514.19
515.2
515.15
515.6

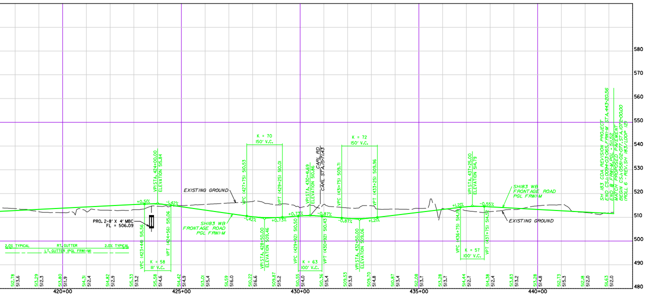
PRELIMINARY SCHEMATIC

PROPOSED EASTBOUND SH 183 FRONTAGE ROAD

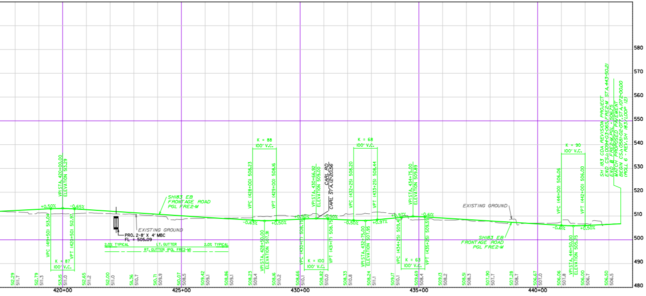

580
570
560
550
540
530
520
510
500
490
480
355+00
360+00
365+00
370+00
SH183 EB FRONTAGE ROAD PGL FREI-M
EXISTING GROUND
PROPOSED
EXISTING
-0.61%
PRO. 5-10' X 5' MBC
FL = 504.55
K = 81 100' V.C.
K = 87 150' V.C.
K = 85 100' V.C.
VPC (364+50) 512.32
VPT (365+50) 512.32
VPI STA. 366+25.10 ELEVATION 512.79
O'CONNOR RD
OCBL STA.11+87.83
VPC (368+00) 511.81
VPT (369+50) 512.27
-0.61%
+0.62%
-0.56%
-0.56%
+1.17%
VPI STA. 365+00.00 ELEVATION 512.01
VPC (365+75) 512.48
VPT (366+75) 512.51
VPI STA. 368+75.00 ELEVATION 511.39
516.8
518.77
516.9
518.16
516.4
517.54
515.5
516.93
515.9
516.31
515.2
515.70
513.8
515.09
513.8
514.47
513.5
513.86
512.5
513.24
512.8
512.63
511.9
512.17
511.8
512.60
511.3
512.37
511.2
511.81
512.6
511.83
513.3
512.86
514.2


EXISTING GROUND
SH183 WB FRONTAGE ROAD PGL FRW1-M
EXISTING GROUND AT FRW1-M
VPI STA. 384+50.00 ELEVATION 529.04
+0.96%
-0.60%
VPC (384+00) 528.58
VPT (385+00) 528.76
K = 64
100' V.C.
K = 81
100' V.C.
VPC (391+50) 524.86
VPT (392+50) 524.87
-0.60%
+0.64%
VPI STA. 392+00.00 ELEVATION 524.56
PRO. 2-6' X 4' MBC
FL = 514.70
BEGIN FRW2-M PGL
ONE-WAY ACCESS ROAD
STA. 396+51.18, EL. 527.34-
FRW1-M STA. 396+50.39, 21.00' LT
SH183 WB FRONTAGE ROAD PGL FRW1-M
K = 67
200' V.C.
VPC (397+00) 527.74
VPI STA. 397+75.00 ELEVATION 528.53
VPT (399+00) 532.00
+0.96%
+0.64%
-1.25%
+3.63%
VPC (396+60) 527.42
VPI STA. 398+00.00 ELEVATION 528.37
VPT (398+90) 527.09
K = 104
230' V.C.
SH183 ONE-WAY ACCESS ROAD PGL FRW2-M
2.0% TYPICAL
RT. GUTTER
2.0% TYPICAL
LT. GUTTER (PGL FRW2-M)
2.0% TYPICAL
RT. GUTTER
2.0% TYPICAL
LT. GUTTER (PGL FRW1-M)
EXISTING GROUND AT FRW2-M
INVERTED T BENT
500' OVERALL
K = 55
450' V.C.
FRW1-M STA. 402+50
VPC (402+75) 545.59
FRW1-M STA. 403+64.14-
FRW2-M STA. 403+69.88
VPI STA. 405+00.00 ELEVATION 553.75
+3.63%
-4.50%
VPT (407+25) 543.62
FRW1-M STA. 407+50
VERT. CLEAR. 16'6" (MIN.)
VPI STA. 403+85.00 ELEVATION 520.90
VERT. CLEAR. TO TOP OF HIGH RAIL 23'0" MIN.
-1.25%
+0.50%
VPC (403+10) 521.84
VPT (404+60) 521.28
K = 86
150' V.C.
END FRW2-M STA. 405+82.87
MATCH FRE1-M STA. 405+33.03
ELEV. 521.89
BNSF & DART / T RAILROAD
FRW2-M
SH183 WB FRONTAGE ROAD PGL FRW1-M
K = 80
400' V.C.
VPC (412+00) 520.00
VPT (416+00) 512.02
-4.50%
+0.50%
VPI STA. 414+50.00 ELEVATION 511.00
PGL EL. FRW2-M
EX. GROUND FRW2-M
528.2
527.73 527.2
527.83 526.4
526.97 526.7
525.72 526.4
524.47 525.8
523.22 524.2
521.97 523.5
521.19 521.9
521.48 521.8
375+00
380+00
385+00
390+00
395+00
400+00
405+00
410+00
415+00

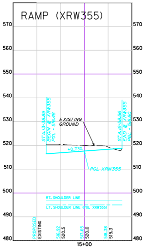

EXISTING GROUND
SH183 EB FRONTAGE ROAD PGL FRE1-M
+1.17%
-0.65%
VPI STA. 383+00.00 ELEVATION 528.09
VPC (382+25) 527.21
VPT (383+75) 527.60
K = 82
150' V.C.
2.0% TYPICAL
LT. GUTTER
2.0% TYPICAL
RT. GUTTER (PGL FRE1-M)
EXISTING GROUND
PRO. 2-6' X 4' MBC
FL = 513.72
SH183 EB FRONTAGE ROAD PGL FRE1-M
SHIFT EB FRONT. RD PGL
FROM FRE1-M TO FRE2-M
FRE2-M STA. 395+79.72, EL. 517.75-
FRE1-M STA. 395+79.69, 20.90' LT
BEGIN FRE1-M PGL ALONG
ONE-WAY ACCESS ROAD
FRE1-M STA. 395+79.69
K = 110
200' V.C.
K = 74
250' V.C.
VPC (394+75) 520.45
VPC (396+00) 520.77
VPT (396+75) 520.97
VPT (398+50) 526.01
-0.65%
+1.16%
+0.40%
+3.79%
VPI STA. 395+75.00 ELEVATION 519.80
VPI STA. 397+25.00 ELEVATION 521.27
VPI STA. 399+50.00 ELEVATION 524.17
+1.16%
-0.85%
VPC (398+25) 522.71
VPT (400+75) 523.10
K = 124
250' V.C.
SH183 ONE-WAY ACCESS ROAD PGL FRE1-M
-0.85%
VPI STA. 403+25.00 ELEVATION 520.98
VPC (403+50) 544.96
VERT. CLEAR. 16'6" (MIN.)
VERT. CLEAR. TO TOP OF HIGH RAIL 23'0" MIN.
VPI STA. 404+75.00 ELEVATION 522.18
+0.80%
-0.50%
VPC (402+65) 521.49
K = 73
120' V.C.
VPT (403+85) 521.46
VPC (404+25) 521.78
K = 77
100' V.C.
VPT (405+25) 521.93
K = 58
500' V.C.
455' OVERALL
FRE2-M STA. 402+95
FRE2-M STA. 403+75.13-
FRE1-M STA. 403+85.89
VPI STA. 406+00.00 ELEVATION 554.43
+3.79%
-4.85%
FRE2-M STA. 407+50
VPT (408+50) 542.31
END FRE1-M STA. 405+33.03
MATCH FRW2-M STA. 405+82.87
ELEV. 521.89
BNSF & DART / T RAILROAD
FRE2-M
SH183 EB FRONTAGE ROAD PGL FRE2-M
EXISTING GROUND AT FRE2-M
K = 75
400' V.C.
VPC (413+00) 520.49
VPT (417+00) 511.79
NURSERY RD.
-4.85%
+0.50%
VPI STA. 415+00.00 ELEVATION 510.79
PGL EL. FRE2-M
EX. GROUND FRE2-M
520.77 522.3
521.85 522.5
524.28 524.3
527.90 524.0
531.69 523.7
535.48 523.0
539.27 521.3
543.06 520.6
546.63 522.3
548.70 520.4
375+00
380+00
385+00
390+00
395+00
400+00
405+00
410+00
415+00



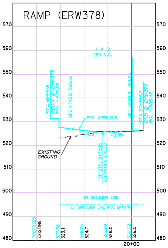
SH183 WB FRONTAGE ROAD PGL FRW1-M
EXISTING GROUND
VPI STA. 424+00.00 ELEVATION 515.84
PRO. 2-8' X 4' MBC FL = 506.09
K = 58 111' V.C.
K = 70 150' V.C.
K = 72 150' V.C.
K = 63 100' V.C.
K = 57 100' V.C.
CARL RD CARL STA.15+71.43
VPI STA. 428+50.00 ELEVATION 509.46
VPI STA. 430+46.69 ELEVATION 510.86
VPI STA. 432+50.00 ELEVATION 509.06
VPI STA. 437+25.00 ELEVATION 514.79
2.0% TYPICAL
RT. GUTTER
LT. GUTTER (PGL FRW1-M)
SH 183 CDA REVISION PROJECT END CSJ:0094-03-065 FRW1-M STA.443+20.56
420+00
425+00
430+00
435+00
440+00
480
490
500
510
520
530
540
550
560
570
580



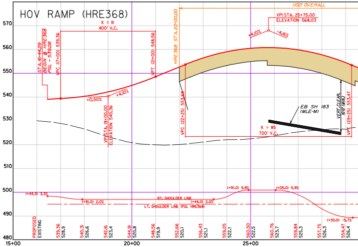
SH183 EB FRONTAGE ROAD PGL FRE2-M
EXISTING GROUND
VPI STA. 420+00.00 ELEVATION 513.29
PRO. 2-8' X 4' MBC FL = 505.09
K = 87 100' V.C.
K = 88 100' V.C.
K = 68 100' V.C.
K = 100 100' V.C.
K = 63 100' V.C.
K = 90 100' V.C.
CARL RD CARL STA.12+20.56
VPI STA. 428+50.00 ELEVATION 507.91
VPI STA. 430+66.92 ELEVATION 509.00
VPI STA. 432+75.00 ELEVATION 507.95
VPI STA. 434+75.00 ELEVATION 509.69
VPI STA. 441+50.00 ELEVATION 504.76
2.0% TYPICAL
LT. GUTTER
RT. GUTTER (PGL FRE2-M)
SH 183 CDA REVISION PROJECT END CSJ:0094-03-065 FRE2-M STA.443+50.21
420+00
425+00
430+00
435+00
440+00
480
490
500
510
520
530
540
550
560
570
580



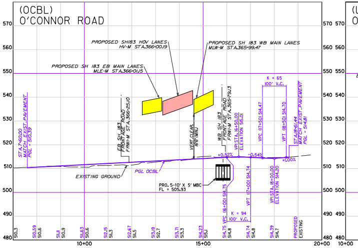
RAMP (XRW355)
STA.13+38.89 BEGIN @ XRW355
STA.16+58.56 END @ XRW355
EXISTING GROUND
+0.73%
PGL XRW355
RT. SHOULDER LINE
LT. SHOULDER LINE (PGL XRW355)
PROPOSED
EXISTING
15+00
480
490
500
510
520
530
540
550
560
570



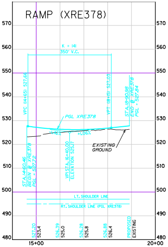
RAMP (ERW378)
K = 10 250' V.C.
STA.16+23.18 BEGIN @ ERW378
STA.20+49.52 END @ ERW378
PGL ERW378
EXISTING GROUND
+0.8%
RT. SHOULDER LINE
LT. SHOULDER LINE (PGL ERW378)
PROPOSED
EXISTING
20+00
480
490
500
510
520
530
540
550
560
570

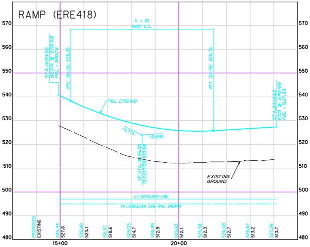


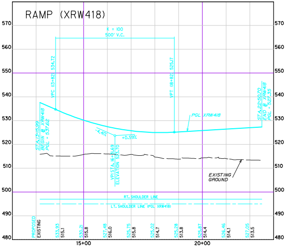
HOV RAMP (HRE368)
1100' OVERALL
VPI STA. 25+75.00 ELEVATION 568.03
K = 111 400' V.C.
+4.10%
-4.16%
STA.16+44.29 BEGIN @ HRE368 PGL = 539.08
HRE368 STA.22+00.00
+0.50%
+4.10%
VPI STA. 19+00.00 ELEVATION 540.36
EB SH 183 (MLE-M)
VERT. CLEAR. 16'8" (MIN)
K = 85 700' V.C.
RT. SHOULDER LINE
LT. SHOULDER LINE (PGL HRE368)
PROPOSED
EXISTING
15+00
20+00
25+00
480
490
500
510
520
530
540
550
560
570

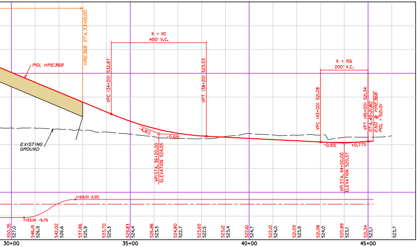


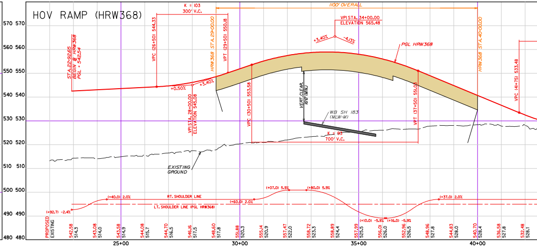
(OCBL)
O'CONNOR ROAD
PROPOSED SH183 HOV LANES HV-M STA.366+00.19
PROPOSED SH 183 WB MAIN LANES MLW-M STA.365+99.47
PROPOSED SH 183 EB MAIN LANES MLE-M STA.366+01.15
STA.7+60.00 MATCH EXIST. PAVEMENT PGL = 510.39
VERT. CLEAR. 16'6" (MIN)
EXISTING GROUND
PGL OCBL
PRO. 5-10' X 5' MBC FL = 505.93
VPI STA. 16+50.00 ELEVATION 515.01
VPI STA. 18+00.00 ELEVATION 514.20
K = 65 100' V.C.
K = 94 100' V.C.
+0.52%
-0.54%
+1.00%
STA.18+61.44 MATCH EXIST. PAVEMENT PGL = 514.81
PROPOSED
EXISTING
10+00
15+00
20+00
10+00
480
490
500
510
520
530
540
550
560
570

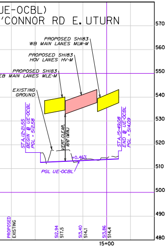

RAMP (XRE378)
K = 141
350' V.C.
VPC (14+65) 527.68
VPT (18+15) 527.03
STA.18+50.98
END @ XRE378
PGL = 527.84
PGL XRE378
-0.42%
+1.06%
EXISTING GROUND
STA.14+60.46
BEGIN @ XRE378
PGL = 527.72
VPI STA. 16+40.00
ELEVATION 525.17
LT. SHOULDER LINE
RT. SHOULDER LINE (PGL XRE378)
PROPOSED
EXISTING
15+00
20+00

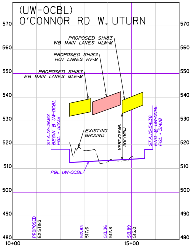

RAMP (ERE418)
K = 112
600' V.C.
STA.14+93.52
BEGIN @ ERE418
PGL = 540.74
VPC (15+45) 538.29
VPT (21+45) 525.75
STA.24+45.65
END @ ERE418
PGL = 527.43
PGL ERE418
-4.71%
+0.59%
VPI STA. 18+45.00
ELEVATION 523.98
EXISTING GROUND
LT. SHOULDER LINE
RT. SHOULDER LINE (PGL ERE418)
PROPOSED
EXISTING
15+00
20+00

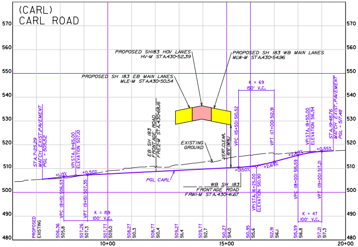

RAMP (XRW418)
K = 100
500' V.C.
VPC (13+82) 534.72
VPT (18+82) 525.17
STA.13+15.99
BEGIN @ XRW418
PGL = 537.82
STA.22+50.70
END @ XRW418
PGL = 527.35
PGL XRW418
-4.41%
+0.59%
VPI STA. 16+32.45
ELEVATION 523.70
EXISTING GROUND
RT. SHOULDER LINE
LT. SHOULDER LINE (PGL XRW418)
PROPOSED
EXISTING
15+00
20+00

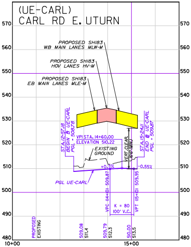

PGL HRE368
HRE368 STA.33+00.00
K = 110
400' V.C.
VPC (34+20) 532.87
VPT (38+20) 523.53
-4.16%
-0.51%
VPI STA. 36+20.00
ELEVATION 524.55
K = 156
200' V.C.
VPC (43+00) 521.08
VPT (45+00) 521.34
STA.45+21.80
END @ HRE368
PGL = 521.51
-0.51%
+0.77%
VPI STA. 44+00.00
ELEVATION 520.57
EXISTING GROUND
(+69.0) 2.0%
(+53.0) -5.7%
30+00
35+00
40+00
45+00


HOV RAMP (HRW368)
K = 103
300' V.C.
1100' OVERALL
VPI STA. 34+00.00
ELEVATION 565.48
+3.40%
-4.13%
STA.22+92.65
BEGIN @ HRW368
PGL = 542.54
VPC (26+50) 544.33
HRW368 STA.29+00.00
VPT (29+50) 550.18
PGL HRW368
+0.50%
+3.40%
VPI STA. 28+00.00
ELEVATION 545.08
VPC (30+50) 553.58
VERT. CLEAR. 16'6" (MIN)
WB SH 183 (MLW-M)
K = 93
700' V.C.
VPT (37+50) 551.03
HRW368 STA.40+00.00
VPC (41+75) 533.48
EXISTING GROUND
RT. SHOULDER LINE
LT. SHOULDER LINE (PGL HRW368)
(+92.7) -2.4%
(+40.0) 2.0%
(+60.0) 2.0%
(+07.0) 5.9%
(+80.0) 5.9%
(+10.0) -5.9%
(+16.0) -5.9%
(+37.0) 2.0%
PROPOSED
EXISTING
25+00
30+00
35+00
40+00

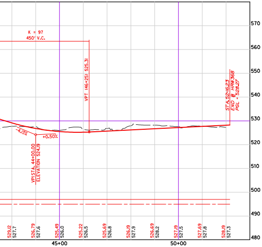

(UE-OCBL)
'CONNOR RD E. UTURN
PROPOSED SHI83 WB MAIN LANES MLW-M
PROPOSED SHI83 HOV LANES HV-M
PROPOSED SHI83 EB MAIN LANES MLE-M
EXISTING GROUND
STA.12+21.55
BEGIN @ UE-OCBL
PGL = 512.58
VERT. CLEAR. 16'6" (MIN)
+0.46%
STA.15+49.08
END @ UE-OCBL
PGL = 514.09
PGL UE-OCBL
PROPOSED
EXISTING
15+00


(UW-OCBL)
O'CONNOR RD W. UTURN
PROPOSED SHI83 WB MAIN LANES MLW-M
PROPOSED SHI83 HOV LANES HV-M
PROPOSED SHI83 EB MAIN LANES MLE-M
STA.12+38.62
BEGIN @ UW-OCBL
PGL = 512.51
EXISTING GROUND
VERT. CLEAR. 16'6" (MIN)
STA.15+54.36
END @ UW-OCBL
PGL = 514.18
PGL UW-OCBL
PROPOSED
EXISTING
10+00
15+00

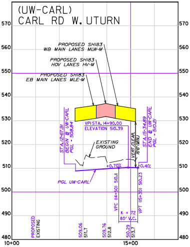

(CARL)
CARL ROAD
PROPOSED SH183 HOV LANES HV-M STA.430+52.39
PROPOSED SH 183 WB MAIN LANES MLW-M STA.430+54.96
PROPOSED SH 183 EB MAIN LANES MLE-M STA.430+50.54
EB SH 183 FRONTAGE ROAD FREZ-M STA.430+63.16
K = 69
150' V.C.
STA.7+25.29
MATCH EXIST. PAVEMENT
PGL = 505.52
VPI STA. 8+65.00
ELEVATION 507.00
+1.13%
+0.50%
VPC (8+15) 506.53
VPT (9+15) 507.35
K = 159
100' V.C.
EXISTING GROUND
VERT. CLEAR. 16'6" (MIN)
PGL CARL
WB SH 183 FRONTAGE ROAD FRWI-M STA.430+41.67
VPC (15+50) 510.52
VPT (17+00) 512.91
+0.50%
+2.69%
VPI STA. 16+25.00
ELEVATION 510.90
VPI STA. 18+50.00
ELEVATION 516.94
+2.69%
+0.55%
VPC (18+00) 515.59
VPT (19+00) 517.21
K = 47
100' V.C.
STA.19+48.76
MATCH EXIST. PAVEMENT
PGL = 517.48
PROPOSED
EXISTING
10+00
15+00
20+00


(UE-CARL)
CARL RD E. UTURN
PROPOSED SHI83 WB MAIN LANES MLW-M
PROPOSED SHI83 HOV LANES HV-M
PROPOSED SHI83 EB MAIN LANES MLE-M
STA.12+57.18
BEGIN @ UE-CARL
PGL = 508.18
VPI STA. 14+60.00
ELEVATION 510.22
EXISTING GROUND
+0.71%
-0.55%
VERT. CLEAR. 16'6" (MIN)
STA.15+24.11
END @ UE-CARL
PGL = 509.87
PGL UE-CARL
VPC (14+10) 509.87
VPT (15+10) 509.95
K = 80
100' V.C.
PROPOSED
EXISTING
10+00
15+00

PRELIMINARY SCHEMATIC



K = 97
450' V.C.
VPT (46+25) 525.31
STA.52+16.23
END ℄ HRW368
PGL - 528.27
-4.13%
+0.50%
VPI STA. 44+00.00
ELEVATION 524.19
570
560
550
540
530
520
510
500
490
480
529.12
527.7
526.79
527.6
525.49
526.0
525.22
526.5
525.69
526.8
526.19
527.9
526.69
528.2
527.19
527.5
527.69
527.8
528.19
527.3
45+00
50+00



(UW-CARL)
CARL RD W. UTURN
PROPOSED SH183
WB MAIN LANES MLW-M
PROPOSED SH183
HOV LANES HV-M
PROPOSED SH183
EB MAIN LANES MLE-M
STA.12+67.91
BEGIN ℄ UW-CARL
PGL - 508.84
VPI STA. 14+90.00
ELEVATION 510.39
EXISTING
GROUND
VERT. CLEAR.
16'6" (MIN.)
STA.15+34.89
END ℄ UW-CARL
PGL - 510.21
+0.70%
+0.41%
PGL UW-CARL
VPC (14+50) 510.11
VPT (15+30) 510.23
K = 72
80' V.C.
PROPOSED
EXISTING
509.06
511.7
509.76
512.8
510.29
513.7
570
560
550
540
530
520
510
500
490
480
10+00
15+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

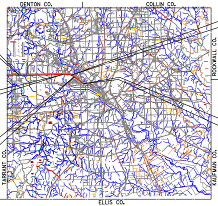
AVERAGE DAILY TRAFFIC 2000 (2029)

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

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.
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:

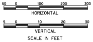
Matthew G. Craig	69910	09-02-11
Type or Print Name	PE#	Date

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 4A OF 5
FRONTAGE ROAD
AND RAMP PROFILES

ROLL 4A OF 5 FRONTAGE ROAD AND RAMP PROFILES