ROLL 5A OF 5 FRONTAGE ROAD & 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

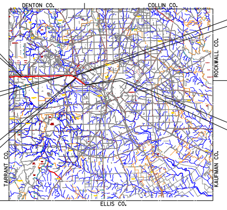
DESIGN SPEED

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. 90+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
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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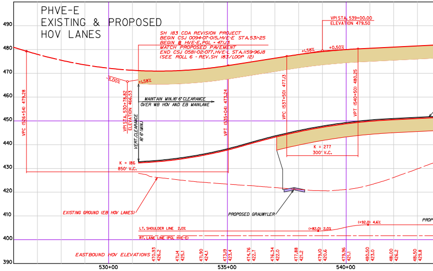
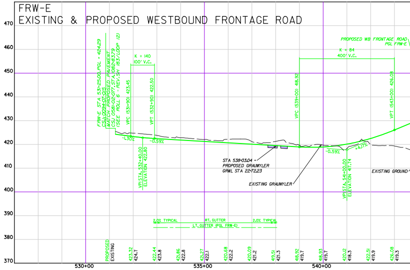
ROLL 5A OF 5

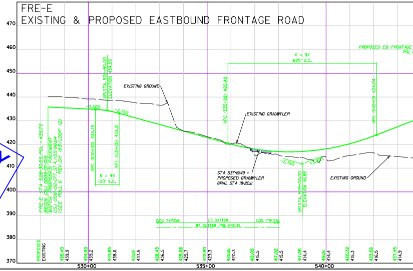
PHVE-E
EXISTING & PROPOSED HOV LANES


490
480
470
460
450
440
430
420
410
400
390
SH 183 CDA REVISION PROJECT
BEGIN CSJ 0094-07-015, HVE-E STA. 531+25
BEGIN ℄ HVE-E PGL = 471.13
MATCH PROPOSED PAVEMENT
END CSJ 0581-02-077, HVE-L STA. 1159+96.98
(SEE ROLL 6 - REV. SH 183/LOOP 12)
VPI STA. 539+00.00
ELEVATION 479.50
+1.58%
+0.50%
-3.00%
+1.58%
MAINTAIN MIN. 16' 6" CLEARANCE
OVER WB HOV AND EB MAINLANE
VERT. CLEARANCE 16' 6" MIN.
VPC (526+54) 479.28
VPI STA. 530+78.82
ELEVATION 466.53
VPT (535+04) 473.24
VPC (537+50) 477.13
VPT (540+50) 480.25
K = 186
850' V.C.
K = 277
300' V.C.
EXISTING GROUND (EB HOV LANES)
PROPOSED GRAWYLER
LT. SHOULDER LINE 2.0%
RT. LANE LINE (PGL HVE-E)
(+82.0) 2.0%
(+92.0) 4.6%
EASTBOUND HOV ELEVATIONS
530+00
535+00
540+00

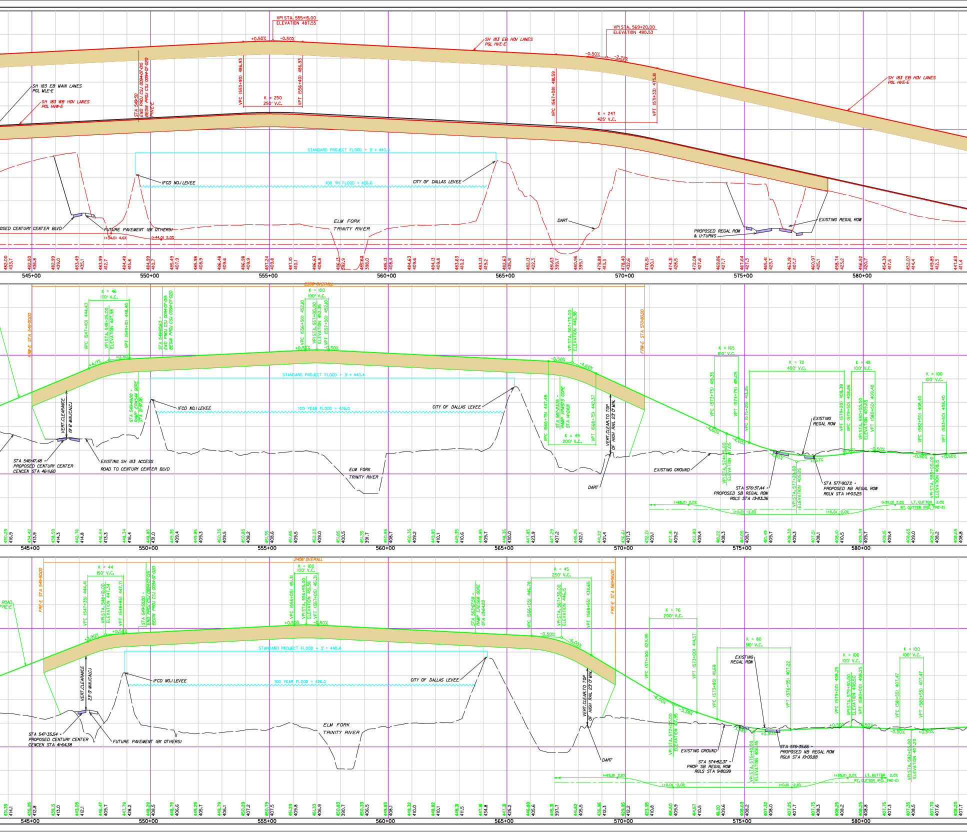
FRW-E
EXISTING & PROPOSED WESTBOUND FRONTAGE ROAD

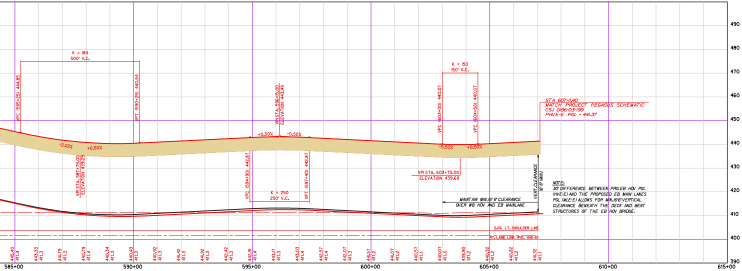

470
460
450
440
430
420
410
400
390
380
370
PROPOSED WB FRONTAGE ROAD
PGL FRW-E
FRW-E STA. 531+25.00, PGL = 424.29
CSJ 0094-07-015
MATCH PROPOSED PAVEMENT
CSJ 0581-02-077, STA. 1082+63.79
(SEE ROLL 6 - REV. SH 183/LOOP 12)
K = 140
100' V.C.
K = 84
400' V.C.
VPC (531+90) 423.45
VPT (532+90) 422.50
VPC (539+00) 418.92
VPT (543+00) 426.03
-1.30%
-0.59%
-0.59%
+4.37%
VPI STA. 532+40.00
ELEVATION 422.80
VPI STA. 541+00.00
ELEVATION 417.74
STA 538+03.04 =
PROPOSED GRAWYLER
GRWL STA 22+72.23
EXISTING GRAWYLER
EXISTING GROUND
2.0% TYPICAL
RT. GUTTER
2.0% TYPICAL
LT. GUTTER (PGL FRW-E)
PROPOSED
EXISTING
530+00
535+00
540+00

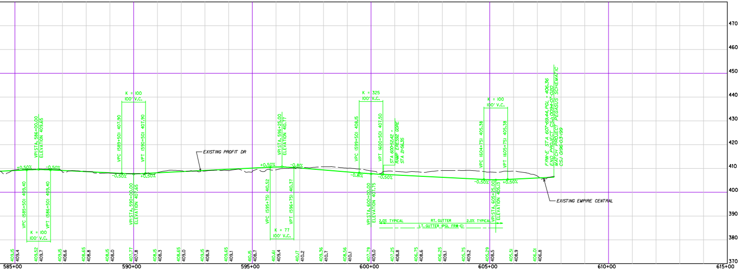
FRE-E
EXISTING & PROPOSED EASTBOUND FRONTAGE ROAD

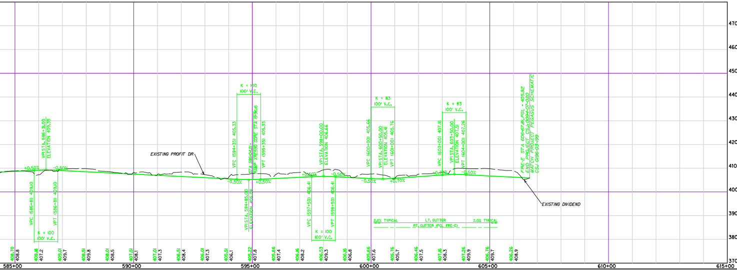

470
460
450
440
430
420
410
400
390
380
370
PROPOSED EB FRONTAGE
PGL
K = 94
625' V.C.
EXISTING GROUND
VPI STA. 531+80.00
ELEVATION 434.60
VPC (535+88) 420.48
VPC (542+13) 424.04
-0.50%
-2.76%
-2.76%
+3.40%
EXISTING GRAWYLER
FRE-E STA. 528+30.55, PGL = 435.75
CSJ 0094-07-015
MATCH PROPOSED PAVEMENT
CSJ 0581-02-077, STA. 1159+96.64
(SEE ROLL 6 - REV. SH 183/LOOP 12)
VPC (530+30) 434.75
VPT (531+30) 433.12
K = 44
100' V.C.
STA 537+19.49 =
PROPOSED GRAWYLER
GRWL STA 18+20.11
VPI STA. 539+00.00
ELEVATION 418.85
EXISTING GROUND
2.0% TYPICAL
LT. GUTTER
2.0% TYPICAL
RT. GUTTER (PGL FRE-E)
PROPOSED
EXISTING
530+00
535+00
540+00

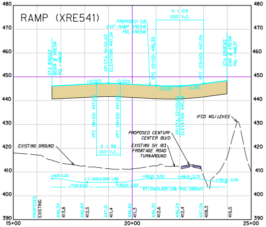
PRELIMINARY
SCHEMATIC

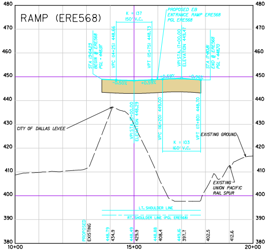

VPI STA. 555+15.00
ELEVATION 487.55
+0.50%
-0.50%
SH 183 EB HOV LANES
PGL HVE-E
VPI STA. 569+20.00
ELEVATION 480.53
-0.50%
-2.22%
SH 183 EB MAIN LANES
PGL MLE-E
SH 183 WB HOV LANES
PGL HVW-E
STA 549+50
END PROJ CSJ 0094-07-015
BEGIN PROJ CSJ 0094-07-020
VPC (553+90) 486.93
VPT (556+40) 486.93
K = 250
250' V.C.
VPC (567+08) 481.59
VPT (571+33) 475.81
K = 247
425' V.C.
SH 183 EB HOV LANES
PGL HVE-E
STANDARD PROJECT FLOOD + 3' = 440.4
IFCD NO.1 LEVEE
100 YR FLOOD = 426.0
CITY OF DALLAS LEVEE
ELM FORK
TRINITY RIVER
DART
PROPOSED CENTURY CENTER BLVD
FUTURE PAVEMENT (BY OTHERS)
(+34.0) 4.6%
(+44.0) 2.0%
EXISTING REGAL ROW
PROPOSED REGAL ROW
& U-TURNS
545+00
550+00
555+00
560+00
565+00
570+00
575+00
580+00
2585' OVERALL
FRW-E STA 545+00.00
FRW-E STA 570+80.00
K = 46
170' V.C.
VPC (547+40) 444.43
VPI STA. 548+25.00
ELEVATION 447.38
VPT (549+10) 448.40
+4.17%
+0.50%
STA 549+90.63 =
END PROJ CSJ 0094-07-015
BEGIN PROJ CSJ 0094-07-020
K = 100
100' V.C.
VPC (556+50) 452.10
VPI STA. 557+00.00
ELEVATION 452.35
VPT (557+50) 452.10
+0.50%
-0.50%
VPI STA. 567+75.00
ELEVATION 446.98
-0.50%
-4.60%
VERT. CLEARANCE
19' 6" MIN. (CALC)
STA 549+19.00 =
RAMP ERW544 GORE
STA 11+97.56
STANDARD PROJECT FLOOD + 3' = 440.4
IFCD NO.1 LEVEE
100 YEAR FLOOD = 426.0
CITY OF DALLAS LEVEE
VPC (556+75) 447.48
STA 567+23.76 =
RAMP XRW573 GORE
STA 14+24.91
K = 49
200' V.C.
VPT (568+75) 442.37
VERT. CLEAR. TO TOP
OF HIGH RAIL 23' 0" MIN.
STA 546+47.48 =
PROPOSED CENTURY CENTER
CENCEN STA 46+11.60
EXISTING SH 183 ACCESS
ROAD TO CENTURY CENTER BLVD
ELM FORK
TRINITY RIVER
DART
K = 165
100' V.C.
VPC (573+75) 419.35
VPT (574+75) 415.05
VPC (575+20) 413.25
K = 72
400' V.C.
K = 48
100' V.C.
VPC (579+20) 408.39
VPC (579+50) 409.86
VPI STA. 580+00.00
ELEVATION 409.65
VPT (580+50) 409.40
K = 100
100' V.C.
VPC (582+50) 408.40
VPT (583+50) 408.40
-4.60%
-4.00%
-1.40%
+0.51%
+0.50%
-0.50%
+0.50%
EXISTING REGAL ROW
EXISTING GROUND
VPI STA. 574+25.00
ELEVATION 417.05
STA 576+37.44 =
PROPOSED SB REGAL ROW
RGLS STA 13+83.36
VPI STA. 577+20.00
ELEVATION 405.25
STA 577+90.72 =
PROPOSED NB REGAL ROW
RGLN STA 14+03.25
VPI STA. 583+00.00
ELEVATION 408.15
(+65.0) 2.0%
(+0.0) -2.0%
(+35.0) 2.0%
LT. GUTTER 2.0%
RT. GUTTER (PGL FRE-E)
2406' OVERALL
FRE-E STA 545+50.00
FRE-E STA 569+56.00
K = 44
150' V.C.
VPC (547+35) 444.41
VPI STA. 548+10.00
ELEVATION 447.34
VPT (548+85) 447.71
+3.90%
+0.50%
STA 549+50.00 =
END PROJ CSJ 0094-07-015
BEGIN PROJ CSJ 0094-07-020
K = 100
100' V.C.
VPC (556+05) 451.31
VPI STA. 556+55.00
ELEVATION 451.56
VPT (557+05) 451.31
+0.50%
-0.50%
STA 563+57.59 =
RAMP EREE568 GORE
STA 13+44.23
K = 45
250' V.C.
VPC (566+05) 446.78
VPI STA. 567+30.00
ELEVATION 446.15
VPT (568+55) 438.65
-0.50%
-6.00%
ROAD
FRE-E
VERT. CLEARANCE
23' 0" MIN. (CALC)
STANDARD PROJECT FLOOD + 3' = 440.4
IFCD NO.1 LEVEE
100 YEAR FLOOD = 426.0
CITY OF DALLAS LEVEE
VERT. CLEAR. TO TOP
OF HIGH RAIL 23' 0" MIN.
STA 547+35.54 =
PROPOSED CENTURY CENTER
CENCEN STA 41+64.38
FUTURE PAVEMENT (BY OTHERS)
ELM FORK
TRINITY RIVER
DART
K = 76
200' V.C.
VPC (571+00) 423.95
VPT (573+00) 414.57
-6.00%
-3.38%
K = 80
310' V.C.
EXISTING REGAL ROW
VPC (573+45) 411.69
VPT (576+95) 407.22
K = 100
100' V.C.
VPC (579+00) 408.25
VPI STA. 579+50.00
ELEVATION 408.50
VPT (580+00) 408.25
K = 100
100' V.C.
VPC (581+55) 407.47
VPT (582+55) 407.47
-1.38%
+0.50%
+0.50%
-0.50%
-0.50%
+0.50%
VPI STA. 572+00.00
ELEVATION 417.95
EXISTING GROUND
STA 574+82.37 =
PROP SB REGAL ROW
RGLS STA 9+80.99
VPI STA. 575+40.00
ELEVATION 406.45
STA 576+35.66 =
PROPOSED NB REGAL ROW
RGLN STA 10+00.88
VPI STA. 582+05.00
ELEVATION 407.23
(+65.0) 2.0%
(+0.0) -2.0%
(+35.0) 2.0%
LT. GUTTER 2.0%
RT. GUTTER (PGL FRE-E)
545+00
550+00
555+00
560+00
565+00
570+00
575+00
580+00

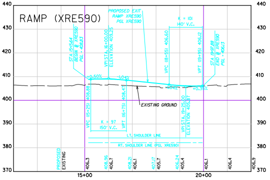

K = 184
500' V.C.
VPC (585+25) 444.85
VPT (590+25) 440.54
VPI STA. 587+75.00
ELEVATION 439.29
-2.22%
+0.50%
K = 250
250' V.C.
VPI STA. 596+15.00
ELEVATION 443.49
VPC (594+90) 442.87
VPT (597+40) 442.87
+0.50%
-0.50%
K = 150
150' V.C.
VPC (603+00) 440.07
VPT (604+50) 440.07
VPI STA. 603+75.00
ELEVATION 439.69
-0.50%
+0.50%
STA 607+11.40
MATCH PROJECT PEGASUS SCHEMATIC
CSJ 0196-03-199
PHVE-E PGL - 441.37
VERT. CLEARANCE
16' 6" (MIN.)
MAINTAIN MIN. 16' 6" CLEARANCE
OVER WB HOV AND EB MAINLANE
NOTE:
30' DIFFERENCE BETWEEN PRO. EB HOV PGL (HVE-E) AND THE PROPOSED EB MAIN LANES PGL (MLE-E) ALLOWS FOR MIN. 16'6" VERTICAL CLEARANCE BENEATH THE DECK AND BENT STRUCTURES OF THE EB HOV BRIDGE.
2.0% LT. SHOULDER LINE
RT. LANE LINE (PGL HVE-E)
490
480
470
460
450
440
430
420
410
400
390
585+00
590+00
595+00
600+00
605+00
610+00
615+00

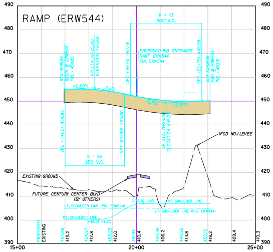

VPI STA. 586+00.00
ELEVATION 409.65
+0.50%
-0.50%
VPC (585+50) 409.40
VPT (586+50) 409.40
K = 100
100' V.C.
K = 100
100' V.C.
VPC (589+50) 407.90
VPT (590+50) 407.90
VPI STA. 590+00.00
ELEVATION 407.65
-0.50%
+0.50%
EXISTING PROFIT DR
VPI STA. 596+25.00
ELEVATION 410.77
+0.50%
-0.8%
VPC (595+75) 410.52
VPT (596+75) 410.37
K = 77
100' V.C.
K = 325
100' V.C.
VPC (599+50) 408.15
VPT (600+50) 407.50
VPI STA. 600+00.00
ELEVATION 407.75
STA 600+52.42 - RAMP ERE568 GORE STA 9+56.36
-0.8%
-0.50%
K = 100
100' V.C.
VPC (604+75) 405.38
VPT (605+75) 405.38
VPI STA. 605+25.00
ELEVATION 405.13
-0.50%
+0.50%
FRM-E STA 607+69.44, PGL - 406.36
END PROJECT CSJ 0094-07-020
MATCH PROJECT PEGASUS SCHEMATIC
CSJ 0196-03-199
EXISTING EMPIRE CENTRAL
2.0% TYPICAL
RT. GUTTER
2.0% TYPICAL
LT. GUTTER (PGL FRM-E)
470
460
450
440
430
420
410
400
390
380
370
585+00
590+00
595+00
600+00
605+00
610+00
615+00

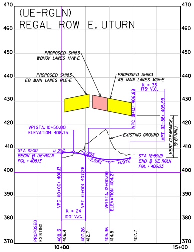

VPI STA. 586+35.00
ELEVATION 409.35
+0.50%
-0.50%
VPC (585+85) 409.10
VPT (586+85) 409.10
K = 100
100' V.C.
EXISTING PROFIT DR
K = 100
100' V.C.
VPC (594+35) 405.33
STA 595+04.21 - RAMP XRE590 GORE STA 19+56.16
VPT (595+35) 405.33
VPI STA. 594+85.00
-0.50%
+0.50%
VPI STA. 598+00.00
ELEVATION 406.66
VPC (597+50) 406.41
VPT (598+50) 406.41
K = 100
100' V.C.
+0.50%
-0.50%
K = 83
100' V.C.
VPC (600+00) 405.66
VPI STA. 600+50.00
ELEVATION 405.41
VPT (601+00) 405.76
-0.50%
+0.70%
K = 83
100' V.C.
VPC (603+00) 407.16
VPI STA. 603+50.00
ELEVATION 407.51
VPT (604+00) 407.26
+0.70%
-0.50%
FRE-E STA 606+67.61, PGL - 405.92
END PROJECT CSJ 0094-07-020
MATCH PROJECT PEGASUS SCHEMATIC
CSJ 0196-03-199
EXISTING DIVIDEND
2.0% TYPICAL
LT. GUTTER
2.0% TYPICAL
RT. GUTTER (PGL FRE-E)
470
460
450
440
430
420
410
400
390
380
370
585+00
590+00
595+00
600+00
605+00
610+00
615+00


RAMP (XRE541)
PROPOSED EB EXIT RAMP XRE541
PGL XRE541
K = 109
200' V.C.
STA 16+52.22 BEGIN @ XRE541 PGL - 446.18
VPI STA. 19+09.00
ELEVATION 447.34
VPC (21+00) 446.30
VPT (23+00) 447.09
STA 23+82.54 END @ XRE541 PGL - 448.37
+0.50%
-0.52%
-0.52%
+1.5%
VPC (18+50) 447.03
VPT (19+50) 447.03
K = 98
100' V.C.
VPI STA. 22+00.00
ELEVATION 445.78
IFCD NO. 1 LEVEE
PROPOSED CENTURY CENTER BLVD
EXISTING GROUND
EXISTING SH 183 FRONTAGE ROAD TURNAROUND
LT. SHOULDER LINE
RT. SHOULDER LINE (PGL XRE541)
PROPOSED
EXISTING
480
470
460
450
440
430
420
410
400
390
15+00
20+00
25+00

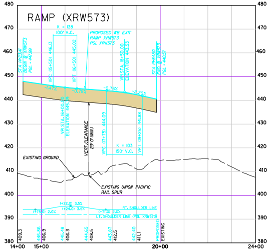

RAMP (ERE568)
PROPOSED EB ENTRANCE RAMP ERE568
PGL ERE568
K = 137
150' V.C.
STA 13+64.23 BEGIN @ ERE568 PGL - 448.87
VPC (14+25) 448.56
VPT (15+75) 448.73
VPI STA. 17+00.00
ELEVATION 448.47
STA 17+80.16 END @ ERE568 PGL - 448.70
+0.50%
+0.50%
+0.50%
-0.50%
CITY OF DALLAS LEVEE
VPI STA. 15+00.00
ELEVATION 448.29
VPC (16+20) 449.00
VPT (17+80) 448.70
K = 103
160' V.C.
EXISTING GROUND
EXISTING UNION PACIFIC RAIL SPUR
LT. SHOULDER LINE
RT. SHOULDER LINE (PGL ERE568)
PROPOSED
EXISTING
480
470
460
450
440
430
420
410
400
390
380
10+00
15+00
20+00

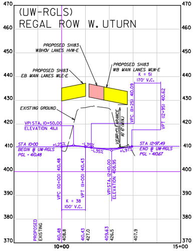

RAMP (XRE590)
PROPOSED EXIT RAMP XRE590
PGL XRE590
K = 101
140' V.C.
STA 15+56.44 BEGIN @ XRE590 PGL - 406.83
VPI STA. 16+00.00
ELEVATION 409.25
VPC (18+85) 406.60
VPT (19+95) 406.12
STA 19+97.86 END @ XRE590 PGL - 406.13
+0.50%
-1.0%
+0.3%
VPC (15+25) 408.89
VPT (16+75) 408.47
K = 97
150' V.C.
EXISTING GROUND
VPI STA. 19+25.00
ELEVATION 405.37
LT. SHOULDER LINE
RT. SHOULDER LINE (PGL XRE590)
PROPOSED
EXISTING
440
430
420
410
400
390
380
370
15+00
20+00

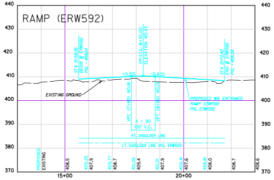

RAMP (ERW544)
K = 113
300' V.C.
STA 16+95.95
BEGIN ℄ ERW544
PGL = 454.85
VPI STA. 18+25.00
ELEVATION 455.69
VPC (19+75) 452.46
PROPOSED WB ENTRANCE
RAMP ERW544
PGL ERW544
VPT (22+75) 449.98
STA 23+09.58
END ℄ ERW544
PGL = 450.15
+0.65%
-2.15%
-2.15%
+0.50%
VPC (17+00) 454.88
VPT (19+50) 453.00
VPI STA. 21+25.00
ELEVATION 449.25
K = 89
250' V.C.
IFCD NO.1 LEVEE
EXISTING GROUND
FUTURE CENTURY CENTER BLVD
(BY OTHERS)
(+30.0) 2.0%
RT. SHOULDER LINE
LT. SHOULDER LINE (PGL ERW544)
LT. SHOULDER LINE (PGL ERW544)
RT. SHOULDER LINE
(+42.0) -4.7%
PROPOSED
EXISTING
454.88
413.2
454.97
412.8
453.93
412.0
451.95
410.4
450.46
406.2
449.85
413.8
450.10
418.2
409.4
410.3
490
480
470
460
450
440
430
420
410
400
390
15+00
20+00
25+00


(UE-RGLN)
REGAL ROW E. UTURN
PROPOSED SH183
WBHOV LANES HVW-E
PROPOSED SH183
EB MAIN LANES MLE-E
PROPOSED SH183
WB MAIN LANES MLW-E
K = 35
175' V.C.
VPC (11+13) 406.89
VPT (12+88) 405.99
VERT. CLEARANCE
16' 6" (MIN.)
VPI STA. 10+50.00
ELEVATION 408.75
EXISTING GROUND
STA 10+00
BEGIN ℄ UE-RGLN
PGL = 408.13
+1.25%
-2.99%
-2.99%
+1.97%
STA 12+89.21
END ℄ UE-RGLN
PGL = 406.03
VPC (10+00) 408.13
VPT (11+00) 407.26
VPI STA. 12+00.00
ELEVATION 404.27
K = 24
100' V.C.
PROPOSED
EXISTING
408.13
406.4
407.26
412.7
405.36
414.8
407.7
470
460
450
440
430
420
410
400
390
380
370
10+00
15+00

PRELIMINARY
SCHEMATIC


RAMP (XRW573)
K = 138
100' V.C.
PROPOSED WB EXIT
RAMP XRW573
PGL XRW573
STA 14+23.41
BEGIN ℄ XRW573
PGL = 447.99
VPC (15+50) 446.13
VPT (16+50) 445.02
VPI STA. 18+50.00
ELEVATION 443.53
STA 19+84.50
END ℄ XRW573
PGL = 440.57
-1.47%
-0.75%
-0.75%
-2.20%
VPI STA. 16+00.00
ELEVATION 445.39
VERT. CLEARANCE
23' 0" (MIN.)
VPC (17+75) 444.09
VPT (19+25) 441.88
K = 103
150' V.C.
EXISTING GROUND
EXISTING UNION PACIFIC
RAIL SPUR
(+22.0) 3.5%
(+24.0) 3.5%
(+75.0) 2.0%
(+71.0) 2.0%
RT. SHOULDER LINE
LT. SHOULDER LINE (PGL XRW573)
409.3
446.86
406.9
445.48
406.3
444.65
408.5
443.87
412.5
442.40
411.1
PROPOSED
EXISTING
480
470
460
450
440
430
420
410
400
390
380
14+00
15+00
20+00
24+00


(UW-RGLS)
REGAL ROW W. UTURN
PROPOSED SH183
WBHOV LANES HVW-E
PROPOSED SH183
EB MAIN LANES MLE-E
PROPOSED SH183
WB MAIN LANES MLW-E
K = 51
170' V.C.
VPC (11+25) 410.09
VPT (12+95) 410.62
EXISTING GROUND
VERT. CLEARANCE
16' 6" (MIN.)
VPI STA. 10+50.00
ELEVATION 411.11
STA 10+00
BEGIN ℄ UW-RGLS
PGL = 410.48
+1.25%
-1.35%
-1.35%
+1.97%
STA 12+97.49
END ℄ UW-RGLS
PGL = 410.67
VPC (10+00) 410.48
VPT (11+00) 410.43
VPI STA. 12+10.00
ELEVATION 408.95
K = 38
100' V.C.
PROPOSED
EXISTING
410.48
408.8
410.43
427.0
409.63
426.5
407.9
470
460
450
440
430
420
410
400
390
380
370
10+00
15+00


RAMP (ERW592)
STA 15+58.26
BEGIN ℄ ERW592
PGL = 409.04
VPI STA. 18+30.00
ELEVATION 410.43
STA 21+72.42
END ℄ ERW592
PGL = 408.38
+0.51%
-0.60%
EXISTING GROUND
VPC (17+80) 410.18
VPT (18+80) 410.13
K = 90
100' V.C.
PROPOSED WB ENTRANCE
RAMP ERW592
PGL ERW592
RT. SHOULDER LINE
LT. SHOULDER LINE (PGL ERW592)
PROPOSED
EXISTING
408.5
409.25
407.9
409.77
408.7
410.26
409.4
410.01
407.9
409.41
407.6
408.81
408.0
408.7
408.6
440
430
420
410
400
390
380
370
15+00
20+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)

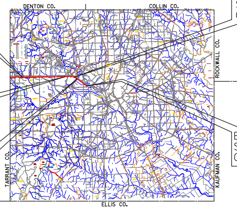
IH 35E TO LOOP 12	174,100 (278,600)
LOOP 12 TO SH 360	216,900 (347,300)

ROADWAY: URBAN FREEWAY

BEGIN PROJECT
SH 183 ℄ STA. 90+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
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

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ROLL 5A OF 5

ROLL 5A OF 5 FRONTAGE ROAD & RAMP PROFILES