TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT

WILLIAM L. HALE, P.E., DISTRICT ENGINEER
PRELIMINARY LOOP 12 EA REEVALUATION DESIGN SCHEMATIC

SH 183
DALLAS COUNTY

LOOP 12 CSJ NO. 0581-02-077
SPUR 482 CSJ NO. 0094-03-060
SH 183 CSJ NO. 0094-07-015
PROJECT LENGTH = 1.67 MI.
(SH 183 AT LOOP 12)

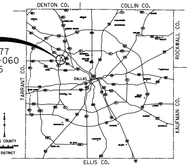
DESIGN SPEED

MAINLANES - 70 MPH - BASED ON URBAN INTERSTATE FREEWAY
RAMPS - 50 MPH - BASED ON MID RANGE; 35 MPH IF NOTED(BASED ON LOW RANGE)
DIRECT CONNECTORS - 50MPH; 35 MPH IF NOTED (BASED ON LOW RANGE)
FRONTAGE ROADS - 45 MPH - BASED ON DESIRABLE COLLECTOR
CROSS STREETS - 45 MPH - BASED ON DESIRABLE COLLECTOR
MANAGED LANES - HOV - 70 MPH (MAINLANES), 50 MPH (RAMP CONNECTORS)

AVERAGE DAILY TRAFFIC	2000 (2025)
SPUR 408 TO SINGLETON BLVD.	144,000 (210,600)
SINGLETON BLVD. TO IH 35E	159,600 (237,500)

HIGHWAY CLASSIFICATION
URBAN FREEWAY

PROJECT LOCATION
LOOP 12 CSJ NO. 0581-02-077
SPUR 482 CSJ NO. 0094-03-060
SH 183 CSJ NO. 0094-07-015


DENTON CO.
COLLIN CO.
ROCKWALL CO.
TARRANT CO.
DALLAS
KAUFMAN CO.
ELLIS CO.
DALLAS COUNTY
DALLAS DISTRICT

LOOP 12 EA REEVALUATION SCHEMATIC REVISIONS
PREPARED BY HALFF ASSOCIATES, INC.

DRAFT SUBMITTAL

NOT INTENDED FOR
CONSTRUCTION, BIDDING,
OR PERMIT PURPOSES.

DATE APPROVED

HALFF ASSOCIATES, INC.
ENGINEERS · SURVEYORS · SCIENTISTS
PRELIMINARY – FOR INTERIM REVIEW ONLY

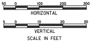
These documents are for Interim Review and not intended for Construction, Bidding, or Permit Purposes. They were prepared by, or under the supervision of:

Type or Print Name	PE#	Date
Matthew G. Craig	69910	05-31-06
Chad R. Gardiner	93793	05-31-06

DATE SUBMITTED

MAY 31, 2006

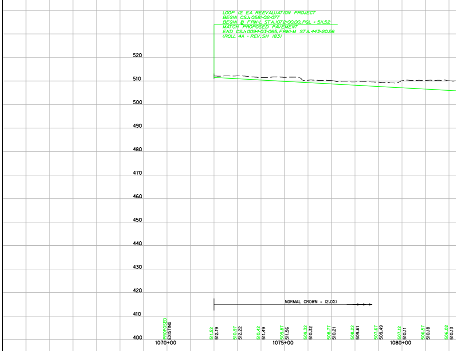
DATE REVISED

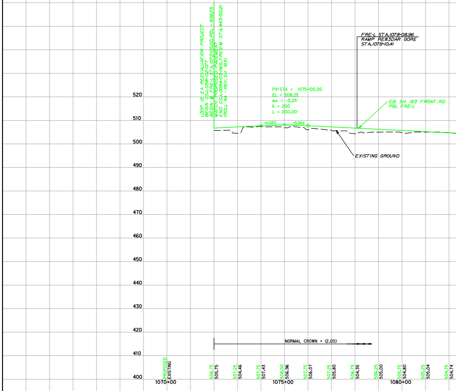


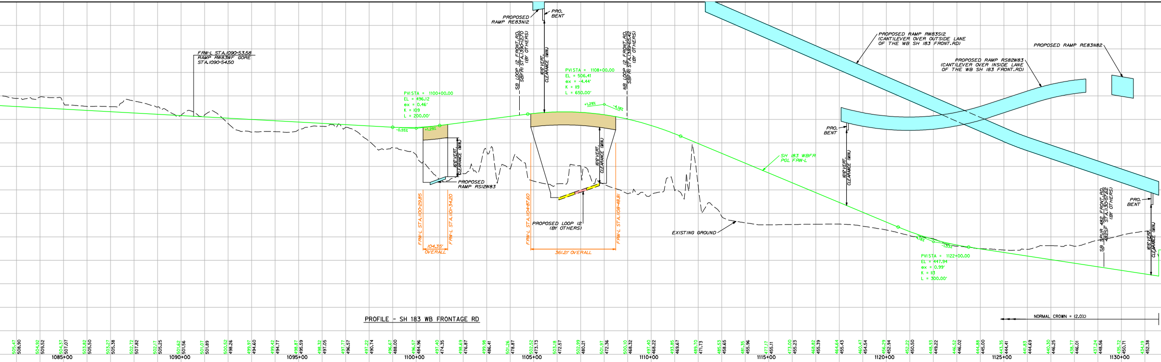
ROLL 6 OF 8

© 2006 BY TEXAS DEPARTMENT OF TRANSPORTATION
ALL RIGHTS RESERVED.

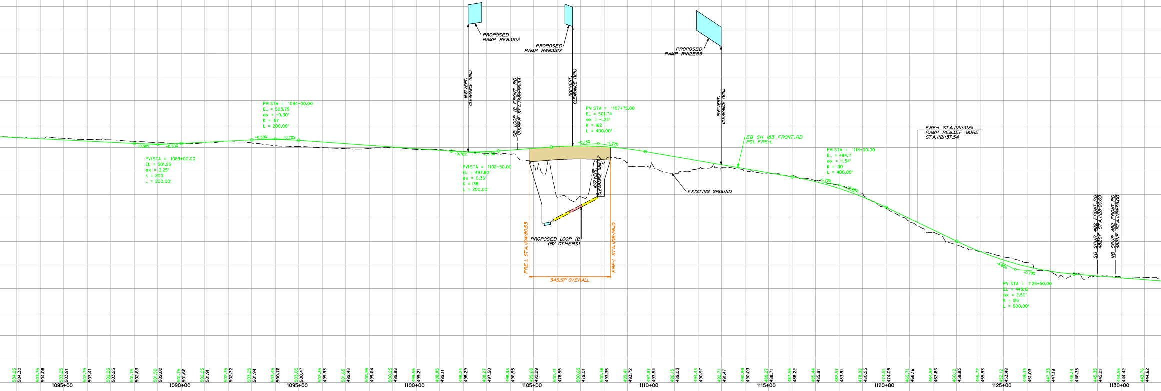
ROLL 6 OF 8
TX STADIUM PROFILES - SH 183
WB FRONTAGE RD, EB FRONTAGE RD, WB MAINLANES, E1145B12, E183NB482 & S482W183


LOOP 12 EA REEVALUATION PROJECT
BEGIN CSJ: 0581-02-077
BEGIN @ FRW-L STA.1072+00.00, PGL = 511.52
MATCH PROPOSED PAVEMENT
END CSJ: 0094-03-065, FRWI-M STA.443+20.56
(ROLL 4A - REV. SH 183)
520
510
500
490
480
470
460
450
440
430
420
410
400
NORMAL CROWN = (2.0%)
PROPOSED
EXISTING
511.52
512.19
510.97
512.22
510.42
511.49
509.87
511.56
509.32
510.32
508.77
510.21
508.22
509.61
507.67
509.49
507.12
510.11
506.57
510.18
506.02
510.13
1070+00
1075+00
1080+00

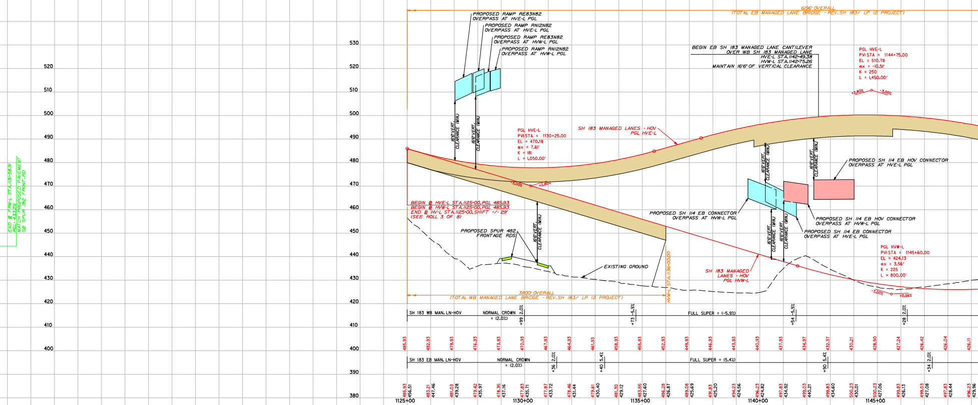

LOOP 12 EA REEVALUATION PROJECT
BEGIN CSJ: 0581-02-077
BEGIN @ FRE-L STA.1072+00.00, PGL = 506.75
MATCH PROPOSED PAVEMENT
END CSJ: 0094-03-065, FRE2-M STA.443+50.21
(ROLL 4A - REV. SH 183)
FRE-L STA.1078+08.96
RAMP RE83DAR GORE
STA.1078+10.41
PVI STA = 1075+00.00
EL = 508.25
ex = -0.25'
K = 200
L = 200.00'
+0.50%
-0.50%
EB SH 183 FRONT. RD
PGL FRE-L
EXISTING GROUND
520
510
500
490
480
470
460
450
440
430
420
410
400
NORMAL CROWN = (2.0%)
PROPOSED
EXISTING
506.75
505.75
507.25
504.46
507.75
507.43
508.00
506.96
507.75
506.07
507.25
505.80
506.75
504.35
506.25
505.00
505.75
504.80
505.25
505.04
504.75
504.74
1070+00
1075+00
1080+00


FRW-L STA.1090+53.58
RAMP RW83WF GORE
STA.1090+54.50
PROPOSED
RAMP RE83N12
PRO.
BENT
SB LOOP 12 FRONT.RD.
SBFR STA.1390+12.70
(BY OTHERS)
16'6" VERT.
CLEARANCE (MIN)
NB LOOP 12 FRONT.RD.
SBFR STA.1389+65.42
(BY OTHERS)
PVISTA = 1100+00.00
EL = 496.12
ex = 0.46'
K = 109
L = 200.00'
-0.55%
+1.29%
PVISTA = 1108+00.00
EL = 506.41
ex = -4.44'
K = 119
L = 650.00'
+1.29%
-4.18%
16'6" VERT.
CLEARANCE (MIN)
PROPOSED
RAMP RS12W83
16'6" VERT.
CLEARANCE (MIN)
PROPOSED LOOP 12
(BY OTHERS)
FRW-L STA.1100+29.85
FRW-L STA.1101+34.20
104.35'
OVERALL
FRW-L STA.1104+87.60
FRW-L STA.1108+48.81
361.21' OVERALL
EXISTING GROUND
PROPOSED RAMP RW83S12
(CANTILEVER OVER OUTSIDE LANE
OF THE WB SH 183 FRONT.RD)
PROPOSED RAMP RS82W83
(CANTILEVER OVER INSIDE LANE
OF THE WB SH 183 FRONT.RD)
PROPOSED RAMP RE83N82
PRO.
BENT
16'6" VERT.
CLEARANCE (MIN)
SH 183 WBFR
PGL FRW-L
-4.18%
-1.53%
PVISTA = 1122+00.00
EL = 447.94
ex = 0.99'
K = 113
L = 300.00'
SB SPUR 482 FRONT.RD.
482SF STA.1130+57.62
(BY OTHERS)
PRO.
BENT
16'6" VERT.
CLEARANCE (MIN)
NORMAL CROWN = (2.0%)
505.47 508.90
504.92 509.52
504.37 507.07
1085+00
503.82 505.50
503.27 505.38
502.72 507.82
502.17 505.25
501.62 501.56
1090+00
501.07 501.89
500.52 498.26
499.97 494.60
499.42 494.77
498.87 495.59
1095+00
498.32 497.05
497.77 496.57
497.22 490.74
496.67 488.00
496.57 484.96
1100+00
497.40 474.35
498.69 476.87
499.98 486.41
501.26 478.87
502.52 473.73
1105+00
503.18 472.57
502.99 480.21
501.97 472.36
500.10 468.32
497.40 468.22
1110+00
493.85 469.67
489.70 471.73
485.53 458.65
481.35 455.96
477.17 455.11
1115+00
473.00 455.23
468.82 455.39
464.64 455.43
460.47 454.54
456.29 452.94
1120+00
452.22 450.50
448.93 449.22
446.52 446.02
444.88 445.00
443.35 444.41
1125+00
441.83 444.69
440.30 446.25
438.77 446.01
437.24 448.56
435.72 450.71
1130+00
434.19 452.38

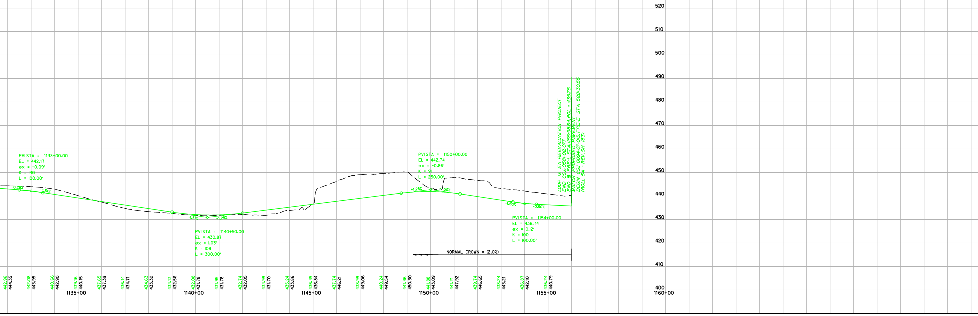
PROFILE - SH 183 WB FRONTAGE RD

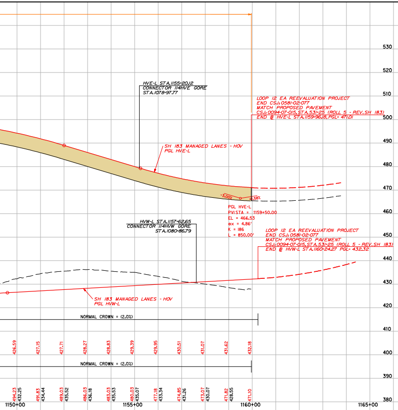

PROPOSED
RAMP RE83S12
PROPOSED
RAMP RW83S12
PROPOSED
RAMP RN12E83
16'6" VERT.
CLEARANCE (MIN)
SB LOOP 12 FRONT RD
12SBFR STA.1385+99.94
16'6" VERT.
CLEARANCE (MIN)
16'6" VERT.
CLEARANCE (MIN)
PVISTA = 1094+00.00
EL = 503.75
ex = -0.30'
K = 167
L = 200.00'
+0.50%
-0.70%
-0.50%
+0.50%
PVISTA = 1089+00.00
EL = 501.25
ex = 0.25'
K = 200
L = 200.00'
-0.70%
+0.75%
PVISTA = 1102+50.00
EL = 497.80
ex = 0.36'
K = 138
L = 200.00'
PVISTA = 1107+75.00
EL = 501.74
ex = -1.23'
K = 162
L = 400.00'
+0.75%
-1.72%
16'6" VERT.
CLEARANCE (MIN)
PROPOSED LOOP 12
(BY OTHERS)
FRE-L STA.1104+80.53
FRE-L STA.1108+26.10
345.57' OVERALL
EXISTING GROUND
EB SH 183 FRONT.RD
PGL FRE-L
PVISTA = 1118+00.00
EL = 484.11
ex = -1.54'
K = 130
L = 400.00'
-1.72%
-4.80%
FRE-L STA.1121+31.51
RAMP RE83EF GORE
STA.1121+37.54
-4.80%
-0.79%
PVISTA = 1125+50.00
EL = 448.12
ex = 2.50'
K = 125
L = 500.00'
SB SPUR 482 FRONT.RD
482SF STA.1128+99.69
NB SPUR 482 FRONT.RD
482NF STA.1129+75.00
504.25 504.30
503.75 504.08
503.25 503.91
1085+00
502.75 503.41
502.25 503.25
501.75 502.63
501.50 502.02
501.75 501.66
1090+00
502.25 501.91
502.75 502.32
503.25 501.94
503.45 500.76
503.05 500.47
1095+00
502.35 499.93
501.65 499.48
500.95 499.64
500.25 499.88
499.55 499.21
1100+00
498.85 499.11
498.24 498.29
498.27 497.50
498.93 496.95
499.68 492.29
1105+00
500.41 478.55
500.69 479.01
500.36 493.35
499.41 493.72
497.87 493.54
1110+00
496.15 489.03
494.43 490.97
492.71 491.47
490.99 490.03
489.27 488.71
1115+00
487.55 488.22
485.44 485.91
482.57 483.91
478.92 480.25
474.51 474.08
1120+00
469.71 468.16
464.92 463.86
460.12 458.83
455.72 455.93
452.12 453.48
1125+00
449.33 451.03
447.33 447.19
446.14 446.35
445.35 445.21
444.55 444.42
1130+00
443.76 444.62

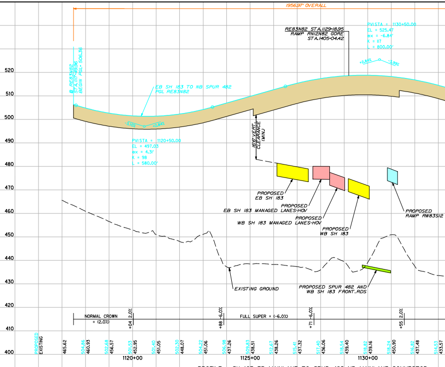
PROFILE - SH 183 EB FRONTAGE RD


530
520
510
500
490
480
470
460
450
440
430
420
410
400
390
380
END @ FRW-L STA.1131+58.91
PGL=433.29
MATCH PROPOSED PAVEMENT
SB SPUR 182 FRONT.RD
6196' OVERALL
(TOTAL EB MANAGED LANE BRIDGE - REV.SH 183/ LP 12 PROJECT)
PROPOSED RAMP RE83N82
OVERPASS AT HVE-L PGL
PROPOSED RAMP RN12N82
OVERPASS AT HVE-L PGL
PROPOSED RAMP RE83N82
OVERPASS AT HVW-L PGL
PROPOSED RAMP RN12N82
OVERPASS AT HVW-L PGL
16'6" VERT. CLEARANCE (MIN)
16'6" VERT. CLEARANCE (MIN)
PGL HVE-L
PVI STA = 1130+25.00
EL = 470.18
ex = 7.61'
K = 181
L = 1,050.00'
SH 183 MANAGED LANES - HOV
PGL HVE-L
BEGIN EB SH 183 MANAGED LANE CANTILEVER
OVER WB SH 183 MANAGED LANE
HVE-L STA.1142+49.38
HVW-L STA.1142+75.26
MAINTAIN 16'6" OF VERTICAL CLEARANCE
PGL HVE-L
PVI STA = 1144+75.00
EL = 510.78
ex = -10.51'
K = 250
L = 1,450.00'
+2.80%
-3.00%
-3.00%
+2.80%
BEGIN @ HVE-L STA.1125+00, PGL 485.93
BEGIN @ HVW-L STA.1125+00, PGL 485.93
END @ HV-L STA.1125+00, SHIFT +/- 29'
(SEE ROLL 3 OF 8)
PROPOSED SPUR 482
FRONTAGE RDS
16'6" VERT. CLEARANCE (MIN)
EXISTING GROUND
HVW-L STA.1136+00.00
3800' OVERALL
(TOTAL WB MANAGED LANE BRIDGE - REV.SH 183/ LP 12 PROJECT)
16'6" VERT. CLEARANCE (MIN)
16'6" VERT. CLEARANCE (MIN)
PROPOSED SH 114 EB HOV CONNECTOR
OVERPASS AT HVE-L PGL
PROPOSED SH 114 EB CONNECTOR
OVERPASS AT HVW-L PGL
PROPOSED SH 114 EB HOV CONNECTOR
OVERPASS AT HVW-L PGL
PROPOSED SH 114 EB CONNECTOR
OVERPASS AT HVE-L PGL
16'6" VERT. CLEARANCE (MIN)
16'6" VERT. CLEARANCE (MIN)
SH 183 MANAGED
LANES - HOV
PGL HVW-L
PGL HVW-L
PVI STA = 1145+60.00
EL = 424.13
ex = 3.56'
K = 225
L = 800.00'
-3.00%
+0.56%
SH 183 WB MAN. LN-HOV
NORMAL CROWN
= (2.0%)
+99 2.0%
+73 -5.9%
FULL SUPER = (-5.9%)
+54 -5.9%
+28 2.0%
485.93
482.93
479.93
476.93
473.93
470.93
467.93
464.93
461.93
458.93
455.93
452.93
449.93
446.93
443.93
440.93
437.93
434.97
432.37
430.21
428.50
427.24
426.42
426.04
426.11
SH 183 EB MAN. LN-HOV
NORMAL CROWN
= (2.0%)
+36 2.0%
+40 5.4%
FULL SUPER = (5.4%)
+90 5.4%
+34 2.0%
485.93 456.51
483.21 447.46
481.03 439.28
479.42 435.97
478.35 437.16
477.83 435.71
477.87 433.72
478.46 431.44
479.61 430.40
481.30 429.12
483.55 427.60
486.28 426.87
489.08 425.69
491.83 425.20
494.23 424.56
496.23 424.82
497.83 434.92
499.03 440.21
499.83 434.60
500.23 430.01
500.23 427.06
499.83 426.13
499.03 427.08
497.83 428.44
496.23 429.96
1125+00
1130+00
1135+00
1140+00
1145+00

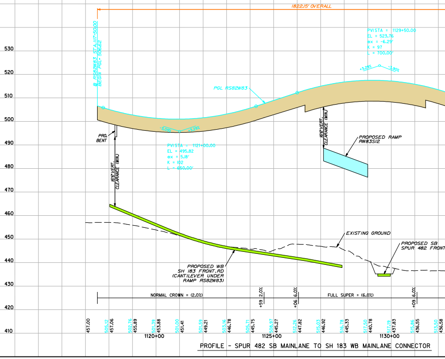
PROFILE - SH 183 WB AND EB MANAGED LANES - HOV (EAST OF STA 1125+00)


520
510
500
490
480
470
460
450
440
430
420
410
400
PVI STA = 1133+00.00
EL = 442.17
ex = -0.09'
K = 140
L = 100.00'
-0.79%
-1.51%
-1.51%
+1.25%
PVI STA = 1140+50.00
EL = 430.87
ex = 1.03'
K = 109
L = 300.00'
PVI STA = 1150+00.00
EL = 442.74
ex = -0.86'
K = 91
L = 250.00'
+1.25%
-1.50%
-1.50%
-0.50%
PVI STA = 1154+00.00
EL = 436.74
ex = 0.12'
K = 100
L = 100.00'
LOOP 12 EA REEVALUATION PROJECT
END CSJ:0581-02-077
END @ FRE-L STA.1155+98.64, PGL = 435.75
MATCH PROPOSED PAVEMENT
BEGIN CSJ 0094-07-015, FRE-E STA 528+30.55
(ROLL 5A - REV.SH 183)
NORMAL CROWN = (2.0%)
442.96 444.35
442.08 443.95
440.66 442.90
439.16 440.15
437.65 437.39
436.14 434.71
434.63 433.32
433.13 432.56
432.08 431.78
431.95 431.78
432.74 432.05
433.99 431.70
435.24 433.86
436.49 436.84
437.74 446.21
438.99 449.06
440.24 449.54
441.46 450.30
441.88 443.09
441.21 447.92
439.74 446.65
438.24 443.21
436.87 442.10
436.24 440.79
1135+00
1140+00
1145+00
1150+00
1155+00
1160+00

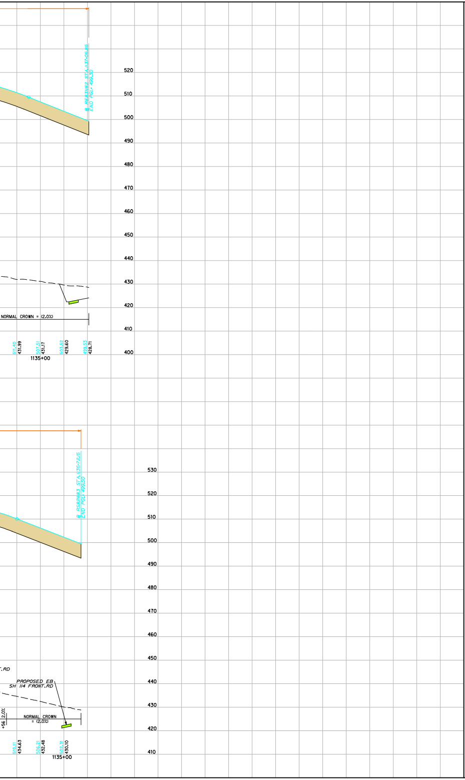

HVE-L STA.1155+20.12
CONNECTOR 114HVE GORE
STA.1078+97.77
LOOP 12 EA REEVALUATION PROJECT
END CSJ: 0581-02-077
MATCH PROPOSED PAVEMENT
CSJ: 0094-07-015, STA.531+25 (ROLL 5 - REV.SH 183)
END ℄ HVE-L STA.1159+96.18, PGL= 471.01
SH 183 MANAGED LANES - HOV
PGL HVE-L
-3.00%
+1.58%
PGL HVE-L
PVI STA = 1159+50.00
EL = 466.53
ex = 4.86'
K = 186
L = 850.00'
HVW-L STA.1157+62.65
CONNECTOR 114HVW GORE
STA.1080+86.79
LOOP 12 EA REEVALUATION PROJECT
END CSJ: 0581-02-077
MATCH PROPOSED PAVEMENT
CSJ: 0094-07-015, STA.531+25 (ROLL 5 - REV.SH 183)
END ℄ HVW-L STA.1160+24.27 PGL= 432.32
SH 183 MANAGED LANES - HOV
PGL HVW-L
NORMAL CROWN = (2.0%)
426.59
427.15
427.71
428.27
428.83
429.39
429.95
430.51
431.07
431.62
432.18
NORMAL CROWN = (2.0%)
494.23
432.25
491.83
434.44
489.03
435.52
486.03
436.18
483.03
435.53
480.03
435.07
477.18
433.34
474.85
431.26
473.07
430.07
471.82
428.55
471.10
1150+00
1155+00
1160+00
1165+00
530
520
510
500
490
480
470
460
450
440
430
420
410
400
390
380


1956.97' OVERALL
℄ RE83N82
STA.1117+49.96
BEGIN PGL= 506.36
EB SH 183 TO NB SPUR 482
PGL RE83N82
-3.10%
+2.84%
PVI STA = 1120+50.00
EL = 497.03
ex = 4.31'
K = 98
L = 580.00'
RE83N82 STA.1129+18.95
RAMP RN12N82 GORE
STA.1405+04.42
PVI STA = 1130+50.00
EL = 525.47
ex = -6.84'
K = 117
L = 800.00'
+2.84%
-3.99%
16'6" VERT.
CLEARANCE
(MIN)
PROPOSED
EB SH 183
PROPOSED
EB SH 183 MANAGED LANES-HOV
PROPOSED
WB SH 183 MANAGED LANES-HOV
PROPOSED
WB SH 183
PROPOSED
RAMP RW83S12
EXISTING GROUND
PROPOSED SPUR 482 AND
WB SH 183 FRONT.RDS
NORMAL CROWN
= (2.0%)
+04 2.0%
+88 -6.0%
FULL SUPER = (-6.0%)
+71 -6.0%
+55 2.0%
PROPOSED
EXISTING
465.62
504.86
460.93
502.68
456.57
501.53
452.95
501.40
451.05
502.30
448.07
504.22
451.06
506.98
437.26
509.83
438.51
512.67
438.26
515.41
437.32
517.40
436.06
518.54
439.40
518.82
439.16
518.24
450.90
516.82
437.48
514.53
433.57
1120+00
1125+00
1130+00
520
510
500
490
480
470
460
450
440
430
420
410
400

PROFILE - SH 183 EB MAINLANE TO SPUR 482 NB MAINLANE CONNECTOR


1822.15' OVERALL
℄ RS82W83 STA.1117+50.00
BEGIN PGL= 506.62
PGL RS82W83
-3.09%
+3.29%
PVI STA = 1121+00.00
EL = 495.82
ex = 5.18'
K = 102
L = 650.00'
PVI STA = 1129+50.00
EL = 523.76
ex = -6.29'
K = 97
L = 700.00'
+3.29%
-3.90%
PRO.
BENT
16'6" VERT.
CLEARANCE (MIN)
16'6" VERT.
CLEARANCE (MIN)
PROPOSED RAMP
RW83S12
EXISTING GROUND
PROPOSED WB
SH 183 FRONT.RD
(CANTILEVER UNDER
RAMP RS82W83)
PROPOSED SB
SPUR 482 FRONT
NORMAL CROWN = (2.0%)
+59 2.0%
+06 6.0%
FULL SUPER = (6.0%)
+09 6.0%
457.00
505.12
457.06
502.76
455.89
501.39
453.88
501.00
451.41
501.59
449.21
503.16
446.78
505.71
445.75
508.97
445.27
512.26
447.82
515.03
446.92
516.78
445.33
517.50
440.78
517.19
437.83
515.86
436.55
513.50
436.58
1120+00
1125+00
1130+00
530
520
510
500
490
480
470
460
450
440
430
420
410

PROFILE - SPUR 482 SB MAINLANE TO SH 183 WB MAINLANE CONNECTOR



520
510
500
490
480
470
460
450
440
430
420
410
400
Ⓑ RE83NB2 STA.1137+05.85
END PGL= 499.30
NORMAL CROWN = (2.0%)
511.40
431.99
507.51
431.17
503.52
429.60
499.53
428.71
1135+00
530
520
510
500
490
480
470
460
450
440
430
420
410
Ⓑ RS82W83 STA.1135+72.15
END PGL= 499.50
.RD
PROPOSED EB
SH 114 FRONT.RD
2.0%
+56
NORMAL CROWN
= (2.0%)
510.11
434.63
506.21
432.48
502.31
430.10
1135+00

TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT

WILLIAM L. HALE, P.E., DISTRICT ENGINEER

PRELIMINARY LOOP 12 EA REEVALUATION DESIGN SCHEMATIC

SH 183
DALLAS COUNTY

LOOP 12 CSJ NO. 0581-02-077
SPUR 482 CSJ NO. 0094-03-060
SH 183 CSJ NO. 0094-07-015
PROJECT LENGTH = 1.67 MI.
(SH 183 AT LOOP 12)

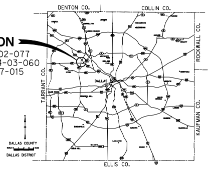
DESIGN SPEED

MAINLANES - 70 MPH - BASED ON URBAN INTERSTATE FREEWAY
RAMPS - 50 MPH - BASED ON MID RANGE; 35 MPH IF NOTED(BASED ON LOW RANGE)
DIRECT CONNECTORS - 50MPH; 35 MPH IF NOTED (BASED ON LOW RANGE)
FRONTAGE ROADS - 45 MPH - BASED ON DESIRABLE COLLECTOR
CROSS STREETS - 45 MPH - BASED ON DESIRABLE COLLECTOR
MANAGED LANES - HOV - 70 MPH (MAINLANES), 50 MPH (RAMP CONNECTORS)

AVERAGE DAILY TRAFFIC	2000 (2025)
SPUR 408 TO SINGLETON BLVD.	144,000 (210,600)
SINGLETON BLVD. TO IH 35E	159,600 (237,500)

HIGHWAY CLASSIFICATION
URBAN FREEWAY

PROJECT LOCATION
LOOP 12 CSJ NO. 0581-02-077
SPUR 482 CSJ NO. 0094-03-060
SH 183 CSJ NO. 0094-07-015



DENTON CO.
COLLIN CO.
ROCKWALL CO.
TARRANT CO.
KAUFMAN CO.
ELLIS CO.
DALLAS
DALLAS COUNTY
DALLAS DISTRICT

LOOP 12 EA REEVALUATION SCHEMATIC REVISIONS
PREPARED BY HALFF ASSOCIATES, INC.

DRAFT SUBMITTAL
NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.

DATE APPROVED

HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS · SCIENTISTS
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	05-31-06
Chad R. Gardiner	93793	05-31-06

DATE SUBMITTED
MAY 31, 2006

DATE REVISED

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

© 2006 BY TEXAS DEPARTMENT OF TRANSPORTATION
ALL RIGHTS RESERVED.

ROLL 6 OF 8

ROLL 6 OF 8
TX STADIUM PROFILES - SH 183
WB FRONTAGE RD, EB FRONTAGE RD, WB MAINLANES, E114SB12, E183WB482 & S482W183