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)

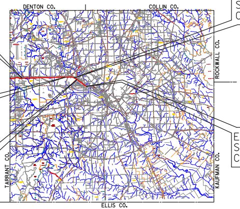
IH 35E TO LOOP 12	174,100 (278,600)
LOOP 12 TO SH 360	216,900 (347,300)

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

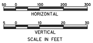
Type or Print Name	PE#	Date
Matthew G. Craig	69910	03-13-12

DATE SUBMITTED

MAY 31, 2006

DATE REVISED

MARCH 13, 2012



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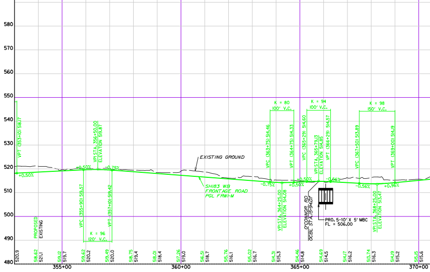
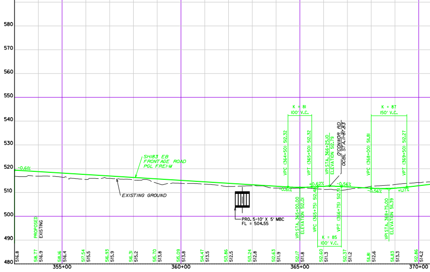
**ROLL 4A OF 5
FRONTAGE ROAD
AND RAMP PROFILES**

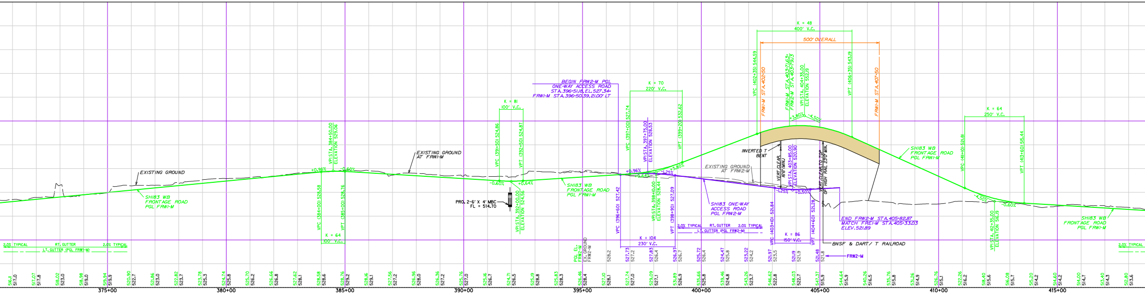
PROPOSED WESTBOUND SH 183 FRONTAGE ROAD

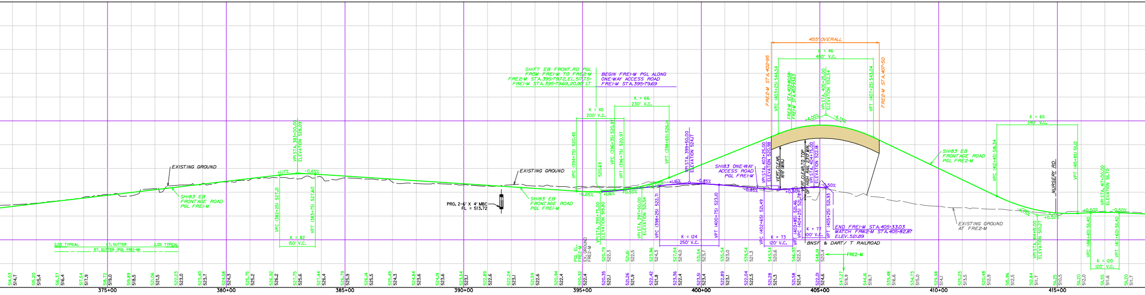

580
570
560
550
540
530
520
510
500
490
480
355+00
360+00
365+00
370+00
VPT (353+10) 518.17
+0.50%
+0.50%
-0.75%
VPI STA. 356+50.00
ELEVATION 519.87
VPC (355+90) 519.57
VPT (357+10) 519.42
K = 96
120' V.C.
EXISTING GROUND
SH183 WB FRONTAGE ROAD PGL FRW1-M
K = 80
100' V.C.
VPC (363+75) 514.46
VPT (364+75) 514.33
-0.75%
+0.50%
VPI STA. 364+25.00
ELEVATION 514.08
K = 94
100' V.C.
VPC (365+29) 514.60
VPT (366+29) 514.57
VPI STA. 365+79.13
ELEVATION 514.85
+0.50%
-0.56%
O'CONNOR RD
OCBL STA. 15+94.07
PRO. 5-10' X 5' MBC
FL = 506.00
K = 98
150' V.C.
VPC (367+50) 513.89
VPT (369+00) 514.19
-0.56%
+0.96%
VPI STA. 368+25.00
ELEVATION 513.47
PROPOSED
EXISTING
520.9
518.62
521.1
519.12
519.7
519.62
520.2
519.49
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

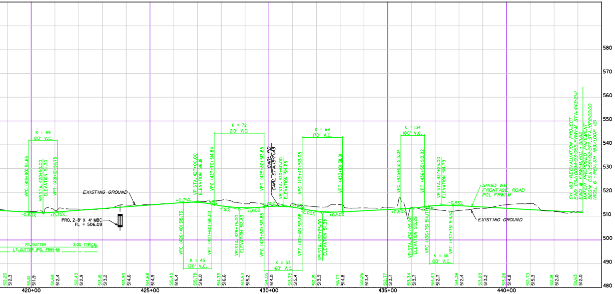
PRELIMINARY SCHEMATIC

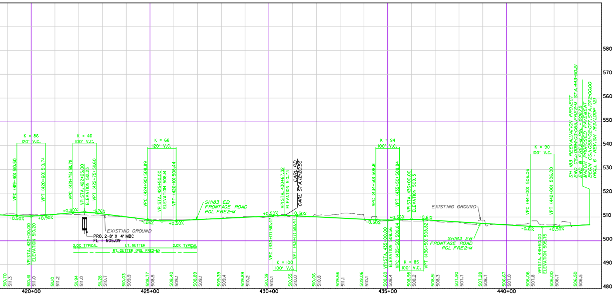
PROPOSED EASTBOUND SH 183 FRONTAGE ROAD

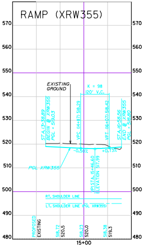

580
570
560
550
540
530
520
510
500
490
480
355+00
360+00
365+00
370+00
-0.61%
SH183 EB FRONTAGE ROAD PGL FRE1-M
EXISTING GROUND
PRO. 5-10' X 5' MBC
FL = 504.55
K = 81
100' V.C.
VPC (364+50) 512.32
VPT (365+50) 512.32
-0.61%
+0.62%
VPI STA. 365+00.00
ELEVATION 512.01
VPC (365+75) 512.48
VPT (366+75) 512.51
K = 85
100' V.C.
VPI STA. 366+25.10
ELEVATION 512.79
-0.56%
O'CONNOR RD
OCBL STA. 11+87.83
K = 87
150' V.C.
VPC (368+00) 511.81
VPT (369+50) 512.27
-0.56%
+1.17%
VPI STA. 368+75.00
ELEVATION 511.39
PROPOSED
EXISTING
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

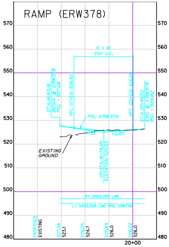

EXISTING GROUND
SH183 WB FRONTAGE ROAD PGL FRW1-M
2.0% TYPICAL RT. GUTTER 2.0% TYPICAL
LT. GUTTER (PGL FRW1-M)
+0.98%
-0.60%
VPI STA. 384+50.00 ELEVATION 529.06
VPC (384+00) 528.58
VPT (385+00) 528.76
K = 64
100' V.C.
EXISTING GROUND AT FRW1-M
PRO. 2-6' X 4' MBC FL = 514.70
K = 81
100' V.C.
VPC (391+50) 524.86
VPT (392+50) 524.87
-0.60%
+0.64%
VPI STA. 392+00.00 ELEVATION 524.56
SH183 WB FRONTAGE ROAD PGL FRW1-M
BEGIN FRW2-M PGL ONE-WAY ACCESS ROAD STA. 396+51.18, EL. 527.34= FRW1-M STA. 396+50.39, 21.00' LT
K = 70
220' V.C.
VPC (397+00) 527.74
VPI STA. 397+75.00 ELEVATION 528.53
VPT (399+20) 532.62
+0.96%
+0.64%
-1.25%
+3.80%
VPI STA. 398+00.00 ELEVATION 528.44
VPC (396+60) 527.42
VPT (398+90) 527.09
K = 104
230' V.C.
EXISTING GROUND AT FRW2-M
SH183 ONE-WAY ACCESS ROAD PGL FRW2-M
2.0% TYPICAL RT. GUTTER 2.0% TYPICAL
LT. GUTTER (PGL FRW2-M)
K = 48
400' V.C.
500' OVERALL
VPC (402+35) 544.59
FRW1-M STA. 402+50
FRW1-M STA. 403+71.63= FRW2-M STA. 403+79.13
VPI STA. 404+35.00 ELEVATION 552.19
VPT (406+35) 543.19
FRW1-M STA. 407+50
+3.80%
-4.50%
INVERTED T BENT
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 = 64
250' V.C.
VPC (411+10) 521.81
VPT (413+60) 515.44
-4.50%
-0.60%
VPI STA. 412+35.00 ELEVATION 516.19
PGL EL. FRW2-M
EX. GROUND FRW2-M
375+00
380+00
385+00
390+00
395+00
400+00
405+00
410+00
415+00

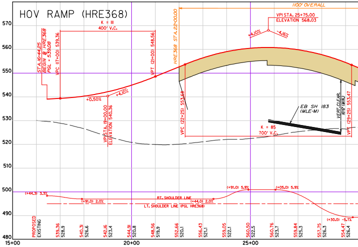

EXISTING GROUND
SH183 EB FRONTAGE ROAD PGL FRE1-M
2.0% TYPICAL LT. GUTTER 2.0% TYPICAL
RT. GUTTER (PGL FRE1-M)
+1.17%
-0.65%
VPI STA. 383+00.00 ELEVATION 528.09
VPC (382+25) 527.21
VPT (383+75) 521.60
K = 82
150' V.C.
EXISTING GROUND
PRO. 2-6' X 4' MBC FL = 513.72
SH183 EB FRONTAGE ROAD PGL FRE1-M
SHIFT 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 = 66
230' V.C.
VPC (394+75) 520.45
520.69
VPC (396+35) 520.97
VPT (396+75) 520.97
VPT (398+65) 526.14
-0.65%
+1.16%
+0.50%
+4.00%
+1.16%
-0.85%
VPI STA. 395+75.00 ELEVATION 519.80
VPI STA. 397+50.00 ELEVATION 521.54
VPI STA. 399+50.00 ELEVATION 524.17
VPC (398+25) 522.71
VPT (400+75) 523.10
K = 124
250' V.C.
SH183 ONE-WAY ACCESS ROAD PGL FRE1-M
455' OVERALL
K = 46
400' V.C.
FRE2-M STA. 402+95
VPC (403+25) 544.54
FRE2-M STA. 403+80.58= FRE1-M STA. 403+93.63
VPI STA. 405+25.00 ELEVATION 552.54
VPT (407+25) 543.04
FRE2-M STA. 407+50
+4.00%
-4.75%
VPI STA. 403+25.00 ELEVATION 520.98
VERT. CLEAR. 16'6" (MIN)
VERT. CLEAR. TO TOP OF HIGH RAIL 23'0" MIN.
VPI STA. 404+75.00 ELEVATION 522.18
-0.85%
+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
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
K = 65
340' V.C.
VPC (412+45) 518.34
VPT (415+85) 511.12
NURSERY RD
EXISTING GROUND AT FRE2-M
-4.75%
+0.50%
+0.50%
-0.50%
VPI STA. 414+15.00 ELEVATION 510.27
VPI STA. 417+00.00 ELEVATION 511.70
VPC (416+40) 511.40
VPT (417+60) 511.40
K = 120
120' V.C.
PGL EL. FRE2-M
EX. GROUND FRE2-M
375+00
380+00
385+00
390+00
395+00
400+00
405+00
410+00
415+00

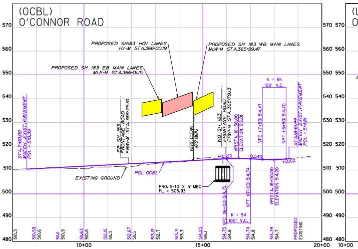

K = 89
120' V.C.
K = 72
210' V.C.
K = 68
170' V.C.
K = 134
100' V.C.
K = 45
120' V.C.
K = 53
160' V.C.
K = 56
100' V.C.
EXISTING GROUND
PRO. 2-8' X 4' MBC
FL = 506.09
CARL RD
SH183 WB
FRONTAGE ROAD
PGL FRW1-M
EXISTING GROUND
RT. GUTTER
2.0% TYPICAL
LT. GUTTER (PGL FRW1-M)
SH 183 REEVALUATION PROJECT
END CSJ: 0094-03-065, FRW1-M STA. 443+21.11
END ℗ FRW1-M, PGL = 511.52
MATCH PROPOSED PAVEMENT
BEGIN CSJ: 0581-02-077, STA. 1072+00.00
(ROLL 6 - REV. SH 183/LOOP 12)
420+00
425+00
430+00
435+00
440+00

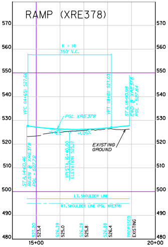

K = 86
120' V.C.
K = 46
100' V.C.
K = 68
120' V.C.
K = 94
100' V.C.
K = 90
100' V.C.
K = 100
100' V.C.
K = 85
100' V.C.
SH183 EB
FRONTAGE ROAD
PGL FRE2-M
CARL RD
EXISTING GROUND
PRO. 2-8' X 4' MBC
FL = 505.09
2.0% TYPICAL
LT. GUTTER
RT. GUTTER (PGL FRE2-M)
SH183 EB
FRONTAGE ROAD
PGL FRE2-M
SH 183 REEVALUATION PROJECT
420+00
425+00
430+00
435+00
440+00

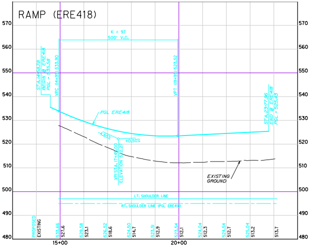

RAMP (XRW355)
EXISTING GROUND
K = 98
120' V.C.
PGL XRW355
RT. SHOULDER LINE
LT. SHOULDER LINE (PGL XRW355)
PROPOSED
EXISTING
15+00

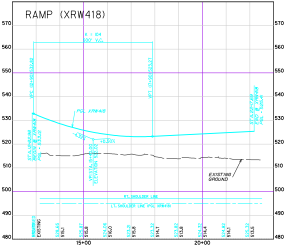

RAMP (ERW378)
K = 82
250' V.C.
PGL ERW378
EXISTING GROUND
RT. SHOULDER LINE
LT. SHOULDER LINE (PGL ERW378)
PROPOSED
EXISTING
20+00

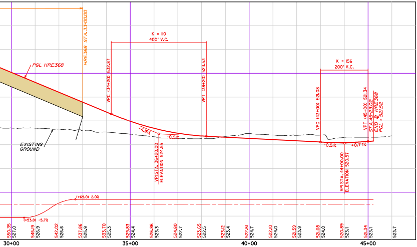

HOV RAMP (HRE368)
1100' OVERALL
VPI STA. 25+75.00
ELEVATION 568.03
K = 111
400' V.C.
+4.10%
-4.16%
+0.50%
HRE368 STA. 22+00.00
EB SH 183
(MLE-M)
VERT. CLEAR. 16'6" (MIN)
K = 85
700' V.C.
RT. SHOULDER LINE
LT. SHOULDER LINE (PGL HRE368)
PROPOSED
EXISTING
15+00
20+00
25+00

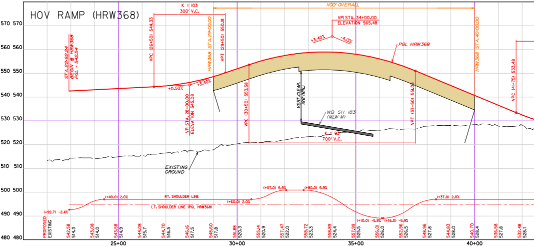

(OCBL)
O'CONNOR ROAD
PROPOSED SH183 HOV LANES
HV-M STA. 366+00.19
PROPOSED SH 183 WB MAIN LANES
MLW-M STA. 365+99.47
PROPOSED SH 183 EB MAIN LANES
MLE-M STA. 366+01.15
EB SH 183 FRONTAGE ROAD FRW1-M STA. 366+25.10
WB SH 183 FRONTAGE ROAD FRW1-M STA. 365+79.13
VERT. CLEAR. 16'6" (MIN)
K = 65
100' V.C.
K = 94
100' V.C.
STA. 7+60.00
MATCH EXIST. PAVEMENT
PGL = 510.39
STA. 18+61.44
MATCH EXIST. PAVEMENT
PGL = 514.81
PGL OCBL
EXISTING GROUND
PRO. 5-10' X 5' MBC
FL = 505.93
PROPOSED
EXISTING
10+00
15+00
20+00
10+00

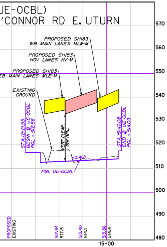

RAMP (XRE378)
K = 141
350' V.C.
VPC (14+65) 527.66
VPT (18+15) 527.03
STA.18+50.98 END @ XRE378 PGL = 527.84
STA.14+60.46 BEGIN @ XRE378 PGL = 527.72
PGL XRE378
-0.18%
+1.06%
VPI STA. 16+40.00 ELEVATION 525.17
EXISTING GROUND
LT. SHOULDER LINE
RT. SHOULDER LINE (PGL XRE378)
PROPOSED
EXISTING
15+00
20+00

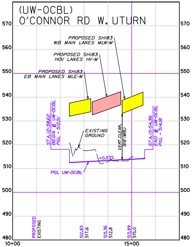

RAMP (ERE418)
K = 97
500' V.C.
STA.14+68.78 BEGIN @ ERE418 PGL = 535.58
VPC (14+91) 533.90
VPT (19+91) 523.52
STA.23+77.26 END @ ERE418 PGL = 525.43
PGL ERE418
-4.65%
+0.50%
VPI STA. 17+41.00 ELEVATION 522.27
EXISTING GROUND
LT. SHOULDER LINE
RT. SHOULDER LINE (PGL ERE418)
PROPOSED
EXISTING
15+00
20+00

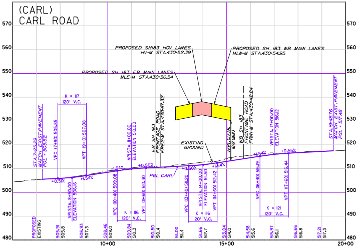

RAMP (XRW418)
K = 104
600' V.C.
VPC (11+90) 532.82
VPT (17+90) 523.27
STA.22+17.60 END @ XRW418 PGL = 525.41
STA.10+92.98 BEGIN @ XRW418 PGL = 533.12
PGL XRW418
-4.32%
+0.50%
VPI STA. 15+40.00 ELEVATION 520.02
EXISTING GROUND
RT. SHOULDER LINE
LT. SHOULDER LINE (PGL XRW418)
PROPOSED
EXISTING
15+00
20+00

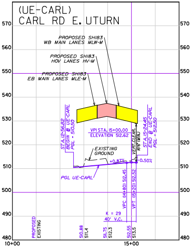

PGL HRE368
HRE368 STA.33+00.00
K = 110
400' V.C.
VPC (34+20) 532.87
VPT (38+20) 523.53
K = 156
200' V.C.
VPC (43+00) 521.08
VPT (45+00) 521.34
STA.45+23.02 END @ HRE368 PGL = 521.52
-4.16%
-0.51%
-0.51%
+0.77%
VPI STA. 36+20.00 ELEVATION 524.55
VPI STA. 44+00.00 ELEVATION 520.57
EXISTING GROUND
(+69.0) 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%
PGL HRW368
STA.22+92.24 BEGIN @ HRW368 PGL = 542.54
VPC (26+50) 544.33
HRW368 STA.29+00.00
VPT (29+50) 550.81
HRW368 STA.40+00.00
VPC (41+75) 533.48
+0.50%
+3.40%
VPI STA. 28+00.00 ELEVATION 545.08
VERT. CLEAR. 16'6" (MIN)
WB SH 183 (MLW-M)
VPC (30+50) 553.58
VPT (37+50) 551.08
K = 93
700' V.C.
EXISTING GROUND
RT. SHOULDER LINE
LT. SHOULDER LINE (PGL HRW368)
(+92.7) -2.4%
(+40.0) 2.0%
(+60.0) 2.0%
(+107.0) 5.9%
(+80.0) 5.9%
(+110.0) -5.9%
(+116.0) -5.9%
(+37.0) 2.0%
PROPOSED
EXISTING
25+00
30+00
35+00
40+00

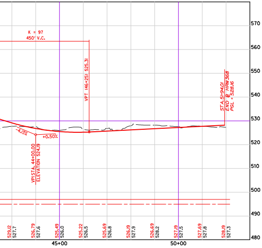

(UE-OCBL)
O'CONNOR RD E. UTURN
PROPOSED SH183 WB MAIN LANES MLW-M
PROPOSED SH183 HOV LANES HV-M
PROPOSED SH183 EB MAIN LANES MLE-M
EXISTING GROUND
STA.12+21.55 BEGIN @ UE-OCBL PGL = 512.58
VERT. CLEAR. 16'6" (MIN)
+0.46%
STA.15+49.08 END @ UE-OCBL PGL = 514.09
PGL UE-OCBL
PROPOSED
EXISTING
15+00

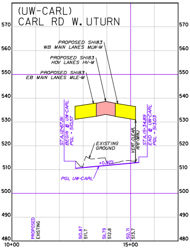

(UW-OCBL)
O'CONNOR RD W. UTURN
PROPOSED SH183 WB MAIN LANES MLW-M
PROPOSED SH183 HOV LANES HV-M
PROPOSED SH183 EB MAIN LANES MLE-M
STA.12+38.62 BEGIN @ UW-OCBL PGL = 512.51
EXISTING GROUND
VERT. CLEAR. 16'6" (MIN)
+0.53%
STA.15+54.36 END @ UW-OCBL PGL = 514.18
PGL UW-OCBL
PROPOSED
EXISTING
10+00
15+00


(CARL)
CARL ROAD
PROPOSED SH183 HOV LANES HV-M STA.430+52.39
PROPOSED SH 183 WB MAIN LANES MLW-M STA.430+54.95
PROPOSED SH 183 EB MAIN LANES MLE-M STA.430+50.54
K = 117
120' V.C.
STA.7+25.29 MATCH EXIST. PAVEMENT PGL = 505.52
VPC (7+90) 505.85
VPT (9+10) 507.08
VPI STA. 8+50.00 ELEVATION 506.56
+0.51%
+1.54%
VPI STA. 11+00.00 ELEVATION 510.00
EB SH 183 FRONTAGE ROAD FRE2-M STA.430+67.32
EXISTING GROUND
VERT. CLEAR. 16'6" (MIN)
WB SH 183 FRONTAGE ROAD FRW1-M STA.430+42.24
VPI STA. 17+00.00 ELEVATION 516.22
STA.19+48.76 MATCH EXIST. PAVEMENT PGL = 517.48
+1.54%
+0.50%
+0.50%
+1.54%
+1.54%
+0.55%
PGL CARL
VPC (10+40) 509.08
VPT (11+60) 510.30
K = 116
120' V.C.
VPC (13+40) 511.20
VPI STA. 14+00.00 ELEVATION 511.50
VPT (14+60) 512.42
K = 116
120' V.C.
VPC (16+40) 515.39
VPT (17+60) 516.44
K = 121
120' V.C.
PROPOSED
EXISTING
10+00
15+00
20+00


(UE-CARL)
CARL RD E. UTURN
PROPOSED SH183 WB MAIN LANES MLW-M
PROPOSED SH183 HOV LANES HV-M
PROPOSED SH183 EB MAIN LANES MLE-M
STA.12+56.82 BEGIN @ UE-CARL PGL = 509.50
VPI STA. 15+00.00 ELEVATION 512.62
EXISTING GROUND
VERT. CLEAR. 16'6" (MIN)
STA.15+94.45 END @ UE-CARL PGL = 512.50
+0.87%
-0.50%
PGL UE-CARL
VPC (14+80) 512.45
VPT (15+20) 512.52
K = 29
40' V.C.
PROPOSED
EXISTING
10+00
15+00

PRELIMINARY
SCHEMATIC


K = 97
450' V.C.
VPT (46+25) 525.31
-4.13%
+0.50%
VPI STA. 44+00.00
ELEVATION 524.49
STA. 51+94.01
END B HRW368
PGL - 528.16
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 B UW-CARL
PGL - 510.57
EXISTING
GROUND
VERT. CLEAR.
16'6" (MIN)
STA.15+34.89
END B UW-CARL
PGL - 513.03
+0.92%
PGL UW-CARL
570
560
550
540
530
520
510
500
490
480
PROPOSED
EXISTING
510.87
511.7
511.79
512.8
512.71
513.7
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)

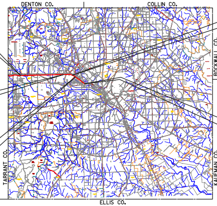
IH 35E TO LOOP 12	174,100 (278,600)
LOOP 12 TO SH 360	216,900 (347,300)

ROADWAY: URBAN FREEWAY

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

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

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

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 4A OF 5
FRONTAGE ROAD
AND RAMP PROFILES

ROLL 4A OF 5 FRONTAGE ROAD AND RAMP PROFILES